

**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**

January 2021

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 Personal home addresses and phone numbers will not be published in the Final SEA.

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.

The Proposed Action is to accommodate the construction and operation of a public charter school on JBAB property serving DC and JBAB military families. To establish the school on the installation property, the USAF will retain ownership of the property and enter into a real estate outgrant with the Lawndale and Educational and Regional Network (LEARN) Charter School Network. The proposed charter school will be approximately 55,000 square feet with 31 classrooms. Construction would occur in phases, and the school would be completed in 2028 with 550 students and 64 staff members.

An *Environmental Assessment (EA) for Real Estate Outgrant of a Charter School* (Charter School 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. A FONSI for the Charter School EA was signed by the Navy on **30 September 2020**, and 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.

The USAF has identified a third action alternative and wishes to include it as part of the Proposed Action. The third Action Alternative, Site 3- Central Location, hereafter referred to interchangeably as Site 3 and Alternative 3 was evaluated in the attached Supplemental *Environmental Assessment (SEA) for Real Estate Outgrant of a Charter School* (SEA) and is now the Preferred Alternative.

This SEA analyzed the following resource areas in detail for Sites 3: air quality, water resources, cultural resources, biological resources, infrastructure, transportation, socioeconomics, and environmental justice. Airspace, 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 attached SEA. 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 proposed alternate location.

The screening factors for identifying sites that meet the Purpose and Need from the Charter School EA for this action are incorporated by reference in this FONSI. One of the original screening factors in the Charter School EA for siting the proposed charter 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. Both the Charter School EA and the SEA are incorporated by reference into this FONSI.

PREFERRED ALTERNATIVE

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 [SEA 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.

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 continue to 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, Land Use, Visual Resources, Hazardous Materials and Waste, and Public Health and Safety were not carried forward for detailed analysis in this SEA. 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 consistent with 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 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.

The Navy coordinated with District Department of Transportation (DDOT) for a transportation study and to determine mitigations for Site 1 & 2 in the Charter School EA. In developing this SEA, the USAF re-initiated consultation with DDOT to request the agencies opinion on any additional mitigation measures specific to Site 3. DDOT responded to consultations on **4 December 2020**. Correspondence between the USAF and DDOT is included in **Attachment B of the SEA**. Per DDOT's response, the following mitigation measures would be implemented in coordination with DDOT for the Preferred Alternative – Site 3:

- 1) DDOT has requested that the school collaborate with DDOT on a detailed pick-up/drop-off plan that includes strategies to ensure vehicles do not queue back into Overlook Avenue SW. These strategies may include signalization at the South Gate where pick-up/drop-off occurs, if warranted and approved by DDOT, or additional striping, signage, and transportation demand management measures.
- 2) Since Alternatives 2 and 3 are a similar distance walk from the Chesapeake Street / Overlook Avenue intersection, DDOT requested the same three Chesapeake Street SW pedestrian network improvements from Alternative 2, noted in the **26 May, 2020** letter [**Charter School EA-Appendix B**] for the Charter School EA, be made with Alternative 3 to ensure students living in the adjacent Bellevue neighborhood can easily and safely walk to the site. These mitigations include:
 - Widen sidewalk on southern side of Chesapeake Street SW
 - Install crosswalk with curb ramp across Chesapeake Street from east side of 2nd street SW
 - Narrowing the apron of the I-295 on-ramp on Chesapeake Street SW to reduce high-speed turns.
- 3) Further, DDOT recommends the sidewalk along the west side of Overlook Avenue linking from Chesapeake Street SW northward to the JBAB South Gate be straightened out and upgraded to meet the Americans with Disabilities Act (ADA) minimum width or, if possible, 6-feet wide in accordance with DDOT's Design and Engineering Manual (DEM 31.2). Accompanying the upgraded sidewalk, modern ADA ramps and high visibility crosswalks should also be installed on the western leg of the Chesapeake Street / Overlook Avenue intersection.

LEARN will comply at its expense with all of the on- and off-base mitigations identified by DDOT; compliance with these mitigation measures will be a condition of the lease LEARN signs with the USAF. A Mitigation Plan will be completed by LEARN and submitted for USAF approval within 90 days of the FONSI being signed. (The original EA identified LEARN as the responsible entity for implementing mitigations, in coordination with DDOT and the Navy.) As Lead Agency, the USAF will assume the coordination role for mitigations, formerly the responsibility of the Navy.

With implementation of mitigation measures, impacts on pedestrian and bicycle networks would be beneficial and adverse impacts on traffic would be mitigated to less than significant impact.

Air Quality: There would be short-term, minor air emissions during construction, and long term minor air emissions from facility operations and commuters. Air Conformity Applicability Model (ACAM) for Alternative 3 is provided in **Attachment C of the SEA**. No significant effects on Air Quality as a result of the Proposed Action would occur.

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 has coordinated with the District of Columbia State Historic Preservation Office (DC SHPO) to develop a Programmatic Agreement (PA) to ensure that any potential effects to the built environment and to potential NRHP eligible archaeological sites within the APE would be evaluated. According to the PA, the USAF would provide final construction plans to the DC SHPO allowing them 30 calendar days to review. The USAF would coordinate with the DC SHPO on the final exterior site plans; to ensure that there would be “no adverse effect” to the historic built environment.

Per the PA, the USAF would ensure that a phased archaeological investigation to identify archaeological resources would be conducted prior to any ground disturbing activities within the APE. The USAF and the DC SHPO have agreed that the undertaking may be implemented in accordance to the PA, dated **15 January 2021**, and is included in **Attachment B of the SEA**.

Biological Resources: 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 Alternatives 1 and 2. Trees present at Alternative 3 may offer marginal roosting habitat for the Northern Long-Eared Bat (*Myotis septentrionalis*). Any required tree removal would occur outside the pup season (June 1-July 31) to avoid potential impacts to bat species who happen to have a roost tree on the project site. Trees removed during development will be replaced at a 1:1 ratio in accordance with the installation’s tree removal policy. Correspondence with the USFWS regarding Alternative 3 is provided in **Attachment B of the 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.

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.

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. 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.

Consultation and Coordination with Indian Tribal Governments: To date, no traditional cultural properties or American Indian sacred sites have been recorded at JBAB. The Delaware Tribe of Indians and the Delaware Nation have requested to be notified for undertakings at JBAB that may involve archaeological resources. The Air Force has notified the Delaware Tribe of Indians and the Delaware Nation that an archaeological survey within the Area of Potential would be coordinated with the DCSHPO as per the PA. To date, the Delaware Tribe of Indians responded in an email dated **13 January 2021** stating that they “have no historic or cultural resources in DC and have no objection to the proposal”. The USAF will notify the Delaware Nation if any archaeological resources are discovered during the survey. Any correspondence with the Delaware Nation and the Delaware Tribe of Indians pertaining to this undertaking is provided in **Attachment B of the SEA**.

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 DC 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.

RICKY N. RUPP, Major General, USAF
Commander, Air Force District of Washington

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 **24 June 2020**, a Memorandum of Agreement (MOA) was signed transferring the lead responsibility of JBAB, 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, Site 3- Central Location hereafter referred to interchangeably as Site 3 and 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, geology and earth resources, biological 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. The SEA incorporates by reference the analysis previously completed in the Charter School EA, when appropriate. All resource areas for Alternative 3 were evaluated on their individual merit while considering the alternate location.

1.3 SCREENING FACTORS

One of the original screening factors in the Charter School EA 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.

To date, no traditional cultural properties or American Indian sacred sites have been recorded at JBAB (NAVFAC, 2020). The Delaware Tribe of Indians and the Delaware Nation have requested to be notified by the USAF for undertakings at JBAB that may involve archaeological resources. The USAF is currently working with the District of Columbia State Historic Preservation Office (DC SHPO) to conduct an archaeological survey at proposed Site 3. On **13 January 2021**, the USAF sent an email and a letter to the Delaware Tribe of Indians and the Delaware Nation notifying them of the proposed undertaking. The Delaware Tribe of Indians responded in an email dated **13 January 2021** stating that they “have no historic or cultural resources in D.C. and have no objection to the proposal”. The Delaware Nation have not responded to date. The USAF will notify the Delaware Nation if any archaeological resources are discovered during the survey. Any correspondence with the Delaware Nation and the Delaware Tribe of Indians pertaining to this undertaking is provided in **Attachment B** of this document. The 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 DC SHPO, 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. Due to a PA being developed with DC SHPO, the USAF reached out to the ACHP on **14 January 2021** to clarify any notification requirements associated with the PA. The ACHP responded in an email dated 14 January 2021 stating that they do not wish to participate in this consultation between the USAF and the DC SHPO [**Attachment B**].

SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT

Supplemental Environmental Assessment Description of the Proposed Action and Alternatives

Real Estate Outgrant for a Charter School SEA JBAB, Washington, DC

The Navy's Section 106 consultation efforts for this action are described in **Section 3.3** of the Charter School EA (NAVFAC, 2020).

In an effort to identify historic properties, and per the requirements of Section 106 of the National Historic Preservation Act (NHPA) and implementing regulations (36 CFR Part 800), the USAF sent the DC SHPO an email initiating the Section 106 process on **22 October 2020**. The DC SHPO responded to the USAF on **10 December 2020** requesting that an archaeological survey be conducted for the Area of Potential Effect (APE) for the proposed undertaking. On **15 January 2021**, the USAF entered into a Programmatic Agreement (PA) with the DC SHPO and will conduct a Phased Archaeological Survey to determine if there are any previously undisturbed cultural resources present at Site 3 prior to any ground disturbing activities. Correspondence with the DC SHPO pertaining to this proposed undertaking is provided in **Attachment B** of this SEA.

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. No public comments were received during the public comment period.

The Navy coordinated with District Department of Transportation (DDOT) for the Charter School EA (NAVFAC 2020). The USAF sent a letter to DDOT on **10 November 2020** inviting the agency to comment during the public comment period and requesting the agency's opinion on any additional mitigation measures specific to Site 3. DDOT responded to consultations on **4 December 2020**. Correspondence between the USAF and DDOT is included in **Attachment B**.

During the initial EA, the USFWS was consulted via the Information for Planning and Consultation (IPaC) system (Consultation Code: 05E2CB00-2020-SLI-0412) to determine whether the proposed charter school would impact endangered species or critical habitat of endangered species (NAVFAC 2020). Although the consultation described the project as considering two alternative sites for the Charter School, the entire installation was submitted for consideration via IPaC to determine potential endangered species/critical habitat impacts.

Per the requirements of Section 7 of the Endangered Species Act (ESA) and implementing regulations, including the Migratory Treaty Bird Act (MBTA) the Navy and USAF has consulted with the USFWS. The USFWS has replied with a verification letter that JBAB's proposal is consistent with the "4 (d) rule" for the northern long-eared bat, and the species would not be harmed during this activity (NAVFAC 2020). The initial reply from the USFWS and USAF correspondence with the USFWS is provided in **Attachment B**.

2.0 DESCRIPTION OF THE PROPOSED ACTION AND ALTERNATIVES

2.1 PROPOSED ACTION

The Proposed Action is to accommodate the construction and operation of a public charter school on JBAB property serving DC and JBAB military families. To establish the school on the installation property, the USAF will retain ownership of the property and enter into a real estate outgrant with the Lawndale and Educational and Regional Network (LEARN) Charter School Network. The proposed charter school would be approximately 55,000 square feet with 31 classrooms. Construction would occur in phases, and the school would be completed in 2028 with 550 students and 64 staff members (NAVFAC 2020). The Proposed Action is described in detail in **Section 2.1** of the Charter School EA and is incorporated by reference in this SEA (NAVFAC, 2020). A description of the proposed action particular to Site 3 is provided below.

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.

SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT

Supplemental Environmental Assessment Affected Environment and Environmental Consequences

Real Estate Outgrant for a Charter School SEA JBAB, Washington, DC

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 1 & 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.

Land Use, 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
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 NAVFAC, 2014a). 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	An Environmental Baseline Survey (EBS) for the proposed Site 3 was completed and signed on 14 January 2021 . Due to the presence of the closed ERP Site SS-19, describes below, the EBS classifies Site 3 as CATEGORY 3: An area or real property where release, disposal, or migration or some combination thereof, of hazardous substances has occurred, but at concentrations that do not require a removal or remedial action. No other concerns related to hazardous materials and waste were identified in the EBS (USAF, 2021a). <u>ERP Site SS-19</u>

SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT

Supplemental Environmental Assessment Affected Environment and Environmental Consequences

Real Estate Outgrant for a Charter School SEA JBAB, Washington, DC

The proposed charter school Alternative Site 3 is located on closed Environmental Restoration Program (ERP) Site SS-19 was comprised by a system of fuel lines, tanks, pumps, and hydrants used to off-load, transport, store, and dispense liquid fuels. Demolition of various components of Site SS-19 began in the mid-1960s and was completed by 1969.

In 2007, the USAF determined that the conditions at Site SS-19 resulting from past site operations did not pose future potential risks or threat to public health or the environment and could be classified as an Area Below Action Levels (ABAL). The Air Force developed a No Further Response Action Planned (NFRAP) for SS-19. The NFRAP included sampling and analysis for a Human Health Risk Assessment, which considered the levels of organic and inorganic compounds against USEPA standards for unrestricted land use, including residential use and analysis of risk levels for potential adult and child residents (USAF, 2007). On **14 March 2007**, the Air Force received concurrence on their NFRAP for Site SS-19 from The District of Columbia Department of the Environment, Bureau of Hazardous Material and Toxic Substances. Therefore, no further action under CERCLA, as amended by the Superfund Amendments and Reauthorization Act of 1986 (SARA), was required at the site.

The concurrence on the NFRAP for Site SS-19 was based on the understanding that Site SS-19 is also covered by a separate, base-wide Metals Operable Unit (OU). The Base-wide Metals Operable Unit (OU) was developed as a mechanism whereby elevated levels of metals in soil and ground water that are attributable to the facility, but cannot be linked to a specific site's history or operations, will be evaluated. JBAB has elevated levels of antimony, arsenic, cobalt, iron, and manganese in groundwater base wide, including at Site SS-19, which are addressed by the Base-wide Metals OU. The Base-wide Metals OU is used to manage elevated metal concentrations that are not directly related to site-specific Air Force operations on a facility-wide basis. If they are found at the site, metals present at concentrations that may potentially pose a human health risk will be further evaluated under the Base-wide Metals OU.

This approach has been applied and accepted by the regulators to sites at JBAB that are similar to Site SS-19, where there is no other identified risk.

The JBAB Masterplan identifies site SS-19 closed with no site-specific constraints. Best management practices for ERP sites would be implemented during any excavation activities conducted at the proposed charter school alternative Site 3, including:

- The Requestor shall notify the JBAB Environmental Restoration Project Manager (RPM) prior to excavating soil at any ERP sites.
- The Requestor shall sample and analyze excavated soil for contaminants based on past operations and current investigations as determined by the RPM.
- The Requestor shall properly stage/store excavated soil at a predetermined site approved by JBAB Public Works Department.
- The Requestor shall dispose of soils above the contaminant threshold at a permitted Treatment, Storage, Disposal Facility.
- The Requestor is to follow the JBAB Hazardous Waste Management procedures and all federal and DC Department of the Environment guidelines for disposing contaminated soils (NAVFAC, 2014a).

SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT

Supplemental Environmental Assessment Affected Environment and Environmental Consequences

Real Estate Outgrant for a Charter School SEA JBAB, Washington, DC

The following nine (9) 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
- Biological 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, planned actions, including non-federal actions, within the affected environment, and are incorporated by reference in this SEA (NAVFAC, 2020). As with Sites 1 & 3, there would be no significant environmental consequences associated with Alternative 3 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 Air Force's Air Conformity Applicability Model (ACAM) was used to perform an analysis to assess the potential air quality impact/s associated with the action in accordance with the Air Force Manual 32-7002, Environmental Compliance and Pollution Prevention; the Environmental Impact Analysis Process (EIAP, 32 CFR 989); and the General Conformity Rule (GCR, 40 CFR 93 Subpart B).

3.3.1 Affected Environment

Under Alternative 3, the Charter School would be constructed as described in **Section 2.1** of this SEA. 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.

3.3.2 Environmental Consequences

Total combined direct and indirect emissions associated with the action were estimated through ACAM on a calendar-year basis for the "worst-case" and "steady state" (net gain/loss upon action fully implemented) emissions. General Conformity under the Clean Air Act, Section 1.76 has been evaluated

for the action described above according to the requirements of 40 CFR 93, Subpart B. Based on the analysis, the requirements for this rule are not applicable. There would be short-term, minor air emissions during construction, and long term minor air emissions from facility operations and commuters. No significant effects on Air Quality as a result of the proposed action would occur. A detailed summary of the analysis is provided in **Attachment C** of this report.

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 BIOLOGICAL RESOURCES

Biological resources include native or naturalized plants and animals, and their associated habitats such as wetlands, forests, and grasslands. Sensitive and protected biological resources include plant and animal species that are listed for protection on both the state and federal levels.

As stated in the initial EA for the charter school, past development activities at JBAB have dramatically altered natural vegetation and wildlife habitat on the installation. Similar to the sites under Alternatives 1 and 2, the vegetation at Site 3 is mowed lawn with some ornamental trees along the perimeter. Wildlife is

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limited to species common and adapted to living in urban environments, such as rodents, raccoons, squirrels, rabbits, opossums, bats and crows.

The United States Army Corps of Engineers (USACE) defines wetlands as “those areas that are inundated or saturated with ground or surface water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions” (33 CFR Part 338). Per the USACE jurisdictional determination (JD) issued on May 10, 2017, there are no jurisdictional wetlands located on JBAB; therefore, no disturbance to jurisdictional wetlands will occur during development of the charter school at the Alternative 3 site. Storm water management facilities are regulated by the District Department of Environment and Energy (DOEE). Any disturbance to existing storm water management facilities would be minimized during the development process, including complying with DOEE storm water management regulations requiring mitigation of increased impervious surfaces associated with new construction.

3.5.1 Affected Environment

Alternative 3 is located near Hickam Village Family Housing along Duncan St. SW within an open field that currently includes a playground. 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, parking, 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 will 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. Development of the permanent facility, including landscaping, paving, and development of the school building, fields and outdoor spaces, is expected to begin in 2022.

3.5.2 Environmental Consequences

During the initial EA, the USFWS was consulted via the Information for Planning and Consultation (IPaC) system (Consultation Code: 05E2CB00-2020-SLI-0412) to determine whether the proposed charter school would impact endangered species or critical habitat of endangered species. Although the consultation described the project as considering two alternative sites for the Charter School, the entire installation was submitted for consideration via IPaC to determine potential endangered species/critical habitat impacts [Attachment B].

The consultation response from the USFWS resulted in the identification of one potential threatened species listed as potentially occurring on JBAB, the Northern Long-eared Bat (*Myotis septentrionalis*). The consultation response confirmed there is no critical habitats within the project area under the USFWS' Chesapeake Bay Ecological Services Field Office jurisdiction. Furthermore, per the USFWS response, impacts to the Northern Long-Eared bat requires consideration only under the condition for projects with a federal nexus that propose tree clearing equal to or greater than 15 acres. The Charter School's site Alternative 3 does not contain 15 acres of trees; therefore, this condition does not apply. A verification letter dated **2 April 2020** in response to the consultation request states the Determination Key Result was that the Federal Action (Charter School construction) may affect the Northern Long-Eared bat in a manner consistent with the description of activities addressed by the Service's Programmatic Biological Opinion (PBO) dated January 5, 2016. Any taking that may occur incidental to this action is

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not prohibited under the final 4(d) rule at 50 CFR 17.40(o). Therefore, the PBO satisfies the installation's responsibilities for the Action under ESA Section 7(a) (2) relative to the Northern Long-Eared bat.

The installation falls within the historic range of the species listed in Table 3-1 of the initial EA, which includes the Rusty-patched bumble bee, Monarch butterfly, Northern long-eared bat, Tricolored bat, and Hay's Spring amphipod (NAVFAC, 2020). The tri-colored bat (*Perimyotis subflavus*) was identified during an acoustic bat survey on the installation (NAVFAC Washington, 2019). The initial EA determined that suitable habitat is not presently available for the other species at Alternatives 1 and 2, or on JBAB. The environment at Alternative 3 is similar to the sites at Alternative 1 and 2 in that there is little potential habitat for the aforementioned species. No other potential rare, threatened, or endangered species are identified for the subject site, JBAB.

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 Alternatives 1 and 2. Trees present at Alternative 3 may offer marginal roosting habitat. Tree removal would occur outside the pup season (June 1-July 31) to avoid potential impacts to bat species who happen to have a roost tree on the project site. Trees removed during development will be replaced at a 1:1 ratio in accordance with the installation's tree removal policy. The USFW has replied with a verification letter that JBAB's proposal is consistent with the "4 (d) rule" for the northern long-eared bat, and the species would not be harmed during this activity (NAVFAC 2020). The initial reply from the USFWS and USAF correspondence with the USFWS is provided in **Attachment B**.

3.3.3 No Action Alternative

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

3.6 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.

3.6.1 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**].

