ENVIRONMENTAL ASSESSMENT FOR PROPOSED DISPOSITION OF DEFENSE FUEL SUPPORT POINT, NEWINGTON, NEW HAMPSHIRE

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Draft Final

ENVIRONMENTAL ASSESSMENT FOR PROPOSED DISPOSITION OF DEFENSE FUEL SUPPORT POINT, NEWINGTON, NEW HAMPSHIRE

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LIST OF ACRONYMS AND ABBREVIATIONS

°F	Degrees Fahrenheit
µg/m^3	Microgram per cubic meter
AFB	Air Force Base
AFOSH	Air Force Occupational and Environmental Safety, Fire Protection, and Health
ANG	Air National Guard
ANGB	Air National Guard Base
AQCR	Air quality control region
AQI	Air Quality Index
BMP	Best management practice
CAA	Clean Air Act
CEQ	Council on Environmental Quality
CFR	Code of Federal Regulations
CO	Carbon monoxide
CO_2	Carbon dioxide
CZMA	Coastal Zone Management Act
DFSP	Defense Fuel Support Point
DLA	Defense Logistics Agency
DoD	Department of Defense
EA	EA Engineering, Science, and Technology, Inc., PBC
EO	Executive Order
EPA	U.S. Environmental Protection Agency
ESA	Endangered Species Act
FONPA	Finding of No Practicable Alternative
FONSI	Finding of No Significant Impact
ft	Feet/foot
GHG	Greenhouse gas
in.	Inch(es)
JBSA	Joint Base San Antonio
JP-4	Grade 4 jet propulsion fuel
mg/kg	Milligram(s) per kilogram

LIST OF ACRONYMS AND ABBREVIATIONS (continued)

NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NHCP	New Hampshire Coastal Program
NHDES	New Hampshire Department of Environmental Services
NO_2	Nitrogen dioxide
NO_x	Nitrogen oxide
NRCS	Natural Resources Conservation Service
O_3	Ozone
OSHA	Occupational Safety and Health Administration
Pb	Lead
PCB	Polychlorinated biphenyl
$PM_{2.5}$	Particulate matter equal to or less than 2.5 microns in diameter
PM_{10}	Particulate matter equal to or less than 10 microns in diameter
ppm	Part per million
PSD	Prevention of significant deterioration
RCRA	Resource Conservation and Recovery Act
SHPO	State Historic Preservation Office
SIP	State Implementation Plan
SO_2	Sulfur dioxide
SSPP	Strategic Sustainability Performance Plan
tpy	Ton(s) per year
USAF	U.S. Air Force
USDA	U.S. Department of Agriculture
USFWS	U.S. Fish and Wildlife Service
UST	Underground storage tank
VOC	Volatile organic compound

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EXECUTIVE SUMMARY

INTRODUCTION

Defense Fuel Support Point (DFSP) Newington includes approximately 14.87 acres of fee, easement, and right-of-way acreage situated in the county of Rockingham, New Hampshire. The DFSP Newington Facility is located 4 miles northwest of Portsmouth and 2 miles northeast of Newington on the west bank of the Piscataqua River, a major waterway used for shipping manufactured products. The property was historically used as a fuel transfer and storage facility from its construction in 1961 until its closure in February 1990. DFSP Newington was privately owned until July 1980 when the U.S. Air Force (USAF) acquired the property and facilities by Condemnation. The facility was subsequently operated by the Defense Logistics Agency (DLA)–Energy under permit to the USAF for the storage and distribution of aviation gasoline and Grade 4 jet propulsion fuel (JP-4). DFSP Newington supported local facilities including the former Pease Air Force Base, the Pease Air National Guard Base (ANGB), and other Department of Defense installations in the Northeast. The DFSP Newington site was deactivated in February 1990.

Air Force Instruction 32-9004, Disposal of Real Property, requires that the USAF dispose of all excess property that does not support the USAF mission. Under the Proposed Action, the USAF (Property Owner) and the DLA (Lease Holder) propose to demolish the inactive DFSP Newington Facility and restore the property to a state that would allow property transfer to be transferred. The DFSP Newington Facility (Area 1) consists of inactive bulk fuel storage tanks (subterranean), associated fuel transfer structures, aboveground storage tanks, aboveground and underground pipelines, surface and subsurface infrastructure, as well as a former fuel offloading pier with four breasting dolphins (structures extending above the water level and not connected to shore). All storage tanks, structures, buildings, and associated infrastructure would be demolished and removed or properly closed in place. Specifically sections of pipeline which cross beneath the Boston-Maine Railway railroad tracks (which traverse the facility) and sections of pipelines beneath roadways associated with Sprague Energy will be closed in place to avoid unnecessary disturbance to current property owners. Concrete foundations associated with the bulk fuel storage tanks will be removed or properly closed in place (in accordance with state and federal guidelines). Infrastructure at the current Pease ANGB (Area 2), which includes a section of aboveground pipeline and a manifold/valve area, will also be demolished. Underground pipeline running through public and private property from the DFSP Newington Facility to Pease ANGB (Area 3) would remain abandoned in place to avoid unnecessary disturbance to current property owners. Agreements would need to be reached for leaving the pipeline in place beneath the Boston-Maine Railway railroad traversing the facility. Additionally, agreements would need to be negotiated with adjacent property owners and other stakeholders for leaving the subsurface drainage system with active regulatory permits intact.

The USAF and DLA-Energy are working together to reach completion of this project. DLA's agreement with the USAF requires the site to meet specific conditions prior to the property being accepted by the USAF. This includes site restoration and termination of the existing state-issued groundwater management permit. The USAF is working to transfer the site for beneficial use

following USAF guidance. Following demolition, the USAF proposes to restore the property to a stabilized state that does not pose or create a hazard to human health and the environment, in compliance with existing federal, state, and local environmental laws. Relevant leases, easements, permits, licenses, or other encumbrances would be terminated to the maximum extent practicable following completion of the Proposed Action. Any post-demolition requirements would be re-negotiated with appropriate regulatory agencies, if deemed necessary, to ensure continued protection of human health and the environment. The USAF would then dispose of the property associated with the DFSP facility by transferred to allow beneficial reuse of the property.

The Environmental Assessment will evaluate the potential environmental consequences of the Proposed Action and alternatives, including the "No Action" alternative, on the following resource areas: noise, air quality, land use and recreation, geological resources, water resources, coastal zone management, biological resources, human health and safety, utilities and infrastructure, hazardous materials and wastes, socioeconomic resources, environmental justice, and cultural and visual resources.

Interagency and Intergovernmental Coordination for Environmental Planning (Air Force Instruction 32-7060) was rescinded in June 2014. Despite this Instruction being rescinded, the USAF actively reached out and coordinated with relevant state and federal agencies as well as relevant local stakeholders. This effort was similar to the Interagency/Intergovernmental Coordination for Environmental Planning process that had been required prior to June 2014.

PURPOSE AND NEED FOR THE PROPOSED ACTION

The purpose of the Proposed Action is to transfer property in a manner that minimizes or eliminates future USAF responsibility. The transfer of property will also be conducted in a manner that provides for beneficial uses that will be deemed a positive influence to the local community. This project is needed to restore the property to a condition suitable for property transfer, so that the DLA is released from its current lease obligations, and the USAF reduces or eliminates the responsibilities associated with the ownership and maintenance of the subject property.

DESCRIPTION OF THE ALTERNATIVES

Preferred Alternative—The Preferred Alternative includes the removal of facilities in Area 1 (Figure 3) (property that is owned by USAF Global Strike Command) to include the demolition and removal of all bulk fuel storage tanks (in accordance with state and federal guidelines), on-facility aboveground and underground pipelines, associated appurtenances, pier structures, buildings, utilities, fencing, etc. and subsequent backfill to grade. Sections of pipeline which cross beneath the Boston-Maine Railway railroad tracks (which traverse the facility) and sections of pipelines beneath roadways associated with Sprague Energy will remain closed in place (in accordance with state and federal guidelines) to avoid unnecessary disturbance to current property owners. Concrete foundations associated with the bulk fuel storage tanks will also be removed or properly closed in place (in accordance with state and federal guidelines). This

Alternative also includes removal of aboveground pipeline and valves in Area 2. This action does not include the removal of the sections of underground fuel pipeline in Area 2. This action also does not include removal of the underground fuel pipeline in Area 3 (Area 3 consists of property this is owned by entities other than USAF Global Strike Command/or the Pease ANGB). The Preferred Alternative would include transfer of the property from USAF ownership.

No Action Alternative—Under the No Action Alternative, USAF would continue ownership of DFSP Newington, and there would be no disposal of the subject fee-owned property. Current caretaker and maintenance operations would continue. Under this alternative, the facility would continue to pose a physical threat as infrastructure continues to corrode and deteriorate over time. Additionally, this alternative would result in continued maintenance costs and other responsibilities of facility ownership.

Council on Environmental Quality regulations require consideration of the No Action alternative for all proposed actions. The No Action alternative serves as a baseline against which the impacts of the Proposed Action and other potential alternatives can be compared and consequently be carried forward for further evaluation in the Environmental Assessment.

Alternatives Not Meeting the Purpose and Need

Alternative 1

An alternative assessed, but not meeting the Project Purpose and Need requirements, includes the removal of all improvements on fee and easement acreage. This alternative is similar to the Proposed Action but includes the additional removal of the pipeline located in the easement between Area 1 and Area 2. More specifically, this alternative includes removal of pipeline within Area 3, which includes over 13,000 linear feet of 8- and 10-inch pipeline running from Area 1 to the active Pease ANGB (Area 2) through a series of easements totaling approximately 3 acres and stretching over 1 mile. The pipeline runs through private property, wetlands, and under a highway where a portion of the pipelines was removed by New Hampshire Department of Transportation contractors. At the time of DFSP Newington deactivation, the pipeline was purged of fuel and filled with nitrogen gas. Investigations have been conducted along the pipeline and the New Hampshire Department of Environmental Services has indicated that no further action is necessary relating to the abandoned pipeline. As a result of the abandonment and closure of the pipeline, further action such as removal of the pipeline would not result in meeting the purpose and need of the proposed project, and this alternative will not be considered for further analysis.

SUMMARY OF ENVIRONMENTAL IMPACTS

Table ES-1 provides a brief summary and comparison of potential impacts under each alternative.

Table ES-1 Comparison of Environmental Consequences

Resource Area	Preferred Alternative A	No Action Alternative
Noise	Short-term, direct, moderate, adverse	None – No change
Air Quality	Short-term, direct, moderate, adverse Long-term, direct and indirect, moderate, beneficial	None – No change
Land Use and Recreation	Short-term, direct, negligible, beneficial Long-term, direct and indirect, minor, beneficial	None – No change
Geological Resources	Long-term, direct, moderate, beneficial	None – No change
Water Resources	***Surface Water:*** Short-term, direct, negligible, moderate, adverse Long-term, direct, negligible, beneficial ***Groundwater:*** Long-term, direct and indirect, minor, beneficial ***Floodplains:*** Long-term direct and indirect, negligible, beneficial ***Wetlands:*** Short-term, direct minor, adverse Long-term, direct and indirect, negligible, beneficial	None – No change
Coastal Zone Management	Short-term direct, minor, adverse Long-term, direct and indirect, negligible, beneficial	None – No change
Biological Resources	***Vegetation:*** Short-term, direct, moderate, adverse Long-term, direct, moderate, beneficial ***Wildlife:*** Short-term, direct, minor, adverse Long-term, direct, negligible, beneficial ***Threatened and Endangered Species:*** Resource not present, or within close proximity	None – No change
Human Health and Safety	Short-term, direct, moderate, adverse Long-term, direct, moderate, beneficial	None – No change
Utilities and Infrastructure	Short-term, direct, moderate, adverse Long-term, direct and indirect, negligible, beneficial	None – No Change
Hazardous Materials and Wastes	Short-term and long-term, direct and indirect, major, beneficial	None – No change
Socioeconomic Resources and Environmental Justice	Short-term, direct, and indirect, minor, adverse and beneficial	None – No change
Cultural and Visual Resources	Requires coordination with New Hampshire State Historic Preservation Office	No change; long-term, moderate, adverse

Unavoidable adverse effects would result from implementation of the Proposed Action. These effects are anticipated to be minor.

1. PURPOSE AND NEED FOR THE PROPOSED ACTION

1.1 INTRODUCTION

The Defense Fuel Support Point (DFSP) Newington Facility was deactivated and the U.S. Air Force (USAF) is required to dispose of the property. Air Force Instruction 32-9004, Disposal of Real Property, requires that the USAF dispose of all excess property that does not support the USAF mission. Under the Proposed Action, the USAF (Property Owner) and the DLA (Lease Holder) propose to demolish the inactive DFSP Newington Facility and restore the property to a state that would allow property transfer.

1.2 PROJECT LOCATION

The DFSP Newington Facility is located in the county of Rockingham, 4 miles northwest of Portsmouth, New Hampshire and 2 miles northeast of Newington, on the Piscataqua River, which is a major waterway used for shipping manufactured products (Appendix A, Figure 1). DFSP Newington consists of approximately 14.87 acres including approximately 10.26 acres of fee-owned land (three parcels) and 4.61 acres of easements (19 parcels) used as a fuel transfer and storage facility. Area 1 consists of approximately 10.26 acres fee (three parcels) and 1.7 acres easement (13 parcels). Two of the easements connect the north and south parcels of Area 1. Two other easements allow right-of-way access and pipeline passage to the DFSP Newington dolphins (structures extending above the water level and not connected to shore) and to a Sprague Energy-owned dock further north. Another easement provides access for the drainage pipe from the Area 1 lagoon to the Piscataqua River. Other easements provide right-of-way access on the roads and for power lines entering the property in Area 1. Six easements comprise Areas 2 and 3. Area 3 contains over 13,000 linear feet (ft) of 8- and 10-inch (in.) pipeline running from Area 1 to Area 2 (approximately 1.25 miles) previously used for distribution to the former Pease Air National Guard Base (ANGB) (Figure 3). A section of pipeline within Pease ANGB is referred to as Area 2 (Figure 3). Figure 4 delineates the easements surrounding the Area 1 property.

In addition to these 19 easements, 2 easements are held by others through the DFSP Newington fee acreage. A storm drain easement is held by a neighboring property owner (Sprague Energy), which runs through the fee acreage parcels in Area 1. Currently, drainage from this neighboring property runs through a drainage pipe within this easement and discharges into the lagoon in Area 1 and to the outfall. Another easement along the southeast border of the property allows for the passage of aboveground pipelines.

The Boston & Maine Railroad (operated by PanAm Railroad) divides Area 1 into a northern and southern parcel. A docking and fuel transfer pier in the northeast corner of the facility borders the Piscataqua River.

The property has been used as a fuel transfer and storage facility since its construction and is surrounded on all sides by industrial facilities. Two 80,000-barrel and four 50,000-barrel (semi-buried) underground storage tanks (USTs) are present onsite. The tanks are constructed of steel

and have a 12-in. concrete and 4-ft soil cap. About half of each of the USTs is located above surrounding grade; however, these portions are earthen covered, with a concrete cap, and supported by internal steel support columns. There are no floating roofs inside the tanks and no secondary containment for the tanks. Instead, a French drain is located at the bottom of each tank. The drains are connected to a surface lagoon located on the northwest portion of the property. The lagoon discharges into the Piscataqua River. An 8- and 16-in. diameter pipeline connected the fuel farm manifold to the pier manifold. UST registration documents reviewed at the New Hampshire Department of Environmental Services (NHDES) indicate the tanks went into service in 1961. The USAF acquired the facility from New England Tank Industries, Inc. in 1980 by condemnation. Structures within Area 1 include support structures (administration/laboratory building, a water tower and pump house, generator building, and hazardous materials storage building), along with aboveground storage tanks and loading/unloading structures (including a docking pier for unloading fuel from barges and tankers, and a truck loading rack) along with other ancillary facilities (Figure 4). The fuel pier is 360 ft long and was constructed with one transfer location/two dolphins in the middle and a breasting dolphin at each end. The manifold was dismantled in 1991.

1.3 HISTORY AND BACKGROUND

Area 1 has been used as a fuel transfer and storage facility since its construction, and registration documents reviewed at the NHDES indicate the tanks went into service in 1961. The USAF acquired the facility from New England Tank Industries, Inc. in 1980. Initial operations included upgrades and cleaning of tanks. It was reported that during cleaning operations in April 1981, an explosion at one of the USTs (Tank 3) destroyed the top of the tank and that tank remained out-of-service until repairs were completed in 1985. The tanks, pipelines, and other facilities remained in service until the facility was deactivated in February 1990. After closure, tanks and pipelines were cleaned and purged with nitrogen and the manifold piping was dismantled and removed along with the transfer pumps in September 1991.

Area 2 includes the pipe and manifold area on Pease ANGB. No details were found regarding the history of Area 2; however, the pipelines were reportedly cleaned and purged with nitrogen in January 1991. In 2005, a NHDES memo stated that future remediation for the pipeline in Area 2 was not foreseen.

Area 3 consists of 6 easements between Area 1 and Area 3 that cross a mix of commercial, state government, and private property. No details were found regarding the history of Area 3; however, the pipelines were reportedly cleaned and purged with nitrogen when the pipelines were closed in January 1991. A portion of the pipeline beneath the Woodbury Avenue and Spaulding Turnpike exchange was cut in 2014 by a contractor completing the reconstruction of the exchange. According to the New Hampshire Department of Transportation, the pipelines were cut but not capped and no liquids were observed within the pipes. The contractor was to cap the lines and restore the site. It is anticipated that capping of the cut pipelines will be performed in 2015-2016 before completion of the project. Although at the time of this Environmental Assessment, the pipeline has not been capped, it is the responsibility of NH DOT

to cap the section of the pipeline they have impacted with their project, and as such is not part of this Environmental Assessment.

While active, the DFSP Newington Facility served as a bulk fuel storage facility, which was operated under permit by the Defense Logistics Agency (DLA)-Energy for the receipt, storage, and distribution of aviation gasoline and Grade 4 jet propulsion fuel (JP-4). DFSP Newington supported local facilities including Pease Air Force Base (AFB); the Pease Air National Guard (ANG) facility; and other Department of Defense (DoD) installations including the New Hampshire State Military Reservation, Concord, and Fort Devens, Massachusetts (these facilities received fuel by tank truck). Prior to the closure of Pease AFB, the DFSP Newington terminal pumped JP-4 to Pease AFB through 8- and 10-in.-diameter pipelines (Appendix A, Figure 3). DFSP Newington was deactivated in February 1990. Since that time, numerous investigations have been completed at the area including ongoing groundwater monitoring under a state-issued groundwater management permit.

The USAF and DLA-Energy are actively working together toward project completion. DLA-Energy is working to terminate the DLA-Energy/USAF operating permit for DFSP, which includes DFSP Newington restoration (i.e., demolition/removal of on-facility structures and the pier along with a combination of pipeline removal/abandonment) and termination of the existing state-issued groundwater management permit currently in place at DFSP. The USAF is working to transfer DFSP Newington for beneficial reuse in accordance with USAF guidance.

1.4 PURPOSE AND NEED FOR THE PROPOSED ACTION

The purpose of the Proposed Action is to transfer property in a manner that minimizes or eliminates future USAF responsibility. The transfer of property would also be conducted in a manner that provides for beneficial uses that would be deemed a positive influence to the local community. This project is needed to restore the property to a condition suitable for property transfer, so that the DLA is released from its current lease obligations, and the USAF reduces or eliminates the responsibilities associated with the ownership and maintenance of the subject property.

1.5 SUMMARY OF KEY ENVIRONMENTAL QUALITY COMPLIANCE REQUIREMENTS

1.5.1 National Environmental Policy Act

The National Environmental Policy Act (NEPA) is a federal statute requiring the identification and analysis of potential environmental impacts associated with proposed federal actions before those actions are taken. The intent of NEPA is to help decision makers make well-informed decisions based on an understanding of the potential environmental consequences; and take actions to protect, restore, or enhance the environment. NEPA established the Council on Environmental Quality (CEQ) that was charged with the development of implementing regulations and ensuring federal agency compliance with NEPA.

The CEQ regulations mandate that all federal agencies use a prescribed structured approach to environmental impact analysis. This approach also requires federal agencies to use an interdisciplinary and systematic approach in their decision making process. This process evaluates potential environmental consequences associated with a Proposed Action and considers alternative courses of action.

The regulations established by CEQ ensuring compliance with NEPA are contained in 40 Code of Federal Regulation (CFR) Parts 1500-1508. Those regulations dictate that an Environmental Assessment is prepared to provide evidence for determining whether to prepare a Finding of No Significant Impact (FONSI) or an Environmental Impact Statement is needed. The Environmental Impact Analysis Process (32 CFR Part 989, as amended) outlines the process for implementing NEPA.

