



SEP 17 1994

DQH:218-1

Reply to Attn of:

Dear Interested Party:

Enclosed please find a copy of the Moffett Field Comprehensive Use Plan Final Environmental Assessment and Finding of No Significant Impact (FONSI) for your review. This document is a program-level Environmental Assessment and thus analyzes the environmental impacts of implementing Future Concept 1 of the Comprehensive Use Plan (CUP). The CUP is conceptual in nature. No specific development projects are being proposed at this time. At the time a site-specific project is proposed, additional project-level environmental review will occur.

Should you have any questions regarding these documents, feel free to call me at (415) 604-3355 or Kathleen Kovar at (415) 604-0824.

Sincerely,

A handwritten signature in cursive script that reads "Sandy Olliges".

Sandy Olliges
Assistant Chief,
Safety, Health and Environmental Services

Enclosure



National Aeronautics and Space Administration

NOTICE 94-ARC-01

National Environmental Policy Act; Mitigated Finding of No Significant Impact; Moffett Field Comprehensive Use Plan.

AGENCY: National Aeronautics and Space Administration

ACTION: Mitigated Finding of No Significant Impact

SUMMARY: Pursuant to the National Environmental Policy Act (NEPA) of 1969, as amended (42 U.S.C. 4321 et seq.), the Council on Environmental Quality Regulations for Implementing the Procedural Provisions of NEPA (40 CFR Parts 1500-1508), and NASA's Procedures for Implementing NEPA (14 CFR Subpart 1216.3), NASA has made a Finding of No Significant Impact (FONSI) with respect to adoption of Future Concept I identified in the proposed Moffett Field Comprehensive Use Plan. The proposed plan covering NASA - Ames Research Center and Moffett Field describes possible development through the year 2010 in order to effectively implement the transfer of stewardship of certain U. S. Government property at Moffett Field to NASA from the Department of Defense (DOD) in July 1994.

ADDRESS: Comments should be addressed to:

Sandy Olliges
Environmental Program Manager
NASA Ames Research Center
MS 218-1
Moffett Field, CA. 94035-1000

Telephone: (415) 604-3355

The Environmental Assessment (EA) prepared for implementation of Future Concept 1 of the Moffett Field Comprehensive Use Plan (CUP) that

supports this FONSI may be reviewed at:

NASA Library, Building N202, Ames Research Center,
Moffett Field, CA 94035-1000

Sunnyvale Public Library, 665 West Olive Street,
Sunnyvale, CA 94086

NASA Headquarters, Library, Room 1J20
300 E Street, S.W.
Washington D.C. 20546

Copies of the EA are available by contacting Sandy Olliges, NASA Environmental Program Manager, at the address and/or telephone number above.

SUPPLEMENTARY INFORMATION: NASA has reviewed the EA prepared for the Comprehensive Use Plan, and has determined that it represents an accurate and adequate analysis of the scope and level of associated environmental impacts. The EA is hereby incorporated by reference in this FONSI.

In response to the recommendation of the Defense Base Closure and Realignment Commission and support by the local community that Moffett Field remain a closed Federal Facility, the U. S. Government property occupied by the Naval Air Station at Moffett Field was transferred to NASA stewardship in July 1994.

Transfer of the facility included all land, buildings, facilities, infrastructure and other property, excluding the base family housing and related community support facilities. The U. S. Government property excluded from the transfer to NASA remains under Department of Defense control, in the care of Onizuka Air Station, and is not covered under this environmental review.

Although the U. S. Government's use of Moffett Field is essentially unchanged, NASA is preparing a Comprehensive Use Plan to provide information on proposed future activities at Moffett Field involving NASA

and other tenants such as the Air National Guard, Navy Reserve and Army Reserve (herein referred to as Resident Agencies), up to the year 2010. The proposed projects by NASA and Resident Agencies are conceptual in nature. At the time a specific development project is proposed, additional site-specific environmental review will be required prior to final action of individual proposals.

Alternatives to the proposed action were investigated by NASA. The "no action" alternative consists of the continued use of the facility in its current state without adoption of a comprehensive use plan to guide uses. This alternative includes existing 1993 conditions. Employment would be expected to decrease from 10,000 to 7,940 with the departure of the majority of the Navy's active duty and civilian population. Only agencies currently occupying Moffett Field, and agencies directed to Moffett Field by BRAC or other regulations would relocate here.

Two development alternatives were analyzed. Future Concept 1 (the proposed action) is an estimate of operations that could occur at Moffett Field through the year 2010 with NASA acting as the custodial Federal agency. It assumes likely development given past growth trends at the facility and projected funding capability. The proposal envisions a total building floor area of 622,948 square meters (6,705,328 square feet) with an approximate employee level of 10,600. Under this concept flight operations at the air field are not expected to be greater than 80,000 operations annually, the level experienced in the recent past when the Naval Air Station was fully active.

