

**FINAL  
DESCRIPTION OF THE PROPOSED ACTIONS AND  
ALTERNATIVES (DOPAA)  
FISCAL YEAR 2017-2018 INSTALLATION IMPROVEMENT  
PLAN**

**ENVIRONMENTAL ASSESSMENT FOR  
INFRASTRUCTURE IMPROVEMENT AT  
DAVIS-MONTHAN AIR FORCE BASE, ARIZONA**

**February 2018**

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**ACRONYMS AND ABBREVIATIONS**

12 AF	Twelfth Air Force
309 AMARG	309th Aerospace Maintenance and Regeneration Group
355 FW	355th Fighter Wing
355 MXG	355th Maintenance Group
55 ECG	55th Electronic Combat Group
563 RQG	563rd Rescue Group
755 OSS	755th Operations Support Squadron
µg/m <sup>3</sup>	microgram(s) per cubic meter
ac	acre(s)
ACC	Air Combat Command
ADEQ	Arizona Department of Environmental Quality
AFB	Air Force Base
AFE	aircrew flight equipment
AFI	Air Force Instruction
AFMC	Air Force Materiel Command
AFPD	Air Force Policy Directive
AGE	aerospace ground equipment
Air Force	United States Air Force
AT/FP	antiterrorism and force protection
BMP	Best Management Practice
CAA	Clean Air Act
CATM	Combat Arms Training and Marksmanship
CEQ	Council on Environmental Quality
CES	Civil Engineering Squadron
CFR	Code of Federal Regulations
CMS	Component Maintenance Squadron
CO	carbon monoxide
CTF	Combined Test Force
CWA	Clean Water Act
DDESB	Department of Defense Explosives Safety Board
DOD	Department of Defense
DOPAA	Description of the Proposed Action and Alternatives
EA	Environmental Assessment
EIAP	environmental impact analysis process
EIS	Environmental Impact Statement
EO	Executive Order
EOD	Explosive Ordnance Disposal
ERP	Environmental Restoration Program
ESA	Endangered Species Act
FONSI	Finding of No Significant Impact
ft	foot(feet)
GHG	greenhouse gas
HPGB	high-performance green building
HQ	Headquarters
HVAC	heating, ventilation, and air conditioning

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IDP	Installation Development Plan
IICEP	Intergovernmental Coordination for Environmental Planning
LEED	Leadership in Energy and Environmental Design
MAC	munitions assembly conveyor
MMRP	Military Munitions Response Program
MSA	Munitions Storage Area
NAAQS	National Ambient Air Quality Standards
NAF	nonappropriated fund
NHPA	National Historic Preservation Act
NO <sub>2</sub>	nitrogen dioxide
NPDES	National Pollutant Discharge Elimination System
O <sub>3</sub>	ozone
Pb	lead
PDEQ	Pima County Department of Environmental Quality
PM <sub>2.5</sub>	particulate matter less than or equal to 2.5 micrometers in diameter
PM <sub>10</sub>	particulate matter less than or equal to 10 micrometers in diameter
PMEL	Precision Measurement Equipment Laboratory
POTFF	Preservation of the Force and Family
ppm	part(s) per million
PSD	Prevention of Significant Deterioration
QD	quantity-distance
SFS	Security Forces Squadron
SHPO	State Historic Preservation Office
SIP	State Implementation Plan
SO <sub>2</sub>	sulfur dioxide
sq ft	square foot(feet)
SWPPP	Stormwater Pollution Prevention Plan
TLF	temporary lodging facility
U.S.C.	United States Code
UFC	Unified Facilities Criteria
US	United States
USACE	United States Army Corps of Engineers
USFWS	United States Fish and Wildlife Service
VAQ	Visiting Airmen Quarters
VOC	volatile organic compounds
VOQ	Visiting Officers Quarters
VQ	Visiting Quarters

## **1.0 PURPOSE OF AND NEED FOR ACTION**

### **1.1 INTRODUCTION**

The 355th Fighter Wing (355 FW) is located at Davis-Monthan Air Force Base (AFB), Tucson, Arizona. The 355 FW is the host unit and assigned to the Twelfth Air Force (12 AF) under the Air Combat Command (ACC). Davis-Monthan AFB has identified priorities for installation development projects and proposes to implement them over the next 5 years. This Installation Development Plan (IDP) Environmental Assessment (EA) was prepared to evaluate the potential environmental impacts of these proposed projects in compliance with the National Environmental Policy Act of 1969 (NEPA) (42 United States Code [U.S.C.] § 4331 et seq.), the regulations of the President's Council on Environmental Quality (CEQ) that implement NEPA procedures (40 Code of Federal Regulations [CFR] 1500-1508), the United States Air Force (Air Force) Environmental Impact Analysis Process (EIAP) Regulations at 32 CFR Part 989, and Air Force Instruction (AFI) 32-7061 (Secretary of the Air Force, 2003).

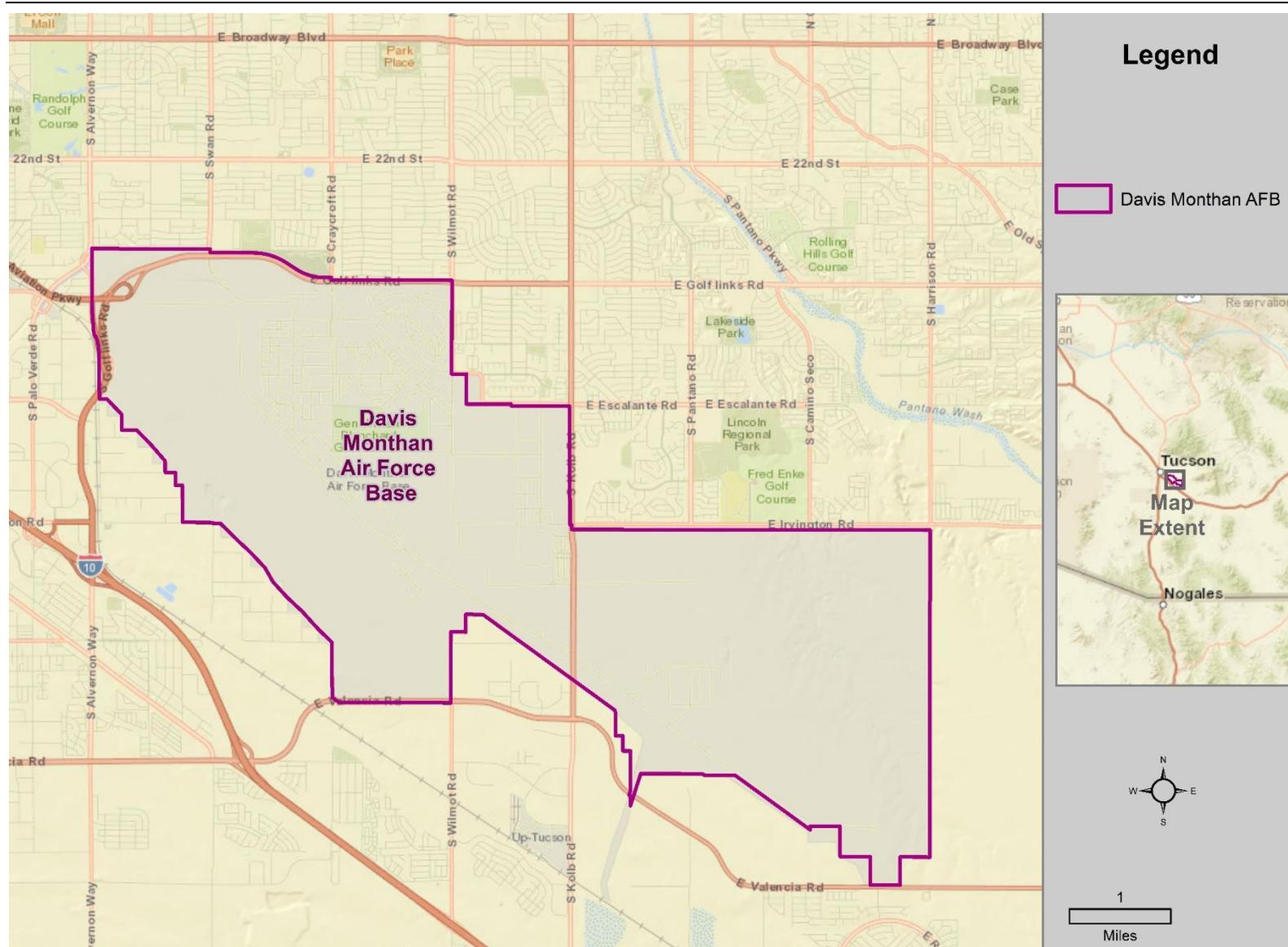
Facility improvements and other activities at Davis-Monthan AFB are key to carrying out the mission of the 355 FW and for supporting the other units that use the Base. The IDP is developed through the comprehensive planning process that considers the installation's past, present, and future physical state and used as the guidance document for all future facility programming decisions for the next 20 to 30 years. The IDP assists Davis-Monthan AFB leadership in meeting Air Force goals for mission capability, sustainability, readiness, and modernization.

The intent of the 355 FW and Headquarters (HQ) Major Command is to streamline NEPA compliance and facilitate the installation development process by evaluating in one integrated document the potential impacts on the environment of the development projects proposed at Davis-Monthan AFB. Sixteen projects are considered in this IDP EA as representative of the priorities for installation development on Davis-Monthan AFB. Davis-Monthan AFB is located within the Tucson city limits approximately 5 miles south-southeast of downtown Tucson, Arizona (**Figure 1-1**). The Base occupies approximately 10,587 acres (ac) of land, of which about 2,200 are developed, 3,500 are semi-improved, and 4,800 are unimproved. An additional 300 ac are under a transportation easement to Pima County for Golf Link Road that runs through the northwest corner of the installation.

The 355 FW missions are to train A-10 and OA-10 pilots and provide A-10 and OA-10 close support and forward air control to ground forces worldwide. In addition, the 355 FW is tasked with providing command, control, and communications countermeasures in support of tactical forces with its EC-130H aircraft and, employing the EC-130E aircraft, providing airborne command, control, and communications capabilities for managing tactical air operations worldwide.

In addition to the 355 FW, the Air Force Reserve and the Air National Guard are represented at Davis-Monthan AFB. Major associate units at Davis-Monthan AFB include HQ 12 AF, 55th Electronic Combat Group (55 ECG), the 563rd Rescue Group (563 RQG), the 309th Aerospace Maintenance and Regeneration Group (309 AMARG), and several other units and agencies such as the United States (US) Customs and Border Protection. The 12 AF is charged with commanding,

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**Figure 1-1. Vicinity Map of Davis-Monthan Air Force Base**

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administering, and supervising tactical air forces west of the Mississippi River and operates combat-ready forces and equipment for air superiority. The 55 ECG provides combat-ready EC-130H Compass Call aircraft, crews, maintenance, and operational support to combatant commanders. The Group also plans and executes information operations, including information warfare and electronic attack, in support of its mission. The 563 RQG directs flying operations dedicated to personnel recovery and is part of ACC. The group is responsible for training, readiness, and operations of HC-130J, HH-60G Pave Hawk squadrons, "Guardian Angel" squadrons, aircraft maintenance squadrons, and an operations support squadron.

