

Hurlburt Field

Hurlburt Field, Florida

Environmental Assessment for a Commercial Vehicle Inspection Point at the Downs Road Gate



Draft

December 2012





FINDING OF NO SIGNIFICANT IMPACT (FONSI)

1 Agency

2
3 Department of the Air Force, 1st Special Operations Wing, Hurlburt Field, Florida
4

5 Background

6
7 The U.S. Air Force proposes to relocate the Commercial Vehicle Inspection (CVI) point adjacent to the
8 Hurlburt Field Main Gate. The need for the project is caused by congestion at the Cody Avenue-US 98
9 intersection (particularly during the morning and afternoon rush hours) and Antiterrorism/Force
10 Protection (AT/FP) issues at the main gate. The CVI point currently has no visual screening, and the
11 ability to view the CVI point from US 98 will increase following the construction of the interchange.
12 Buildings exist within the 500-foot AT/FP setback and the 1,250-foot explosive clear zone radius from
13 the existing CVI point. Finally, the existing CVI point does not have an overwatch position, and the
14 distance from the CVI point to the active vehicle barrier does not currently meet United States Air Force
15 (USAF) design standards.
16

17 Proposed Action and Alternatives

18
19 The Proposed Action is to relocate the existing operations at the CVI point from its current location at
20 the Main Gate to the Downs Road Gate in the northeastern area of the base. The proposed CVI point at
21 the Downs Road Gate will be located at an inactive Entry Control Facility (ECF) that will be demolished
22 to allow for its construction. The proposed CVI point will include a covered, two-lane vehicle inspection
23 area, a 635-square-foot gatehouse, steel catwalks with stairs, an overwatch point, active barriers and
24 four passenger-car parking spaces (to provide staff parking). A stormwater management facility is
25 proposed north of the CVI point and a smaller facility will be provided within the median island. Between
26 100 to 200 vehicles per day are anticipated to ingress through the CVI point following completion of
27 construction.
28

29 Under Alternative 1, the CVI point would be relocated adjacent to the existing East Gate along Freedom
30 Way. This alternative would include a two-bay CVI point located along the ingress route to the East
31 Gate along Freedom Way, but prior to the gate's ECF. The CVI point would be constructed to the
32 northwest of Freedom Way so that stopped vehicles in the CVI point would not block the movement of
33 privately-owned vehicles.
34

35 The No-Action Alternative would continue commercial vehicle inspections at the Main Gate, as is
36 currently being conducted. The No-Action Alternative would not reduce the traffic congestion issues at
37 this gate. Also, buildings and other inhabited areas would continue to encroach upon the 500-foot
38 AT/FP setback distance and the 1,250-foot explosive clear zone radius under the No-Action Alternative.
39 Concerns over viewing the CVI point from major off-base roads would continue under the No-Action
40 Alternative.
41

42 Summary of Findings

43
44 Based on the findings in the EA, the Proposed Action would have no effect or no significant effect to the
45 following environmental categories:
46

- 47 ■ Air quality
- 48 ■ Noise



- 1 ▪ Air Installation Compatible Use Zone (AICUZ)
- 2 ▪ Soils
- 3 ▪ Surface Water
- 4 ▪ Floodplains
- 5 ▪ Wetlands
- 6 ▪ Vegetation
- 7 ▪ Fish and Wildlife
- 8 ▪ Listed Species
- 9 ▪ Land Use
- 10 ▪ Recreation
- 11 ▪ Cultural Resources
- 12 ▪ Hazardous Materials and Waste
- 13 ▪ Safety and Occupational Health
- 14 ▪ Socioeconomics
- 15 ▪ Utilities
- 16 ▪ Environmental Justice and Protection of Children

17

18 Alternative 1 would have similar effects to the environmental resource categories listed above for the
19 Proposed Action; however, minor impacts to wetlands, potential listed species habitat and land use
20 would occur with Alternative 1. These effects would not be significant. Alternative 1 would have an
21 adverse effect to traffic flow within the installation due to an increase in miles traveled by commercial
22 vehicles within the base. These effects are not considered to be significant when compensated for by
23 the future widening of Independence Avenue.

24

25 The Proposed Action or the alternatives would not have disproportionately high or adverse effects on
26 minority or low-income populations or result in environmental health or safety risks to children. Adverse
27 effects to on-base traffic flow would likely occur under the Proposed Action, but these effects are not
28 considered to be significant when compensated for by the future widening of Independence Avenue.
29 Adverse cumulative impacts would not occur when the Proposed Action or the alternatives are
30 combined with past, present or reasonably foreseeable future actions.

31

32 The Proposed Action will reduce the number of persons exposed to a potential explosion at the Main
33 Gate CVI point by moving the CVI point to a less populated area of the base. Vehicle queuing lengths
34 are longer at the proposed Downs Road Gate CVI point than at the Main Gate CVI point, reducing traffic
35 congestion on off-base roadways. In the event of an emergency, a cordon can be in effect at the Downs
36 Road Gate CVI point that will not affect off-base transportation networks. By moving the CVI point from
37 the Main Gate to the Downs Road Gate, the exposure to children from a potential CVI point emergency
38 will be eliminated.

39

40 **Summary of Public Review and Interagency Coordination**

41

42 This section will be completed for the Final FONSI. For this Draft FONSI, a 30-day public review will be
43 held to solicit public comments. The public review period will be announced in a public notice that will be
44 published in the Northwest Florida Daily News, the Destin Log and the Crestview News Bulletin. Copies
45 of the Draft EA and Draft FONSI will be made available to the public during the review period on the
46 web at <http://www2.hurlburt.af.mil/library/index.asp>. A copy of the public notification that will be
47 published will be presented as Appendix C in the Final EA.

48

49 The Draft EA (including Hurlburt Field's Florida Coastal Management Program consistency
50 determination) and Draft FONSI will be sent to the U.S. Army Corps of Engineers, the U.S. Fish and
51 Wildlife Service, the Florida Clearinghouse (for distribution to state agencies) and to local agencies.



1 Comment letters received and the Air Force's responses to the comments, which include how they have
2 been addressed, will be included in Appendix B of the Final EA.

3 4 **Finding of No Significant Impact**

5
6 Based on the analysis of the EA conducted in accordance with the requirements of NEPA, and the
7 Council on Environmental Quality (CEQ) regulations, and after careful review of the potential impacts, I
8 conclude that the Proposed Action and Alternative 1 would not have a significant impact on the natural
9 and human environment either by themselves or considering cumulative impacts. Either of these
10 alternatives may be considered for implementation. The requirements of NEPA, the CEQ and 32 CFR
11 989 have been fulfilled, and an Environmental Impact Statement is not required and will not be
12 prepared.

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17 _____
18 James C. Slife, Colonel, USAF
Commander, 1st Special Operations Wing

Date



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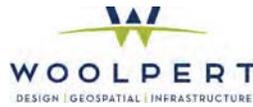
**Environmental Assessment for a Commercial
Vehicle Inspection Point at the Downs Road Gate**

Prepared For:

1st Special Operations Civil Engineer Squadron
Hurlburt Field, Florida



Prepared By:



December 2012



TABLE OF CONTENTS

1		Page
2		
3	Executive Summary	ES-1
4		
5	ES.1 Introduction	ES-1
6	ES.2 Purpose and Need.....	ES-1
7	ES.3 Proposed Action and Alternatives	ES-2
8		
9	ES.3.1 Alternative 1: New CVI Point at the East Gate.....	ES-2
10	ES.3.2 No-Action Alternative.....	ES-2
11		
12	ES.4 Environmental Consequences.....	ES-2
13		
14	1.0 Purpose and Need for the Proposed Action.....	1-1
15		
16	1.1 Introduction	1-1
17	1.2 Purpose and Need.....	1-1
18	1.3 Location of the Proposed Action.....	1-2
19	1.4 Applicable Regulatory Requirements	1-4
20	1.5 Interagency Coordination and Public Involvement	1-4
21		
22	1.5.1 Coastal Zone Management Consistency	1-5
23	1.5.2 Regulatory Agency Consultation	1-5
24	1.5.3 Public Involvement	1-5
25		
26	1.6 Scope of the Environmental Assessment.....	1-5
27	1.7 Resources Considered but Eliminated from Further Analysis.....	1-6
28	1.8 Organization of the EA.....	1-6
29		
30	2.0 Description of Proposed Action/Alternatives.....	2-1
31		
32	2.1 Description of Proposed Action: New CVI Point at the Downs Road Gate	2-1
33	2.2 Alternatives Development.....	2-4
34		
35	2.3 Alternatives Carried Forward for Detailed Analysis.....	2-5
36		
37	2.3.1 Alternative 1: New CVI Point at the East Gate.....	2-5
38	2.3.2 No-Action Alternative: Continuance of Commercial Vehicle Inspections	
39	At the Main Gate	2-5
40	2.3.3 Identification of the Preferred Alternative: New CVI Point at the	
41	Downs Road Gate	2-8
42		
43	2.4 Action Alternatives Eliminated from Detailed Analysis	2-8
44		
45	2.4.1 Munitions Haul Road Alternative	2-8
46	2.4.2 Former Construction Access Gate Alternative	2-10
47	2.4.3 Kerwood Road Gate.....	2-10
48	2.4.4 Kerwood Road Gate: Road Relocation to the West.....	2-10



Page

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
45
46
47
48
49

2.4.5 Sound Side Site..... 2-10
2.4.6 Northwest Bypass Site 2-10

3.0 Existing Conditions..... 3-1

3.1 Air Quality 3-1
3.2 Noise..... 3-1
3.3 Air Installation Compatible Use Zone 3-1
3.4 Soils 3-3
3.5 Surface Waters 3-3
3.6 Floodplains 3-6
3.7 Wetlands..... 3-6
3.8 Vegetation..... 3-6
3.9 Fish and Wildlife 3-7
3.10 Listed Species 3-7
3.11 Land Use 3-9
3.12 Recreation 3-11
3.13 Cultural Resources 3-13
3.14 Hazardous Materials and Wastes..... 3-13
3.15 Safety and Occupational Health 3-14
3.16 Socioeconomics..... 3-16
3.17 Traffic and Transportation..... 3-16
3.18 Utilities 3-21
3.19 Environmental Justice and Protection of Children..... 3-21

4.0 Environmental Consequences..... 4-1

4.1 Air Quality 4-1
4.1.1 Proposed Action: New CVI Point at the Downs Road Gate..... 4-1
4.1.2 Alternative 1: New CVI Point at the East Gate..... 4-1
4.1.3 No-Action Alternative: Continuance of Commercial Vehicle
Inspections at the Main Gate..... 4-1
4.2 Noise..... 4-1
4.2.1 Proposed Action: New CVI Point at the Downs Road Gate..... 4-1
4.2.2 Alternative 1: New CVI Point at the East Gate..... 4-2
4.2.3 No-Action Alternative: Continuance of Commercial Vehicle
Inspections at the Main Gate..... 4-2
4.3 Air Installation Compatible Use Zone (AICUZ) 4-2
4.3.1 Proposed Action: New CVI Point at the Downs Road Gate..... 4-2
4.3.2 Alternative 1: New CVI Point at the East Gate..... 4-2
4.3.3 No-Action Alternative: Continuance of Commercial Vehicle
Inspections at the Main Gate..... 4-2



	Page
1	
2	
3	4.4 Soils 4-2
4	
5	4.4.1 Proposed Action: New CVI Point at the Downs Road Gate..... 4-2
6	4.4.2 Alternative 1: New CVI Point at the East Gate..... 4-3
7	4.4.3 No-Action Alternative: Continuance of Commercial Vehicle
8	Inspections at the Main Gate..... 4-3
9	
10	4.5 Surface Water..... 4-3
11	
12	4.5.1 Proposed Action: New CVI Point at the Downs Road Gate..... 4-3
13	4.5.2 Alternative 1: New CVI Point at the East Gate..... 4-3
14	4.5.3 No-Action Alternative: Continuance of Commercial Vehicle
15	Inspections at the Main Gate..... 4-3
16	
17	4.6 Floodplains 4-6
18	
19	4.6.1 Proposed Action: New CVI Point at the Downs Road Gate..... 4-6
20	4.6.2 Alternative 1: New CVI Point at the East Gate..... 4-6
21	4.6.3 No-Action Alternative: Continuance of Commercial Vehicle
22	Inspections at the Main Gate..... 4-6
23	
24	4.7 Wetlands..... 4-6
25	
26	4.7.1 Proposed Action: New CVI Point at the Downs Road Gate..... 4-6
27	4.7.2 Alternative 1: New CVI Point at the East Gate..... 4-6
28	4.7.3 No-Action Alternative: Continuance of Commercial Vehicle
29	Inspections at the Main Gate..... 4-6
30	
31	4.8 Vegetation..... 4-6
32	
33	4.8.1 Proposed Action: New CVI Point at the Downs Road Gate..... 4-6
34	4.8.2 Alternative 1: New CVI Point at the East Gate..... 4-7
35	4.8.3 No-Action Alternative: Continuance of Commercial Vehicle
36	Inspections at the Main Gate..... 4-7
37	
38	4.9 Fish and Wildlife 4-7
39	
40	4.9.1 Proposed Action: New CVI Point at the Downs Road Gate..... 4-7
41	4.9.2 Alternative 1: New CVI Point at the East Gate..... 4-7
42	4.9.3 No-Action Alternative: Continuance of Commercial Vehicle
43	Inspections at the Main Gate..... 4-8
44	
45	4.10 Listed Species 4-8
46	
47	4.10.1 Proposed Action: New CVI Point at the Downs Road Gate..... 4-8
48	4.10.2 Alternative 1: New CVI Point at the East Gate..... 4-8
49	4.10.3 No-Action Alternative: Continuance of Commercial Vehicle
50	Inspections at the Main Gate..... 4-8



1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
45
46
47
48
49
50

Page

4.11 Land Use 4-8

 4.11.1 Proposed Action: New CVI Point at the Downs Road Gate..... 4-8

 4.11.2 Alternative 1: New CVI Point at the East Gate..... 4-8

 4.11.3 No-Action Alternative: Continuance of Commercial Vehicle
 Inspections at the Main Gate..... 4-9

4.12 Recreation 4-9

 4.12.1 Proposed Action: New CVI Point at the Downs Road Gate..... 4-9

 4.12.2 Alternative 1: New CVI Point at the East Gate..... 4-9

 4.12.3 No-Action Alternative: Continuance of Commercial Vehicle
 Inspections at the Main Gate..... 4-9

4.13 Cultural Resources 4-9

 4.13.1 Proposed Action: New CVI Point at the Downs Road Gate..... 4-9

 4.13.2 Alternative 1: New CVI Point at the East Gate..... 4-9

 4.13.3 No-Action Alternative: Continuance of Commercial Vehicle
 Inspections at the Main Gate..... 4-10

4.14 Hazardous Materials and Waste 4-10

 4.14.1 Proposed Action: New CVI Point at the Downs Road Gate..... 4-10

 4.14.2 Alternative 1: New CVI Point at the East Gate..... 4-10

 4.14.3 No-Action Alternative: Continuance of Commercial Vehicle
 Inspections at the Main Gate..... 4-10

4.15 Safety and Occupational Health 4-10

 4.15.1 Proposed Action: New CVI Point at the Downs Road Gate..... 4-10

 4.15.2 Alternative 1: New CVI Point at the East Gate..... 4-11

 4.15.3 No-Action Alternative: Continuance of Commercial Vehicle
 Inspections at the Main Gate..... 4-12

4.16 Socioeconomics..... 4-13

 4.16.1 Proposed Action: New CVI Point at the Downs Road Gate..... 4-13

 4.16.2 Alternative 1: New CVI Point at the East Gate..... 4-13

 4.16.3 No-Action Alternative: Continuance of Commercial Vehicle
 Inspections at the Main Gate..... 4-13

4.17 Traffic and Transportation..... 4-13

 4.17.1 Proposed Action: New CVI Point at the Downs Road Gate..... 4-13

 4.17.2 Alternative 1: New CVI Point at the East Gate..... 4-14

 4.17.3 No-Action Alternative: Continuance of Commercial Vehicle
 Inspections at the Main Gate..... 4-17



	Page
1	
2	
3	4.18 Utilities 4-18
4	
5	4.18.1 Proposed Action: New CVI Point at the Downs Road Gate..... 4-18
6	4.18.2 Alternative 1: New CVI Point at the East Gate..... 4-18
7	4.18.3 No-Action Alternative: Continuance of Commercial Vehicle
8	Inspections at the Main Gate..... 4-18
9	
10	4.19 Environmental Justice and Protection of Children..... 4-18
11	
12	4.19.1 Proposed Action: New CVI Point at the Downs Road Gate..... 4-18
13	4.19.2 Alternative 1: New CVI Point at the East Gate..... 4-18
14	4.19.3 No-Action Alternative: Continuance of Commercial Vehicle
15	Inspections at the Main Gate..... 4-19
16	
17	4.20 Cumulative Impacts 4-19
18	4.21 Summary of Environmental Consequences 4-21
19	
20	5.0 List of Preparers 5-1
21	
22	6.0 List of Persons and Agencies Contacted 6-1
23	
24	7.0 References 7-1
25	
26	Appendix A: CZMA Consistency Determination A-1
27	
28	Appendix B: IICEP Correspondence B-1
29	
30	Appendix C: Public Involvement C-1



List of Tables

1
2
3
4
5
6
7
8
9
10
11
12
13
14

Table	Page
1-1 Resources Considered but Eliminated from Further Analysis.....	1-6
1-2 EA Organization	1-6
2-1 Screening Criteria.....	2-4
2-2 Alternatives Carried Forward for Detailed Analysis.....	2-5
2-3 Summary of Action Alternatives Eliminated from Detailed Analysis	2-8
3-1 2010 Racial Mix in Okaloosa County	3-16
4-1 On-Base Destinations of Truck Trips	4-14
4-2 Cumulative Effects Projects	4-19
4-3 Summary of Environmental Consequences.....	4-21
A-1 Coastal Zone Management Consistency Determination.....	A-1



List of Figures

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24

Figure	Page
1-1 Location and Vicinity Map	1-3
2-1 Proposed Action and Alternative Map	2-2
2-2 Proposed Action Downs Road Gate.....	2-3
2-3 Alternative 1—East Gate	2-6
2-4 No-Action Alternative—Main Gate Existing CVI Point	2-7
2-5 Action Alternatives Eliminated from Further Analysis	2-9
3-1 Airspace and Noise	3-2
3-2 Soils	3-4
3-3 Surface Waters, Floodplains and Wetlands	3-5
3-4 Listed Species	3-8
3-5 Land Use	3-10
3-6 Recreation Areas.....	3-12
3-7 Hazardous Materials and Waste	3-15
3-8 Off-Base Roadways.....	3-17
3-9 Existing Off-Base Routes	3-19
4-1 Proposed Action Downs Road Gate Environmental Consequences	4-4
4-2 Alternative 1—East Gate Environmental Consequences.....	4-5
4-3 Anticipated Future Off-Base Routes.....	4-15
4-4 Truck Trips by Destination Zones.....	4-16
4-5 Cumulative Effects Projects	4-20



List of Acronyms and Abbreviations

1		
2		
3	AAFES	Army and Air Force Exchange Service
4	ACM	Asbestos Containing Material
5	AFB	Air Force Base
6	AFI	Air Force Instruction
7	AFSOC	Air Force Special Operations Command
8	AICUZ	Air Installations Compatible Use Zone
9	AOC	Area of Concern
10	APZ	Accident Potential Zone
11	AST	Aboveground Storage Tank
12	AT/FP	Antiterrorism/Force Protection
13	BMPs	Best Management Practices
14	CAA	Clean Air Act
15	CE	Civil Engineering
16	CEQ	Council on Environmental Quality
17	CES	Civil Engineering Squadron
18	CFR	Code of Federal Regulations
19	CO	Carbon Monoxide
20	CRM	Cultural Resources Manager
21	CVI	Commercial Vehicle Inspection
22	CWA	Clean Water Act
23	CZ	Clear Zone
24	CZMA	Coastal Zone Management Act
25	dB	Decibel
26	DoD	Department of Defense
27	EA	Environmental Assessment



1	ECF	Entry Control Facility
2	EIS	Environmental Impact Statement
3	EO	Executive Order
4	ERP	Environmental Restoration Program
5	ESA	Endangered Species Act
6	FAMCAMP	Family Camping Area
7	FCMP	Florida Coastal Zone Management Program
8	FDEP	Florida Department of Environmental Protection
9	FDEP-ERP	Florida Department of Environmental Protection Environmental Resource Permit
10	FDOT	Florida Department of Transportation
11	FEMA	Federal Emergency Management Agency
12	FIRM	Flood Insurance Rate Map
13	FNAI	Florida Natural Areas Inventory
14	FONPA	Finding of No Practicable Alternative
15	FONSI	Finding of No Significant Impact
16	ICRMP	Integrated Cultural Resources Management Plan
17	IAP	Initial Accumulation Point
18	IICEP	Interagency and Intergovernmental Coordination for Environmental Planning
19	INRMP	Integrated Natural Resource Management Plan
20	LBP	Lead-Based Paint
21	LOS	Level of Service
22	MS4	Municipal Separate Storm Sewer System
23	MSL	Mean Sea Level
24	mph	Miles per Hour
25	NAAQS	National Ambient Air Quality Standards
26	NEPA	National Environmental Policy Act of 1969



1	NHPA	National Historic Preservation Act of 1966
2	NOA	Notice of Availability
3	NO2	Nitrogen Dioxide
4	NPDES	National Pollutant Discharge Elimination System
5	NRHP	National Register of Historic Places
6	NFWFMD	Northwest Florida Water Management District
7	O3	Ozone
8	OSHA	Occupational Safety and Health Administration
9	PL	Public Law
10	PM	Particulate Matter
11	POL	Petroleum, Oils, and Lubricants
12	POVs	Privately Owned Vehicles
13	RFFAs	Reasonably Foreseeable Future Actions
14	SDP	Subarea Development Plan
15	SHPO	State Historic Preservation Office
16	SO2	Sulfur Dioxide
17	SOF	Special Operations Forces
18	SOP	Standard Operating Procedure
19	SOW	Special Operations Wing
20	SPCCP	Spill, Prevention, Control and Countermeasures Plan
21	SWPPP	Stormwater Pollution Prevention Plan
22	TSD	Treatment, Storage and Disposal
23	UFC	Unified Facilities Criteria
24	USACE	United States Army Corps of Engineers
25	USAF	United States Air Force
26	USC	United States Code



- 1 UFC Unified Facilities Code
- 2 UST Underground Storage Tank
- 3 VOQ Visiting Officers Quarters
- 4 vpd Vehicles per day
- 5 WWTP Wastewater Treatment Plant



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ES.0 EXECUTIVE SUMMARY

1 ES.1 Introduction

2
3 Hurlburt Field is home to the Air Force Special Operations Command (AFSOC). AFSOC's mission is to
4 present combat ready Air Force Special Operations Forces to conduct and support global special
5 operations missions.
6

7 The installation is located in Okaloosa County on the Florida panhandle, approximately 35 miles east of
8 Pensacola. Hurlburt Field is surrounded by the city of Mary Esther and Fort Walton Beach to the east,
9 Eglin Air Force Base to the north and west, and Santa Rosa Sound to the south.

10
11 The primary east-west road in this region is US 98, which bisects Hurlburt Field and separates the main
12 portion of the installation from the Sound Side area. The Main Gate is immediately north of the US 98
13 and Cody Avenue intersection. The Downs Road Gate is currently closed and is located 2,800 feet west
14 of where Downs Road intersects with Martin Luther King Jr. Boulevard in the northeast portion of the
15 installation. The East Gate is located along the eastern boundary of the installation at Freedom Way.
16

17 The 1st Special Operations Wing (1 SOW), Hurlburt Field, with the support of AFSOC and the U.S.
18 Army Corps of Engineers (USACE), has prepared this Environmental Assessment (EA) for the
19 Proposed Action. This EA has been prepared in accordance with the National Environmental Policy Act
20 ([NEPA], Title 42, U.S. Code, Section 4321 et seq.), Air Force implementing regulations (32 Code of
21 Federal Regulations [CFR] Part 989), and Department of Defense (DoD) directives. It assesses the
22 potential environmental impacts associated with the Proposed Action, as well as those associated with
23 the alternatives to the Proposed Action, as described in Section 2.
24

25 ES.2 Purpose and Need

26
27 The purpose of the project is to relocate the operations of the Commercial Vehicle Inspection (CVI) point
28 (currently located at the Main Gate) to another entry location.
29

30 The current CVI point is located immediately south of the main Entry Control Facility (ECF) along Cody
31 Avenue at U.S. 98 in the south part of the installation. Currently, there are multiple deficiencies at the
32 existing CVI point that support the need for the Proposed Action. Previous studies reported that traffic at
33 the Cody Avenue-US 98 intersection is congested (particularly during the morning and afternoon rush
34 hours). The U.S. Air Force (USAF) and the Florida Department of Transportation (FDOT) are
35 collaborating on the construction of a new grade-separated interchange at this intersection.
36

37 Previous reports also described that the CVI point currently has no visual screening and the ability to
38 view the CVI point from US 98 will increase following the construction of the interchange. Buildings exist
39 within the 500-foot Anti-Terrorism/Force Protection (AT/FP) setback from the existing CVI point (as
40 prescribed by the Hurlburt Field Antiterrorism office). The existing CVI point does not have an overwatch
41 position and the distance from the CVI point to the active vehicle barrier does not currently meet USAF
42 design standards. Occupied buildings and car occupants are present in the vicinity of the Main Gate CVI
43 point, which presents a potential hazard in the event of a blast from an explosive-laden vehicle. Further,
44 an emergency response to such an event would result in a cordon area that would block US 98, which
45 is a major thoroughfare through the area.
46



ES.3 Proposed Action and Alternatives

The Proposed Action is to relocate the operations of the existing CVI point from its current location at the Main Gate to the Downs Road Gate in the northeastern area of the base. The Downs Road Gate is an existing ECF that was formerly accessed from Martin Luther King Jr. Boulevard. The Downs Road Gate is approximately 2,800 feet west of Martin Luther King Jr. Boulevard. The ECF is not in operation and does not meet current AT/FP requirements.

Presently, Downs Road intersects with Martin Luther King Jr. Boulevard at the installation boundary. The fence gate in that area is closed, locked and barricaded so access to the installation from the outside does not occur in this area. Within the installation, however, the gate at the Downs Road ECF is open so base traffic can travel along Downs Road to the Advanced Wastewater Treatment Facility to the east.