Future Concept 2 is a less conservative scenario and assumes a larger rate of development with NASA acting as the custodial Federal agency. Development under Concept 2 is expected to be the highest possible growth that could occur up to the year 2010. Concept 2 envisions a total of 766,082 square meters (8,246,000 square feet) of buildings with approximately 13,900 employees. Flight operations under Concept 2 would be equal to or less than 80,000 operations annually as well. If Future Concept 2 were to be adopted by NASA, additional environmental review would be required.

The Environmental Assessment identified potential impacts to noise, traffic, air quality, cultural resources, biologic resources, geology and public health as a result of implementation of Future Concept 1 of the Comprehensive Use Plan.

Appropriate mitigation will be adopted to further reduce these impacts. The mitigation measures following each impact discussed below, are hereby adopted as part of this FONSI.

Noise analysis completed for the proposed action indicates that noise levels for some residential properties located in Sunnyvale could exceed CNEL (Community Noise Equivalent) 60 dB (decibels). The change in noise level could result from an increased mix in helicopter activity. Implementation of mitigation measures will ensure that no noise impacts are experienced. Noise levels are expected to remain at existing levels.

Mitigation Measure NOISE-1. Viet Nam War-era UH-1 helicopters shall be removed from the helicopter fleet mix and replaced by a quieter helicopter type as they become available.

Mitigation Measure NOISE-2. The helicopter touch-and-go training patterns for Runways 14 and 32 shall be shifted approximately 4,000 feet toward the San Francisco Bay to eliminate direct overflight of residential areas, and take advantage of the noise buffer afforded by industrial land uses to the northeast of the Mountain View-Alviso Freeway and by the freeway itself.

Mitigation Measure NOISE-3. To eliminate potential noise impacts on residential areas to the west of Middlefield Road, Runway 14L-32R (the eastern most runway), shall be designated the preferential use runway for helicopter touch-and-go activities. Approximately 75 percent of all local helicopter training operation shall be on this runway.

Mitigation Measure NOISE-4. Environmental analysis of any new or modified wind tunnel facility shall be required to assess whether

significant noise impacts will occur. All feasible noise attenuation will be considered and mitigation measures shall be required.

A traffic analysis completed for the proposed action indicates that the proposed action will not have any impacts on the existing transportation system. However, if Stevens Creek bridge is proposed, additional analysis will be required.

Mitigation Measure TRAFFIC-1. Prior to construction of the Stevens Creek bridge, traffic analyses shall be conducted to determine the traffic impact of re-routing Moffett Field traffic through the Moffett Boulevard Extension. These analyses shall be conducted in cooperation with the City of Mountain View.

An analysis of the impact of aircraft emissions on air quality completed for the proposed action indicates that the proposed action will have no local or regional impacts to the Santa Clara Valley or San Francisco Bay Area air quality basin.

Mitigation Measure AIR-1. The following measures shall be taken to decrease construction related air quality impacts:

- Construction-related dirt on approach routes to the construction sites shall be cleaned on a periodical basis;
- Watering techniques shall be employed to reduce construction-generated dust particles; and
- Any earth transported shall be covered.
- Any construction equipment with a diesel drive internal combustion engine shall be required to operate in the least polluting manner practicable, for example, use of diesel fuel with a maximum of 0.05 percent sulfur and a 4-degree retard; and
- Construction equipment shall be properly maintained and serviced to minimize exhaust emissions.

Shenandoah Plaza and Hangars 1, 2, and 3 were recently designated in the National Register as an Historic District. Any alterations to the existing

buildings or new construction within the district will require consultation with the State Office of Historic Preservation to ensure conformance with the Secretary of the Interior's Standards and will be subject to the provisions of the National Historic Preservation Act's Section 106 process. The proposed action is not expected to have any effect on the integrity of the historic district.

Mitigation Measure CULT-1. In the event that human remains and/or cultural materials are found, all project related construction shall cease within a 50-foot radius in order to proceed with testing and mitigation measures required pursuant to 36 CFR Chapter II part 296 of the Federal Regulations, and Section 7050.5 of the California Health and Safety Code and Section 5097.94 of the Public Resources Code of the State of California as applicable. The State Historic Preservation Officer and the NASA Federal Preservation Officer shall be contacted immediately. Construction in the affected area will not resume until the regulations of the Advisory Council on Historic Preservation (36 CFR Part 800) have been satisfied.

Mitigation Measure CULT-2. Any project undertaken within the vicinity of the designated or nominated historic structures or districts, including modification or removal of contributing elements of the district, shall be subject to review by the State Historic Preservation Officer through the Section 106 process of the National Historic Preservation Act. Any agreed upon mitigation, such as plan modification, design harmony, and (in the case of demolition) additional detailed historic documentation, shall be undertaken. In addition, proposed demolition of any non-contributory building over 50 years in age shall require Section 106 review.

Due to the proximity of known earthquake faults and the potential for liquefaction of the soils in the proposed action site, new facilities could experience differential settling. Implementation of mitigation measures shall ensure that seismic hazards are reduced to a minimum.