The Air Force Instruction 32-7061 (32 CFR Part 989) provides policy and procedures for DoD officials to review environmental considerations when evaluating major DoD actions. The directive requires DoD components to integrate the NEPA process during the initial planning stages of proposed DoD actions to ensure that planning and decisions reflect environmental values.

USAF Policy Directive 32-70 states that the USAF would comply with applicable federal, state, and local laws and regulations, including NEPA. The USAF implementing regulation for NEPA is Air Force Instruction 32-7061.

Upon completion of the Environmental Assessment review and consultation process, the project sponsor, USAF, would determine whether the Proposed Action would result in significant impacts to environmental or other resources. If significant impacts are expected to result, the USAF would then be required to decide whether to move forward with the development of an Environmental Impact Statement or to abandon the Proposed Action altogether. If no significant impacts are expected, then the USAF can publish a FONSI/Finding of No Practicable Alternative (FONPA) and move forward with the Proposed Action as such.

1.6 COORDINATION FOR ENVIRONMENTAL PLANNING AND PUBLIC INVOLVEMENT

Initial coordination was performed by the USAF Global GSC who notified relevant federal, state, and local agencies of the proposed action. USAF GSC requested the federal, state, and local agencies provide any initial comments or concerns regarding the proposed action. The list of agencies contacted, a copy of the coordination letter, and the correspondence received to date has been provided in Appendix C.

A Notice of Availability will be published in the *Portsmouth Herald* following development of the Draft Final Environmental Assessment and prior to signature of the FONSI/FONPA (if applicable). The Notice of Availability will initiate a 30-day public review period. If public comments are received, the comments will be incorporated into the analysis, as appropriate, and included in Appendix C of the Final Environmental Assessment.

1.7 ORGANIZATION OF THIS DOCUMENT

This Environmental Assessment is organized into six chapters and includes four appendixes as follows:

- ***Chapter 1*** provides the background information, project location, and purpose and need for the Proposed Action.
- ***Chapter 2*** contains a description of the Proposed Action and alternatives, including the No Action Alternative.
- ***Chapter 3*** contains a description of the environmental resources and baseline conditions that could potentially be affected by the Proposed Action and alternatives, and will present an analysis of the potential environmental consequences of implementing the Proposed Action and the No Action Alternative.
- ***Chapter 4*** includes an analysis of the potential cumulative impacts at DFSP Newington.
- ***Chapter 5*** lists the preparers of this Environmental Assessment.
- ***Chapter 6*** lists the references used in the preparation of this document.
- ***Appendix A*** provides the site figures.
- ***Appendix B*** provides the air modeling input data.
- ***Appendix C*** provides the list of agencies included in the initial coordination, the coordination letter and the responses received
- ***Appendix D*** provides the coastal zone management assessment (to be provided in subsequent drafts).

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2. DESCRIPTION OF PROPOSED ACTION AND ALTERNATIVES

The following selection criteria were used to evaluate the Proposed Action and alternatives. Any alternative considered must: (1) fulfill the requirements of NEPA, (2) fulfill the requirements of Air Force Instruction 32-9004, (3) allow for the greatest reuse and redevelopment of the DFSP Newington, and (4) relieve the USAF of any future responsibility.

2.1 PROPOSED ACTION

The DFSP Newington Facility has not been utilized for fuel storage and distribution since closure in February 1990. Prior attempts to dispose of the facility with the existing structures intact were unsuccessful. Many of the Area 1 structures are in severe disrepair and hold little to no salvage value. Therefore, closure/demolition of the DFSP facility is currently being considered to support subsequent disposition of the property. The demolition effort would consist of the removal of all structures on Area 1 including the six bulk fuel tanks (in accordance with state and federal guidelines), associated fuel pipelines, several buildings, the four-cell pier located on the Piscataqua River, and all associated appurtenances (Figure 12).

2.2 PREFERRED ALTERNATIVE

The six bulk fuel tanks, which are partially buried relative to surrounding grade, would be demolished and removed. To accomplish this, the soil cap would be removed, the concrete cap would be crushed, and the tank would be progressively disassembled. Concrete foundations associated with the bulk fuel storage tanks would also be removed or properly closed in place (in accordance with state and federal guidelines). The lower section of several of the bulk fuel tanks is likely situated in groundwater so some level of dewatering would be required to fully remove the tanks. As the tanks historically stored petroleum, the potential for impacts to groundwater in the area of the tanks may exist. Therefore, a treatment system would be required to treat all groundwater removed from the excavations. Some of the bulk fuel tanks are located adjacent to Sprague Energy's access roads or the rail line (Boston-Maine Railroad, operated by Pan Am Railways) that divides the DFSP parcels (Figure 12). Therefore, shoring would be required to support this critical infrastructure during the excavation.

Aboveground and underground fuel pipelines are present across the DFSP facility extending to the pier (Area 1). The pipelines (which were previously cleaned) would be removed from the facility and recycled. The pipelines are situated on supports in several locations, including along the bulkhead leading to the pier. All supports would be removed except for the piles located along the bulkhead (the steel supports atop the piles would be removed). The only DFSP fuel pipeline that will remain in Area 1 is located beneath the railroad line and beneath the Sprague Access road. These sections of pipeline that were also previously cleaned would likely be sealed in place to prevent access.

Several buildings are located throughout the property including the generator building, administration/laboratory building, fire suppression building, and hazardous material storage building. All of these structures would be completely removed. A 90,000-gallon water tank

associated with the fire suppression building would be dismantled and removed. The concrete slab foundations would also be removed. Three truck racks are located north of the administration/laboratory building. The truck racks consist of metal-framed open air structures set on concrete pad foundations. The truck racks would also be completely removed. Associated separator, aboveground tanks, and a septic tank and field would also be removed. The pier including the dolphins, pipelines, and debris would be demolished and removed. A barge would likely be utilized to provide access to the structures. To complete demolition, all appurtenances would be removed from the top of the four cells. The concrete cap would then be crushed and removed. The soils beneath the concrete cap would then be removed to the mud line using a clamshell. Following removal of the soils, the steel sheet piles would be pulled and removed. No dewatering would be required to complete demolition of the pier.

All underground and aboveground utilities, including all associated equipment, support poles, concrete thrust blocks, etc., are to be removed. All lighting and communication facilities would be completely removed. All pavement and curbing located across Area 1 would be removed. All retaining walls would be removed. All stormwater management structure functions would be maintained during demolition activities, and restored, if they are adversely impacted, after demolition activities are complete. The chain link fencing surrounding Area 1 would also be removed. All disturbed areas would be graded and seeded.

Depending on the hazardous nature of the waste, demolition and excavation materials would be transported to either the Waste Management Turnkey facility in Rochester, New Hampshire (approximately 15 miles northwest of the Area); Aggregate Recycling Company in Eliot, Maine (approximately 12 miles north of the Area); or Environmental Resource Return Corporation in Epping, New Hampshire (approximately 22 miles southwest of the Area). Steel would likely be salvaged to offset demolition costs. Salvage facilities in the area include Wentworth Scrap Metals of Portsmouth, New Hampshire (approximately 5 miles southeast of the facility) and Berwick Iron and Metal Recycling of Berwick, Maine (approximately 15 miles north of the facility). Another alternative for steel disposal would be preparing the steel within Area 1 (i.e., cut to maximum size of 5- × 2-ft pieces) and deliver it directly to Portsmouth Trading of Portsmouth, New Hampshire (approximately 3 miles southeast of the facility). Portsmouth Trading cannot process any material on the property; material can only be handled to support shipping activities.

Petroleum impacts to soil and groundwater have been observed to various degrees in several locations at the DFSP facility. Significant remedial efforts have been performed at the Area and DLA-Energy anticipates terminating the Area 1 Groundwater Management Permit. However, pockets of petroleum-impacted soils may be encountered during soil disturbance activities. Soils should be observed and screened, and any impacted soils should be sampled, segregated, and stockpiled as necessary for subsequent disposal at an approved facility. Potential disposal facilities for petroleum-impacted soils include the Waste Management Turnkey facility in Rochester, New Hampshire (approximately 15 miles northwest of the Area); Aggregate Recycling Company in Eliot, Maine (approximately 12 miles north of the Area); or ESMI of New Hampshire in Loudon, New Hampshire (approximately 43 miles northwest of the facility). Several groundwater monitoring wells are located within Area 1. These wells would be

preserved or replaced as necessary if they are destroyed during demolition operations. All monitoring wells need to remain in place until the NHDES permits are closed.

Area 3 includes over 13,000 linear ft of 8- and 10-in. pipeline running from Area 1 to the Pease ANGB (Area 2) through a series of easements totaling approximately 3 acres and stretching over 1.25 miles (Figures 3 and 5). This portion of the pipeline, which has been cleaned and closed, would be abandoned in place to avoid significant disturbance to numerous properties and wetlands along the pipeline easement.

The pipeline daylights at the Pease ANGB with an aboveground manifold/valve area that has been capped and cleaned (Figure 13). This aboveground portion of the pipeline at Pease ANGB would be removed and the underground piping connected to this section would be capped and remain in place. This activity would require coordination with Pease ANGB.

As part of the Proposed Action, further refinement of remediation goals would occur to provide guidance for soil removal actions if petroleum-impacted soil is encountered. DLA-Energy is currently responsible for returning the property to a condition appropriate for industrial/ commercial use and groundwater monitoring required in the interim. The USAF is responsible for securing the property and subsequent disposition of the property.

2.3 NO ACTION ALTERNATIVE

Under the No Action Alternative, the USAF would continue ownership of DFSP Newington, and there would be no disposal of the subject fee-owned property. Current caretaker and maintenance operations would continue. Under this alternative, the facility would continue to pose a physical threat as infrastructure continues to corrode and deteriorate over time. Additionally, this alternative would result in continued maintenance costs and other responsibilities of facility ownership.

CEQ regulations require consideration of the No Action alternative for all proposed actions. The No Action alternative serves as a baseline against which the impacts of the Proposed Action and other potential alternatives can be compared and consequently be carried forward for further evaluation in the Environmental Assessment.

2.4 ALTERNATIVES CONSIDERED BUT ELIMINATED FROM DETAILED ANALYSIS

Alternative 1

An alternative assessed, but not meeting the Project Purpose and Need requirements, includes the removal of all improvements on fee and easement acreage. This alternative is similar to the Preferred Alternative but includes the additional removal of the pipeline located in the easement between Area 1 and Area 2. More specifically, this alternative includes removal of over 13,000 linear ft of 8- and 10-in. pipeline running from Area 1 (10.26 acres of fee-owned land) to the active Pease Area 2 through a series of easements totaling approximately 3 acres and stretching

over 1 mile. This section of pipeline is referred to as Area 3. The pipeline runs through private property, wetlands, and under a highway where a portion of the pipeline was removed by New Hampshire Department of Transportation contractors. At the time of the deactivation of DFSP Newington, the pipeline was purged of fuel, cleaned, then filled with nitrogen gas. Investigations have been conducted along the pipeline and the NHDES has indicated that no further action is necessary relating to the abandoned pipeline. As a result of the abandonment and closure of the pipeline, further action that includes the removal of the entire pipeline would not achieve anything to advance the greatest re-use and redevelopment of the DFSP Newington site. Therefore, this alternative is outside the scope of this Environmental Assessment and will not be subject to further analysis.

3. AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

All potentially relevant resource areas were initially considered for analysis in this Environmental Assessment. In compliance with NEPA and all other relevant regulations, only those resource areas considered potentially subject to impacts and with potentially significant issues are discussed below. This section includes discussions of noise, air quality, land use and recreation, geological resources, water resources, human health and safety, utilities and infrastructure, hazardous materials and wastes, socioeconomic and environmental justice, and cultural and visual resources.

The following sections present a description of the environmental resources and baseline conditions that could potentially be affected from implementing the Proposed Action. In addition, an analysis of the potential environmental consequences of implementing the Proposed Action, as well as the No Action Alternative, is also presented. In accordance with CEQ guidelines (40 CFR Part 1508.8), each alternative considered was evaluated for its potential effect on physical, biological, and socioeconomic resources.

The impact analyses consider all alternatives discussed in Chapter 2 that have been identified as reasonable for meeting the purpose and need for action. Those alternatives include:

1. ***Preferred Alternative*—**The Preferred Alternative includes the "full removal" of facilities in Area 1 (Figure 3) (property that is owned by USAF Global Strike Command) to include the demolition and removal of all tanks (in accordance with state and federal guidelines), on-facility aboveground and underground pipelines, associated appurtenances, pier structures, utilities, fencing, etc. and subsequent backfill to grade. This Alternative also includes removal of aboveground pipeline and valves in Area 2. This action does not include the removal of the underground fuel pipeline in Area 2 or Area 3 (Area 3 consists of property that is owned by entities other than USAF Global Strike Command/or the Pease ANGB). The Preferred Alternative would include transfer of the property from USAF ownership.

***No Action Alternative*—** Under the No Action Alternative, the USAF would continue ownership of DFSP Newington, and there would be no disposal of the subject fee-owned property. Current caretaker and maintenance operations would continue. Under this alternative, the facility would continue to pose a physical threat as infrastructure continues to corrode and deteriorate over time. Additionally, this alternative would result in continued maintenance costs and other responsibilities of facility ownership.

The criteria below were used to analyze impacts on the resources. For the purposes of this report, the existing conditions are used as a baseline comparison for the Preferred Alternative or No Action Alternative impacts. Each impact discussion for each resource area in the Environmental Consequences section will begin with the following:

- No effects would be expected

- Minor adverse effects would be expected
- Minor beneficial effects would be expected
- Moderate adverse effects would be expected
- Moderate beneficial effects would be expected
- Major adverse effects would be expected
- Major beneficial effects would be expected
- Combination of the above (minor beneficial and minor adverse effects would be expected).

To further clarify the nature of the various impacts upon each resource in the Environmental Consequences section of this Draft Environmental Assessment, the following terms were used and are defined.

Short-Term or Long-Term—These characteristics are determined on a case-by-case basis and do not refer to any rigid time period. In general, short-term impacts are those that would occur only with respect to a particular activity or for a finite period or only during the time required for construction or installation activities. Long-term impacts are those that are more likely to be persistent and chronic.

Direct or Indirect—A direct impact is caused by and occurs contemporaneously at or near the location of the action. An indirect impact is caused by a Preferred Alternative and might occur later in time or be farther removed in distance but still be a reasonably foreseeable outcome of the action. For example, a direct impact of erosion on a water body might include sediment-laden waters in the vicinity of the action, whereas an indirect impact of the same erosion might lead to lack of spawning and result in lowered reproduction rates of indigenous fish in nearby waters.

Negligible, Minor, Moderate, or Major—These relative terms are used to characterize the magnitude or intensity of an impact. Negligible impacts are generally those that might be perceptible but are at the lower level of detection. A minor effect is slight, but detectable. A moderate impact is readily apparent. A major impact is one that is severely adverse or exceptionally beneficial.

Adverse or Beneficial—An adverse impact is one having unfavorable or undesirable outcomes on the man-made or natural environment. A beneficial impact is one having positive outcomes on the man-made or natural environment. A single act might result in adverse impacts on one environmental resource and beneficial impacts on another resource.

3.1 NOISE

3.1.1 Definition of the Resource

Sound is defined as a particular auditory effect produced by a given source. Noise and sound share the same physical aspects; however, noise is considered a disturbance while sound is defined as an auditory effect. Noise is typically defined as any sound that is undesirable because it interferes with communications, is intense enough to damage hearing, or is otherwise bothersome. Noise can be intermittent or continuous, steady or impulsive, and can involve any number of sources and frequencies. Human response to increased sound levels varies according to the source type, characteristics of the sound source, distance between source and receptor, receptor sensitivity, and time of day. Affected receptors can be specific, such as schools or hospitals, or broad, such as green space or wildlife reserves, in which occasional or persistent sensitivity to noise above ambient levels exists.

3.1.2 Existing Conditions

DFSP Newington is currently not used for regular USAF operations and generates no noise. When formerly occupied, minor industrial-type noise was generated by operations.

3.1.3 Environmental Consequences

Preferred Alternative

Short-term, direct, moderate, and adverse impacts are expected from the Preferred Alternative.

Moderate and adverse effects to noise resources would be expected with the Preferred Alternative due to demolition activities. The adverse effects would be short term and, following completion of the demolition and site restoration activity, the noise levels would return to ambient levels. Noise that is typically associated with construction equipment generally includes the movement of trucks, demolition of buildings, and other similar sounds. In general, the sound of a heavy truck at 50 ft is approximately 75 decibels. In comparison, a rating of 75 decibels is louder than an average vacuum cleaner (approximately 70 decibels at 3 ft), but quieter than a garbage disposal (approximately 80 decibels at 3 ft). As such, construction noises are typically classified as “moderate” levels of noise. Typical noise levels of representative construction equipment that would be used for the Preferred Alternative are provided in Table 3-1.

All construction activities would be conducted during normal business hours (from approximately 7 a.m. to 5 p.m.), and all equipment would be outfitted with mufflers that would be in good working condition. These operational hours are within the allowable time for demolition and construction as stated in the Town of Newington Noise Ordinance (ARTICLE IV: NOISE CONTROL Section 3.401).

Table 3-1 Noise Levels of Representative Construction Equipment

Equipment	Noise Level (decibels)
Backhoe	80
Concrete Saw	90
Crane	85
Dozer	85
Dump Truck	84
Excavator	85
Front End Loader	80
Grader	85
Pumps	77
Noise levels are given at a distance of 50 ft from the source. Source: Construction Noise Handbook (Federal Highway Administration 2006).	

No Action Alternative

Under the No Action Alternative, demolition of DFSP Newington would not occur. As a result, no effects to noise resources would be expected.

3.2 AIR QUALITY

3.2.1 Definition of the Resource

In accordance with the Federal Clean Air Act (CAA) (42 U.S. Code 7409) requirements, the air quality in a given region or area is measured by the concentration of criteria pollutants in the atmosphere. The air quality in a region is a result of not only the types and quantities of atmospheric pollutants and pollutant sources in an area, but also surface topography, the size of the topological "air basin," and the prevailing meteorological conditions.

***Ambient Air Quality Standards*—**Under the CAA, the U.S. Environmental Protection Agency (EPA) developed National Ambient Air Quality Standards (NAAQS) for pollutants that have been determined to affect human health and the environment. The NAAQS represent the maximum allowable concentrations for ozone (O_3) measured as either volatile organic compounds (VOCs) or total nitrogen oxides (NO_x), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), respirable particulate matter (including particulate matter equal to or less than 10 microns in diameter [PM_{10}] and particulate matter equal to or less than 2.5 microns in diameter [$PM_{2.5}$]), and lead (Pb) (40 CFR Part 50). New Hampshire has adopted the Federal NAAQS as its ambient air quality standards (Table 3-2). Units of measure for the standards are parts per million (ppm) by volume and micrograms per cubic meter of air ($\mu g/m^3$).

Table 3-2 National Ambient Air Quality Standards

Pollutant	Average Period	Federal Air Quality Standards			
		Primary Standard		Secondary Standard	
		Level	Statistic	Level	Statistic
CO	8-hour	9 ppm	Maximum	None	
	1-hour	35 ppm	Maximum		
Pb	Quarterly average	0.15 µg/m^3	Maximum	Same as Primary	
	Rolling 3-month average	0.15 µg/m^3	Maximum	Same as Primary	
NO_2	Annual	0.053 ppm	Arithmetic Mean	Same as Primary	
	1-hour	0.100 ppm	3-year average	None	
PM_{10}	24-hour	150 µg/m^3	Maximum	Same as Primary	
$PM_{2.5}$	Annual	12 µg/m^3	Arithmetic Mean	15 µg/m^3	Arithmetic Mean
	24-hour	35 µg/m^3	3-year average	Same as Primary	
O_3	8-hour (2008 standard)	0.075 ppm	3 year average	Same as Primary	
SO_2	3-hour	None		0.5 ppm	Maximum
	1-hour	0.075 ppm	3-year average	None	

Attainment versus Non-Attainment and General Conformity—The EPA classifies the air quality in an air quality control region (AQCR), or in subareas of an AQCR, according to whether the concentrations of criteria pollutants in ambient air exceed the NAAQS. Areas within each AQCR are, therefore, designated as either "attainment," "non-attainment," "maintenance," or "unclassified" for each of the six criteria pollutants. Attainment means that the air quality within an AQCR is better than the NAAQS; non-attainment indicates that criteria pollutant levels exceed NAAQS; maintenance indicates that an area was previously designated non-attainment but is now meeting attainment; and an unclassified air quality designation by EPA means that there is not enough information to appropriately classify an AQCR, so the area is considered unclassified. The EPA has delegated the authority for ensuring compliance with the NAAQS in New Hampshire to the NHDES Division of Air Resources. In accordance with the CAA, each state must develop a State Implementation Plan (SIP), which is a compilation of regulations, strategies, schedules, and enforcement actions designed to move the state into compliance with all NAAQS.