As an Air Force Materiel Command (AFMC) unit, 309 AMARG is responsible for the storage of more than 5,000 excess Department of Defense (DOD) and Coast Guard aircraft. The center in-processes approximately 400 aircraft annually for storage and out-processes approximately the same number for return to the active service, which are used as remotely controlled drones or sold to allied forces.

## **1.2 PURPOSE FOR INSTALLATION DEVELOPMENT**

The 355 FW regularly reviews the status of facilities at Davis-Monthan AFB and identifies facility modifications or additions that are needed to improve operations. The mission needs dictate land and facility support requirements, and the IDP is developed around the capabilities of existing and projected mission needs. The capacity for future development or mission expansion on Davis-Monthan AFB is determined by examining the current supply, demand, and capacity of land uses, facility types, utility systems, and available facility space. The IDP identifies numerous projects that are anticipated to be needed over the next several years. Planning activities must integrate the NEPA processes to ensure that planning and decisions reflect environmental values; identify Alternatives considered and document which Alternatives would be carried forward for full analysis as well as the rationale for those dismissed; avoid delays later in the process; and head off potential conflicts (per AFI 32-7062, *Comprehensive Planning*).

## **1.3 NEED FOR INSTALLATION DEVELOPMENT**

The need for installation development at Davis-Monthan AFB is to provide and maintain facilities and infrastructure that is adequate to meet the needs of 355 FW and its tenant units and to do so in a manner that meets

- all applicable DOD installation master planning criteria, consistent with Unified Facilities Criteria (UFC) 2-100-01, *Installation Master Planning*, AFI 32-7062, *Comprehensive Planning*, and Air Force Policy Directive (AFPD) 32-10, *Installations and Facilities*, and
- all applicable DOD, federal, state, and local laws and regulations, such as but not limited to, the Endangered Species Act (ESA), National Historic Preservation Act (NHPA), Clean Water Act (CWA), Clean Air Act (CAA), Resource Conservation and Recovery Act and Migratory Bird Treaty Act (MBTA). More detailed information regarding resource specific laws and regulations are provided in the specific resource sections located in **Chapter 3.0**, Affected Environment.

#### **1.4 SCOPE OF THIS ENVIRONMENTAL ASSESSMENT**

NEPA, which is implemented through the CEQ regulations, requires federal agencies to consider Alternatives to Proposed Actions and analyze potential impacts of those Alternatives. Potential impacts of the Proposed Action and its Alternatives described in this document will be assessed in accordance with the Air Force EIAP process, which requires that impacts to resources be analyzed in terms of their context, duration, and intensity. To help the public and decision-makers understand the implications of impacts, they will be described in the short and long term, cumulatively, and within context.

The information presented in this document will serve as the basis for deciding whether the Proposed Action would result in a significant impact to the human environment, requiring the preparation of an environmental impact statement (EIS), or whether no significant impacts would occur, in which case a finding of no significant impact (FONSI) would be appropriate. If the execution of any of the Proposed Action would involve “construction” in a wetland as defined in Executive Order (EO) 11990, *Protection of Wetlands*, or “action” in a floodplain under EO 11988, *Floodplain Management*, as amended by EO 13690, *Establishing a Federal Flood Risk Management Standard and a Process for Further Soliciting and Considering Stakeholder Input*, a Finding of No Practicable Alternative (FONPA) would be prepared in conjunction with the FONSI.

#### **1.5 ENVIRONMENTAL ANALYSIS APPROACH**

The IDP identifies 39 individual projects involving facility and infrastructure construction, demolition, and renovation activities for various improvement projects throughout the installation. To effectively manage the complexity and volume of projects that Davis-Monthan AFB has planned, the Air Force has identified 16 representative projects to carry forward for environmental analysis that are related to the different categories of activities considered and geographic areas associated with the installation, and have the greatest likely potential for adverse impacts. Analysis focuses on these projects to provide a context by which a comparative analysis can be made not only for implementation of those projects identified in the IDP but not specifically analyzed, as well as any future development activities on the installation that are similar in scope to those analyzed in this EA. Any additional projects or future activities proposed on areas associated with the installation must be evaluated per 32 CFR Part 989.

#### **1.6 PURPOSE AND NEED**

The IDP describes Davis-Monthan AFB’s past, present, and future physical state and includes a range of project types the 355 FW has identified as necessary to enhance and sustain multi-mission capabilities at Davis-Monthan AFB. The projects range from specialized and unique, such as the aerospace ground equipment (AGE) facility to general use that supports multiple uses and user groups. Davis-Monthan AFB needs to maintain, revitalize, and expand facilities in support of current missions, which play a predominant role in protecting and preserving US interests. Existing infrastructure and facilities generally meet existing mission requirements although some facilities and supporting infrastructure are outdated and in need of replacement or repairs, or additional space is required to better meet mission needs. These facilities do not adequately support current and future mission requirements, are not adequately sized, or are outdated and in need of repairs or replacement.

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The representative projects identified as part of the Proposed Action are some of the higher priority projects and are considered to be required projects at Davis-Monthan AFB over the next 1 to 5 years. The new and modified facilities are needed to replace outdated facilities, provide facilities that were not previously provided (as defined in Air Force Handbook 32-1084, *Facility Requirements*), and accommodate the continuously evolving missions assigned to Davis-Monthan AFB. In compliance with applicable regulations, the demolition activities would remove facilities that are no longer needed or are being or have been replaced by updated facilities. Pavement improvements are needed to maintain roads and parking areas in good condition.

Each of the proposed projects included for consideration in this EA has a specific purpose and need which is identified in **Table 1-1**.

## **1.7 INTERAGENCY/INTERGOVERNMENTAL COORDINATION AND CONSULTATIONS**

### **1.7.1 Interagency Coordination and Consultations**

Scoping is an early and open process for developing the breadth of issues to be addressed in the EA and for identifying significant concerns related to a Proposed Action. Per the requirements of Intergovernmental Cooperation Act of 1968 (42 U.S.C. § 4231[a]) and EO 12372, *Intergovernmental Review of Federal Programs*, federal, state, and local agencies with jurisdiction that could be affected by the Proposed Actions were notified during the development of this EA.

**Appendix A** contains the list of agencies consulted during this analysis and copies of correspondence.

### **1.7.2 Government to Government Consultations**

EO 13175, *Consultation and Coordination with Indian Tribal Governments*, directs federal agencies to coordinate and consult with Native American tribal governments whose interests might be directly and substantially affected by activities on federally administered lands. Consistent with that EO, DOD Instruction 4710.02, *Interactions with Federally-Recognized Tribes*, and AFI 90-2002, *Air Force Interaction with Federally-recognized Tribes*, federally recognized tribes that are historically affiliated with the Davis-Monthan AFB geographic region will be invited to consult on all proposed undertakings that have a potential to affect properties of cultural, historical, or religious significance to the tribes. The tribal consultation process is distinct from NEPA consultation or the interagency coordination process, and it requires separate notification of all relevant tribes. The timelines for tribal consultation are also distinct from those of other consultations. The Davis-Monthan AFB point-of-contact for Native American tribes is the Installation Commander. The Native American tribal governments that will be coordinated or consulted with regarding these actions are listed in **Appendix A**.

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**Table 1-1. Purpose and Need of the Representative Projects**

<b>Project Number</b>	<b>Project Title</b>	<b>Purpose of the Project</b>	<b>Need for the Action</b>
1	AGE Complex	Provide a modern and adequately sized AGE Maintenance and Storage Complex to support all aircraft flying missions for the units assigned to Davis-Monthan AFB and transient aircraft in accordance with space requirements stated in Air Force Manual 32-1084.	The current AGE facility is composed of geographically separated facilities, and the primary building does not have the necessary space to effectively maintain and store assigned AGE equipment; moreover, facilities are deteriorated and lack adequate fire suppression, lighting, and ventilation. Due to facility separation and lack of space, major workarounds are needed for all required activities to be completed. Without new facilities, activities would continue to be accomplished inefficiently and in substandard conditions.
2	South Entrance Complex (29B)	Construct an improved high-capacity installation entrance and commercial vehicle inspection station based on a detailed June 2007 traffic study that determined the need for an additional installation access point, providing a link between the Base street network and that of the off-base community.	A new entrance complex is required at the south of the installation to address security vulnerabilities and encroachment concerns. Further, the present number of installation entrances is insufficient to meet existing traffic requirements. Multiple studies revealed the need for an additional entrance point to meet existing traffic requirements, reduce congestion, and relocate commercial vehicle inspection capabilities. Without an additional entry, traffic issues and delays for base access are expected to increase.
3	Airman Dining Facility	Provide an adequately sized modern facility to feed assigned and transient unaccompanied enlisted personnel.	The current dining facility no longer meets the needs of the airman. Serving and seating are inadequate for peak meal periods. The HVAC is unreliable, leaving the kitchen and serving areas excessively hot during the summer months. This facility also lacks the appropriate AT/FP stand-off distance from the adjacent roadway that cannot be solved by renovation.
4	PR Simulator (HH-60 OFT)	Provide an adequately sized and configured facility to house a fixed motion flight simulator to support HH-60 PR operations.	A facility to house a fixed motion flight simulator to support the existing HH-60 and support PR operations. The flight simulator facility is needed to provide realistic aircrew training in a networked simulated airspace. Currently, no PR (HH-60) flight simulator facilities or space to configure as a simulator is available on Davis-Monthan AFB.
5	Compass Call Task Force HQ	Construct a facility that is sufficient to consolidate and sustain EC-130H Compass Call operations.	The current Compass Call HQ facility has outlived its useful life and projected maintenance and sustainment costs exceed regulatory requirements. Current space in the facility is insufficient to support all the current occupants, so overfull must be billeted in separate facilities. The current condition interferes with productivity and the number of workarounds to meet mission capability continues to increase.