The proposed CVI point at the Downs Road Gate will be located at the current ECF and the existing ECF facilities will be demolished to allow for its construction. The proposed CVI point will include a covered, two-lane vehicle inspection area, a gatehouse, steel catwalks with stairs, an overwatch point and active barriers. A stormwater management facility is proposed north of the CVI point and a smaller facility will be provided within the median island. Between 100-200 vehicles per day are anticipated to ingress through the CVI point following completion of construction.

Downs Road east and west of the new CVI point will continue to be one through lane in each direction. Roadway and intersection improvements are being proposed by Okaloosa County and the Florida Department of Transportation, at the Downs Road intersection with Martin Luther King Jr. Boulevard, but these projects are separate from the Proposed Action. Their effects to the human and natural environment are included in the Cumulative Effects section of this EA.

ES.3.1 Alternative 1: New CVI Point at the East Gate

Alternative 1 includes the development of a new CVI point at the East Gate. The East Gate currently has a two-lane ECF with an overwatch location; however, the gate does not allow passage of commercial vehicles and does not have facilities for commercial vehicle inspections. Therefore, Alternative 1 includes construction of a two-lane CVI point with entry and exit lanes along the base ingress route prior to the East Gate.

ES.3.2 No-Action Alternative

The No-Action Alternative would continue commercial vehicle inspections at the Main Gate as is currently being conducted. The No-Action Alternative would not reduce the traffic congestion issues at this gate. Under this alternative, buildings and other inhabited areas would continue to encroach upon the 500-foot AT/FP setback distance and concerns over viewing the CVI point from major off-base roads would continue. Buildings would continue to exist within the 1,250-foot explosive clear zone.

ES.4 Environmental Consequences

Section 4 describes in more detail the environmental consequences of the Proposed Action. The implementation of the Proposed Action would not generate significant impacts to the human or natural environment. A summary of the environmental consequences is below.



- 1 ▪ **Air Quality**—Demolition/construction activities would result in short-term, minor impacts to air
2 quality from fugitive dust. Generated fugitive dust will be controlled at the site using best
3 management practices such as dust suppression through water spraying.
4
- 5 ▪ **Soils**—The Proposed Action will involve grading of soil and disturbing 2.03 acres of land. Best
6 Management Practices (BMPs) for sediment and erosion control would be utilized during project
7 construction in accordance with an approved Stormwater Pollution Prevention Plan (SWPPP) that
8 meets Florida state requirements. Long-term vegetation stabilization of exposed soils would also be
9 employed to reduce sediment runoff into receiving water bodies.
10
- 11 ▪ **Surface Water**—Demolition/construction activities under the Proposed Action would not occur
12 within any surface water body. Hurlburt Field would obtain a Florida Department of Environmental
13 Protection (FDEP) National Pollutant Discharge Elimination System (NPDES) stormwater
14 construction permit and would implement an associated SWPPP. A stormwater management
15 retention facility would be constructed north of Downs Road to treat stormwater runoff. Stormwater
16 management self-certification by the engineer of record would comply with Section 32-346 of the
17 Florida Administrative Code (F.A.C.) for State of Florida Environmental Resource Permitting.
18
- 19 ▪ **Hazardous Materials and Waste**—Demolition of the existing building at the Downs Road Gate for
20 the construction of the new CVI point may generate hazardous waste such as asbestos and lead-
21 based paint. A survey of the Downs Road Gate to be demolished for the presence of asbestos-
22 containing material and lead-based paint would be conducted prior to demolition. Disposal of
23 demolition material would be in accordance with all applicable environmental compliance
24 regulations and Hurlburt Field environmental management plans.
25
- 26 ▪ **Traffic and Transportation**—With the construction of the CVI point on Downs Road, traffic patterns
27 for commercial vehicles would change. Commercial traffic from Navarre, Pensacola and other cities
28 to the west will travel through streets in Mary Esther and Fort Walton Beach not previously traveled.
29 The relocation of the CVI point is expected to move 100-200 incoming vehicles per day (vpd) from
30 the Main Gate to the Downs Road Gate. This change would cause an approximate increase of 1%
31 additional traffic to the Martin Luther King Jr. Boulevard daily traffic. An increase of that magnitude
32 would not generate significant impacts to traffic or transportation networks (including along Hill
33 Avenue north of Lovejoy Road within the residential land use area). Commercial vehicle miles
34 traveled along installation roads will present an adverse effect to traffic flow on base; however, this
35 impact will be partially compensated for by the future widening and realignment of Independence
36 Road.
37
- 38 ▪ **Safety**—In the event of an explosion at the Downs Road Gate CVI point, golf players and off-base
39 workers at the Waste Management Inc. facility could be affected by high-speed, low-angle blast
40 fragments; however, the number of persons that would be potentially affected would be less than
41 the other alternatives. Additional trucks (including trucks hauling munitions) would travel adjacent to
42 residential land uses along Hill Avenue north of Lovejoy Road; however, there would be minimal
43 potential for increased traffic accidents with the Proposed Action along Hill Avenue/Martin Luther
44 King Jr. Boulevard. Munitions haulers along Hill Avenue/Martin Luther King Jr. Boulevard would be
45 in transportation mode, where a clear zone from a potential explosion would not be required.
46 Munitions haulers entering the Downs Road Gate will travel farther on base to reach their
47 destinations west of the flightline than under the current condition. Although there would be an
48 increase in lane mileage on base by munitions haulers, the trucks will be in transportation mode
49 where a clear zone from a potential explosion would not be required.
50



1.0 PURPOSE AND NEED FOR THE PROPOSED ACTION

1.1 Introduction

Hurlburt Field is home to AFSOC. AFSOC is one of ten major Air Force commands, and the Air Force component of U.S. Special Operations Command, a unified command located at MacDill Air Force Base, Florida. AFSOC's mission is to present combat-ready Air Force Special Operations Forces to conduct and support global special operations missions (AFSOC, 2012).

AFSOC provides Air Force special operations forces (SOF) for worldwide deployment and assignment to regional unified commands. The command's SOF are composed of highly trained, rapidly deployable Airmen, conducting global special operations missions ranging from precision application of firepower to infiltration, exfiltration, resupply and refueling of SOF operational elements (AFSOC, 2012).

AFSOC's unique capabilities include airborne radio and television broadcast for psychological operations, as well as aviation foreign internal defense instructors to provide other governments with military expertise for their internal development. The command's special tactics squadrons combine combat controllers, special operations weathermen and pararescuemen with other service SOF to form versatile joint special operations teams (AFSOC, 2012).

The command's core missions include battlefield air operations; agile combat support; aviation foreign internal defense; information operations; precision aerospace fires; psychological operations; specialized air mobility; specialized refueling; and intelligence, surveillance and reconnaissance. (AFSOC, 2012).

This EA analyzes the potential impacts to the human and natural environment from the relocation of the CVI point operations (currently located at the Hurlburt Field main gate) to a new location to assist with reducing traffic congestion and AT/FP concerns from commercial vehicle inspections.

1 SOW, Hurlburt Field, with the support of AFSOC and the USACE, has prepared this EA for the Proposed Action. This EA has been prepared in accordance with the National Environmental Policy Act ([NEPA], Title 42, U.S. Code, Section 4321 et seq.), Air Force implementing regulations (32 Code of Federal Regulations [CFR] Part 989), and Department of Defense (DoD) directives. It assesses the potential environmental impacts associated with the Proposed Action, as well as those associated with the alternatives to the Proposed Action, as described in Section 2.

1.2 Purpose and Need

The purpose of the project is to relocate the operations of the CVI point (currently located at the Main Gate) to another entry location.

The current CVI point is located immediately south of the main ECF along Cody Avenue at U.S. 98 in the south part of the installation. The existing CVI point is a two-bay, covered facility where any vehicle that is a commercial motor carrier or is placarded must stop and be inspected by security forces. If the vehicle passes inspection, then the driver is instructed to proceed to the ECF for entry onto the installation. If the vehicle does not pass inspection (or the driver is unable to obtain a base pass), then the driver is instructed to turn around prior to the ECF and leave the premises. This type of vehicle is

AFSOC's vision is to be
*"America's specialized air
power...a step ahead in a
changing world, delivering Special
Operations power anytime,
anywhere."*





1 known as a “reject vehicle.” Other actions by security forces can also occur if the vehicle does not pass
2 inspection.

3
4 Currently, there are multiple deficiencies at the
5 existing CVI point that support the need for the
6 Proposed Action. A Main Gate Study Subarea
7 Development Plan was prepared in 2010 to
8 understand deficiencies of the current CVI point,
9 determine approaches to improving the Main Gate
10 CVI point, and develop various alternatives for
11 relocating the existing CVI point (if that action was
12 determined to be necessary). The report stated that
13 traffic at the Cody Avenue-US 98 intersection is
14 congested (particularly during the morning and
15 afternoon rush hours). Morning rush hour eastbound
16 traffic and afternoon westbound traffic on US 98 at
17 this intersection currently functions at a Level of
18 Service (LOS) F.¹ The USAF and FDOT are
19 collaborating on the construction of a new grade separated interchange at this intersection. Following
20 construction, traffic flow at the interchange will function at LOS C during the
21 morning rush hours and LOS F during the afternoon rush hours (Main Gate SDP, 2010).



Main Gate CVI Point

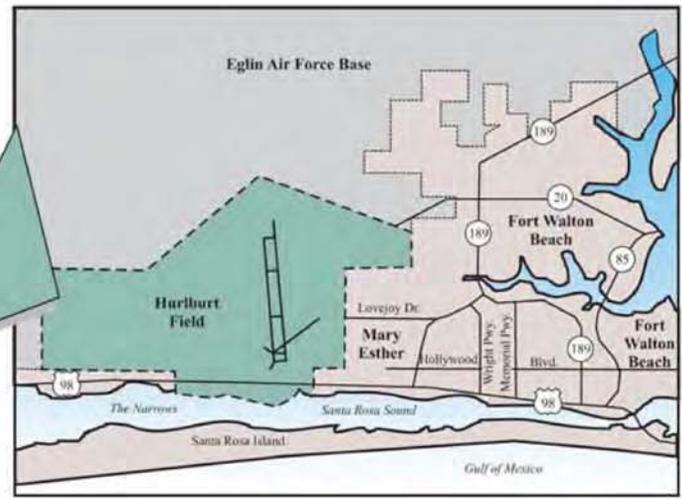
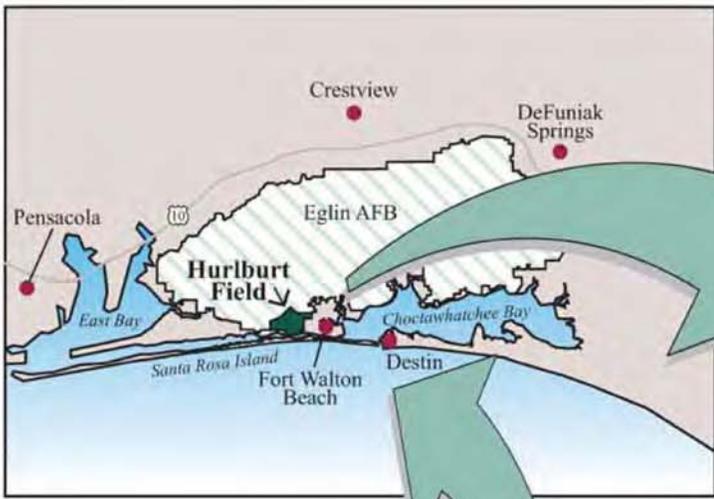
22
23 The report also described that the CVI point currently has no visual screening and the ability to view the
24 CVI point from US 98 will increase following the construction of the interchange. Buildings exist within
25 the 500-foot AT/FP setback from the existing CVI point (as prescribed by the Hurlburt Field Antiterrorism
26 office). Buildings exist within a portion of a 1,250-foot explosive clear zone that would be in effect if a
27 vehicle of explosive concern or an unoccupied munitions delivery vehicle would be present at the
28 existing CVI point. Finally, the existing CVI point does not have an overwatch position and the distance
29 from the CVI point to the active vehicle barrier does not currently meet USAF design standards as
30 described in *Unified Facilities Criteria (UFC) 4-022-01 Security Engineering-Entry Control*
31 *Facilities/Access Control Points 25 May 2005* (UFC, 2005; Main Gate SDP, 2010).

33 1.3 Location of the Proposed Action

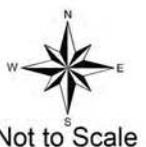
34
35 Hurlburt Field is located in Okaloosa County on the Florida panhandle, approximately 35 miles east of
36 Pensacola. The installation is surrounded by the city of Mary Esther and Fort Walton Beach to the east,
37 Eglin Air Force Base to the north and west, and Santa Rosa Sound to the south. Figure 1-1 illustrates
38 Hurlburt Field’s location within the northwest Florida region.

39
40 The primary east-west road in this region is US 98, which bisects Hurlburt Field and separates the main
41 portion of the installation from the Sound Side area. The Sound Side is along the Santa Rosa shoreline
42 and includes the Sound Side Conference Center and temporary lodging facility; family housing, outdoor
43 recreation facilities, family camping area (FAMCAMP) and the marine terminal. The Main Gate is
44 immediately north of the US 98 and Cody Avenue intersection. The Downs Road Gate is currently
45 closed and is located 2,800 feet west of where Downs Road intersects with Martin Luther King Jr.
46 Boulevard in the northeast portion of the installation. The East Gate is located along the eastern
47 boundary of the installation at Freedom Way (Main Gate SDP, 2010).

¹LOS is a measure of traffic flow through roadway intersections with LOS A being free-flow conditions and LOS F being extremely congested conditions with frequent stopped traffic conditions.



Environmental Assessment for a Commercial Vehicle Inspection Point at the Downs Road Gate
Hurlburt Field, Florida
Location & Vicinity Map
 Figure 1-1





1.4 Applicable Regulatory Requirements

Regulations relevant to NEPA and the resources assessed in this EA include, but are not limited to, the following:

- Title 40, CFR, Parts 1500-1508
- Title 42, U.S. Code, Sections 4321-4370f
- Title 32 CFR Part 989, *Environmental Impact Analysis Process*
- Executive Order (EO) 11988, *Floodplain Management*, May 24, 1977
- EO 11990, *Protection of Wetlands*, May 24, 1977
- EO 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, February 11, 1994
- EO 13045, *Protection of Children from Environmental Health Risks and Safety Risk*, April 1997
- DoD Instruction 4715.9, *Environmental Planning and Analysis*, May 3, 1996
- Air Force Instruction (AFI) 32-7061, *The Environmental Impact Analysis Process*, March 12, 2003
- AFI 32-7064, *Integrated Natural Resources Management*, September 17, 2004
- AFI 32-7065, *Cultural Resources Management Program*, June 1, 2004
- Noise Control Act (Title 42, U.S. Code, Sections 4901 et seq.)
- Clean Air Act (CAA) (Title 42, U.S. Code, Sections 7401 et seq.)
- Clean Water Act (CWA) (Title 33, U.S. Code, Sections 1251 et seq.)
- Rivers and Harbors Act (Title 33, U.S. Code, Section 401)
- National Historic Preservation Act (Title 16, U.S. Code, Section 470)
- Archaeological Resources Protection Act (Title 16, U.S. Code, Section 470)
- Endangered Species Act (ESA) (Title 16, U.S. Code, Section 1531 et seq.)
- Coastal Zone Management Act (CZMA) (Title 16, U.S. Code, Section 1451 et seq.)
- Resource Conservation and Recovery Act (Title 42, U.S. Code, Section 6901 et seq.)

An EA is required to accomplish the following objectives:

- Briefly provide sufficient evidence and analysis for determining whether to prepare an Environmental Impact Statement (EIS) or a Finding of No Significant Impact (FONSI)
- Aid in an agency's compliance with NEPA when an EIS is not necessary and facilitate preparation of an EIS when necessary

AFI 32-7061 directs Air Force officials to follow 32 CFR 989, which specifies the procedural requirements for the implementation of NEPA and requires consideration of environmental consequences as part of the planning and decision-making process. 32 CFR 989.14(g) requires preparation of a Finding of No Practicable Alternative (FONPA), which must be submitted to the Major Command Environmental Planning Function when the alternative selected is located in jurisdictional wetlands/surface waters or floodplains.

1.5 Interagency Coordination and Public Involvement

The Air Force invites public participation in the evaluation of the Proposed Action and alternatives through the NEPA process. Consideration of the views and information of all interested persons promotes open communication and enables better decision-making. The Intergovernmental Coordination Act and EO 12372, *Intergovernmental Review of Federal Programs*, require federal agencies to cooperate with and consider state and local views in implementing a federal proposal. AFI 32-7060, *Interagency and Intergovernmental Coordination for Environmental Planning (IICEP)*, requires the Air Force to implement the IICEP process, which is used for the purpose of facilitating agency coordination and implements scoping requirements under NEPA.



1.5.1 Coastal Zone Management Consistency

The federal Coastal Zone Management Act (CZMA) provides assistance to states, in cooperation with federal and local agencies, for developing land and water use programs in coastal zones. According to Section 307 of the CZMA, federal projects that affect land uses, water uses or coastal resources in a state's coastal zone must be consistent, to the maximum extent practicable, with the enforceable policies of that state's federally approved coastal zone management plan.

The Florida Coastal Management Program (FCMP) is based on a network of agencies implementing 23 statutes that protect and enhance Florida's natural, cultural and economic coastal resources. The Florida Department of Environmental Protection (FDEP) implements the FCMP through the Florida State Clearinghouse. The Clearinghouse routes applications for federal activities, such as EAs, to the appropriate state, regional and local reviewers to determine federal consistency with the FCMP. Applicants are encouraged to submit their own preliminary consistency determination along with the EA to the Clearinghouse. Following their review of the EA, the FCMP state agencies provide comments and recommendations to the Clearinghouse based on their statutory authorities. Based on an evaluation of the comments and recommendations, FDEP makes the state's final consistency determination, which will either agree or disagree with the applicant's own consistency determination. Comments and recommendations regarding federal consistency are then forwarded to the applicant in the state clearance letter issued by the Clearinghouse. Appendix A of this EA provides Hurlburt Field's proposed CZMA consistency determination.



Santa Rosa Sound Shoreline

1.5.2 Regulatory Agency Consultation

This section will be completed following the receipt of comments from regulatory agencies on the Draft EA and Draft FONSI. Comment letters received and the Air Force's responses to the comments, which include how they have been addressed, will be included in Appendix B of the Final EA.

1.5.3 Public Involvement

This section will be completed for the Final EA. For this Draft EA, a 30-day public review will be held to solicit public comments. The public review period will be announced in a public notice that will be published in the *Northwest Florida Daily News*, the *Destin Log* and the *Crestview News Bulletin*. Copies of the Draft EA and Draft FONSI will be made available to the public during the review period on the web at <http://www2.hurlburt.af.mil/library/index.asp>. A copy of the public notification that will be published will be presented in Appendix C in the Final EA.

1.6 Scope of the Environmental Assessment

This EA assesses the potential environmental impacts associated with the Proposed Action. More specifically, this EA assesses the potential environmental impacts of alternatives that would meet the goals and intent of the Proposed Action, as well as those of the No-Action Alternative. This EA addresses the relocation of the operations of the CVI point from the Main Gate to a new location. It does



not address redevelopment of all areas proposed to be vacated, nor does it address potential future use of the areas under the No-Action Alternative. In the event the Proposed Action is implemented, redevelopment of the vacated areas not covered by this EA would be covered by separate NEPA documentation, as appropriate. In the event the Proposed Action is not implemented, proposed future use of the areas, if different from existing use, may require separate NEPA documentation depending on the proposed use.

1.7 Resources Considered but Eliminated from Further Analysis

The Proposed Action was determined to have no potential effect on several resources. Therefore, these resources were eliminated from further analysis and discussion in this EA. Table 1-1 identifies the resources that were considered but eliminated from further analysis because they have no potential to be affected by the Proposed Action.

Table 1-1: Resources Considered but Eliminated from Further Analysis

Resource	Determination
Geology	The Proposed Action would not involve any intrusive activity that would affect subsurface geological formations. Therefore, the Proposed Action would have no effect on geology.
Topography	The Proposed Action would not involve land contouring or any other activity that would affect site topography. Therefore, the Proposed Action would have no effect on topography.
Prime Farmland	There are no areas designated as prime farmland at Hurlburt Field. Therefore, the Proposed Action would have no effect on prime farmland.
Groundwater	The Proposed Action would not involve withdrawals from, or discharges to, groundwater. Any dewatering necessary during demolition/ construction activities would have no effect on groundwater quality or flow. Therefore, the Proposed Action would have no effect on groundwater.
Housing and Schools	The Proposed Action would not require permanent personnel relocations or permanent employee hires. Therefore, the Proposed Action would have no effect on the number of persons living in on-base or off-base housing, or the number of children attending schools in the area.
Medical, Police and Firefighting Services	The Proposed Action would not require permanent personnel relocations or permanent employee hires. Therefore, the demand for medical, police and firefighting services at Hurlburt Field would remain at current levels under the Proposed Action.

1.8 Organization of the EA

Table 1-2: EA Organization

Section	Title	Description
	Acronyms and Abbreviations	Identifies the acronyms and abbreviations used in the EA
ES.0	Executive Summary	An Executive Summary of the contents of the EA
1.0	Purpose and Need for the Proposed Action	Provides an introduction to the EA; identifies the need for and the purpose of the Proposed Action; describes the location of the Proposed Action; discusses the scope and organization of, and the regulatory, consultation and public involvement requirements for the EA
2.0	Description of the Proposed Action/Alternatives	Describes the alternatives development and selection processes; the Proposed Action, alternatives carried forward for detailed analysis, and alternatives eliminated from detailed analysis
3.0	Existing Conditions	Describes the existing conditions of each resource for which the Proposed Action is assessed
4.0	Environmental Consequences	Discusses the potential effects of implementing the Proposed Action described in Section 3
5.0	List of Preparers	Provides information on the persons who prepared the EA
6.0	List of Persons and Agencies Consulted	Presents a list of persons and agencies consulted during preparation of the EA
7.0	References	Presents bibliographical information for the sources used to prepare the EA
Appendix A	CZMA Consistency Determination	Presents Hurlburt Field's own CZMA consistency determination for the Proposed Action
Appendix B	IICEP Correspondence	Provides documentation of IICEP correspondence for the EA
Appendix C	Public Involvement	Presents documentation of public review of the EA



2.0 DESCRIPTION OF PROPOSED ACTION/ALTERNATIVES

2.1 Description of Proposed Action: New CVI Point at the Downs Road Gate

The Proposed Action is to relocate the inspection operations for commercial vehicles (including vehicles hauling munitions) from the current location at the Main Gate to the Downs Road Gate in the northeastern area of the base (see Figures 2-1 and 2-2). Although CVI operations will relocate to the Downs Road Gate, the existing CVI point canopy at the Main Gate will not be demolished under the Proposed Action.

The Downs Road Gate is an existing ECF that was formerly accessed from Martin Luther King Jr. Boulevard. It is located adjacent to Hole 14 of the Gator Lakes Golf Course but otherwise is surrounded by undeveloped areas of the installation. Other than the ECF guardhouse, there are no buildings within a 500-foot radius of the Downs Road gate. The off-base Waste Management Inc. facility is within the 1,250-foot explosive clear zone.

The Downs Road Gate is approximately 2,800 feet west of Martin Luther King Jr. Boulevard. The ECF is not in operation and does not meet current AT/FP requirements described in UFC 4-010-01, *DoD Minimum Antiterrorism Standards for Buildings*, 9 February 2012.

Presently, Downs Road intersects with Martin Luther King Jr. Boulevard at the installation boundary. The fence gate in that area is closed, locked, and barricaded so access to the installation from the outside does not occur in this area. However, within the installation, the gate at the Downs Road ECF is open so base traffic can travel along Downs Road to the Plasma Resource Recovery System Facility and the Advanced Wastewater Treatment Facility to the east.

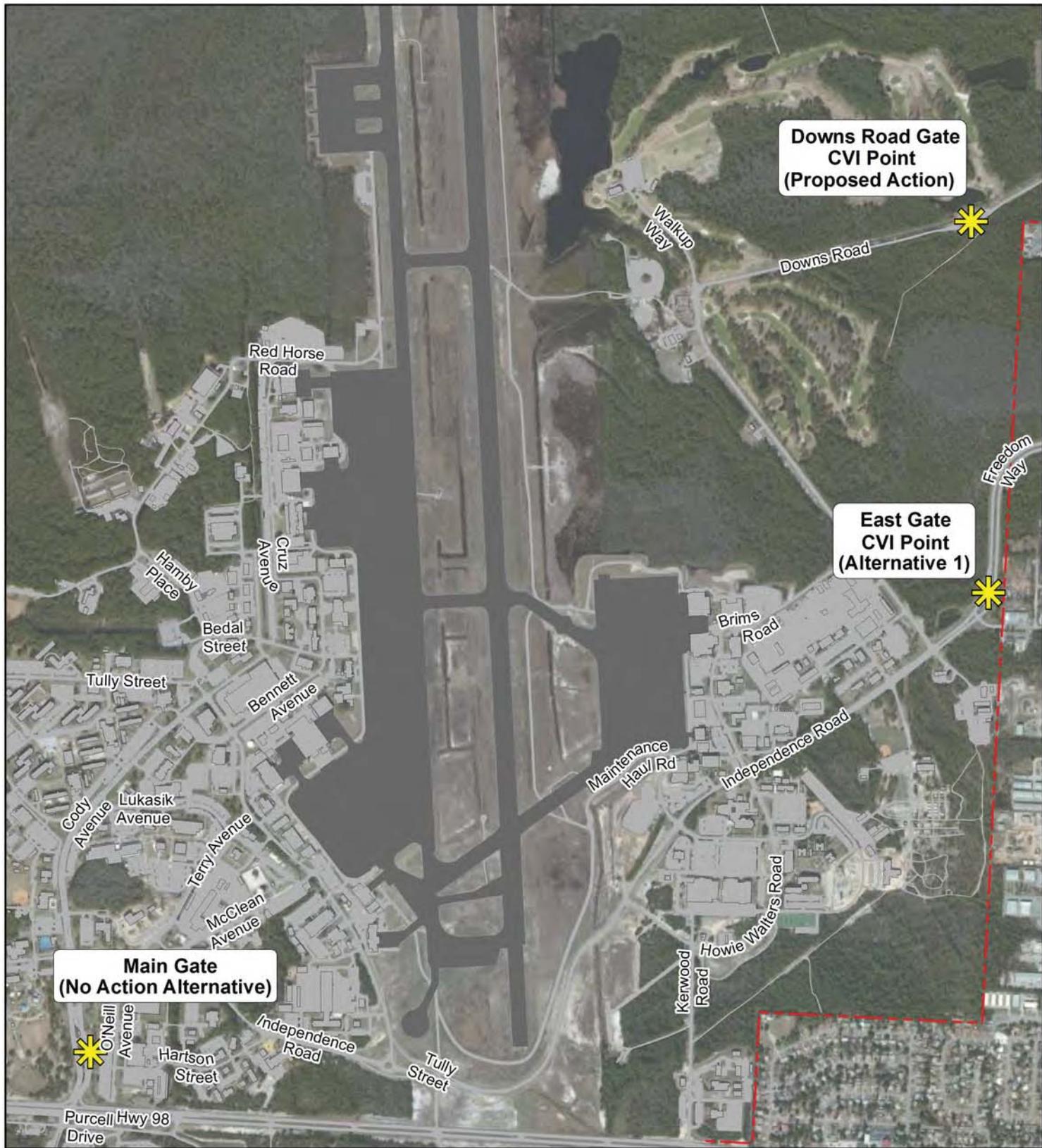
The proposed CVI point at the Downs Road Gate will be located at the current ECF and the existing ECF facilities will be demolished to allow for its construction. The proposed CVI point will include a covered, two-lane vehicle inspection area, a gatehouse, steel catwalks with stairs, an overwatch point and active barriers in accordance with UFC 4-022-01, *Security Engineering: Entry Control Facilities/Access Control Points*, 25 May 2005. Four passenger-car parking spaces will be provided on the north side of the CVI point to provide staff parking. A stormwater management facility is proposed north of the CVI point, and a smaller facility will be provided within the median island. Between 100 and 200 vehicles per day are anticipated to ingress through the CVI point following completion of construction.