The General Conformity Rule requires that any Federal action meets the requirements of an SIP or Federal Implementation Plan. More specifically, CAA conformity is ensured when a Federal action does not cause a new violation of the NAAQS; contributes to an increase in the frequency or severity of violations of NAAQS; or delays the timely attainment of any NAAQS, interim progress milestones, or other milestones toward achieving compliance with the NAAQS. The General Conformity Rule applies only to significant actions in non-attainment or maintenance areas.

The NHDES has created an Air Quality Index (AQI) for reporting daily air quality. It simply states how clean or polluted the air is and what associated health effects might be a concern. It was created to correlate levels of different pollutants onto one scale and simplifies air quality understanding. When levels of O_3, fine particles, and/or sulfur dioxides are expected to exceed an AQI value of 100, an Air Quality Health Advisory is issued. The AQI is not a regulatory level; however, it is a measure of the general air quality.

Federal Prevention of Significant Deterioration—Federal Prevention of Significant Deterioration (PSD) regulations apply in attainment areas to a major stationary source, (i.e., source with the potential to emit 250 tons per year [tpy] of any criteria pollutant), and a significant modification to a major stationary source (i.e., change that adds 15-40 tpy to the facility's potential to emit depending on the pollutant). Additional PSD major source and significant modification thresholds apply for greenhouse gases (GHGs). PSD regulations can also apply to stationary sources if: (1) a proposed project is within 10 kilometers of national parks or wilderness areas (i.e., Class I Areas), and (2) regulated stationary source pollutant emissions would cause an increase in the 24-hour average concentration of any regulated pollutant in the Class I area of 1 $\mu g/m^3$ or more (40 CFR 52.21[b][23][iii]). A Class I area includes national parks larger than 6,000 acres, national wilderness areas and national memorial parks larger than 5,000 acres, and international parks. PSD regulations also define ambient air increments, limiting the allowable increases to any area's baseline air contaminant concentrations, based on the area's Class designation (40 CFR 52.21[c]).

Greenhouse Gas Emissions—GHGs are gaseous emissions that trap heat in the atmosphere. These emissions occur from natural processes and human activities. The most common GHGs emitted from natural processes and human activities include carbon dioxide (CO_2), methane, and nitrous oxide. GHGs are primarily produced by the burning of fossil fuels and through industrial and biological processes. On 22 September 2009, the EPA issued a final rule for mandatory GHG reporting from large GHG emissions sources in the United States. The purpose of the rule is to collect comprehensive and accurate data on CO_2 and other GHG emissions that can be used to inform future policy decisions. In general, the threshold for reporting is 25,000 metric tons or more of CO_2 equivalent emissions per year, but excludes mobile source emissions. The first emissions report was due in 2011 for 2010 emissions.

Executive Order (EO) 13514 was signed in October 2009 and requires agencies to set goals for reducing GHG emissions. One requirement within EO 13514 is the development and implementation of an agency Strategic Sustainability Performance Plan (SSPP) that prioritizes agency actions based on lifecycle return on investment. Each SSPP is required to identify, among other things, "agency activities, policies, plans, procedures, and practices" and "specific agency goals; a schedule, milestones, and approaches for achieving results; and quantifiable metrics" relevant to the implementation of EO 13514. On 26 August 2010, the DoD released its SSPP to the public. This implementation plan describes specific actions the DoD would take to achieve its individual GHG reduction targets, reduce long-term costs, and meet the full range of goals of the EO. All SSPPs segregate GHG emissions into three categories: Scope 1, Scope 2, and Scope 3 emissions. Scope 1 emissions are those directly occurring from sources that are owned or controlled by the agency. Scope 2 emissions are indirect emissions generated in the production of electricity, heat, or steam purchased by the agency. Scope 3 emissions are other indirect GHG emissions that result from agency activities but from sources that are not owned or directly controlled by the agency. The GHG goals in the DoD SSPP include reducing Scope 1 and Scope 2 GHG emissions by 34 percent by 2020, relative to Fiscal Year 2008 emissions; and reducing Scope 3 GHG emissions by 13.5 percent by 2020, relative to Fiscal Year 2008 emissions.

3.2.2 Existing Air Quality

3.2.2.1 Climate

Newington, New Hampshire has a humid continental climate with warm summers and no dry season. The area within 25 miles of this station is covered by forests (62 percent), oceans and seas (34 percent), and lakes and rivers (2 percent). Over the course of a year, the temperature typically varies from 17 degrees Fahrenheit (°F) to 81°F and is rarely below 3°F or above 89°F. The warm season lasts from 4 June to 15 September with an average daily high temperature above 71°F. The highest temperatures occur in July, with an average high of 81°F and low of 63°F. The cold season lasts from 5 December to 13 March with an average daily high temperature below 42°F. The coldest temperatures occur in January, with an average low of 17°F and high of 32°F (Northeast Regional Climate Center 2013).

The wind is most often out of the west (24 percent of the time), northwest (14 percent of the time), and southwest (11 percent of the time). Over the course of the year, typical wind speeds vary from 0 miles per hour to 16 miles per hour (calm to moderate breeze), rarely exceeding 25 miles per hour (strong breeze). Winds are generally highest during the springtime (Northeast Regional Climate Center 2013).

3.2.2.2 Attainment Status

The area is in attainment with the NAAQS for PM_{10}, $PM_{2.5}$, NO_2, CO, Pb, and SO_2, and considered maintenance for the 8-hour O_3 (1997) standard. The entire state of New Hampshire is part of the Northeast Ozone Transport Region, which was established in the 1990 Clean Air Act Amendments in recognition of the long-standing ozone non-attainment problems in the Northeast. The Ozone Transport Region is the area consisting of the Northeast and Mid-Atlantic states that historically has had a ground-level ozone attainment problem, a large amount of which is accounted for by emissions generated outside the region in up-wind states.

3.2.2.3 Air Quality Impacts

Rockingham County in New Hampshire is designated as a maintenance area for the 8-hour O_3 (1997) standard. For O_3, emissions have been estimated for the O_3 precursor pollutants NO_X and VOCs. Annual emissions for these compounds were estimated for the project activities to determine if they would be below or above the *de minimis* levels established in the Rule. The *de minimis* threshold for maintenance areas in an Ozone Transport Region is 100 tpy for NO_X and 50 tpy for VOCs. Any activity exceeding the *de minimis* levels from the construction activities associated with the Preferred Alternatives must undergo a General Conformity determination.

3.2.3 Environmental Consequences

Preferred Alternative

Short-term, direct, moderate, and adverse impacts are expected from the Preferred Alternative, and long-term, direct and indirect, moderate, and beneficial impacts.

The Preferred Alternative is expected to result in moderate temporary adverse impacts followed by long-term beneficial impacts to air quality (i.e., reduction of potential mold sources). During the construction phase of the demolition and redevelopment of the site, the air quality is expected to likely be temporarily impacted by dust and exhaust from the operation of heavy equipment.

To evaluate the potential impacts to air quality resultant from the Preferred Alternative, construction activities are categorized into the following activities:

- ***Non-Road Equipment Engines***—Emissions from cranes, excavator, and other construction equipment.

- ***Trucking Fugitives***—Fugitive emissions from trucking activities.

- ***Off-Shore Marine Vessels***—Emissions from offshore construction equipment like barges, cranes, and tugboats.

Emissions from these source categories were calculated using emission factors and EPA models from the following sources (Appendix B):

- Compilation of Air Pollutant Emission Factors, EPA AP-42

- EPA NMIM2008 Model Non-Road Vehicle Emission Modeling Software

- EPA420-R-00-002, Analysis of Commercial Marine Vessels Emissions and Fuel Consumption Data, February 2000.

For the Preferred Alternative, it was assumed that the project would occur during a 1-year period in 2015/2016. Table 3-3 summarizes the expected emission estimates for the Preferred Alternative. Back-up calculations including model inputs are provided in Appendix C.

Table 3-3 Emission Estimates

Source	Emissions (annual tpy)						
	NO_X	CO	SO_2	VOC	PM_{10}	$PM_{2.5}$	CO_2
Non-Road Equipment Engines	2.20	0.32	0.004	0.21	0.03	0.02	820
Trucking Fugitives	--	--	--	--	9.76	0.98	--
Off-shore Marine Vessels	0.79	0.12	0.133	0.01	0.02	0.02	54
TOTAL:	2.99	0.44	0.14	0.22	9.81	1.02	874

A review of Table 3-3 indicates that the projected total emissions from construction do not exceed the General Conformity Analysis threshold of 100 tpy for SO_2, thus a full conformity determination is not required and the Preferred Alternative is not subject to the General Conformity Rule. Best management practices (BMPs) would be conducted during all demolition activities to minimize dust generation. Air monitoring would also be conducted during demolition activities to monitor dust levels and other potential air quality impacts.

No Action Alternative

The No Action Alternative is not expected to affect air quality.

3.3 LAND USE AND RECREATION

3.3.1 Definition of the Resource

Land use generally refers to real property classifications that indicate either natural conditions or the types of human activity occurring on a parcel. In many cases, land use descriptions are coded in local zoning laws. However, there is no nationally recognized convention or uniform terminology for describing land use categories. As a result, the meanings of various land use description definitions vary among jurisdictions. Natural conditions of property can be described or categorized as unimproved, undeveloped, conservation or preservation area, and natural or scenic area. Descriptive terms often used include residential, commercial, industrial, agricultural, institutional, and recreational.

In appropriate cases, the location and extent of a Preferred Alternative needs to be evaluated for its potential effects on the project area and adjacent land uses. The foremost factor affecting a Preferred Alternative in terms of land use is its compliance with any applicable land use or zoning regulations. Other relevant factors include matters such as existing land use at the project area, the types of land uses on adjacent properties and their proximity to a Preferred Alternative, the duration of a proposed activity, and its "permanence."

3.3.2 Existing Conditions

Land use in the vicinity of DFSP Newington is predominantly commercial, waterfront industrial (Figure 10), and residential. According the Town of Newington land use planning, DFSP Newington is zoned as Waterfront Industrial.

The Town of Newington, zones "Waterfront Industrial "districts as "W." The "W" District is established as a zone in which the principal use is for activities that depend on the ocean for transport or resources. There is a relatively limited amount of deep water frontage in the state of New Hampshire. This prime land is recognized as an invaluable natural resource to the town of Newington and should be reserved for optimum utilization so that the economic benefits may be realized to their fullest extent. Any installation onshore or offshore, temporary or permanent, that interferes with the purposes of this district is prohibited.

Uses permitted within Waterfront Industrial Districts include:

1. Any industrial or commercial activity dependent upon the ocean for transport or resources

2. Any research laboratory or testing or experimental facility related to the ocean

3. Business signs, subject to the provisions of Article IV, Section 6

4. Telecommunication facilities, subject to the provisions of Article XIV.

The Piscataqua River is located directly adjacent to DFSP Area 1. The river is tidal, and is used for recreation and commercial transportation (i.e., tug, barge, and tanker).

3.3.3 Environmental Consequences

Preferred Alternative

Short-term, direct, negligible, and beneficial impacts are expected from the Preferred Alternative; and long-term, direct and indirect, minor, and beneficial impacts are expected from the Preferred Alternative.

The Preferred Alternative is not expected to affect land use or recreational resources. DFSP Newington would be left as a vacant lot following demolition activities, and the zoning classifications would remain Waterfront Industrial.

The USAF classified land use would transition from industrial to open space.

No Action Alternative

The No Action Alternative is not expected to affect land use or recreation resources.

3.4 GEOLOGICAL RESOURCES

3.4.1 Definition of the Resource

Geological resources consist of all bedrock and soil materials within DFSP Newington. Geologic factors such as soil stability and seismic properties influence the stability of structures. Soil, in general, refers to unconsolidated earthen materials overlying bedrock and other parent material. Soil structure, elasticity, strength, shrink-swell potential, and erodability all determine the ability for the ground to support structures and facilities. Soils typically are described in terms of their type, slope, physical characteristics, and relative compatibility or limitations with regard to particular construction activities and types of land use.

Topography consists of the physiographic, or surface, features of an area and is usually described with respect to elevation, slope, aspect, and landforms. Long-term geological, erosional, and depositional processes typically influence topographic relief.

3.4.2 Existing Conditions

Soils within and directly adjacent to the DFSP Newington are classified as Udorthents (Figures 6 and 7). Based on a subsurface investigation conducted by EA Engineering, Science, and Technology, Inc., PBC (EA), and a review of historic investigations, bedrock beneath DFSP Newington ranges from 5 to 30 ft below ground surface. Weathered bedrock was observed to consist of decomposed shale during the field investigation. Although there are no confirmatory cores documenting the bedrock, the boring refusals are assumed to indicate the top of bedrock rather than isolated boulders or similar features. Based on geologic publications of the area, bedrock underlying the site is Silurian-aged metamorphics (COMPA Industries, Inc. and Geo-Marine, Inc. 1997).

3.4.3 Environmental Consequences

Preferred Alternative

Long-term, direct, moderate, and beneficial impacts are expected from the Preferred Alternative.

The Preferred Alternative would likely result in a long-term moderately beneficial effect to geological resources. The soils within Area 1 are considered cut and fill lands; therefore, any impact to these resources resultant from grading, excavation, filling, and similar demolition activities would not likely have a significant impact on their characterization. However, because of the significance of the restoration efforts, it is likely that restoring fill material after UST removal would have a moderate, beneficial impact.

No Action Alternative

The No Action Alternative is not expected to affect geological resources.

3.5 WATER RESOURCES

3.5.1 Surface Water

3.5.1.1 Definition of the Resource

Surface water resources generally consist of permanently or seasonally flooded water features including lakes, ponds, rivers, streams, and oceans.

3.5.1.2 Existing Conditions

Piscataqua River flows southeast along DFSP Newington's eastern boundary (Figures 8 and 9) to its confluence with the Atlantic Ocean (Figure 1). DFSP Newington historically discharged stormwater from the site into a detention basin (lagoon), which then discharged into the river.

3.5.1.3 Environmental Consequences

Preferred Alternative
Short-term, direct, negligible, and adverse impacts are expected from the Preferred Alternative; and long-term, direct and indirect, negligible, and beneficial impacts are expected from the Preferred Alternative.

The Preferred Alternative is expected to result in a negligible short-term adverse impact on surface water features. The demolition of DFSP Newington would result in short-term negligible impacts to stormwater discharges into the Piscataqua River. Long-term negligible beneficial impacts are expected from the removal of impervious surfaces such as building footprints and pavement that are currently part of the installation. The site would be restored after demolition to natural vegetation cover. As such, water quality within the river can generally be expected to improve in the long term, as a result of a reduction of stormwater runoff volume and velocity from DFSP Newington. A change from impervious surface to pervious ground typically results in a reduction of stormwater runoff volume by retarding the velocity of runoff. Vegetation allows for runoff to infiltrate into the ground prior to discharging into a water body (i.e., the river).

No Action Alternative

The No Action Alternative would continue to discharge stormwater, which would continue to impact surrounding receptors by negatively affecting water quality, water volume, and surface water velocities.

3.5.2 Groundwater

3.5.2.1 Definition of the Resource

Groundwater resources consist of water located beneath the ground surface in soil pore space, bedrock fractures, and subterranean drainage (i.e., karst dissolution features). Groundwater is often pumped and utilized for both municipal and industrial uses.

3.5.2.2 Existing Conditions

A previous Environmental Assessment prepared for the site (COMPA Industries. Inc. and Geo-Marine, Inc. 2000) reported that groundwater within the pipeline vicinity is generally encountered 3-4 ft below ground surface. Groundwater was observed as shallow as 4 ft below ground surface on DFSP Newington. Groundwater flows to the northeast, toward the river, and

does not appear to be influenced by tidal variations in the river. Previous investigations indicated that shallow groundwater has been impacted by operations of the DFSP Newington Facility, but not the pipeline.

3.5.2.3 Environmental Consequences

Preferred Alternative

Long-term, direct and indirect, minor, beneficial impacts are expected from the Preferred Alternative.

The Preferred Alternative is expected to result in a long-term, direct and indirect, minor, beneficial effect on groundwater resources. Excavation of DFSP Newington soils, removal of the USTs, and subsequent backfilling would help restore natural groundwater flows, and would reduce the potential for further impacts to groundwater. Restoration of the site from impervious surface to pervious ground would typically result in a beneficial impact to groundwater resources by allowing precipitation and stormwater runoff to infiltrate the ground and recharge groundwater resources.

No Action Alternative

The No Action Alternative is not expected to impact groundwater features. The groundwater will continue to be obstructed by the USTs and the impervious surfaces.

3.5.3 Floodplains

3.5.3.1 Definition of the Resource

Floodplains are flat or nearly flat land adjacent to a stream or river that is periodically flooded during periods of heavy precipitation or snow melt. Floodplains are composed of sediments deposits and by floodwaters and/or historic meanders. They act as areas for floodwater storage during flood events. Certain facilities inherently pose too great a risk to be in either the 100- or 500-year floodplain, such as hospitals, schools, or storage buildings for irreplaceable records. Federal, state, and local regulations often limit floodplain development to passive uses, such as recreational and preservation activities, to reduce the risks to human health and safety.

EO 11988 requires federal agencies to determine whether a Preferred Alternative would occur within a floodplain. This determination typically involves consultation of the Federal Emergency Management Agency Flood Insurance Rate Maps, which contain enough general information to determine the relationship of the project area to nearby floodplains. EO 11988 directs Federal agencies to avoid floodplains unless the agency determines that there is no practicable alternative.

3.5.3.2 Existing Conditions

DFSP Newington is located within the Piscataqua River floodplain. The portion of the site east of the railroad is mapped within the 100-year floodplain (Figure 8).

3.5.3.3 Environmental Consequences

Preferred Alternative

Long-term, direct and indirect, negligible, and beneficial impacts are expected from the Preferred Alternative.

The Preferred Alternative is expected to result in short-term, direct, and indirect negligible adverse impacts to the floodplain during demolition. There will also be long-term, direct and indirect, negligible beneficial effects by removing DFSP Newington structures from the floodplain. Flood damage and monies spent repairing said damages will be avoided.

No Action Alternative

The No Action Alternative is not expected to impact floodplain resources. The property would remain a Waterfront Industrial development within an area that may experience flooding.

3.5.4 Wetlands

3.5.4.1 Definition of the Resource

Wetlands and waters of the United States are defined within the Clean Water Act, as amended, and jurisdiction is addressed by the EPA and U.S. Army Corps of Engineers. These agencies assert jurisdiction over traditionally navigable waters, wetlands adjacent to navigable waters, non-navigable tributaries of traditional navigable waters that are relatively permanent where the tributaries typically flow year-around or have continuous flow at least seasonally, and wetlands that directly abut such tributaries. Section 404 of the Clean Water Act regulates the discharge of dredge or fills into waters of the United States, including wetlands. Encroachment into waters of the United States and wetlands typically requires a permit from the state and the Federal government. The state of New Hampshire defines a wetland as:

> *"an area that is inundated or saturated by surface water or ground water at a frequency and duration sufficient to support, and that under normal conditions does support, a prevalence of vegetation typically adapted for life in saturated soil conditions." Wetlands include swamps, marshes, bogs, and similar areas."*

The state of New Hampshire maps wetlands throughout the state, and has wetlands maps available online. New Hampshire mapped wetland complexes are constructed from the National Wetlands Inventory base layer was generated by U.S. Fish and Wildlife Service (USFWS) in the mid-1980s.

3.5.4.2 Existing Conditions

There are no wetland resources mapped by NHDES on Area 1 or Area 2 (Figures 8 and 9). There are mapped wetlands mapped by NHDES adjacent to the Piscataqua River and that are located adjacent to Area 1. There are two low quality wetlands that were delineated onsite by EA in 2014 that were not mapped by NHDES. The Piscataqua River, although not a wetland, is a Water of the United States, and is afforded the same protections as wetlands. This resource was previously addressed in Section 3.5.1.

3.5.4.3 Environmental Consequences

Preferred Alternative

Short-term, direct, minor, and adverse impacts are expected from the Preferred Alternative; and long-term, direct and indirect, negligible, and beneficial impacts are expected from the Preferred Alternative. As previously discussed, there is a small wetland complex associated with stormwater runoff from the site and adjacent properties. Over time, stormwater runoff combined with soil characteristics have established two small, low quality wetland areas onsite. These wetlands may be impacted by demolition activities. The implementation of BMPs and a comprehensive Sediment and Erosion Control Plan will minimize any impacts to wetlands in close proximity to the DFSP Newington demolition disturbance area.

