

PMC-EF2a

(2.04.02)

**U.S. DEPARTMENT OF ENERGY
EERE PROJECT MANAGEMENT CENTER
NEPA DETERMINATION**



RECIPIENT: NREL

STATE: CO

PROJECT
TITLE :

STM – West Gate Improvements – NREL Tracking No. 09-005b

Funding Opportunity Announcement Number	Procurement Instrument Number	NEPA Control Number	CID Number
		NREL-09-005b	GO10337

Based on my review of the information concerning the proposed action, as NEPA Compliance Officer (authorized under DOE Order 451.1A), I have made the following determination:

CX, EA, EIS APPENDIX AND NUMBER:

Description:

- DOE/EA-1440** Final Site-Site Wide Environmental Assessment of the National Renewable Energy Laboratory's (NREL) South Table Mountain Complex (February 2003)
- DOE/EA-1440-S-I** Final Supplement to Final Site-Wide Environmental Assessment of the National Renewable Energy Laboratory's (NREL) South Table Mountain Complex (May 2008)
- B1.15** Siting, construction (or modification), and operation of support buildings and support structures (including, but not limited to, trailers and prefabricated buildings) within or contiguous to an already developed area (where active utilities and currently used roads are readily accessible). Covered support buildings and structures include those for office purposes; parking; cafeteria services; education and training; visitor reception; computer and data processing services; employee health services or recreation activities; routine maintenance activities; storage of supplies and equipment for administrative services and routine maintenance activities; security (including security posts); fire protection; and similar support purposes, but excluding facilities for waste storage activities, except as provided in other parts of this appendix.

Rational for determination:

The proposed project would be for West Gate improvements construction activity located at the National Renewable Energy Laboratory's (NREL) South Table Mountain (STM) Complex, City of Golden, County of Jefferson, and State of Colorado. The improvements would occur directly at the western end of Denver West Parkway on the STM campus, and are approximately located at 39.7403°N 105.1807°W. This area was classified in the July 2003 Site-Wide Environmental Assessment (SWEA) of the NREL STM Complex (DOE/EA-1440) as Development Zone 3 (West Campus), and was analyzed for additional site development. The DOE/EA-1440 states "The pattern of development for this zone is to continue development with density increased by in-filling between existing facilities." A prior NEPA determination (NREL-09-005) was signed on 03/25/2009 allowed preliminary design to go forward regarding the West Gate improvements on the STM campus. That NEPA determination specified that further NEPA review was required following review of the design, and prior to any construction activities. The design documents were obtained and reviewed by NREL in March and April 2010. As a result, this NEPA determination addresses construction activities associated with west gate improvements on the STM campus.

The existing West Gate entrance and Golden Hills Road would be expanded northward to accommodate two inbound and one outbound traffic lane as well as a median area containing the security guard building, and a small area for security vehicle parking. Much of this area has already been disturbed and used for IBRF construction parking and laydown, although a few small pine trees near the west gate would need to be removed. It is anticipated that the existing road would be widened to approximately 25 feet. This would also include a 5-foot sidewalk and 5.5-foot treed landscaped area at the northern part of the construction area. Part of the existing curb on both the south and north sides of Golden Hills Road would be demolished, and replaced by new curbs and gutters, arcing towards the north. A median island would be constructed between the inbound and outbound lanes to hold the security guard building. The median island would have curb and gutter as well as a concrete area outside the door for security personnel to stand and speak with drivers. The inbound lanes would be 14 feet wide to the south, for NREL employee access, and 12 feet wide adjacent to the security building, to accommodate visitors, while the outbound lane would be 14 feet wide, all comprised of asphalt paving. During road modifications, no changes are planned for the existing culvert that passes under the road, along the west drainage, except for shallow excavation to bury utility lines. Part of the northwestern extent of the existing guardrail would be removed, and re-used to extend to the north of the newly constructed sidewalk area. The security building would be an approximately 10' x 12' pre-engineered structure installed on a structural concrete slab, with interior space for up to two security officers. The building would have doors on both sides with windows on all four sides (i.e., to supporting 360-degree viewing). The building would be provided with electric and communications services (buried in trenches approximately 1 ft wide by 3 ft deep, and 400 to 500 ft long) as required by NREL security staff, as well as air conditioning and heating. It is anticipated that security personnel at the west gate would have electronic monitoring and badging capabilities. A parking space (9' x 24') for a security vehicle

would be provided along the north side of the road, near the security guard building. The current card readers at the west gate would remain intact, as the gate would operate in its current configuration when the gate is not manned. When the gate is manned, the current gate would be opened, and newly installed gates near the guard building would function in a similar fashion to the main entry gate at the east side of the campus. Two new security gates shall be installed on the inbound lanes, and one on the outbound lane. The gates would have card readers that are accessible from inside a vehicle for employees. Preliminary design would take into consideration relocating the "Knox-Box" for Fire Department for after-hours access. Employees would have access through the west gate via a card reader, but small deliveries would need to gain access through security. It is anticipated that the security building would have security personnel present during normal business hours, but there would be times when the security building is unmanned. When unmanned, there would be a call box to security at the east gate, or a sign directing non-NREL employees to the east entrance. It is anticipated that, long term, employees from the FTLB to the east would use the east gate, while employees from the OTF to the west would use the west gate. All work would be conducted in accordance with standard NREL and EHS policies and procedures, and with industry standard construction equipment, techniques, and methods.