3.6.2 Environmental Consequences

On **22 October 2020** the Air Force reinitiated consultation with the DC SHPO that was initiated by Navy Facilities Engineering Command (NAVFAC) Washington under Section 106 of the National Historic Preservation Act of 1966, as amended, for proposed Site 3. The USAF determined that the undertaking has the potential for effects on historic properties, as JBAB contains two historic districts and individually built and archaeological resources.

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The USAF request concurrence from the DC SHPO of *no adverse effect* on historic properties for Alternative 3. The USAF also consulted on the Area of Potential Effect (APE) for Alternative 3 which 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. The USAF determined that 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, and that existing trees would mitigate any visual impact to NRHP contributing buildings within view of the subject site.

For archaeological resources, the USAF determined that 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.

The DC SHPO responded to the USAF's request for a determination of no significant effects on historic properties on **10 December 2020**. The DC SHPO concurred that since a buffer of trees separates the site from historic buildings, the determination of "no adverse effect" to the historic built environment would most likely be appropriate as long as the final site plans (exterior only) are reviewed by the DC SHPO for any unanticipated effects.

The DC SHPO determined that there is potential for archaeological resources to be present within the APE, and that further investigation would be required. The DC SHPO determined that the APE has not been systematically surveyed for the presence of previously undisturbed subsurface resources, and therefore has recommended a Phase I Archaeological Investigation, prior to any ground disturbing activities.

The USAF has coordinated with the DC SHPO to develop a Programmatic Agreement (PA) to ensure that any potential effects to the built environment and to potential NRHP eligible archaeological sites within the APE would be evaluated. According to the PA, the USAF would provide final construction plans to the DC SHPO allowing them 30 calendar days to review. The USAF would coordinate with the DC SHPO on the final exterior site plans; to ensure that there would be "no adverse effect" to the historic built environment.

According the PA, the USAF would ensure that a phased archaeological investigation to identify archaeological resources would be conducted prior to any ground disturbing activities within the APE. The USAF and the DC SHPO have agreed that the undertaking may be implemented in accordance to the PA, dated **15 January 2021**. Correspondence between the USAF and DC SHPO is provide in [Attachment B] of this SEA.

3.6.3 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).

3.7 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.

3.7.1 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).

3.7.2 Environmental Consequences

Off-installation landuses 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

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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

<i>Intersection</i>	<i>No Action</i>	<i>Alternative 3</i>	<i>Vehicle Change</i>	<i>Percent Change</i>
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

<i>Intersection</i>	<i>No Action</i>	<i>Alternative 3</i>	<i>Vehicle Change</i>	<i>Percent Change</i>
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.

3.7.3 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.

3.8 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).

3.8.1 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 (NAVFAC, 2014a). 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.

3.8.2 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 55,000 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.

3.8.3 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).

3.9 TRANSPORTATION

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 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.

3.9.1 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 ramp 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 car sharing 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 that would be 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).

3.9.2 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.

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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, volume-to-capacity 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)

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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 Alternative:

- 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.

Site 3 Potential Mitigations

The USAF re-initiated consultation with DDOT to request the agencies opinion on any additional mitigation measures specific to Site 3 they may have DDOT responded to consultations on **4 December 2020**. All correspondence between the USAF and DDOT is included in **Attachment B**. The mitigations included in DDOT's response would be implemented in coordination with DDOT:

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- 1) DDOT has requested that the school collaborate with DDOT on a detailed pick-up/drop-off plan that includes strategies to ensure vehicles do not queue back into Overlook Avenue SW. These strategies may include signalization at the South Gate where pick-up/drop-off occurs, if warranted and approved by DDOT, or additional striping, signage, and TDM measures.
- 2) Since Alternatives 2 and 3 are a similar distance walk from the Chesapeake Street / Overlook Avenue intersection, DDOT requested the same three Chesapeake Street SW pedestrian network improvements from Alternative 2, noted in the **26 May 2020** letter [**Charter School EA-Appendix B**] for the Charter School EA, be made with Alternative 3 to ensure students living in the adjacent Bellevue neighborhood can easily and safely walk to the site. These mitigations include:
 - Widen sidewalk on southern side of Chesapeake Street SW
 - Install crosswalk with curb ramp across Chesapeake Street from east side of 2nd street SW
 - Narrowing the apron of the I-295 on-ramp on Chesapeake Street SW to reduce high-speed turns.
- 3) Further, DDOT recommends the sidewalk along the west side of Overlook Avenue linking from Chesapeake Street SW northward to the JBAB South Gate be straightened out and upgraded to meet the Americans with Disabilities Act (ADA) minimum width or, if possible, 6-foot wide in accordance with DDOT's Design and Engineering Manual (DEM 31.2). Accompanying the upgraded sidewalk, modern ADA ramps and high visibility crosswalks should also be installed on the western leg of the Chesapeake Street / Overlook Avenue intersection.

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 will comply at its expense with all of the on- and off-base mitigations identified by DDOT; compliance with these mitigation measures will be a condition of the lease LEARN signs with the USAF. A Mitigation Plan will be completed by LEARN and submitted for USAF approval within 90 days of the FONSI being signed. (The original EA identified LEARN as the responsible entity for implementing mitigations, in coordination with DDOT and the Navy.) As Lead Agency, the USAF will assume the coordination role for mitigations, formerly the responsibility of the Navy.

With implementation of mitigation measures, impacts on pedestrian and bicycle networks would be beneficial and adverse impacts on traffic would be mitigated to less than significant impact.

3.9.3 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).

3.10 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.

3.10.1 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.

3.10.2 Environmental Consequences

The Charter School EA details expected short 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

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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 socioeconomic conditions in the ROI (NAVFAC, 2020).

3.10.3 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 socioeconomic conditions (NAVFAC, 2020).

3.11 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.

3.11.1 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 Census Tracts (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).

3.11.2 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

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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).

3.11.3 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).

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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, <i>NEPA Specialist</i> CEMML, CSU	BA Anthropology, University of Texas at San Antonio, TX MS Geography, Texas State University, San Marcos, TX	Air Quality, Cultural, Biological, and Water	15
Erica Hahn, <i>NEPA / Natural Resources / Cultural Resources Program Manager</i> 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, <i>NEPA Specialist</i> 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, <i>Senior Noise Analyst</i> Scout Environmental	B.S., Naval Architecture and Offshore Engineering, University of California-Berkeley 1986	Noise	25

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References

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5.0 REFERENCES

Evans, 1978. *Preliminary 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.

NAVFAC Washington. (2014a, September). *Joint Base Anacostia-Bolling Installation Master Plan*. Prepared for NAVFAC by the Joint Venture of Atkins | Louis Berger.

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

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

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

USAF. (2007). No Further Response Action Planned Decision Document. Site SS-19/Former Liquid Fuel Line Zone, February 2007.

USAF. (2021a). *Environmental Baseline Survey- Proposed Charter School Location*. Prepared by Air Force Civil Engineer Center, 14 January 2021.

USAF. (2021b). *Programmatic Agreement between the United States Air Force and the Washington D.C. State Historic Preservation Office Regarding Construction of the LEARN Charter School at Joint Base Anacostia-Bolling, Washington D.C.*, January 2021.

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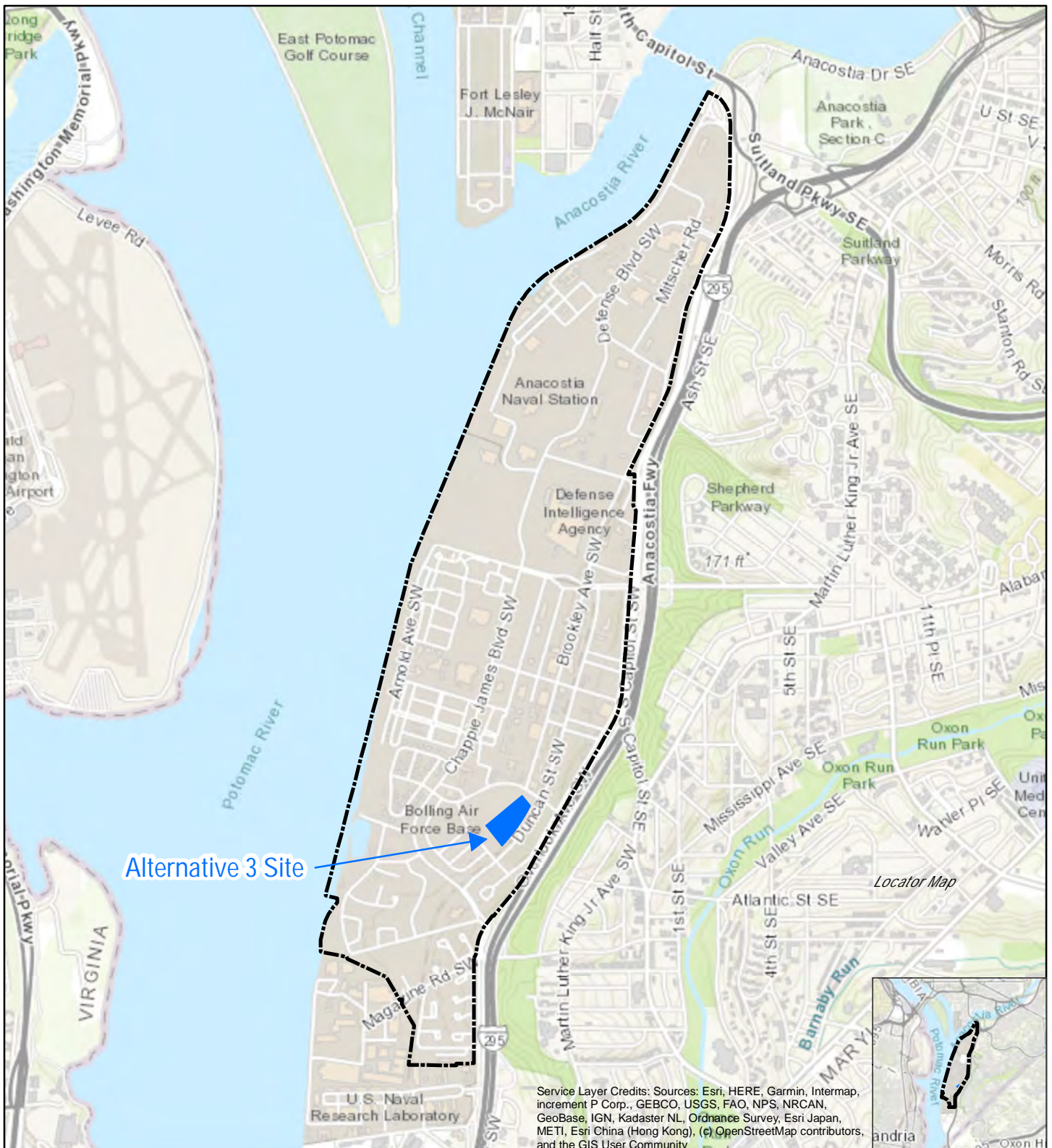
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ATTACHMENT A

FIGURES

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



Cooperative Agreement Number:
W9126G-14-2-0018 -
W9126G-20-2-0004

Map created for presentation purposes only. Although efforts have been made to verify data, accuracy cannot be guaranteed.

Legend

 Installation Boundary

Joint Base Anacostia-Bolling

Charter School, Alternative 3

Scale: 1:35,000

Coordinate System: WGS 1984 World Mercator

0 1 Miles



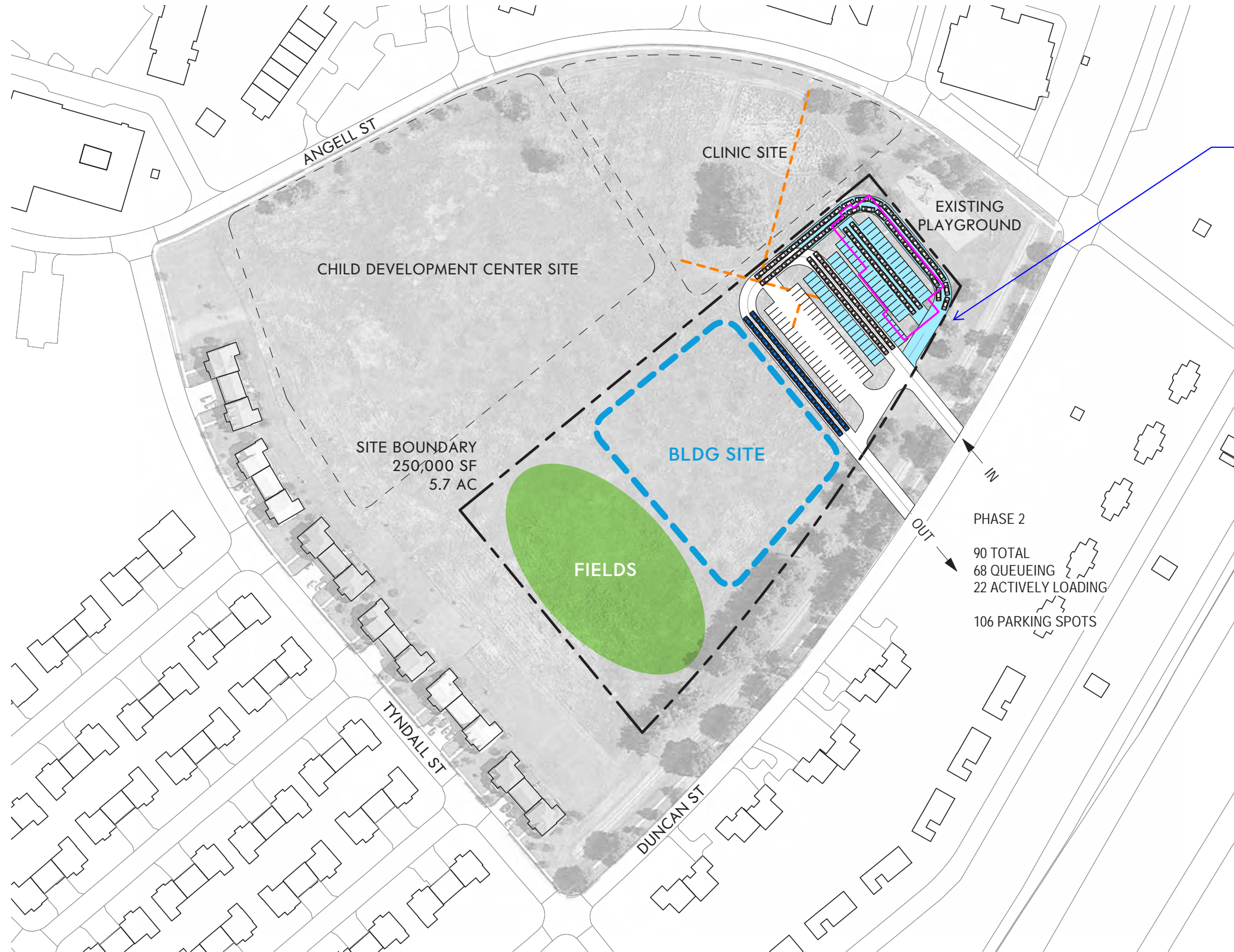
Prepared By:
Kevin Gardiner
CSU-CEMML GIS Analyst
kevin.gardiner.5.ctr@us.af.mil
757-225-9757

Publication Date: 1/13/2021

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

LEARN CHARTER - JBAB

BUILDING SITING STUDIES - SITE ACCESS (PHASE 2 PERMANENT BUILD OUT)



Light blue = future build out as part of phase 2

Full build out would also provide required turning radius to accommodate bus circulation

SCALE: 1" = 160'

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

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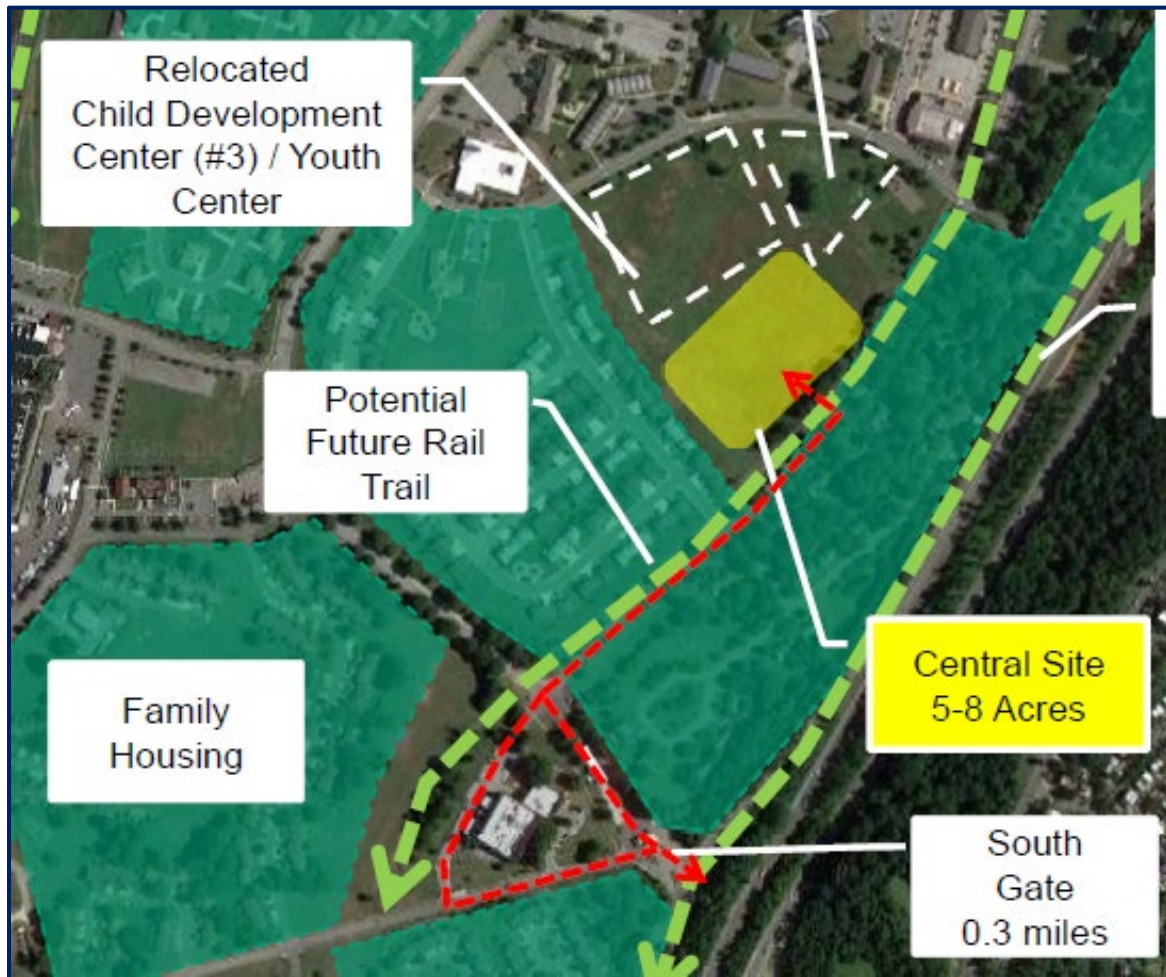


Figure 4: Proximity of Site 3 to South Gate, Source: USAF, 2020

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ATTACHMENT B

PUBLIC AND AGENCY COORDINATION AND CONSULTATION

From: [HAHN, ERICA L GS-12 USAF AFDW 11 CES/11 CES](#)
To: bobermeyer@delawaretribe.org
Cc: [MARTIN, DAVID W CTR USAF AFMC AFCEC/CZN](#); [KELLOGG, HELEN L CTR USAF AFMC AFCEC/CZN](#)
Subject: Archaeological investigation at JBAB for a Charter School
Date: Wednesday, January 13, 2021 9:56:02 AM
Attachments: [Tribal Letter JBAB Charter School Delaware Tribe of Indians 01132021 signed.pdf](#)

Dear Dr. Obermeyer,

Please accept the enclosed letter to notify Delaware Tribe that JBAB will be conducting an archaeological investigation for development of a Charter School. A copy of the letter will also be mailed to you.

Very respectfully,

Erica Hahn
NEPA/NR/CR Program Manager
Joint Base Anacostia-Bolling
370 Brookley Ave. SW
Washington, DC 20032
Cell (301) 503-1504



**DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 11TH WING (AFDW)
JOINT BASE ANACOSTIA-BOLLING DC 20032**

13 January 2021

Ryan L. LeBlanc, Lt Col, USAF
11th Civil Engineer Squadron, Commander
370 Brookley Avenue SW
Washington DC 20032

Erin Paden, Historic Preservation Director
Delaware Nation
P.O. Box 825
Anadarko OK 73005

Dear Ms. Paden

The 11th Wing, which is the United States Air Force (USAF)'s host Wing at Joint Base Anacostia-Bolling (JBAB) is planning a proposed undertaking to issue a real estate outgrant to execute a 25-year lease with the Lawndale Educational and Regional Network (LEARN) Charter School network. This lease would allow development and operation of a public charter school on JBAB that would serve military families and the families in the surrounding Washington, DC area. In September 2020 the Navy completed consultation with the District of Columbia Historic Preservation Office (DC HPO) per Section 106 (54 USC 306108) of the National Historic Preservation Act (NHPA) and the *Environmental Assessment (EA) for a Real Estate Outgrant for a Charter School at JBAB* (2020 EA) analyzing two alternative sites (Alternatives 1 and 2). Since that time, JBAB has transitioned from being a Navy-controlled installation to a USAF-controlled installation. The 11th Wing is now considering Alternative 3, at a site located near Hickam Village along Duncan St. SW, as the preferred alternative for the proposed charter school outgrant.