Downs Road Gate Entry Control Facility



Downs Road Locked Fence at Martin Luther King Jr. Boulevard



**Downs Road Gate
CVI Point
(Proposed Action)**

**East Gate
CVI Point
(Alternative 1)**

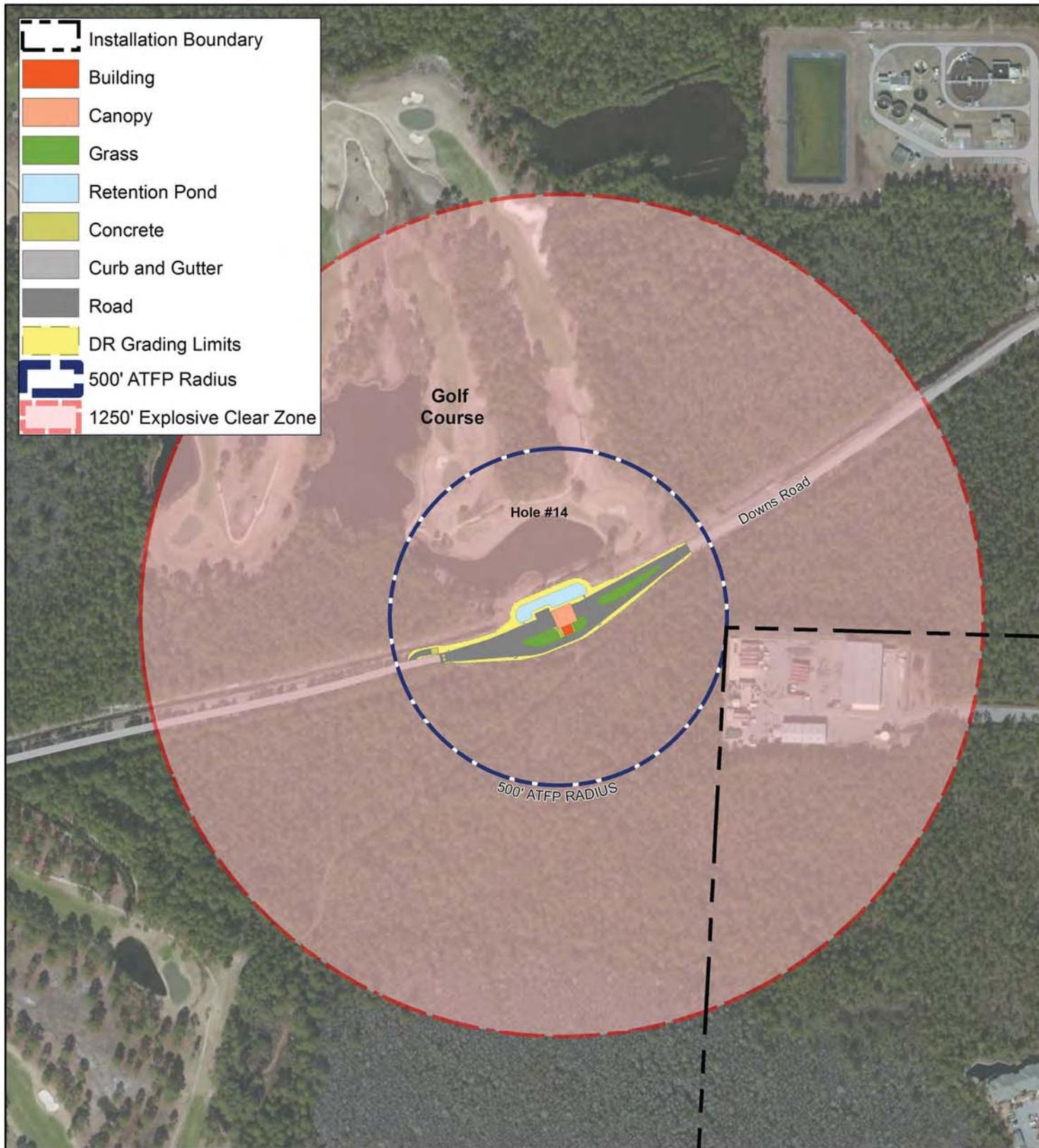
**Main Gate
(No Action Alternative)**

-  Existing Buildings
-  Roads
-  Airfield
-  Installation Boundary

0 0.125 0.25 0.5 Miles



**Environmental Assessment for a Commercial Vehicle
Inspection Point at the Downs Road Gate
Hurlburt Field, Florida**
Proposed Action & Alternatives Map
Figure 2-1



**Environmental Assessment for a Commercial Vehicle
Inspection Point at the Downs Road Gate
Hurlburt Field, Florida**



*Proposed Action Downs Road Gate
Figure 2-2*





1 The CVI point guard building will be one story, with 635 square feet of environmentally conditioned
 2 space. An electric heat pump with auxiliary strip heat will provide heating and air conditioning. The
 3 building will include a driver waiting area, work stations, toilet room, break room and weapons storage
 4 closet. The CVI point will have a 50-foot wide by 70-foot long canopy. The overwatch position will have
 5 a four-foot-tall crash wall enclosure around three sides. The buildings will be constructed to meet the
 6 UFC 4-010-01 AT/FP standards (KHA, 2012).

8 Downs Road east and west of the new CVI point will continue to be one through lane in each direction.
 9 Under the Proposed Action, the new CVI point will be open from 0600 hours to 1800 hours allowing
 10 access to the Plasma Resource Recovery System Facility and the Advanced Wastewater Treatment
 11 Plant from inside or outside the installation. Between 1800 hours and 0600 hours, the Downs Road
 12 Gate at the intersection of Martin Luther King Jr. Boulevard will be closed. During those hours, access to
 13 the Plasma Resource Recovery System Facility and the Advanced Wastewater Treatment Plant will be
 14 from within the installation.

16 Roadway and intersection improvements are being proposed by Okaloosa County and FDOT at the
 17 Downs Road intersection with Martin Luther King Jr. Boulevard, but these projects are separate from the
 18 Proposed Action. Their effects to the human and natural environment are included in the Cumulative
 19 Effects section of this EA.

22 2.2 Alternatives Development

23 Under NEPA and 32 CFR Part 989, this EA is required to address the potential environmental impacts
 24 of the Proposed Action, No-Action Alternative and “reasonable” alternatives. Reasonable alternatives
 25 are those that meet the underlying Purpose and Need for the Proposed Action, are feasible from a
 26 technical and economic standpoint and meet reasonable screening criteria (selection standards) that
 27 are suitable to a particular action. Screening criteria may include requirements or constraints associated
 28 with operational, technical, environmental, budgetary and time factors. Alternatives that are determined
 29 unreasonable can be eliminated from detailed analysis in this EA.

31 During preparation of the Main Gate Study Subarea Development Plan, an alternatives analysis was
 32 conducted to identify potential reasonable alternatives. These alternatives were evaluated based on
 33 their ability to meet the goals and intent of the Proposed Action, and based on applicable screening
 34 criteria. The screening criteria used to identify reasonable alternatives for the action are presented in
 35 Table 2-1.

36 **Table 2-1: Screening Criteria**

Screening Criteria	Description
1	To minimize implementation cost, the new CVI point should be located at an existing entrance road and/or ECF to Hurlburt Field.
2	The new CVI point should be located at an area where AT/FP setbacks can be attained to the maximum practicable extent.
3	Vehicle queues at the CVI point should not extend to where they adversely affect traffic flow on public roadways.
4	Impacts to the human and natural environment should be minimized.
5	A new CVI point should not encroach upon airfield clearance areas.

38 Based on the alternatives analysis, two action alternatives (the Proposed Action and Alternative 1) were
 39 selected to be carried forward for detailed analysis in this EA along with the No-Action Alternative.
 40 These action alternatives were determined to be reasonable alternatives because they would meet the
 41 goals and intent of the Proposed Action, and they meet the screening criteria used for alternatives
 42 selection presented in Table 2-1.



1 These action alternatives and the No-Action Alternative are described in Section 2.3 and analyzed in
 2 detail in Section 4. Several other action alternatives that were considered during preparation of the Main
 3 Gate Study Subarea Development Plan did not meet one or more of the screening criteria. These
 4 alternatives were, therefore, determined to not be reasonable and were eliminated from detailed
 5 analysis in this EA. These other alternatives that were considered and the reasons they were
 6 determined to not be reasonable are discussed in Section 2.4.
 7

8 2.3 Alternatives Carried Forward for Detailed Analysis

9
 10 Table 2-2 (below) summarizes the names and descriptions of the alternatives that were carried forward
 11 for detailed analysis in this EA.
 12

Table 2-2: Alternatives Carried Forward for Detailed Analysis

Alternative Name	Description
Preferred Alternative (Proposed Action)	New CVI Point at the Downs Road Gate
Alternative 1	New CVI Point at the East Gate
No Action Alternative	Continuance of Commercial Vehicle Inspections at the Main Gate

13 2.3.1 Alternative 1: New CVI Point at the East Gate

14
 15
 16 Alternative 1 includes the development of a new CVI
 17 point at the East Gate (see Figure 2-3). The East
 18 Gate currently has a two-lane ECF with an
 19 overwatch location; however, the gate does not
 20 allow passage of commercial vehicles and does not
 21 have facilities for commercial vehicle inspections.
 22 Therefore, Alternative 1 includes construction of a
 23 two-lane CVI point with entry and exit lanes along
 24 the base ingress route prior to the East Gate. The
 25 new CVI point would function similarly to the existing
 26 CVI point where commercial vehicles are separated
 27 from privately owned vehicles (POV) for inspection
 28 and then returned to the ingress route for passage through the East Gate ECF. Rejected vehicles would
 29 pass through the East Gate ECF, make a U-turn and then leave the installation. The new CVI point
 30 would be constructed in accordance with UFC 4-010-01 and UFC 4-022-01. Alternative 1 meets the
 31 screening criteria described in Section 2.2.
 32



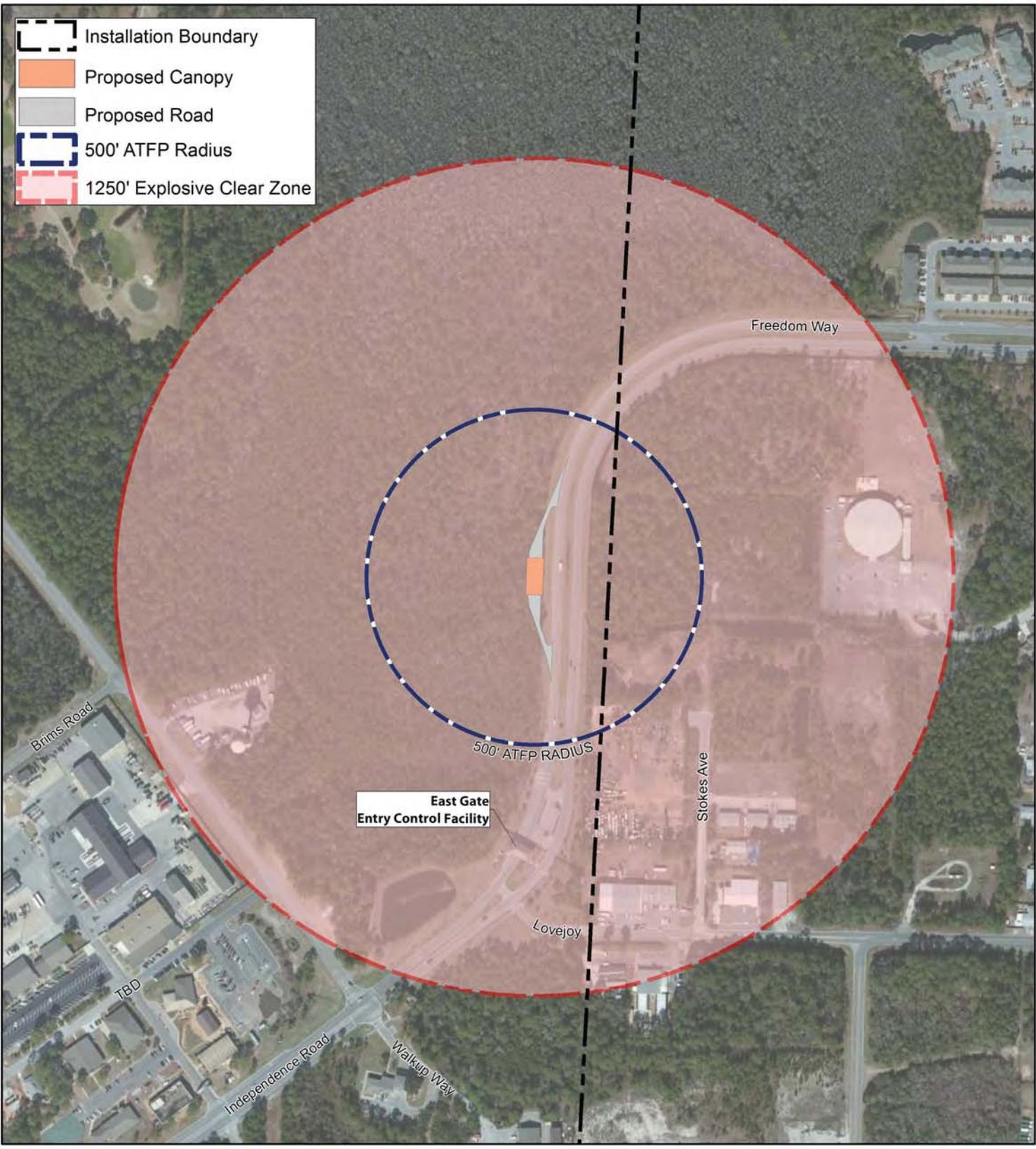
East Gate Ingress Lanes

33 2.3.2 No-Action Alternative: 34 Continuance of Commercial Vehicle 35 Inspections at the Main Gate

36
 37 The No-Action Alternative would continue
 38 commercial vehicle inspections at the Main Gate as
 39 is currently being conducted (see Figure 2-4). The
 40 No-Action Alternative would not reduce the traffic
 41 congestion issues at this gate. Also, buildings and
 42 other inhabited areas would continue to encroach
 43 upon the 500-foot AT/FP setback distance and the
 44 1,250 explosive clearance zone under the No-Action Alternative. Concerns over viewing the CVI point
 45 from major off-base roads would continue under the No-Action Alternative.

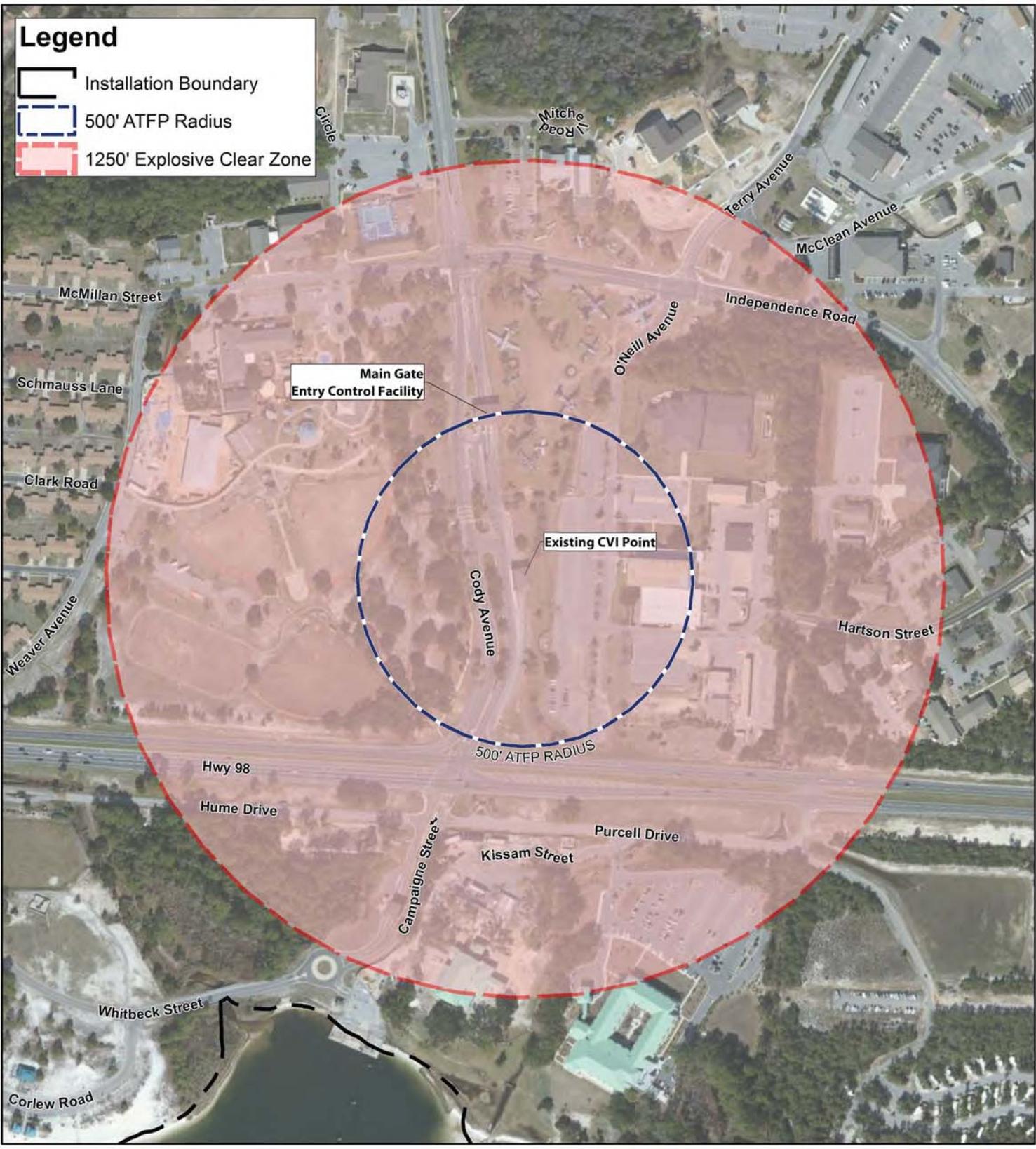


Main Gate Ingress Lanes



**Environmental Assessment for a Commercial Vehicle
Inspection Point at the Downs Road Gate
Hurlburt Field, Florida
Alternative 1 - East Gate
Figure 2-3**





Legend

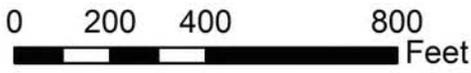
- Installation Boundary
- 500' ATRP Radius
- 1250' Explosive Clear Zone

**Environmental Assessment for a Commercial Vehicle
Inspection Point at the Downs Road Gate
Hurlburt Field, Florida**



*No Action Alternative - Main Gate
Existing CVI Point*

Figure 2-4





1 **2.3.3 Identification of the Preferred Alternative:**
 2 **New CVI Point at the Downs Road Gate**

3 The Air Force's preferred alternative is the Proposed Action: a new CVI point at the Downs Road Gate.
 4
 5

6 **2.4 Action Alternatives Eliminated from Detailed Analysis**
 7

Table 2-3: Summary of Action Alternatives Eliminated from Detailed Analysis

Alternative	Reason for Elimination	Screening Criteria from Table 2-1 Applied to Eliminate the Alternative
Munitions Haul Road	Military family housing privatization would occupy the munitions haul road route or adequate AT/FP setbacks from off-base and on-base housing could not be achieved.	1
Former Construction Access Gate	Installation of a traffic signal at this location is not feasible and this site is within the airfield clear zone.	2, 3, 5
Kerwood Road Gate	Commercial vehicles would travel unacceptably close to the Combat Communications Squadron facilities.	2, 3
Kerwood Road Gate-Road Relocation to the West	The site would be within the airfield clear zone and likely traverse archaeological sites, wetlands and floodplains.	3, 4, 5
Sound Side Site	The site would be too near the Sound Side Visitors Quarters and Conference Center. The site is under consideration for the site of the Air Commando Museum and Heritage Center and Air Park. This mixture of visitors and families in the area with commercial vehicle inspections was determine to be incompatible with AT/FP requirements.	1, 2, 3, 4
Northwest Bypass Site	The construction of a new CVI point at this location does not meet the near term Purpose and Need for the Proposed Action.	1, 4

8
 9 Several action alternatives considered during preparation of the Main Gate Study Subarea Development
 10 Plan (SDP) did not meet one or more of the screening criteria presented in Table 2-1 (see Figure 2-5).
 11 These alternatives were, therefore, determined to not be reasonable and were eliminated from detailed
 12 analysis in this EA. These alternatives and the reasons they were determined to not be reasonable are
 13 discussed below and described in Table 2-3.
 14

15 **2.4.1 Munitions Haul Road Alternative**

16
 17 The munitions haul road alternative would entail construction of a new ECF and roadway on the west
 18 side of the base, along US 98. The road would continue north from the new ECF to the munitions
 19 storage area; however, this alternative was eliminated during the Main Gate Study SDP because future
 20 development of the military family housing privatization would occupy the munitions haul road route or
 21 adequate AT/FP setbacks from off-base and on-base housing could not be achieved. This area will be
 22 studied in the future as a potential new ECF, but not as a new CVI point.
 23



**Environmental Assessment for a Commercial Vehicle
Inspection Point at the Downs Road Gate
Hurlburt Field, Florida**

*Action Alternatives Eliminated
From Further Analysis*

Figure 2-5

-  Eliminated Alternatives
-  Installation Boundary



0 0.25 0.5



1 Miles



2.4.2 Former Construction Access Gate Alternative

A new ECF and associated CVI point was considered for the former construction access gate along US 98 south of the airfield by the Main Gate Study SDP. This entry point was previously used as a construction traffic access point and aligns with a median break in US 98; however, installation of a traffic signal at this location is not feasible because the intersection is too close to the US 98/Cody Avenue intersection. Further, this site is within the airfield clear zone, where permanent structures are disallowed in accordance with UFC 3-260-01 Airfield and Heliport Planning and Design. For these reasons, this alternative was dismissed from further consideration by the Main Gate Study SDP.

2.4.3 Kerwood Road Gate

The Kerwood Road Gate is a closed, locked and barricaded fence gate at the intersection of Kerwood Road and US 98. This gate will be modified and reopened in 2013 during construction of the US 98/Cody Avenue interchange. Acceleration and deceleration lanes, a new traffic signal and an eastbound turn lane on US 98 will be built. Following improvements, the gate will be used for identification card access only and likely only during peak hours.



Locked and Barricaded Kerwood Road Gate

AT/FP concerns eliminated this site from further consideration during the preparation of the Main Gate Study SDP because commercial vehicles would travel unacceptably close to the Combat Communications Squadron facilities. Further, adequate queuing lengths for a CVI would not be feasible at this location, leading to added traffic congestion along US 98, which is a safety issue.

2.4.4 Kerwood Road Gate: Road Relocation to the West

In response to the concerns with the Kerwood Road Gate site, the Main Gate Study SDP considered a new ECF and CVI point to the west of the existing Kerwood Road Gate; however, that site would be within the airfield clear zone and likely traverse archaeological sites, wetlands and floodplains. For these airfield clearance and environmental reasons, this site was eliminated from further consideration by the Main Gate Study SDP.

2.4.5 Sound Side Site

The Sound Side Site is located along Purcell Drive south of US 98. This site was eliminated from further consideration because of land use compatibility and AT/FP concerns. The site would be too near the Sound Side Visitors Quarters and Conference Center. Further, this site is under consideration for the site of the Air Commando Museum and Heritage Center and Air Park. This mixture of visitors and families in the area with commercial vehicle inspections was determined to be incompatible with AT/FP requirements and was eliminated from further consideration in the Main Gate Study SDP.

2.4.6 Northwest Bypass Site

The Main Gate SDP considered a new ECF and CVI point at a location along the Northwest Bypass that is under consideration for development by the Northwest Florida Transportation Corridor Authority. While this site could be an acceptable solution for the relocation of the CVI point, the construction of the Northwest Bypass is many years in the future. Therefore, the construction of a new CVI point at this location does not meet the near term Purpose and Need for the Proposed Action.



3.0 EXISTING CONDITIONS

3.1 Air Quality

Air quality is determined by the type and amount of pollutants emitted into the atmosphere, the size and topography of the air basin, and the prevailing meteorological conditions. Pollutants, such as ozone (O₃), carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂) and particulate matter (PM), are considered criteria air pollutants for which an ambient air quality standard has been set. Attainment status is determined by comparing the ambient pollutant concentrations to the baseline standards. The baseline standards for pollutant concentrations are the National Ambient Air Quality Standards (NAAQS) and state air quality standards. These standards represent the maximum allowable atmospheric concentration that may occur and still protect public health and welfare. Okaloosa County is classified as being in attainment for all criteria pollutants under the NAAQS (CH2MHill, 2011).