No Action Alternative

The No Action Alternative is not expected to affect wetland resource areas.

3.6 COASTAL ZONE MANAGEMENT

3.6.1 Definition of the Resource

The Coastal Zone Management Act (CZMA) (16 U.S. Code 1451 et seq.) declares a national policy to preserve, protect, and develop, and, where possible, restore or enhance the resources of the Nation's coastal zone. The coastal zone generally refers to the coastal waters and the adjacent shorelines, including islands, transitional and intertidal areas, salt marshes, wetlands, and beaches; and include the Great Lakes. The CZMA encourages states to exercise their full authority over the coastal zone through the development of land and water use programs in cooperation with federal and local governments. Development projects affecting land/or water use, or natural resources of a coastal zone, must ensure the project is, to the maximum extent practicable, consistent with the state's coastal zone management program.

A federal agency may review their activities, other than development projects within the coastal zone, to identify *de minimis* activities, and request state agency concurrence that these *de minimis* activities should not be subject to further state review. *De minimis* activities are activities that are expected to have insignificant direct or indirect (cumulative and secondary) coastal effects and which the state agency concurs are *de minimis*. The state agency is required

to provide for public participation under Section 306(d)(14) of the CZMA when reviewing the Federal agency's *de minimis* activity request.

The mission of the New Hampshire Coastal Program (NHCP) is to balance the preservation of coastal resources with the social and economic needs of current and succeeding/future generations. Through coordination with New Hampshire state agencies such as the Department on Environmental Services, Fish and Game Department, Department of Transportation, and Public Utilities Commission, federal activities occurring within the coastal zone are reviewed and assessed by NHCP for their potential impacts on coastal resources. NHCP will be consulted in reference to the Coastal Zone Management Act consistency determination and the coordination letter and any subsequent response will be included in Appendix D.

3.6.2 Evaluation Criteria

Consistency with the NHCP is determined based on an evaluation of an action's effects on New Hampshire's coastal zone resources and consistency to the maximum extent practical with the policies and procedures of the program.

3.6.3 Existing Conditions

DFSP Newington is located in the New Hampshire Coastal Management Zone. During the coordination phase of this project, the NHCP was contacted. An official Coastal Consistency Determination letter will be sent to NHCP with the release of the Draft Final Environmental Assessment.

3.6.4 Environmental Consequences

Preferred Alternative

Short-term, direct, minor, and adverse impacts are expected from the Preferred Alternative; and long-term, direct and indirect, negligible, and beneficial impacts are expected from the Preferred Alternative.

The Preferred Alternative is expected to have a minimal short-term adverse impact to the coastal zone management areas, and a long-term minimal beneficial impact to the coastal zone.

The Coastal Consistency Determination Letter (Appendix D) has additional information on specific impacts to the coastal zone.

No Action

The No Action Alternative is not expected to impact coastal zone management assessments since there would be no changes, alterations, or activities within the coastal management zone. Under this alternative, the site would continue to pose a physical threat as infrastructure continues to deteriorate and corrode.

3.7 BIOLOGICAL RESOURCES

3.7.1 Vegetation

3.7.1.1 Definition of the Resource

Vegetation resources refer to the plant communities at any scale including grasses, herbs, forbs, shrubs, vines, and trees. For the purposes of this Environmental Assessment, vegetation refers to the plant life at and in the immediate vicinity of DFSP Newington.

3.7.1.2 Existing Conditions

DFSP Newington is located in the Middle New England Section of the Eastern Broadleaf Forest (Oceanic) Province of the Hot Continental Division (McNab and Avers 1994). The predominant forest type in this area is coastal white pine, beech, and maritime red cedar. However, during operation of the facility, the site was covered by native grasses and small forbs and was maintained with a regular mowing program. Since closure of the site, the earth covered fuel storage tanks have become covered by a dense growth of shrubs, mainly autumn and Russian olive (*Elaeagnus umbellata*).

3.7.1.3 Environmental Consequences

Preferred Alternative

Short-term, direct, moderate, and adverse impacts are expected from the Preferred Alternative; and long-term, direct, moderate, and beneficial impacts are expected from the Preferred Alternative.

The clearing, grading, and stripping of vegetation at DFSP Newington would result in short-term adverse impacts. The Preferred Alternative is expected to result in minor beneficial impacts to the vegetative resources at DFSP Newington following completion of demolition activities. Following the demolition activities, the disturbed soils on DFSP Newington would be reseeded with native grasses to establish a natural vegetative cover.

No Action Alternative

The No Action Alternative is not expected to affect vegetation resources at DFSP Newington.

3.7.2 Wildlife

3.7.2.1 Definition of the Resource

Wildlife resources refer to the animal communities that are considered likely to or have been specifically observed to utilize the habitats that occur within the site. The wildlife community typically includes fish, amphibians, reptiles, birds, and mammals.

3.7.2.2 Existing Conditions

DFSP Newington is completely developed as commercial/industrial space and does not provide suitable habitat for a wide diversity of wildlife. However, species that commonly occur on the installation are generally those that are frequently found in the northeast United States and are very tolerant of human activities such as the American robin (*Turdus migratorius*), blue jay (*Cyanocitta cristata*), common raccoon (*Procyon lotor*), eastern gray squirrel (*Sciurus carolinensis*), various gull species (*Larus* spp.), white-tailed deer (*Odocoieus virginianus*), white-footed mouse (*Peromyscus eucopus*), and other similar species. In general, these species typically utilize what minimal habitat that is present on the DFSP property (Areas 1 and 2) for foraging and/or shelter.

3.7.2.3 Environmental Consequences

Preferred Alternative

Short-term, direct, minor, and adverse are expected from the Preferred Alternative; and long-term, direct, negligible, and beneficial impacts are expected from the Preferred Alternative.

The Preferred Alternative is expected to result in a temporary adverse impact. During the demolition activities, an increase in noise and site activity may disturb wildlife that occupies DFSP Newington, and its immediate vicinity. The restoration of the site after demolition activities are completed would restore some wildlife habitat in the long term providing a beneficial impact.

No Action Alternative

The No Action Alternative is not expected to affect wildlife resources at DFSP Newington.

3.7.3 Threatened and Endangered Species

3.7.3.1 Definition of the Resource

The Endangered Species Act (ESA) (16 U.S. Code 1531 et seq.) establishes a federal program to protect and recover imperiled species and the ecosystems upon which they depend. The ESA requires federal agencies, in consultation with the USFWS, to ensure that actions they authorize, fund, or carry out are not likely to jeopardize the continued existence of any listed species or result in the destruction or adverse modification of designated critical habitat of such species. An endangered species is defined by the ESA as any species in danger of extinction throughout all or a significant portion of its range. A threatened species is defined by the ESA as any species likely to become an endangered species in the foreseeable future. The ESA also prohibits any action that causes a take of any listed species. "Take" is defined as to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect; or attempt to engage in any such conduct. Listed plants are not protected from take, although it is illegal to collect or maliciously harm them on Federal land.

Critical habitat is designated if the USFWS determines that the habitat is essential to the conservation of a threatened or endangered species. In consultation for those species with critical habitat, federal agencies must ensure that their activities do not adversely modify critical habitat to the point that it would no longer aid in the species' recovery. Areas that are currently unoccupied by the species, but which are needed for the species' recovery, are protected by the prohibition against adverse modification of critical habitat.

In general, the state of New Hampshire defines an endangered species as meaning any species of native wildlife whose continued existence as a viable component of the state's wild fauna is determined to be in jeopardy and includes any species of wildlife determined to be an endangered species pursuant to the endangered species act. A threatened species is defined as any species of wildlife that appears likely, within the foreseeable future, to become endangered. The term shall also include any species of wildlife determined to be a threatened species under the ESA.

3.7.3.2 Existing Conditions

According to the USFWS, federally listed threatened and endangered species present in Rockingham County are: piping plover (*Charadrius melodus*), threatened; Roseate tern (*Sterna dougallii*), endangered; small whorled pogonia (*Isotria medeoloides*), threatened; hawksbill sea turtle (*Eretmochelys imbricate*), endangered; leatherback sea turtle (*Dermochelys coriacea*), endangered; and the green sea turtle (*Chelonia mydas*), threatened.

It is not anticipated that any of these occur onsite (Figure 11).

3.7.3.3 Environmental Consequences

Preferred Alternative

No environmental consequences are anticipated based on the absence of this resource within either the project area or within close proximity.

Since there are no federally- or state-listed threatened or endangered species occurring on DFSP Newington, demolition activities are not expected to affect threatened or endangered species.

No Action Alternative

The No Action Alternative is not expected to have any impacts to federally- or state-listed threatened or endangered species since there are no threatened or endangered species known to occur within the limits of DFSP Newington.

3.8 HUMAN HEALTH AND SAFETY

3.8.1 Definition of the Resource

A safe environment is one in which there is no, or there is an optimally reduced, potential for death, serious bodily injury or illness, or property damage. Human health and safety addresses both workers' health and public safety during demolition activities.

Demolition site safety is largely a matter of adherence to regulatory requirements imposed for the benefit of employees and implementation of operational practices that reduce risks of illness, injury, death, and property damage. The health and safety of onsite military and civilian workers are safeguarded by numerous DoD and USAF regulations designed to comply with standards issued by Occupational Safety and Health Administration (OSHA) and EPA. These standards specify the amount and type of training required for industrial workers, the use of protective equipment and clothing, engineering controls, and maximum exposure limits for workplace stressors.

Safety and accident hazards can often be identified, and reduced or eliminated. Necessary elements for an accident-prone situation or environment include the presence of the hazard itself together with the exposed (and possibly susceptible) population. The degree of exposure depends primarily on the proximity of the hazard to the population. Activities that can be hazardous include transportation, maintenance and repair activities, and the creation of extremely noisy environments. The proper operation, maintenance, and repair of vehicles and equipment carry important safety implications. Any facility or human use area with potential explosive or other rapid oxidation process creates unsafe environments for nearby populations. Extremely noisy environments can also mask verbal or mechanical warning signals such as sirens, bells, or horns.

The Air Force Occupational and Environmental Safety, Fire Protection, and Health (AFOSH) Program (USAF 1996) implements the Occupational Safety and Health Air Force Policy Directive (USAF 1993) by outlining the AFOSH Program. The purpose of the AFOSH Program is to minimize loss of USAF resources and to protect USAF personnel from occupational deaths, injuries, or illnesses by managing risks. In conjunction with the USAF Mishap Prevention Program, these standards ensure all USAF workplaces meet federal safety and health requirements. This instruction applies to all USAF activities.

3.8.2 Existing Conditions

DFSP Newington is currently vacant and in poor condition and has not been used or maintained for several years. The structures on DFSP Newington property are currently in disrepair, with tripping, falling, or collapse hazards present onsite. Some structures contain mold and/or non-friable asbestos. As such, the installation currently does not consist of a safe environment and could result in injury or the loss of life.

3.8.3 Environmental Consequences

Proposed Action

Short-term direct, moderate, and adverse impacts are expected from the Proposed Action; and long-term, direct, moderate, and beneficial impacts are expected from the Proposed Action.

The Proposed Action is expected to result in a permanent net neutral effect to human health and safety. Demolition of the installation would remove many of the hazards that are currently present on DFSP Newington including the unsafe building condition, as well as some of the other hazardous products found at the installation and within the buildings (i.e., mold and non-friable asbestos).

During the demolition process, workers would likely be exposed to materials that may result in injury or ill health. As such, a Health and Safety Plan would be developed in accordance to regulations under OSHA. A Community Air Monitoring Plan would be developed to assess concentrations of particles and VOCs in the air during excavation of potentially contaminated soils. All personnel working on or visiting the site would be required to wear the appropriate personal protective equipment. Other safety measures will be in place and action will be taken to control dust and or fugitive emissions during demolition.

No Action Alternative

Under the No Action Alternative, impacts to health and safety at DFSP Newington are expected to result in a net adverse effect. The health and safety risks posed by the unsafe condition at DFSP Newington would remain. The threat of injury or ill health from site conditions, including non-friable asbestos, and mold would continue to be an issue. However, since the installation would not be demolished, there would be no potential threat to demolition crews.

3.9 UTILITIES AND INFRASTRUCTURE

3.9.1 Definition of the Resource

Infrastructure consists of the systems and physical structures that enable a population in a specified area to function, to include utility lines. Infrastructure is wholly human-made, with a high correlation between the type and extent of infrastructure, and the degree to which an area is characterized as “urban” or developed. The availability of infrastructure and its capacity to support growth are generally regarded as essential to the economic growth of an area. Utilities and infrastructure generally include water supply, storm drainage systems, sanitary sewer and wastewater systems, power supply, and solid waste management.

The transportation resource is defined as the system of roadways, highways, and other transportation facilities and systems that are in the vicinity of a project site and could be potentially affected by a Proposed Action. The resource also includes parking, access to the installation, and vehicular movement within the installation. Transportation represents the

movement of humans and commodities from one place to another. It is directly related to areas of production and habitation, and to the system of vehicle access roads and alternative forms of travel, including rail and air. Primary roadways (e.g., major interstates) are principal routes designed to move traffic efficiently to adjacent areas. Secondary roadways, or arterials (e.g., major surface streets), are designed to provide access to residential, commercial, and parking areas and access points for the installation.

3.9.2 Existing Conditions

EA conducted reconnaissance of the DFSP Newington parcels on 28 April and 15 October 2014 (EA 2014). The DFSP Newington site consists of three parcels encompassing approximately 10.26 acres fee. The southern parcel is improved with three buildings, a fire suppression water tank, three truck fuel filling racks, chain-link fencing, asphalt paving, four partially buried USTs and associated appurtenances, septic tank and field, separators, aboveground and underground pipelines, and associated corrugated metal shed (Figure 4). The northern parcel is improved with one building, a stormwater basin (historically referred to as a "lagoon"), two partially buried USTs, chain-link fencing, asphalt paving, aboveground and underground pipelines, separators, aboveground storage tanks, and the concrete remnants of a former pipeline manifold area. The third parcel (pier) consists of the pipeline extending north-northeast from the northeastern corner of the northern parcel (extending into tidal waters of the Piscataqua River) to a former pier that contains four dolphins formerly used for fuel offloading operations. The parcel is improved with the four dolphins, the pipeline, piers, and structural supports for the pipeline, and remnants of a wood/steel catwalk that allowed access to the dolphins. A more detailed description of DFSP Newington features on the three parcels is provided in Table 3-4.

Table 3-4 Defense Fuel Support Point Newington Asset Inventory

Facility Number	Current Use Category Description	Real Property Name	Area Amount	Unit of Measure	Other Amount	Unit of Measure
00001	TECH LAB LF ANA	TECH LAB LF ANA	3,000	Square ft		
00001	AUTO FR DETC	FIRE PROTECTION SYSTEM DETC.	3,000	Square ft	1	Each
00001	HEATING FUEL OIL STORAGE	TECH LAB LF ANA			200	Gallon
00005	OPG STORAGE, DIESEL	ELECTRIC POWER STATION BLDG			550	Gallon
00005	ELEC E/PWR GENERATOR PLANT	ELECTRIC POWER STATION BLDG			500	Kilowatt
00005	ELECTRIC POWER STATION BLDG	ELECTRIC POWER STATION BLDG	540	Square ft	540	Square ft
00010	WATER FIRE PUMPING STATION	WATER FIRE PUMPING STATION	800	Square ft		

Table 3-4 Defense Fuel Support Point Newington Asset Inventory

Facility Number	Current Use Category Description	Real Property Name	Area Amount	Unit of Measure	Other Amount	Unit of Measure
00010	FOAM FR SYS	FOAM FIRE PROTECTION SYSTEM	1	Each	1	Each
01101	PIER, LF UNLOAD	PIER, LF UNLOAD	504	Square yard	360	Ft of berthing
02101	FIL STD, TRK	LIQUID FUEL LOADING/			6	Operating location
04000	STORM DRAIN DSPL	STORM DRAIN DSPL			3,000	Linear ft
10012	PRIMARY DISTRIBUTION LINE UNDERGROUND	PRIMARY DISTRIBUTION LINE UNDERGROUND			3,500	Linear ft
11001	ROAD	ROAD	28,200	Square yard	1,175	Linear ft
12001	PIPELINE LF	PIPELINE, LF			15,826	Linear ft
15001	JET FUEL STORAGE	JET FUEL STORAGE			50,000	Barrel
15002	JET FUEL STORAGE	JET FUEL STORAGE			50,000	Barrel
15003	JET FUEL STORAGE	JET FUEL STORAGE			50,000	Barrel
15004	JET FUEL STORAGE	JET FUEL STORAGE			50,000	Barrel
15005	JET FUEL STORAGE	JET FUEL STORAGE			80,000	Barrel
15006	JET FUEL STORAGE	JET FUEL STORAGE			80,000	Barrel
16007	FIRE PROTECTION WATER STORAGE	FIRE PROTECTION WATER STORAGE			90,000	Gallon
17001	FENCE, BOUNDARY	FENCE, BOUNDARY			4,150	Linear ft
18001	EXTERIOR AREA LIGHTING	EXTERIOR AREA LIGHTING			29	Each
19001	MAN FR ALARM/I SYS	MAN FR ALARM/I SYS			12	Each
19500	FIRE PROTECTION WATER MAIN	FIRE PROTECTION WATER MAIN			4,580	Linear ft
19750	FIRE HYDRANT	FIRE HYDRANT			9	Each
30001	HAZARD STOR, BSE	HAZARD STOR, BSE	140	Square ft		

Table 3-4 Defense Fuel Support Point Newington Asset Inventory

Facility Number	Current Use Category Description	Real Property Name	Area Amount	Unit of Measure	Other Amount	Unit of Measure
99001	LAND FEE CONDEMN	LAND FEE CONDEMN	10.02	Acre		
99002	LAND ESMT CLEAR/P	LAND ESMT CLEAR/P	4.67	Acre		
99003	LAND ESMT R-O-W/P	LAND ESMT R-O-W/P	0.18	Acre		

3.9.3 Environmental Consequences

Proposed Action

Short-term, direct, moderate, and adverse impacts are expected from the Proposed Action; and long-term direct and indirect, negligible, and beneficial impacts are expected from the Proposed Action.

The Proposed Action would result in direct moderate adverse impact to infrastructure during the demolition phase of the Proposed Action. Utilities and infrastructure in the local community are not expected to be affected by the Proposed Action in the long term. Additionally, the utilities would no longer require regular maintenance or service on the site since they would no longer exist.

As part of the Proposed Action, it is estimated that approximately 18,153 tons of recyclable debris, and approximately 22,615 tons of construction/demolition debris and soil, would be trucked offsite. Entering and existing the site would occur either by Avery Lane via Avery Road, or through the easement and road off of Patterson Lane (Figure 12). Loads would not exceed posted highway weight limits, and traffic on and off the site would occur during normal business hours.

No Action Alternative

Under the No Action Alternative, the USAF would continue ownership of DFSP Newington, and there would be no disposal of the subject fee-owned property. Current caretaker and maintenance operations would continue. Under this alternative, the facility would continue to pose a physical threat as infrastructure (i.e., buildings, pier, dolphins, utilities, tanks, etc.) continue to corrode and deteriorate over time. Additionally, this alternative would result in continued maintenance costs and other responsibilities of facility ownership.

3.10 HAZARDOUS MATERIALS AND WASTES

3.10.1 Definition of the Resource

A hazardous substance, pursuant to the Comprehensive Environmental Response, Compensation and Liability Act (42 U.S. Code 9601(14)), is defined as, "any substance designated pursuant to Section 1321(b)(2)(A) of Title 33; any element, compound, mixture, solution, or substance designated pursuant to Section 9602 of this title; any hazardous substance having the characteristics identified under or listed pursuant to Section 3001 of the Resource Conservation and Recovery Act of 1976 (RCRA), as amended (42 U.S. Code 6921); any toxic pollutant listed under Section 1317(a) of Title 33; any hazardous air pollutant listed under Section 112 of the CAA; and any imminently hazardous chemical substance or mixture with respect to which the Administrator of the EPA has taken action pursuant to Section 2606 of Title 15. The term does not include petroleum, including crude oil or any fraction thereof, which is not otherwise specifically listed or designated as a hazardous substance; and the term does not include natural gas, natural gas liquids, liquefied natural gas, or synthetic gas usable for fuel (or mixtures of natural gas and such synthetic gas)."

Hazardous materials are defined by 49 CFR Part 171.8 as "hazardous substances, hazardous wastes, marine pollutants, elevated temperature materials, materials designated as hazardous in the Hazardous Materials Table (49 CFR Part 172.101), and materials that meet the defining criteria for hazard classes and divisions" in 49 CFR Part 173. Transportation of hazardous materials is regulated by the U.S. Department of Transportation regulations within 49 CFR Parts 105-180.