In accordance with the National Environmental Policy Act (NEPA), the USAF is preparing a Supplemental EA to conduct the environmental analysis for Alternative 3. The initial site development for Alternative 3 would include temporary buildings, perimeter fencing, parking, and utility connections to service the buildings. The permanent facility would consist of a 55,000 sf. one-story building, recreation areas, and parking. At full buildout, the total fenced area of the project will encompass 5.7 acres, all of which is considered the area of potential effect (APE) for the proposed undertaking. A shuttle bus from the South Gate would be utilized to transport non-military students to the school site. The Alternative 3 site currently consists of an open field and a playground area southwest of the Bolling Historic District (**Attachment A**). A conceptual site plan for Alternative 3 is included in **Attachment B**.

The 11th Wing is committed to sustained and meaningful coordination and consultation with federally-recognized Native American tribes. In accordance with Section 106 of the National Historic Preservation Act (NHPA) and per your request to be notified for undertakings at JBAB that may involve archaeological resources, the 11th Wing would like to notify you of this proposed undertaking and upcoming archeological surveys associated with the environmental analysis for Alternative 3.

The 11th Wing has consulted with the District of Columbia Historic Preservation Office (DC HPO) under Section 106 of the NHPA regarding Alternative 3. The DC HPO responded to

the USAF's request for consultation in a letter dated 10 December 2020. The DC HPO has requested archaeological surveys be performed in the APE for Alternative 3. In accordance with the final Work Plan, which is currently being developed, the USAF will conduct a geoarchaeological evaluation to assess the depth of fill across the APE. Depending on the results, a systematic Phase IB identification survey will occur to identify archaeological resources if present. The USAF will notify your tribe if the surveys identify any items of potential cultural significance including human remains, funerary objects, sacred objects, and/or objects of cultural patrimony

The USAF will also notify your tribe if, during the implementation of the proposed undertaking, any inadvertent discoveries of archaeological resources occur during ground disturbing activities (i.e., construction and expansion of facilities, and demolition). If such resources were uncovered during construction by the 11th Wing, activities would be suspended until the significance of the resource(s) is determined in consultation with your tribe and the DC HPO.

In accordance with 36 Code of Federal Regulations (CFR) §800.4(d) (1) (i), we are open to receiving your comments, questions, or requests for government-to-government consultation. Please note, due the ongoing COVID-19 pandemic, access to JBAB and in-person coordination may be limited. If you have any comments or questions about this proposed undertaking, please direct inquiries to Erica Hahn via e-mail at erica.hahn@us.af.mil. Thank you in advance for your assistance in this effort.

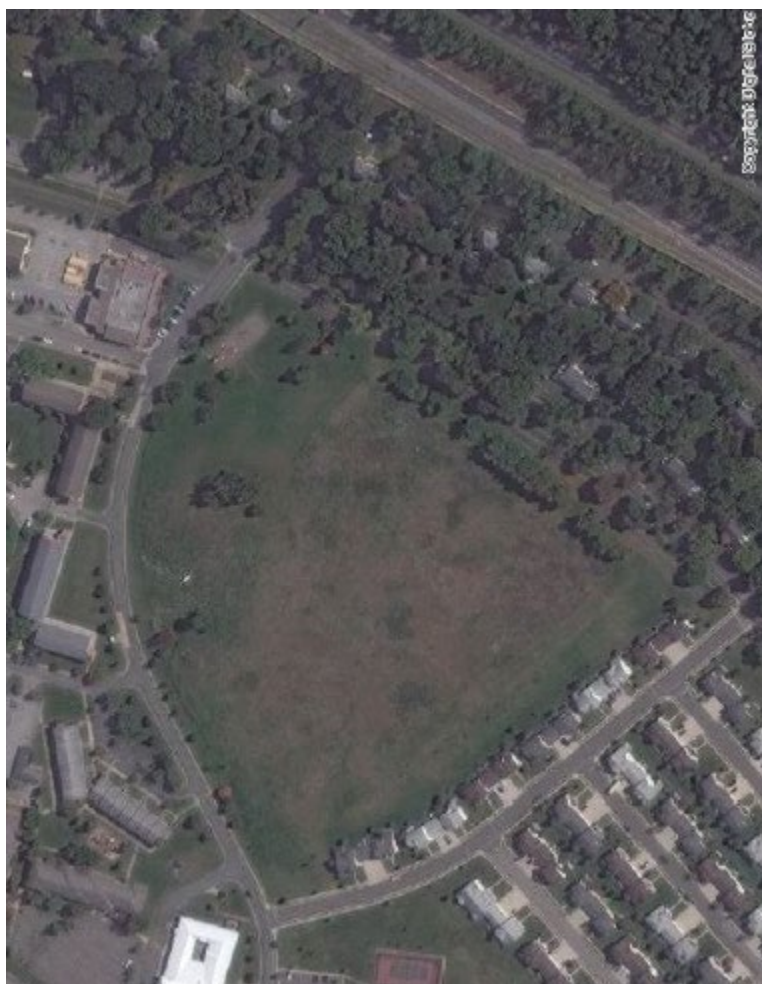
Sincerely

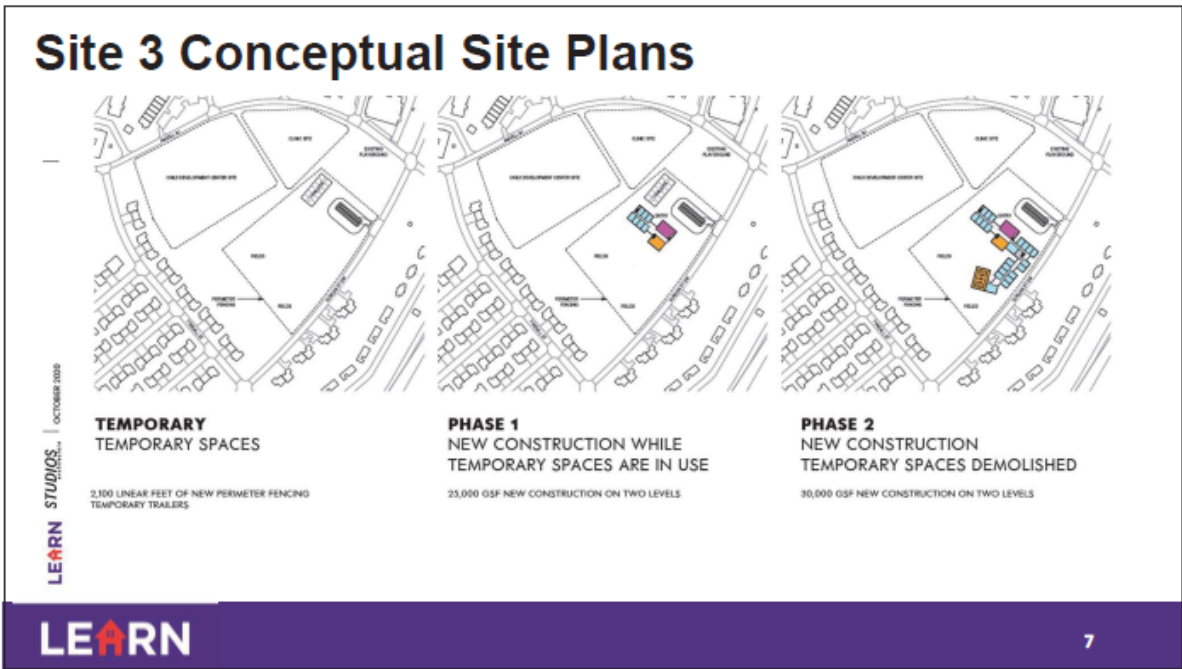
RYAN L. LEBLANC, Lt Col, USAF
Commander, 11th Civil Engineer Squadron

Attachments:

1. Aerial Image Alternative 3
2. Conceptual Site Drawing of Alternative 3

Attachment 1: Aerial Image Alternative 3





From: [Brice Obermeyer](#)
To: [HAHN, ERICA L GS-12 USAF AFDW 11 CES/11 CES](#)
Cc: [MARTIN, DAVID W CTR USAF AFMC AFCEC/CZN](#); [KELLOGG, HELEN L CTR USAF AFMC AFCEC/CZN](#)
Subject: [Non-DoD Source] Re: Archaeological investigation at JBAB for a Charter School
Date: Wednesday, January 13, 2021 12:37:56 PM

Dear Erica,

Thank you for providing the project information. However the Delaware Tribe has no historic or cultural resources in D.C. and have no objection to the proposal.

Brice Obermeyer
Delaware Tribe Historic Preservation Office
Roosevelt Hall, Rm 212
1 Kellog Drive
Emporia, KS 66801

From: "HAHN, ERICA L GS-12 USAF AFDW 11 CES/11 CES" <erica.hahn@us.af.mil>
To: "boermeyer@delawaretribe.org" <boermeyer@delawaretribe.org>
Cc: "MARTIN, DAVID W CTR USAF AFMC AFCEC/CZN" <david.martin.67.ctr@us.af.mil>, "KELLOGG, HELEN L CTR USAF AFMC AFCEC/CZN" <helen.kellogg.ctr@us.af.mil>
Sent: 1/13/2021 9:56 AM
Subject: Archaeological investigation at JBAB for a Charter School

Dear Dr. Obermeyer,

Please accept the enclosed letter to notify Delaware Tribe that JBAB will be conducting an archaeological investigation for development of a Charter School. A copy of the letter will also be mailed to you.

Very respectfully,

Erica Hahn
NEPA/NR/CR Program Manager
Joint Base Anacostia-Bolling
370 Brookley Ave. SW
Washington, DC 20032
Cell (301) 503-1504

From: [Katharine R. Kerr](#)
To: [RUBIO, ALISON S GS-14 USAF AFMC AFCEC/CZTQ](#)
Cc: [NOWAKOWSKI, HENRY M GS-13 USAF AFMC LANGLEY AFCEC/CZO](#); [Ruth Troccoli](#)
Subject: [Non-DoD Source] RE: [External] Construction of a Charter School at Joint Base Anacostia-Bolling
Date: Thursday, January 14, 2021 4:07:27 PM

Alison,

Thanks for the heads up! These are crazy times we are all leaving through and in reviewing the documentation it appears that everything is progressing smoothly and the ACHP does not need to participate in this consultation.

You can take this email as the informal notification of non-participation, and our official non-participation letter will be sent next week.

Who should we officially notify of our non-participation?

Thanks,

Kate

From: RUBIO, ALISON S GS-14 USAF AFMC AFCEC/CZTQ [mailto:alison.rubio@us.af.mil]
Sent: Thursday, January 14, 2021 1:09 PM
To: Katharine R. Kerr
Cc: Matt Nowakowski
Subject: [External] Construction of a Charter School at Joint Base Anacostia-Bolling
Importance: High

Hi Kate,

I hope this email finds you well this afternoon.

As you may recall, in September 2020 the Navy completed Section 106 consultation with the District of Columbia Historic Preservation Office (DC HPO) and an Environmental Assessment (EA) for a *Real Estate Outgrant for a Charter School at JBAB* for analyzing two alternative sites (Alternatives 1 and 2). In October, JBAB was transitioned from being a Navy-controlled installation to a USAF-run controlled installation. Also in October, the Air Force decided to consider a new Alternative 3 location as the preferred alternative for the proposed charter school outgrant. JBAB has been in consultation with the DC HPO regarding Alternative 3 since that time and is completing a Supplemental EA. The initial 22 October correspondence to DC HPO and the 10 December response back from the DC HPO are attached.

A meeting was held on 22 December between the USAF and the DC HPO to better understand the position of the DC HPO. USAF agreed to conduct archaeology surveys within the APE to identify unknown subsurface, archaeological resources if present. Last Thursday, 7 January, JBAB and the DC HPO agreed to pursue a programmatic agreement to take into consideration unknown effects archaeological historic properties. On 8 January, there was another meeting to discuss the details of

the PA and the timeline. Coming out of the meeting the goal was to execute the PA tomorrow, 15 January. The Air Force has agreed to complete the archaeological survey and continue consulting under the terms of the proposed PA (including inviting the ACHP to participate if an MOA is required). We had follow-on meeting yesterday and today with DC SHPO to continue to work on the language of the PA, which is reflected in the attached draft.

In order for the Lawndale Educational and Regional Network (LEARN) to secure loans, approval, etc. for the charter school proposed to be located on JBAB, a lease must be in place before 26 January. The Section 106 agreement must be execute and the NEPA finished before the lease is granted. As you can see, we are in quite a rush to support this charter school, which will support military families and the surrounding community.

In the 1 May 2020 response from the ACHP to the Navy (attached), the ACHP requested to be notified if a Section 106 agreement document is necessary. We profoundly apologize for oversight in missing the crucial step of notifying the ACHP last Thursday when we had agreed to move forward in executing an agreement for Alternative 3. We have been in a mad rush. Because of the expedited timeline, would it be possible to receive a quick response from the ACHP as to whether they do or dot not want to be a party to this PA.

Matt and I can make ourselves available anytime today or tomorrow if you would like to discuss.

Greatly appreciated,
-Alison

//SIGNED//

ALISON RUBIO, MS

Cultural Resources Subject Matter Expert

AFCEC/CZTQ

: (210) 925-4249 / 945-4249

TW Cell: (508) 341-2161

From: [D'Ornellas, Paul A CIV USN NAVFAC WASHINGTON DC \(USA\)](#)
To: ruth.troccoli@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

Parcel bounded by Angell St., Duncan Ave., and Tyndall St. – approx. 20 acre parcel

School will be on $\frac{1}{4}$ of the parcel – about 5.7 acres.

Tyndall St was created after demo of the military family housing that was constructed after 1964 (and before 1979). Angell Street was created when the military housing was built. In 1964 the project area was just east of the southern tip of the landing field, and was partly traversed by what appears to be a paved taxi way on a SW to NE axis leading to what looks like a former hanger or parking lot that as gone by 1979 . The 1996 ICRMP includes a map (Fig 3-1) showing the landing field overlaid on the housing, see below. The landing strip in that area would have caused deep subsurface effects in that area.

Streams and a wetland were present in the parcel prior to construction of the landing strip (1888 USC&GS topo, sheet 69; 1903 Baist vol. 3, plate 36) and the courses are likely deeply buried. Other streams locales in similar setting along the Potomac and Anacostia Rivers are highly sensitive for prehistoric Native American Indian sites, as well as later post-contact farms and estates. The project area was part of Camp Stoneman, a Civil War Quartermaster's Corps depot.

A modern RR spur was on the eastern boundary of the property just inside / west of the Duncan Road ROW and the railroad bed is still visible in some areas. Historically, the Alexandria Branch of the B&O RR (present by 1884) cut through the parcel and was apparently moved eastwards to make room for the landing strip. The WSSC force main corridor followed the later B&O RR tracks ROW (1996.ICRMP).

Evans 1978 survey (Report #406) of the Force Main corridor was 50 feet wide and mostly pedestrian and windshield survey; in JBAB the corridor followed the RR ROW. There is no indication that any subsurface tests occurred within the corridor where it intersects with the parcel. Katz et al (2017; Report 685) conducted no borings or subsurface tests in the project area. While the project fill depth is estimated between 5-10 feet, this has not been verified for this location. Katz et al. (2017:61). said:

It is recommended that JBAB continue to conduct archaeological surveys as part of NHPA and other compliance efforts. It is apparent that there are significant archaeological resources at the installation, and that a substantial portion (perhaps 29 percent) of the nineteenth-century landscape is preserved underneath surface soils (fill sediments). Areas modeled as having fill should be a priority for archaeological survey. If the current cut-and-fill/fill thickness model is validated by future survey, JBAB may wish to consult with the DC HPO regarding a programmatic agreement or other agreement document. The areas that have been heavily cut and made-land areas should not require future archaeological survey.

The JADOC/ Wright Circle (51SW007) and Bellevue Housing (51SW022) prehistoric sites were identified in areas where former military housing was located on the base, as was the Jeffers Berry historic site (51SW025).

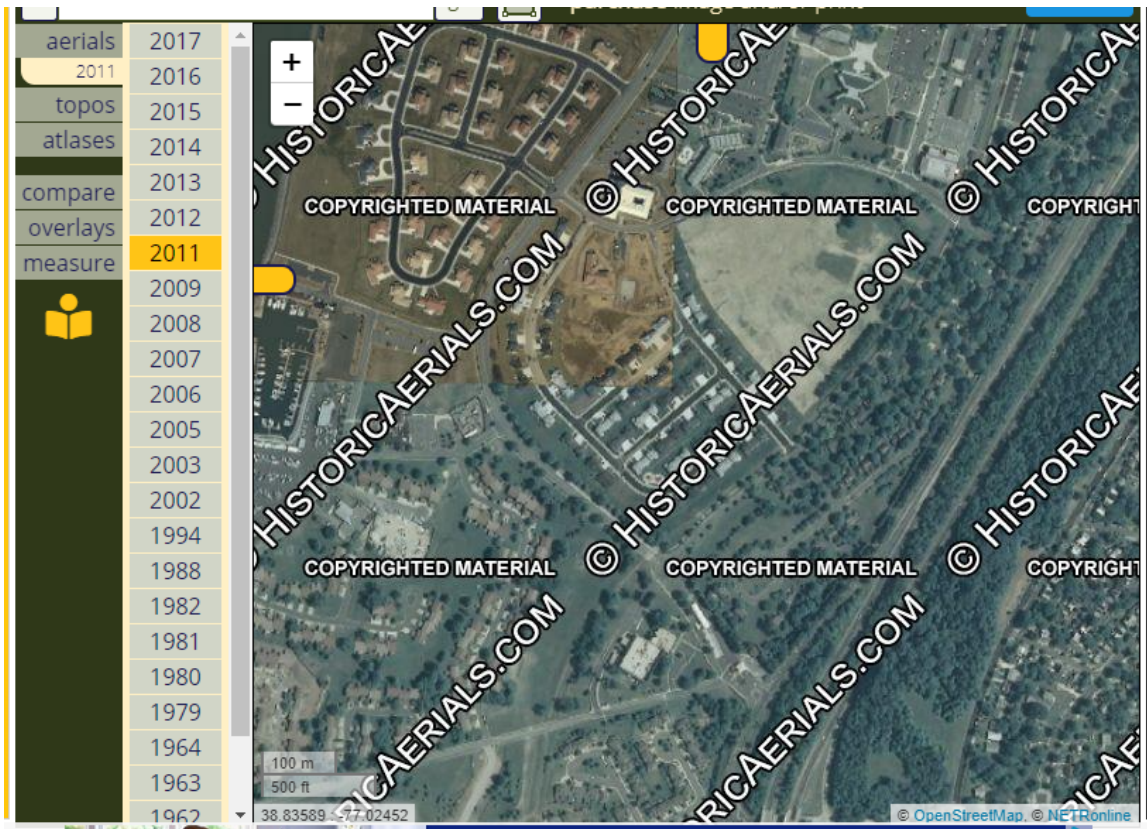
<https://jefpat.maryland.gov/Pages/mac-lab/curators-choice/2011-curators-choice/2011-07-an-accokeek-pot.aspx>

Summary

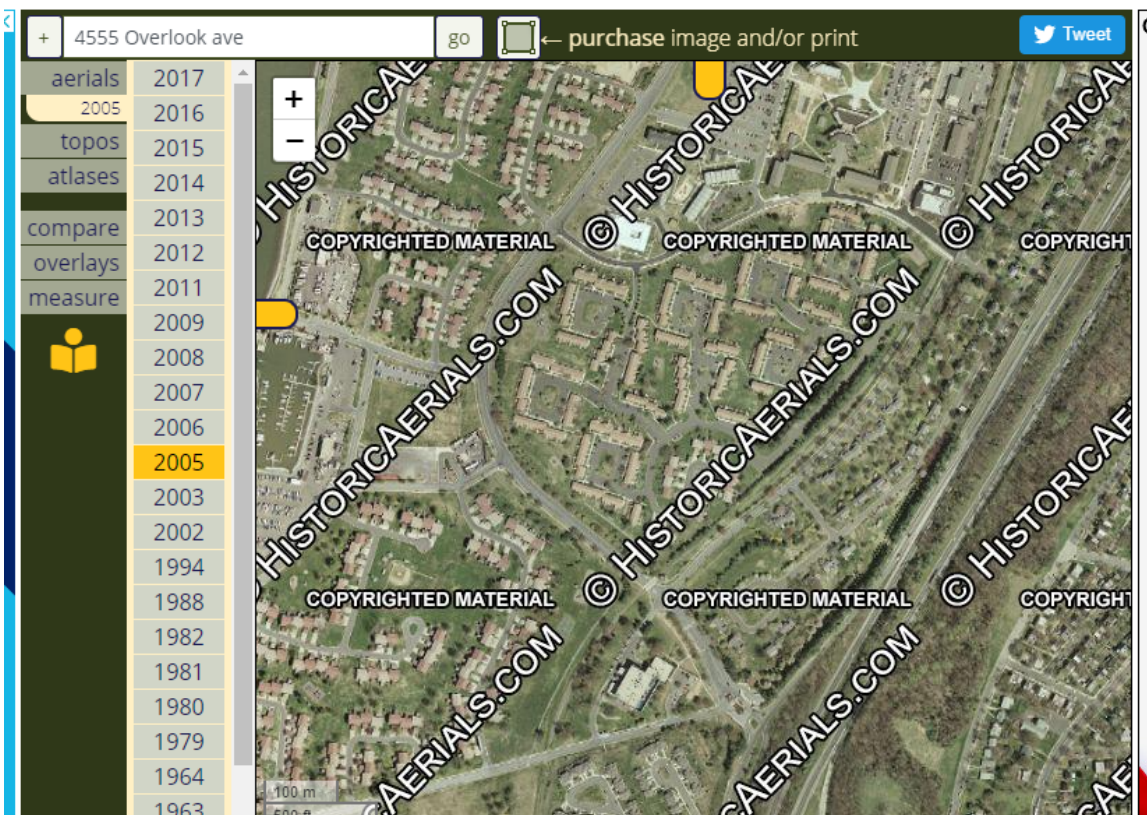
While it seems landing fields, railroads, and family housing would indicate no archaeological potential remains, intact sites have been identified in similar location within JBAB, specifically in the JADOC, and former Bellevue Housing areas. Phase I survey of the project area is needed before we assess whether the proposed undertaking will adversely affect potential archaeological sites within the project area. Given the need to construct a school, subsurface utilities, remediate hardscape, and control runoff, we expect that the vertical limits of disturbances is sufficient to intersect potential buried surfaces with archaeological potential. Fill depth and archaeological potential are expected to vary across the parcel. Therefore phased archaeological investigations are warranted. We recommend starting with geoarchaeological evaluation to determine if any surfaces related to the wetlands and stream course shorelines, and to establish the depth of fill present across the parcel. At that point, if the depth of fill exceeds the proposed vertical limits of disturbance, or if there is no indication of persevered buried surfaces, the proposed project could proceed. Otherwise, full Phase IB investigations would be next.