The base has a Synthetic Minor air quality permit and emissions base-wide are not of a level requiring a Clean Air Act Title V permit. Generators, boilers or other stationary sources of air emissions are not present within the study areas encompassing the various alternatives (Walsh Interview, 2012).

3.2 Noise

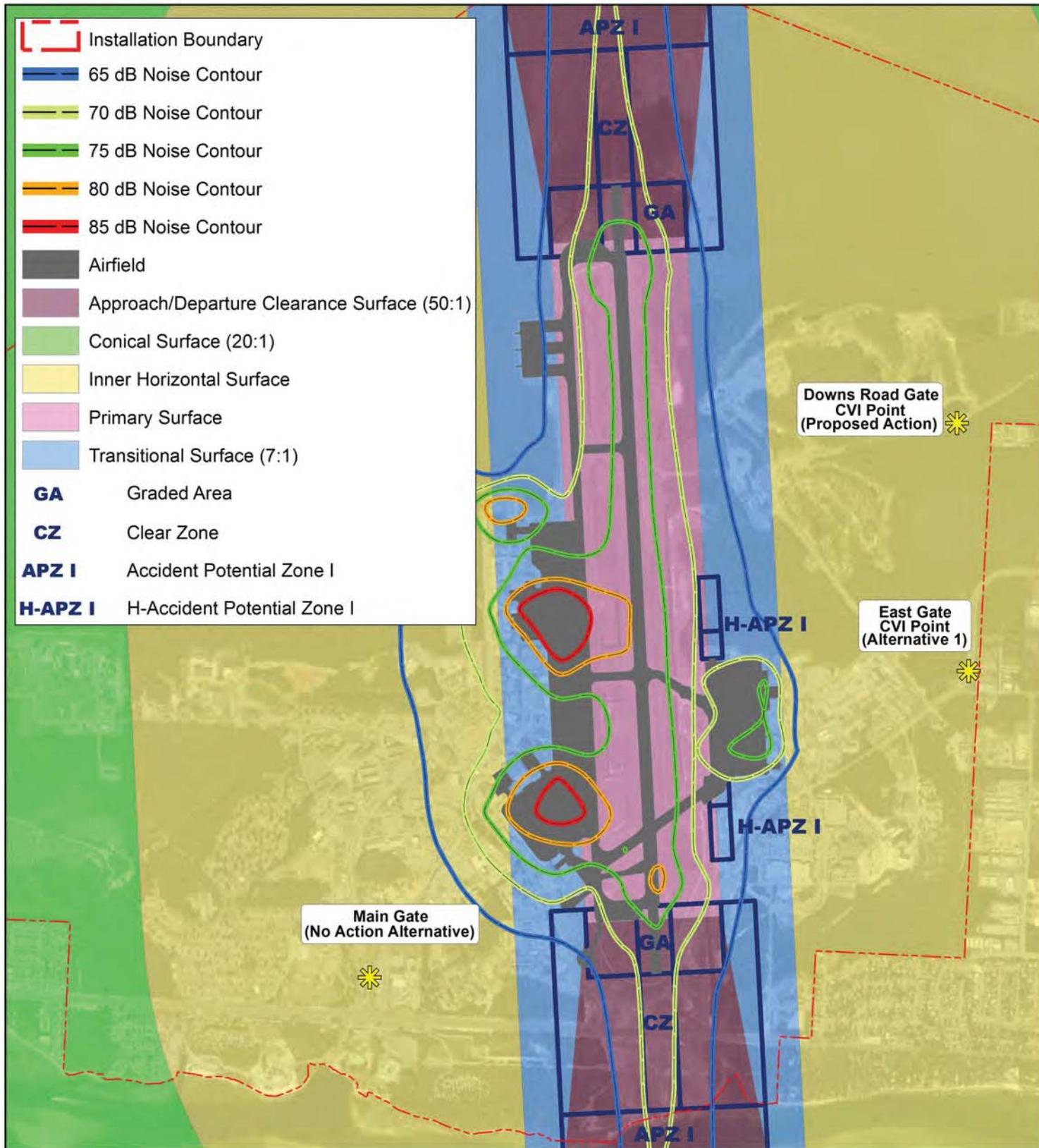
Noise, in the context of acoustics, is defined as unwanted sound. The unit used to measure the intensity of sound is the decibel (dB). At distances of about three feet, normal human speech ranges from 63 to 65 dB, loud kitchen appliances (e.g., a blender) range from about 83 to 88 dB and rock bands may approach 110 dB.

Hurlburt Field received an exemption from public release of noise contours from AFSOC on 11 January 2010 because all 65 dB or greater noise remains on Air Force land or over undeveloped land or water (Lattanze Interview, 2012). There are no noise-sensitive areas in the study area; the higher noise levels are located near the runway. ECFs and CVI inspection points are not considered noise-sensitive areas. The 65 dB noise contour associated with airfield operations is located 3,570 feet west of the Downs Road Gate, 2,515 feet west of the East Gate and 1,850 feet east of the Main Gate (see Figure 3-1).

3.3 Air Installation Compatible Use Zone

The airfield is comprised of one main runway (Runway 18/36), which is 9,600 feet in length. Various taxiways provide access to the runway, including Taxiway Alpha, which connects to the south end of Runway 18/36 and Taxiway Foxtrot, which connects to the north end of Runway 18/36.

To support safe aircraft operation, the airfield has a primary surface, transitional surface, inner horizontal surface, conical surface, approach/departure surface and outer horizontal surface (as required by UFC 3-260-01, *Airfield and Heliport Planning and Design*) as shown on Figure 3-1. Clear Zones (CZ) and Accident Potential Zones (APZ) I and II exist at each end of the runway, restricting land use in those areas to minimize harm to persons and property on the ground from an aircraft accident (in accordance with DoD Instruction 4165.57, *Air Installations Compatible Use Zones [AICUZ]*). In addition to the APZs, runway overruns are in place at each end of Runway 18/36 to minimize damage to an aircraft in the event it runs off the end of the runway during a takeoff or landing (in accordance with UFC 3-260-01, *Airfield and Heliport Planning and Design*). The Downs Road Gate, East Gate and Main Gate areas and existing structures at the gates are not horizontally within (and do not encroach vertically within) any of the zones and surfaces described above.



**Environmental Assessment for a Commercial Vehicle
Inspection Point at the Downs Road Gate
Hurlburt Field, Florida
Airspace and Noise
Figure 3-1**



0 0.25 0.5

1 Miles





3.4 Soils

1
2
3 Within Hurlburt Field, soils are of fluvial and marine origin from sedimentary deposits. Most of the soils
4 are sandy with low fertility. Sandy soils and flat topography result in little direct runoff at the installation
5 and low levels of erosion, except along Santa Rosa Sound where slopes are more moderate. There are
6 no prime farmland soils found at Hurlburt Field. Twelve soil series are represented within the
7 installation—seven are considered upland soil types and the other five are hydric (wetland) soil types
8 (GP, 2011).
9

10 Soil map units that underlie the Downs Road Gate and East Gate areas are Chipley-Hurricane Soils and
11 Rutledge Sand (see Figure 3-2). Chipley-Hurricane Soils are very deep, somewhat poorly drained,
12 rapidly permeable soils formed in sandy marine sediments. Rutledge Sand soils are very deep, poorly
13 drained and very poorly drained, rapidly permeable soils that formed in thick, sandy sediments of marine
14 terraces. Urban Land soils underlie the Main Gate area (Soil Survey, 1995).
15

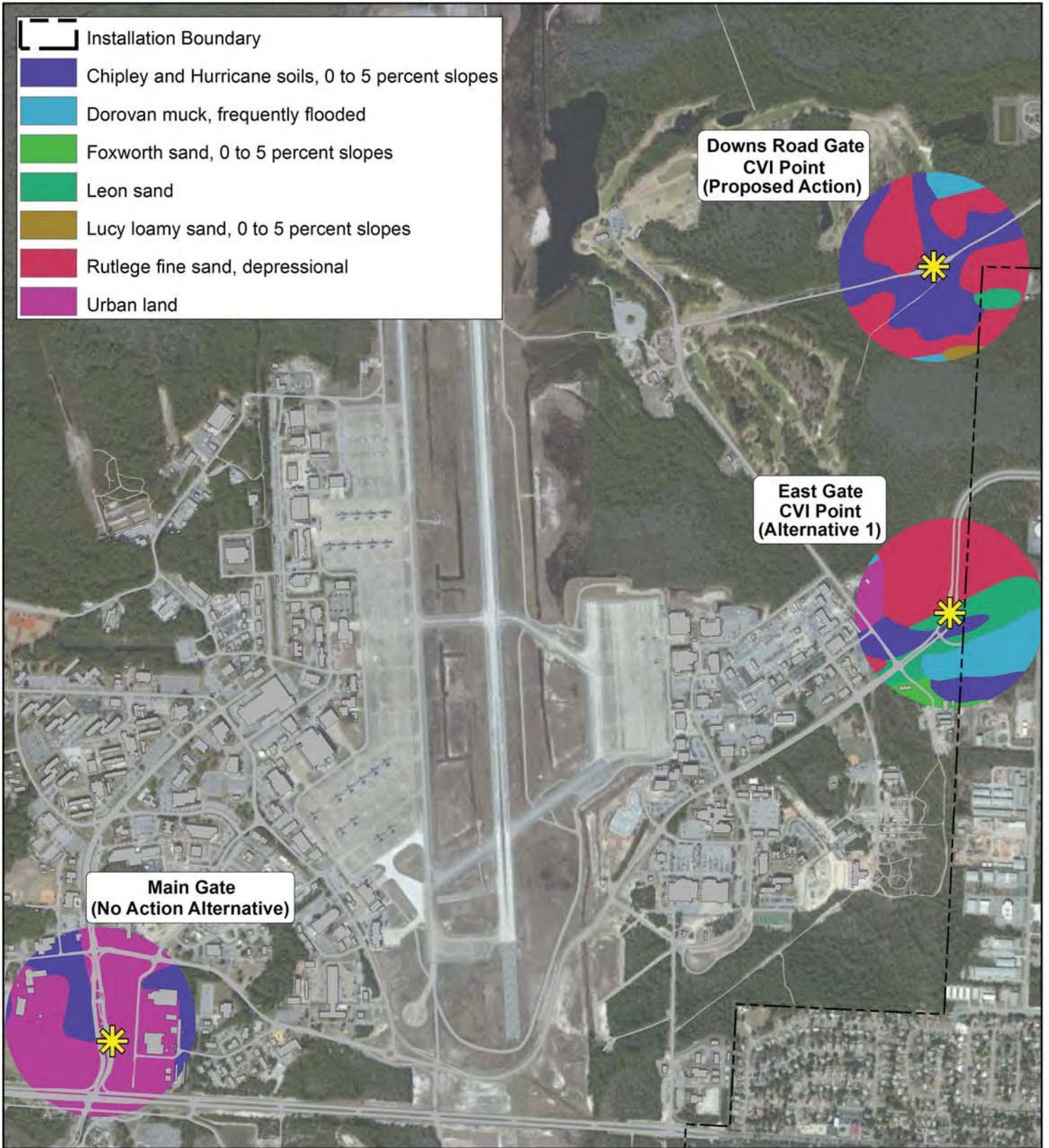
3.5 Surface Waters

16
17
18 Hurlburt Field is divided into two main drainage basins. Figure 3-3 shows the surface waters, floodplains
19 and wetlands located in the vicinity of the Proposed Action and alternatives. The northern two-thirds of
20 the installation predominantly drains northward and northwestward into East Bay Swamp, and the
21 southern third of the installation predominantly drains southward into Santa Rosa Sound. The primary
22 surface water bodies within the boundaries of Hurlburt Field are the East Bay River, Gator Lake and
23 several unnamed ponds on and near the golf course. Secondary surface waters include stormwater
24 retention ponds and drainage ditches/swales. The majority of stormwater on Hurlburt Field is
25 transported by natural drainage features, underground concrete pipes, channels and drainage swales to
26 five on-base retention ponds. Most of the stormwater flows under US 98 through a series of culvert
27 systems and drains into Santa Rosa Sound (CH2MHill, 2011).
28

29 As authorized by the CWA of 1977, NPDES controls water pollution by regulating point sources that
30 discharge pollutants into waters of the United States. Hurlburt Field is classified as a Phase II Municipal
31 Separate Storm Sewer System (MS4), which is defined as a system of publicly owned stormwater
32 conveyances that discharge to surface waters of the state. As a Phase II MS4, Hurlburt Field operates
33 under an FDEP NPDES *Generic Permit for Discharge of Stormwater from Phase II MS4s*. Hurlburt Field
34 implements a Stormwater Management Plan (SWMP) to comply with the requirements of this permit.
35 Hurlburt Field also operates under an FDEP NPDES *Multi-Sector Generic Permit for Stormwater*
36 *Discharge Associated with Industrial Activity* (MSGP). The MSGP regulates stormwater associated with
37 industrial activity. Hurlburt Field implements a SWPPP to comply with the requirements of this permit.
38 Stormwater from construction sites that will result in a disturbance of one acre or more are regulated
39 under the FDEP NPDES *Generic Permit for Stormwater Discharge from Large and Small Construction*
40 *Activities* (CH2MHill, 2011).
41

42 A golf course pond is located immediately adjacent to (and north of) the Downs Road Gate. Surface
43 water from that pond flows westward along a roadside ditch parallel to the north side of Downs Road. A
44 stormwater pond is located adjacent to (and northeast of) the East Gate. Overflow from the stormwater
45 pond flows into a forested swamp north of the East Gate. There are no surface waters within the vicinity
46 of the Main Gate.
47

-  Installation Boundary
-  Chipley and Hurricane soils, 0 to 5 percent slopes
-  Dorovan muck, frequently flooded
-  Foxworth sand, 0 to 5 percent slopes
-  Leon sand
-  Lucy loamy sand, 0 to 5 percent slopes
-  Rutlege fine sand, depressional
-  Urban land

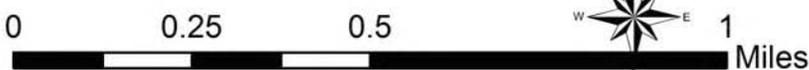


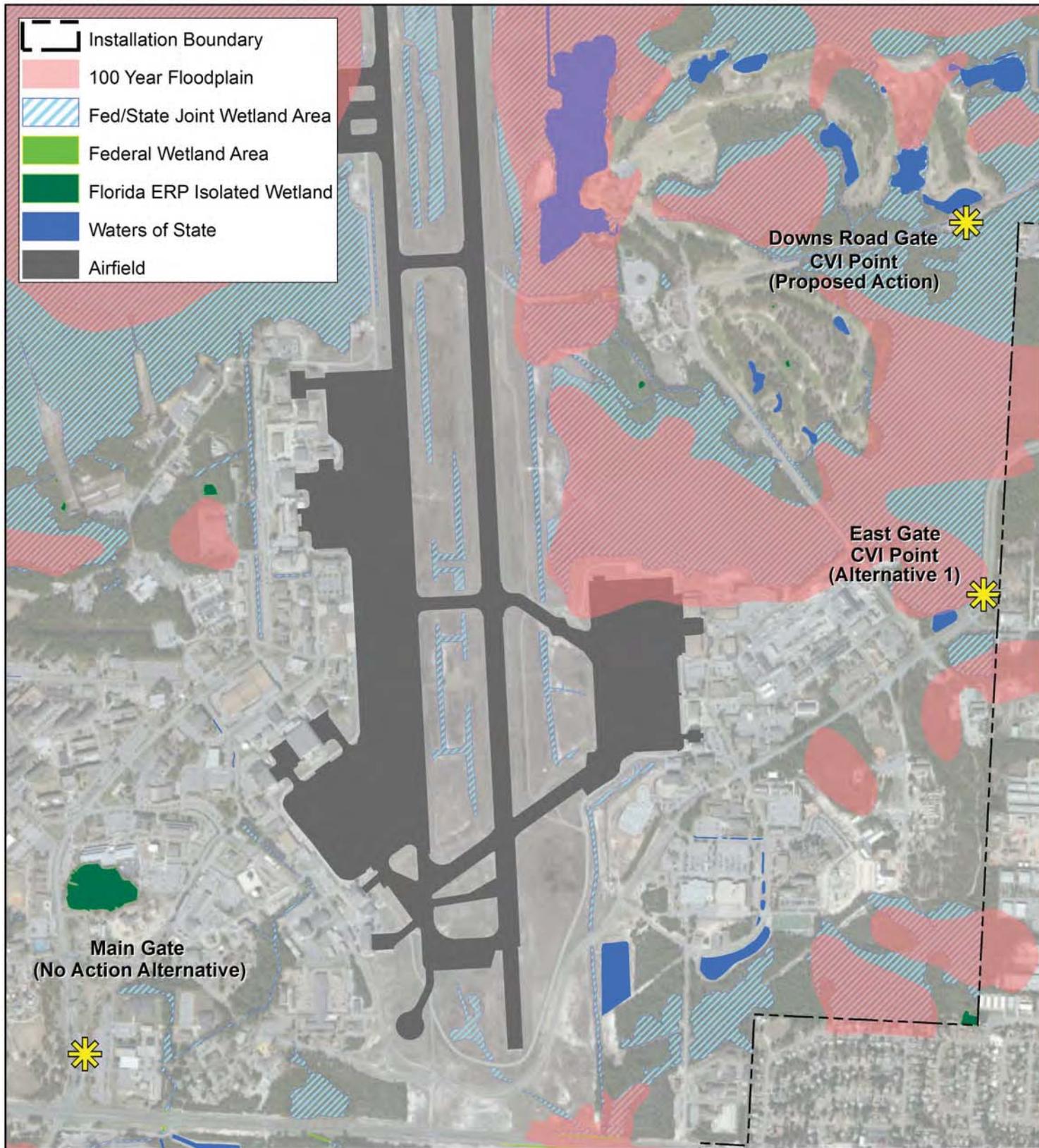
**Environmental Assessment for a Commercial Vehicle
Inspection Point at the Downs Road Gate
Hurlburt Field, Florida**



Soils

Figure 3-2





**Environmental Assessment for a Commercial Vehicle
Inspection Point at the Downs Road Gate
Hurlburt Field, Florida**

Surface Waters, Floodplains & Wetlands

Figure 3-3



0 0.125 0.25 0.5 Miles



3.6 Floodplains

Executive Order (EO) 11988, *Floodplain Management*, directs federal agencies to avoid, to the extent possible, the long- and short-term adverse impacts associated with the occupancy and modification of floodplains and to avoid direct or indirect support of floodplain development wherever there is a practicable alternative. The 100-year floodplain and other floodplain classifications are mapped on Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM). Based on the FEMA FIRMs that cover Hurlburt Field, a relatively large amount of the total area occupied by the installation is mapped as 100-year floodplain (CH2MHill, 2011).

The nearest 100-year floodplain areas to the Downs Road Gate are 700 feet to the northeast and 1,000 feet to the southwest in forested wetlands. 100-year floodplain is located adjacent to the west edge of Freedom Way at the East Gate. 100-year floodplain is also located 500 feet south of the East Gate. There are no 100-year floodplains within the vicinity of the Main Gate. The nearest 100-year floodplain to the Main Gate is along Santa Rosa Sound on the south side of US 98.

3.7 Wetlands

EO 11990, *Protection of Wetlands*, directs federal agencies to avoid, to the extent possible, the long- and short-term adverse impacts associated with the destruction or modification of wetlands and to avoid direct or indirect support of new construction in wetlands wherever there is a practicable alternative. Federal and state wetlands were delineated and mapped throughout the majority of the installation and were certified by FDEP and USACE in 2011 and 2012. Nearly half of the base is occupied by wetlands including bay swamps, wet flatwoods, wet prairies, depression marshes, blackwater streams, floodplain swamps, tidal marshes and basin swamps. Included in the wetland area is a large wetland complex along the northern boundary of the installation known as East Bay Swamp (Wetlands, 2012).



Typical Wet Flatwoods

Forested wetlands are present along the entire south boundary of the Downs Road Gate area. The north side of the Downs Road Gate area does not contain wetlands between Downs Road and the golf course pond. A vegetated swale that contains jurisdictional wetlands is present adjacent to the northeast boundary of the Downs Road Gate area. At the East Gate, forested wetlands are present along the entire frontage of Freedom Way from the base boundary to the East Gate. The stormwater management area located west of the East Gate is considered waters of the state. A forested wetland is also located south of the East Gate bordered by Independence Avenue, Lovejoy Road and Walkup Way. Wetlands are not present in the vicinity of the Main Gate.

3.8 Vegetation

The most common natural communities on Hurlburt Field are forested wetlands (e.g., baygall, bottomland forest, dome swamp, floodplain swamp) and mesic pine flatwoods. Natural communities that have lesser coverage include depression marsh, wet prairie, maritime hammock, sandhill, scrub and



1 scrubby flatwoods. The developed parts of Hurlburt Field primarily contain maintained lawn, scattered
2 trees and landscaping vegetation (CH2MHill, 2011).

3
4 Vegetation at the Downs Road Gate area includes pine flatwoods to the south and west. An area of
5 upland scrub vegetation is present between the Downs Road Gate and the golf course pond. Mowed
6 lawn is present around the guard house and the roadsides in this area. At the East Gate, pine flatwoods
7 occupy the majority of the landscape north of the gate and along the west edge of Freedom Way.
8 Mowed lawn with occasional landscape trees is present along the roadside, within the median and
9 between Freedom Way and the installation boundary. A stormwater management facility is located west
10 of the East Gate which is not a permanent detention pond. Therefore, during dry periods, a variety of
11 emergent and shrub wetland vegetation occupies the facility. The area around the Main Gate is
12 vegetated with mowed lawn and landscape trees.

14 3.9 Fish and Wildlife

15
16 Hurlburt Field has considerable amounts of undeveloped land that support a high diversity of
17 wildlife species. The large forested wetlands in the northern part of Hurlburt Field and the pine flatwoods
18 in the western part of the installation, in particular, serve as high-quality habitat for wildlife. Santa Rosa
19 Sound, the East Bay River, Gator Lake and several unnamed ponds on and near the golf course are the
20 primary habitats for fish and other aquatic biota.
21 Hunting is not allowed on Hurlburt Field, and fishing is limited to Gator Lake and Santa Rosa Sound. The
22 Hurlburt Field Integrated Natural Resources Management Plan (INRMP) lists fish and wildlife species
23 that are common on the installation (CH2MHill, 2011).



24 Florida Black Bear (Photo Courtesy of 1 SOCES CEAN)

25
26 The pine flatwoods adjacent to the Downs Road Gate and the East Gate provide habitat for black bear, other mammals, amphibians and
27 reptiles such as diamondback rattlesnakes. The golf course pond located north of the Downs Road Gate provides habitat for egrets,
28 fish, ducks and alligators. The urban area surrounding the East Gate and the Main Gate provides habitat for perching and song birds and
29 small mammals accustomed to urban environments.

30 3.10 Listed Species

31
32 The Hurlburt Field INRMP provides guidance on the management of listed species and their habitat on the installation. Several species-
33 specific and comprehensive listed species surveys have been conducted on Hurlburt Field. The most recent comprehensive base-
34 wide survey was conducted by the Florida Natural Areas Inventory (FNAI) during 2008-2009 (Surdick, 2009). Figure 3-4 shows the
35 observed listed species in the vicinity of the Proposed Action and alternatives.



36
37
38
39
40
41
42
43
44
45
46
47
48
Pitcher Plants (Photo Courtesy of 1 SOCES CEAN)



**Environmental Assessment for a Commercial Vehicle
Inspection Point at the Downs Road Gate
Hurlburt Field, Florida**



*Listed Species
Figure 3-4*





1 Listed plant species observed by the FNAI at Hurlburt Field included hairy wild indigo (*Baptisia calycosa*
 2 *var. villosa*), Curtiss' sandgrass (*Calamovilfa curtissii*), spoon-leaf sundew (*Drosera intermedia*), pine lily
 3 (*Lilium catesbaei*), panhandle lily (*Lilium iridollae*), southern twayblade (*Listera australis*), west Florida
 4 cowlily (*Nuphar lutea* ssp. *ulvacea*), Chapman's butterwort (*Pinguicula planifolia*), yellow butterwort
 5 (*Pinguicula lutea*), azalea (*Rhododendron* sp.), white-top pitcher-plant (*Sarracenia leucophylla*), parrot
 6 pitcher-plant (*Sarracenia psittacina*) and gulf purple pitcher-plant (*Sarracenia rosea*). Listed animals
 7 observed by the FNAI at Hurlburt Field included Bachman's sparrow (*Aimophila aestivalis*), great egret
 8 (*Ardea alba*), reddish egret (*Egretta rufescens*), coal skink (*Eumeces anthracinus*), gopher tortoise
 9 (*Gopherus polyphemus*), bald eagle (*Haliaeetus leucocephalus*), osprey (*Pandion haliaetus*), brown
 10 pelican (*Pelecanus occidentalis*), least tern (*Sterna antillarum*), reticulated flatwoods salamander
 11 (*Ambystoma bishopi*) and Florida black bear (*Ursus americanus floridanus*) (Surdick, 2009).

12
 13 Listed plant or animal species were not observed by the FNAI in the Downs Road Gate, East Gate or
 14 Main Gate areas.