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**Table 1-1. Purpose and Need of the Representative Projects**

<b>Project Number</b>	<b>Project Title</b>	<b>Purpose of the Project</b>	<b>Need for the Action</b>
6	355 MXG HQ Complex	Provide a facility that is large enough to consolidate all administrative and training 355 MXG functions into a single facility.	The 355 MXG is currently dispersed throughout five facilities that hampers efficient communications and planning and effective execution of base operations and maintenance tasks. The age and layout of these facilities also lead to inefficient completion of assigned responsibilities. The lack of a single facility to house all 355 MXG command administration and training would continue to impede management, programming, resources, maintenance, and readiness and training.
7	Fitness Center	Provide a larger and modern fitness facility to replace the aging Haeffner Gym facility that is not large enough to meet requirements.	The Haeffner Gym does not have adequate space or conditions to provide fitness and wellness services to the current base population. The shortage in space creates extended wait times for aerobic and strength training areas and does not have the room for an adequate amount of equipment or locker space. Without a new facility, the fitness center would continue to be overcrowded and unavailable to a large number of potential users. This would have a negative impact on the requirement for military personnel to maintain weight and physical conditioning standards, morale, and use by dependents and retirees.
8	Dormitory (144PN) DMP-2	Provide a permanent party unaccompanied enlisted personnel housing that is conducive to proper rest, relaxation, and personal well-being.	The base lacks adequate on-base housing for permanent party unaccompanied enlisted personnel. It is an Air Force objective to provide these personnel adequate housing conducive to proper rest, relaxation, and personal well-being. Failure to provide suitable housing negatively affects morale, productivity, and career satisfaction.
9	Fuel Cell Hangar (multi-aircraft)	Construct a modern facility to house the fuel-cell mission for the EC-130 and A-10 aircraft.	The existing EC-130 and A-10 fuel-cell hangar is over 40 years' old and is located within the runway clear zone. Adequate space is needed to perform fuel-system maintenance and no other facilities exist on base that could be renovated that are large enough to accommodate EC-130 fuel-system maintenance. Without a new facility, operations would continue in inadequate facilities and would require high-risk workarounds that have the potential to degrade mission performance and capabilities.
10	New VQ	Provide high-quality lodging facilities to support transient personnel that travel to Davis-Monthan AFB for training and to support the mission of the 355 FW and tenant units.	The existing transient VQ do not meet the demands and existing facilities are aging and have major deficiencies, such as HVAC and plumbing. In addition, some facilities are constructed and contain accommodations that limit those that can be lodged there unless waivers are obtained. As such, several thousand visiting personnel are required to be lodged off base annually at great expense to the Air Force. New visiting officer and airmen quarters are necessary to meet minimal lodging requirements and accommodate the number of personnel that visit the Base each year.

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**Table 1-1. Purpose and Need of the Representative Projects**

<b>Project Number</b>	<b>Project Title</b>	<b>Purpose of the Project</b>	<b>Need for the Action</b>
11	309 AMARG Parking Lot	Provide paved parking with an adequate number of spaces for personnel assigned to the 309 AMARG, Building 7456.	Employees working in Building 7456 have no permanent parking. The closest paved parking area is about one-quarter mile distant. Some employees also use empty fields located near the building. The construction of a parking lot in the empty fields north of the facility are needed to provide safe and more convenient areas for parking. Without a permanent parking area, employees would continue to need to walk long distances or to illegally park in open fields.
12	Addition to CES Operations Facility (4201)	Add sufficient space onto the existing CES facility for personnel currently located in other facilities.	The current facility does not contain adequate space for all assigned personnel. Some personnel have been located in a facility that was once a dormitory and, as such, offices are small and separated, leading to inefficiencies. Without additional space located at the CES Operations Facility and designed to be used as office space, operations will continue to work inefficiently
13	Guardian Angel AFE Shop	Increase the amount of space for AFE activities to meet increased requirement of parachute maintenance.	The current facility no longer has the space to perform parachute drying, packing, and maintenance to meet the additional missions gained, requiring some work to be contracted out. Additional space is required for parachute maintenance and packing, without which these functions would continue to be done in a significantly undersized facility resulting in the need to contract this work to off-base sources.
14	Club Ironwood Patio Expansion	Improve the patio area of Club Ironwood to correct drainage, as well as increase its usefulness and appearance.	The patio area requires expansion to allow the club to provide an affordable event area for official or personal events. Currently, the patio area is relatively small, and most of the courtyard is turf grass or areas of bare soil. Maintaining the patio area at its current size limits the ability of the club to provide a suitable event area for the club to host events. In addition, the current configuration of the patio does not provide for adequate drainage away from the building during precipitation.
15	SFS Facility Addition	Provide additional space adjacent to the existing SFS facility to allow for needed administrative space and interview rooms.	The existing SFS Facility does not have adequate space needed for the number of assigned personnel. An addition to the existing building is needed to alleviate overcrowded working spaces and provide adequate privacy for investigative interviews. Without additional space, SFS operations would continue to be accomplished in a facility without the necessary space.
16	Demolish Multiple Facilities: 4000, 4350/4355, 4351, 4352	Remove five facilities that are beyond their life cycle and no longer provide any useful service.	These four dilapidated facilities no longer provide any useful service and are required to be minimally maintained to avoid them becoming safety hazards. This action uses limited sustainment funds and manpower. If not removed, these structures would continue to degrade and become structurally unsound.

309 AMARG = 309th Aerospace Maintenance and Regeneration Group; AFB = Air Force Base; AFE = aircrew flight equipment; AGE = aerospace ground equipment; AT/FP = antiterrorism and force protection; CES = Civil Engineering Squadron; HQ = Headquarters; HVAC = heating, ventilation, and air conditioning; 355 MXG = 355th Maintenance Group; NAF = nonappropriated funds; PR = personnel recovery; SFS = Security Forces Squadron; VAQ = Visiting Airmen Quarters; VQ = Visiting Quarters

### **1.7.3 Other Agency Consultations**

Per the requirements of Section 106 of the NHPA and implementing regulations (36 CFR Part 800), Section 7 of the ESA and implementing regulations, MBTA, and Bald and Golden Eagle Protection Act findings of effect and request for concurrence were transmitted to the Arizona State Historic Preservation Officer (SHPO) and the US Fish and Wildlife Service (USFWS).

Concurrence indicating a preliminary finding of (no potential to cause effects, no historic properties affected, adverse effect) was received from the SHPO on TBD DATE. On TBD DATE, concurrence indicating a primary finding of (will not affect, may affect, not likely to adversely affect, or likely to adversely affect) was received from the USFWS. Correspondence regarding the findings and concurrence and resolution of any adverse effect is included in **Appendix A**.

### **1.8 PUBLIC AND AGENCY REVIEW OF THE ENVIRONMENTAL ASSESSMENT**

It is not expected that the Proposed Action area coincides with floodplains and, therefore, it is not subject to the requirements and objectives of EO 11988, *Floodplain Management* as amended by EO 13690, *Establishing a Federal Flood Risk Management Standard and a Process for Further Soliciting and Considering Stakeholder Input*. As such, no notification to the public that the Proposed Action would occur in a floodplain in local newspapers would be required. Moreover, no wetlands have been identified on Davis-Monthan AFB.

A Notice of Availability (NOA) of the Draft EA and FONSI was published in the newspapers of record listed below, announcing the availability of the EA for review on TBD DAY MONTH YEAR. The NOA invited the public to review and comment on the Draft EA. The public and agency review period ended on TBD DAY MONTH YEAR. The NOA and public and agency comments are provided in **Appendix A**.

The notice was published in the following newspapers:

- The Arizona Daily Star, Tucson, Arizona
- The Desert Lightening News, Tucson, Arizona

Copies of the Draft EA and unsigned FONSI are also available for review at the following locations:

- Himmel Park Branch Library, 1035 North Treat Avenue, Tucson, Arizona 85716
- Quincie Douglas Library, 1585 E 36th Street, Tucson, Arizona 85713
- Saguaro Library, 2808 North 46th Street, Phoenix, Arizona 85008
- University of Arizona Library, 1510 East University Boulevard, Tucson, Arizona 85721

### **1.9 DECISION TO BE MADE**

The EA evaluates whether the Proposed Actions would result in significant impacts on the human environment. If significant impacts are identified, Davis-Monthan AFB would undertake mitigation to reduce impacts to below the level of significance, undertake the preparation of an EIS addressing the Proposed Action, or abandon the Proposed Action.

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This EA is a planning and decision-making tool that will be used to guide Davis-Monthan AFB in implementing the Proposed Actions in a manner consistent with Air Force standards for environmental stewardship.

## **2.0 DESCRIPTION OF THE PROPOSED ACTION AND ALTERNATIVES**

### **2.1 PROPOSED ACTION**

The Proposed Action includes the implementation of 16 representative projects, which include Military Construction (MILCON), additions and renovations, and demolition projects. Several of the MILCON projects also include a demolition component. Implementation of these projects provides for the continuously evolving mission of the 355 FW and their tenants. Proposed projects meet applicable DOD installation master planning criteria, consistent with UFC 2-100-01, AFI 32-7062, and AFPD 32-10. The list of projects and describes the size and extent of each project are identified in **Table 2-1**. The proposed locations for each specific project are identified on **Figures 2-1 and 2-2** and **Table 2-2**.

Most of the projects included in the Proposed Action would require the excavation of trenches for utility installation (new construction) or removal or redirection (demolition). Construction would also include activities such as excavation and leveling for foundation and slab installation and/or pavement, parking lot, or sidewalk installation. Standard construction practices and contractor specifications identified in the construction contract would be adhered to during all construction activities. These would include Best Management Practices (BMPs) for minimizing water quality impacts, dust and emission control measures, traffic management measures, and a requirement to schedule construction during normal working hours (0700 to 1700). Contractors would be required to comply with applicable provisions of the *Civilian Contractor Environmental Guide*, dated 15 September 2017, that includes, but is not limited to, requirements for completing Environmental Management System Awareness training, protection of native plants, native birds and wildlife, preservation of cultural resources, proper management of hazardous materials, and construction and demolition debris diversion plans.

Typical equipment that would be used for construction includes cranes, backhoes, forklifts, front-end loaders, and power and hand equipment. Staging for construction would typically be done in a location close to the project site that could be fenced for security and would minimize the potential for disruption of traffic flow. Staging areas are typically identified during the construction planning and contracting phase.

**Table 2-1. Representative Projects Overview for Preferred Alternatives**

<b>Number</b>	<b>Project Title</b>	<b>Facility/Building Construction and/or Demolition Size</b>
<b>Construction</b>		
1	AGE Complex	Building: 19,698 sq ft Demolition: 21,496 sq ft
2	South Entrance Complex (29B)	Building: 12,648 sq ft Roads: 174,698 sq ft Demolition: None
3	Airman Dining Facility	Building: 22,733 sq ft Demolition: 15,952 sq ft
4	PR Simulator (HH-60 OFT)	Building: 6,000 sq ft Demolition: None

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**Table 2-1. Representative Projects Overview for Preferred Alternatives**

<b>Number</b>	<b>Project Title</b>	<b>Facility/Building Construction and/or Demolition Size</b>
5	Compass Call Task Force HQ	Building: 49,557 sq ft Demolition: 8,396 sq ft
6	355 MXG HQ Complex	Building: 59,202 sq ft Demolition: 58,222 sq ft
7	Fitness Center	Building: 62,797 sq ft Demolition: 30,559 sq ft
8	Dormitory (144PN) DMP-2	Building: 42,625 sq ft Demolition: 29,676 sq ft
9	Fuel Cell Hangar (multi-aircraft)	Building: 30,010 sq ft Demolition: 39,393 sq ft
10	New VQ and demolition of old VOQ, VAQ, Air Force Inn (2550, 2850, 3501, and 4065)	Building: 164,205 sq ft Demolition: 124,668 sq ft
11	309 AMARG Parking Lot	Pavement: 37,400 sq ft Demolition: None
<b><i>Additions and Renovations</i></b>		
12	Addition to CES Operations Facility (4201)	Building: 2,500 to 3,000 sq ft Demolition: None
13	Guardian Angel AFE Shop	Building: 3,122 sq ft Demolition: None
14	NAF Club Ironwood Patio Expansion	Building: 18,000 sq ft (estimated) Demolition: None
15	SFS Facility Addition	Building: 3,122 sq ft Demolition: None
<b><i>Demolition</i></b>		
16	Demolish Multiple Facilities: 4000, 4350/4355, 4351, 4352	Building: None Demolition: 40,007 sq ft