RCRA defines a hazardous waste as "a solid waste, or combination of solid wastes, which because of its quantity, concentration, or physical, chemical, or infectious characteristics may cause, or significantly contribute to an increase in mortality or an increase in serious irreversible, or incapacitating reversible, illness; or pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, or disposed of, or otherwise managed."

3.10.2 Existing Conditions

Structures

A limited hazardous materials survey of building materials was conducted by EA in 2014. The survey identified asbestos in five distinct building materials in the office/administration building (floor tiles, linoleum, and caulk) and the generator building (two types of caulk). Additional testing is required to meet the federal requirements by confirming the presence of asbestos. Lead paint was identified on 26 of 71 surfaces screened. These screening locations include indoor and exterior structures across the facility. The impacted locations include the paints in the office building, generator building, fire suppression pump house, truck racks, pier, and various other site components. These results provide an indication that lead paint is present at the site and the survey identifies the items that should be further evaluated and handled properly by the

demolition contractor to ensure proper disposal techniques. Polychlorinated biphenyls (PCBs), specifically Aroclor 1254, were detected in one caulk sample collected from an office building window at a concentration of 0.175 milligrams per kilogram (mg/kg), slightly above the laboratory Method Reporting Limit of 0.170 mg/kg. Since concentrations of PCBs detected in caulk are below the regulatory threshold of 50 mg/kg in caulk, no additional testing is warranted and no special requirements are necessary during demolition for these materials.

Soils

A geo-technical investigation, conducted by EA at DFSP Newington in 2014, identified soils containing weathered petroleum products along the northern boundary of the property. Samples from the area had one analyte reported at a concentration that slightly exceeded the NHDES Soil Remediation Standards. Based on the findings, it was noted that residual contamination may be encountered during bulk tank demolition or earth moving activities. No hazardous materials were identified as being present in soils.

Defense Fuel Support Point Groundwater

Groundwater at the DFSP facility previously was impacted by a leak at the former manifold area. This area has been remediated over the past several decades and groundwater quality has been restored. Groundwater monitoring in the area indicates compliance with applicable NHDES Groundwater Quality Standards, and closure of the existing Groundwater Management Permit is anticipated.

Other Groundwater Concerns

Analytical results indicate the presence of methyl tertiary-butyl ether at concentrations exceeding the applicable NHDES Ambient Groundwater Quality Standards in groundwater near the former DFSP lagoon/generator building area. An adjacent property owner is the responsible party for methyl tertiary-butyl ether impacts to groundwater related to a gasoline release. This historical gasoline release is due to discharges from the oil/water separators into the adjacent property's stormwater management system, which discharges to the stormwater lagoon on DFSP property. Adjacent property owners currently conduct regular groundwater monitoring at the DFSP facility.

3.10.3 Environmental Consequences

Proposed Action

Short-term and long-term, direct and indirect, major, and beneficial impacts are expected from the Proposed Action.

The Proposed Action is expected to result in a major permanent beneficial impact to hazardous materials and wastes at DFSP Newington. Clean soil would be used to backfill the excavated areas and building footprints. Additionally, known hazardous materials within the building,

including asbestos and lead-based paint, would be removed from the property. As such, the threat to the public from those hazardous materials that currently are found at the installation would be removed, thereby eliminating the potential for injury or ill health resultant from exposure to those agents. All practicable materials such as plastics, metals, glass, and compostable materials would be collected and stored at DFSP Newington. The materials would be transported to the nearest recycling facility in accordance with the material type. Recycling and reuse of these materials would keep excess waste from being stored in local landfills thereby facilitating further beneficial impacts to the surrounding environment.

During demolition, soils would be monitored and screened as appropriate. Contaminated soils should would be stockpiled, sampled, characterized, and disposed of in accordance with applicable regulations. Soil removal is presumed to be ancillary to demolition activities and not a primary component of the demolition.

No Action Alternative

The No Action Alternative is expected to result in a net adverse impact. Hazardous materials at the site would remain in place. The threat of injury or ill health would continue due to deteriorating conditions of the tanks and buildings, and facilities onsite.

3.11 SOCIOECONOMIC RESOURCES AND ENVIRONMENTAL JUSTICE

3.11.1 Definition of the Resource

***Socioeconomics*—**Socioeconomics is typically defined as the relationship between economies and social elements, such as population and economic activity. Factors that describe the socioeconomic resources represent a composite of several attributes. There are several factors that can be used as indicators of economic conditions for a geographic area, such as demographics, income, unemployment, poverty level, and employment.

***Environmental Justice*—**EO 12898 pertains to environmental justice issues and relates to various socioeconomic groups and the disproportionate impacts that could be imposed on them. That EO requires that federal agencies' actions substantially affecting human health or the environment do not exclude persons, deny persons benefits, or subject persons to discrimination because of their race, color, or national origin. The EO was enacted to ensure the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. Consideration of environmental justice concerns includes race, ethnicity, and the poverty status of populations in the vicinity of a Proposed Action.

3.11.2 Existing Conditions

The Town of Newington, incorporated in 1764, is approximately 4.5 square miles, with an estimated population of 753 according to the 2010 census. The population density of Newington equals approximately 91.9 persons per square mile of land area (New Hampshire Employment

Security 2014). The Town contains a mixture of residential, industrial/commercial, and open space land uses (Town of Newington, New Hampshire 2012). Table 3-5 summarizes the socioeconomic resources of the town.

The NHDES does not define or map Environmental Justice Zones, so the New England EPA's definition was used for this report. The New England EPA maps possible areas of Environmental Justice concern based on 2010 Census demographic data as well as environmental data. Demographic factors that are considered include poverty levels and minority population (EPA 2001).

The DFSP Newington site is not located within a high poverty or a high minority population area, so Environmental Justice is not a concern. The nearest possible area of concern due to higher minority and poverty levels is Dover, New Hampshire, 9 miles north of Newington (EPA 2012 (Figure 1).

3.11.3 Environmental Consequences

Proposed Action

Short-term, direct and indirect, minor, adverse, and beneficial impacts are expected as a result of the Proposed Action.

The Proposed Action would result in a minor temporary beneficial effect to the socioeconomic resources of the community. Since the DFSP Newington site is not currently in operation and vacant, the installation is not providing any job opportunities; however, construction activities related to the proposed demolition of the DFSP Newington site would result in the creation of temporary work opportunities.

Given that there are no Environmental Justice Zones located within proximity to the DFSP Newington site, the Proposed Action would not result in any effects to those areas.

All government-owned real property (land and buildings) that is underutilized, unutilized, or deemed to be excess or surplus must be reported to the Department of Housing and Urban Development for screening for potential use as facilities to assist the homeless in accordance with the Stewart B. McKinney Homeless Assistance Act (10 U.S. Code 2546).

No Action Alternative

The No Action Alternative is expected to result in a net neutral effect to socioeconomic resources and Environmental Justice. As a result of this alternative, the DFSP Newington site would not be demolished and the temporary creation of construction jobs would not be realized. Since there are no Environmental Justice Zones within proximity to the installation, the No Action Alternative would not impact those areas.

3.12 CULTURAL AND VISUAL RESOURCES

3.12.1 Definition of the Resource

***Visual Resources*—**Visual resources are generally defined as the natural and man-made features of a landscape or other area that comprise its aesthetic qualities. Those features define the landscape character of an area and form the overall impression that an observer receives of that area. Evaluating the aesthetic qualities of an area is a subjective process because the value that an observer places on a specific feature varies depending on his/her perspective. In general, a feature observed within a landscape can be considered as characteristic if it is inherent to the composition and function of the landscape. This is particularly true if the landscape or area in question is part of a scenic byway, a state or national scenic river, or other similar area. Landscapes can change over time; therefore, the assessment of the environmental impacts of a Proposed Action on a given landscape or area must be made relative to the characteristic features currently composing the landscape or area.

***Cultural Resources*—**As part of the process for compliance with NEPA, federal agencies are required to assess potential impacts on the human environment (40 CFR Part 1508.14). That analysis is generally conducted in terms of cultural resources, which includes a variety of resources that are defined by specific federal laws, regulations, EOs, and other requirements. Those include the National Historic Preservation Act, Native American Graves Protection and Repatriation Act, Archaeological Resources Protection Act, American Indian Religious Freedom Act, and EO 13007 among other regulations. Typically, cultural resources are divided into archaeological resources, historic buildings, and traditional cultural properties.

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Table 3-5 Socioeconomic Resources

	Newington Town		Rockingham County		New Hampshire		United States	
Population and Race	753		295,223		1,316,470		308,745,538	
White	725	96.3%	281,966	95.5%	1,236,050	93.9%	231,040,398	74.8%
Black/African American	4	0.5%	1,996	0.7%	15,035	1.1%	42,020,743	13.6%
Asian	10	1.3%	4,943	1.7%	28,407	2.2%	17,320,856	5.6%
Other	4	0.5%	1,678	0.6%	12,062	0.9%	21,748,084	7.0%
Native American	1	0.1%	486	0.2%	3,150	0.2%	5,220,579	1.7%
Hispanic or Latino of any race	8	1.1%	6,142	2.1%	36,704	2.8%	50,477,594	16.3%
Age								
Median age	48.0		42.2		41.1		37.2	
Over 18 years of age	623	82.7%	227,785	77.2%	1,029,236	81.0%	234,564,071	76.0%
Over 65 years of age	120	15.9%	37,424	12.7%	178,268	13.5%	40,267,984	13.0%
Language Spoken at Home								
English only	618	94.9%	276,034	93.5%	1,149,608	92.1%	229,673,150	79.4%
"Less than very well"	3	0.5%	5,019	1.7%	30,519	2.4%	25,223,045	8.7%
Spanish	5	0.8%	5,609	1.9%	25,944	2.1%	36,995,602	12.87%
Indo-European	14	2.2%	8,857	3.0%	51,430	4.1%	10,666,771	3.7%
Asian-Pacific	0	0.0%	3,543	1.2%	15,334	1.2%	9,340,583	3.2%
Other languages	14	2.2%	1,476	0.5%	5,786	0.5%	2,539,640	0.9%
Disability Status								
Population 5 years of age and older	85	13.1%	13,688	4.6%	74,187	47.8%	36,354,712	11.9%
Education								
High school graduate or higher	92.0%		94.0%		91.4%		85.6%	
High school including General Education Diploma	124	23.0%	82,662	28.0%	265,671	29.3%	58,225,602	28.5%
Associate's degree	41	7.6%	29,818	10.1%	87,017	9.6%	15,553,106	7.6%
Bachelor's degree	132	24.4%	69,377	23.5%	191,995	21.2%	36,244,474	17.7%
Graduate or professional degree	86	15.9%	38,969	13.2%	111,375	12.3%	21,333,568	10.4%
Employment, Class of Worker and Commuter Status								
Labor force pool (population >age 16)	600	79.7%	238,038	80.1%	960,498	73.0%	243,832,923	79.0%
Employed	362	48.1%	161,613	54.7%	650,871	67.8%	139,033,928	57.0%
Unemployment	8	1.3%	10,673	4.5%	25,500	2.7%	16,883,085	6.9%
Private for profit workers	280	77.3%	122,548	75.8%	516,575	79.4%	108,824,974	78.3%
Self-employed workers – includes agriculture, forestry, fishing, hunting	3	0.4%	8,516	5.3%	49,520	7.6%	8,740,557	6.3%
Non-profit workers	40	5.3%	10,893	4.6%	72,057	29.6%	10,970,221	7.9%
Government	42	11.6%	19,481	12.0%	83,271	12.8%	21,291,233	15.3%

Table 3-5 Socioeconomic Resources

	Newington Town		Rockingham County		New Hampshire		United States	
Federal	16	2.1%	2,958	1.8%	14,924	60.7%	4,938,966	1.6%
State	6	0.8%	3,432	2.1%	25,370	44.6%	6,270,462	2.0%
Local	20	2.7%	13,091	8.1%	52,355	32.8%	10,453,506	3.4%
Occupation								
Management, professional and related occupations	158	43.6%	67,201	41.6%	232,927	35.8%	49,975,620	35.9%
Service occupations	58	16.0%	21,780	13.5%	84,618	13.0%	25,059,153	18.0%
Sales and office occupations	75	20.7%	42,215	26.1%	173,282	26.6%	35,711,455	25.0%
Production, transportation, and material moving occupations	39	10.8%	16,016	9.9%	96,154	14.8%	16,590,396	11.9%
Construction, extraction, and maintenance occupations	35	9.7%	14,401	8.9%	60,988	9.4%	12,697,304	9.1%
Commuting to Work								
Worked in county of residence	515	68.4%	87,433	54.1%	440,452	65.0%	99,361,852	72.6%
Worked outside county of residence	111	14.7%	28,929	17.9%	128,747	19.0%	32,364,811	23.6%
Worked outside the state of residence	127	16.9%	45,413	28.1%	108,419	16.0%	5,214,347	3.8%
Housing								
Number of households	278		115,033		518,973		116,716,292	
Number of housing units	310		126,709		614,754		131,704,730	
Occupied	278	89.7%	115,033	90.8%	518,973	84.4%	116,716,292	88.6%
Owner occupied	206	74.1%	88,365	76.8%	368,316	71.0%	75,986,074	65.1%
Income								
Median annual household income	$72,500		$77,939		$49,467		$50,046	
Median family income	$92,614		$111,097		$57,575		$60,609	
Per capita income	$37,970		$37,820		$23,844		$26,059	
Fulltime, year-round male median income	$61,458		$63,375		$39,689		$46,500	
Fulltime, year-round female median income	$35,417		$44,902		$27,488		$36,551	
Poverty								
Number of families	Not applicable	6.4%	Not applicable	3.5%	Not applicable	4.3%	Not applicable	11.3%

Sources: U.S. Census Bureau 2010; 2012a, b, c, and d; 2013.

Under Section 106 of the National Historic Preservation Act, the federal agency official is charged with providing the Advisory Council on Historic Preservation and the State Historic Preservation Office (SHPO) an opportunity to comment on the effect of Federal undertakings on historic properties. Federal agencies identify and evaluate historic properties listed or eligible for inclusion in the National Register of Historic Places within the Area of Potential Effect; determine effects of an undertaking on historic properties; and consult to avoid, minimize, or mitigate adverse effects on the historic properties in consultation with the SHPO and other parties including Native Tribes.

3.12.2 Existing Conditions

Since the buildings on the DFSP Newington installation are greater than 50 years old, buildings on DFSP Newington may be considered historic.

A Section 106 consultation was carried out with the New Hampshire SHPO.

3.12.3 Environmental Consequences

Proposed Action

No impact to cultural and visual resources is anticipated. A consultation with NH SHPO was conducted, and a determination of "No Historical Properties Affected" was made (Appendix C).

No Action Alternative

As a result of the No Action Alternative, the DFSP Newington Facility, valve manifolds, and aboveground pipeline would not be demolished. The buildings, manifolds, pipelines, and associated infrastructure would continue to deteriorate.

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4. CUMULATIVE AND OTHER EFFECTS

4.1 CUMULATIVE EFFECTS

CEQ regulations stipulate that the cumulative effects analysis of an Environmental Assessment should consider the potential environmental effects resulting from "the incremental impacts of the action when added to other past, present, and reasonably foreseeable future action regardless of what agency or person undertakes such other actions" (40 CFR Part 1508.7). CEQ guidance in considering cumulative effects affirms this requirement, stating that the first steps in assessing cumulative effects involve defining the scope for the other actions and their interrelationship with a Proposed Action. The scope must consider other projects that coincide with the location and timetable of a proposed action and other actions. Cumulative effects analyses must also evaluate the nature of interactions among these actions (CEQ 1997).

To identify cumulative effects, the analysis needs to address two questions:

1. Does a relationship exist such that affected resource areas of the Proposed Action or alternatives might interact with the affected resource areas or past, present, or reasonably foreseeable actions?

2. If such a relationship exists, does an Environmental Assessment or an Environmental Impact Statement reveal any potential significant impacts not identified when the Proposed Action is considered alone?

The scope of the cumulative effects analysis involves both timeframe and geographic extent in which effects could be expected to occur, and a description of what resources could potentially be cumulatively affected. For the purposes of this analysis, the temporal span of the Proposed Action is 2 years, which would encompass the demolition period. For most resources, the spatial areas for consideration of cumulative effects include the areas immediately surrounding the buildings of DFSP Newington though a larger area is considered for some resources (e.g., air quality).

4.1.1 Projects Identified for Potential Cumulative Effects

A review of available meeting minutes from the Newington Planning Board, Zoning Board, did not identify any proposed projects within close proximity to the Newington demolition areas that would result in a significant negative impact to the environment.

4.1.2 Cumulative Effects Analysis

As previously discussed, there are no known projects within proximity of DFSP Newington that would add to the cumulative effects of the Proposed Action. As such, the effects of the Proposed Action would not significantly contribute to the cumulative effects of the surrounding area.

4.2 UNAVOIDABLE ADVERSE EFFECTS

Unavoidable adverse effects would result from implementation of the Proposed Action. These effects are not anticipated to be significant.

Geological Resources—Under the Proposed Action, demolition activities, such as grading and excavating, would result in minor soil disturbance. Implementation of BMPs during demolition would minimize environmental consequences resulting from ground-disturbing activities. Standard erosion control measures would also reduce environmental consequences related to these characteristics. Although unavoidable, effects on soil DFSP Newington are not considered significant.

Noise—The Proposed Action would result in temporary adverse impacts to noise resulting from the demolition activities. Demolition activities would be conducted using well maintained and job-suitable machinery to minimize noise generation. Site workers would be instructed to wear ear protection when working around loud equipment. Site work would be conducted during normal working hours when neighboring residents are not likely to be sleeping. Following completion of the demolition and restoration activities, the noise levels would return to ambient levels.

Air Quality—During the demolition and fine grading phases of the Proposed Action, the air quality at the area is expected to be temporarily adversely impacted by dust and exhaust from the heavy equipment. BMPs would be implemented during all construction activities to minimize dust generation. BMPs are likely to include dust suppression via watering truck, gravel entrances and exits, and air monitoring. Air monitoring would be conducted to monitor dust levels and other potential air quality impacts. Following completion of the demolition and fine grading activities, the air quality would return to ambient levels.

Wildlife—Under the Proposed Action, demolition activities would result in a temporary adverse impact to wildlife. The demolition would create a disturbance to wildlife that inhabits the area or its immediate vicinity. Following completion of the demolition, grading, and reseeding activities, the wildlife quality would return to pre-construction levels.

Human Health and Safety—During the demolition phases of the Proposed Action, area workers would likely be exposed to materials that may result in injury or ill health. As such, a Health and Safety Plan would be developed in accordance to regulations under OSHA; Engineer Manual 385-1-1; and AFOSH. The potential for adverse impacts to human health and safety would be minimized by implementing engineering controls, administrative measures, and the use of personal protective equipment.

Cultural Resources— Under the Proposed Action, demolition activities would result in no impacts to cultural resources.

4.3 COMPATIBILITY OF PROPOSED ACTION AND ALTERNATIVES WITH THE OBJECTIVES OF FEDERAL, REGIONAL, STATE, AND LOCAL LAND USE PLANS, POLICIES, AND CONTROLS

The Proposed Action would be consistent with existing and future uses. Demolition activities would not interfere with applicable land use policies or objectives. Demolition activities would allow the area to be used for future development.

4.4 RELATIONSHIP BETWEEN SHORT-TERM USES OF THE ENVIRONMENT AND MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

Short-term uses of the biophysical components of the human environment include direct impacts, typically associated with demolition activities that occur over a period of less than 5 years. Long-term uses of the human environment generally include those impacts that occur over a period of more than 5 years, including the permanent loss of resources.

This Environmental Assessment identifies potential short-term, adverse effects on the natural environment as a result of demolition activities. These potential adverse effects include noise emissions, air emissions, soil erosion, and stormwater runoff into surface water. Demolition of old, outdated, and underutilized facilities and disposal of underutilized property would help meet the long-term mission-related needs of the USAF, as well as the planning objectives.

4.5 IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES

An irreversible or irretrievable commitment of resources refers to impacts on or losses to resources that cannot be reversed or recovered, even after an activity has ended and facilities have been decommissioned. A commitment of resources is related to use or destruction of non-renewable resources, and effects that such a loss will have on future generations. The Proposed Action would involve the irreversible and irretrievable commitment of material resources and energy, land resources, and human resources. The impacts on these resources would be permanent.

Cultural Resources—Under the Proposed Action, demolition activities would result in no impacts to cultural resources.