15 16 3.11 Land Use

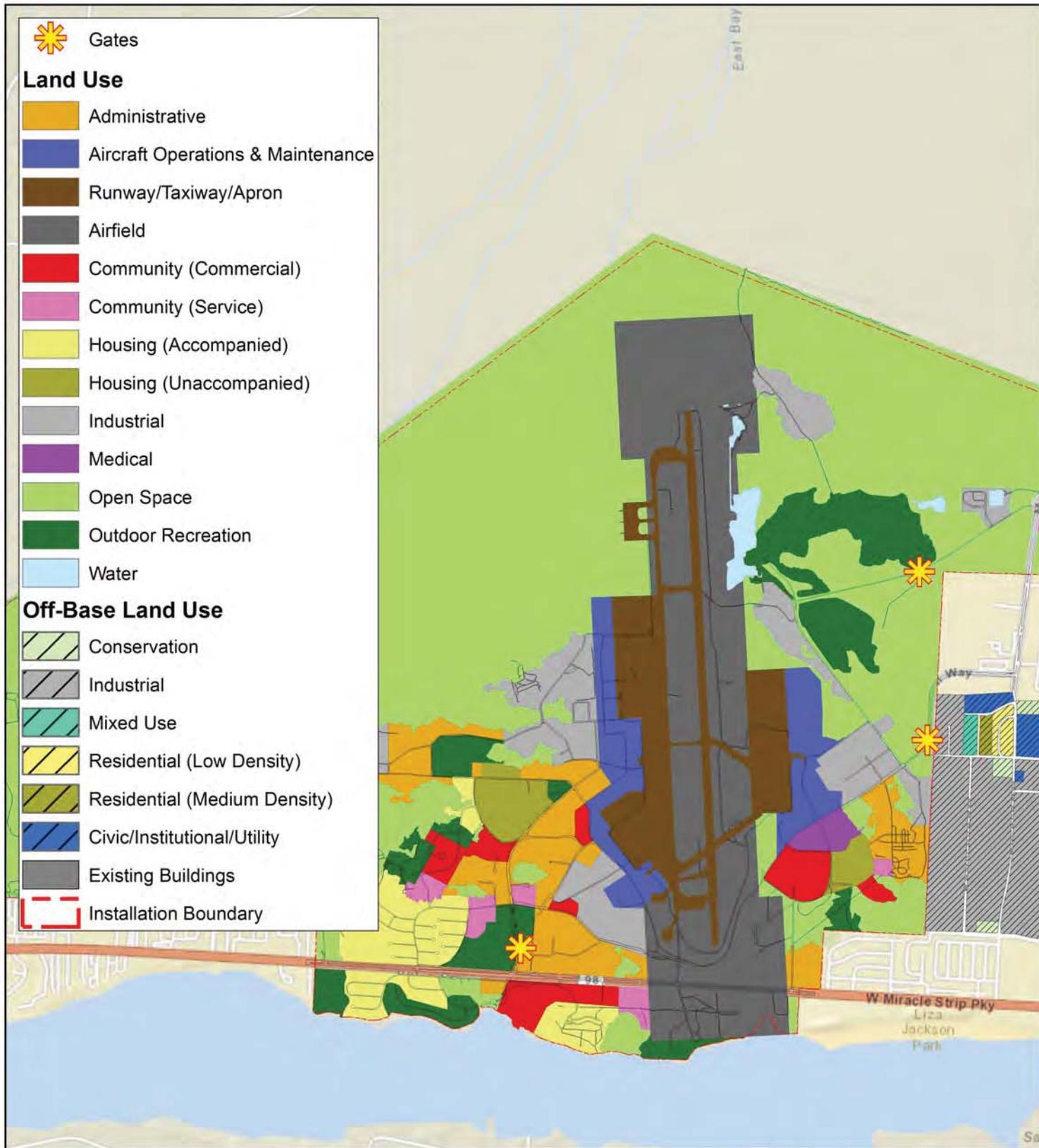
17
 18 Eleven land use categories exist on the installation:

- 19
- 20 ▪ Airfield (runways, taxiways, aprons, ramps and airfield clear zones)
- 21 ▪ Aircraft operations and maintenance (squadron operations, the weather facility and the control
- 22 tower)
- 23 ▪ Industrial (warehousing, shipping, receiving, fuel storage, motor pool activities, base engineering
- 24 shops and ranges)
- 25 ▪ Administrative (offices, personnel, headquarters, communications and security forces)
- 26 ▪ Community commercial (commissary, Soundside Club, Base Exchange, credit union and dining
- 27 facilities)
- 28 ▪ Community service (post office, Child Development Centers, education center and chapel)
- 29 ▪ Medical (medical/dental clinic and other health care facilities)
- 30 ▪ Housing (accompanied and unaccompanied housing and their support service facilities)
- 31 ▪ Outdoor recreation (tennis and basketball courts, ballfields, Gator Lakes Golf Course, running track
- 32 and parks/picnic areas)
- 33 ▪ Open space (vast wetlands of the base and other undeveloped areas such as explosive safety
- 34 clearance areas)
- 35 ▪ Water (ponds, major streams and lakes such as Gator Lake)
- 36

37 The area surrounding the Downs Road Gate
 38 includes recreation land uses (Gator Lakes Golf
 39 Course) and open space (see Figure 3-5). The
 40 Plasma Resource Recovery System Facility and the
 41 Advanced Wastewater Treatment Facility are
 42 located east of the Downs Road Gate near the
 43 installation boundary adjacent to Martin Luther King
 44 Jr. Boulevard. Open space land uses surround the
 45 East Gate on the installation. Outside the
 46 installation, industrial land uses in the City of Fort
 47 Walton Beach exist east of Freedom Way. West of
 48 the CVI point at the Main Gate are open space and
 49 recreation land uses. East of the CVI point at the Main Gate are recreation land uses (the airpark), open
 50 space land uses and administrative land uses.



Hill Avenue North of Lovejoy Road



**Environmental Assessment for a Commercial Vehicle
Inspection Point at the Downs Road Gate
Hurlburt Field, Florida**



*Land Use
Figure 3-5*





1 Land uses east of the base in Fort Walton Beach and Mary Esther include residential and commercial
2 along US 98 from the installation boundary to Doolittle Drive. The Oak Tree Nature Preserve and
3 industrial facilities border Doolittle Drive from US 98 to Hollywood Boulevard. The City of Fort Walton
4 Beach Commerce and Technology Park exists along Hollywood Boulevard and Hill Avenue from
5 Doolittle Boulevard to Lovejoy Road. Single-family residences and the Abundant Life Church front Hill
6 Avenue from Lovejoy Road to Freedom Way. North of Freedom Way, Hill Avenue becomes Martin
7 Luther King Jr. Boulevard. Along that road from Freedom Way to Downs Road are multi-family
8 residences, commercial land uses, single-family residences, and industrial land uses.

9
10 A force protection area encompassing a 500-foot radius is preferred at CVI points according to the
11 1SOW Antiterrorism Office. Inhabited buildings should not be present within the 500-foot AT/FP radius.
12 Building 90005 of the 505th Command and Control Wing is within 500 feet of the Main Gate CVI point.
13 There are no buildings within 500 feet of the CVI site at the East Gate, but the 500-foot radius extends
14 to private lands outside the installation where a dumpster storage yard is located. There are no
15 buildings within 500 feet of the Downs Road Gate, and the 500-foot radius is entirely within Hurlburt
16 Field. The Plasma Resource Recovery System Facility and the Advanced Wastewater Treatment
17 Facility are not within the 500-foot AT/FP radius.

18
19 Golf holes of Gator Lakes Golf Course and the off-base Waste Management Inc. facility would be within
20 a 1,250-foot explosive clear zone in the vicinity of the Downs Road Gate. The Plasma Resource
21 Recovery System Facility and the Advanced Wastewater Treatment Facility would not be within the
22 1,250-foot explosive clear zone. At the East Gate, land uses are primarily industrial and include the
23 Lighthouse of Faith Community Church, the Abundant Life Church of Fort Walton Beach, the Hill and
24 Brooks Coffee Company, the Panhandle Animal Welfare Society, and various light-industrial buildings
25 located along Lovejoy Road and Stokes Avenue. These buildings would be within the 1,250-foot
26 explosive clear zone associated with the alternative that would relocate the CVI point to the East Gate.

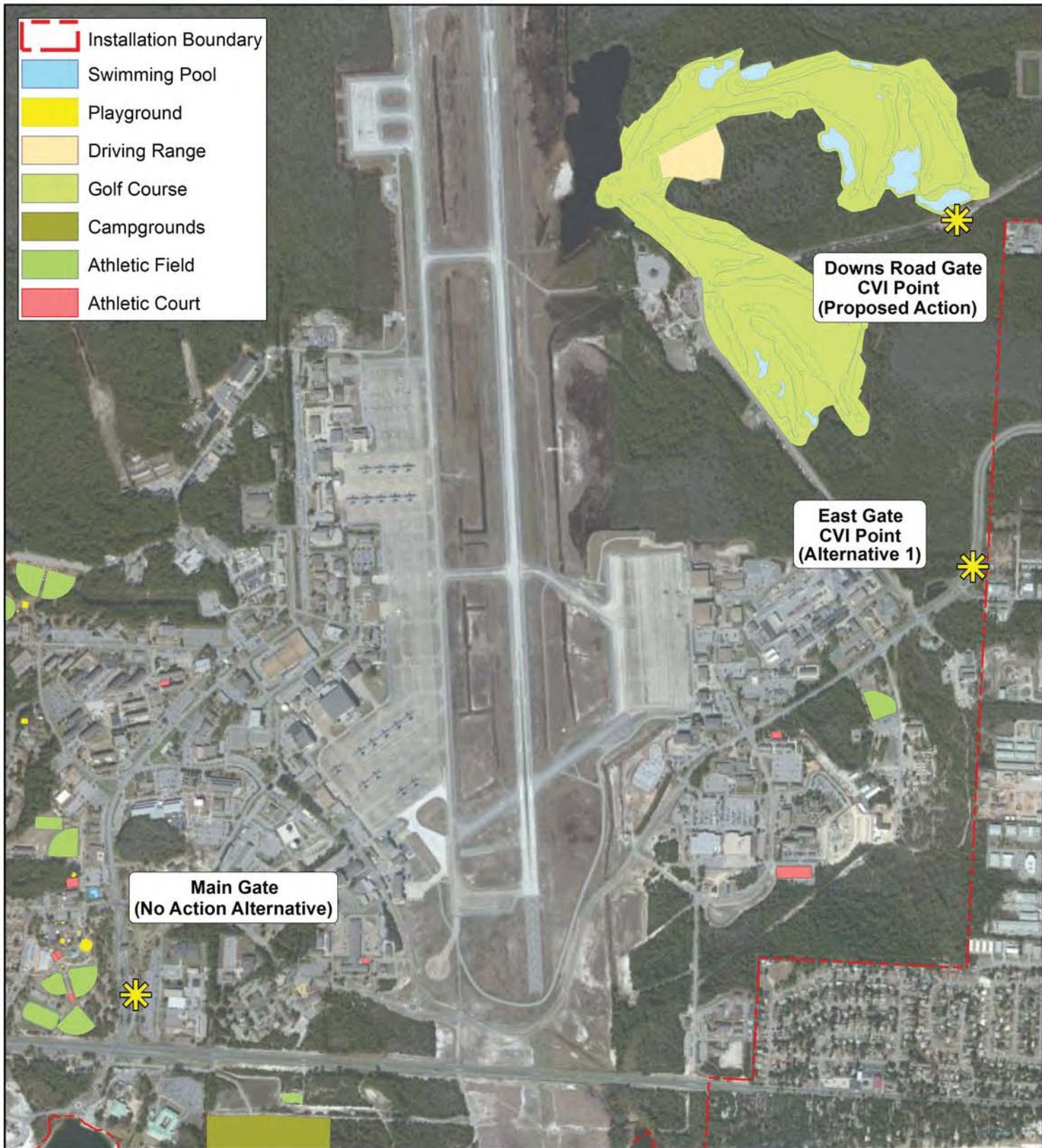
27
28 At the main gate, multiple roads and buildings would be located within a 1,250-foot explosive clear zone
29 from the CVI point. These buildings include the western Child Development Center, the base chapel,
30 the 505th Command and Control Wing, base housing along Weaver Avenue, the aquatic center and the
31 gymnasium. Roads that would be within a 1,250-foot explosive clear zone from the Main Gate CVI point
32 include McMillan Street, Weaver Avenue, O'Neill Avenue, Purcell Drive, Whitbeck Street and US 98.

34 3.12 Recreation

35
36 There are several outdoor recreation areas at
37 Hurlburt Field, as shown in Figure 3-6. The largest
38 outdoor recreation use, in terms of land area, is the
39 Gator Lakes Golf Course on the northeast side of
40 the installation. Hole number 14 is north of (and
41 adjacent to) the Downs Road Gate site. At the main
42 entrance to Hurlburt Field is an airpark with aircraft
43 from various periods of aviation history. West of the
44 main gate is a large community park that includes a
45 pavilion for large groups and ceremonial activities, a
46 soccer field, an interactive water fountain and batting
47 cages. The park also includes a widened walkway
48 equipped with electricity and water to support large
49 community functions such as a community fair. Other significant outdoor recreation areas include
50 several baseball and softball fields scattered on the east side of the installation as well as tennis courts
51 and a skate park. Several small playgrounds and tot lots are found in the housing areas and near the
52 western Child Development Center. A network of jogging/walking trails is also available on base,



Gator Lakes Golf Course



**Environmental Assessment for a Commercial Vehicle
Inspection Point at the Downs Road Gate
Hurlburt Field, Florida**



*Recreation Areas
Figure 3-6*





1 including the Grace Brown Nature Trail. Fishing opportunities exist at Hurlburt Lake, a 22-acre man-
2 made impoundment between the flight line and the golf course. Several outdoor recreation activities are
3 found in the Sound Side area. Outdoor recreation activities found in this location include the Hurlburt
4 Marina, a beach area with fishing pier, the FAMCAMP, a paintball area and a picnic area with nature
5 trails. Construction of a relocated FAMCAMP is currently being undertaken across Martin Luther King Jr.
6 Boulevard from its intersection with Downs Road (GP, 2011).
7

8 **3.13 Cultural Resources**

9
10 Cultural resources are prehistoric and historic sites, structures, districts, artifacts or any other physical
11 source of human activity considered to be culturally important. Cultural resources include historic
12 resources (historic buildings and structures) and archaeological resources (prehistoric, historic and
13 traditional) (CH2MHill, 2011).
14

15 The Hurlburt Field Integrated Cultural Resources Management Plan (ICRMP) provides guidance on how
16 to identify, evaluate and treat cultural resources at the installation in compliance with DoD and state
17 regulations. Development and approval requirements for the ICRMP are included in Air Force Policy
18 Directive 32-70, *Environmental Quality*, and AFI 32-7065, *Cultural Resources Management* (CH2MHill,
19 2011).
20

21 Numerous archaeological surveys were conducted at Hurlburt Field between 1982 and 2003. Of the
22 archaeological sites that have been identified to date, five sites have been determined eligible for listing
23 in the National Register of Historic Places (NRHP), and one site requires further investigation to
24 determine its NRHP eligibility (CH2MHill, 2011). None of these sites are located within the immediate
25 vicinity of the Downs Road Gate, East Gate, or Main Gate.
26

27 Three architectural inventories have been conducted at Hurlburt Field. These inventories included
28 evaluations of buildings that were 50 years or older and buildings that could potentially be considered
29 Cold War-era resources. All three architectural inventories concluded there are no buildings at Hurlburt
30 Field that are eligible for listing in the NRHP, and that there are no historic districts at the installation
31 (CH2MHill, 2011).
32

33 Standard Operating Procedure (SOP) 2 of the Hurlburt Field ICRMP, *Inadvertent Discovery of Cultural*
34 *Materials*, provides policy and procedures for the protection, evaluation and coordination of cultural
35 materials in the event they are inadvertently discovered at Hurlburt Field (CH2MHill, 2011).
36

37 **3.14 Hazardous Materials and Wastes**

38
39 The Hurlburt Field Hazardous Waste Management Plan provides guidance on the proper handling and
40 disposal of hazardous waste, special waste, universal waste and used oil at the installation. Hurlburt
41 Field is classified as a large-quantity generator of hazardous waste. Typical wastes generated at the
42 installation include spent solvents, waste paints, paint-related materials, used oil, fluorescent lamps and
43 batteries. Wastes at Hurlburt Field are controlled and managed from the point of generation to the point
44 of ultimate disposal. Wastes are accumulated in designated Initial Accumulation Points (IAP) located
45 throughout the installation and from there are transferred to the 90-Day Accumulation Site (Building
46 90523). Within 90 days, the wastes are transported off-base and properly disposed of by a licensed
47 contractor (CH2MHill, 2011).
48

49 Although motor carriers hauling hazardous materials onto the base may be inspected on a regular basis
50 by security forces at the Main Gate CVI point, hazardous materials are not stored or used there.
51 Hazardous materials are also not stored or used at the Downs Road Gate or the East Gate.



1 Hurlburt Field administers 48 Environmental Restoration Program (ERP) sites including environmental
2 sites and Areas of Concern (AOC). These sites were former landfills, firing ranges, explosive ordnance
3 sites and subsurface contamination areas. Some sites are undergoing cleanup activities, some are
4 undergoing long-term monitoring, some have land use controls and less than half of the sites require no
5 further action. None of the ERP sites are within the vicinity of the Downs Road Gate, East Gate or the
6 Main Gate. These sites are shown on Figure 3-7 (ERP-MAP, 2008).

7
8 There are several bulk storage areas for petroleum, oils and lubricants (POL) at Hurlburt Field. The
9 main POL storage area (located near the intersection of McClean Avenue and Tully Street) has five
10 aboveground storage tanks (AST). An 8-inch underground pipe running from the Marine Transportation-
11 Related Facility near the Soundside Club to the POL area is used to deliver bulk fuel. Other areas that
12 have POL storage requirements are the wastewater treatment plant (3,000 gallon DL-2 tank) located
13 east of the Downs Road Gate, the Army and Air Force Exchange Service (AAFES) service station (three
14 10,000 gallon ASTs) at Terry Avenue and the marina (one 2,000 gallon AST). Potential for
15 contamination exists with fuel storage and transfer but steps have been taken to minimize the extent if
16 there is a spill. These steps are outlined in the installation's Spill Prevention, Control and
17 Countermeasure Plan and Facility Response Plan. (GP, 2010).

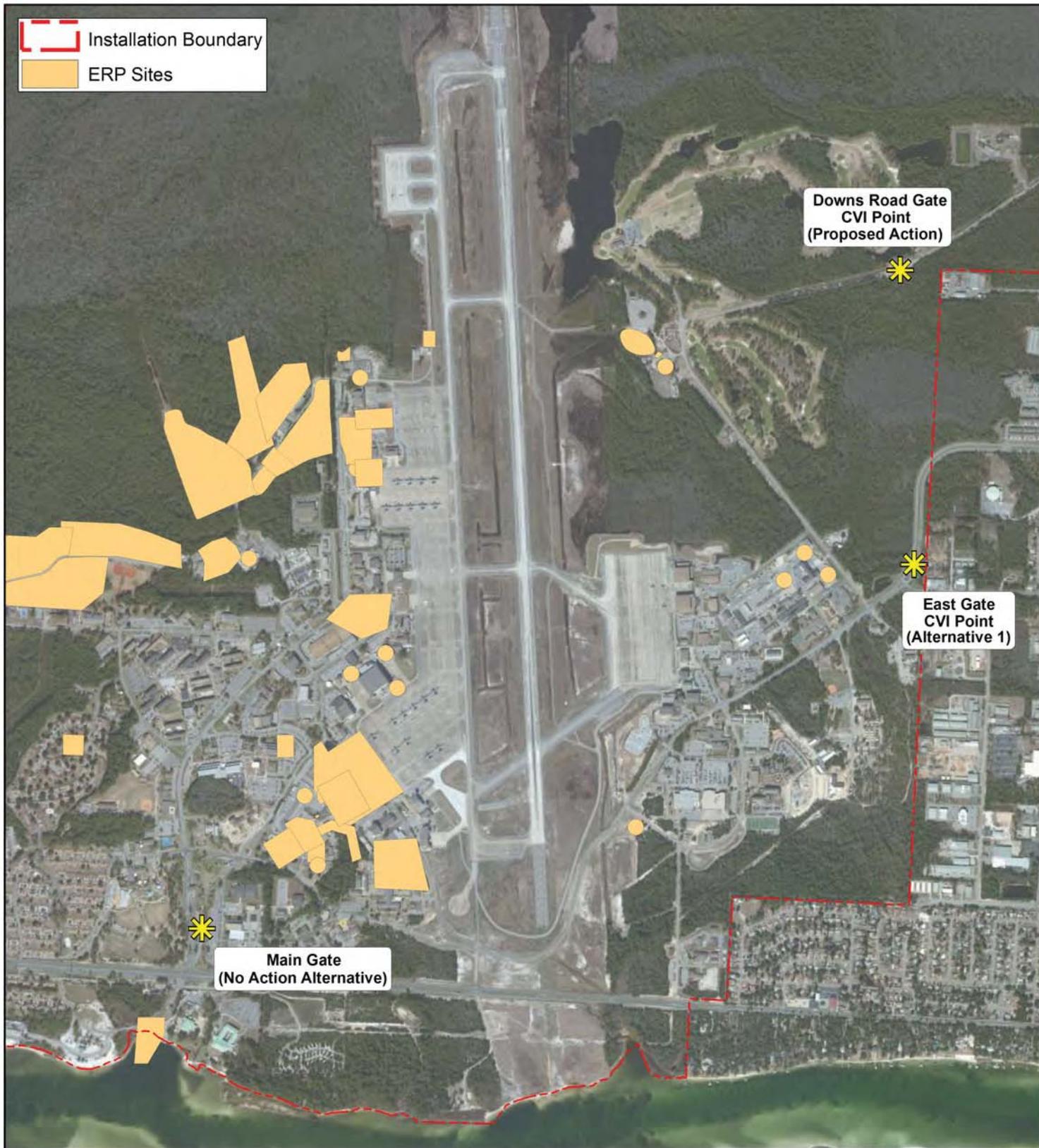
18
19 The Hurlburt Field Asbestos Management and Operations Plan provides guidance on the proper
20 management of asbestos at the installation. The Hurlburt Field Lead-Based Paint and Lead Hazard
21 Management Plan provides guidance on the proper management of lead-based paint (LBP) and other
22 sources of lead at the installation. The purpose of these plans is to protect personnel who live and work
23 at Hurlburt Field from exposure to airborne asbestos fibers and lead and to ensure that the installation
24 remains in compliance with all regulations applicable to asbestos and lead management. Based on their
25 ages, all of the facilities proposed to be demolished under the Proposed Action have a low probability of
26 having asbestos-containing materials (ACM) or LBP; however, surveys for the presence of asbestos
27 and LBP are recommended for all facilities proposed to be demolished at Hurlburt Field, regardless of
28 facility age (CH2MHill, 2011).

30 **3.15 Safety and Occupational Health**

31
32 Hurlburt Field is operated in compliance with all applicable federal laws, codes and regulations and with
33 all applicable laws, ordinances, codes and regulations of the State of Florida and Okaloosa County with
34 regard to construction, health, safety, food service, water supply, sanitation, and licenses and permits to
35 do business (CH2MHill, 2011).

36
37 Contractors at Hurlburt Field are responsible for following all applicable Occupational Safety and Health
38 Administration (OSHA) regulations and for conducting their work in a manner that does not pose
39 unacceptable risk to workers or installation personnel. Industrial hygiene responsibilities of contractors
40 as applicable include reviewing potentially hazardous workplaces; monitoring exposure to workplace
41 chemicals (e.g., asbestos, lead, hazardous materials) and physical (e.g., noise propagation) and
42 biological (e.g., infectious waste) agents; recommending and evaluating controls (e.g., personal
43 protective equipment) to ensure personnel are properly protected or unexposed; and ensuring a medical
44 surveillance program is in place to perform occupational health physicals for those workers subject to
45 any accidental chemical exposures or engaged in working with hazardous waste (CH2MHill, 2011).

46
47 Other than being exposed to traffic hazards and AT/FP threats, personnel working at the gates are not
48 exposed to other safety and occupational health hazards. Personnel working at the gates are
49 appropriately trained for the hazards of their occupations. A 500-foot radius zone surrounds commercial-
50 vehicle inspection points where buildings should not be present for force protection. Further, a 1,250-
51 foot explosive clear zone surrounds commercial vehicle inspection points when a vehicle of explosive



 Installation Boundary
 ERP Sites

Downs Road Gate
CVI Point
(Proposed Action)

East Gate
CVI Point
(Alternative 1)

Main Gate
(No Action Alternative)

**Environmental Assessment for a Commercial Vehicle
 Inspection Point at the Downs Road Gate
 Hurlburt Field, Florida
 Hazardous Materials & Waste**
Figure 3-7





concern or an unoccupied munitions delivery vehicle would be present. This zone is imposed to protect persons from low-angle, high-speed blast fragments in the event of an explosion.

3.16 Socioeconomics

Okaloosa County's 2011 population was 183,482. Table 3-1 shows the racial mix of Okaloosa County based on 2011 U.S. Census Bureau data. Of the 2011 population of Okaloosa County, 82.7% identify themselves as Caucasian, compared to 78.5% for Florida statewide (U.S. Census Bureau, 2012a).

Table 3-1: 2010 Racial Mix in Okaloosa County

Race	Okaloosa County (Percent)
Caucasian	82.7
Black	9.8
Asian	3.1
American Indian or Alaskan Native	0.7
Persons of Two or More Races	3.6
Persons of Hispanic or Latino Origin	7.2

The total estimated civilian labor force in Okaloosa County in 2010 was 96,337, of which 82,822 were employed. In 2010, 9,229 armed forces personnel were employed in Okaloosa County. The 2010 unemployment rate for the county was 7.1%. The per capita income in 2010 was \$28,621 in Okaloosa County compared to the state average of \$26,551 and the national average of \$27,334. An estimated 7.4% of families lived in poverty in Okaloosa County in 2010 compared to 13.8% for the state and nation (U.S. Census Bureau, 2012b and 2012c).

No persons live in the vicinity of the Downs Road Gate, the East Gate or the Main Gate; however, commercial vehicle traffic from the west that would normally enter the installation at the Main Gate will now travel along roads east of the installation in Mary Esther and Fort Walton Beach where residences exist, as described in the Land Use section, above.