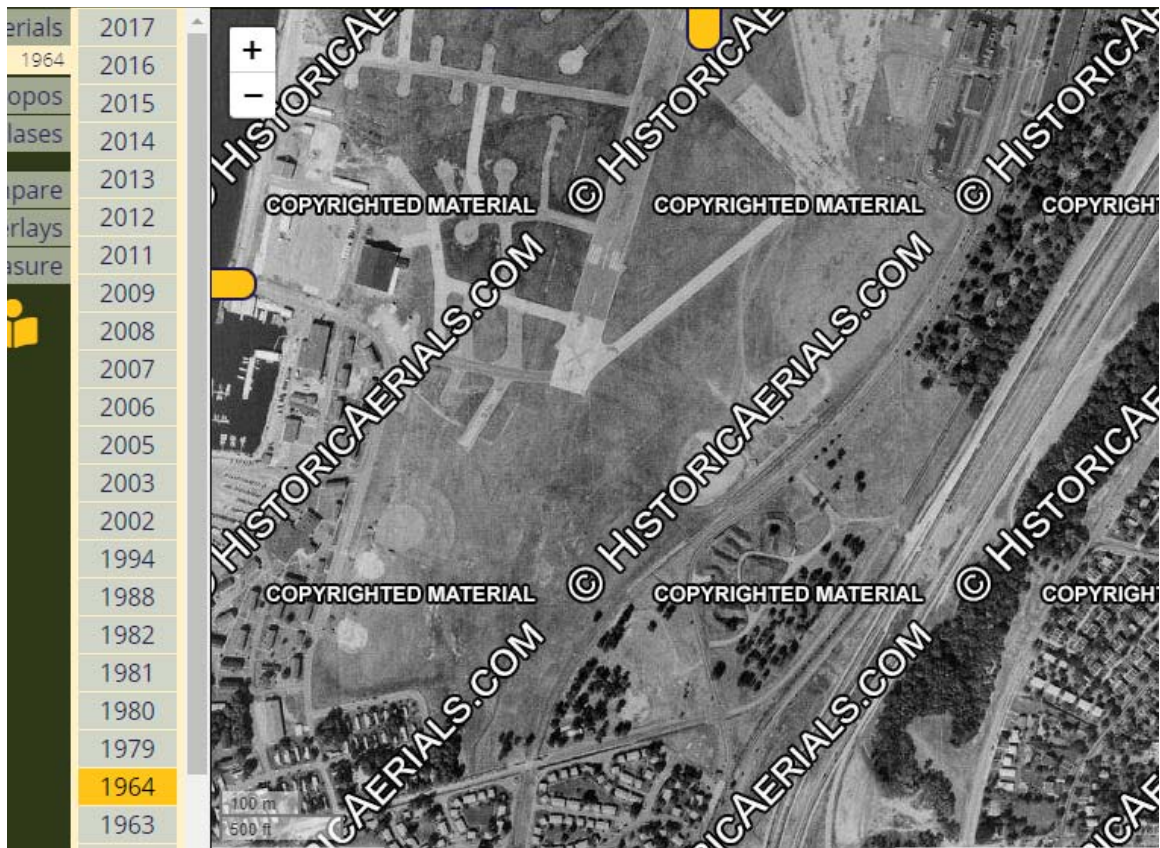
Proposed school at full buildout.



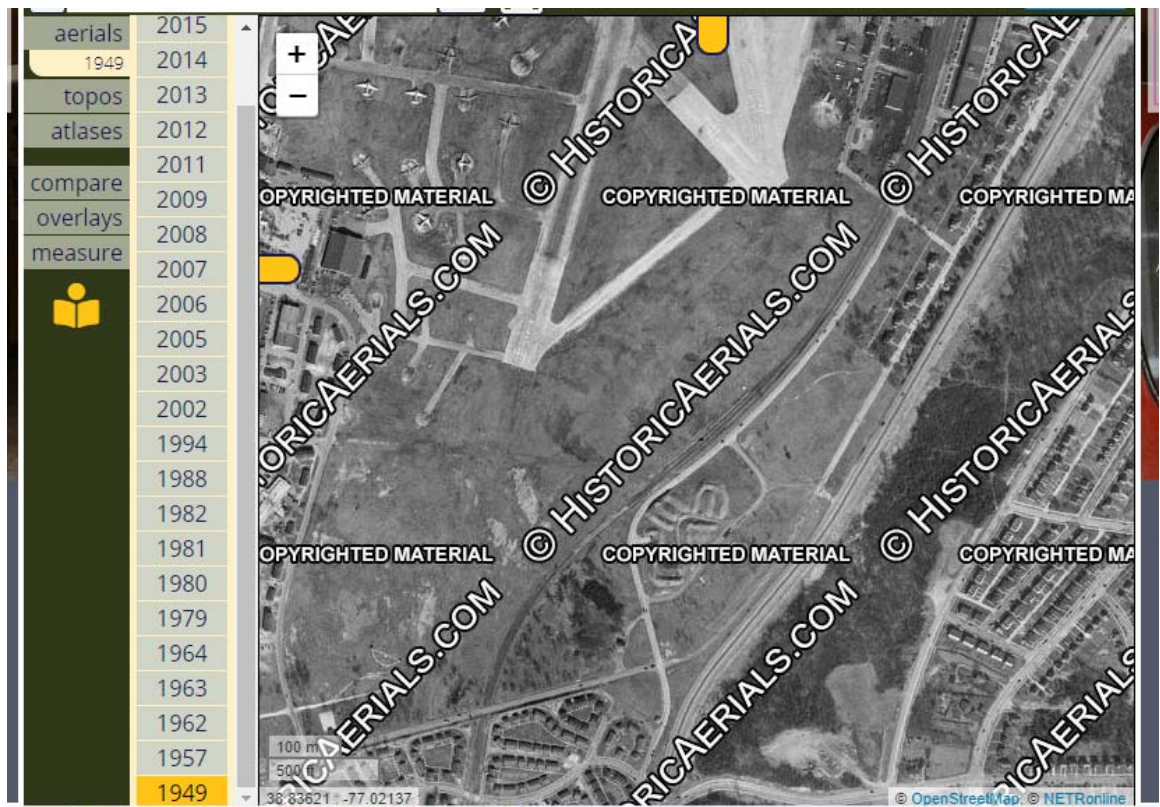
2011 aerial (historicaerials.com)



2005 aerial (historicaerials.com)



1964 aerial (historicaerials.com)



1949 aerial (historicaerials.com)

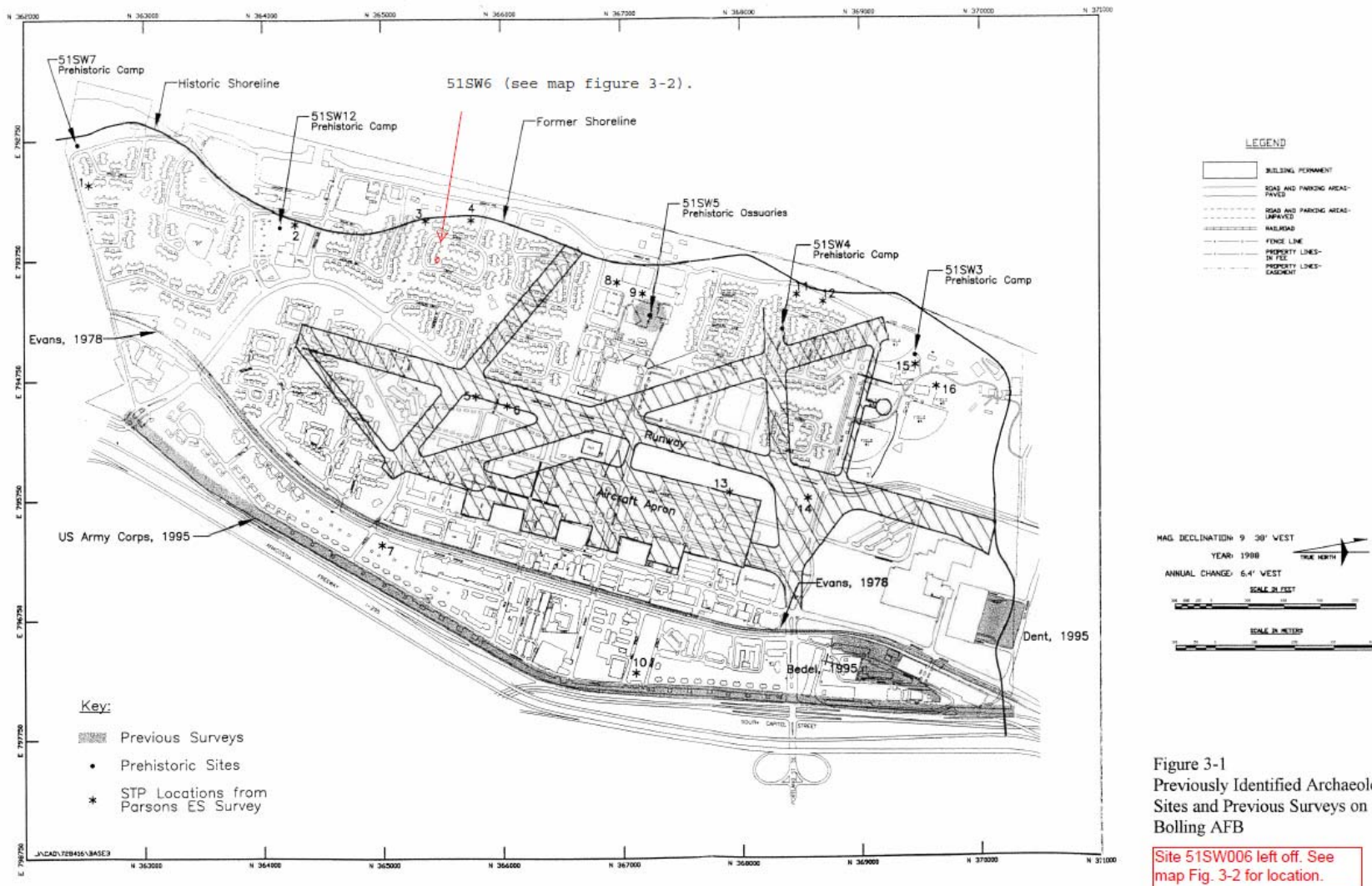


Figure 3-1
Previously Identified Archaeological
Sites and Previous Surveys on
Bolling AFB

Figure 3-1 1996 ICRMP (Parsons-Engineering Science



DC STATE HISTORIC PRESERVATION OFFICE

December 10, 2020

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

RE: Section 106 Consultation for the Proposed Establishment of a Charter School Option 3
Alternative Site at Joint Base Anacostia-Bolling via a Real Estate Outgrant

Dear Mr. D'Ornellas:

Thank you for initiating consultation with the District of Columbia State Historic Preservation Officer (DC SHPO) regarding the above-referenced undertaking. We have reviewed the project submittal and are writing to provide comments in accordance with Section 106 of the National Historic Preservation Act and its implementing regulations, 36 CFR Part 800.

We understand that Navy Facilities Engineering Command (NAVFAC) is proposing a real estate outgrant to allow development and operation of a public charter school on Joint Base Anacostia-Bolling (JBAB) at an alternative location not included in the previous SHPO consultation, HPO 20-0709 and 20-0588. The proposed project will include a school building, access road, and perimeter fencing, as well as temporary school trailers to house the students during construction. The site under consideration is on a vacant parcel in the southeastern portion of JBAB bounded by Angell St., Duncan Ave, and Tyndall St., SW.

HISTORIC BUILT ENVIRONMENT COMMENTS

The Area of Potential Effect (APE) for the newly identified site known as Alternative 3 includes several contributing elements of JBAB's Bolling AFB Historic District (i.e. Buildings, 37, 70, 71, 72, 73, 74, 610, 611 and 612). Since a buffer of trees separates the site from the historic buildings, we agree that the proposed determination of "no adverse effect" will most likely be appropriate. As we did for the Alternative 1 and 2 sites, however, we condition our concurrence upon a review of the final site plan and all relevant building plans (exterior only) to ensure that no unanticipated adverse effects will result, and upon any comments we may provide being incorporated into the project plans to the maximum extent feasible. Please provide those plans to us at your earliest convenience.

ARCHAEOLOGY COMMENTS

The Area of Potential Effect (APE) for Alternative 3 has not been previously surveyed for archaeological resources and portions of the parcel have archaeological potential and so we cannot concur with the “no adverse effect” finding at this time. None of the previous archaeological surveys cited in the initiation letter systematically evaluated the APE for presence of subsurface resources. For example, the Evans 1978 survey (Report #406) for the Anacostia Force Main was limited to a 50-foot-wide corridor along the former B&O RR berm at the eastern edge of the parcel, and there is no indication that any subsurface testing occurred in the APE (Parsons 1996, Report #280). While a portion of the vacant parcel of land did have a runway present until the 1960s, the APE is outside this area. Former military family housing was also present in the APE until ca. 2010-2011, and fill is estimated to be present at a depth of 5-10 feet per Katz et al (2017, Report #685). Intact archaeological deposits have been identified in similar locations within JBAB in former housing locations. These include the NRHP-eligible JADOC/ Wright Circle (51SW007) and Bellevue Housing (51SW022) prehistoric sites, and the Jeffers Berry historic site (51SW025). Please see the attached map review for a more detailed evaluation of the archaeological potential of the parcel. The significance of these resources is evidenced by the unexpected intact nature of the deposits, for example, see:

<https://jefpat.maryland.gov/Pages/mac-lab/curators-choice/2011-curators-choice/2011-07-an-accokeek-pot.aspx>

We agree with the recommendation in Katz et al. (2017:61):

It is recommended that JBAB continue to conduct archaeological surveys as part of NHPA and other compliance efforts. It is apparent that there are significant archaeological resources at the installation, and that a substantial portion (perhaps 29 percent) of the nineteenth-century landscape is preserved underneath surface soils (fill sediments). Areas modeled as having fill should be a priority for archaeological survey. If the current cut-and-fill/fill thickness model is validated by future survey, JBAB may wish to consult with the DC HPO regarding a programmatic agreement or other agreement document. The areas that have been heavily cut and made-land areas should not require future archaeological survey.

To summarize, we cannot concur with the proposed finding for archaeology until subsurface testing has occurred to demonstrate that the APE’s archaeological potential has been compromised. We recommend phased investigations starting with geoarchaeological evaluation to pin down the actual depth of fill across the APE. Depending on the results, systematic Phase IB identification survey should then be conducted by qualified archaeologists. Until we know whether any eligible archaeological resources are present in the APE, and we understand what the ground-disturbing activities that will be associated with the proposed undertaking, we cannot make a finding of effect.

If you should have any questions or comments regarding the historic built environment, please contact andrew.lewis@dc.gov or 202-442-8841. Questions or comments relating to

archaeology should be directed to Ruth Trocolli at ruth.trocolli@dc.gov or 202-442-8836. Otherwise, we thank you for providing this opportunity to review and comment and we look forward to further consultation.

Sincerely,



Ruth Trocolli
District Archaeologist
DC State Historic Preservation Office

HPO 21-0049

REFERENCES CITED:

Evans, June
1978 Preliminary Archeological Reconnaissance of the Anacostia Force Main, Washington, D.C. Prepared by Potomac River Archaeological Survey, American University, Dept. of Anthropology, Washington, D.C., for Washington Suburban Sanitary Commission. D.C. SHPO Archaeological Report # 406.

Katz, Gregory, Tiffany Raszick, and Daniel P. Wagner
2017 Geoarchaeological Study of Joint Base Anacostia-Bolling Washington, D.C. Prepared by Marstel-Day, LLC, Fredericksburg, Virginia, Louis Berger, Washington, D.C., and Geo-Sci Consultants, University Park, Maryland, for the U.S. Department of the Navy, Naval Facilities Engineering Command Washington. D.C. SHPO Archaeological Report # 685.

Parsons Engineering Science
1996 Cultural Resources Management Plan, Bolling Air Force Base, Washington D.C. Prepared by Parsons Engineering Science, Washington, D.C., for Bolling Air Force Base. D.C. SHPO Archaeological Report # 282.

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Authorized by STEPHANIE NEWCOMER

Size 82 Lines

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Account 2010301743

PROOF OF PUBLICATION

District of Columbia, ss., Personally appeared before me, a Notary Public in and for the said District, Chatisha Cadlett well known to me to be ACCOUNTING SPECIALIST of The Washington Post, a daily newspaper published in the City of Washington, District of Columbia, and making oath in due form of law that an advertisement containing the language annexed hereto was published in said newspaper on the dates mentioned in the certificate herein.

I Hereby Certify that the attached advertisement was published in The Washington Post, a daily newspaper, upon the following date(s) at a cost of \$4,027.50 and was circulated in the Washington metropolitan area.

Published 5 time(s). Date(s): 16, 17, 18, 19 and 20 of November 2020

Account 2010301743

Chatisha Cadlett

Witness my hand and official seal this 23rd day of November 20 20

Judith B. Peters

My commission expires 11-30-22



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 public libraries and challenges with the sufficiency of an increasingly-overburdened internet. The USAF seeks to implement 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

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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

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

From: Zimmerman, Aaron (DDOT) <aaron.zimmerman@dc.gov>
Sent: Friday, December 4, 2020 5:13 PM
To: Hahn, Erica L CIV USN NAVFAC WASHINGTON DC (USA) <erica.hahn@navy.mil>
Subject: [Non-DoD Source] DDOT Review of JBAB Charter School Alternative 3

Ms. Hahn,

Thank you for giving the District Department of Transportation (DDOT) the opportunity to review the new Alternative 3 concept and Supplemental Environmental Assessment (SEA) materials for a proposed charter school on the Joint Base Anacostia-Bolling (JBAB). DDOT has no objection to the selection of Alternative 3; however, if this site is chosen, it is requested that the school collaborate with DDOT on a detailed pick-up/drop-off plan that includes strategies to ensure vehicles do not queue back into Overlook Avenue SW. These strategies may include signalization at the South Gate where pick-up/drop-off occurs, if warranted and approved by DDOT, or additional striping, signage, and TDM measures.

Since Alternatives 2 and 3 are a similar distance walk from the Chesapeake Street / Overlook Avenue intersection, DDOT requests the same three Chesapeake Street SW pedestrian network improvements from Alternative 2, noted in our May 26, 2020 letter, be made with Alternative 3 to ensure students living in the adjacent Bellevue neighborhood can easily and safely walk to the site. Further, DDOT recommends the sidewalk along the west side of Overlook Avenue linking from _____ Chesapeake Street SW northward to the JBAB South Gate be straightened out and upgraded to meet the Americans with Disabilities Act (ADA) minimum width or, if possible, 6-feet wide in accordance with DDOT's Design and Engineering Manual (DEM 31.2). Accompanying the upgraded sidewalk, modern ADA ramps and high visibility crosswalks should also be installed on the western leg of the Chesapeake Street / Overlook Avenue intersection.

Thank you again for requesting our input on the new site being evaluated. Regardless of which of the three sites is selected for the charter school, DDOT looks forward to working your team in the future. Please feel free to reach out to me anytime at aaron.zimmerman@dc.gov if you have any questions or comments.