Material Resources—Material resources irretrievably used for the Proposed Action would include building materials, imported soils for backfilling purposes, or other materials that may be utilized during the restoration of the area to a vegetated green space. Such materials are not in short supply and would not be expected to limit other unrelated construction activities. Where practicable, materials would be recycled and reused to avoid excess use of material resources, the irretrievable use of material resources would not be considered significant.

Energy Resources—Energy resources used for the Proposed Action would be irretrievably lost. These would include petroleum-based products (e.g., gasoline and diesel) and electricity. During

demolition, gasoline and diesel fuel would be used for the operation of demolition vehicles. Consumption of these energy resources would not place a significant demand on their availability in the region. Therefore, no significant impacts would be expected.

Human Resources—The use of human resources for demolition is considered to be an irretrievable loss only in that it would preclude such personnel from engaging in other work activities. However, the use of human resources for the Proposed Action would represent employment opportunities, and is considered to provide a net benefit.

5. LIST OF PREPARERS

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U.S. Fish and Wildlife Service (USFWS). 2014. Web Map Services (WMS) Geospatial Wetlands Digital Data (Figures)

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Appendix A

Figures

- Figure 1 General Location Map
- Figure 2 Site Map (U.S. Geologic Survey Topographic)
- Figure 3 Site Map (Aerial)
- Figure 4 Defense Fuel Support Point Newington (Area 1)
- Figure 5 Pease Air National Guard Base (Area 2)
- Figure 6 Defense Fuel Support Point Newington (Area 1) Soils
- Figure 7 Pease Air National Guard Base (Area 2) Soils
- Figure 8 Defense Fuel Support Point Newington (Area 1) Hydrology
- Figure 9 Pease Air National Guard Base (Area 2) Hydrology
- Figure 10 Site Map (Land Use)
- Figure 11 Site Map (Critical Habitat)
- Figure 12 Defense Fuel Support Point Newington (Area 1) Conceptual Demolition Plan
- Figure 13 Pease Air National Guard Base (Area 2) Conceptual Demolition Plan

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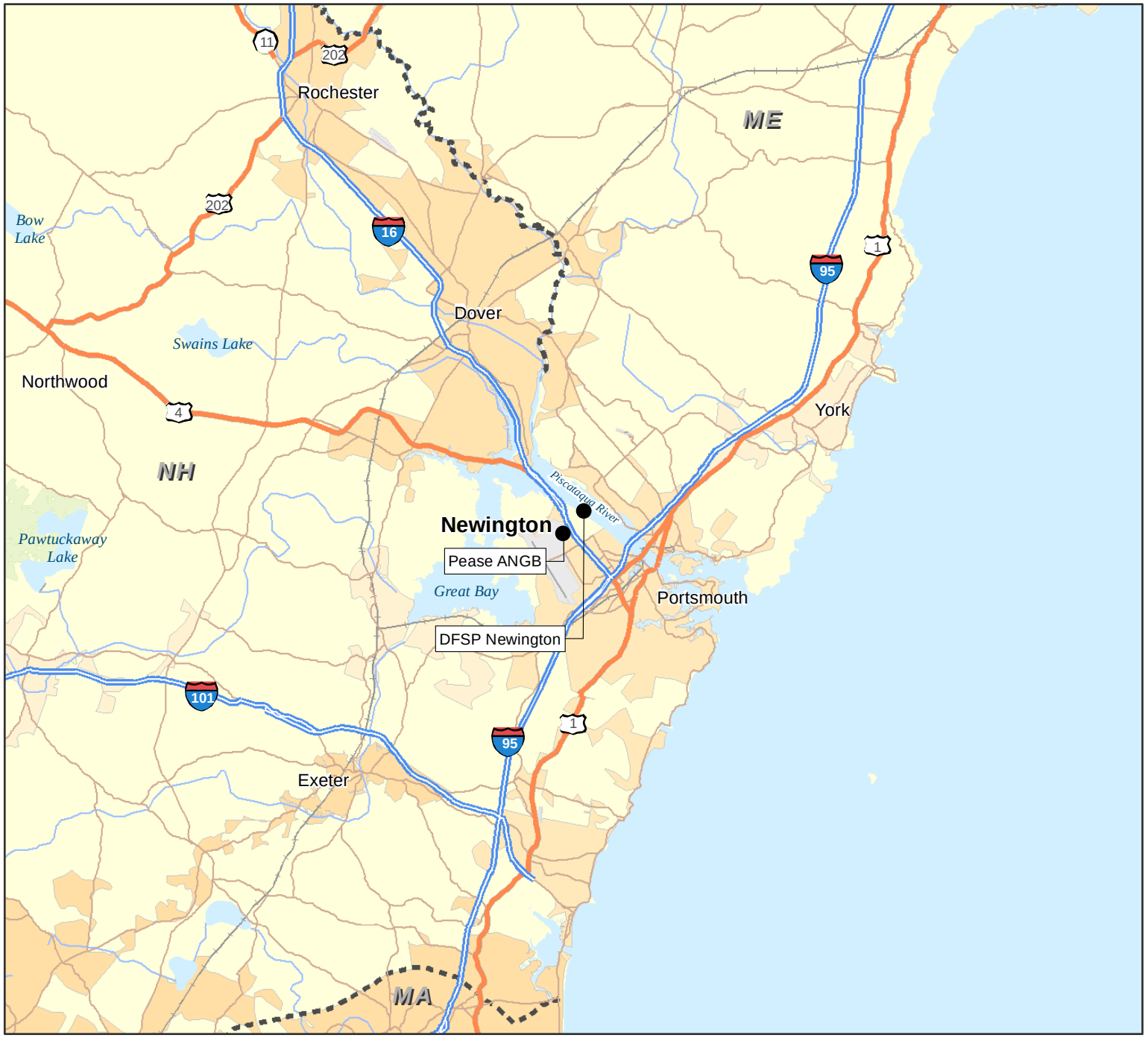

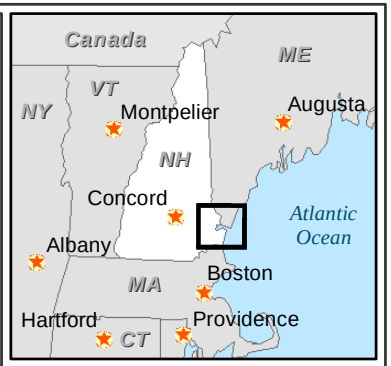

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References:

Street Map:
ESRI ArcGIS Map Service, 2013

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Figure 1.
General Location Map

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Legend

- Property Boundary
- Easement Boundary/Pipeline
- Aboveground Pipeline
- Underground Pipeline

References:

Pipeline location approximated per *Environmental Baseline Survey, Defense Fuel Support Point, Newington, New Hampshire* Figure 4. COMPA Industries, Inc. et. al. Property and Easement Boundaries: *Lot Line Adjustment and Right of Way Plat, Pease AFB NH*, Plan 50740 Sheets 1-4 of 4. Durgin and Schofield Associates, December 1988.

Topo:
ESRI ArcGIS Map Service, 2013

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Figure 2.
Site Map
USGS Topo

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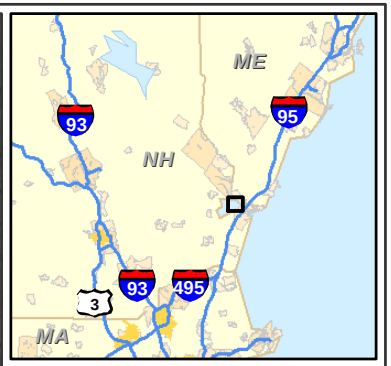

Legend

- Property Boundary
- Easement Boundary/Pipeline
- Aboveground Pipeline
- Underground Pipeline

References:

Pipeline location approximated per
Environmental Baseline Survey, Defense Fuel Support Point, Newington, New Hampshire
Figure 4. COMPA Industries, Inc. et. al.
Property and Easement Boundaries:
Lot Line Adjustment and Right of Way Plat, Pease AFB NH, Plan 50740
Sheets 1-4 of 4. Durgin and Schofield Associates, December 1988.

Aerial:
Google Earth Map Service, 2013

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Figure 3.
Site Map
Aerial

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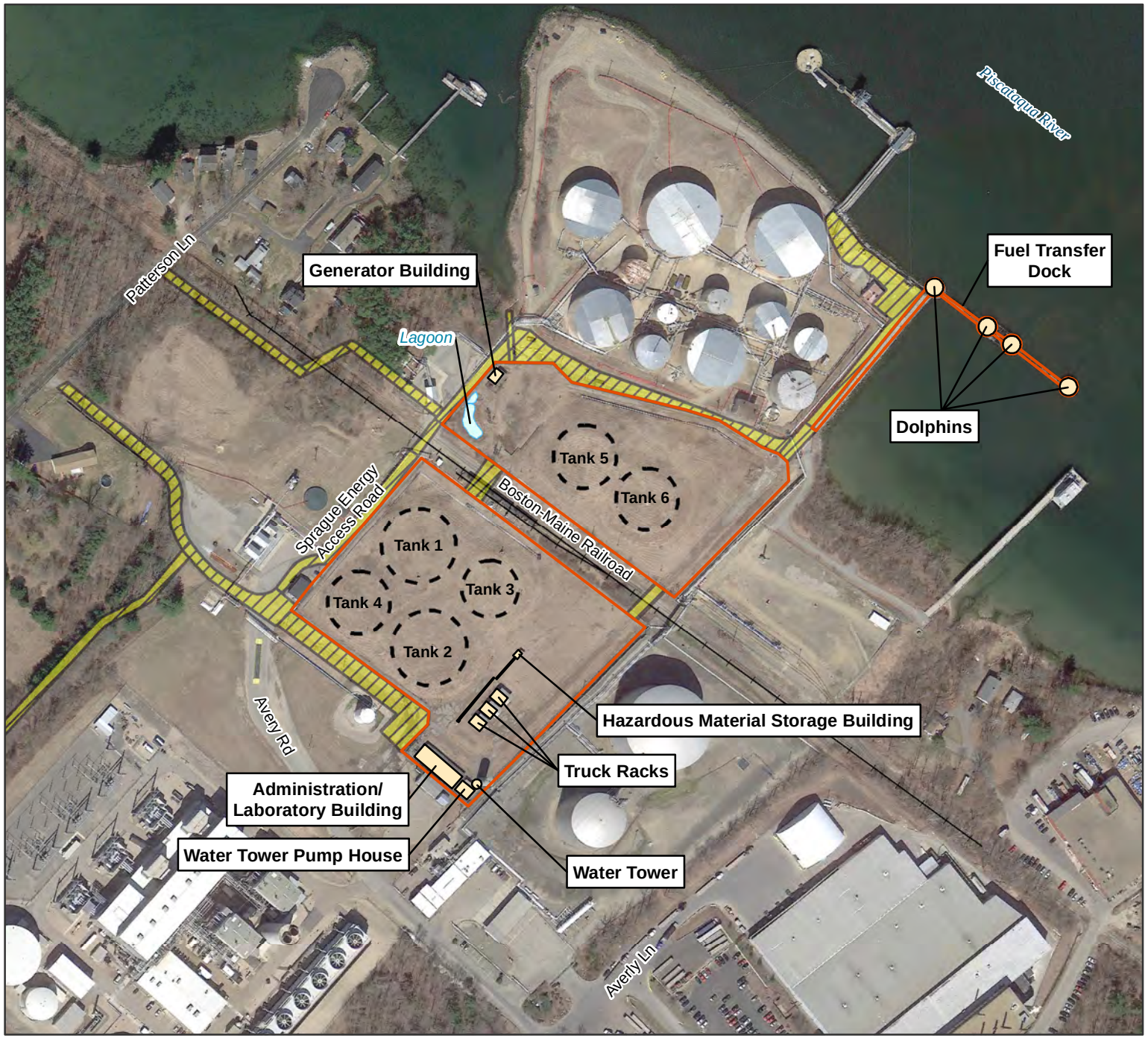

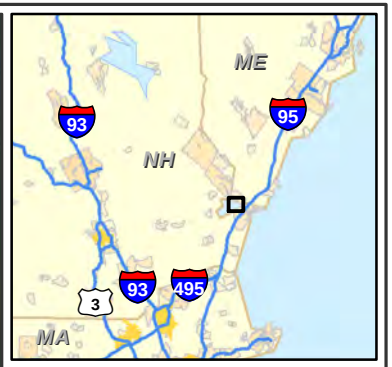

Legend

- Property Boundary
- Easement Boundary
- Structure
- Fuel Tank
- Railroad

References:

Property and Easement Boundaries:
Lot Line Adjustment and Right of Way Plat, Pease AFB NH, Plan 50740 Sheets 1-4 of 4. Durgin and Schofield Associates, December 1988.

Aerial:
Google Earth Map Service, 2013

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Figure 4.
DFSP Newington (Area 1)

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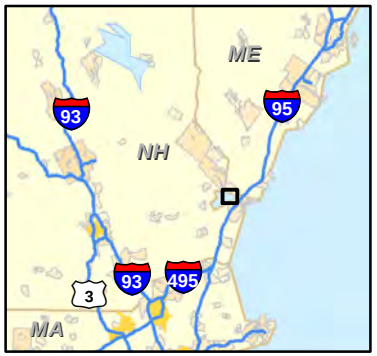

Legend

- Aboveground Pipeline
- Underground Pipeline
- Easement Boundary
- Valve Area

References:

Pipeline location approximated per *Environmental Baseline Survey, Defense Fuel Support Point, Newington, New Hampshire* Figure 4. COMPA Industries, Inc. et. al. Property and Easement Boundaries: *Lot Line Adjustment and Right of Way Plat, Pease AFB NH,* Plan 50740 Sheets 1-4 of 4. Durgin and Schofield Associates, December 1988.

Aerial:
Google Earth Map Service, 2013

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Figure 5.
Pease ANGB (Area 2)

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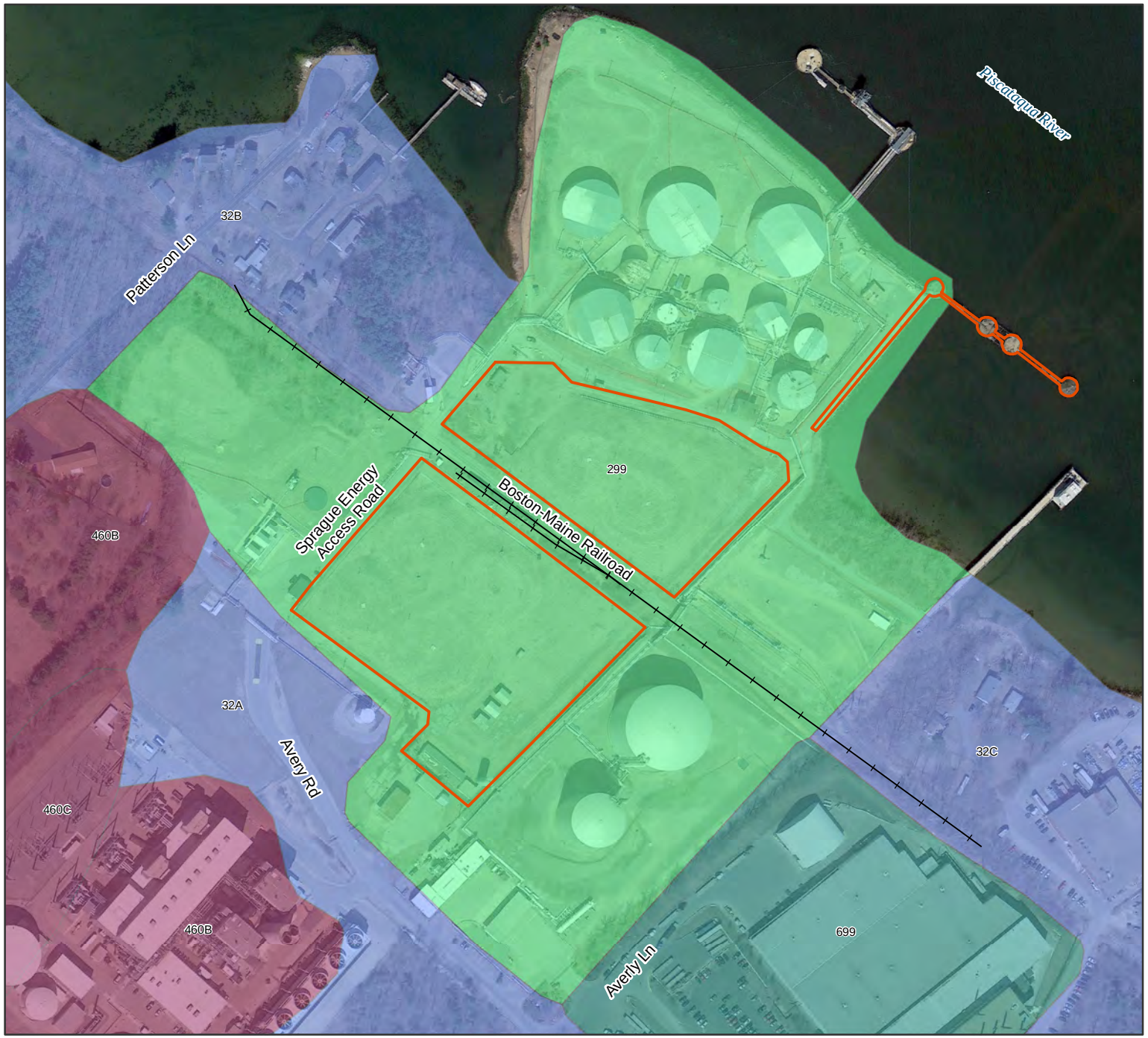

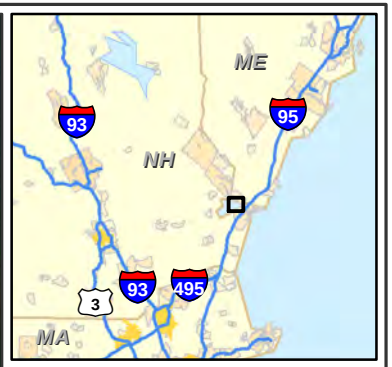

Legend

- Property Boundary
- Railroad

Soils

- Boxford Silt Loam (32A, 32B, 32C)
- Pennichuck Channery Very Fine Sandy Loam (460B, 460C)
- Udorthents (299)
- Urban land (699)

References:

Property and Easement Boundaries:
Lot Line Adjustment and Right of Way Plat, Pease AFB NH, Plan 50740 Sheets 1-4 of 4. Durgin and Schofield Associates, December 1988.