3.17 Traffic and Transportation

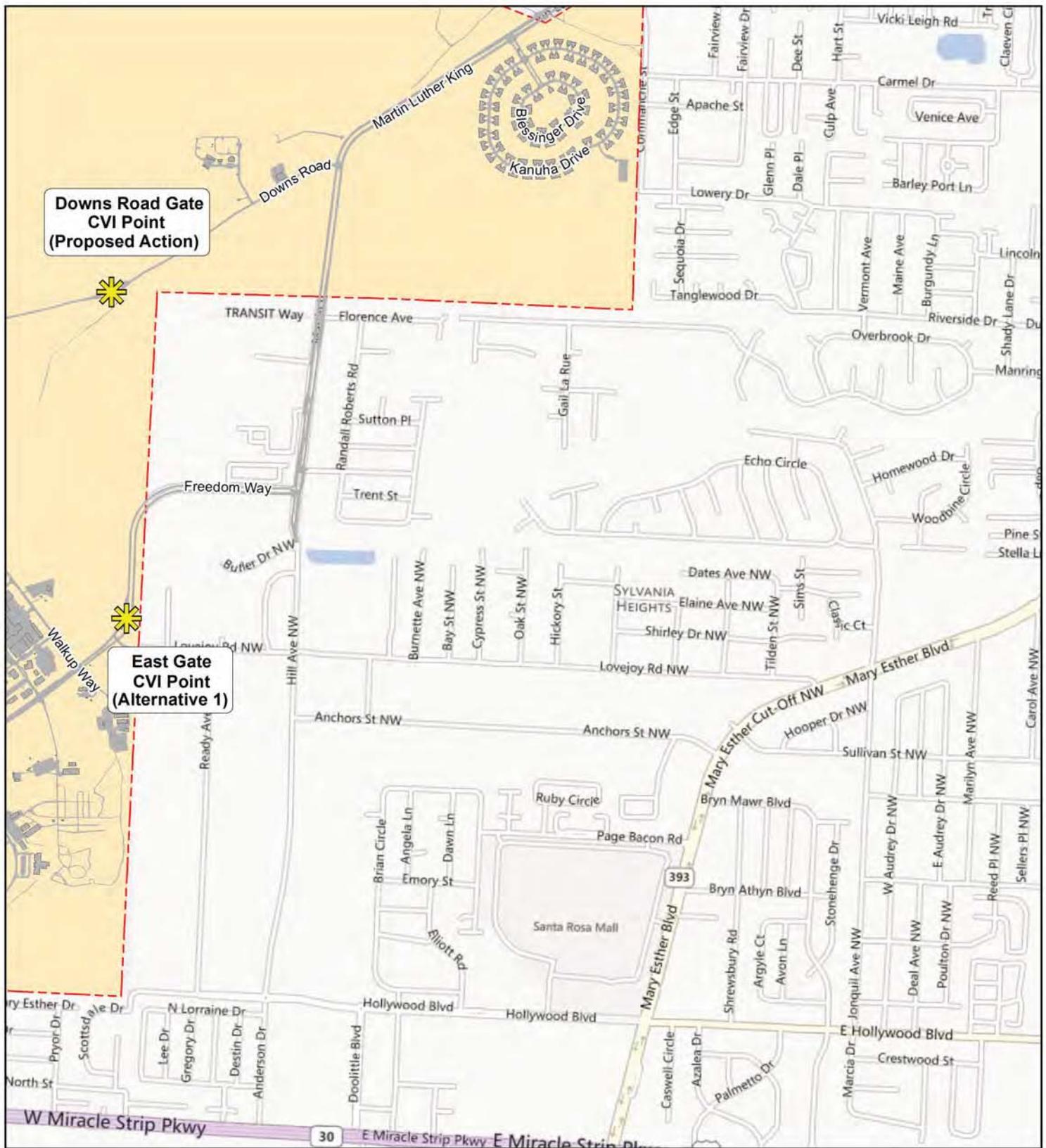
The primary east-west road in the area is US 98, which bisects Hurlburt Field and separates the main portion of the installation from the Sound Side area. The Sound Side area is along the Santa Rosa Sound shoreline and includes the Soundside Conference Center and Visitor Officer Quarters (VOQ); family housing, outdoor recreation facilities, the FAMCAMP, picnic area, marina and the fuel pier. US 98 is a four-lane divided highway with a posted speed limit of 45 miles per hour (mph). Cody Avenue is a varying-width roadway providing the main access from US 98 north through the main gate as well as south through the Soundside Gate. Downs Road is a two-lane, on-base roadway with a 35 mph speed limit. Independence Road is a two-lane roadway with turn lanes as needed that provides the primary connector between the Main Gate and the East Gate on base. Other traffic routes located to the east of the installation in Mary Esther and Fort Walton Beach include Doolittle Boulevard, Hollywood Boulevard, Hill Avenue, S. Ferdon Boulevard (SR 85), SR 123, SR 189, Beal Parkway and Mary Esther Boulevard. Area roadways are shown on Figure 3-8.



Doolittle Boulevard



Hollywood Boulevard



**Environmental Assessment for a Commercial Vehicle
Inspection Point at the Downs Road Gate
Hurlburt Field, Florida
Off-Base Roadways
Figure 3-8**

-  Gates
-  Existing Buildings
-  On-Base Roads
-  Installation Boundary

0 0.25 0.5 1 Miles





1 Hurlburt Field is accessed through three gates:

- 2
- 3 ■ Main Gate
- 4 ■ East Gate
- 5 ■ Soundside Gate
- 6

7 The Main Gate area is immediately north of the US
8 98 and Cody Avenue intersection. The East Gate is
9 located west of Martin Luther King Jr. Boulevard at
10 Independence Road/Freedom Way. The majority of
11 people access the base using the main gate at U.S.
12 98. Primary roads on Hurlburt Field include
13 Independence Road, Freedom Way and Cody
14 Avenue. Collector roads include Cruz Avenue,
15 Simpson Avenue, Terry Avenue and Tully Street.
16 The Downs Road Gate is a former ECF that is now
17 no longer used. Downs Road intersects Martin
18 Luther King Jr. Boulevard in the northeastern portion
19 of the installation. Entry into Downs Road from
20 outside the installation is currently not allowed and
21 the fence gate is closed and barricaded.

22
23 According to the 2008 Transportation Plan by Black
24 & Veatch, 57% of the surveyed entries to the base
25 and 55% of the exits from Hurlburt Field occur at the Main Gate. The East Gate accounts for 38% of the
26 entries and 40% of the exits. Figure 3-9 shows the estimated routes of commercial vehicles traveling to
27 the main gate based on vehicle origin and destination data collected by Hurlburt Field security forces at
28 the Main Gate CVI point during October 2012. The data found that 33% of commercial vehicles arrive
29 from west of the base with the remainder arriving from points north and east of the base. However,
30 Hurlburt Field staff report that 60% of munitions delivery vehicles arrive from west of the base with the
31 remainder arriving from east of the base. Complaints have been made that the Main Gate access is
32 congested and it takes too long to enter the installation. The current CVI is located on Cody Avenue
33 adjacent to the Main Gate. Cody Avenue widens as it travels north from US 98 to three lanes, with a
34 pull-off area for the CVI point (Black & Veatch, 2008).

35
36 The Main Gate SDP summarized the findings and recommendations for the traffic at the Main Gate
37 based on an extensive study and site observation and identified several deficiencies and
38 recommendations. One of the main issues related to the Main Gate was the current CVI point
39 configuration. Even though there are existing dual left turn lanes at the Main Gate, commercial traffic
40 traveling eastbound is forced to remain in the outside left turn lane. Once they make their turn, they
41 must merge over through the westbound, right-turning traffic to access the CVI point. This configuration
42 occasionally contributes to backups during the morning peak hours and creates conflicts between POVs
43 and commercial vehicles. An analysis of the accidents that occurred at the installation from 2009 to
44 2011 shows that over 30% of the major accidents occur in the CVI point and Main Gate area. This
45 condition will worsen as the traffic volumes increase at the Main Gate in the future (Main Gate SDP,
46 2010).

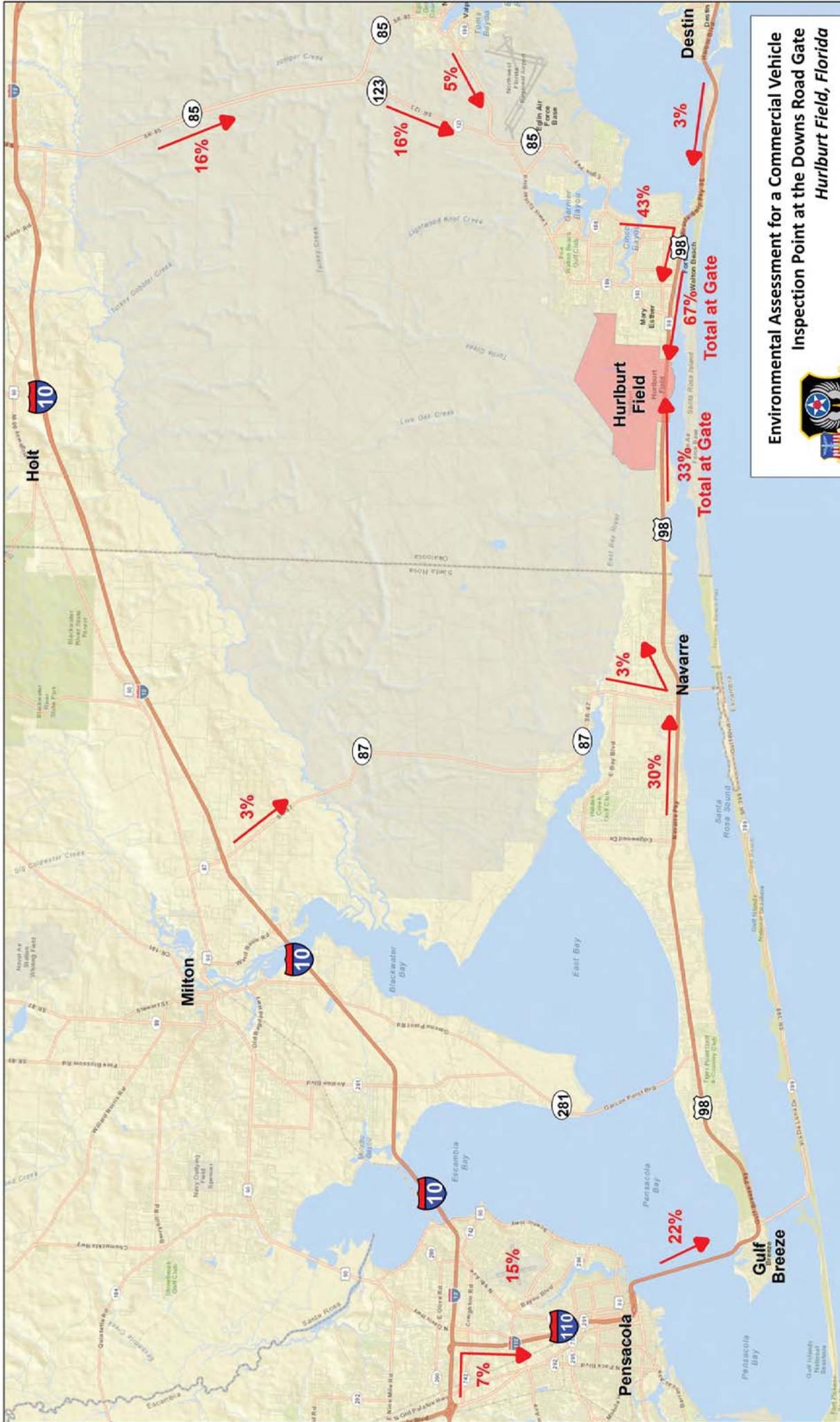
47
48 Through a threat exercise at the Main Gate, 1 SOW has determined in the event of an emergency, a
49 cordon area surrounding the existing CVI point would require the stoppage of traffic on US 98. Other
50 major roadways on base would also require closure. During the threat exercise, stoppage of traffic on
51 US 98 created large traffic backups. The traffic backups were so extensive during the threat exercise
52 that local authorities requested the opening of US 98 before the threat exercise was complete.



Hill Avenue at Lovejoy Road



Martin Luther King Jr. Boulevard



Environmental Assessment for a Commercial Vehicle Inspection Point at the Downs Road Gate
Hurlburt Field, Florida
 Existing Off-Base Routes
 Figure 3-9





3.18 Utilities

Utility systems at Hurlburt Field include potable water, industrial wastewater, sanitary sewer, stormwater, electricity, natural gas, liquid fuels and communications. The primary source of potable water for Hurlburt Field is the Floridan Aquifer. Permitted wells pump water from the Floridan Aquifer in accordance with the Base Consumptive Use Permit. Pumped water is filtered and chlorinated prior to use. Hurlburt Field discharges all industrial wastewater and all domestic wastewater, except that which is generated by the Commando Village housing area, to the Base Wastewater Treatment Plant (WWTP). Domestic wastewater from Commando Village is discharged to the Okaloosa County WWTP. The majority of stormwater on Hurlburt Field is transported by natural drainage features, underground concrete pipes, channels and drainage swales to five regional retention ponds. Most of the stormwater flows under US 98 through a series of culvert systems and drains into Santa Rosa Sound. Gulf Power Company supplies electrical power to Hurlburt Field. The installation has one substation at the intersection of Downs Road and Walkup Way, and the distribution system consists primarily of aboveground transmission lines. Okaloosa Gas supplies natural gas to Hurlburt Field. Natural gas is used at the installation primarily for hot water and heating. Communications systems at Hurlburt Field include telephone, data networking, radio and security systems (CH2MHill, 2011).

Utilities at the Downs Road Gate include an 18-inch sanitary sewer force main, a 10-inch water main and a 15kV underground electrical line. The nearest natural gas line is approximately 0.5 mile to the west at the intersection of Downs Road and Walkup Way. Utilities at the East Gate include a 4-inch natural gas main, a 14-inch sanitary sewer main, an 8-inch water main and a 15kV electrical line that follows Independence Road to its intersection with Walkup Way. North of the intersection there is a 16-inch water main, a 15kV electrical line and a 2-inch sanitary sewer line that follow Independence Road to the gate. Utility systems only extend to the East Gate; utilities will need to be extended farther north of the existing gate if required. Utilities at the Main Gate include a 2.5-inch natural gas main and a 6-inch water main. Electrical lines include a 15 kV underground line. The POL pipeline extends from the marine terminal to the POL complex east of the Main Gate. According to base personnel, the pipeline is deeply buried, so it would not be affected by potential ground-based explosions (GP, 2010; Main Gate SDP, 2010).

3.19 Environmental Justice and Protection of Children

In February 1994, President Clinton signed EO 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*. This EO requires all federal agencies to identify and address disproportionately high and adverse effects of its programs, policies and activities on minority and low-income populations. No people live in the vicinity of the Proposed Action or its alternatives.

As described earlier, 82.7% of the 2011 population of Okaloosa County identified themselves as Caucasian, compared to 78.5% for Florida statewide. An estimated 7.4% of families lived in poverty in Okaloosa County in 2010 compared to 13.8% for the state.

U.S. Census Bureau data was also reviewed to determine the low-income and minority composition of the communities along US 98, Doolittle Boulevard, Hollywood Boulevard and Hill Avenue east of the installation. Census block group data is the most detailed information available for poverty levels in the area. Census Block Group 219-1 has 6.7% of its population below poverty level. Census Block Group 229-3 has 7.6% of its population below poverty level. Census block data is the most detailed information available for minority populations in the area. According to the data, Census Block 3000 (located east of Martin Luther King Jr. Boulevard, across from its intersection with Freedom Way) has 28.2% of its population as non-Caucasian. All the other census blocks in the area have a non-Caucasian population



1 of less than 10%. Therefore, there are no predominantly minority or low-income populations within the
2 vicinity of the Proposed Action or its alternatives or along the roadways adjacent to the east side of the
3 base in Fort Walton Beach and Mary Esther.

4
5 In April, 1997, President Clinton signed EO 13045, *Protection of Children from Environmental Health*
6 *Risks and Safety Risks*, which requires each federal agency to identify and assess environmental health
7 risks and safety risks that may disproportionately affect children and ensure that its policies, programs,
8 activities and standards address disproportionate risks to children that result from environmental health
9 risks or safety risks. This EO was prompted by the recognition that children, who are still undergoing
10 physiological growth and development, are more sensitive to adverse environmental health and safety
11 risks than adults.

12
13 The only children under the age of 18 at Hurlburt Field are at base housing, the western Child
14 Development Center and the outdoor recreation complex. The western Child Development Center is
15 outside the 500-foot AT/FP radius of the Main Gate CVI point, but is in the Main Gate vicinity along
16 McMillan Street. The outdoor recreation complex is located within the Main Gate CVI point's 500-foot
17 AT/FP radius. The western Child Development Center and the outdoor recreation complex are also
18 within the 1,250-foot explosive clear zone that would be in effect if a vehicle of explosive concern or an
19 unattended commercial vehicle were to be present at the Main Gate CVI point. Children are not
20 normally in the vicinity of the Downs Road Gate or the East Gate.



4.0 ENVIRONMENTAL CONSEQUENCES

4.1 Air Quality

4.1.1 Proposed Action: New CVI Point at the Downs Road Gate

Demolition/construction activities under the Proposed Action would result in short-term, minor impacts to air quality. Fugitive dust (particulate matter) and exhaust emissions from construction equipment would be generated during demolition/construction and would vary daily, depending on the level and type of work conducted. Fugitive dust would be generated by construction vehicle and equipment travel on dirt surfaces. Generated fugitive dust would consist primarily of nontoxic particulate matter and would be controlled at the site using best management practices (BMPs) such as dust suppression through water spraying.

Pollutants that would be emitted from internal combustion engine exhausts of construction vehicles and equipment include carbon monoxide, nitrogen oxide, particulate matter and volatile organic compounds. These types of exhaust emissions would be temporary, and at their expected generation levels, would not significantly impact air quality.

The Proposed Action would not entail the installation of boilers, generators or other sources of air pollutant emissions. Therefore, there would be no significant effects to air quality from the Proposed Action.

4.1.2 Alternative 1: New CVI Point at the East Gate

The air quality impacts from Alternative 1 are similar to the Proposed Action and are not significant.

4.1.3 No-Action Alternative: Continuance of Commercial Vehicle Inspections at the Main Gate

The No-Action Alternative would not change the air pollutant emissions from what currently exists at the installation. Therefore, there would be no air quality impacts from the No-Action Alternative.

4.2 Noise

4.2.1 Proposed Action: New CVI Point at the Downs Road Gate

Construction activities and/or demolition would temporarily increase ambient noise levels in the vicinity of the Proposed Action; however, the increased noise levels would be intermittent and limited to normal working hours during the overall demolition/construction period. There are no noise-sensitive areas in the vicinity of the Proposed Action. Noise-sensitive areas are typically locations where sleep occurs (such as residences, motels and hospitals) as well as public places where quiet is expected (such as parks and nature preserves). A golf course is adjacent to the Proposed Action, but that area is considered outdoor recreation and would not be considered a noise-sensitive area; therefore, noise impacts in the area of the proposed CVI point at the Downs Road Gate are not considered significant.

Residences (which are noise-sensitive sites) exist along Hill Avenue north of Lovejoy Road. As described in the Traffic and Transportation section (below), an approximate 1% increase in traffic would occur in this area with the Proposed Action. Noise effects from an increase of that magnitude would



1 most likely not be noticed by neighboring residences; therefore, there would be no significant noise
2 effects to residences from additional traffic along Hill Avenue under the Proposed Action.

3 4 **4.2.2 Alternative 1: New CVI Point at the East Gate**

5
6 The noise impacts from Alternative 1 are similar to the Proposed Action and are not significant.

7 8 **4.2.3 No-Action Alternative: Continuance of** 9 **Commercial Vehicle Inspections at the Main Gate**

10 Under the No-Action Alternative, commercial vehicles would continue to enter into the Main Gate CVI
11 point, turn off their vehicles for inspection and then proceed forward following a passed inspection.
12 These operations would not change the noise-generating environment that currently exists. Therefore,
13 the No-Action Alternative would not create any new noise impacts.
14
15

16 **4.3 Air Installation Compatible Use Zone (AICUZ)**

17 18 **4.3.1 Proposed Action: New CVI Point at the Downs Road Gate**

19 The Proposed Action site is not within the vicinity of the airfield and therefore does not encroach on the
20 primary surface, approach/departure surface, transitional surface or graded area. The Proposed Action
21 site is also not within the Clear Zone, APZ I or APZ II. The Proposed Action site lies under the airfield's
22 inner horizontal surface, which is 150 feet above the ground surface. The Proposed Action structures
23 are less than 150 feet in height; therefore, the Proposed Action structures would not penetrate the inner
24 horizontal surface. Based on the above, the Proposed Action would not affect airfield clearances or
25 AICUZ zones.
26
27

28 **4.3.2 Alternative 1: New CVI Point at the East Gate**

29 The Alternative 1 site is similarly located as the Proposed Action. The Alternative 1 structures are less
30 than 150 feet in height; therefore, the Alternative 1 structures would not penetrate the inner horizontal
31 surface. Based on the above, Alternative 1 would not affect airfield clearances or AICUZ zones.
32
33

34 **4.3.3 No-Action Alternative: Continuance of** 35 **Commercial Vehicle Inspections at the Main Gate**

36 The CVI point at the Main Gate is west of the airfield, but is similarly removed from airfield clearances
37 and AICUZ zones when compared to the Proposed Action and Alternative 1. In this area, the inner
38 horizontal surface is 150 feet above the ground surface. Therefore, the CVI point at the Main Gate does
39 not penetrate the inner horizontal surface. Based on the above, the No-Action Alternative would not
40 affect airfield clearances or AICUZ zones.
41
42

43 **4.4 Soils**

44 45 **4.4.1 Proposed Action: New CVI Point at the Downs Road Gate**

46 Implementation of the Proposed Action would involve the grading of soil with a combination of filling and
47 excavation. Ground disturbance from the Proposed Action would impact approximately 2.03 acres.
48



1 BMPs for sediment and erosion control would be utilized during project construction in accordance with
2 an approved SWPPP that meets Florida state requirements. Long-term vegetation stabilization of
3 exposed soils would also be employed to reduce sediment runoff into receiving water bodies. With the
4 use of project BMPs, there would not be significant adverse impacts to soils from the Proposed Action.
5

6 **4.4.2 Alternative 1: New CVI Point at the East Gate**

7
8 Impacts to soils from the implementation of Alternative 1 are similar to the impacts described for the
9 Proposed Action, except that the area of ground disturbance is approximately 0.86 acres. With the use
10 of project BMPs, there would be no significant adverse impacts to soils from Alternative 1.
11

12 **4.4.3 No-Action Alternative: Continuance of** 13 **Commercial Vehicle Inspections at the Main Gate**

14
15 The No-Action Alternative would not entail disturbance of soils.
16

17 **4.5 Surface Water**

18 19 **4.5.1 Proposed Action: New CVI Point at the Downs Road Gate**

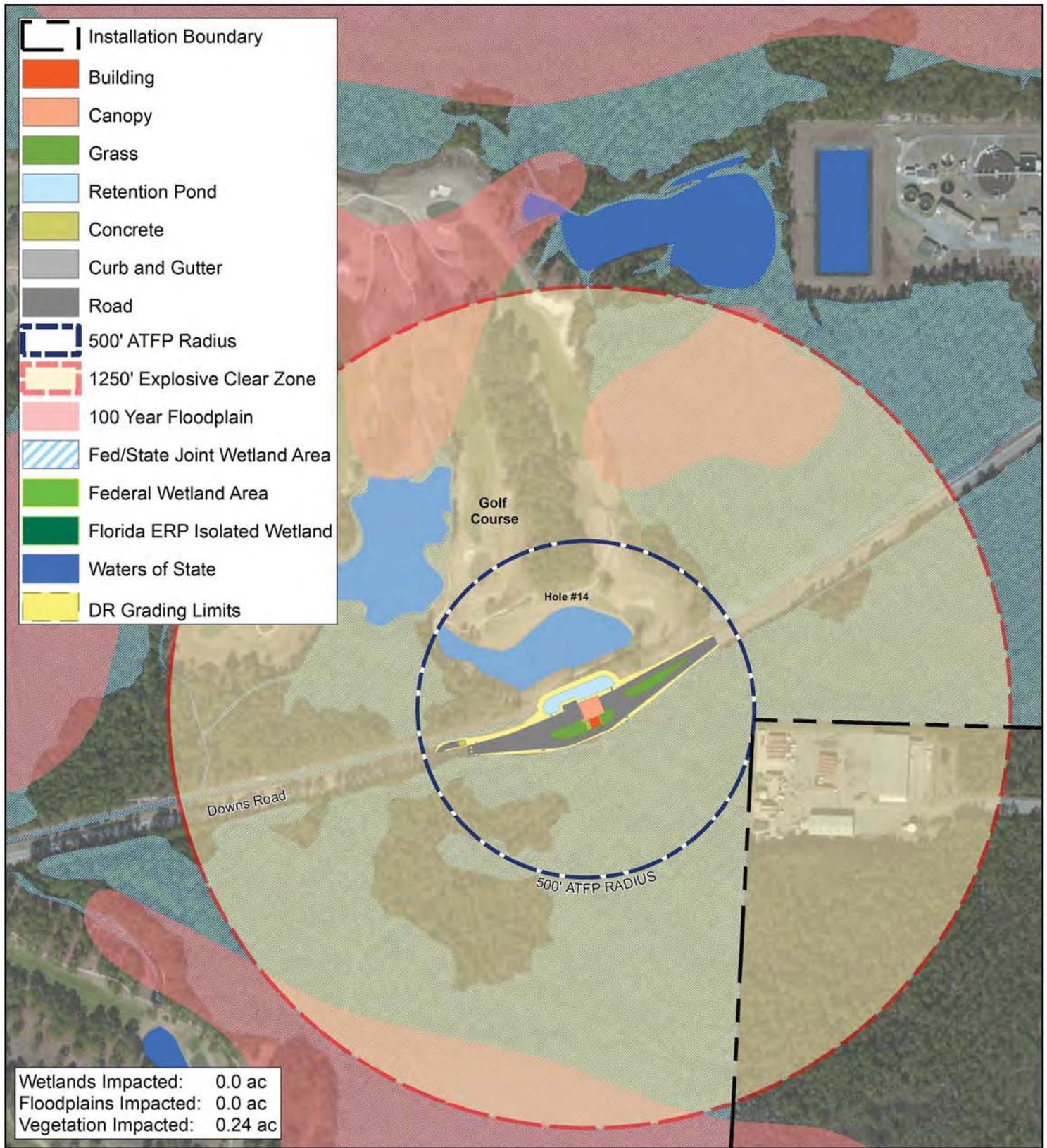
20
21 Demolition/construction activities under the Proposed Action would not occur within any surface water
22 body. Construction/demolition activities would also not involve withdrawals from, or direct discharges to,
23 surface waters. Hurlburt Field would obtain an FDEP NPDES stormwater construction permit and would
24 implement an associated SWPPP. The BMPs and erosion/ sedimentation controls implemented for the
25 project would be discussed in the SWPPP. Hurlburt Field would also update its MS4 SWMP and MSGP
26 SWPPP, as needed, to document any changes in stormwater management that would be necessary as
27 a result of implementing the Proposed Action. A stormwater management retention facility would be
28 constructed north of Downs Road to treat the first half inch of rainfall and attenuate the two-year
29 interval, 24-hour storm rainfall event prior to allowing the stormwater to runoff to receiving water bodies.
30 Because the project area is less than 10 acres in size and the area of impact is less than two acres,
31 self-certification by the engineer of record would comply with Section 32-346 of the F.A.C. for State of
32 Florida Environmental Resource Permitting. With these mitigation and permitting measures in place,
33 impacts to surface water from the Proposed Action would not be significant. Impacts to surface waters,
34 floodplains, vegetation and wetlands are shown on Figure 4-1.
35