Aaron Zimmerman, PTP
Site Development Program Manager
Planning and Sustainability Division (PSD)
Neighborhood Planning Branch
District Department of Transportation
55 M Street SE, Suite 400
Washington, DC 20003
c. 716.560.4605
o. 202.671.2356
e. aaron.zimmerman@dc.gov
w. ddot.dc.gov

For the latest information on the District Government's response to COVID-19 (Coronavirus), please visit coronavirus.dc.gov.

U.S. Fish and Wildlife Service IPaC List of Threatened and Endangered Species (April 2, 2020)



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Chesapeake Bay Ecological Services Field Office
177 Admiral Cochrane Drive
Annapolis, MD 21401-7307
Phone: (410) 573-4599 Fax: (410) 266-9127

<http://www.fws.gov/chesapeakebay/>

<http://www.fws.gov/chesapeakebay/endsppweb/ProjectReview/Index.html>



In Reply Refer To:

April 02, 2020

Consultation Code: 05E2CB00-2020-SLI-0412

Event Code: 05E2CB00-2020-E-02457

Project Name: Construction and Operation of a Charter School on Joint Base Anacostia-Bolling, Washington D.C.

Subject: Updated list of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. This species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered

04/02/2020

Event Code: 05E2CB00-2020-E-02457

2

species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy projects should follow the wind energy guidelines (<http://www.fws.gov/windenergy/>) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm>; <http://www.towerkill.com>; and <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List
- USFWS National Wildlife Refuges and Fish Hatcheries
- Wetlands

04/02/2020

Event Code: 05E2CB00-2020-E-02457

1

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Chesapeake Bay Ecological Services Field Office

177 Admiral Cochrane Drive

Annapolis, MD 21401-7307

(410) 573-4599

04/02/2020

Event Code: 05E2CB00-2020-E-02457

2

Project Summary

Consultation Code: 05E2CB00-2020-SLI-0412

Event Code: 05E2CB00-2020-E-02457

Project Name: Construction and Operation of a Charter School on Joint Base Anacostia-Bolling, Washington D.C.

Project Type: DEVELOPMENT

Project Description: An environmental assessment is being conducted to look at the potential impacts of a real estate outgrant at Joint Base Anacostia-Bolling (JBAB) in Washington, D.C., that would allow for the construction and operation of a public charter school at the installation. Two sites are being considered for the proposed action: Alternative Site 1 is in the northern section of JBAB at the site of Building 414; Alternative Site 2 is in the southern part of JBAB, at the location of the present Navy Lodge. The proposed action includes construction of an approximately 70,000 SF building with 31 classrooms. The school would support a total of 550 students with 64 staff members; approximately 50% of the students would be military dependents, while the remaining 50% of seats would be open to the public via a lottery system. The school is anticipated to be constructed in phases, with the final buildout occurring in 2028.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/place/38.843246908997656N77.01523755262632W>



Counties: District of Columbia, DC

04/02/2020

Event Code: 05E2CB00-2020-E-02457

3

Endangered Species Act Species

There is a total of 1 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Note that 1 of these species should be considered only under certain conditions.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

-
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Mammals

NAME	STATUS
Northern Long-eared Bat <i>Myotis septentrionalis</i>	Threatened
No critical habitat has been designated for this species.	
This species only needs to be considered under the following conditions:	
<ul style="list-style-type: none"> Projects with a federal nexus that have tree clearing = to or > 15 acres: 1. REQUEST A SPECIES LIST 2. NEXT STEP: EVALUATE DETERMINATION KEYS 3. SELECT EVALUATE under the Northern Long-Eared Bat (NLEB) Consultation and 4(d) Rule Consistency key 	
Species profile: https://ecos.fws.gov/ecp/species/9045	

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

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USFWS National Wildlife Refuge Lands And Fish Hatcheries

Any activity proposed on lands managed by the [National Wildlife Refuge](#) system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS OR FISH HATCHERIES WITHIN YOUR PROJECT AREA.

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Wetlands

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

FRESHWATER EMERGENT WETLAND

- [Palustrine](#)

RIVERINE

- [Riverine](#)

U.S. Fish and Wildlife Service Verification Letter under Programmatic Biological Opinion on Final 4(d) Rule for the Northern Long-eared Bat and Activities Excepted from Take Prohibitions (April 2, 2020)



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Chesapeake Bay Ecological Services Field Office
177 Admiral Cochrane Drive
Annapolis, MD 21401-7307
Phone: (410) 573-4599 Fax: (410) 266-9127



<http://www.fws.gov/chesapeakebay/>
<http://www.fws.gov/chesapeakebay/endsppweb/ProjectReview/Index.html>

In Reply Refer To:

April 02, 2020

Consultation Code: 05E2CB00-2020-TA-0412

Event Code: 05E2CB00-2020-E-02458

Project Name: Construction and Operation of a Charter School on Joint Base Anacostia-Bolling, Washington D.C.

Subject: Verification letter for the 'Construction and Operation of a Charter School on Joint Base Anacostia-Bolling, Washington D.C.' project under the January 5, 2016, Programmatic Biological Opinion on Final 4(d) Rule for the Northern Long-eared Bat and Activities Excepted from Take Prohibitions.

Dear Jennifer Steele:

The U.S. Fish and Wildlife Service (Service) received on April 02, 2020 your effects determination for the 'Construction and Operation of a Charter School on Joint Base Anacostia-Bolling, Washington D.C.' (the Action) using the northern long-eared bat (*Myotis septentrionalis*) key within the Information for Planning and Consultation (IPaC) system. This IPaC key assists users in determining whether a Federal action is consistent with the activities analyzed in the Service's January 5, 2016, Programmatic Biological Opinion (PBO). The PBO addresses activities excepted from "take"^[1] prohibitions applicable to the northern long-eared bat under the Endangered Species Act of 1973 (ESA) (87 Stat.884, as amended; 16 U.S.C. 1531 et seq.).

Based upon your IPaC submission, the Action is consistent with activities analyzed in the PBO. The Action may affect the northern long-eared bat; however, any take that may occur as a result of the Action is not prohibited under the ESA Section 4(d) rule adopted for this species at 50 CFR §17.40(o). Unless the Service advises you within 30 days of the date of this letter that your IPaC-assisted determination was incorrect, this letter verifies that the PBO satisfies and concludes your responsibilities for this Action under ESA Section 7(a)(2) with respect to the northern long-eared bat.

Please report to our office any changes to the information about the Action that you submitted in IPaC, the results of any bat surveys conducted in the Action area, and any dead, injured, or sick northern long-eared bats that are found during Action implementation. If the Action is not

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completed within one year of the date of this letter, you must update and resubmit the information required in the IPaC key.

If the Action may affect other federally listed species besides the northern long-eared bat, a proposed species, and/or designated critical habitat, additional consultation between you and this Service office is required. If the Action may disturb bald or golden eagles, additional coordination with the Service under the Bald and Golden Eagle Protection Act is recommended.

[1]Take means to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct [ESA Section 3(19)].

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Action Description

You provided to IPaC the following name and description for the subject Action.

1. Name

Construction and Operation of a Charter School on Joint Base Anacostia-Bolling, Washington D.C.

2. Description

The following description was provided for the project 'Construction and Operation of a Charter School on Joint Base Anacostia-Bolling, Washington D.C.':

An environmental assessment is being conducted to look at the potential impacts of a real estate outgrant at Joint Base Anacostia-Bolling (JBAB) in Washington, D.C., that would allow for the construction and operation of a public charter school at the installation. Two sites are being considered for the proposed action: Alternative Site 1 is in the northern section of JBAB at the site of Building 414; Alternative Site 2 is in the southern part of JBAB, at the location of the present Navy Lodge. The proposed action includes construction of an approximately 70,000 SF building with 31 classrooms. The school would support a total of 550 students with 64 staff members; approximately 50% of the students would be military dependents, while the remaining 50% of seats would be open to the public via a lottery system. The school is anticipated to be constructed in phases, with the final buildout occurring in 2028.

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/place/38.843246908997656N77.01523755262632W>



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Determination Key Result

This Federal Action may affect the northern long-eared bat in a manner consistent with the description of activities addressed by the Service's PBO dated January 5, 2016. Any taking that may occur incidental to this Action is not prohibited under the final 4(d) rule at 50 CFR §17.40(o). Therefore, the PBO satisfies your responsibilities for this Action under ESA Section 7(a)(2) relative to the northern long-eared bat.

Determination Key Description: Northern Long-eared Bat 4(d) Rule

This key was last updated in IPaC on May 15, 2017. Keys are subject to periodic revision.

This key is intended for actions that may affect the threatened northern long-eared bat.

The purpose of the key for Federal actions is to assist determinations as to whether proposed actions are consistent with those analyzed in the Service's PBO dated January 5, 2016.

Federal actions that may cause prohibited take of northern long-eared bats, affect ESA-listed species other than the northern long-eared bat, or affect any designated critical habitat, require ESA Section 7(a)(2) consultation in addition to the use of this key. Federal actions that may affect species proposed for listing or critical habitat proposed for designation may require a conference under ESA Section 7(a)(4).

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Determination Key Result

This project may affect the threatened Northern long-eared bat; therefore, consultation with the Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (87 Stat.884, as amended; 16 U.S.C. 1531 et seq.) is required. However, based on the information you provided, this project may rely on the Service's January 5, 2016, *Programmatic Biological Opinion on Final 4(d) Rule for the Northern Long-Eared Bat and Activities Excepted from Take Prohibitions* to fulfill its Section 7(a)(2) consultation obligation.

Qualification Interview

1. Is the action authorized, funded, or being carried out by a Federal agency?
Yes
2. Have you determined that the proposed action will have "no effect" on the northern long-eared bat? (If you are unsure select "No")
No
3. Will your activity purposefully **Take** northern long-eared bats?
No
4. Is the project action area located wholly outside the White-nose Syndrome Zone?
Automatically answered
No
5. Have you contacted the appropriate agency to determine if your project is near a known hibernaculum or maternity roost tree?

Location information for northern long-eared bat hibernacula is generally kept in state Natural Heritage Inventory databases – the availability of this data varies state-by-state. Many states provide online access to their data, either directly by providing maps or by providing the opportunity to make a data request. In some cases, to protect those resources, access to the information may be limited. A web page with links to state Natural Heritage Inventory databases and other sources of information on the locations of northern long-eared bat roost trees and hibernacula is available at www.fws.gov/midwest/endangered/mammals/nleb/nhisites.html.

Yes

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6. Will the action affect a cave or mine where northern long-eared bats are known to hibernate (i.e., hibernaculum) or could it alter the entrance or the environment (physical or other alteration) of a hibernaculum?

No

7. Will the action involve Tree Removal?

No

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Project Questionnaire

If the project includes forest conversion, report the appropriate acreages below. Otherwise, type '0' in questions 1-3.

1. Estimated total acres of forest conversion:

0

2. If known, estimated acres of forest conversion from April 1 to October 31

0

3. If known, estimated acres of forest conversion from June 1 to July 31

0

If the project includes timber harvest, report the appropriate acreages below. Otherwise, type '0' in questions 4-6.

4. Estimated total acres of timber harvest

0

5. If known, estimated acres of timber harvest from April 1 to October 31

0

6. If known, estimated acres of timber harvest from June 1 to July 31

0

If the project includes prescribed fire, report the appropriate acreages below. Otherwise, type '0' in questions 7-9.

7. Estimated total acres of prescribed fire

0

8. If known, estimated acres of prescribed fire from April 1 to October 31

0

9. If known, estimated acres of prescribed fire from June 1 to July 31

0

If the project includes new wind turbines, report the megawatts of wind capacity below. Otherwise, type '0' in question 10.

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10. What is the estimated wind capacity (in megawatts) of the new turbine(s)?

0

From: [Koppie, Craig](#)
To: [Hahn, Erica L CIV USN NAVFAC WASHINGTON DC \(USA\)](#)
Subject: [Non-DoD Source] Re: [EXTERNAL] iPaC Consultation
Date: Thursday, December 17, 2020 9:51:35 AM

That will suffice. The letter will still stand.

From: Hahn, Erica L CIV USN NAVFAC WASHINGTON DC (USA)
Sent: Wednesday, December 16, 2020 4:48 PM
To: Koppie, Craig
Subject: [EXTERNAL] iPaC Consultation

Good Afternoon Craig,

I'm working on a Supplemental Environmental Assessment (SEA) for a project that the Navy submitted an iPaC consultation request under the original EA. The whole base appeared to be shown on the consultation response, and our letter is still valid. Can you advise if any follow up is needed to reassess additional sites, or does our letter still stand since the whole base was considered?

Thanks,

Erica Hahn
NEPA/NR/CR Program Manager
Joint Base Anacostia-Bolling
370 Brookley Ave. SW
Washington, DC 20032
(202) 767-1254
Cell (301) 503-1504

SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT

**Supplemental Environmental Assessment
Appendices**

***Real Estate Outgrant for a Charter School SEA
JBAB, Washington, DC***

ATTACHMENT C

AIR QUALITY ANALYSIS

DETAIL AIR CONFORMITY APPLICABILITY MODEL REPORT

1. General Information

- Action Location

Base: BOLLING AFB
State: District of Columbia
County(s): Entire District
Regulatory Area(s): Washington, DC-MD-VA

- **Action Title:** JBAB - Charter School - Alternative 2

- **Project Number/s (if applicable):**

- **Projected Action Start Date:** 1 / 2022

- Action Purpose and Need:

The Proposed Action is to accommodate the construction and operation of a public charter school on JBAB property serving DC and JBAB military families. To establish the school on installation property, the Navy would retain ownership of the property and enter into a real estate outgrant with the LEARN 5 Charter School Network.

The proposed charter school would be approximately 70,000 square feet with 31 classrooms. During the design and construction of the school, Department of Defense (DoD) standards such as the Unified Facilities Criteria (UFC) and Anti-Terrorism/Force Protection (AT/FP) standards would apply, as well as DC building standards. Construction and oversight would be organized and funded by the LEARN Charter School Network. The Navy and DC would be jointly responsible for emergency services. The Standard Operating Procedures that the Navy currently has with DC would be modified to address non-DoD students and employees. It is expected that utilities would be provided by the Navy and reimbursed by the LEARN Charter School Network for their portion of the bill. However, access to telephone and internet would need to be procured by the LEARN Charter School Network.

It is anticipated that the school would open around 6:30 a.m. for before-school programming, with classes beginning at 8:30 a.m. The school day would likely end at 4:00 p.m., with after-school programming requiring the building to remain open as late as 7:00 p.m. Construction would occur in phases. Phase I would take approximately one year to complete, beginning in the Fall of 2020 and ending in the Summer of 2021. At the end of Phase I, maximum enrollment would be approximately 200 students with staff members and include preschool, kindergarten, and first grade. During Phase II, new building construction would begin and continue through 2028; the school would add one grade each year for second through eighth grades. By 2028, the total number of students would be 550 with 64 staff members.

- Action Description:

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.

- Point of Contact

Name: Austin Naranjo
Title: Environmental Engineer
Organization: AFCEC/CZTQ

DETAIL AIR CONFORMITY APPLICABILITY MODEL REPORT

Email:

Phone Number:

- Activity List:

	Activity Type	Activity Title
2.	Construction / Demolition	Construction of Charter School
3.	Personnel	Additional Personnel
4.	Heating	Heating for New Charter School
5.	Emergency Generator	Diesel Generator

Emission factors and air emission estimating methods come from the United States Air Force's Air Emissions Guide for Air Force Stationary Sources, Air Emissions Guide for Air Force Mobile Sources, and Air Emissions Guide for Air Force Transitory Sources.

2. Construction / Demolition

2.1 General Information & Timeline Assumptions

- Activity Location

County: Entire District

Regulatory Area(s): Washington, DC-MD-VA

- Activity Title: Construction of Charter School

- Activity Description:

New construction: 55,000 Sq ft - assume one story

-Site grading - assume double footprint of building+paving - 110,000 sq ft + 44,500 sq ft = ~155000 sq ft

-Excavation/Trenching - conservatively assume 1,000 linear ft

-Arch. Coatings surface area of exterior (assume 12 ft tall) = 12000 sq ft

-Paving (26 parking spaces @ 18ft X 9ft) = ~ 4250 sq ft + ~3,000 sq ft (drive area) + ~15,000 sq ft additional drive area = 22,250 sq ft (round up)

Demolition:

Building 414 - ~10,300 sq ft - conservatively assume demolition will occur in 2022 (worst case scenario for annual emissions)

- Activity Start Date

Start Month: 1

Start Month: 2022

- Activity End Date

Indefinite: False

End Month: 11

End Month: 2022

- Activity Emissions:

Pollutant	Total Emissions (TONs)
VOC	0.375635
SO _x	0.003840
NO _x	1.435554
CO	1.672282
PM 10	1.659455

Pollutant	Total Emissions (TONs)
PM 2.5	0.061431
Pb	0.000000
NH ₃	0.001430
CO _{2e}	375.2

DETAIL AIR CONFORMITY APPLICABILITY MODEL REPORT

2.1 Demolition Phase

2.1.1 Demolition Phase Timeline Assumptions

- Phase Start Date

Start Month: 11
Start Quarter: 1
Start Year: 2022

- Phase Duration

Number of Month: 1
Number of Days: 0

2.1.2 Demolition Phase Assumptions

- General Demolition Information

Area of Building to be demolished (ft²): 10300
Height of Building to be demolished (ft): 12

- Default Settings Used: Yes

- Average Day(s) worked per week: 5 (default)

- Construction Exhaust (default)

Equipment Name	Number Of Equipment	Hours Per Day
Concrete/Industrial Saws Composite	1	8
Rubber Tired Dozers Composite	1	1
Tractors/Loaders/Backhoes Composite	2	6

- Vehicle Exhaust

Average Hauling Truck Capacity (yd³): 20 (default)
Average Hauling Truck Round Trip Commute (mile): 20 (default)

- Vehicle Exhaust Vehicle Mixture (%)

	LDGV	LDGT	HDGV	LDDV	LDDT	HDDV	MC
POVs	0	0	0	0	0	100.00	0

- Worker Trips

Average Worker Round Trip Commute (mile): 20 (default)

- Worker Trips Vehicle Mixture (%)

	LDGV	LDGT	HDGV	LDDV	LDDT	HDDV	MC
POVs	50.00	50.00	0	0	0	0	0

2.1.3 Demolition Phase Emission Factor(s)

- Construction Exhaust Emission Factors (lb/hour) (default)

Concrete/Industrial Saws Composite								
	VOC	SO _x	NO _x	CO	PM 10	PM 2.5	CH ₄	CO _{2e}
Emission Factors	0.0410	0.0006	0.2961	0.3743	0.0148	0.0148	0.0037	58.556
Rubber Tired Dozers Composite								
	VOC	SO _x	NO _x	CO	PM 10	PM 2.5	CH ₄	CO _{2e}
Emission Factors	0.1919	0.0024	1.3611	0.7352	0.0536	0.0536	0.0173	239.51

DETAIL AIR CONFORMITY APPLICABILITY MODEL REPORT

Tractors/Loaders/Backhoes Composite								
	VOC	SO _x	NO _x	CO	PM 10	PM 2.5	CH ₄	CO _{2e}
Emission Factors	0.0383	0.0007	0.2301	0.3598	0.0095	0.0095	0.0034	66.884

- Vehicle Exhaust & Worker Trips Emission Factors (grams/mile)

	VOC	SO _x	NO _x	CO	PM 10	PM 2.5	Pb	NH ₃	CO _{2e}
LDGV	000.254	000.002	000.190	002.971	000.007	000.006		000.023	00340.675
LDGT	000.315	000.003	000.335	004.077	000.009	000.008		000.024	00439.030
HDGV	000.779	000.005	001.076	017.040	000.020	000.018		000.047	00806.186
LDDV	000.109	000.003	000.126	002.489	000.004	000.004		000.008	00330.514
LDDT	000.258	000.004	000.367	004.320	000.007	000.006		000.008	00469.489
HDDV	000.320	000.013	003.837	001.396	000.177	000.163		000.026	01501.720
MC	002.525	000.003	000.716	012.738	000.026	000.023		000.051	00395.513

2.1.4 Demolition Phase Formula(s)

- Fugitive Dust Emissions per Phase

$$PM10_{FD} = (0.00042 * BA * BH) / 2000$$

PM10_{FD}: Fugitive Dust PM 10 Emissions (TONs)

0.00042: Emission Factor (lb/ft³)

BA: Area of Building to be demolished (ft²)

BH: Height of Building to be demolished (ft)

2000: Conversion Factor pounds to tons

- Construction Exhaust Emissions per Phase

$$CEE_{POL} = (NE * WD * H * EF_{POL}) / 2000$$

CEE_{POL}: Construction Exhaust Emissions (TONs)

NE: Number of Equipment

WD: Number of Total Work Days (days)

H: Hours Worked per Day (hours)

EF_{POL}: Emission Factor for Pollutant (lb/hour)

2000: Conversion Factor pounds to tons

- Vehicle Exhaust Emissions per Phase

$$VMT_{VE} = BA * BH * (1 / 27) * 0.25 * (1 / HC) * HT$$

VMT_{VE}: Vehicle Exhaust Vehicle Miles Travel (miles)

BA: Area of Building being demolish (ft²)

BH: Height of Building being demolish (ft)

(1 / 27): Conversion Factor cubic feet to cubic yards (1 yd³ / 27 ft³)