**Abbreviations:**

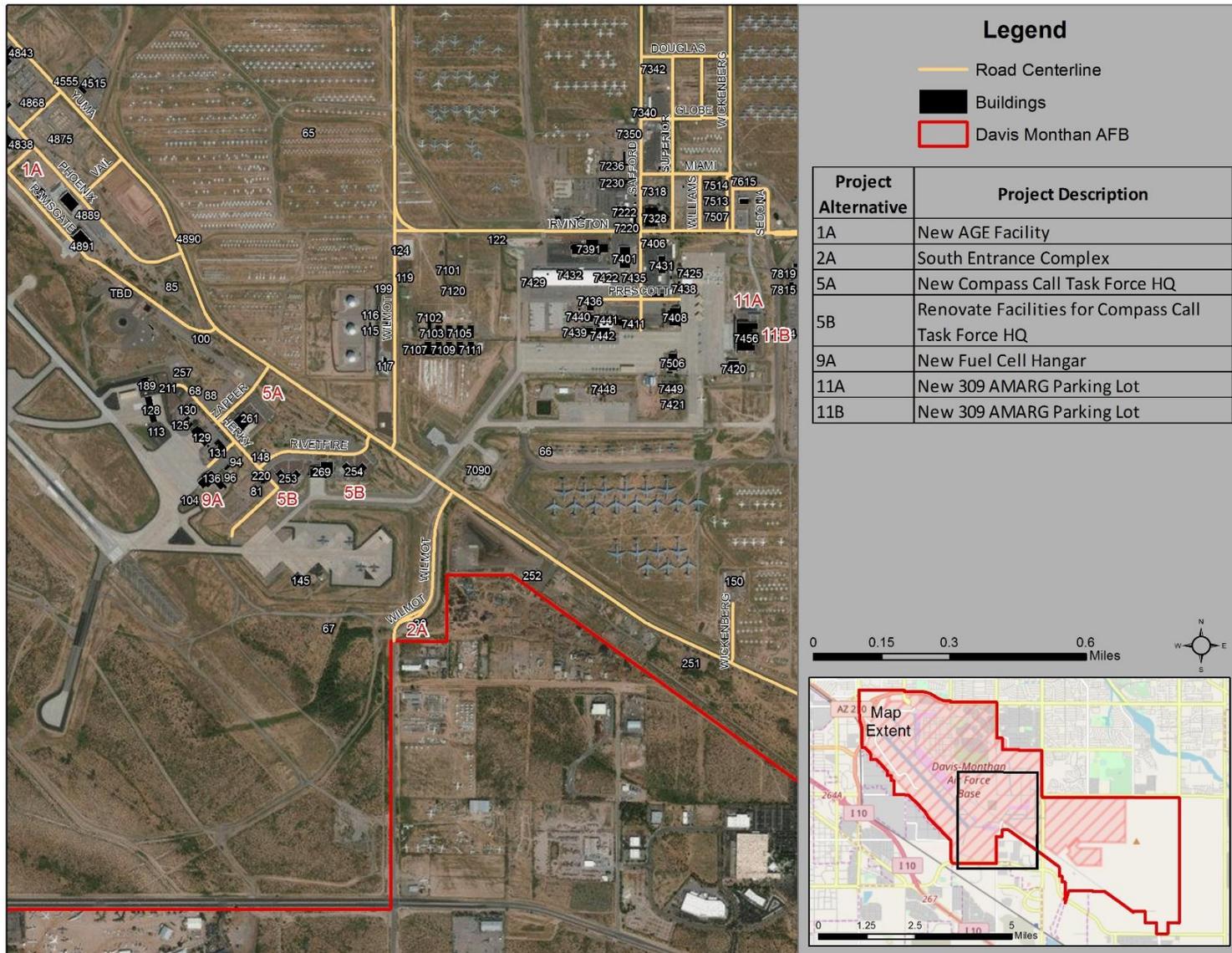
309 AMARG = 309th Aerospace Maintenance and Regeneration Group; AFE = aircrew flight equipment; AGE = aerospace ground equipment; CES = Civil Engineering Squadron; HQ = Headquarters; 355 MXG = 355th Maintenance Group; NAF = nonappropriated funds; PR = personnel recovery; SFS = Security Forces Squadron; sq ft = square foot(feet); VAQ = Visiting Airmen Quarters; VOQ = Visiting Officers Quarters; VQ = Visiting Quarters

**2.2 SELECTION STANDARDS FOR PROJECT ALTERNATIVES**

The scope and location of each Alternative have undergone extensive reviews by installation Civil Engineering Squadron (CES) personnel and supporting installation and Air Force staff specialists. All potential Alternatives were evaluated based on the following selection standards.

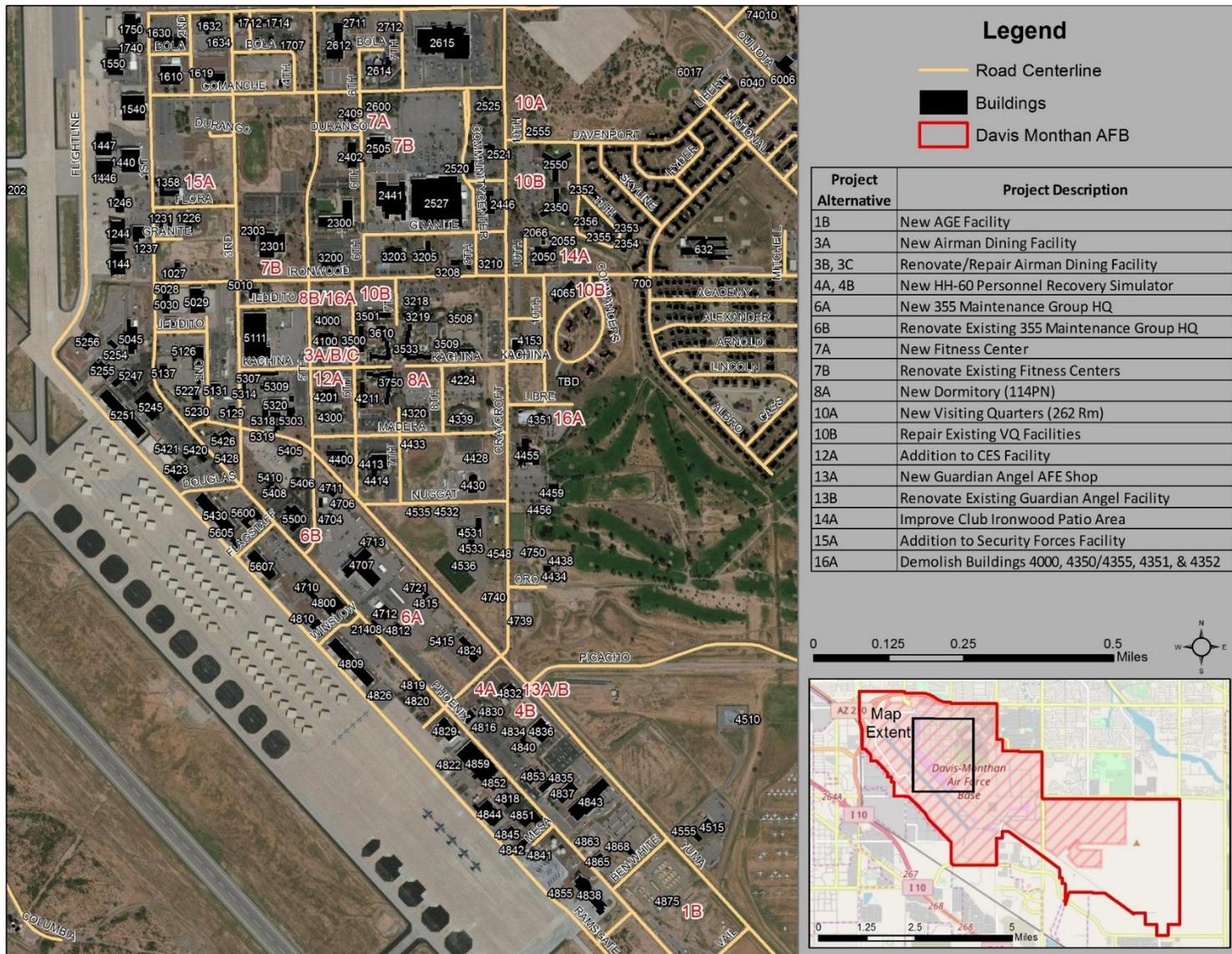
***Standard 1 - Compatible Land Use:*** Land use is the classification of either natural or human-modified activities occurring at a given location. Natural land use includes rangeland and other open or undeveloped areas. Human-modified land use classifications include residential, commercial, industrial, airfield, recreational, and other developed areas. Land uses at Davis-Monthan AFB are regulated by the 2016 IDP, which designates land use categories and identifies the type and extent of land use allowable in specific areas and where environmentally sensitive areas need to be protected (Davis-Monthan AFB, 2016). Davis-Monthan AFB has 12 designated land use categories, and the mixture of land uses results in some anomalies and conflicts with land use patterns, primarily as a result of airfield-related uses.

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**Figure 2-1. Davis-Monthan Air Force Base Representative Project Locations in the Flightline Operations and 309 AMARG Planning Districts**

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**Figure 2-2. Davis-Monthan Air Force Base Representative Project Locations in the Main Base Planning District**

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**Table 2-2. Locations of Representative Projects and Alternatives**

<b>Project Number</b>	<b>Project Title</b>	<b>Alternative A Location</b>	<b>Alternative B Location</b>	<b>Alternative C Location</b>	<b>Figure</b>
<b>Construction</b>					
1	AGE Complex	New facility between Yuma Street and Phoenix Street, near Corona	North-northeast of the existing site on the north side of Yuma Road, near the intersection of Yuma Road and Ben White Road	N/A	A: 2-1 B: 2-2
2	South Entrance Complex (29B)	Entrance located on South Wilmot Road on the south end if the installation	N/A	N/A	2-1
3	Airman Dining Facility	New facility on the corner of 5th Street and Kachina Street, adjacent to the existing dining facility (Building 4100)	Current dining facility (Building 4100) would be expanded and/or renovated.	Repair current dining facility (Building 4100)	2-2
4	PR Simulator (HH-60 OFT)	Added to the HC-130J simulator facility (Building 4832) located on the southern corner of Yuma and Tempe Streets	New facility in the open space between Buildings 4832 and 4836	N/A	2-2
5	Compass Call Task Force HQ	New facility southwest side of Yuma Street just east of Zapper Drive	Move operations into Buildings 253 and 254	N/A	2-1
6	355 MXG HQ Complex	New facility between Phoenix Street and Yuma Road	Existing facility (Building 5500) would be repaired	N/A	2-2
7	Fitness Center	New fitness center east of 6th Street near the intersection with Durango Street	Renovate Haeffner Gym (Building 2505) and Benko Fitness Center (Building 2301)	N/A	2-2
8	Dormitory (144PN) DMP-2	New dormitory south of Kachina Street near Building 3750.	N/A	N/A	2-2
9	Fuel Cell Hangar (multi-aircraft)	New hangar adjacent to the existing hangar (Building 136), east of Victor Ramp.  Current Fuel Cell Hangar would be demolished	N/A	N/A	2-1