The area of clearing and grading for project construction is approximately 24,000 square feet (300 ft long by 80 ft wide). In addition, a trench will be excavated for buried electrical and telecommunications lines, measuring approximately 1 ft wide by 3 ft deep by 400 to 500 ft long. The utility lines will lead from the guard building to the east, and tie into utility connections at the Shipping and Receiving building. Excavation for the trenching will cross the western drainage, but will only be deep enough to cover the utility lines as they cross the existing bridge, no damage to the existing culvert will occur. All open trenches will be surrounded by plastic construction fencing overnight to prevent people and wildlife from accidentally falling into the trench. It is anticipated that 5 small (i.e., 6 ft tall) pine trees will be removed to accommodate the west gate improvements. As the total area of land disturbance may exceed one acre, NREL and the construction contractor would file a Notice of Intents (NOIs) with US EPA Region VIII for storm water associated with construction activity permit and develop a site-specific storm water pollution prevention plan (SWPPP) to supplement the STM SWPPP and NREL policy 6.2-15 as needed. No dredge or fill of Waters of the U.S. (WOUS) including wetlands or seeps is anticipated and storm water BMPs would be used as prescribed through the SWPPP required of the contractor per NREL procedures. Additionally, the U.S. Army Corps of Engineers identified no jurisdictional wetlands and no WOUS at the STM site in a recent jurisdictional determination. There would be no historic properties affected by this proposed action. The development of this area, within Site Development Zone 3, was scope within the 2003 SWEA, which included formal consultations with SHPO. This proposed action would not impact the amphitheatre, footbridge, or ammunition igloo. No federally listed threatened or endangered species, or designated critical habitats have been identified at the STM. Fugitive particulate emissions from the construction would be controlled in accordance with the existing STM land disturbance air permit (APCD# 08JE0889L), including mitigation measures like dust suppression. The construction phases would require the utilization of mobile point emission sources, such as front-end loaders, scrapers, dump trucks etc., but these emissions would be negligible given the size and duration of the construction activity. Traffic conditions would be monitored to ensure compliance with May 2008 Mitigation Action Plan as incorporated by the Finding of No Significant Impact (FONSI) determination for the Final Supplement to Final SWEA of NREL STM (DOE/EA-1440-S-I). Construction-related noise would consist of a short-term increase in ambient noise levels and the impacts would vary with the phase of construction and occur intermittently. Construction activities would comply with applicable noise ordinances. Holographic tape has been tied to tree branches near the construction area as a preemptive measure to discourage nesting birds from nesting in those trees. In addition, grass areas near the construction site are being maintained at a height of 4 inches to discourage ground-nesting birds from nesting in the area.

Development in the west campus of the STM (Site Development Zone 3) was addressed in DOE/EA 1440 and potential traffic impacts related to infrastructure and campus improvements were addressed in the Mitigation Action Plan for the May 2008 FONSI for DOE/EA 1440-S-I. Based upon the information above and the findings of the FONSI for DOE/EA-1440 and DOE/EA-1440-S-I, this project's impacts to the human and natural environment can be deemed less than significant and present no extraordinary circumstances, and therefore this project would qualify for Categorical Exclusions B1.15.

NEPA PROVISION

DOE has made a final NEPA determination for this award

Insert the following language in the award:

Note to Specialist :

EF2a created by Rob Smith

SIGNATURE OF THIS MEMORANDUM CONSTITUTES A RECORD OF THIS DECISION.

NEPA Compliance Officer Signature: _____

Kou Plummer
NEPA Compliance Officer

Date: _____

9/29/2010**FIELD OFFICE MANAGER DETERMINATION**☐ Field Office Manager review required**NCO REQUESTS THE FIELD OFFICE MANAGER REVIEW FOR THE FOLLOWING REASON:**

- ☐ Proposed action fits within a categorical exclusion but involves a high profile or controversial issue that warrants Field Office Manager's attention.
- ☐ Proposed action falls within an EA or EIS category and therefore requires Field Office Manager's review and determination.

BASED ON MY REVIEW I CONCUR WITH THE DETERMINATION OF THE NCO :

Field Office Manager's Signature: _____

Field Office Manager

Date: _____