0.25: Volume reduction factor (material reduced by 75% to account for air space)

HC: Average Hauling Truck Capacity (yd³)

(1 / HC): Conversion Factor cubic yards to trips (1 trip / HC yd³)

HT: Average Hauling Truck Round Trip Commute (mile/trip)

$$V_{POL} = (VMT_{VE} * 0.002205 * EF_{POL} * VM) / 2000$$

V_{POL}: Vehicle Emissions (TONs)

VMT_{VE}: Vehicle Exhaust Vehicle Miles Travel (miles)

0.002205: Conversion Factor grams to pounds

EF_{POL}: Emission Factor for Pollutant (grams/mile)

VM: Vehicle Exhaust On Road Vehicle Mixture (%)

2000: Conversion Factor pounds to tons

DETAIL AIR CONFORMITY APPLICABILITY MODEL REPORT

- Worker Trips Emissions per Phase

$$VMT_{WT} = WD * WT * 1.25 * NE$$

VMT_{WT}: Worker Trips Vehicle Miles Travel (miles)

WD: Number of Total Work Days (days)

WT: Average Worker Round Trip Commute (mile)

1.25: Conversion Factor Number of Construction Equipment to Number of Works

NE: Number of Construction Equipment

$$V_{POL} = (VMT_{WT} * 0.002205 * EF_{POL} * VM) / 2000$$

V_{POL}: Vehicle Emissions (TONs)

VMT_{WT}: Worker Trips Vehicle Miles Travel (miles)

0.002205: Conversion Factor grams to pounds

EF_{POL}: Emission Factor for Pollutant (grams/mile)

VM: Worker Trips On Road Vehicle Mixture (%)

2000: Conversion Factor pounds to tons

2.2 Site Grading Phase

2.2.1 Site Grading Phase Timeline Assumptions

- Phase Start Date

Start Month: 1

Start Quarter: 1

Start Year: 2022

- Phase Duration

Number of Month: 1

Number of Days: 0

2.2.2 Site Grading Phase Assumptions

- General Site Grading Information

Area of Site to be Graded (ft²): 155000

Amount of Material to be Hauled On-Site (yd³): 2000

Amount of Material to be Hauled Off-Site (yd³): 2000

- Site Grading Default Settings

Default Settings Used: Yes

Average Day(s) worked per week: 5 (default)

- Construction Exhaust (default)

Equipment Name	Number Of Equipment	Hours Per Day
Graders Composite	1	8
Other Construction Equipment Composite	1	8
Rubber Tired Dozers Composite	1	8
Tractors/Loaders/Backhoes Composite	2	7

- Vehicle Exhaust

Average Hauling Truck Capacity (yd³): 20 (default)

Average Hauling Truck Round Trip Commute (mile): 20 (default)

DETAIL AIR CONFORMITY APPLICABILITY MODEL REPORT

- Vehicle Exhaust Vehicle Mixture (%)

	LDGV	LDGT	HDGV	LDDV	LDDT	HDDV	MC
POVs	0	0	0	0	0	100.00	0

- Worker Trips

Average Worker Round Trip Commute (mile): 20 (default)

- Worker Trips Vehicle Mixture (%)

	LDGV	LDGT	HDGV	LDDV	LDDT	HDDV	MC
POVs	50.00	50.00	0	0	0	0	0

2.2.3 Site Grading Phase Emission Factor(s)

- Construction Exhaust Emission Factors (lb/hour) (default)

Graders Composite								
	VOC	SO _x	NO _x	CO	PM 10	PM 2.5	CH ₄	CO _{2e}
Emission Factors	0.0806	0.0014	0.4657	0.5731	0.0217	0.0217	0.0072	132.92
Other Construction Equipment Composite								
	VOC	SO _x	NO _x	CO	PM 10	PM 2.5	CH ₄	CO _{2e}
Emission Factors	0.0507	0.0012	0.2785	0.3488	0.0105	0.0105	0.0045	122.61
Rubber Tired Dozers Composite								
	VOC	SO _x	NO _x	CO	PM 10	PM 2.5	CH ₄	CO _{2e}
Emission Factors	0.1919	0.0024	1.3611	0.7352	0.0536	0.0536	0.0173	239.51
Tractors/Loaders/Backhoes Composite								
	VOC	SO _x	NO _x	CO	PM 10	PM 2.5	CH ₄	CO _{2e}
Emission Factors	0.0383	0.0007	0.2301	0.3598	0.0095	0.0095	0.0034	66.884

- Vehicle Exhaust & Worker Trips Emission Factors (grams/mile)

	VOC	SO _x	NO _x	CO	PM 10	PM 2.5	Pb	NH ₃	CO _{2e}
LDGV	000.254	000.002	000.190	002.971	000.007	000.006		000.023	00340.675
LDGT	000.315	000.003	000.335	004.077	000.009	000.008		000.024	00439.030
HDGV	000.779	000.005	001.076	017.040	000.020	000.018		000.047	00806.186
LDDV	000.109	000.003	000.126	002.489	000.004	000.004		000.008	00330.514
LDDT	000.258	000.004	000.367	004.320	000.007	000.006		000.008	00469.489
HDDV	000.320	000.013	003.837	001.396	000.177	000.163		000.026	01501.720
MC	002.525	000.003	000.716	012.738	000.026	000.023		000.051	00395.513

2.2.4 Site Grading Phase Formula(s)

- Fugitive Dust Emissions per Phase

$$PM10_{FD} = (20 * ACRE * WD) / 2000$$

PM10_{FD}: Fugitive Dust PM 10 Emissions (TONs)

20: Conversion Factor Acre Day to pounds (20 lb / 1 Acre Day)

ACRE: Total acres (acres)

WD: Number of Total Work Days (days)

2000: Conversion Factor pounds to tons

- Construction Exhaust Emissions per Phase

$$CEE_{POL} = (NE * WD * H * EF_{POL}) / 2000$$

CEE_{POL}: Construction Exhaust Emissions (TONs)

NE: Number of Equipment

WD: Number of Total Work Days (days)

DETAIL AIR CONFORMITY APPLICABILITY MODEL REPORT

H: Hours Worked per Day (hours)
EF_{POL}: Emission Factor for Pollutant (lb/hour)
2000: Conversion Factor pounds to tons

- Vehicle Exhaust Emissions per Phase

$$VMT_{VE} = (HA_{OnSite} + HA_{OffSite}) * (1 / HC) * HT$$

VMT_{VE}: Vehicle Exhaust Vehicle Miles Travel (miles)
HA_{OnSite}: Amount of Material to be Hauled On-Site (yd³)
HA_{OffSite}: Amount of Material to be Hauled Off-Site (yd³)
HC: Average Hauling Truck Capacity (yd³)
(1 / HC): Conversion Factor cubic yards to trips (1 trip / HC yd³)
HT: Average Hauling Truck Round Trip Commute (mile/trip)

$$V_{POL} = (VMT_{VE} * 0.002205 * EF_{POL} * VM) / 2000$$

V_{POL}: Vehicle Emissions (TONs)
VMT_{VE}: Vehicle Exhaust Vehicle Miles Travel (miles)
0.002205: Conversion Factor grams to pounds
EF_{POL}: Emission Factor for Pollutant (grams/mile)
VM: Vehicle Exhaust On Road Vehicle Mixture (%)
2000: Conversion Factor pounds to tons

- Worker Trips Emissions per Phase

$$VMT_{WT} = WD * WT * 1.25 * NE$$

VMT_{WT}: Worker Trips Vehicle Miles Travel (miles)
WD: Number of Total Work Days (days)
WT: Average Worker Round Trip Commute (mile)
1.25: Conversion Factor Number of Construction Equipment to Number of Works
NE: Number of Construction Equipment

$$V_{POL} = (VMT_{WT} * 0.002205 * EF_{POL} * VM) / 2000$$

V_{POL}: Vehicle Emissions (TONs)
VMT_{WT}: Worker Trips Vehicle Miles Travel (miles)
0.002205: Conversion Factor grams to pounds
EF_{POL}: Emission Factor for Pollutant (grams/mile)
VM: Worker Trips On Road Vehicle Mixture (%)
2000: Conversion Factor pounds to tons

2.3 Trenching/Excavating Phase

2.3.1 Trenching / Excavating Phase Timeline Assumptions

- Phase Start Date

Start Month: 2
Start Quarter: 2
Start Year: 2022

- Phase Duration

Number of Month: 1
Number of Days: 0

2.3.2 Trenching / Excavating Phase Assumptions

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- General Trenching/Excavating Information

Area of Site to be Trenched/Excavated (ft²): 3000
 Amount of Material to be Hauled On-Site (yd³): 100
 Amount of Material to be Hauled Off-Site (yd³): 100

- Trenching Default Settings

Default Settings Used: Yes
 Average Day(s) worked per week: 5 (default)

- Construction Exhaust (default)

Equipment Name	Number Of Equipment	Hours Per Day
Excavators Composite	2	8
Other General Industrial Equipmen Composite	1	8
Tractors/Loaders/Backhoes Composite	1	8

- Vehicle Exhaust

Average Hauling Truck Capacity (yd³): 20 (default)
 Average Hauling Truck Round Trip Commute (mile): 20 (default)

- Vehicle Exhaust Vehicle Mixture (%)

	LDGV	LDGT	HDGV	LDDV	LDDT	HDDV	MC
POVs	0	0	0	0	0	100.00	0

- Worker Trips

Average Worker Round Trip Commute (mile): 20 (default)

- Worker Trips Vehicle Mixture (%)

	LDGV	LDGT	HDGV	LDDV	LDDT	HDDV	MC
POVs	50.00	50.00	0	0	0	0	0

2.3.3 Trenching / Excavating Phase Emission Factor(s)

- Construction Exhaust Emission Factors (lb/hour) (default)

Graders Composite								
	VOC	SO _x	NO _x	CO	PM 10	PM 2.5	CH ₄	CO _{2e}
Emission Factors	0.0806	0.0014	0.4657	0.5731	0.0217	0.0217	0.0072	132.92
Other Construction Equipment Composite								
	VOC	SO _x	NO _x	CO	PM 10	PM 2.5	CH ₄	CO _{2e}
Emission Factors	0.0507	0.0012	0.2785	0.3488	0.0105	0.0105	0.0045	122.61
Rubber Tired Dozers Composite								
	VOC	SO _x	NO _x	CO	PM 10	PM 2.5	CH ₄	CO _{2e}
Emission Factors	0.1919	0.0024	1.3611	0.7352	0.0536	0.0536	0.0173	239.51
Tractors/Loaders/Backhoes Composite								
	VOC	SO _x	NO _x	CO	PM 10	PM 2.5	CH ₄	CO _{2e}
Emission Factors	0.0383	0.0007	0.2301	0.3598	0.0095	0.0095	0.0034	66.884

- Vehicle Exhaust & Worker Trips Emission Factors (grams/mile)

	VOC	SO _x	NO _x	CO	PM 10	PM 2.5	Pb	NH ₃	CO _{2e}
LDGV	000.254	000.002	000.190	002.971	000.007	000.006		000.023	00340.675
LDGT	000.315	000.003	000.335	004.077	000.009	000.008		000.024	00439.030
HDGV	000.779	000.005	001.076	017.040	000.020	000.018		000.047	00806.186
LDDV	000.109	000.003	000.126	002.489	000.004	000.004		000.008	00330.514

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LDDT	000.258	000.004	000.367	004.320	000.007	000.006		000.008	00469.489
HDDV	000.320	000.013	003.837	001.396	000.177	000.163		000.026	01501.720
MC	002.525	000.003	000.716	012.738	000.026	000.023		000.051	00395.513

2.3.4 Trenching / Excavating Phase Formula(s)

- Fugitive Dust Emissions per Phase

$$PM10_{FD} = (20 * ACRE * WD) / 2000$$

PM10_{FD}: Fugitive Dust PM 10 Emissions (TONs)

20: Conversion Factor Acre Day to pounds (20 lb / 1 Acre Day)

ACRE: Total acres (acres)

WD: Number of Total Work Days (days)

2000: Conversion Factor pounds to tons

- Construction Exhaust Emissions per Phase

$$CEE_{POL} = (NE * WD * H * EF_{POL}) / 2000$$

CEE_{POL}: Construction Exhaust Emissions (TONs)

NE: Number of Equipment

WD: Number of Total Work Days (days)

H: Hours Worked per Day (hours)

EF_{POL}: Emission Factor for Pollutant (lb/hour)

2000: Conversion Factor pounds to tons

- Vehicle Exhaust Emissions per Phase

$$VMT_{VE} = (HA_{OnSite} + HA_{OffSite}) * (1 / HC) * HT$$

VMT_{VE}: Vehicle Exhaust Vehicle Miles Travel (miles)

HA_{OnSite}: Amount of Material to be Hauled On-Site (yd³)

HA_{OffSite}: Amount of Material to be Hauled Off-Site (yd³)

HC: Average Hauling Truck Capacity (yd³)

(1 / HC): Conversion Factor cubic yards to trips (1 trip / HC yd³)

HT: Average Hauling Truck Round Trip Commute (mile/trip)

$$V_{POL} = (VMT_{VE} * 0.002205 * EF_{POL} * VM) / 2000$$

V_{POL}: Vehicle Emissions (TONs)

VMT_{VE}: Vehicle Exhaust Vehicle Miles Travel (miles)

0.002205: Conversion Factor grams to pounds

EF_{POL}: Emission Factor for Pollutant (grams/mile)

VM: Vehicle Exhaust On Road Vehicle Mixture (%)

2000: Conversion Factor pounds to tons

- Worker Trips Emissions per Phase

$$VMT_{WT} = WD * WT * 1.25 * NE$$

VMT_{WT}: Worker Trips Vehicle Miles Travel (miles)

WD: Number of Total Work Days (days)

WT: Average Worker Round Trip Commute (mile)

1.25: Conversion Factor Number of Construction Equipment to Number of Works

NE: Number of Construction Equipment

$$V_{POL} = (VMT_{WT} * 0.002205 * EF_{POL} * VM) / 2000$$

DETAIL AIR CONFORMITY APPLICABILITY MODEL REPORT

V_{POL}: Vehicle Emissions (TONs)
VMT_{VE}: Worker Trips Vehicle Miles Travel (miles)
0.002205: Conversion Factor grams to pounds
EF_{POL}: Emission Factor for Pollutant (grams/mile)
VM: Worker Trips On Road Vehicle Mixture (%)
2000: Conversion Factor pounds to tons

2.4 Building Construction Phase

2.4.1 Building Construction Phase Timeline Assumptions

- Phase Start Date

Start Month: 4
Start Quarter: 1
Start Year: 2022

- Phase Duration

Number of Month: 6
Number of Days: 0

2.4.2 Building Construction Phase Assumptions

- General Building Construction Information

Building Category: Office or Industrial
Area of Building (ft²): 55000
Height of Building (ft): 12
Number of Units: N/A

- Building Construction Default Settings

Default Settings Used: Yes
Average Day(s) worked per week: 5 (default)

- Construction Exhaust (default)

Equipment Name	Number Of Equipment	Hours Per Day
Cranes Composite	1	6
Forklifts Composite	2	6
Generator Sets Composite	1	8
Tractors/Loaders/Backhoes Composite	1	8
Welders Composite	3	8

- Vehicle Exhaust

Average Hauling Truck Round Trip Commute (mile): 20 (default)

- Vehicle Exhaust Vehicle Mixture (%)

	LDGV	LDGT	HDGV	LDDV	LDDT	HDDV	MC
POVs	0	0	0	0	0	100.00	0

- Worker Trips

Average Worker Round Trip Commute (mile): 20 (default)

- Worker Trips Vehicle Mixture (%)

	LDGV	LDGT	HDGV	LDDV	LDDT	HDDV	MC
POVs	50.00	50.00	0	0	0	0	0

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- Vendor Trips

Average Vendor Round Trip Commute (mile): 40 (default)

- Vendor Trips Vehicle Mixture (%)

	LDGV	LDGT	HDGV	LDDV	LDDT	HDDV	MC
POVs	0	0	0	0	0	100.00	0

2.4.3 Building Construction Phase Emission Factor(s)

- Construction Exhaust Emission Factors (lb/hour) (default)

Cranes Composite								
	VOC	SO _x	NO _x	CO	PM 10	PM 2.5	CH ₄	CO _{2e}
Emission Factors	0.0797	0.0013	0.5505	0.3821	0.0203	0.0203	0.0071	128.81
Forklifts Composite								
	VOC	SO _x	NO _x	CO	PM 10	PM 2.5	CH ₄	CO _{2e}
Emission Factors	0.0274	0.0006	0.1265	0.2146	0.0043	0.0043	0.0024	54.457
Generator Sets Composite								
	VOC	SO _x	NO _x	CO	PM 10	PM 2.5	CH ₄	CO _{2e}
Emission Factors	0.0340	0.0006	0.2783	0.2694	0.0116	0.0116	0.0030	61.069
Tractors/Loaders/Backhoes Composite								
	VOC	SO _x	NO _x	CO	PM 10	PM 2.5	CH ₄	CO _{2e}
Emission Factors	0.0383	0.0007	0.2301	0.3598	0.0095	0.0095	0.0034	66.884
Welders Composite								
	VOC	SO _x	NO _x	CO	PM 10	PM 2.5	CH ₄	CO _{2e}
Emission Factors	0.0260	0.0003	0.1557	0.1772	0.0077	0.0077	0.0023	25.661

- Vehicle Exhaust & Worker Trips Emission Factors (grams/mile)

	VOC	SO _x	NO _x	CO	PM 10	PM 2.5	Pb	NH ₃	CO _{2e}
LDGV	000.254	000.002	000.190	002.971	000.007	000.006		000.023	00340.675
LDGT	000.315	000.003	000.335	004.077	000.009	000.008		000.024	00439.030
HDGV	000.779	000.005	001.076	017.040	000.020	000.018		000.047	00806.186
LDDV	000.109	000.003	000.126	002.489	000.004	000.004		000.008	00330.514
LDDT	000.258	000.004	000.367	004.320	000.007	000.006		000.008	00469.489
HDDV	000.320	000.013	003.837	001.396	000.177	000.163		000.026	01501.720
MC	002.525	000.003	000.716	012.738	000.026	000.023		000.051	00395.513

2.4.4 Building Construction Phase Formula(s)

- Construction Exhaust Emissions per Phase

$$CEE_{POL} = (NE * WD * H * EF_{POL}) / 2000$$

CEE_{POL}: Construction Exhaust Emissions (TONs)

NE: Number of Equipment

WD: Number of Total Work Days (days)

H: Hours Worked per Day (hours)

EF_{POL}: Emission Factor for Pollutant (lb/hour)

2000: Conversion Factor pounds to tons

- Vehicle Exhaust Emissions per Phase

$$VMT_{VE} = BA * BH * (0.42 / 1000) * HT$$

VMT_{VE}: Vehicle Exhaust Vehicle Miles Travel (miles)

BA: Area of Building (ft²)

BH: Height of Building (ft)

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(0.42 / 1000): Conversion Factor ft³ to trips (0.42 trip / 1000 ft³)

HT: Average Hauling Truck Round Trip Commute (mile/trip)

$$V_{POL} = (VMT_{VE} * 0.002205 * EF_{POL} * VM) / 2000$$

V_{POL} : Vehicle Emissions (TONs)

VMT_{VE} : Vehicle Exhaust Vehicle Miles Travel (miles)

0.002205: Conversion Factor grams to pounds

EF_{POL} : Emission Factor for Pollutant (grams/mile)

VM: Worker Trips On Road Vehicle Mixture (%)

2000: Conversion Factor pounds to tons

- Worker Trips Emissions per Phase

$$VMT_{WT} = WD * WT * 1.25 * NE$$

VMT_{WT} : Worker Trips Vehicle Miles Travel (miles)

WD: Number of Total Work Days (days)

WT: Average Worker Round Trip Commute (mile)

1.25: Conversion Factor Number of Construction Equipment to Number of Works

NE: Number of Construction Equipment

$$V_{POL} = (VMT_{WT} * 0.002205 * EF_{POL} * VM) / 2000$$

V_{POL} : Vehicle Emissions (TONs)

VMT_{WT} : Worker Trips Vehicle Miles Travel (miles)

0.002205: Conversion Factor grams to pounds

EF_{POL} : Emission Factor for Pollutant (grams/mile)

VM: Worker Trips On Road Vehicle Mixture (%)

2000: Conversion Factor pounds to tons

- Vender Trips Emissions per Phase

$$VMT_{VT} = BA * BH * (0.38 / 1000) * HT$$

VMT_{VT} : Vender Trips Vehicle Miles Travel (miles)

BA: Area of Building (ft²)

BH: Height of Building (ft)

(0.38 / 1000): Conversion Factor ft³ to trips (0.38 trip / 1000 ft³)

HT: Average Hauling Truck Round Trip Commute (mile/trip)

$$V_{POL} = (VMT_{VT} * 0.002205 * EF_{POL} * VM) / 2000$$

V_{POL} : Vehicle Emissions (TONs)

VMT_{VT} : Vender Trips Vehicle Miles Travel (miles)

0.002205: Conversion Factor grams to pounds

EF_{POL} : Emission Factor for Pollutant (grams/mile)