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**Table 2-2. Locations of Representative Projects and Alternatives**

<b>Project Number</b>	<b>Project Title</b>	<b>Alternative A Location</b>	<b>Alternative B Location</b>	<b>Alternative C Location</b>	<b>Figure</b>
10	New VQ and demolition of old VOQ, VAQ, Air Force Inn (2550, 2850, 3501, and 4065)	New VQ east of Craycroft Road, between Davenport Street and Quijota Boulevard. Current VQ facilities (Buildings 2350, 2550, 3501, and 4065) would be demolished.	Existing VQ facilities would be repaired	N/A	2-2
11	309 AMARG Parking Lot	New parking lot north of 309 AMARG, Building 7456	New parking lot east of 309 AMARG, Building 7456	N/A	2-1
<b>Additions and Renovations</b>					
12	Addition to CES Operations Facility (4201)	Office space would be added to Building 4201	N/A	N/A	2-2
13	Guardian Angel AFE Shop	Addition to the parachute drying tower (Building 4832) on the western corner of Yuma and Tempe Streets	N/A	N/A	2-2
14	NAF Club Ironwood Patio Expansion	Improvement of Club Ironwood (Building 2025) patio area	N/A	N/A	2-2
15	SFS Facility Addition	Added onto the existing SFS facility (Building 1358)	N/A	N/A	2-2
<b>Demolition</b>					
16	Demolish Multiple Facilities: 4000, 4350/4355, 4351, 4352	Buildings 4000, 4350/4355, 4351, and 4352	N/A	N/A	2-2

The No Action Alternatives are not shown.

Abbreviations: 309 AMARG = 309th Aerospace Maintenance and Regeneration Group; AFE = aircrew flight equipment; AGE = aerospace ground equipment; CES = Civil Engineering Squadron; HQ = Headquarters; 355 MXG = 355th Maintenance Group; N/A = not applicable; NAF = nonappropriated funds; PR = personnel recovery; SFS = Security Forces Squadron; sq ft = square foot(feet); VAQ = Visiting Airmen Quarters; VOQ = Visiting Officers Quarters; VQ = Visiting Quarters

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***Standard 2 - Force Protection and Security Compliance:*** As a result of terrorist activities, the DOD and the Air Force developed a series of antiterrorism and force protection (AT/FP) guidelines for military installations. These guidelines address a range of considerations that include access to the installation, access to facilities on the installation, facility siting, exterior design, interior infrastructure design, and landscaping (UFC 4-010-01, *DOD Minimum Antiterrorism Standards for Buildings*). The intent of this siting and design guidance is to improve security, minimize fatalities, and limit damage to facilities in the event of a terrorist attack.

***Standard 3 - Fire/Rescue Response Time:*** Facility locations should be within an acceptable distance from a fire station to meet required fire/rescue response time.

***Standard 4 - Military Munitions Response Program (MMRP):*** In recent years, the management of military munitions and military ranges has come under increased regulatory and public scrutiny as evidenced by new regulations, increased enforcement and public involvement, litigation, and range use restrictions and closures. In an effort to manage these ranges, DOD installations have begun to inventory closed, transferred, and transferring ranges to facilitate planning and implementation of associated regulations as part of their MMRP. Davis-Monthan AFB has 11 MMRP sites: four sites require further evaluation and/or cleanup, one site was administratively closed, and six sites were closed with Explosive Safety Submittals to the DOD Explosive Safety Board (DDESB). All former range areas have potential to contain ordnance and explosive contamination. Until these areas are formally cleared, any proposed activities in them should be coordinated through the CES/Environmental Restoration Element point of contact. Training or a waiver for construction may be required.

***Standard 5 - Historic and Archaeological Resources:*** Historic properties (as defined in 36 CFR 60.4) are significant archaeological, architectural, or traditional resources that are either eligible for listing to or are already listed on the National Register of Historic Places. In 1999, the DOD promulgated its American Indian and Alaska Native Policy, which emphasizes the importance of respecting and consulting with tribal governments on a government-to-government basis. The Policy requires an assessment, through consultation, of the effect of proposed DOD actions that may have the potential to significantly affect protected tribal resources, tribal rights, and Indian lands before decisions are made by the services.

***Standard 6 - No Conflicts with Safety Zones:*** DDESB 6055.9-STD and Air Force Manual 91-201, *Explosives Safety Standards*, define distances that need to be maintained between munitions storage areas (MSAs) and a variety of other types of facilities. These distances, called quantity-distance (QD) arcs, restrict or prohibit development based on the type and quantity of explosive material being stored. The DOD also identifies accident potential zones as a planning tool for local planning agencies to identify where an aircraft mishap is most likely to occur. The construction of a new munitions assembly conveyor (MAC) pad and inert storage facility will fall within QD arcs associated with the MSA, but these facilities are in direct support of munitions operations. Moreover, the relocation of the MAC pad would require QD arcs to be reassessed due to the relocation of a potential explosion site in accordance with Air Force Manual 91-201.

***Standard 7 - Available Utilities and Infrastructure:*** Proximity to and availability of utilities and infrastructure were considered in facility planning and siting.

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**Standard 8 - Adequate Land for Building and Ground Level Parking:** Facility locations should be of sufficient size to accommodate proposed buildings (with required setbacks) and proposed parking needs without the need to build additional facilities, such as a multi-story garage.

**Standard 9 - Presence of Special Environmental Resources:**

**Waters of the US:** The CWA of 1977 (33 U.S.C. § 1251 et seq.) regulates pollutant discharges that could affect aquatic life forms or human health and safety. The US Army Corps of Engineers (USACE) and EO 11990, *Protection of Wetlands*, regulate the discharge of dredged or fill material into waters of the US including wetlands under Section 404 of the CWA. Waters of the US include any waterbody or watercourse which has been determined to be regulated under Section 404 using the Rapanos Guidance of 5 June 2007 and include ephemeral washes, drainage ditches, intermittent and perennial watercourses, and wetlands. Section 404 requires a permit from the USACE for dredging and filling in waters on the US.

**100-year Floodplain:** EO 11988, *Floodplain Management*, requires federal agencies to take action to reduce the risk of flood damage; minimize the impacts of floods on human safety, health, and welfare; and restore and preserve the natural and beneficial values served by floodplains. Federal agencies are directed to consider the proximity of their actions to floodplains.

**Environmental Restoration Program (ERP) Sites:** The DOD developed the ERP to identify, investigate, and remediate potentially hazardous material disposal sites that existed on DOD property prior to 1984. Five ERP sites have been identified at Davis-Monthan AFB and are regulated under the Comprehensive Environmental Response, Compensation, and Liability Act. The Davis-Monthan AFB Management Action Plan presents a comprehensive strategy for implementing actions necessary to protect human health and the environment. This strategy integrates activities under the ERP and associated environmental compliance programs that support full restoration of the Base. Continuing efforts to comply with applicable laws and regulations ensure that present resource and waste management practices are performed in a manner that protects human health and the environment. ACC policy requires that any proposed project on or near a Davis-Monthan AFB ERP site be coordinated through the Davis-Monthan AFB ERP Manager.

## **2.3 PROPOSED ACTIONS AND ALTERNATIVES**

The NEPA and CEQ regulations mandate the consideration of reasonable Alternatives to the Proposed Actions. “Reasonable Alternatives” are those that could also be utilized to meet the purpose of and need for each Proposed Action. Alternatives were considered for the proposed projects. The Air Force uses several guidelines and instructions in determining the best approach for construction, renovation, and demolition. AFI 32-1023, *Designing and Constructing Military Construction Projects*, implements AFPD 32-10 and Military Standard 3007F, *Standard Practice for Unified Facilities Criteria and Unified Facilities Guide Specifications*. It provides general design criteria and standards and information on design and construction management. This document provides guidance governing Air Force MILCON projects. Air Force Manual 32-1084 supplements AFI 32-1024, *Standard Facility Requirements*, and provides guidance for

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determining space allocations for Air Force facilities and may be used to program new facilities or evaluate existing spaces.

The NEPA process is intended to support flexible, informed decision-making; the analysis provided by this EA and feedback from the public and other agencies will inform decisions made about whether, when, and how to execute the Proposed Actions. Among the Alternatives evaluated for each project is a No Action Alternative. The No Action Alternative will substantively analyze the consequences of not undertaking the Proposed Action and will serve to establish a comparative baseline for analysis.

The scope, location, and objectives of the Proposed Actions are described here, grouped by project type (i.e., construction, renovation, demolition). This section also presents reasonable and practicable Alternatives for projects where multiple viable courses of action exist. Each Alternative is assessed relative to the selection standards. Alternatives considered but not carried forward for detailed analysis are described in this section where applicable.

### **2.3.1 Construction Projects**

#### **2.3.1.1 Project 1. New Aerospace Ground Equipment Maintenance**

Under this Proposed Action, an AGE maintenance shop and low bay storage warehouse facility would be constructed, as well as all necessary supporting facilities for a complete and usable facility. The five existing AGE facilities would be demolished as part of this project.

**Alternatives Considered but Not Carried Forward.** Expanding and/or modifying the AGE facilities was considered. This would not eliminate the issue that the facilities are geographically separated nor would the renovation allow for enough space to construction additional maintenance bays; therefore, this alternative was not carried forward for evaluation because it does not meet the project purpose or need.

##### **2.3.1.1.A Alternative A (Preferred Alternative)**

Under this Alternative, the new AGE maintenance facility would be constructed between Flightline Street and Phoenix Street near Corona Street (see **Figure 2-1**). The new facility would consist of a 19,698-square-foot (sq ft) maintenance shop and low bay storage warehouse facility constructed of reinforced concrete foundation, concrete slab, structural steel frame, standing-seam metal roof, and split-face block. Construction would contain all necessary electrical, utility, heating, ventilation, and air conditioning, and fire detection/suppression. The open storage would be constructed of a concrete hardstand. Other work would include site improvements, landscaping with irrigation, pavement, and parking utilities. Alternative A meets all the selection standards outlined in **Section 2.2**.

Five buildings would be demolished under this project, Buildings 121, 125, 4866, 4815, and 4721. Asbestos would be abated in Buildings 121 and 125 prior to their demolition. A total of 21,496 sq ft would be demolished under this project.

**2.3.1.1.B Alternative B**

Under this Alternative, the new AGE facility would be constructed approximately 1,500 feet (ft) to the north-northeast of the existing site on the north side of Yuma Road, near the intersection of Yuma Road and Ben White Road (see **Figure 2-1**). Construction components would be the same as described in Alternative A. This Alternative meets all the selection standards listed in **Section 2.2**; however, the proposed location would be farther from the flight line entrance, thus increasing the time and fuel requirements to provide and service AGE.