Aerial:
Google Earth Map Service, 2013
Soils:
USDA NRCS SSURGO, 2014

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Figure 6.
DFSP Newington (Area 1)
Soils

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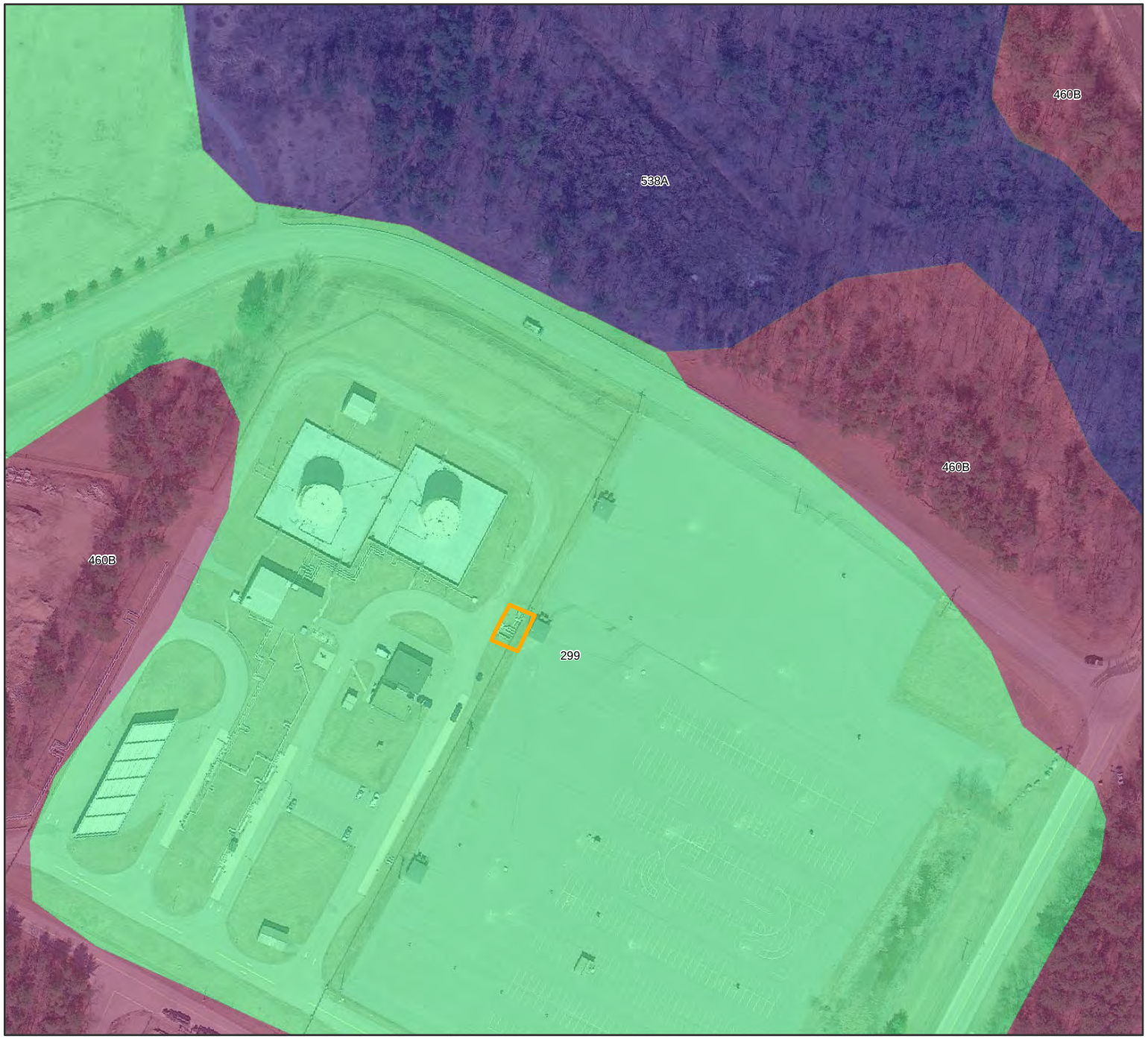

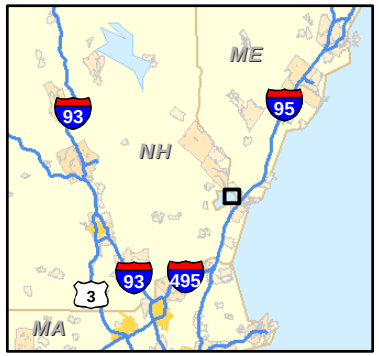

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Valve Area

Soils

Pennichuck Channery Very Fine Sandy Loam (460B, 460C)

Squamscott Fine Sandy Loam (538A)

Udorthents (299)

References:

Aerial:
Google Earth Map Service, 2013
Soils:
USDA NRCS SSURGO, 2014

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Figure 7.
Pease ANGB (Area 2)
Soils

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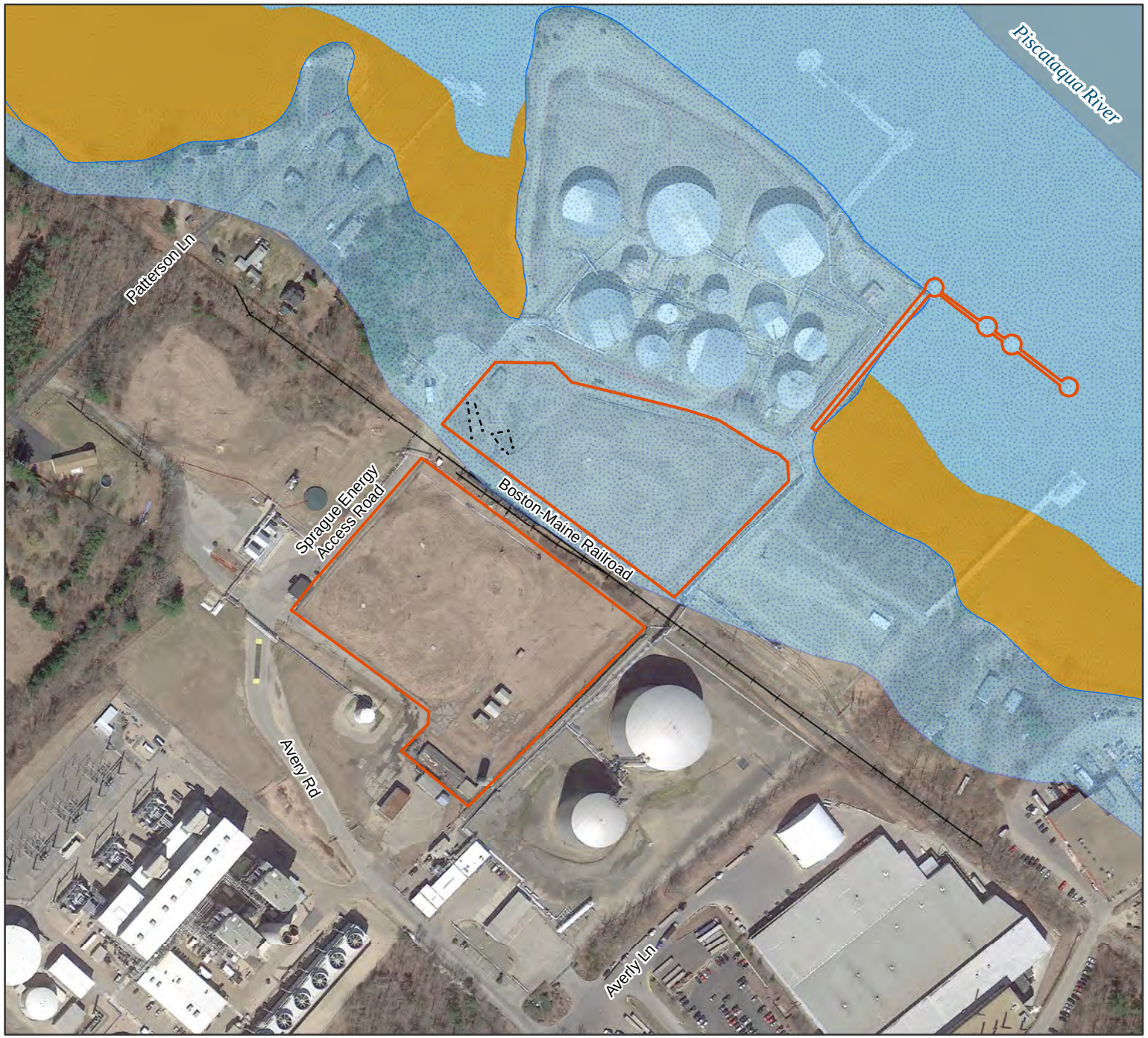
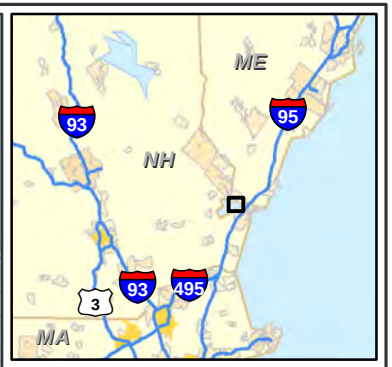




Legend

- Property Boundary
- Railroad
- Wetland Delineation
- 100 yr Floodplain
- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland

References:

Property and Easement Boundaries:
Lot Line Adjustment and Right of Way Plat, Pease AFB NH, Plan 50740 Sheets 1-4 of 4. Durgin and Schofield Associates, December 1988.

Aerial:
Google Earth Map Service, 2013
Wetlands:
USFWS, 2014
Floodplain:
FEMA, 2014

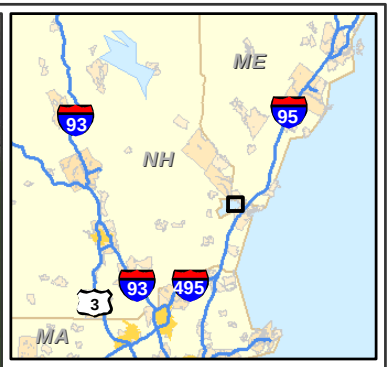
0 200 400
Feet

October 2014

DFSP Newington Preliminary Draft Environmental Assessment

Figure 8.
DFSP Newington (Area 1)
Hydrology

\\ovetonfederal\GISData\Northeast\NewHampshire\Newington\MXD\PrelimDraftEnvAssessment\Figure 8 Area 1 Hydrology.mxd



Legend

Valve Area

Hydrology

Freshwater Forested/ Shrub Wetland

Freshwater Pond

References:

Aerial:
Google Earth Map Service, 2013
Wetlands: USFWS, 2014

0 100 200

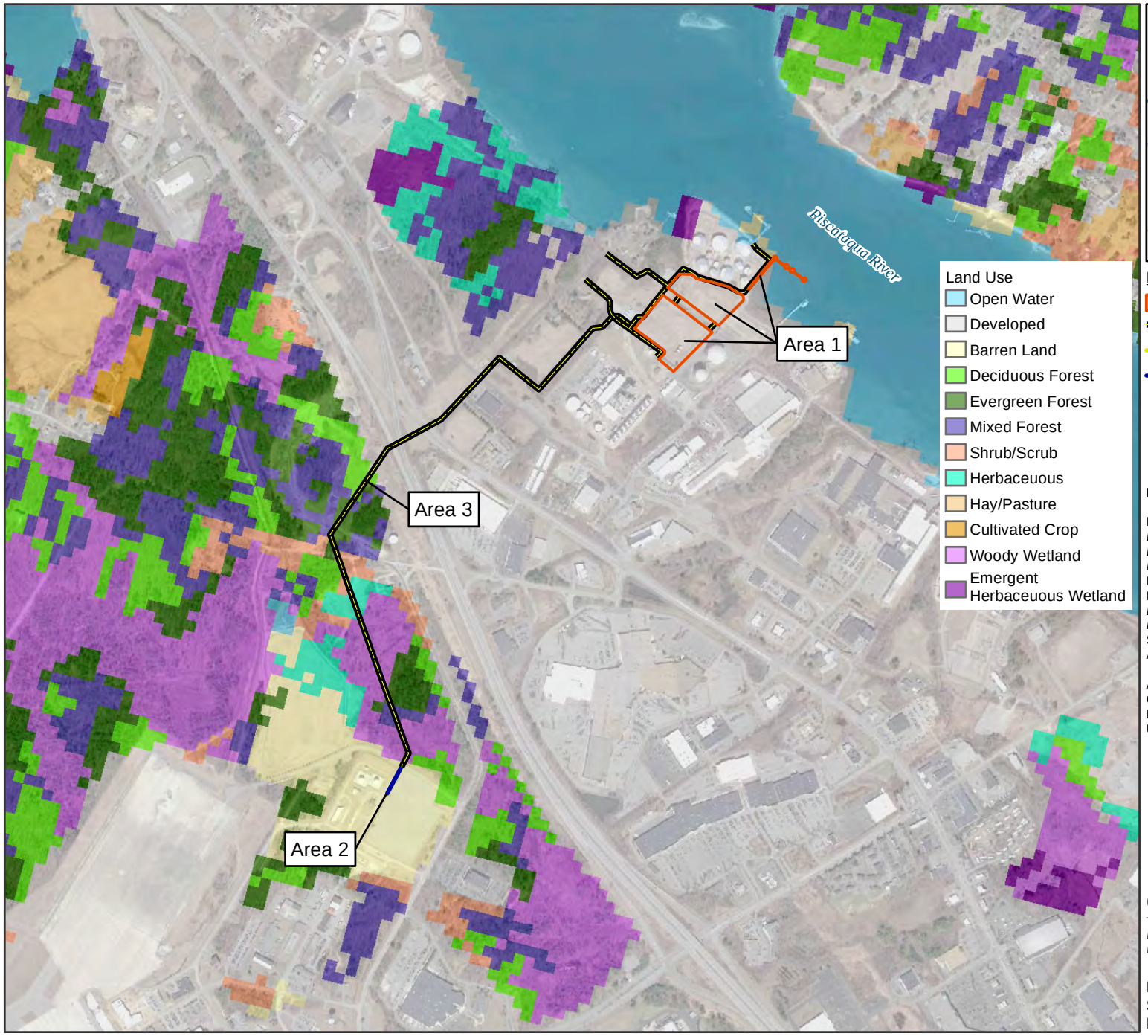
Feet

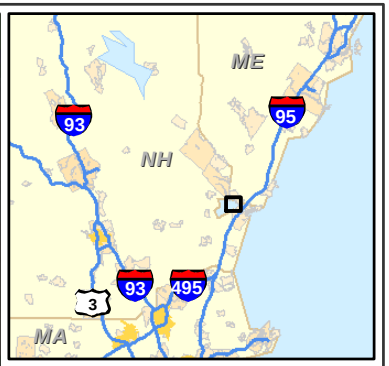
October 2014

DFSP Newington Preliminary Draft Environmental Assessment

Figure 9.
Pease ANGB (Area 2)
Hydrology

\\Loveton\federal\GISData\Northeast\NewHampshire\Newington\MXD\PrelimDraftEnvAssessment\Figure 9 Area 2 Hydrology.mxd





Legend

- Property Boundary
- Easement Boundary/Pipeline
- Aboveground Pipeline
- Underground Pipeline

References:

Pipeline location approximated per *Environmental Baseline Survey, Defense Fuel Support Point, Newington, New Hampshire* Figure 4. COMPA Industries, Inc. et. al. Property and Easement Boundaries: *Lot Line Adjustment and Right of Way Plat, Pease AFB NH,* Plan 50740 Sheets 1-4 of 4. Durgin and Schofield Associates, December 1988.

Aerial:
Google Earth Map Service, 2013
Land Use:
USGS, 2011

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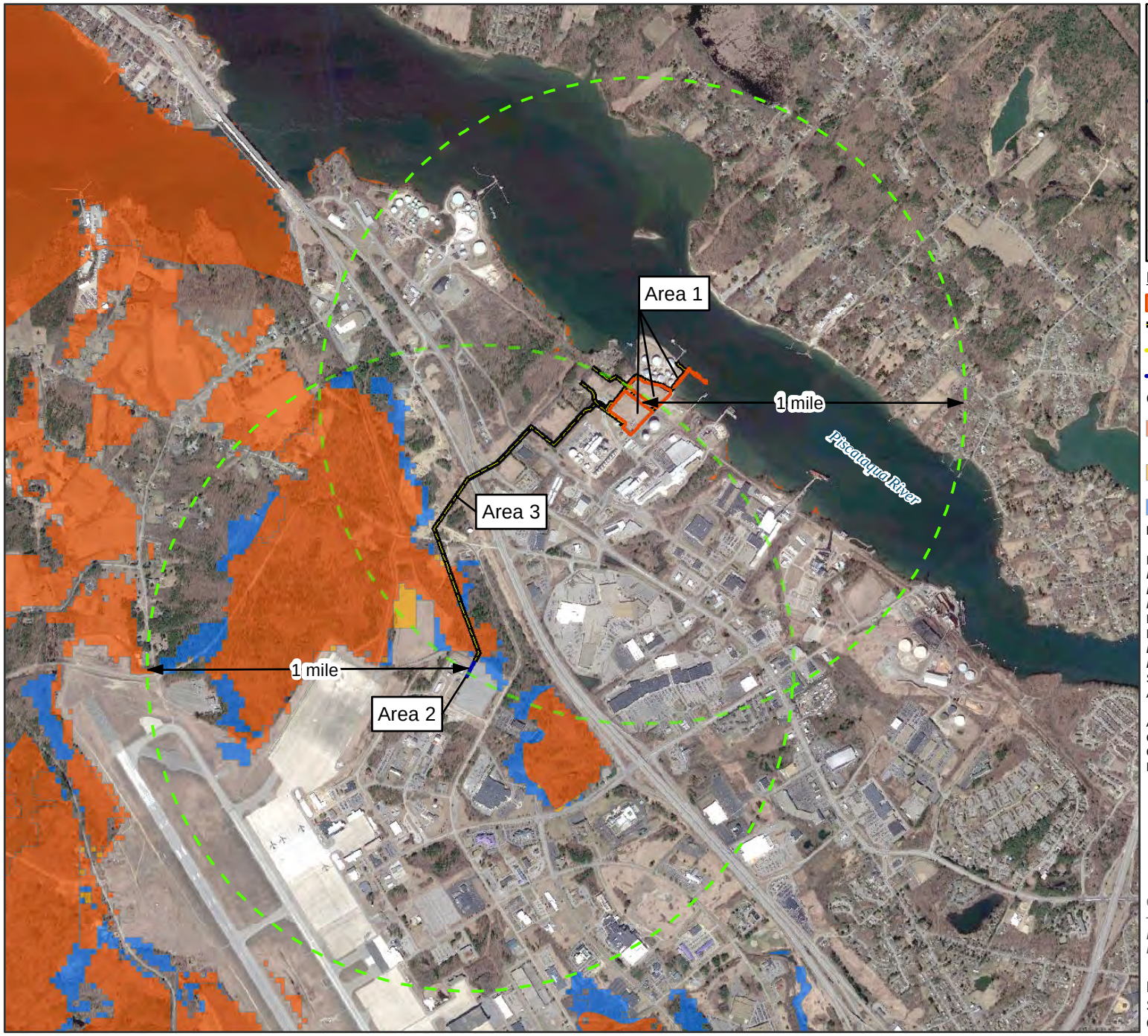
Feet

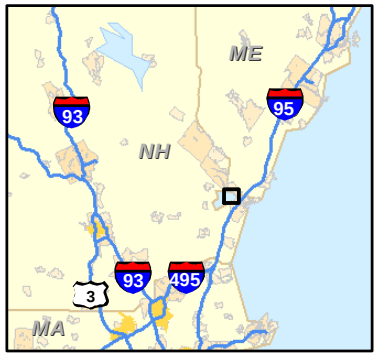
October 2014

DFSP Newington Preliminary Draft Environmental Assessment

Figure 10.
Site Map
Land Use

\\Loveton\federal\GISData\Northeast\NewHampshire\Newington\MXD\PrelimDraftEnvAssessment\Figure 10 Land Use.mxd





Legend

- Property Boundary
- Easement Boundary/Pipeline
- Aboveground Pipeline
- Underground Pipeline

Critical Habitat

- Highest Ranked Habitat in New Hampshire
- Highest Ranked Habitat in Biological Region
- Supporting Landscape

References:

Pipeline location approximated per *Environmental Baseline Survey, Defense Fuel Support Point, Newington, New Hampshire* Figure 4. COMPA Industries, Inc. et. al. Property and Easement Boundaries: *Lot Line Adjustment and Right of Way Plat, Pease AFB NH*, Plan 50740 Sheets 1-4 of 4. Durgin and Schofield Associates, December 1988.