Mitigation Measure EARTH-1. Geotechnical investigations shall be required on a project-by-project basis for new construction and appropriate

foundations shall be designed and constructed in conformance with the Uniform Building Code.

Mitigation Measure EARTH-2. During construction of individual development projects, measures shall be implemented to lessen the impacts of wind and water erosion. These measures shall include best management practices such as compaction and watering of the soils during construction.

Mitigation Measure EARTH-3. Development in the vicinity of Stevens Creek shall be designed to limit channel modification and erosion.

Mitigation Measure EARTH-4. Geotechnical investigations shall be required on a project-by-project basis and appropriate foundations shall be designed and constructed to mitigate the risk associated with liquefaction and other geotechnical hazards.

Endangered species are known to inhabit the wetland areas of the site. No expansion or new construction is planned within this area. In addition, the U.S. Fish and Wildlife Service is currently conducting a year-long endangered species survey to monitor species on site and provide management recommendations. NASA will incorporate the recommendations of the U. S. Fish and Wildlife Service to ensure that sensitive species are protected.

Sensitive animal species such as the burrowing owl are also located outside the wetland areas, throughout the site. Monitoring of the burrowing owl population is currently being conducted by a recognized authority on the burrowing owl. Monitoring will continue to be implemented by NASA. Prior to construction of any project, additional environmental analysis shall be required to determine the site-specific status of any burrowing owls or other sensitive species. Appropriate mitigation such as relocation shall be required.

Mitigation Measure ANIMAL-1. Focused environmental analysis shall be conducted to evaluate the site-specific status of sensitive animal species

prior to the development of construction projects outlined in Future Concept 1 of the Comprehensive Use Plan. If special status species or habitats are found, they shall be protected through appropriate site-specific mitigation measures such as relocation or habitat restoration. The Endangered Species Act shall be satisfied prior to site-specific development or substantial changes in operations. Development plans shall ensure that there is no net loss of wetland functions, values, or acreage.

Mitigation Measure PLANT-1. Prior to construction of projects in the vicinity of Stevens Creek and the wetlands area, site specific focused surveys and environmental review shall occur to evaluate the site-specific status of plant habitats, including rare and endangered plant species. Any adverse effects on such habitats and related species shall be mitigated through habitat replacement projects. Development plans shall ensure that there is no net loss of wetland functions, values, or acreage.

Construction of a bridge over Stevens Creek would require additional environmental review to determine impacts to the creek or surrounding habitat. Appropriate mitigation and a permit from the Santa Clara Valley Water District would be required prior to project approval.

Mitigation Measure WATER-1. Development in the vicinity of Stevens Creek (including construction of a connecting bridge), shall be designed and operated to prevent channel modification, erosion, siltation and the introduction of pollutants into surface waters including Stevens Creek and the San Francisco Bay.

Nineteen contaminated sites are located at Moffett Field, which is an overall Superfund site. In addition, a portion of the site is underlain with contaminated groundwater, known as the Middlefield-Ellis-Whisman (MEW) plume. The U. S. Navy has accepted responsibility for the continued cleanup of their contaminated Superfund areas. Prior to any construction, the soil and ground water will be analyzed and remediated, as necessary by the Navy. In addition, NASA is working with the Navy and the industrial companies involved with the MEW plume to coordinate the

remediation of the regional plume. Proposed development evaluated in the Comprehensive Use Plan has been designed to avoid areas of known contamination. No significant impacts to public health are expected to occur as a result of the proposed plan.

Mitigation Measure RISK-1. A monitoring program to detect fuel releases to the water and soil and spill prevention control and counter measure plan shall be established immediately to address potential impacts associated with the receipt of aviation fuel by barge through the Guadelupe Slough.

Mitigation Measure RISK-2. Development of new fuel farms shall require site-specific environmental analysis to determine the extent of environmental hazards. Appropriate mitigation shall be developed to lessen to a level of insignificance the risk of explosion or the release of hazardous substances and all new development must adhere to the California Underground Storage tank regulations.

Mitigation Measure RISK-3. The existing jet fuel system at Moffett Field shall be retrofitted or replaced by December 22, 1998, as planned, to comply with the California Underground Storage Tank regulations. Any substantial change or replacement of the existing fuel distribution system will require additional environmental analysis under NEPA.

No other potential environmental concerns have been identified due to the planned construction and operation of the facility associated with Future Concept 1. Therefore, no significant effects to the environment are anticipated.

On the basis of the Moffett Field Comprehensive Use Plan Environmental Assessment and underlying reference documents, NASA has determined that the environmental impacts associated with this proposed action will not individually or cumulatively have a significant effect on the quality of the environment. Therefore, an Environmental Impact Statement is not required.

Ken K. Munechika

Ken K. Munechika
Director
Ames Research Center

8/19/94

Date

Concurrence:

R.E. Hammond

R.E. Hammond
Director, Environmental
Management Division
NASA Headquarters

9-7-94

Date