**2.3.1.1.C No Action Alternative**

Under the No Action Alternative, the Proposed Action would not be implemented. The AGE function would continue to operate in substandard, congested, and geographically separated facilities which would only degrade the unit's mission to prepare AGE for optimum flight-line readiness in an efficient and cost-effective manner. Presently, periodic maintenance and repair work must be scheduled over three shifts to ensure work is completed. Due to lack of maintenance bays, AGE is worked on outdoors or must be constantly moved to accommodate more immediate and emergency repair requirements resulting in wasted time and effort which in turn wastes fuel, manpower, and ability to complete work expeditiously. Work sections are geographically separated which limits flexibility in personnel assignments resulting in inefficient use of manpower. Unit morale is negatively impacted when one separated work section meets its goals and others do not and rewards appear to be unjustly distributed. Without an adequate, efficiently designed and constructed workplace properly lighted, ventilated, and equipped, the repair and maintenance of AGE will continue to be accomplished in an inefficient, cost-prohibitive, and demoralizing facility which does nothing to implement the highest standards that promote airman retention and fiscal efficiency.

**2.3.1.2 Project 2. Expanded South Entrance Complex**

Under this Proposed Action, a new installation entrance complex would be constructed south of the installation to include an entry gatehouse, vehicle inspection, contractor holding area, and overwatch. Studies found that the commercial vehicle inspections at Swan Gate cause several issues, including significant security vulnerabilities to critical Air Force missions and encroachment concerns with both the City of Tucson and Customs and Border Patrol from gate backups that cause excess congestion on Swan Road, Golf Links Road, and South Alvernon Way (TBD References: Traffic Study and Balanced Survivability Assessment Team Survey).

**Alternatives Considered but Not Carried Forward.** Three existing north side gates do not provide sufficient capacity all of which connect to the same off-base arterial street (Golf Links Road), resulting in all gates located with the same orientation and proximity to each other. An Alternative to convert Craycroft Gate into a high-capacity privately owned vehicle gate was considered. It could reduce gate backups, but traffic on Golf Links Road would remain unchanged and the security and encroachment issues would not be addressed; therefore, this Alternative was not carried forward for evaluation because it does not meet the project purpose or need.

**2.3.1.2.A Alternative A (Preferred Alternative)**

Under this Alternative, the entrance located on South Wilmot Road on the south end of the installation (see **Figure 2-1**) would be expanded to include an entry gatehouse, a vehicle inspection area, and a contractor holding area. In addition, additional traffic lanes and connections to arterial and secondary roads would be included. Five facilities would be constructed totaling approximately 12,648 sq ft. In addition, about 101,181 sq ft of additional lanes would be added to South Wilmot Road, and traffic patterns would change at the South Wilmot Road and Yuma Street intersection. Buildings would be constructed of split-face block on reinforced concrete foundations and floor slab with standing-seam metal roof, fire detection and suppression, and utilities. Construction would meet minimum DOD force protection guidelines and all additional requirements for installation entrance gate and inspection facilities. Buildings would incorporate all required Leadership in Energy and Environmental Design (LEED) applications. Alternative A meets all the selection standards outlined in **Section 2.2**. Two studies found that the Commercial vehicle inspections at Swan Gate cause several issues, including significant security vulnerabilities to critical Air Force missions and encroachment concerns with both the City of Tucson and Customs and Border Patrol from gate backups that cause excess congestion on Swan Road, Golf Links Road, and South Alvernon Way.

**2.3.1.2.B No Action Alternative**

Under the No Action Alternative, the current configuration of base access gates would remain and continued congestion would occur. Commercial trucks would continue to accumulate waiting for inspection and cause traffic on Golf Links Road and the Border Patrol Complex. Further, the No Action Alternative allows for significant security vulnerabilities and encroachment concerns.

**2.3.1.3 Project 3. New Airman Dining Facility**

Under this Proposed Action, a modern dining facility would be constructed for the unaccompanied Airmen on Davis-Monthan AFB.

**Alternatives Considered but Not Carried Forward.** No practicable alternatives were eliminated from consideration.

**2.3.1.3.A Alternative A (Preferred Alternative)**

Under this Alternative, the new Airman Dining Facility would be constructed on the corner of 5th Street and Kachina Street, adjacent to the existing dining facility (see **Figure 2-2**). The dining facility would be a 20,581-sq ft single-story, split-block facility with reinforced concrete foundation, floor slab, masonry walls, structural steel frame, and a metal roof system. All required utilities, site work, and fire detection/suppression equipment would be included. Construction would also include 2,153 sq ft of concrete walkway. The facility would include a receipt and issue area, kitchen area, serving area, dining area, office space, cold and dry goods storage, restrooms, locker areas, and a mechanical room. The new facility would meet AT/FP setbacks and orientations and would incorporate all required applications for LEED certification. Alternative A meets all the selection standards outlined in **Section 2.2**.

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The demolition of the 16,406-sq ft existing dining facility (Building 4100) would be included under this project.

**2.3.1.3.B Alternative B**

Under this Alternative, the current dining facility (see **Figure 2-2**) would be expanded and/or renovated. Infrastructure would remain the same but 4,181 sq ft would be added to the building to meet the intended size of 20,581 sq ft. The current serving line design would remain inefficient for accommodating a larger number of airmen. An addition would not be compliant with the AT/FP guidelines under Selection Standard 2.

**2.3.1.3.C Alternative C**

Under this Alternative, necessary repairs would be made to maintain the existing dining facility in an operational condition (see **Figure 2-2**). This Alternative would not address the problem of a deteriorating facility that has a serving capacity no longer supporting the needs of the Base. Repairs to the current facility would not meet the AT/FP requirement under Selection Standard 2.

**2.3.1.3.D No Action Alternative**

Under the No Action Alternative, meals would continue to be served in shifts due to lack of space in the dining hall. Airmen would continue to utilize an undersized and extremely outdated dining facility. Gates to block 5th Street during heightened AT/FP postures would continue to be used as required.

**2.3.1.4 Project 4. Construct Personnel Recovery Simulator (HH-60 OFT) Facility**

Under this Proposed Action, the HC-130J simulator facility would be expanded and/or altered to include the HH-60W simulator. This project would optimize the space so that both the HC-130J simulator and the HH-60W simulator could operate at the same time with a minimal addition to the facility.

**Alternatives Considered but Not Carried Forward.** No practicable alternatives were eliminated from consideration.

**2.3.1.4.A Alternative A (Preferred Alternative)**

Under this Alternative, the Personnel Recovery Simulator would be added to the HC-130J simulator facility located on the southern corner of Yuma and Tempe Streets within the Airfield Operations and Maintenance area of the Base (see **Figure 2-1**). The addition would be a 6,000-sq ft steel frame building with a large open bay with adequate space for the simulator. The facility would be on a reinforced concrete foundation and concrete slab, with a standing seam metal roof and split-faced block walls. A generator, electrical, mechanical, utilities, fire detection/protection, and communications requirements and all other work necessary to provide a complete and usable facility would also be included. Construction would also include site improvements such as an asphalt parking area to accommodate 50 vehicles, ground cover, landscaping with landscape establishment irrigation, and walkways. This facility would meet AT/FP setbacks and orientations,

as well as meet requirements for LEED certification. Alternative A meets all the selection standards outlined in **Section 2.2**.

#### **2.3.1.4.B Alternative B**

Under this Alternative, a properly sized standalone HH-60W simulator facility would be constructed in open space between Buildings 4832 and 4836 (see **Figure 2-X**). This Alternative would give the simulator facility the optimal space and configuration for efficient operation. A limited amount of available space is available to construct new facilities in the suitable area of the Base for this simulator and would not meet the requirements of Selection Standard 8 as this new simulator facility would be in an addition to an existing simulator facility. This project was selected as an addition to take advantage of the administrative and special use spaces in the existing simulator. A Site Activation Task Force was completed in 2017 to develop the program and the course of action chosen was the addition in lieu of a standalone MILCON project.

#### **2.3.1.4.C No Action Alternative**

Under the No Action Alternative, no facility would be altered or constructed to house the HH-60W simulator. This Alternative does not meet the need to provide realistic aircrew training.

#### **2.3.1.5 Project 5. Construct Compass Call Task Force Headquarters**

Under this Proposed Action, an adequately sized facility would be constructed to support all 55 ECG Group level functions and the 755th Operations Support Squadron (755 OSS).

**Alternatives Considered but Not Carried Forward.** No practicable alternatives were eliminated from consideration.

#### **2.3.1.5.A Alternative A (Preferred Action)**

Under this Alternative, a new HQ building for the Compass Call Task Force would be constructed on the southwest side of Yuma Street just east of Zapper Drive (see **Figure 2-1**). Construction would include 49,557 sq ft with reinforced concrete foundation, concrete slab, structural steel frame, standing-seam metal roof, and split-face block. The new facility would also include generator, electrical, mechanical, site improvements, pavements, parking, walkways, utilities, fire detection/protection, communications, and all necessary supporting facilities.

All new and reconfigured existing concrete and asphalt pavements, concrete curbs and gutters, concrete sidewalks, lighting, site security elements, and native landscaping would meet AT/FP setbacks and orientations. This project would incorporate applicable Air Force and ACC high-performance green building (HPGB) and/or Green Design and Development objectives addressing site design, water use, energy use reduction (per Energy Policy Act 2005 and CFR Title 10 Part 433), building commissioning, materials selection, and indoor environmental quality and would incorporate all required LEED applications. This project shall incorporate photovoltaic electrical production to supplement commercial power, solar preheat water supply, and mechanical thermal storage required for operational requirements. Alternative A meets all selection standards outlined in **Section 2.2**.

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As part of this project, 8,396 sq ft of the existing Compass Call Task Force HQ would have asbestos abatement prior to being demolished.

**2.3.1.5.B Alternative B**

Under this Alternative, the facilities currently occupied by the 55 ECG group functions and the 755 OSS in Buildings 253 and 254 would be updated to current standards (see **Figure 2-X**). This would require shutting down the 55 ECG mission for nearly a year or moving the entire mission to another base temporarily due to the fact no available facilities on Davis-Monthan AFB are able to handle the requirements of this mission. Also, renovating these facilities would not correct the issues with these functions being spread out across several facilities nor are the facilities adequately sized to house the 55 ECG. No facilities available on Davis-Monthan AFB would be feasible to renovate into a Compass Call Task Force HQ. Alternative B meets all selection standards outlined in **Section 2.2**; however, as described the temporary relocation would reduce mission readiness.

**2.3.1.5.C No Action Alternative**

Under the No Action Alternative, the 55 ECG group functions and the 755 OSS would continue operating out of an extremely outdated sensitive compartmented information facility that does not meet the current requirements of the Compass Call Mission. In addition, the 55 ECG and 755 OSS would continue to operate out of several separate facilities greatly impacting the efficiency of the group operations.

**2.3.1.6 Project 6. 355th Maintenance Group Headquarters Complex**

Under this Proposed Action, an adequately sized facility would be constructed to support the 355th Maintenance Group (355 MXG) administrative functions.

**Alternatives Considered but Not Carried Forward.** No practicable alternatives were eliminated from consideration.

**2.3.1.6.A Alternative A (Preferred Alternative)**

Under this Alternative, a consolidated 59,202-sq ft facility would be constructed between Phoenix Street and Yuma Road (see **Figure 2-1**). This facility would be a split-face block building with reinforced concrete foundation and floor slab, standing-seam metal roof, fire detection and protection, all utilities, site improvements, landscaping, access road, parking and necessary support. The new facility would meet AT/FP setbacks and orientations and would incorporate all required LEED applications. Alternative A meets all the selection standards outlined in **Section 2.2**.