36 **4.5.2 Alternative 1: New CVI Point at the East Gate**

37
38 Impacts to surface waters from the implementation of Alternative 1 are similar to the impacts described
39 for the Proposed Action. With the use of those permitting and mitigation measures, there would not be
40 significant impacts to surface waters from Alternative 1. Impacts to surface waters, floodplains,
41 vegetation and wetlands are shown on Figure 4-2.
42

43 **4.5.3 No-Action Alternative: Continuance of** 44 **Commercial Vehicle Inspections at the Main Gate**

45
46 The No-Action Alternative would not entail disturbance of surface waters.
47



**Environmental Assessment for a Commercial Vehicle
Inspection Point at the Downs Road Gate
Hurlburt Field, Florida**

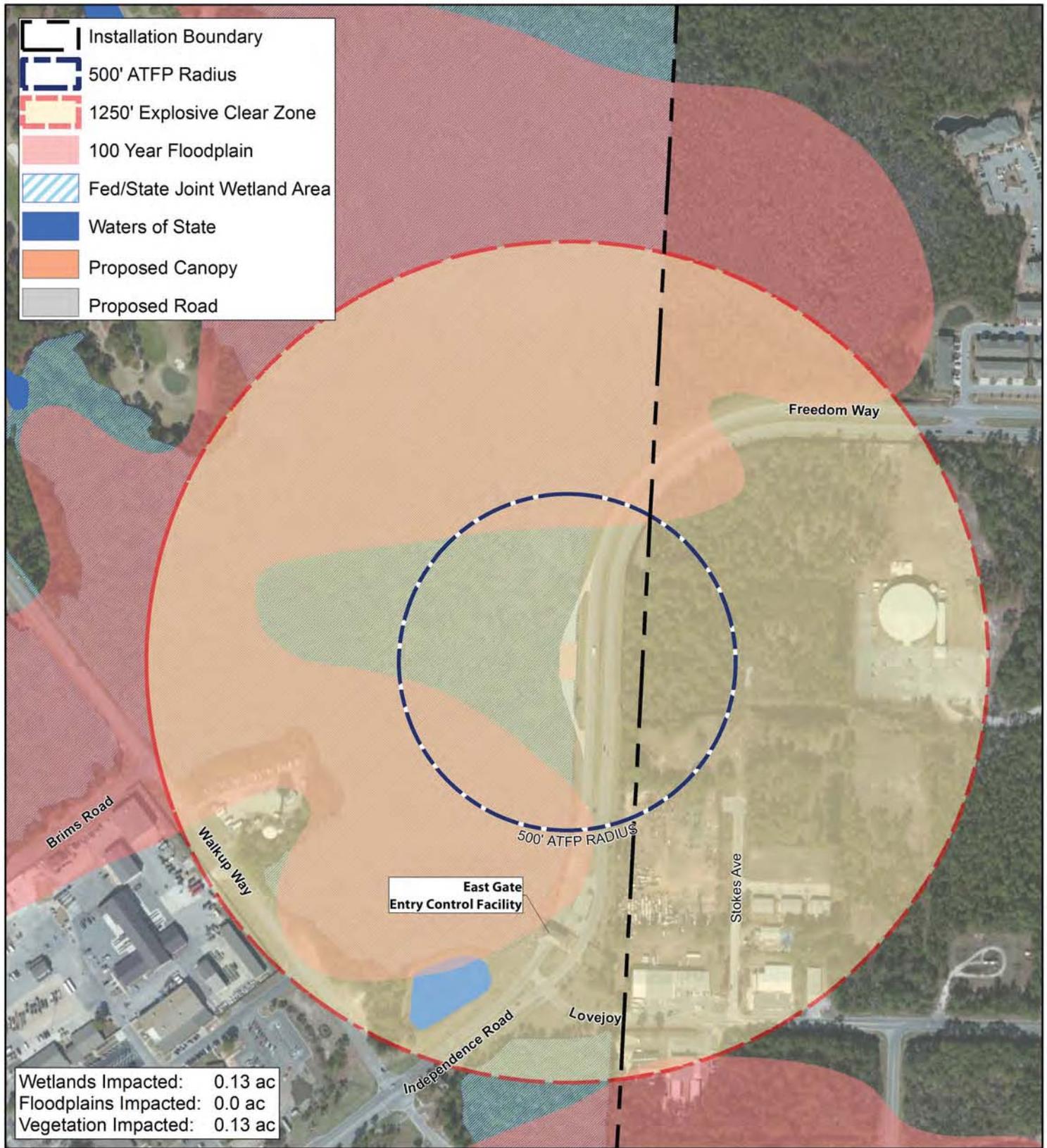


*Proposed Action Downs Road Gate
Environmental Consequences*

Figure 4-1



0 200 400 800 Feet



Environmental Assessment for a Commercial Vehicle Inspection Point at the Downs Road Gate Hurlburt Field, Florida
Alternative 1 - East Gate
Environmental Consequences
 Figure 4-2





1 **4.6 Floodplains**

2
3 **4.6.1 Proposed Action: New CVI Point at the Downs Road Gate**

4
5 Construction of the Proposed Action would not be within a mapped 100-year floodplain.

6
7 **4.6.2 Alternative 1: New CVI Point at the East Gate**

8
9 Construction of Alternative 1 is sited between two areas of floodplain along Freedom Way; therefore, it
10 is not within a mapped 100-year floodplain.

11
12 **4.6.3 No-Action Alternative: Continuance of**
13 **Commercial Vehicle Inspections at the Main Gate**

14
15 The No-Action Alternative is not located within a mapped 100-year floodplain; therefore, implementation
16 of this alternative would not impact floodplains.

17
18 **4.7 Wetlands**

19
20 **4.7.1 Proposed Action: New CVI Point at the Downs Road Gate**

21
22 The Proposed Action facilities and ground improvements would not encroach on wetlands. Because no
23 wetland impacts are anticipated, a federal dredge/fill permit from the USACE would not be required and
24 a state Environmental Resource Permit (FDEP-ERP) would not be required from the Northwest Florida
25 Water Management District (NWFMD).

26
27 **4.7.2 Alternative 1: New CVI Point at the East Gate**

28
29 The Alternative 1 facilities and ground improvements would generate 0.13 acres of fill in wetlands that
30 are waters of the U.S. and waters of the state. Therefore, a federal dredge/fill permit from the USACE
31 would be required. An FDEP-ERP from the NWFMD would also be required. Mitigation in the form of
32 purchasing wetland bank credits from a wetland bank in the region would be necessary to compensate
33 for the loss of wetland functions and values. With the permitting and mitigation measures, there would
34 be no significant effect to wetlands from implementing Alternative 1.

35
36 **4.7.3 No-Action Alternative: Continuance of**
37 **Commercial Vehicle Inspections at the Main Gate**

38
39 Wetlands are not present within the vicinity of the No-Action Alternative; therefore, implementation of
40 this alternative would not affect wetlands.

41
42 **4.8 Vegetation**

43
44 **4.8.1 Proposed Action: New CVI Point at the Downs Road Gate**

45
46 The Proposed Action facilities and ground improvements would affect 0.24 acres of vegetated land. The
47 vegetated land to be affected is scrubland and mowed roadsides and medians. No forests would be



1 affected. Following construction, the exposed ground surfaces would be revegetated with grass for
2 erosion control in accordance with the SWPPP for the project. Landscaping would be included following
3 the Hurlburt Field Landscape Development Plan requirements. With the revegetation and landscaping
4 measures, the impacts to vegetation from the Proposed Action would not be significant.
5

6 **4.8.2 Alternative 1: New CVI Point at the East Gate**

7
8 Alternative 1 would remove 0.13 acres of pine flatwoods. In accordance with the inter-base forestry
9 management agreement between Hurlburt Field and Eglin AFB, Hurlburt Field would offer Eglin AFB the
10 opportunity to harvest the pine flatwoods and forested wetland trees that would be removed under
11 Alternative 1. The Eglin AFB forestry division would determine whether to harvest the trees for timber
12 sale based on their potential sale value. If Eglin AFB decides not to harvest the trees, the construction
13 contractor would either harvest the trees for timber sale or dispose of them as construction debris. In
14 accordance with the INRMP and Landscape Development Plan, Hurlburt Field replaces native trees that
15 are removed from non-developed portions of the base at a 3:1 ratio. Under Alternative 1, Hurlburt Field
16 would plant native trees in other parts of the base at a 3:1 ratio to replace the trees that would be
17 removed. The types of native trees that would be considered for planting, the planting sites and other
18 tree replacement guidelines are outlined in the Landscape Development Plan. Following construction,
19 the exposed ground surfaces would be revegetated with grass for erosion control in accordance with the
20 SWPPP for the project. With the above mitigation measures, the impacts to vegetation from
21 Alternative 1 would not be significant.
22

23 **4.8.3 No-Action Alternative: Continuance of** 24 **Commercial Vehicle Inspections at the Main Gate**

25
26 The No-Action Alternative would not affect vegetation.
27

28 **4.9 Fish and Wildlife**

29 30 **4.9.1 Proposed Action: New CVI Point at the Downs Road Gate**

31
32 The Proposed Action area is currently occupied by pavement and unpaved roads and shoulders
33 associated with the Downs Road Gate, which do not provide fish and wildlife habitat. The Proposed
34 Action would remove 0.24 acres of vegetated area; however, that area would be revegetated as
35 required by the SWPPP and Hurlburt Field's Landscape Development Plan. Therefore, with the
36 revegetation measures, the loss of fish and wildlife habitat would not be significant.
37

38 **4.9.2 Alternative 1: New CVI Point at the East Gate**

39
40 Alternative 1 entails the permanent loss of 0.13 acres of pine flatwoods, which provide wildlife habitat. In
41 accordance with the Hurlburt Field INRMP and Landscape Development Plan, Hurlburt Field replaces
42 native trees that are removed from non-developed portions of the base at a 3:1 ratio. Under
43 Alternative 1, Hurlburt Field would plant native trees in other parts of the base at a 3:1 ratio to replace
44 the trees that would be removed. The types of native trees that would be considered for planting, the
45 planting sites and other tree replacement guidelines are outlined in the Landscape Development Plan.
46 Following construction, the exposed ground surfaces would be revegetated with grass for erosion
47 control in accordance with the SWPPP for the project. With the above mitigation measures, the impacts
48 to vegetation from Alternative 1 would not be significant.
49



1 **4.9.3 No-Action Alternative: Continuance of**
2 **Commercial Vehicle Inspections at the Main Gate**

3
4 The No-Action Alternatives would not affect fish and wildlife.
5

6 **4.10 Listed Species**
7

8 **4.10.1 Proposed Action: New CVI Point at the Downs Road Gate**
9

10 There are no listed species within the Proposed Action project area. The majority of the area is
11 occupied by pavement and other developed land of the Downs Road Gate. Therefore, it is not foreseen
12 that the Proposed Action would affect listed species.
13

14 **4.10.2 Alternative 1: New CVI Point at the East Gate**
15

16 Alternative 1 entails the loss of 0.13 acres of vegetated area, which is primarily pine flatwoods. Although
17 there are no observations of listed species in the Alternative 1 project area, the Florida black bear may
18 potentially transit through the area. The loss of the pine flatwoods would be mitigated through planting,
19 as described in Section 4.8 Vegetation, above. Through employing the vegetation mitigation measures,
20 effects to listed species from implementation of Alternative 1 would not be significant.
21

22 **4.10.3 No-Action Alternative: Continuance of**
23 **Commercial Vehicle Inspections at the Main Gate**
24

25 There are no listed species within the Proposed Action project area. The majority of the area is
26 occupied by pavement and other developed land of the Downs Road Gate. Therefore, it is not foreseen
27 that the Proposed Action would affect listed species.
28

29 **4.11 Land Use**
30

31 **4.11.1 Proposed Action: New CVI Point at the Downs Road Gate**
32

33 Under the Proposed Action, the land use category at the Downs Road Gate would continue to be
34 administrative. The existing (but inactive) ECF would be demolished and a new CVI point and ECF
35 would be constructed. The open space and outdoor recreation land uses adjacent to the new CVI point
36 would be unchanged from what is shown in the Hurlburt Field General Plan.
37

38 **4.11.2 Alternative 1: New CVI Point at the East Gate**
39

40 Under Alternative 1, 0.13 acres of forested land would be converted to the new CVI point. Although the
41 development of a CVI point at Alternative 1 is a direct change to the open space land use, the new CVI
42 point would be compatible with the adjacent East Gate ECF. Therefore, changes in land use for
43 Alternative 1 would not be significant.
44



1 **4.11.3 No-Action Alternative: Continuance of**
2 **Commercial Vehicle Inspections at the Main Gate**

3
4 Under the No-Action Alternative, land use at the Main Gate would be unchanged.
5

6 **4.12 Recreation**

7
8 **4.12.1 Proposed Action: New CVI Point at the Downs Road Gate**

9
10 At the Downs Road Gate, hole 14 of the Gator Lakes Golf Course is located north of, and adjacent to,
11 the proposed CVI point. The golf course would not be affected by development of the CVI point at the
12 Downs Road Gate.
13

14 **4.12.2 Alternative 1: New CVI Point at the East Gate**

15
16 No recreational facilities would be impacted by development of the CVI point at the East Gate.
17

18 **4.12.3 No-Action Alternative: Continuance of**
19 **Commercial Vehicle Inspections at the Main Gate**

20
21 Continuing the use of the CVI point at the Main Gate would not affect recreational resources.
22

23 **4.13 Cultural Resources**

24
25 **4.13.1 Proposed Action: New CVI Point at the Downs Road Gate**

26
27 No NRHP-listed sites or historic districts would be affected by development of the CVI point at the
28 Downs Road Gate. No known archaeological resources would be affected by the Proposed Action. The
29 majority of the site has previously been developed; therefore, there is a low probability that
30 archaeological resources would be encountered. In accordance with the ICRMP, the construction
31 documents would contain an emergency discovery clause. Standard Operating Procedure (SOP 2) of
32 the ICRMP would also be implemented in the event that cultural materials are discovered during
33 demolition/construction activities. SOP 2, *Inadvertent Discovery of Cultural Materials*, provides policy
34 and procedures for the protection, evaluation and coordination of cultural materials in the event they are
35 inadvertently discovered at Hurlburt Field. With the low probability of encountering cultural resources at
36 the site, and the SOP implementation, the Proposed Action would not affect cultural resources.
37

38 **4.13.2 Alternative 1: New CVI Point at the East Gate**

39
40 No NRHP-listed sites or historic districts would be affected by development of Alternative 1. No known
41 archaeological resources would be affected by Alternative 1. According to the predictive modeling
42 described in the ICRMP, the Alternative 1 area is in a low-probability area for archaeological resources.
43 In accordance with the Hurlburt Field ICRMP, the construction documents would contain an emergency
44 discovery clause. SOP 2 of the ICRMP would also be implemented in the event that cultural materials
45 are discovered during demolition/construction activities. SOP 2, *Inadvertent Discovery of Cultural*
46 *Materials*, provides policy and procedures for the protection, evaluation and coordination of cultural
47 materials in the event they are inadvertently discovered at Hurlburt Field. With the low probability of



1 encountering cultural resources at the site and the SOP implementation, the Proposed Action would not
2 affect cultural resources.

3 4 **4.13.3 No-Action Alternative Continuance of** 5 **Commercial Vehicle Inspections at the Main Gate**

6
7 The No-Action Alternative would have no effect on cultural resources.
8

9 **4.14 Hazardous Materials and Waste**

10 11 **4.14.1 Proposed Action: New CVI Point at the Downs Road Gate**

12
13 Demolition of the existing building at the Downs Road Gate for the construction of the new CVI point
14 may generate hazardous waste such as asbestos and lead-based paint. A survey of the Downs Road
15 Gate to be demolished for the presence of asbestos-containing material and lead-based paint would be
16 conducted prior to demolition. Disposal of demolition material would be in accordance with all applicable
17 environmental compliance regulations and Hurlburt Field environmental management plans. ERP sites
18 would not be affected by the Proposed Action because these sites are not located in the Proposed
19 Action vicinity. Operation of the new CVI point would not generate hazardous materials or waste. Based
20 on the information above, implementation of the Proposed Action would not have significant effects to
21 hazardous materials and waste.
22

23 **4.14.2 Alternative 1: New CVI Point at the East Gate**

24
25 Implementation of Alternative 1 would not generate hazardous materials or waste. ERP sites would not
26 be affected by the Proposed Action because these sites are not located in the Alternative 1 vicinity.
27 Based on the information above, implementation of Alternative 1 would not have significant effects to
28 hazardous materials and waste.
29

30 **4.14.3 No-Action Alternative: Continuance of** 31 **Commercial Vehicle Inspections at the Main Gate**

32
33 The No-Action Alternative would not generate hazardous wastes or materials.
34

35 **4.15 Safety and Occupational Health**

36 37 **4.15.1 Proposed Action: New CVI Point at the Downs Road Gate**

38
39 Contractors implementing the Proposed Action would be responsible for following all applicable OSHA
40 regulations and for conducting their work in a manner that does not pose unacceptable risk to workers
41 or installation personnel. Industrial hygiene responsibilities of contractors as applicable would include
42 reviewing potentially hazardous workplaces; monitoring exposure to workplace chemicals (e.g.,
43 asbestos, lead, hazardous material) and physical (e.g., noise propagation) and biological (e.g.,
44 infectious waste) agents; recommending and evaluating controls (e.g., personal protective equipment)
45 to ensure personnel would be properly protected or unexposed; and ensuring a medical surveillance
46 program is in place to perform occupational health physicals for those workers subject to any accidental
47 chemical exposures or engaged in working with hazardous waste.
48



1 Other than being exposed to traffic hazards and AT/FP threats, personnel working at the gates would
2 not be exposed to other safety and occupational health hazards. Personnel working at the gates would
3 be appropriately trained for the hazards of their occupations. Based on the above information, there
4 would not be significant effects to safety and occupational health from implementing the Proposed
5 Action.

6
7 A 500-foot AT/FP radius at the Downs Road Gate is entirely within the installation, and there are no
8 buildings within the 500-foot radius. Therefore, there would not be any effects to AT/FP safety under the
9 Proposed Action.

10
11 In the event of an explosion at the Downs Road Gate CVI point, golf players and off-base workers at the
12 Waste Management Inc. facility could be affected by high-speed, low-angle blast fragments. The
13 number of persons that would be potentially affected, however, would be less than those exposed to
14 this threat by Alternative 1 (new CVI point at the East Gate) or the No-Action Alternative (continuance of
15 commercial vehicle inspections at the Main Gate); therefore, there would not be significant effects from
16 the imposition of the 1,250-foot explosive clear zone.

17
18 Additional trucks (including trucks hauling munitions) would travel adjacent to residential land uses
19 along Hill Avenue north of Lovejoy Road. As described in the traffic and transportation section below,
20 however, there will only be a 1% increase in traffic along Hill Avenue/Martin Luther King Jr. Boulevard
21 by the Proposed Action; therefore, there would be minimal potential for increased traffic accidents with
22 the Proposed Action along Hill Avenue/Martin Luther King Jr. Boulevard. These haulers represent 60%
23 of munitions deliveries (deliveries that arrive from the west). The remainder of munitions haulers from
24 the north and east (that travel along US 98, currently) would likely find new routes from the north to
25 access Martin Luther King Jr. Blvd. Munitions haulers along Hill Avenue/Martin Luther King Jr. and other
26 roads would be in transportation mode where a clear zone from a potential explosion would not be
27 required. Further, trucks hauling munitions must comply with the requirements of the U.S. Department of
28 Transportation Hazardous Materials Transportation Act, and their cargo consists of unassembled
29 munitions components.

30
31 Munitions haulers entering the Downs Road Gate will travel farther on base to reach their destinations
32 west of the flightline than under the current condition. Although there would be an increase in lane
33 mileage on base by munitions haulers, the trucks will be in transportation mode where a clear zone from
34 a potential explosion would not be required. These trucks would follow Independence Road and
35 traverse through the airfield clear zone, which could present an aviation hazard in the event of
36 breakdown or other stoppage of a truck hauling munitions in the area.

37
38 Hurlburt Field is currently conducting a study to determine a potential munitions haul route in the
39 western portion of the base (where the munitions storage area is located). If a munitions haul route is
40 identified and developed in the western portion of the base, then the munitions truck travel route through
41 the base would be decreased, and the corresponding potential safety issues would be reduced. Also,
42 the widening and realignment of Independence Road in the future would remove the concern of trucks
43 traversing the airfield clear zone.

44
45 Considering the factors above, truck transportation caused by the relocation of the CVI point operations
46 from the Main Gate to the Downs Road Gate will have no significant safety effects.

47 **4.15.2 Alternative 1: New CVI Point at the East Gate**

48
49 Impacts to worker safety and occupational health from Alternative 1 are similar to the Proposed Action.
50 Alternative 1 would entail the construction of a new CVI point in open space along Freedom Way. There
51



1 are no buildings within the 500-foot AT/FP radius at the East Gate, but a portion of the 500-foot AT/FP
2 radius would extend on private lands outside the boundary of the installation.

3
4 In the event of an explosion at the East Gate CVI point, persons occupying the off-base churches, light-
5 industrial facilities, the animal welfare society facility and the on-base dive shop could be affected by
6 high-speed, low-angle blast fragments (which would present an adverse safety effect). The number of
7 persons potentially affected would be more than those exposed to this threat under the Proposed Action
8 (new CVI point at the Downs Road Gate) but less than those exposed to this threat under the No-Action
9 Alternative (continuance of commercial vehicle inspections at the Main Gate).

10
11 Additional trucks (including trucks hauling munitions) would travel adjacent to residential land uses
12 along Hill Avenue north of Lovejoy Road. As described in the traffic and transportation section below,
13 however, there will only be a 1% increase in traffic along Hill Avenue/Martin Luther King Jr. Boulevard
14 by the Proposed Action; therefore, there would be minimal potential for increased traffic accidents with
15 the Proposed Action along Hill Avenue/Martin Luther King Jr. Boulevard. Munitions haulers along Hill
16 Avenue/Martin Luther King Jr. would be in transportation mode where a clear zone from a potential
17 explosion would not be required. Further, trucks hauling munitions must comply with the requirements of
18 the U.S. Department of Transportation Hazardous Materials Transportation Act.

19
20 Munitions haulers entering the East Gate will travel farther on base to reach their destinations west of
21 the flightline than under the current condition. Although there would be an increase in lane mileage on
22 base by munitions haulers, the trucks will be in transportation mode where a clear zone from a potential
23 explosion would not be required. Considering the factors above, truck transportation caused by the
24 relocation of the CVI point operations from the Main Gate to the East Gate will have no significant safety
25 effects.

26 27 **4.15.3 No-Action Alternative: Continuance of** 28 **Commercial Vehicle Inspections at the Main Gate**

29
30 Implementing the No-Action Alternative would not affect the worker safety and occupational
31 environment at the Main Gate CVI point.

32
33 Building 90005 of the 505th Command and Control Wing (and its associated parking lots along O'Neill
34 Avenue) would continue to be within the 500-foot AT/FP radius. This situation is not within the AT/FP
35 compliance requirements as prescribed by the 1SOW Antiterrorism Office. Therefore, the continuation
36 of this situation would present an adverse effect to safety.

37
38 In the event of an explosion at the Main Gate CVI point, persons occupying the chapel, the aquatic
39 center/gymnasium, the western Child Development Center, and the 505th Command and Control Wing
40 could be affected by high-speed, low-angle blast fragments (which would present an adverse safety
41 effect). The number of persons potentially affected would be more than those exposed to this threat by
42 the Proposed Action (new CVI point at the Downs Road Gate) or Alternative 1 (new CVI point at the
43 East Gate).

44
45 Trucks that enter the CVI point at the Main Gate encounter a higher level of traffic congestion than what
46 would be experienced at the Downs Road Gate or the East Gate; therefore, the continued use of the
47 CVI point at the Main Gate would present an adverse effect to traffic safety.

48



1 **4.16 Socioeconomics**

2
3 **4.16.1 Proposed Action: New CVI Point at the Downs Road Gate**

4
5 The Proposed Action would not require permanent personnel relocations or employee hires.
6 Contractors would conduct the work and existing Hurlburt Field personnel would oversee the
7 contractors. Therefore, the Proposed Action would not permanently change the number of persons
8 working at Hurlburt Field or living in the local area. Demolition/construction work associated with the
9 Proposed Action would have a minor, short-term, positive impact on the local economy. Direct
10 expenditures for construction-related materials would benefit local suppliers and secondary spending by
11 workers would benefit businesses near Hurlburt Field, such as gas stations and restaurants.
12 Demolition/construction work would have a negligible impact on the total labor force and employment in
13 the region as a result of the small number of jobs that would be created. Any increase in employment
14 would be temporary and relatively small. For these reasons, The Proposed Action would have a minor
15 positive impact on socioeconomics; the impact that the Proposed Action would have on socioeconomics
16 would not be significant.

17
18 **4.16.2 Alternative 1: New CVI Point at the East Gate**

19
20 Impacts to socioeconomics from Alternative 1 would be similar to the Proposed Action and would not be
21 significant.

22
23 **4.16.3 No-Action Alternative: Continuance of**
24 **Commercial Vehicle Inspections at the Main Gate**

25
26 Implementing the No-Action Alternative would not affect socioeconomics.