Aerial:
Google Earth Map Service, 2013
Critical Habitat:
NH Fish and Game, 2007

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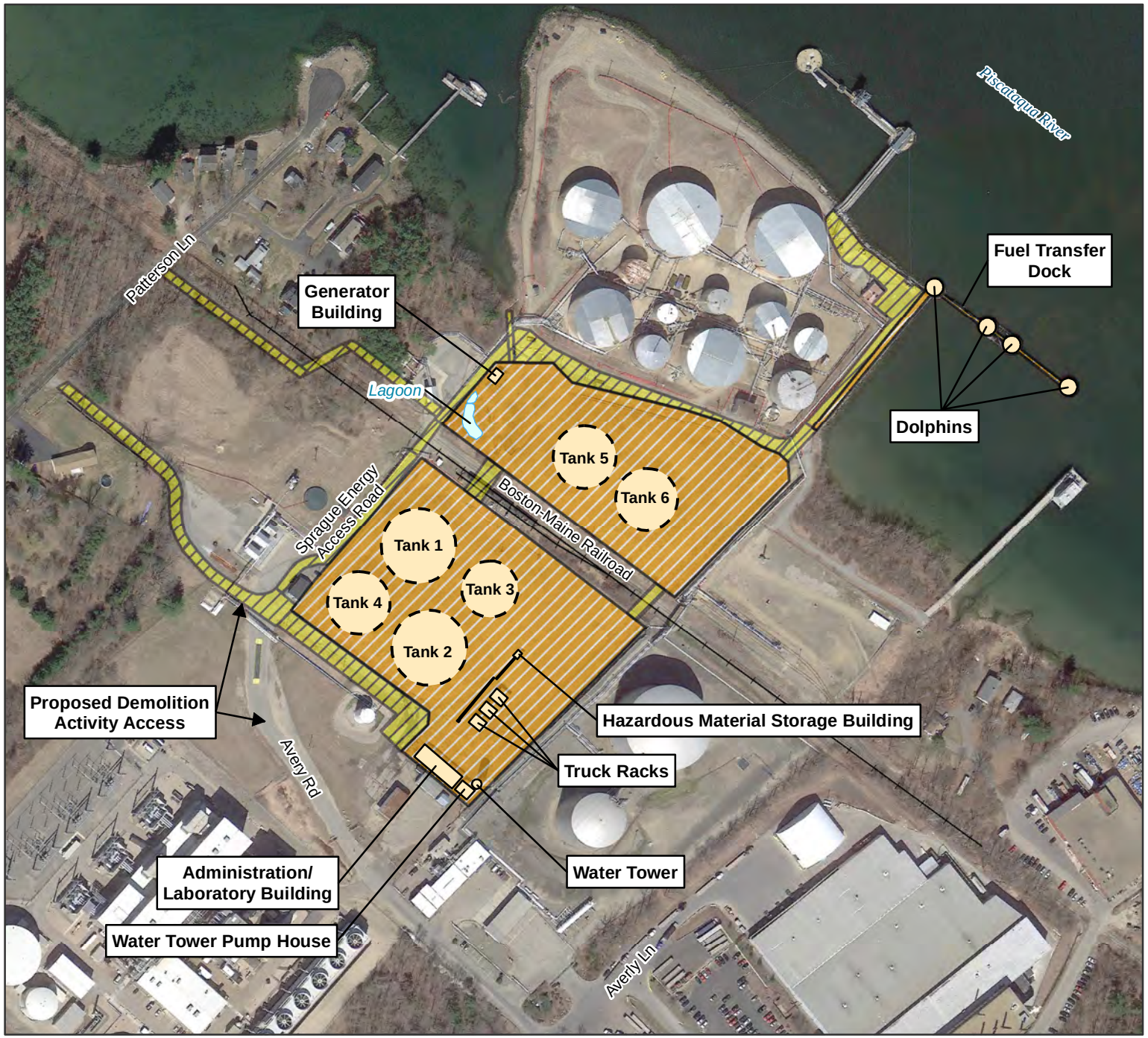
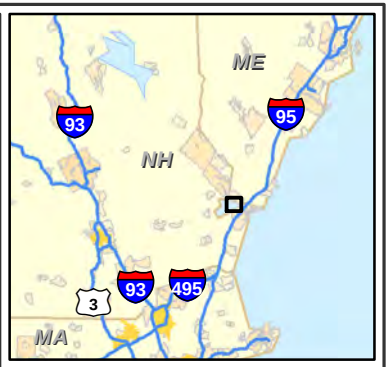
October 2014

DFSP Newington Preliminary Draft Environmental Assessment

Figure 11.
Site Map
Critical Habitat

\\Loveton\federal\GISData\Northeast\NewHampshire\Newington\MXD\PrelimDraftEnvAssessment\Figure 11 Critical Habitat.mxd





Legend

- Access Easement
- Demolition Disturbance Area
- Structure Proposed for Demolition
- Fuel Tank
- Railroad

References:

Property and Easement Boundaries:
Lot Line Adjustment and Right of Way Plat, Pease AFB NH, Plan 50740 Sheets 1-4 of 4. Durgin and Schofield Associates, December 1988.

Aerial:
Google Earth Map Service, 2013

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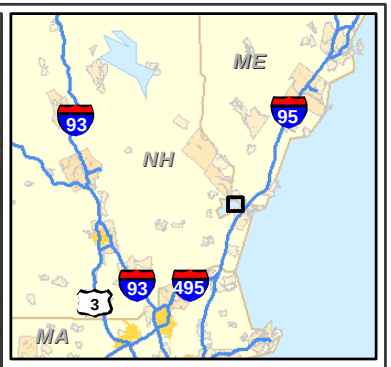
Feet

October 2014

DFSP Newington Preliminary Draft Environmental Assessment

Figure 12.
DFSP Newington (Area 1)
Conceptual Demolition Plan

\\lovetonfederal\GIS\Data\Northeast\NewHampshire\Newington\MXD\PrelimDraftEnvAssessment\Figure 12 Area 1 Conceptual Demo Plan.mxd



Legend

Aboveground Pipeline

Demolition Disturbance Area

References:

Pipeline location approximated per *Environmental Baseline Survey, Defense Fuel Support Point, Newington, New Hampshire* Figure 4. COMPA Industries, Inc. et. al.

Aerial:
Google Earth Map Service, 2013

0 100 200

Feet

October 2014

DFSP Newington Preliminary Draft Environmental Assessment

Figure 13.
Pease ANGB (Area 2)
Conceptual Demolition Plan

\\Lovetonfederal\GISData\Northeast\NewHampshire\Newington\MXD\PrelimDraftEnvAssessment\Figure 13 Area 2 Conceptual Demo Plan.mxd

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Appendix B

Air Modeling Input Data

NMIM Modeling Input Data

Construction Equipment	SCC	Max HP	Quantity	Total Hours in 2015
Excavator	2270006036	600	3	3240
Dozer	2270002069	300	1	180
Compact Excavator	2270002036	75	1	1080
Dump Truck	2270002051	600	2	2160

Emissions from Trucking Activity

Vehicle Type	Emission Factors (lb/VMT)[1]		Control Eff. (%)[2]	Emissions Rate (tpy)	
	PM10	PM2.5		PM10	PM2.5
Dump Trucks	1.91	0.19	75	9.75	0.97

1. Emissions were calculated using emission factor equations in Section 13.2.2, USEPA AP-42 Fifth Edition, 10/98

Unpaved Roads: $E=k(s/12)^a(W/3)^b*[(365-p)/365]$

k Factor (PM10, PM2.5), lb/VMT	1.5	0.15	AP-42 Table 13.2.2-2
Silt content, s	8.5		AP-42 Table 13.2.2-1
Number of Rain Days, p	140		AP-42 Figure 13.2.2-1
a (PM10, PM2.5)	0.9	0.9	AP-42 Table 13.2.2-2
b (PM10, PM2.5)	0.45	0.45	AP-42 Table 13.2.2-2

2. Assumed average dust control efficiency for road watering from AP-42 Section 13.2.2 and related background documents.

Marine Engine Emission Factors Calculation

Analysis of Commercial Marine Vessels Emissions and Fuel Consumption Data, EPA Feb 2000

Pollutant	Exponent (x)	Intercept (b)	Coefficient (a)
PM	1.5	0.2551	0.0059
NO_X	1.5	10.4496	0.1255
NO_2	1.5	15.5247	0.18865
SO_X	N/A	0	2.3735
CO	1	0	0.8378
HC	1.5	0	0.0667
CO_2	1	648.6	44.1

1 All regression but SO2 are in the form of:
Emission Rate (g/kW-hr) = a * (Fractional Load)$^{-x}$ + b

2 SO2 regression is the form of:
Emission Rate (g/kW-hr) = a * (fuel sulfur flow in g/kW-hr) + b

3 Fuel Consumption (g/kW-hr) = 14.12/(Fractional load) + 205.717

4 Fractional Load 50%
Fuel Sulfure Concentration 3300 ppm
Fuel Consumption 233.957 g/kW-hr

Marine Engine Emission Factors

Pollutant	Emission Rate (g/kW-hr)	Emission Rate (lb/hp-hr)
PM	0.272	0.0004
NO_X	10.805	0.0177
NO_2	16.058	0.0263
SO_X	1.832	0.0030
CO	1.676	0.0027
VOC (HC)	0.189	0.0003
CO_2	736.8	1.2087

Marine Engine Emission Calculations

	Capacity (hp)	Operation Hour	$PM_{10/2.5}$	NO_X	NO_2	SO_X	CO	VOC (HC)	CO_2
Crane on Barge	320	100	0.007	0.284	0.422	0.048	0.044	0.005	19.340
Excavator	114	160	0.004	0.162	0.240	0.027	0.025	0.003	11.024
Tug	800	48	0.009	0.340	0.506	0.058	0.053	0.006	23.208
		Total	0.02	0.79	1.17	0.13	0.12	0.01	53.57

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Appendix C

Coordination for Environmental Planning and Public Involvement

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR FORCE GLOBAL STRIKE COMMAND

28 October 2014

MEMORANDUM TO WHOM IT MAY CONCERN

FROM: Mr. Walter Lewis, Air Force Global Strike Command, 841 Fairchild Ave; Suite 329, Barksdale AFB, LA 71110

SUBJECT: Description of the Proposed Action and Alternatives For An Environmental Assessment Addressing The Disposition of the Defense Fuel Support Point (DFSP) Newington, New Hampshire.

1. The Air Force is in the process of preparing a Draft Environmental Assessment in accordance with the National Environmental Policy Act (NEPA) of 1969, as amended; Council on Environmental Quality (CEQ) Regulations (40 Code of Federal Regulations [CFR] 1500–1508); and Air Force *Environmental Impact Analysis Process* (32 CFR Part 989).

2. Under the Proposed Action, the USAF (Property Owner) and the Defense Logistics Agency (Lease Holder) propose to demolish the inactive DFSP Newington facility and restore the property to a state that would allow disposal of the property associated with the DFSP facility by transfer to the U.S. General Services Administration (GSA) for beneficial reuse of the property. The DFSP Newington facility consists of inactive bulk fuel storage tanks (subterranean), associated fuel transfer structures, above ground storage tanks, above- and underground pipelines, surface and subsurface infrastructure, as well as a fuel offloading pier with four breasting dolphins. All storage tanks, structures, buildings, and associated infrastructure would be demolished. Underground segments of the pipeline running through public and private property from the DFSP Newington facility to Pease Air National Guard Base (ANGB) would remain abandoned in place to avoid unnecessary disturbance to current property owners.

3. The Environmental Assessment will assess the environmental consequences of two alternative options for the Proposed Action, including Full Removal (Area 1 and a portion of Area 2) and the No Action Alternative. These alternatives are described in more detail in Attachment 1 - Description of the Proposed Action and Alternatives.

4. The Air Force requests your input on the Proposed Action and Alternatives. As part of the Interagency and Intergovernmental Coordination for Environmental Planning (IICEP) process, the Air Force has sent copies of the Description of the Proposed Action and Alternatives to the agencies and individuals in Appendix B of Attachment 1. Comments must addressed to the USAF Global Strike Command at the address listed above, and be postmarked no later than 1 December 2014 in order to be considered in the EA. Facsimiles or email message will not be accepted. The USAF appreciates your interest in this project.

Sincerely,

Walter Lewis Jr.

Walter Lewis Jr
AFGSC Command Fuels Engineer

Attachment 1: Description of the Proposed Action and Alternatives

Interagency and Intergovernmental Coordination for Environmental Planning List

Federal Agency Contacts

U.S. Environmental Protection Agency, Region 1
Environmental Impact Branch 1
1 Congress Street, Suite 1100
Boston, MA 02114-2023

North East Coordinator
U.S. Fish and Wildlife Services, Region V
300 Westgate Center Dr.
Hadley, MA 01035

U.S. Army Corps. Of Engineers
Concord Park
696 Virginia Road
Concord, MA 01742-2718

U.S. Coast Guard
Attn: Water Ways
259 High Street
South Portland, ME 04106-0007

New Hampshire Army National Guard
NGNH-FMO-ENV
1 Minute Man Way
Concord, NH 03301-5607

New Hampshire Air National Guard
Environmental Manager
ATTN : Andy Smith
157ARW/EM
302 Newmarket Street BLDG 100
Pease ANGB NH 03803-0157

U.S. Dept. of Housing and Urban Development
Manchester Field Office
Norris Cotton Federal Building
275 Chestnut Street, 4th Floor
Manchester, NH 03101

State Agency Contacts

New Hampshire Department of Environmental Services
PO BOX 95
Concord, New Hampshire 03302

New Hampshire Fish and Game Department
11 Hazen Dr.
Concord, NH 03301

New Hampshire State Port Authority
555 Market St.
Portsmouth, NH 0381

Historic Preservation Officer
New Hampshire Division of Historic Resources
19 Pilsbury St., 2nd Fl
Concord, NH 03301

New Hampshire Department of Transportation

NHDES Coastal Program

Bureau of Environment
JOM Building, Room 160
PO Box 483; 7 Hazen Dr.
Concord, NH 03302

Pease International Tradeport
222 International Drive, Suite 175
Portsmouth, NH 03801

New Hampshire Department of Environmental Services
Wetlands Bureau
PO BOX 95
Concord, NH 03302

New Hampshire Office of Energy and Planning
Governor Hugh J. Gallen State Office Park
Johnson Hall, 3rd Floor
107 Pleasant Street
Concord, NH 03301

NHDES Public Information and Permitting Unit
Attn: Tim Drew
29 Hazen Drive; PO Box 95
Concord, NH 03302-0095

Local Agency Contacts

Town of Newington Planning Department
205 Nimble Hill Rd.
Newington, NH 03801

Portsmouth City Hall
Community Development Department
1 Junkins Ave.
Portsmouth, NH 03801

Bonnie Newsom, THPO
Penobscot Indian Nation
12 Wabanaki Way
Indian Island, ME 04468

Kirk Francis
Tribal Chief
Penobscot Indian Nation
12 Wabanaki Way
Indian Island, ME 04668

Pease Development Authority
360 Corporate Dr.
Portsmouth, NH 03801

Rockingham County Delegation
118 North road
Brentwood, NH 03833

Public Official Contacts

The Honorable Kelly Ayotte
U.S. Senate
144 Russell Senate Office Building
Washington, DC 20510

The Honorable Jeanne Shaheen
U.S. Senate
520 Hart Senate Office Building
Washington, DC 20510

The Honorable Carol Shea-Porter
House of Representatives
1530 Longworth House Office Building
Washington, DC 20515

The Honorable Martha Clark
New Hampshire Senate
State House, Room 115
107 North Main St
Concord, NH 03301

The Honorable Joe Scarlotto
New Hampshire Representative
130 Oxford Ave.
Portsmouth, NH 03801

The Honorable Eric Spear
Mayor of Portsmouth
1 Junkins Ave.
Portsmouth, NH 03801

Office of the Governor
State House
107 North Main Street
Concord, NH 03301

Other Local Contacts

Sprague Energy
185 International Dr.
Portsmouth, NH 03801

Sea-3, Inc.
190 Shattuck Way
Newington, NH 03801

Pan Am Railways
Iron Horse Park
North Billerica, MA 01862

Westinghoue Electric Company
205 Shattuck Way
Newington, NH 03801

Ep Newington Energy, LLC.
150 College Road Westm, Ste 300
Princeton, NJ 08540-6659

Please mail the completed form and required material to:

New Hampshire Division of Historical Resources
State Historic Preservation Office
Attention: Review & Compliance
19 Pillsbury Street, Concord, NH 03301-3570

RECEIVED
OCT 29 2014

DHR Use Only
R&C # 6221
Log In Date 10/29/14
Response Date 11/13/14
Sent Date 11/18/14

Request for Project Review by the New Hampshire Division of Historical Resources

☒ This is a new submittal
☐ This is additional information relating to DHR Review & Compliance (R&C) #:

GENERAL PROJECT INFORMATION

Project Title Disposition of DFSP Newington, Newington, NH

Project Location 78 Patterson Ln.

City/Town Newington Tax Map 14 Lot # 14-17

NH State Plane - Feet Geographic Coordinates: Easting 1215267.937 Northing 222506.9312
(See RPR Instructions and R&C FAQs for guidance.)

Lead Federal Agency and Contact *(if applicable)* U.S. Air Force, Global Strike Command
(Agency providing funds, licenses, or permits)
Permit Type and Permit or Job Reference #

State Agency and Contact *(if applicable)*

Permit Type and Permit or Job Reference #

APPLICANT INFORMATION

Applicant Name Walter Lewis

Mailing Address 841 Fairchild Ave, Suite 329 Phone Number (318) 456-3073

City Barksdale AFB State LA Zip 71110 Email walter.lewis.8@us.af.mil.

CONTACT PERSON TO RECEIVE RESPONSE

Name/Company EA Engineering, Science, and Technology, Inc.
ATTN: Mike O'Neill

Mailing Address 225 Schilling Circle Phone Number 410-584-7000

City Hunt Valley State MD Zip 21031 Email moneill@eaest.com

This form is updated periodically. Please download the current form at www.nh.gov/nhdhr/review. *Please refer to the Request for Project Review Instructions for direction on completing this form.* Submit one copy of this project review form for each project for which review is requested. Include a self-addressed stamped envelope to expedite review response. Project submissions will not be accepted via facsimile or e-mail. This form is required. Review request form must be complete for review to begin. Incomplete forms will be sent back to the applicant without comment. Please be aware that this form may only initiate consultation. For some projects, additional information will be needed to complete the Section 106 review. All items and supporting documentation submitted with a review request, including photographs and publications, will be retained by the DHR as part of its review records. Items to be kept confidential should be clearly identified. For questions regarding the DHR review process and the DHR's role in it, please visit our website at: www.nh.gov/nhdhr/review or contact the R&C Specialist at christina.st.louis@dcr.nh.gov or 603.271.3558.

PROJECTS CANNOT BE PROCESSED WITHOUT THIS INFORMATION

Project Boundaries and Description

- [X] Attach the relevant portion of a 7.5' USGS Map (photocopied or computer-generated) ***indicating the defined project boundary.*** *(See RPR Instructions and R&C FAQs for guidance.)*
- [X] Attach a detailed narrative description of the proposed project.
- [X] Attach a site plan. The site plan should include the project boundaries and areas of proposed excavation.
- [X] Attach photos of the project area (overview of project location and area adjacent to project location, and specific areas of proposed impacts and disturbances.) *(Informative photo captions are requested.)*
- [X] A DHR file review must be conducted to identify properties within or adjacent to the project area. Provide file review results in **Table 1** or within project narrative description. *(Blank table forms are available on the DHR website.)*
  File review conducted on 10/29/2014.

Architecture

Are there any buildings, structures (bridges, walls, culverts, etc.) objects, districts or landscapes within the project area? [X] Yes [ ] No
If no, skip to Archaeology section. If yes, submit all of the following information:

Approximate age(s):

- [X] Photographs of ***each*** resource or streetscape located within the project area, with captions, along with a photo key. (Digital photographs are accepted. All photographs must be clear, crisp and focused.)
- [X] If the project involves rehabilitation, demolition, additions, or alterations to existing buildings or structures, provide additional photographs showing detailed project work locations. (i.e. Detail photo of windows if window replacement is proposed.)

Archaeology

Does the proposed undertaking involve ground-disturbing activity? [X] Yes [ ] No
If yes, submit all of the following information:

- [X] Description of current and previous land use and disturbances.
- [ ] Available information concerning known or suspected archaeological resources within the project area (such as cellar holes, wells, foundations, dams, etc.)

Please note that for many projects an architectural and/or archaeological survey or other additional information may be needed to complete the Section 106 process.

DHR Comment/Finding Recommendation *This Space for Division of Historical Resources Use Only*

[ ] Insufficient information to initiate review. [ ] Additional information is needed in order to complete review.

[ ] No Potential to cause Effects [✓] No Historic Properties Affected [ ] No Adverse Effect [ ] Adverse Effect

Comments: _____

If plans change or resources are discovered in the course of this project, you must contact the Division of Historical Resources as required by federal law and regulation.

Authorized Signature: _____ DSHPC Date: 11-18-14

Penobscot Nation

Cultural and Historic Preservation Department

12 Wabanaki Way, Indian Island, ME 04468

November 10, 2014

Walter Lewis, AFGSC Command Fuels Engineer
Air Force Global Strike Command
841 Fairchild Avenue, Suite 329
Barksdale AFB, LA 71110

SUBJECT: Description of the Proposed Action and Alternatives For An Environmental Assessment Addressing The Disposition of the Defense Fuel Support Point (DFSP) Newington, New Hampshire.

Dear Mr. Lewis,

The Penobscot Nation Tribal Historic Preservation Office has received and reviewed the Description of the Proposed Action and Alternatives for an Environmental Assessment Addressing the Disposition of the Fuel Support Point (DFSP) Newington, New Hampshire. It is understood that the Proposed Action will include the demolition of the inactive DFSP Newington facility and restore the property to a state that will allow the property to be transferred to the U.S. General Services Administration for beneficial reuse of the property. Our office concurs that the Proposed Action will aid in restoring the property to a stabilized state that will not pose or create a hazard to human health or the environment in compliance with Federal, state or local environmental laws.

The Proposed Action or the Alternatives will not have an adverse effect upon any structures or sites of cultural, historic, architectural or archaeological significance to the Penobscot Nation as defined by the National Historic Preservation Act of 1966, as amended.

Thank you for consulting with the Penobscot Nation on the Proposed Action and Alternatives for an Environmental Assessment of the Disposition of the DFSP. If you have any questions or comments, please feel free to contact me at any time via email at chris.sockalexis@penobscotnation.org or by calling (207) 817-7471.

Sincerely,

Chris Sockalexis, THPO
Penobscot Nation

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Appendix D

Coastal Zone Management Assessment

PREPARER'S NOTE: Details on the Coastal Zone Management Assessment will be included in subsequent drafts.