As part of this project, three facilities (5500, 2402, and 1541), totaling 58,222 sq ft, would have asbestos abated and would be demolished.

### **2.3.1.6.B Alternative B**

Under this Alternative, the existing facilities would be repaired to improve the layout and environmental conditions inside each facility improving the efficiency of the operations; however, the maintenance management operation would still be spread across several facilities that are not near each other (see **Figure 2-2**). No available space on base could be renovated to meet the needs of the 355 MXG administrative functions. Alternative B does not meet Selection Standard 8 by having inadequate space to expand the existing facility in order to collocate all maintenance management operations.

### **2.3.1.6.C No Action Alternative**

Under the No Action Alternative, the 355 MXG headquarters would remain in the current facilities. 355 MXG administrative functions would continue to operate out of dispersed and poorly laid out facilities. This would hamper the ability of 355 MXG to effectively manage the maintenance operations of the four airframes currently stationed at Davis-Monthan AFB.

### **2.3.1.7 Project 7. New Fitness Center**

Under this Proposed Action, adequately sized modern fitness facilities would be constructed for the populous Davis-Monthan AFB.

**Alternatives Considered but Not Carried Forward.** An Alternative to construct a new, large fitness center to address the existing space deficiency as well as replace the Haeffner Gym and Benko Fitness Center was considered. This would provide a single modern fitness center large enough to provide Davis-Monthan AFB with the necessary fitness center space; however, no space on base is adequate for a facility and associated parking of this size.

#### **2.3.1.7.A Alternative A (Preferred Alternative)**

Under this Alternative, a new facility would be constructed to replace the Haeffner Gym (Building 2505). This facility would be constructed east of 6th Street near the intersection with Durango Street (see **Figure 2-2**). The new fitness center would be a 62,797-sq ft two-story, split-face block building on a reinforced concrete foundation and floor slab, with a standing-seam metal roof system. The facility would contain fire detection and protection, all utilities, restrooms, equipment and locker rooms, laundry, steam/sauna rooms, basketball courts with roll out bleachers, handball/racquetball courts, site improvements, landscaping, access road, parking, and necessary support. This project would comply with AT/FP requirements and would incorporate applicable HPGGB requirements. Alternative A meets all the selection standards outlined in **Section 2.2**.

The 30,559-sq ft existing Haeffner Gym would undergo asbestos abatement and be demolished as part of this project.

#### **2.3.1.7.B Alternative B**

Under this Alternative, the Haeffner Gym and Benko Fitness Center (Building 2301) would be modified to maximize the useable space in both facilities and incorporate elements that are expected in modern fitness centers (see **Figure 2-2**). This Alternative will still leave Davis-

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Monthan AFB with a space deficiency and because the facilities are preexisting, some facility issues will remain after renovation. Alternative B meets all the selection standards outlined in **Section 2.2**.

**2.3.1.7.C No Action Alternative**

Under the No Action Alternative, the Air Force would continue utilizing the two undersized and outdated fitness centers on Davis-Monthan AFB. Active Duty physical therapy programs will continue to be impacted due to insufficient and inefficient exercise space available.

**2.3.1.8 Project 8. Construct Dormitory (144PN) DMP-2**

Under this Proposed Action, comfortable modern dorm accommodations would be constructed for the airmen on Davis-Monthan AFB.

**Alternatives Considered but Not Carried Forward.** No practicable alternatives were eliminated from consideration.

**2.3.1.8.A Alternative A (Preferred Alternative)**

Under this Alternative, a new 42,625-sq ft dormitory would be constructed south of Kachina Street near Building 3750 (see **Figure 2-2**). The new dormitory would be a two-story building with a reinforced concrete foundation and floor slab, structural steel frame, standing-seam metal roof system, fire detection and protection, all utilities, site improvements, landscaping, access roads, curbing, sidewalk entrance cover, parking and all necessary supporting facilities. The facility would include bath/kitchen/room modules, laundry rooms, storage, lounge areas, site preparation, and all other support areas. This facility would comply with AT/FP requirements and would incorporate applicable HPGB requirements. Alternative A meets all the selection standards outlined in **Section 2.2**.

As part of this project, Building 4211, totaling 29,676 sq ft, would be demolished after completion of asbestos abatement.

**2.3.1.8.B No Action Alternative**

Under the No Action Alternative, a new dormitory would not be constructed and Building 4211 would continue to be used. This dorm consists of a single-room apartment with shared bathroom setup that the Air Force considers obsolete. This will continue to impact the morale and effectiveness of the airmen forced to reside in these dorms. While it was initially included in the planning documents for this project, Building 4000 is unsuitable for future use or renovation and has since been included in planning for the demolition of multiple buildings discussed under Project 16 in **Section 2.3.2.1**.

**2.3.1.9 Project 9. Fuel Cell Hangar (Multiple Aircraft)**

Under this Proposed Action, the clear zone violation would be removed by relocating the C-130 fuel cell (Facility 136).

**Alternatives Considered but Not Carried Forward.** No practicable alternatives were eliminated from consideration.

#### **2.3.1.9.A Alternative A (Preferred Alternative)**

Under this Alternative, a new 30,010-sq ft fuel cell hanger would be constructed near the existing hangar (Building 136), east of Victor Ramp (see **Figure 2-1**). The new hangar would contain hanger and back-shop space and would be constructed of structural metal panels and split-face block wainscot, reinforced concrete foundation and floor slab, structural steel frame, and standing-seam metal roof. Fume-sensing and alarm system, mechanical ventilation, Hi-X Foam fire extinguishing system, fire detection/protection, and necessary utilities would be included in the construction, as well as site improvements, landscaping, parking, concrete hangar apron, and walkways. This project would comply with all DOD AT/FP setbacks and orientations. This project would meet current criteria for LEED “Silver” certification. Alternative A meets all the selection standards outlined in **Section 2.2**.

The current Fuel Cell Hangar would be demolished under this Alternative and undergo asbestos abatement prior to demolition.

#### **2.3.1.9.B No Action Alternative**

Under the No Action Alternative, Building 136 would continue to be used even though it is in the clear zone. This increases the risk to aircraft that are utilizing the southeast end of the runway. In addition to the clear zone violation, continued utilization of this facility would result in mission degradation due to the fact this facility needs sustainment due to age.

#### **2.3.1.10 Project 10. New Visiting Officers Quarters, Visiting Airmen Quarters, Air Force Inn**

Under this Proposed Action, a high-quality lodging facility would be constructed to support transient personnel that travel to Davis-Monthan AFB for training and the mission of the 355 FW and tenant units.

**Alternatives Considered but Not Carried Forward.** No practicable alternatives were eliminated from consideration.

#### **2.3.1.10.A Alternative A (Preferred Alternative)**

Under this Alternative, a new 262-room Visiting Quarters (VQ) building would be constructed to consolidate Visiting Officers Quarters (VOQ), Visiting Airmen Quarters (VAQ), and Air Force Inn facilities. Construction would be 164,205 sq ft consisting of split-face block with reinforced concrete foundation and floor slab, structural steel frame, standing-seam metal roof system, utilities, site improvements, landscaping, asphalt access roads and parking, fire detection/protection, and all necessary supporting facilities. This facility would be constructed east of Craycroft Road, between Davenport Street and Quijota Boulevard (see **Figure 2-2**).

New and existing concrete and asphalt pavements, concrete curb and gutter, concrete sidewalks, lighting site security elements, concrete and asphalt pavements, concrete curb and gutter, concrete

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sidewalks, lighting, site security elements, and native landscaping would be constructed and reconfigured to meet AT/FP setbacks and orientations. This project would incorporate applicable HPGB and/or Green Design and Development objectives addressing site design, water use, energy-use reduction building commissioning, materials selection, and indoor environmental quality. This project would also include actual LEED "Silver" certification as part of the base contract costs and include an option for "Gold" certification. This project would also incorporate photovoltaic electrical production to supplement commercial power, solar preheat water supply, and mechanical thermal storage required for all operational requirements. Alternative A meets all the selection standards outlined in **Section 2.2**.

After completion of the new facilities, the four existing VOQ, VAQ, and Air Force Inn facilities (Buildings 2350, 2550, 3501, and 4065) would be demolished.

**2.3.1.10.B Alternative B**

Under this Alternative, the existing VQ (see **Figure 2-2**) would be repaired to updated standards; however, this would only treat the individual issues, not address the problem that these facilities have a deteriorating infrastructure and are not large enough to meet the needs of the Base. Alternative B meets all the selection standards outlined in **Section 2.2**.

**2.3.1.10.C No Action Alternative**

Under the No Action Alternative, an undersized extremely outdated VQ would continue to be utilized. The condition of the VQ give visitors a negative first impression of Davis-Monthan AFB.

**2.3.1.11 Project 11. Install 309th Aerospace Maintenance and Regeneration Group Parking Lot**

Under this Proposed Action, a paved parking lot would be constructed with an adequate number of spaces for personnel assigned to the 309 AMARG, Building 7456.

**Alternatives Considered but Not Carried Forward.** No practicable alternatives were eliminated from consideration.

**2.3.1.11.A Alternative A (Preferred Alternative)**

Under this Alternative, a 220-x-170-ft asphaltic concrete parking lot would be constructed with 60 parking stalls north of 309 AMARG, Building 7456 (see **Figure 2-1**). Excavation and site preparation would be performed. The addition of concrete islands along with standardized pavement markings would be included as shown in the project drawings. Two cuts along the northwest perimeter curbing and connecting walkways would be created to allow for positive drainage away from the parking lot. Two cuts along the east side of the parking lot with connecting walkways would be created for pedestrian access to the existing sidewalk east of the proposed parking lot. Curbs in the center islands would promote sheet flow drainage. Alternative A meets all the selection standards outlined in **Section 2.2**.

**2.3.1.11.B Alternative B**

Under this Alternative, a 220-x-170-ft asphaltic concrete parking lot would be constructed with 60 parking stalls east of 309 AMARG, Building 7456 (see **Figure 2-1**). Excavation, site preparation and construction would be performed similar to Alternative A (**Section 2.3.1.11.A**). Alternative B meets all the selection standards outlined in **Section 2.2**.

**2.3.1.11.C No Action Alternative**

Under the No Action Alternative, a paved parking lot would not be constructed for Building 7456. The 309 AMARG would continue to utilize existing parking accommodations.

**2.3.1.12 Project 12. Addition to Civil Engineering Squadron Operations Facility**

Under this Proposed Action, sufficient space would be added to the existing CES facility for personnel currently located in other facilities.

**Alternatives Considered but Not Carried Forward.** Alternatives that entail relocating the entire facility to a newly constructed facility were not carried forward because they do not meet Air Force Guidelines on new facility construction. A new facility alternative was not carried forward for detailed analysis because the current facility was renovated to house as many CES personnel that were at the time housed in old WWII wood facilities that required demolition due to deteriorated conditions. The CES personnel remained located in the spaces they occupied at the time. The amount of additional personnel that have been assigned since the current facility was renovated does not bring the current number of personnel to the threshold to justify a new facility. The addition to the newly renovated facility would enable CES personnel to be housed within one facility. No other existing facilities meet the purpose and need of the Proposed Action. While minor modifications to the renovation plans were considered, no other viable Alternatives were developed for analysis in this EA.