VM: Worker Trips On Road Vehicle Mixture (%)

2000: Conversion Factor pounds to tons

2.5 Architectural Coatings Phase

2.5.1 Architectural Coatings Phase Timeline Assumptions

- Phase Start Date

Start Month: 9

Start Quarter: 1

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Start Year: 2022

- Phase Duration

Number of Month: 1

Number of Days: 0

2.5.2 Architectural Coatings Phase Assumptions

- General Architectural Coatings Information

Building Category: Non-Residential

Total Square Footage (ft²): 12000

Number of Units: N/A

- Architectural Coatings Default Settings

Default Settings Used: Yes

Average Day(s) worked per week: 5 (default)

- Worker Trips

Average Worker Round Trip Commute (mile): 20 (default)

- Worker Trips Vehicle Mixture (%)

	LDGV	LDGT	HDGV	LDDV	LDDT	HDDV	MC
POVs	50.00	50.00	0	0	0	0	0

2.5.3 Architectural Coatings Phase Emission Factor(s)

- Worker Trips Emission Factors (grams/mile)

	VOC	SO _x	NO _x	CO	PM 10	PM 2.5	Pb	NH ₃	CO _{2e}
LDGV	000.254	000.002	000.190	002.971	000.007	000.006		000.023	00340.675
LDGT	000.315	000.003	000.335	004.077	000.009	000.008		000.024	00439.030
HDGV	000.779	000.005	001.076	017.040	000.020	000.018		000.047	00806.186
LDDV	000.109	000.003	000.126	002.489	000.004	000.004		000.008	00330.514
LDDT	000.258	000.004	000.367	004.320	000.007	000.006		000.008	00469.489
HDDV	000.320	000.013	003.837	001.396	000.177	000.163		000.026	01501.720
MC	002.525	000.003	000.716	012.738	000.026	000.023		000.051	00395.513

2.5.4 Architectural Coatings Phase Formula(s)

- Worker Trips Emissions per Phase

$$VMT_{WT} = (1 * WT * PA) / 800$$

VMT_{WT}: Worker Trips Vehicle Miles Travel (miles)

1: Conversion Factor man days to trips (1 trip / 1 man * day)

WT: Average Worker Round Trip Commute (mile)

PA: Paint Area (ft²)

800: Conversion Factor square feet to man days (1 ft² / 1 man * day)

$$V_{POL} = (VMT_{WT} * 0.002205 * EF_{POL} * VM) / 2000$$

V_{POL}: Vehicle Emissions (TONs)

VMT_{WT}: Worker Trips Vehicle Miles Travel (miles)

0.002205: Conversion Factor grams to pounds

EF_{POL}: Emission Factor for Pollutant (grams/mile)

VM: Worker Trips On Road Vehicle Mixture (%)

2000: Conversion Factor pounds to tons

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- Off-Gassing Emissions per Phase

$$VOC_{AC} = (AB * 2.0 * 0.0116) / 2000.0$$

VOC_{AC} : Architectural Coating VOC Emissions (TONs)

BA: Area of Building (ft²)

2.0: Conversion Factor total area to coated area (2.0 ft² coated area / total area)

0.0116: Emission Factor (lb/ft²)

2000: Conversion Factor pounds to tons

2.6 Paving Phase

2.6.1 Paving Phase Timeline Assumptions

- Phase Start Date

Start Month: 10

Start Quarter: 1

Start Year: 2022

- Phase Duration

Number of Month: 1

Number of Days: 0

2.6.2 Paving Phase Assumptions

- General Paving Information

Paving Area (ft²): 22250

- Paving Default Settings

Default Settings Used: Yes

Average Day(s) worked per week: 5 (default)

- Construction Exhaust (default)

Equipment Name	Number Of Equipment	Hours Per Day
Cement and Mortar Mixers Composite	4	6
Pavers Composite	1	7
Paving Equipment Composite	1	8
Rollers Composite	1	7
Tractors/Loaders/Backhoes Composite	1	7

- Vehicle Exhaust

Average Hauling Truck Round Trip Commute (mile): 20 (default)

- Vehicle Exhaust Vehicle Mixture (%)

	LDGV	LDGT	HDGV	LDDV	LDDT	HDDV	MC
POVs	0	0	0	0	0	100.00	0

- Worker Trips

Average Worker Round Trip Commute (mile): 20 (default)

- Worker Trips Vehicle Mixture (%)

	LDGV	LDGT	HDGV	LDDV	LDDT	HDDV	MC
POVs	50.00	50.00	0	0	0	0	0

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2.6.3 Paving Phase Emission Factor(s)

- Construction Exhaust Emission Factors (lb/hour) (default)

Graders Composite								
	VOC	SO _x	NO _x	CO	PM 10	PM 2.5	CH ₄	CO _{2e}
Emission Factors	0.0806	0.0014	0.4657	0.5731	0.0217	0.0217	0.0072	132.92
Other Construction Equipment Composite								
	VOC	SO _x	NO _x	CO	PM 10	PM 2.5	CH ₄	CO _{2e}
Emission Factors	0.0507	0.0012	0.2785	0.3488	0.0105	0.0105	0.0045	122.61
Rubber Tired Dozers Composite								
	VOC	SO _x	NO _x	CO	PM 10	PM 2.5	CH ₄	CO _{2e}
Emission Factors	0.1919	0.0024	1.3611	0.7352	0.0536	0.0536	0.0173	239.51
Tractors/Loaders/Backhoes Composite								
	VOC	SO _x	NO _x	CO	PM 10	PM 2.5	CH ₄	CO _{2e}
Emission Factors	0.0383	0.0007	0.2301	0.3598	0.0095	0.0095	0.0034	66.884

- Vehicle Exhaust & Worker Trips Emission Factors (grams/mile)

	VOC	SO _x	NO _x	CO	PM 10	PM 2.5	Pb	NH ₃	CO _{2e}
LDGV	000.254	000.002	000.190	002.971	000.007	000.006		000.023	00340.675
LDGT	000.315	000.003	000.335	004.077	000.009	000.008		000.024	00439.030
HDGV	000.779	000.005	001.076	017.040	000.020	000.018		000.047	00806.186
LDDV	000.109	000.003	000.126	002.489	000.004	000.004		000.008	00330.514
LDDT	000.258	000.004	000.367	004.320	000.007	000.006		000.008	00469.489
HDDV	000.320	000.013	003.837	001.396	000.177	000.163		000.026	01501.720
MC	002.525	000.003	000.716	012.738	000.026	000.023		000.051	00395.513

2.6.4 Paving Phase Formula(s)

- Construction Exhaust Emissions per Phase

$$CEE_{POL} = (NE * WD * H * EF_{POL}) / 2000$$

CEE_{POL}: Construction Exhaust Emissions (TONs)

NE: Number of Equipment

WD: Number of Total Work Days (days)

H: Hours Worked per Day (hours)

EF_{POL}: Emission Factor for Pollutant (lb/hour)

2000: Conversion Factor pounds to tons

- Vehicle Exhaust Emissions per Phase

$$VMT_{VE} = PA * 0.25 * (1 / 27) * (1 / HC) * HT$$

VMT_{VE}: Vehicle Exhaust Vehicle Miles Travel (miles)

PA: Paving Area (ft²)

0.25: Thickness of Paving Area (ft)

(1 / 27): Conversion Factor cubic feet to cubic yards (1 yd³ / 27 ft³)

HC: Average Hauling Truck Capacity (yd³)

(1 / HC): Conversion Factor cubic yards to trips (1 trip / HC yd³)

HT: Average Hauling Truck Round Trip Commute (mile/trip)

$$V_{POL} = (VMT_{VE} * 0.002205 * EF_{POL} * VM) / 2000$$

V_{POL}: Vehicle Emissions (TONs)

VMT_{VE}: Vehicle Exhaust Vehicle Miles Travel (miles)

0.002205: Conversion Factor grams to pounds

EF_{POL}: Emission Factor for Pollutant (grams/mile)

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VM: Vehicle Exhaust On Road Vehicle Mixture (%)

2000: Conversion Factor pounds to tons

- Worker Trips Emissions per Phase

$$VMT_{WT} = WD * WT * 1.25 * NE$$

VMT_{WT}: Worker Trips Vehicle Miles Travel (miles)

WD: Number of Total Work Days (days)

WT: Average Worker Round Trip Commute (mile)

1.25: Conversion Factor Number of Construction Equipment to Number of Works

NE: Number of Construction Equipment

$$V_{POL} = (VMT_{WT} * 0.002205 * EF_{POL} * VM) / 2000$$

V_{POL}: Vehicle Emissions (TONs)

VMT_{VE}: Worker Trips Vehicle Miles Travel (miles)

0.002205: Conversion Factor grams to pounds

EF_{POL}: Emission Factor for Pollutant (grams/mile)

VM: Worker Trips On Road Vehicle Mixture (%)

2000: Conversion Factor pounds to tons

- Off-Gassing Emissions per Phase

$$VOC_P = (2.62 * PA) / 43560$$

VOC_P: Paving VOC Emissions (TONs)

2.62: Emission Factor (lb/acre)

PA: Paving Area (ft²)

43560: Conversion Factor square feet to acre (43560 ft² / acre)² / acre)

3. Personnel

3.1 General Information & Timeline Assumptions

- Add or Remove Activity from Baseline? Add

- Activity Location

County: Entire District

Regulatory Area(s): Washington, DC-MD-VA

- Activity Title: Additional Personnel

- Activity Description:

Personnel are conservatively added in 2022 to account for all personnel

- Activity Start Date

Start Month: 10

Start Year: 2022

- Activity End Date

Indefinite: Yes

End Month: N/A

End Year: N/A

- Activity Emissions:

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Pollutant	Emissions Per Year (TONs)
VOC	1.175379
SO _x	0.009245
NO _x	1.013048
CO	13.468692
PM 10	0.030155

Pollutant	Emissions Per Year (TONs)
PM 2.5	0.026502
Pb	0.000000
NH ₃	0.084836
CO _{2e}	1412.6

3.2 Personnel Assumptions

- Number of Personnel

Active Duty Personnel:	0
Civilian Personnel:	614
Support Contractor Personnel:	0
Air National Guard (ANG) Personnel:	0
Reserve Personnel:	0

- Default Settings Used: Yes

- Average Personnel Round Trip Commute (mile): 20 (default)

- Personnel Work Schedule

Active Duty Personnel:	5 Days Per Week (default)
Civilian Personnel:	5 Days Per Week (default)
Support Contractor Personnel:	5 Days Per Week (default)
Air National Guard (ANG) Personnel:	4 Days Per Week (default)
Reserve Personnel:	4 Days Per Month (default)

3.3 Personnel On Road Vehicle Mixture

- On Road Vehicle Mixture (%)

	LDGV	LDGT	HDGV	LDDV	LDDT	HDDV	MC
POVs	37.55	60.32	0	0.03	0.2	0	1.9
GOVs	54.49	37.73	4.67	0	0	3.11	0

3.4 Personnel Emission Factor(s)

- On Road Vehicle Emission Factors (grams/mile)

	VOC	SO _x	NO _x	CO	PM 10	PM 2.5	Pb	NH ₃	CO _{2e}
LDGV	000.254	000.002	000.190	002.971	000.007	000.006		000.023	00340.675
LDGT	000.315	000.003	000.335	004.077	000.009	000.008		000.024	00439.030
HDGV	000.779	000.005	001.076	017.040	000.020	000.018		000.047	00806.186
LDDV	000.109	000.003	000.126	002.489	000.004	000.004		000.008	00330.514
LDDT	000.258	000.004	000.367	004.320	000.007	000.006		000.008	00469.489
HDDV	000.320	000.013	003.837	001.396	000.177	000.163		000.026	01501.720
MC	002.525	000.003	000.716	012.738	000.026	000.023		000.051	00395.513

3.5 Personnel Formula(s)

- Personnel Vehicle Miles Travel for Work Days per Year

$$VMT_p = NP * WD * AC$$

VMT_p: Personnel Vehicle Miles Travel (miles/year)

NP: Number of Personnel

WD: Work Days per Year

DETAIL AIR CONFORMITY APPLICABILITY MODEL REPORT

AC: Average Commute (miles)

- Total Vehicle Miles Travel per Year

$$VMT_{Total} = VMT_{AD} + VMT_C + VMT_{SC} + VMT_{ANG} + VMT_{AFRC}$$

VMT_{Total} : Total Vehicle Miles Travel (miles)

VMT_{AD} : Active Duty Personnel Vehicle Miles Travel (miles)

VMT_C : Civilian Personnel Vehicle Miles Travel (miles)

VMT_{SC} : Support Contractor Personnel Vehicle Miles Travel (miles)

VMT_{ANG} : Air National Guard Personnel Vehicle Miles Travel (miles)

VMT_{AFRC} : Reserve Personnel Vehicle Miles Travel (miles)

- Vehicle Emissions per Year

$$V_{POL} = (VMT_{Total} * 0.002205 * EF_{POL} * VM) / 2000$$

V_{POL} : Vehicle Emissions (TONs)

VMT_{Total} : Total Vehicle Miles Travel (miles)

0.002205: Conversion Factor grams to pounds

EF_{POL} : Emission Factor for Pollutant (grams/mile)

VM: Personnel On Road Vehicle Mixture (%)

2000: Conversion Factor pounds to tons

4. Heating

4.1 General Information & Timeline Assumptions

- Add or Remove Activity from Baseline? Add

- Activity Location

County: Entire District

Regulatory Area(s): Washington, DC-MD-VA

- Activity Title: Heating for New Charter School

- Activity Description:

- Activity Start Date

Start Month: 10

Start Year: 2022

- Activity End Date

Indefinite: Yes

End Month: N/A

End Year: N/A

- Activity Emissions:

Pollutant	Emissions Per Year (TONs)
VOC	0.013622
SO _x	0.001486
NO _x	0.247667
CO	0.208040
PM 10	0.018823

Pollutant	Emissions Per Year (TONs)
PM 2.5	0.018823
Pb	0.000000
NH ₃	0.000000
CO ₂ e	298.2

DETAIL AIR CONFORMITY APPLICABILITY MODEL REPORT

4.2 Heating Assumptions

- Heating

Heating Calculation Type: Heat Energy Requirement Method

- Heat Energy Requirement Method

Area of floorspace to be heated (ft²): 70000
Type of fuel: Natural Gas
Type of boiler/furnace: Commercial/Institutional (0.3 - 9.9 MMBtu/hr)
Heat Value (MMBtu/ft³): 0.00105
Energy Intensity (MMBtu/ft²): 0.0743

- Default Settings Used: Yes

- Boiler/Furnace Usage

Operating Time Per Year (hours): 900 (default)

4.3 Heating Emission Factor(s)

- Heating Emission Factors (lb/1000000 scf)

VOC	SO _x	NO _x	CO	PM 10	PM 2.5	Pb	NH ₃	CO _{2e}
5.5	0.6	100	84	7.6	7.6			120390

4.4 Heating Formula(s)

- Heating Fuel Consumption ft³ per Year

$$FC_{HER} = HA * EI / HV / 1000000$$

FC_{HER}: Fuel Consumption for Heat Energy Requirement Method

HA: Area of floorspace to be heated (ft²)

EI: Energy Intensity Requirement (MMBtu/ft²)

HV: Heat Value (MMBTU/ft³)

1000000: Conversion Factor

- Heating Emissions per Year

$$HE_{POL} = FC * EF_{POL} / 2000$$

HE_{POL}: Heating Emission Emissions (TONs)

FC: Fuel Consumption

EF_{POL}: Emission Factor for Pollutant

2000: Conversion Factor pounds to tons

5. Emergency Generator

5.1 General Information & Timeline Assumptions

- Add or Remove Activity from Baseline? Add

- Activity Location

County: Entire District

Regulatory Area(s): Washington, DC-MD-VA

DETAIL AIR CONFORMITY APPLICABILITY MODEL REPORT

- **Activity Title:** Diesel Generator

- **Activity Description:**

NOTE: This emissions source will be permitted.

- **Activity Start Date**

Start Month: 4

Start Year: 2022

- **Activity End Date**

Indefinite: Yes

End Month: N/A

End Year: N/A

- **Activity Emissions:**

Pollutant	Emissions Per Year (TONs)
VOC	0.241650
SO _x	0.004219
NO _x	8.741250
CO	2.322000
PM 10	0.273038

Pollutant	Emissions Per Year (TONs)
PM 2.5	0.273038
Pb	0.000000
NH ₃	0.000000
CO _{2e}	448.9

5.2 Emergency Generator Assumptions

- **Emergency Generator**

Type of Fuel used in Emergency Generator: Diesel

Number of Emergency Generators: 1

- **Default Settings Used:** No

- **Emergency Generators Consumption**

Emergency Generator's Horsepower: 1350

Average Operating Hours Per Year (hours): 500

5.3 Emergency Generator Emission Factor(s)

- **Emergency Generators Emission Factor (lb/hp-hr)**

VOC	SO _x	NO _x	CO	PM 10	PM 2.5	Pb	NH ₃	CO _{2e}
0.000716	0.0000125	0.0259	0.00688	0.000809	0.000809			1.33

5.4 Emergency Generator Formula(s)

- **Emergency Generator Emissions per Year**

$$AE_{POL} = (NGEN * HP * OT * EF_{POL}) / 2000$$

AE_{POL}: Activity Emissions (TONs per Year)

NGEN: Number of Emergency Generators

HP: Emergency Generator's Horsepower (hp)

OT: Average Operating Hours Per Year (hours)

EF_{POL}: Emission Factor for Pollutant (lb/hp-hr)

SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT

**Supplemental Environmental Assessment
Appendices**

***Real Estate Outgrant for a Charter School SEA
JBAB, Washington, DC***

ATTACHMENT D

PROGRAMMATIC AGREEMENT

**PROGRAMMATIC AGREEMENT
BETWEEN THE UNITED STATES AIR FORCE
AND THE
WASHINGTON, D.C. STATE HISTORIC PRESERVATION OFFICE
REGARDING
CONSTRUCTION OF THE LEARN CHARTER SCHOOL AT
JOINT BASE ANACOSTIA-BOLLING, WASHINGTON, D.C.**

WHEREAS, the United States Government is the owner of approximately 905 acres of land, managed by the United States Air Force (USAF) as Joint Base Anacostia-Bolling (JBAB); and

WHEREAS, the United States of America, acting by and through the Secretary of the Air Force, is authorized by 10 U.S.C. § 2667 to lease non-excess property on terms that will promote national or defense or be in the public interest; and

WHEREAS, USAF intends to enter into a 25 (twenty-five) year lease (the “Lease”) with the Lawndale Educational and Regional Network Charter School Network (LEARN), covering approximately 5.7 (five and seven tenths) acres of previously improved real property (the “Property”) situated within JBAB and bounded by Angell Street, Duncan Avenue, and Tyndall Street, SW as indicated on the map at Exhibit 1; for the design, construction, and operation of a charter school (undertaking); and

WHEREAS, Phase 1 of the undertaking consists of a 25,000 square foot area for temporary trailers and a parking/drop-off area; Phase 2 consists of construction of a single-story 55,000 square foot PreK-8th grade school, recreation areas, perimeter fencing of the entire 5.7 acre area, utility connections, and 58,000 square feet of parking, including the area formerly occupied by Phase 1, that will require ground-disturbing activities; and

WHEREAS, the USAF has defined the undertaking’s area of potential effects (APE) as the approximately 5.7 acres described above; and

WHEREAS, the USAF initiated consultation on October 22, 2020, with the Washington, D.C. State Historic Preservation Office (DC SHPO) pursuant to Section 106 of National Historic Preservation Act (NHPA), as amended (54 U.S.C. § 306108), and its implementing regulations (36 C.F.R. Part 800); and

WHEREAS, the USAF has determined in consultation with the DC SHPO that the undertaking is unlikely to have an adverse visual effect to Buildings 37, 70, 71, 72, 73, 74, 610, 611 and 612, which are contributing properties of the Bolling Air Force Base Historic District, which is eligible for listing in the National Register of Historic Places (NRHP), provided that existing trees adequately screen the APE; and

WHEREAS, the APE is in a location that is archaeologically sensitive and has not been previously surveyed for the presence of significant archaeological resources; therefore it cannot yet be determined whether the undertaking will have any adverse effects on archaeological resources in the APE; and

WHEREAS, the Delaware Nation and Delaware Tribe of Indians are federally-recognized Indian tribes (Tribes) affiliated with JBAB and have not identified any properties of religious and cultural significance on the installation, and have requested that consultation only occur if archaeological resources and/or human remains are discovered; and

WHEREAS, pursuant to 36 CFR § 800.6(a)(1)(iii), the ACHP was notified on April 24, 2020 and has chosen not to participate in consultation on this Agreement; and

NOW, THEREFORE, the USAF and the DC SHPO agree that the undertaking shall be implemented in accordance with the following stipulations in order to take into account the effect of the undertaking on historic properties.

STIPULATIONS

The USAF shall ensure that the following measures are carried out:

I. CONVEYANCE ACTIVITIES

- A. This Agreement will be incorporated into the ground lease between the USAF and LEARN and shall remain in effect so long as the lease is in effect. Provisions require that LEARN abide by all of the obligations of this Agreement, thereby making it binding, as applicable, upon LEARN or its successors in interest.
- B. For the leasehold area, USAF will remain the lead agency with respect to compliance with Sections 106 and 110 of the NHPA, with ultimate approval of undertakings within the federally owned leasehold area as elsewhere on the base.