27
28 **4.17 Traffic and Transportation**

29
30 **4.17.1 Proposed Action: New CVI Point at the Downs Road Gate**

31
32 With the construction of the CVI point on Downs Road, traffic patterns for the commercial vehicles would
33 change. This commercial traffic from Navarre, Pensacola and other cities to the west may travel east on
34 US 98 past the Main Gate before traveling north on Doolittle Boulevard to westbound on Hollywood
35 Boulevard. These vehicles would then turn north on Hill Avenue. Hill Avenue eventually turns into Martin
36 Luther King Jr. Boulevard. Commercial vehicles would then turn left onto Downs Road to access the
37 CVI point and Downs Road Gate ECF. Other commercial vehicles from Pensacola and cities further
38 west could also access the Downs Road Gate by traveling on I-10 east to S. Ferdon Boulevard (SR 85)
39 to south on SR 123 and SR 189 to reach Martin Luther King Jr. Boulevard. Commercial vehicles from
40 the east would use Beal Parkway and Mary Esther Boulevard to Hollywood Boulevard to Hills Avenue
41 and Martin Luther King Jr. Boulevard to access the Downs Road Gate.

42
43 Martin Luther King Jr. Boulevard in the area of Downs Road currently carries 24,500 vehicles per day
44 (vpd) according to the latest traffic counts from Okaloosa County. Approximately 5 to 10% of that traffic
45 is large trucks. The relocation of the CVI is expected to move 160 vpd from the Main Gate to the Downs
46 Road Gate. Under the Proposed Action, 71% of commercial vehicles would arrive from south of the
47 Downs Road/Martin Luther King Jr. Boulevard intersection. The remainder of commercial vehicles would
48 arrive from north of the intersection (see Figure 4-3). Under this alternative, 121 additional commercial
49 vehicles per day would travel along Hill Avenue, north of Lovejoy Road. This would cause an



1 approximate increase in 1% traffic to the Martin Luther King Jr. Boulevard daily traffic (including trucks
 2 hauling munitions). An increase of that magnitude would most likely not be noticed by the general
 3 traveling public or neighboring residences (between Lovejoy Road and Freedom Way) and would not
 4 present a significant effect to traffic and transportation facilities.

5
 6 Within the installation, the origin and destination data show that for the Proposed Action, there would be
 7 an increase in lane miles traveled by commercial vehicles (including trucks hauling munitions) because
 8 the majority of destinations are located west of the flight line. The data in Table 4-1 shows the mileage
 9 from the various gates to delivery destinations on the installation. Using this information along with data
 10 on the number of trips per day, there would be an increase from 146 to 518 average miles traveled per
 11 day for commercial vehicles under the Proposed Action (a new CVI point at the Downs Road Gate).
 12 Figure 4-4 shows that the increase in lane miles is because the majority of truck trip destinations are
 13 west of the runway. This magnitude of increase will likely present an adverse effect to traffic movement
 14 on installation roads. The base is planning to widen and realign Independence Avenue in the future,
 15 which would partially compensate for this increase in traffic congestion. The widening and realignment
 16 of Independence Road is discussed in the Cumulative Impacts section of this EA.

17 **Table 4-1: On-Base Destinations of Truck Trips**

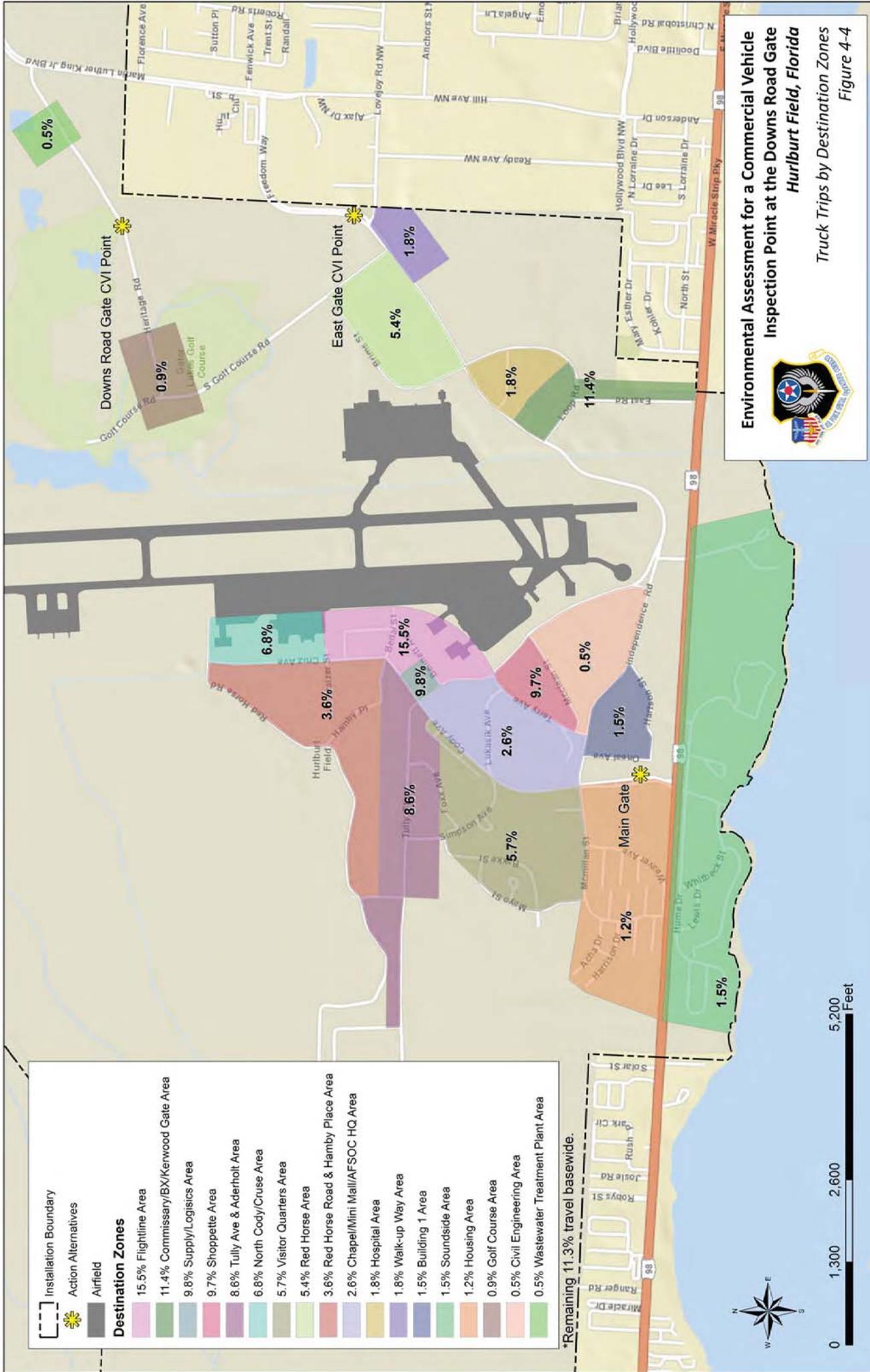
Destination	Proposed Action (Miles)	Alternative 1 (Miles)	No Action (Miles)
Walk-Up Way Area	1.3	0.0	2.1
Red Horse Area	1.4	1.4	2.0
Hospital Area	1.9	1.9	1.6
Civil Engineering Area	2.8	2.8	0.7
Shopette Area	3.3	3.3	0.2
Building 1 Area	3.3	3.3	0.2
Housing	3.7	3.7	0.4
Chapel/Mini-Mall/AFSOC HQ Area	3.7	3.7	0.4
Visitor Quarters Area	4.1	4.1	0.8
Tully Avenue and Aderholt Area	4.4	4.4	0.7
Flightline Area	3.7	3.7	1.0
North Cody/Cruz Area	4.3	4.3	1.0
Red Horse Road/Hamby Place Area	4.4	4.4	0.8
Soundside Area	3.8	3.8	0.4
Golf Course Area	0.5	0.0	3.0
Wastewater Treatment Plant Area	0.0	0.0	3.8
Supply/Logistics Area	4.0	4.0	0.7
Commissary/BX/Kerwood Gate Area	2.1	2.1	1.4

18
 19 For the Proposed Action (a new CVI point at the Downs Road Gate), the CVI point is 2,900 feet from
 20 Martin Luther King Jr. Boulevard. That distance would be sufficient to allow for a cordon area that would
 21 not require the closure of Martin Luther King Jr. Boulevard during an emergency; therefore, the
 22 Proposed Action (a new CVI point at the Downs Road Gate) would not affect traffic along Martin Luther
 23 King Jr. Boulevard under an emergency that would require a cordon area.

24
 25 The CVI point is 2,500 feet from the southbound lanes of Martin Luther King Jr. Boulevard. Therefore, a
 26 minimum of 33 commercial vehicles can queue along Downs Road while waiting for processing at the
 27 CVI point. The ability to queue 33 commercial vehicles along Downs Road will not adversely affect
 28 traffic movement along Martin Luther King Jr. Boulevard.

30 **4.17.2 Alternative 1: New CVI Point at the East Gate**

31
 32 Commercial vehicles would need to utilize the same roadways to access the East Gate as described
 33 under the Proposed Action. Due to the location of the East Gate, the traffic impacts to the surrounding
 34 roadways would be similar to what would be experienced under the Proposed Action. The CVI point



Legend	
	Installation Boundary
	Action Alternatives
	Airfield
Destination Zones	
	15.5% Flightline Area
	11.4% Commissary/BX/Kerwood Gate Area
	9.8% Supply/Logistics Area
	9.7% Shoppette Area
	8.6% Tully Ave & Aderholt Area
	6.8% North Cody/Cruise Area
	5.7% Visitor Quarters Area
	5.4% Red Horse Area
	3.6% Red Horse Road & Hamby Place Area
	2.6% Chapel/Mini Mall/AFSOC HQ Area
	1.8% Hospital Area
	1.8% Walk-up Way Area
	1.5% Building 1 Area
	1.5% Soundside Area
	1.2% Housing Area
	0.9% Golf Course Area
	0.5% Civil Engineering Area
	0.5% Wastewater Treatment Plant Area

*Remaining 11.3% travel base-wide.



Environmental Assessment for a Commercial Vehicle Inspection Point at the Downs Road Gate Hurlburt Field, Florida

Truck Trips by Destination Zones

Figure 4-4





1 would be constructed prior to the East Gate and separated from the POV inbound lanes. Therefore,
2 Alternative 1 would not have a significant effect on traffic and transportation facilities.

3
4 For Alternative 1 (a new CVI point at the East Gate), the CVI point is 2,900 feet from Martin Luther King
5 Jr. Boulevard on Freedom Way. That distance would be sufficient to allow for a cordon area that would
6 not require the closure of Martin Luther King Jr. Boulevard during an emergency. Closures of local
7 roadways (such as Lovejoy Road west of Martin Luther King Jr. Boulevard) would be needed in the
8 event of an emergency cordon, but the roads are not through roads and would only affect a small
9 volume of local traffic. Therefore, Alternative 1 (a new CVI point at East Gate) would affect traffic to a
10 higher level than the Proposed Action (a new CVI point at the Downs Road Gate) but to a lesser extent
11 than the No Action Alternative (continuing commercial vehicle inspections at the Main Gate) in the event
12 of an emergency that would require a cordon area.

13
14 This alternative has capacity to queue a minimum of two commercial vehicles along the entrance to the
15 CVI point before vehicles would begin stacking into the Freedom Way inbound lanes to the East Gate.
16 This queuing length is less than both the Proposed Action (a new CVI point at the Downs Road Gate)
17 and the No Action Alternative (continuing commercial vehicle inspections at the Main Gate).

18
19 Within the installation, the origin and destination data shows that, for Alternative 1, there would be an
20 increase in lane miles traveled by commercial vehicles (including trucks hauling munitions) because the
21 majority of destinations are located west of the flight line. The data shows the increase would be from
22 146 to 239 average miles traveled per day for commercial vehicles under Alternative 1 (a new CVI point
23 at the East Gate). This magnitude of increase would likely present an adverse effect to traffic movement
24 on installation roads. The base is planning to widen and realign Independence Avenue in the future,
25 which would partially compensate for this increase in traffic congestion.

27 **4.17.3 No-Action Alternative: Continuance of** 28 **Commercial Vehicle Inspections at the Main Gate**

29
30 If no changes are made to the existing CVI point, conflicts between commercial vehicles and POV
31 merges would continue to occur and grow causing additional queuing and safety concerns. Further, the
32 location of the existing CVI point at the Main Gate constrains the design and operation of the SPUI at
33 US 98 and Cody Avenue. Therefore, the No-Action Alternative would have an adverse effect on off-
34 base traffic and transportation facilities.

35
36 For the No-Action Alternative (continuance of commercial vehicle inspections at the Main Gate), the CVI
37 point is 500 feet from the US 98 westbound lanes. During an emergency at the CVI point, a cordon area
38 would require the closure of US 98, which is a major regional thoroughfare. Closure of US 98 under an
39 emergency would cause an adverse effect to off-base traffic and transportation networks.

40
41 The Main Gate CVI point has capacity to queue a minimum of four commercial vehicles along the
42 entrance lanes leading to the CVI point before vehicles begin stacking on US 98. This condition is better
43 than Alternative 1 (a new CVI point at East Gate), but does not provide the 33-vehicle queuing length
44 under the Proposed Action (a new CVI point at the Downs Road Gate).

45
46 Under the No-Action alternative, 67% of commercial vehicles (including trucks hauling munitions) would
47 arrive from the east while the remainder would arrive from the west, as described in the Existing
48 Conditions chapter. Under the No Action Alternative, there would be no change in commercial vehicle
49 travel patterns on the installation.



1 **4.18 Utilities**

2
3 **4.18.1 Proposed Action: New CVI Point at the Downs Road Gate**

4
5 Sanitary sewer, water, electric and communication utilities are present at the Downs Road Gate area
6 and are adequate for operation of the new CVI point following construction of the Proposed Action. The
7 building at the new CVI point is 635 square feet and would require minor additional capacity to the utility
8 network. Therefore, implementation of the Proposed Action would not present a significant effect to
9 base utilities.

10
11 **4.18.2 Alternative 1: New CVI Point at the East Gate**

12
13 Sanitary sewer, water, electric and communications utilities are present at the East Gate. However,
14 service connections to the new CVI point would need to be extended for Alternative 1. A proposed
15 building at the new CVI point would be small and would require minor additional capacity to the utility
16 network. Therefore, implementation of Alternative 1 would not present a significant effect to base
17 utilities.

18
19 **4.18.3 No-Action Alternative: Continuance of**
20 **Commercial Vehicle Inspections at the Main Gate**

21
22 Implementation of the No-Action Alternative would involve no changes to the utility capacity or
23 infrastructure.

24
25 **4.19 Environmental Justice and Protection of Children**

26
27 **4.19.1 Proposed Action: New CVI Point at the Downs Road Gate**

28
29 There are no persons that live in the vicinity of the Proposed Action and there are no minority or low-
30 income populations along the roadways within Mary Esther and Fort Walton Beach east of the
31 installation. Therefore, the Proposed Action would not generate disproportionately high or adverse
32 effects to minority or low-income populations.

33
34 Children under the age of 18 are not normally within the Downs Road Gate area. Therefore, the
35 Proposed Action would not entail environmental health and safety risks that would disproportionately
36 affect children.

37
38 **4.19.2 Alternative 1: New CVI Point at the East Gate**

39
40 Implementation of Alternative 1 would have similar effects as the Proposed Action for the environmental
41 justice and protection of children. Children may occasionally be present at the off-base churches within
42 the 1,250-foot explosive clear zone; however, this occasional exposure would not entail environmental
43 health and safety risks that would disproportionately affect children.



1 **4.19.3 No-Action Alternative: Continuance of**
 2 **Commercial Vehicle Inspections at the Main Gate**

3
 4 The No Action Alternative would have no impacts to minority or low-income populations. The western
 5 Child Development Center and recreation fields are within the 1,250-foot explosive clear zone
 6 surrounding the Main Gate, if a vehicle of explosive concern were to be present there. For this reason,
 7 the No Action Alternative would entail environmental health and safety risks that would
 8 disproportionately affect children.
 9

10 **4.20 Cumulative Impacts**

11
 12 A cumulative impact is the impact on the environment which results from the incremental impact of the
 13 Proposed Action when added to other past, present and reasonably foreseeable future actions (RFFA)
 14 regardless of what agency (federal or non-federal) or person undertakes those actions. Cumulative
 15 impacts can result from individually minor but collectively significant actions taking place over a period of
 16 time. Table 4-2 shows the projects considered as RFFAs and their associated impacts. Figure 4-5
 17 shows the locations of these projects.
 18

Table 4-2: Cumulative Effects Projects¹

Project	Sponsor	Past, Present, or RFFA?	Principal Impacts
Intersection of Downs Road and Martin Luther King Jr. Boulevard Turning Lanes and New Traffic Signal	Okaloosa County and Florida Department of Transportation	RFFA	Wetlands= 0.2 acres Floodplains= 0.3 acres Transportation=positive effect
Realignment of Independence Road and Widening to Four Lanes—Howie Walters Road to Tully Street (USAF Project Number: FTEV 073021, USAF Project Name: Airfield Waiver-Realign Independence Road)	Hurlburt Field	RFFA	Wetlands= 0.4 acres Floodplains= 0.1 acres Airfield Restrictions=Positive impact by moving vehicles out of airfield primary surface Transportation=positive effect
Single Point Urban Interchange—Cody Avenue at US 98	Hurlburt Field and Florida Department of Transportation	RFFA	Wetlands= 0.0 acres Floodplains= 0.0 acres Transportation=positive effect

¹The Northwest Bypass is not included because the timeframe for development of that project is so far in the future it would not be considered a reasonably foreseeable future action.

19
 20 Direct impacts to wetlands and floodplains would not occur with the Proposed Action. Although two of
 21 the three projects described in Table 4-2 above generate impacts to wetlands and floodplains, USACE
 22 and state permitting for those individual project impacts would be required. Also, mitigation to offset
 23 those impacts would likely be required (depending on final calculations of impacts). Therefore,
 24 cumulative effects to wetlands and floodplains from the Proposed Action and the RFFAs would not be
 25 anticipated because of the permitting and mitigation measures that would be completed. Development
 26 of the individual projects above would have positive effects on traffic movement on-base and in the
 27 surrounding area. Therefore, when the RFFAs are combined with the Proposed Action, there would be
 28 an overall positive cumulative effect to on-base and off-base transportation networks.
 29



Traffic Signal and Turn Lanes
Downs Road at Martin Luther King, Jr.
Intersection by Okaloosa County
and Florida Department of
Transportation

Realignment of
Independence Road and
Widening to Four Lanes
Howie Walters Road
to Tully Street

Single Point
Urban Interchange
Cody Avenue at US 98

**Environmental Assessment for a Commercial Vehicle
Inspection Point at the Downs Road Gate
Hurlburt Field, Florida
Cumulative Effects Projects
Figure 4-5**





1 **4.21 Summary of Environmental Consequences**

2

Table 4-3: Summary of Environmental Consequences

Resource	Proposed Action	Alternative 1	No-Action Alternative
Air Quality	No Significant Effect	No Significant Effect	No Effect
Noise	No Significant Effect	No Significant Effect	No Effect
Air Installation Compatible Use Zone	No Effect	No Effect	No Effect
Soils	No Significant Effect	No Significant Effect	No Effect
Surface Water	No Significant Effect	No Significant Effect	No Effect
Floodplains	No Effect	No Effect	No Effect
Wetlands	No Effect	No Significant Effect	No Effect
Vegetation	No Significant Effect	No Significant Effect	No Effect
Fish and Wildlife	No Significant Effect	No Significant Effect	No Effect
Listed Species	No Effect	No Significant Effect	No Effect
Land Use	No Effect	No Significant Effect	No Effect
Recreation	No Effect	No Effect	No Effect
Cultural Resources	No Effect	No Effect	No Effect
Hazardous Materials and Waste	No Significant Effect	No Significant Effect	No Effect
Safety and Occupational Health	No Significant Effect	Adverse Effect	Adverse Effect
Socioeconomics	No Significant Effect	No Significant Effect	No Effect
Traffic Flow	Adverse Effect (On Base)	Adverse Effect (On Base)	Adverse Effect (Off Base)
Utilities	No Significant Effect	No Significant Effect	No Effect
Environmental Justice and Protection of Children	No Effect	No Effect	Adverse Effect
Adverse Cumulative Impacts	No	No	No

3



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APPENDIX A: CZMA CONSISTENCY DETERMINATION

1 The federal Coastal Zone Management Act (CZMA) provides assistance to states, in cooperation with
 2 federal and local agencies, for developing land and water use programs in coastal zones. According to
 3 Section 307 of the CZMA, federal projects that affect land uses, water uses or coastal resources in a
 4 state's coastal zone must be consistent, to the maximum extent practicable, with the enforceable
 5 policies of that state's federally approved coastal zone management plan. The Florida Coastal
 6 Management Program (FCMP) is based on a network of state agencies implementing 23 statutes that
 7 protect and enhance Florida's natural, cultural and economic coastal resources. The Florida Department
 8 of Environmental Protection (FDEP) implements the FCMP and makes the state's final consistency
 9 determination, which will either agree or disagree with the applicant's own consistency determination.
 10 Table A-1 provides Hurlburt Field's Coastal Zone Management Consistency Determination for the
 11 Proposed Action.
 12

Table A-1: Coastal Zone Management Consistency Determination

Statute	Consistency	Scope
Chapter 161 <i>Beach and Shore Preservation</i>	Not applicable to the Proposed Action	Authorizes the Bureau of Beaches and Coastal Systems within FDEP to regulate the construction on or seaward of the state's beaches.
Chapter 163, Part II <i>Local Government Comprehensive Planning and Land Development Regulation Act</i>	Not applicable to the Proposed Action	Requires local governments to prepare, adopt and implement comprehensive plans that encourage the most appropriate use of land and natural resources in a manner consistent with the public interest.
Chapter 186 <i>State and Regional Planning</i>	Not applicable to the Proposed Action	Details the state-level planning requirements. Requires the development of special statewide plans governing water-use, land development, and transportation.
Chapter 252 <i>Emergency Management</i>	Not applicable to the Proposed Action	Provides for the planning and implementation of the state's response to natural and manmade disasters, efforts to recover from natural and manmade disasters, and the mitigation of natural and manmade disasters.
Chapter 253 <i>State Lands</i>	Not applicable to the Proposed Action	Addresses the state's administration of public lands and property of the state and provides direction regarding the acquisition, disposal and management of all state lands.
Chapter 258 <i>State Parks and Preserves</i>	Not applicable to the Proposed Action	Addresses the administration and management of state parks and preserves.
Chapter 259 <i>Land Conservation Act of 1972</i>	Not applicable to the Proposed Action	Authorizes acquisition of environmentally endangered lands and outdoor recreation lands.
Chapter 260 <i>Recreational Trails System</i>	Not applicable to the Proposed Action	Authorizes the acquisition of land to create a recreational trails system and to facilitate the management of the system.
Chapter 267 <i>Archives, History, and Records Management</i>	Based on the EA, the Proposed Action would not involve any activity that would be inconsistent with this statute. The Proposed Action would have no effect on the state's archaeological or historical resources.	Addresses the management and preservation of the state's archaeological and historical resources.
Chapter 288 <i>Commercial Development and Capital Improvements</i>	Not applicable to the Proposed Action	Provides the framework for promoting and developing the general business, trade and tourism components of the state economy.
Chapter 334 <i>Transportation Administration</i>	Not applicable to the Proposed Action	Addresses the state's policy concerning transportation administration.



Table A-1: Coastal Zone Management Consistency Determination

Statute	Consistency	Scope
Chapter 339 <i>Transportation Finance</i>	Not applicable to the Proposed Action	Addresses the finance and planning needs of the state's transportation system.
Chapter 370 <i>Saltwater Fisheries</i>	Not applicable to the Proposed Action	Addresses the management and protection of the state's saltwater fisheries.
Chapter 372 <i>Wildlife</i>	Based on the EA, the Proposed Action would not involve any activity that would be inconsistent with this statute. The Proposed Action would not adversely impact the state's wildlife resources.	Addresses the management of the wildlife resources of the state.
Chapter 373 <i>Water Resources</i>	Based on the EA, the Proposed Action would not involve any activity that would be inconsistent with this statute. The Proposed Action would not adversely impact the state's water resources.	Addresses the state's policy concerning water resources.
Chapter 375 <i>Outdoor Recreation and Conservation</i>	Not applicable to the Proposed Action	Develops a comprehensive multipurpose outdoor recreation plan to document recreational supply and demand, describe current recreational opportunities, estimate the need for additional recreational opportunities and propose the means to meet the identified needs.
Chapter 376 <i>Pollutant Discharge, Prevention and Removal</i>	Based on the EA, the Proposed Action would not involve any activity that would be inconsistent with this statute. The Proposed Action would be in compliance with the state's pollutant discharge, prevention and removal policies and regulations.	Regulates the transfer, storage and transportation of pollutants and the cleanup of pollutant discharges.
Chapter 377 <i>Energy Resources</i>	Not applicable to the Proposed Action	Addresses the regulation, planning, and development of the energy resources of the state.
Chapter 379 <i>Fish and Wildlife Conservation</i>	Based on the EA, the Proposed Action would not involve any activity that would be inconsistent with this statute. The Proposed Action would be in compliance with the state's fish and wildlife conservation policies and regulations.	Addresses policies and regulations associated with the state's fish and wildlife conservation program.
Chapter 380 <i>Land and Water Management</i>	Not applicable to the Proposed Action	Establishes land and water management policies to guide and coordinate local decisions relating to growth and development.
Chapter 381 <i>Public Health; General Provisions Sections</i> 381.001, 381.0011, 381.0012, 381.006, 381.0061, 381.0065, 381.0066, 381.0067	Not applicable to the Proposed Action	Establishes public policy concerning the state's public health system.
Chapter 388 <i>Mosquito Control</i>	Not applicable to the Proposed Action	Addresses the mosquito-control effort in the state
Chapter 403 <i>Environmental Control</i>	Based on the EA, the Proposed Action would not involve any activity that would be inconsistent with this statute. The Proposed Action would be in compliance with the state's environmental control policies and regulations.	Establishes public policy concerning environmental control in the state.
Chapter 582 <i>Soil and Water Conservation</i>	Based on the EA, the Proposed Action would not involve any activity that would be inconsistent with this statute. The Proposed Action would be in compliance with the state's soil and water conservation policies and regulations.	Provides for the control and prevention of soil erosion.



APPENDIX B: IICEP CORRESPONDENCE

- 1 To be completed for the Final EA.



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APPENDIX C: PUBLIC INVOLVEMENT

- 1 To be completed for the Final EA.



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