**2.3.1.12.A Alternative A (Preferred Alternative)**

An additional 2,500 to 3,000 sq ft of office space would be added to Building 4201 (see **Figure 2-2**). The addition would be constructed on a concrete foundation and floor slab, structural steel frame, standing-seam metal roof, and split-face block. Internal and external finishing materials would match existing materials to the fullest extent possible. Utilities, fire detection/protection, and communications would be joined to Building 4201 or upgraded as needed to handle the increased number of personnel. Alternative A meets all selection standards.

**2.3.1.12.B No Action Alternative**

Under the No Action Alternative, additional office space would not be added to Building 4201. The CES would continue with work arounds to meet its mission within the current space available.

**2.3.1.13 Project 13. Expand Guardian Angel Aircrew Flight Equipment Shop**

Under this Proposed Action, the size of AFE shop would increase to allow for the increased requirement of parachute maintenance.

**Alternatives Considered but Not Carried Forward.** Alternatives that entail relocating the entire facility to a newly constructed facility were not carried forward because they do not meet Air Force Guidelines on new facility construction. A new facility was not considered because the current facility is still a viable functioning facility that is too small to accommodate the increase in personnel recover missions. Constructing a whole new facility would be far costlier to accomplish than to construct an addition. The facility condition index on existing facility would not warrant new construction and demo of existing. Additional space fits the requirement and is in the most feasible location. No other existing facilities meet the purpose and need of the Proposed Action.

#### **2.3.1.13.A Alternative A (Preferred Alternative)**

Under this Alternative, a 3,122-sq ft AFE facility would be constructed adjacent to the parachute drying tower (Building 4832) on the western corner of Yuma and Tempe Streets (see **Figure 2-1**). This facility would be constructed of concrete foundation, concrete slab, structural steel frame, standing-seam metal roof and split-face block exterior. The work would include electrical work, site improvements, landscaping, pavement, parking, utilities, fire detection/protection, and all necessary supporting facilities. All applicable AT/FP criteria would be met and incorporate all required LEED applications. In addition, the existing facility would be renovated to meet the increased need for additional parachute maintenance and packing requirements. Alternative A meets all the selection standards outlined in **Section 2.2**.

#### **2.3.1.13.B No Action Alternative**

Under the No Action Alternative, all parachute maintenance, drying, and packing operations for Guardian Angel would continue in Facility 4824. Inefficient work arounds would continue in order for AFE to meet mission requirements.

#### **2.3.1.14 Project 14. Club Ironwood Patio Expansion**

Under this Proposed Action, the patio area of Club Ironwood would be improved to correct drainage, as well as increase its usefulness and appearance.

**Alternatives Considered but Not Carried Forward.** Alternatives that entail relocating the entire facility to a newly constructed facility were not carried forward because they do not meet Air Force Guidelines on new facility construction. Constructing a new facility in lieu of constructing and addition of concrete patio space would not be a viable solution. The actual facility is still a functional viable building but requires additional space on the exterior for functions requiring outdoor space. While minor modifications to the renovation plans were considered, no viable Alternatives were developed for analysis in this EA.

#### **2.3.1.14.A Alternative A (Preferred Alternative)**

Under this Alternative, the Club Ironwood patio area (see **Figure 2-2**) would be renovated to improve drainage and increase its usefulness. All existing installed pavers would be removed and the entire courtyard (approximately 18,000 sq ft) would be graded to improve drainage. In addition, the existing underground drainage would be extended away from the building. After grading is complete, the patio area would be surfaced with integrally colored concrete slabs. Alternative A meets all the selection standards outlined in **Section 2.2**.

**2.3.1.14.B No Action Alternative**

Under the No Action Alternative, the Club Ironwood patio area would remain in its current condition. The courtyard configuration would remain as is and drainage would remain inadequate.

**2.3.1.15 Project 15. Expand Security Forces Squadron Facility**

Under this Proposed Action, additional space would be provided adjacent to the existing Security Forces Squadron (SFS) facility to allow for needed administrative space and interview rooms.

**Alternatives Considered but Not Carried Forward.** While minor modifications to the renovation plans were considered, no viable Alternatives were developed for analysis in this EA.

**2.3.1.15.A Alternative A (Preferred Alternative)**

Under this Alternative, a 3,122-sq ft addition would be added onto the existing SFS facility, Building 1358 (see **Figure 2-2**). The addition would provide additional administrative space and interview rooms. Construction would consist of concrete foundation, concrete slab, structural steel frame, and roof and exterior to match current facility. The addition would also include electrical work site improvements, landscaping, pavement, parking, utilities, fire detection/protection, and all necessary supporting facilities. All applicable AT/FP criteria would be met and incorporate all required LEED applications. Alternative A meets all the selection standards outlined in **Section 2.2**.

**2.3.1.15.B No Action Alternative**

Under the No Action Alternative, the SFS facility would remain as is. Inefficient work arounds would continue in order for the SFS to meet mission requirements.

**2.3.2 Demolition Projects**

**2.3.2.1 Project 16. Demolish Dormitory (Building 4000) and Swimming Pool Facilities (Buildings 4350/4355, 4351, and 4352)**

Under this Proposed Action, facilities totaling 40,007 sq ft would be demolished. These facilities are dilapidated and are at the end of their life cycle.

**Alternatives Considered but Not Carried Forward.** Mothballing or “pickling” unneeded and obsolete facilities was considered but would be infeasible because without maintenance, these facilities would deteriorate. No other practicable alternatives meet the purpose and need of the Proposed Action.

**2.3.2.1.A Alternative A (Preferred Alternative)**

Under this Alternative, Buildings 4000, 4350/4355, 4351, and 4352 (see **Figure 2-2**) would be demolished and abated of hazardous materials, including asbestos building products and lead-based paint (LBP); salvageable materials would be recycled; unsalvageable materials would be properly disposed. Utility lines would be cut and capped, and the building site would be stabilized, leveled, and returned to open green space until needed for future development.

### **2.3.2.1.B No Action Alternative**

Under the No Action Alternative, these facilities would not be demolished. They are no longer economically feasible to renovate. These facilities would have to be maintained indefinitely to prevent them from becoming hazardous and continue to occupy valuable real estate on Davis-Monthan AFB. This Alternative would require continued expenditure of Air Force operations and maintenance funds to sustain the facilities.

## **2.4 ENVIRONMENTAL IMPACT ANALYSIS PROCESS**

This EA has been prepared in accordance with NEPA. NEPA is the basic national requirement for identifying potential environmental consequences of federal decisions. NEPA ensures that environmental information is available to the public, agencies, and the decision-maker before decisions are made and before actions are taken.

The EIAP is used to evaluate a proposal's potential environmental consequences and to notify and involve the public in the agency's decision-making process. This process requires that decisions on proposals be based on an understanding of the potential environmental consequences of the Proposed Action and reasonable Alternatives, including the No Action Alternative.

### **2.4.1 Scope of Resources and Environmental Assessment Organization**

As a part of the EIAP, this EA has been prepared to evaluate the potential environmental impacts of 16 representative IDP projects at Davis-Monthan AFB. The following resources are analyzed in this EA: earth resources, water resources, biological resources, air quality, land use and visual resources, cultural resources, hazardous materials and waste management, and infrastructure. **Chapter 3.0** describes the affected environment or existing conditions for these resources, and **Chapter 4.0** addresses the potential environmental consequences of implementing the Proposed Action and Alternatives. **Chapter 5.0** presents a cumulative analysis, considers the relationship between short-term uses and long-term productivity identified for the resources affected, and summarizes the irreversible and irretrievable commitment of resources if the Proposed Action were implemented. **Chapter 6.0** contains references cited in the EA. A list of document preparers is included in **Chapter 7.0**.

### **2.4.2 Public and Agency Involvement**

EO 12372 requires notifications to other agencies that may have relevant information regarding resources in the project area prior to making any detailed statement of potential environmental consequences. Through the process of Interagency and Intergovernmental Coordination for Environmental Planning (known as the IICEP process), Davis-Monthan AFB has notified potentially concerned federal, state, tribal, and local agencies about the proposed projects and preparation of the EA and allowed them sufficient time to provide input on the Proposed Action and EA.

The comments received on the Draft EA are summarized in **Table 2-3**. Copies of the comment letters received during the review period, and a copy of a sample transmittal letter are included in **Appendix A**.

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**Table 2-3. Summary of Public Comments Received on Draft Environmental Assessment**

Commenter	Date	Summary of Comments	Response to Comments

**2.5 PERMIT REQUIREMENTS**

The EA has been prepared in compliance with NEPA, other federal statutes such as the CAA and the CWA, and applicable state statutes and regulations. A list of Davis-Monthan AFB permits has been compiled and reviewed during the preparation of this EA. potentially applicable federal, state, and local permits and the potential for requirements to modify the permits due to the Proposed Action are summarized in **Table 2-4**. Management actions and procedures would need to be reviewed, coordinated, and/or updated to ensure Air Force compliance with applicable instructions, guidance, and directives.

**Table 2-4. Potential Permit Requirements**

Permit	Resource	Issuing Authority	Required Action
Synthetic Minor Criterion Pollutant Permit Number: 3000	Air	PDEQ	
Synthetic Minor Criterion Pollutant Permit Number: 3001	Air	PDEQ	
Synthetic Minor Criterion Pollutant Permit Number: 3002	Air	PDEQ	
Synthetic Minor Criterion Pollutant Permit Number: 3004	Air	PDEQ	
Synthetic Minor Criterion Pollutant Permit Number: 3005	Air	PDEQ	
Synthetic Minor Criterion Pollutant Permit Number: 3006	Air	PDEQ	
Hazardous Air Pollutants Permit Number: 3000, 3001, 3002, 3004, 3005, 3006	Air	PDEQ	

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**Table 2-4. Potential Permit Requirements**

<b>Permit</b>	<b>Resource</b>	<b>Issuing Authority</b>	<b>Required Action</b>
Drinking Water Permit	Water	ADEQ	
Industrial Waste Water Discharge Permit Number: 2R10761	Water	Pima County Waste Water Management Department	
Aquifer Protection Permit Number: 102325	Water	ADEQ	
Aquifer Protection Permit Number: 102007	Water	ADEQ	
Aquifer Protection Permit Number: AZR05A12F	Water	ADEQ	
Stormwater Phase 2 MS4 Permit: AZG2002-002	Water	ADEQ	

Notes:

ADEQ = Arizona Department of Environmental Quality; PDEQ = Pima County Department of Environmental Quality

**2.6 SUMMARY OF ENVIRONMENTAL CONSEQUENCES**

The potential environmental consequences of the Proposed Action and Alternatives based on the analysis presented in **Chapter 4.0**, Environmental Consequences, are summarized in **Table 2-5**.

**Table 2-5. TBD Summary of Environmental Consequences**

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