II. Project Review and Consultation Process

- A. The USAF shall ensure that when any proposed project that have the potential to adversely affect a historic property, the JBAB CRM will review and coordinate these undertakings pursuant to the following procedures:
 - 1. The USAF shall require LEARN to submit all proposed projects having the potential to affect historic properties to the JBAB CRM.
 - 2. The JBAB CRM shall be responsible for creating and keeping a record of each project review.
 - 3. The documentary record of each project review will be maintained in the JBAB environmental archives.
 - 4. The JBAB CRM shall review all projects and plans. If the JBAB CRM determines that:
 - a) the project will not adversely affect historic properties, the JBAB CRM shall submit that determination to the DC SHPO for review. The DC SHPO will have 30 days from receipt to respond. If the DC SHPO responds in writing with a concurrence or does not respond within those 30 days, the project may proceed as planned. If the DC SHPO disputes the determination within those 30 days, JBAB may attempt to reach a concurrence with the DC SHPO or resolve the dispute in accordance with Stipulation VII; or
 - b) the project may adversely affect a historic property, the JBAB CRM shall make recommendations to LEARN for alterations to the project plans in order to avoid

or minimize the adverse effect. These recommendations shall be made with the goal of minimizing the project to a Determination of No Adverse Effect. If LEARN does not accept these recommendations, or the JBAB CRM cannot come up with recommendations that justify a determination of no adverse effect, the JBAB CRM shall consult with the DC SHPO to develop and implement a resolution of adverse effects pursuant to 36 CFR § 800.6. If such a resolution cannot be reached, the issue will be resolved in accordance with Stipulation VII.

III. PRECONSTRUCTION REVIEWS:

USAF will provide interim draft construction plans to the DC SHPO, who shall have 30 calendar days to review. USAF may authorize start of construction upon receiving DC SHPO concurrence and incorporating DC SHPO comments, if any, to the maximum extent feasible, or after the 30 day review period has expired without DC SHPO response, whichever comes first.

IV. ARCHAEOLOGICAL INVESTIGATIONS:

- A. General Requirements. USAF will ensure that phased archaeological investigations to identify archaeological resources within the APE are near completion prior to starting any ground-disturbing activities on the parcel
 1. All work will be conducted under the responsibility of person(s) meeting the Secretary of the Interior's Historic Preservation Professional Qualification Standards (Federal Register Vol. 62, No. 119, pp. 33719).
 2. All work will be conducted in conformity with the 1998 *Guidelines for Archaeological Investigations in the District of Columbia (DC Guidelines)*, as amended, published by the District of Columbia Office of Planning, Historic Preservation Office, available at: planning.dc.gov/page/archaeology-district-columbia
- B. Investigation Phases. The USAF shall conduct a Phase I Identification survey within the APE. No archaeological investigation will start until an archaeological work plan has been submitted to the DC SHPO for review and approval for each level of effort.
 1. The Phase I survey will start with a Phase IA assessment that includes geographic information system (GIS) elevation change (cut and fill) analysis and subsurface geoarchaeological evaluation.
 2. Subsequent need for, level of effort, locations, and methodology for Phase IB systematic identification survey will be determined based on the results of the IA investigations. Identified sites will be treated as NRHP-eligible resources until completion of formal evaluation and DC SHPO concurrence.
 3. The USAF shall notify the Tribes of the Phase I survey results.
 4. The need for Phase II evaluation survey will be determined in consultation with the DC SHPO.
 5. If any archaeological resources identified during the Phase I survey are of potential traditional or cultural significance to the Tribes, the USAF will initiate consultation with the Tribes regarding the Phase II survey.

6. If NRHP eligible properties are identified, The USAF will consult with the DC SHPO in coordination with LEARN to avoid or minimize adverse effects to.
7. If adverse effects cannot be minimized or avoided, then additional consultation with the DC SHPO shall occur to develop and implement a resolution of adverse effects pursuant to 36 CFR § 800.6 in the form of a Memorandum of Agreement (MOA) Examples of mitigation efforts include singly or in combination but not limited to: Phase III data recovery, creation of archaeological education and outreach materials, funding or conducting curation work on extant collections, conducting additional archaeological research, preparation of a GIS story map(s), and/or preparing a synthesis on history and archaeology suitable for the public.
8. In developing the MOA, the USAF shall:
 - a) invite the ACHP to participate and be a signatory to the MOA,
 - b) invite the Tribes to participate as consulting parties,
 - c) identify and invite other consulting parties, and
 - d) invite the public to participate.
9. If Phase III data recovery investigations are selected as a mitigation for adverse effects, the same work plan review, reporting, and curation requirements apply, as specified in the *DC Guidelines*.

C. Reporting and Curation Requirements

1. Upon completion of the archaeological investigation, USAF will submit to the DC SHPO a single, comprehensive technical report covering all phases of the investigation. This report will be prepared in accordance with the *DC Guidelines* with a draft version submitted for DC SHPO review and comment prior to completion of a final revised version. The DC SHPO shall be provided one hard-copy, and a PDF of the draft technical report for review. Upon acceptance of the final, revised report, two hard copies and an electronic PDF copy will be placed on file with the DC SHPO, and USAF shall ensure that an additional hard copy is sent to each repository specified in the *DC Guidelines*.
2. If archaeological resources are identified, USAF will submit State Archaeological Site Form(s) (following the example provided in Appendix A of the *DC Guidelines*) and Determination of Eligibility form(s) or as specified by the DC SHPO.
3. USAF will curate artifacts and data as required by 36 CFR Part 79 through the MAC Lab.
4. Electronic copies of all data generated including field notes, records, GIS data, collections databases, etc. will be submitted to the HPO formatted following the *DC Guidelines*.

V. POST-REVIEW (INADVERTANT) DISCOVERIES

- A. Archaeological Discoveries. In the event that a previously unidentified archaeological resource(s) is discovered in the APE during ground disturbing activities, all construction work

involving subsurface disturbance shall be halted in the area of the resource and in the surrounding area where further subsurface remains can reasonably be expected to occur, and the location secured.

1. The DC SHPO shall be notified in writing via email, and by telephone immediately upon discovery of a previously unidentified archaeological resource. The DC SHPO or a representative shall visit the site within forty-eight (48) hours of such notification, excluding weekends and Federal holidays. The DC SHPO shall inspect the work site and determine the area and the nature of the affected archaeological resource(s). Construction work may then continue in the project area, but outside the archaeological resource(s) area, after the boundaries of the resource(s) or archaeological site have been determined.
2. Within ten (10) working days of the original notification of discovery, USAF, in consultation with DC SHPO, shall determine the NRHP eligibility of the archaeological resource(s) and a proposed plan of action determined.
3. If the resource is determined to meet NRHP eligibility criteria (36 C.F.R. § 60.6), USAF, in consultation with DC SHPO, shall ensure compliance with 36 C.F.R. § 800.13. Work in the archaeological resource(s) area shall not proceed until either: (a) the development and implementation of an appropriate recovery or other mitigation treatment plan approved by the DC SHPO; or (b) the USAF finds and DC SHPO concurs that the archaeological resources are not eligible for inclusion in the NRHP.

USAF, shall ensure that all materials and records resulting from data recovery are reported and curated consistent with Stipulation IV.C.1 *supra*, preferably as an appendix to the archaeological investigation technical report, if practicable.

B. Treatment of Human Remains

Should human remains, burials, or funerary objects be discovered during construction of the Project or any archaeological investigation pursuant to this Agreement:

1. USAF shall immediately halt subsurface, ground disturbing activities in the area of the discovery and in the surrounding area where additional remains can reasonably be expected to occur, implement measures to protect the human remains from inclement weather and vandalism, and immediately notify the DC SHPO, the District of Columbia Office of the Chief Medical Examiner (“OCME”) and Forensic Anthropologist of the discovery. Sufficient description of the discovery shall be provided to allow OCME to complete its obligations under Section 5-1406 of the Code of the District of Columbia, and/or other applicable law(s).
2. If the OCME determines that the human remains are not subject to a criminal investigation by local or federal authorities, USAF, shall determine appropriate disposition in consultation with the DC SHPO. USAF shall comply with all applicable federal and District of Columbia laws and regulations governing the discovery and disposition of human remains, and consider ACHP’s 2007 *Policy Statement Regarding Treatment of Burial Sites, Human Remains, and Funerary Objects* (Feb. 23, 2007), available at: <https://www.achp.gov/digital-library-section-106-landing/achp-policy-statement-regarding-treatment-burial-sites-human>
3. If the human remains or burials are potentially Native American, then USAF shall follow agency guidance on the Native American Graves and Repatriation Act of 1990 (P.L. 101-

601) (NAGPRA), and notify, within 48 hours of the discovery, any federally recognized Tribes and Nations that may attach religious and/or cultural significance to the affected property. The DC SHPO shall be consulted to determine a treatment plan for the avoidance, recovery or reburial of the remains.

VI. MONITORING AND REPORTING

Each year following the execution of this Agreement until it expires or is terminated, USAF shall provide all parties to this Agreement a summary report detailing work undertaken pursuant to its terms. Such report shall include any scheduling changes proposed, any problems encountered, and any disputes and objections received in USAF's efforts to carry out the terms of this Agreement.

VII. DISPUTE RESOLUTION

Should any signatory or concurring party to this Agreement object at any time to any actions proposed or the manner in which the terms of this Agreement are implemented, USAF shall consult with such party to resolve the objection. If USAF determines that such objection cannot be resolved, USAF will:

- A. Forward all documentation relevant to the dispute, including the USAF's proposed resolution, to the ACHP. The ACHP shall provide USAF with its advice on the resolution of the objection within thirty (30) days of receiving adequate documentation. Prior to reaching a final decision on the dispute, USAF shall prepare a written response that takes into account any timely advice or comments regarding the dispute from the ACHP, signatories and concurring parties, and provide them with a copy of this written response. USAF will then proceed according to its final decision.
- B. If the ACHP does not provide its advice regarding the dispute within the thirty (30) day time period, USAF may make a final decision on the dispute and proceed accordingly. Prior to reaching such a final decision, USAF shall prepare a written response that takes into account any timely comments regarding the dispute from the signatories and concurring parties to the Agreement, and provide them and the ACHP with a copy of such written response.
- C. USAF's responsibility to carry out all other actions subject to the terms of this Agreement that are not the subject of the dispute remain unchanged.

VIII. AMENDMENTS

This Agreement may be amended when such an amendment is agreed to in writing by all signatories. The amendment will be effective on the date a copy signed by all of the signatories is filed with the ACHP.

IX. TERMINATION

If any signatory to this Agreement determines that its terms will not or cannot be carried out, that party shall immediately consult with the other parties to attempt to develop an amendment per Stipulation VIII, above. If within thirty (30) days (or another time period agreed to by all signatories) an amendment cannot be reached, any signatory may terminate the Agreement upon written notification to the other signatories.

Once the Agreement is terminated, and prior to work continuing on the undertaking, USAF must either (a) execute an MOA pursuant to 36 CFR § 800.6 or (b) request, take into account, and respond to the

comments of the ACHP under 36 CFR § 800.7. USAF shall notify the signatories as to the course of action it will pursue.

X. ANTI-DEFICIENCY ACT

All requirements set forth in this Agreement requiring the expenditure of USAF funds are expressly subject to the availability of appropriations and the requirements of the Anti-Deficiency Act (31 U.S.C. § 1341). No obligation undertaken by USAF under the terms of this Agreement will require or be interpreted to require a commitment to expend funds not obligated for a particular purpose.

If the USAF cannot perform certain obligations set forth in the Agreement due to the unavailability of funds, the USAF and DC SHPO will strive for the remainder of the agreement to be executed. In the event that any obligation under the Agreement cannot be performed due to the unavailability of funds, the USAF agrees to utilize its best efforts to renegotiate the funding provision, and it may initiate consultation to develop a related amendment to this Agreement.

XI. DURATION

This Agreement shall become effective upon execution by the USAF and the DC SHPO, and it shall remain in effect twenty (20) years from the latest signatory date of that execution, or to a date extended by Stipulation VIII. The USAF will retain responsibility for any Section 106-related actions.

Execution of this Agreement by the USAF and DC SHPO and implementation of its terms evidence that USAF has taken into account the effects of this undertaking on historic properties and afforded the ACHP an opportunity to comment. On January 14, 2021, the ACHP notified the USAF that it would be a party to this agreement.

UNITED STATES AIR FORCE

Michael J. Zuhlsdorf, Colonel, USAF
Installation Commander, Joint Base Anacostia-Bolling

15 Jan 2021
Date:

WASHINGTON D.C. STATE HISTORIC PRESERVATION OFFICE



1/15/2021

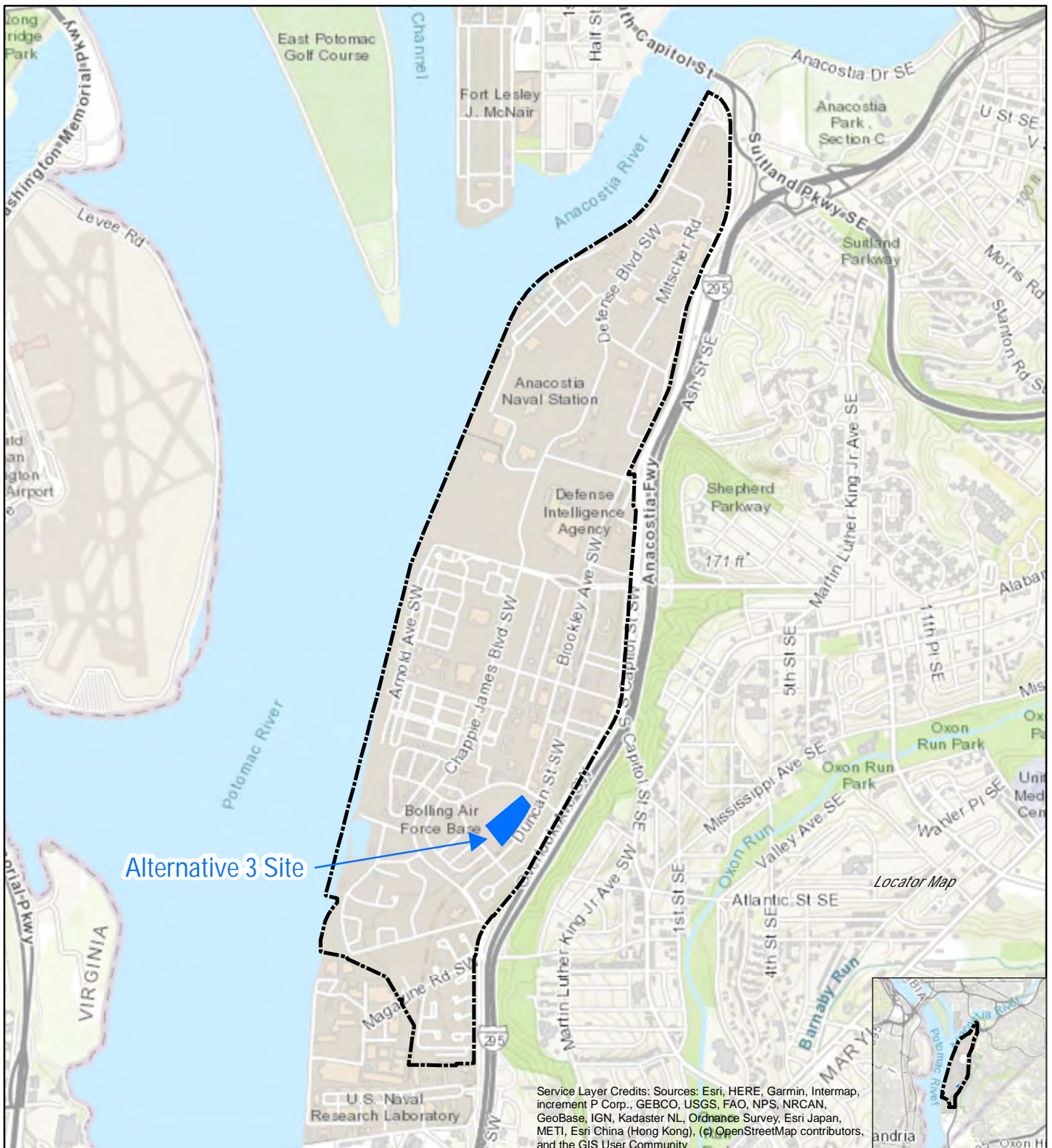
David Maloney

Date

District of Columbia

State Historic Preservation Officer

Exhibit 1 - Project Map



Service Layer Credits: Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community



Cooperative Agreement Number:
W9126G-14-2-0018 -
W9126G-20-2-0004

Map created for presentation purposes only. Although efforts have been made to verify data, accuracy cannot be guaranteed.

Legend

 Installation Boundary

Joint Base Anacostia-Bolling

Charter School, Alternative 3

Scale: 1:35,000

Coordinate System: WGS 1984 World Mercator

0 1 Miles

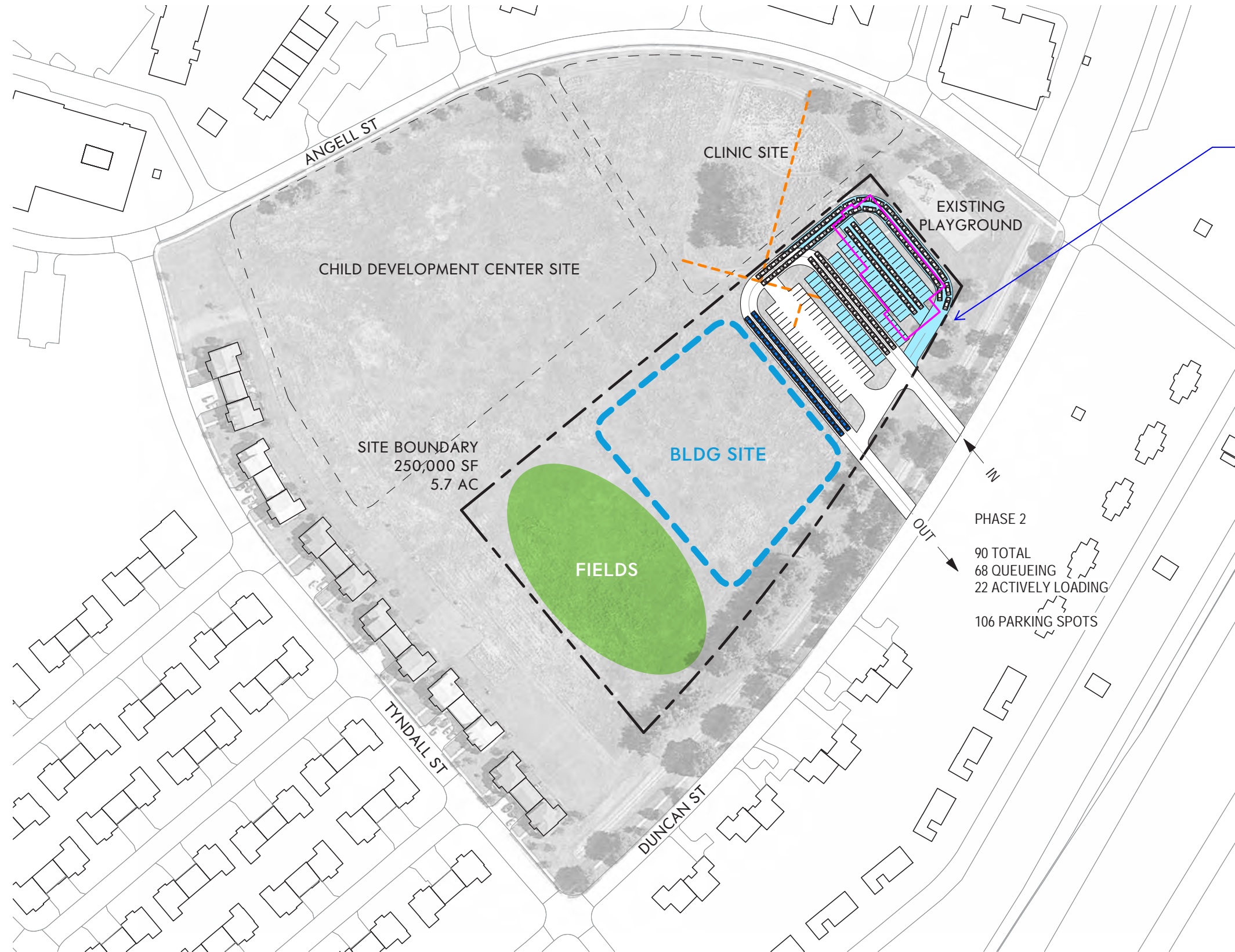


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LEARN CHARTER - JBAB

BUILDING SITING STUDIES - SITE ACCESS (PHASE 2 PERMANENT BUILD OUT)



Light blue = future build out as part of phase 2

Full build out would also provide required turning radius to accommodate bus circulation

SCALE: 1" = 160'

SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT

**Supplemental Environmental Assessment
Appendices**

Real Estate Outgrant for a Charter School SEA
JBAB, Washington, DC

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.