

PMC-EF2a

(201402)

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



RECIPIENT:NREL

STATE: CO

PROJECT TITLE : STM Denver West Parkway Improvements; NREL Tracking No. 13-010

Funding Opportunity Announcement Number	Procurement Instrument Number	NEPA Control Number	CID Number
	DE-AC36-08GO28308	NREL-13-010	GO28308

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 (NREL STM)	Final Site-Site Wide Environmental Assessment of the National Renewable Energy Laboratory's (NREL) South Table Mountain Complex (February 2003)
B1.33 Stormwater runoff control	Design, construction, and operation of control practices to reduce stormwater runoff and maintain natural hydrology. Activities include, but are not limited to, those that reduce impervious surfaces (such as vegetative practices and use of porous pavements), best management practices (such as silt fences, straw wattles, and fiber rolls), and use of green infrastructure or other low impact development practices (such as cisterns and green roofs).
A9 Information gathering, analysis, and dissemination	Information gathering (including, but not limited to, literature surveys, inventories, site visits, and audits), data analysis (including, but not limited to, computer modeling), document preparation (including, but not limited to, conceptual design, feasibility studies, and analytical energy supply and demand studies), and information dissemination (including, but not limited to, document publication and distribution, and classroom training and informational programs), but not including site characterization or environmental monitoring. (See also B3.1 of appendix B to this subpart.)

Rational for determination:

The U.S. Department of Energy (DOE) proposes improvements to existing transportation infrastructure (e.g. roads, curbs, gutters and sidewalks) at the National Renewable Energy Laboratory (NREL) South Table Mountain (STM) campus located in Golden, Colorado.

PROPOSED ACTION

The purpose of the proposed Denver West Parkway Improvements project would be to enhance the safety of vehicles and pedestrians on the site by replacing pavement damaged by construction activities and normal site traffic and would provide enhanced surfacing and signage to improve safety for bicycles and pedestrians. Evaluation of existing signage and design of signage and striping improvements along Denver West Parkway, South Loop roadway, Urban Street, Moss Street, North Loop roadway, and East Loop roadways would also be part of this project. The extent of the Denver West Parkway portion of the project would be from the STM east Site Entrance Building (SEB) to the intersection with the service access roadway that leads to the back of the FTLB. The project includes the following phases: 1) Replacing pavement damaged by construction activities and normal site traffic and provide enhanced surfacing and signage to improve safety for bicycles and pedestrians; 2) Prepare a Traffic Safety Plan for the main roadways on the central portion of the STM campus to evaluate existing traffic operations and provide recommendations to enhance the traffic flow and safety along the roadways; 3) Modify existing parking lots within the FTLB parking area to provide improved roadway functions for shuttles and pedestrians by eliminating and/or repurposing parking areas, providing limited special purpose parking areas close to the FTLB building that reduce shuttle and pedestrian conflicts, and enhancing pedestrian connections; 4) Provide additional special purpose parking areas along the service access and north loop roadways to reduce conflicts for emergency vehicles and shuttles; and 5) replace roads and sidewalks as needed surrounding the SEB and Visitor Center. The scope of work and figures depicting the limits of construction and phasing are uploaded to the PMC.

PREVIOUS NEPA DETERMINATIONS

The infrastructure modifications and improvements at the STM, including upgrades and modification to onsite roads and parking areas, routine road maintenance, and realignment of onsite roads and parking lots to maintain safe and adequate traffic flow, were within the scope of the Proposed Action analyzed in the July 2003 NREL STM Site-Wide Environmental Assessment (DOE/EA-1440). DOE/EA-1440 and its Finding of No Significant Impact (FONSI) are hereby incorporated by reference.

IMPACTS OF PROPOSED ACTION

Stormwater quality and erosion impacts would be minimal. The proposed project, including all phases of the project,

would disturb approximately 2.6 acres of previously disturbed areas. A majority of this area is currently covered with impervious surfaces. Approximately 0.58 acres of existing impervious surfaces would be reclaimed to vegetated areas, thereby improve stormwater quality by reducing stormwater volume and increasing water infiltration. Industry standard construction Best Management Practices (BMPs) for stormwater management would be utilized and maintained. The construction and subsequent restoration activity on the NREL STM site would abide by established procedures, specifications, and processes of NREL Lab Level Procedure 6-2.15 Stormwater Pollution Prevention for Construction Activities: South Table Mountain Site. USEPA NPDES construction stormwater permits would be obtained as needed.

There are no floodplains, wetlands, or Waters of the United States in the vicinity of the proposed project area. NREL has received a Jurisdictional Determination from the U.S. Army Corps of Engineers for the ephemeral drainages on the STM site.

Fugitive particulate air 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 as necessary. The construction phases would require the utilization of mobile point emission sources, such as front-end loaders, pavers, excavators, dump trucks, etc., but these emissions would be negligible given the size and duration of the construction activity.

In the 2010-2011 site-wide wildlife survey, no threatened, endangered, or candidate wildlife species were observed at STM, nor was habitat for such species identified. Similarly, the vegetation survey during the same time period found no rare plants or habitat that may support federally protected plant species in the area proposed for this project. A migratory bird nesting survey would be conducted prior to any ground or vegetation disturbing activities if these activities are conducted after March 15th and before September 15th. If nests or eggs are found, the particular area would be cordoned off with a proper buffer until nestlings fledge. This would ensure that no migratory birds, nests or eggs are destroyed during construction.

Archeological and cultural resources on STM site were assessed in DOE/EA-1440 and its two subsequent Supplemental Environmental Assessments (DOE/EA-1440-S-I and DOE/EA-1440-S-II), including Section 106 consultations with the Colorado State Historic Preservation Office. The proposed project would not impact known cultural resources at the STM site. Furthermore, construction contractors would be briefed on the possibility of resources being unearthened, and to stop work and contact NREL EHS should any features or structures be discovered during excavation or trenching activities.

There would be noise typical of construction equipment during construction. Work would be conducted only during daylight hours. Construction-related noise would consist of a short-term increase in ambient noise levels. Noise impacts would vary with the phase of construction and occur intermittently. Construction activities would comply with applicable noise ordinances. Traffic impacts would be minimal and coordinated with the proper agencies of jurisdiction. Construction and operation of new electrical infrastructure would comply with existing NREL safety protocols and procedures.

NEPA DETERMINATION

DOE has determined based upon the information above, there are no extraordinary circumstances presented by this proposed action. The proposed maintenance and improvements to existing roads, sidewalks, etc. are bounded by environmental impact analysis contained in DOE/EA-1440 and its Finding of No Significant Impact. DOE has determined creation of the Traffic Safety Plan is consistent with the actions contained in DOE categorical exclusion A9 "Information Gathering, Analysis, and Dissemination" and the reclamation of impervious surfaces at the FTLB parking lot is consistent with the actions contained in DOE categorical exclusion B1.33 "Stormwater Runoff Control," and therefore are categorically excluded from further NEPA review.

NEPA PROVISION

DOE has made a final NEPA determination for this award

Insert the following language in the award:

If you intend to make changes to the scope or objective of your project you are required to contact the Project Officer identified in Block 11 of the Notice of Financial Assistance Award before proceeding. You must receive notification of approval from the DOE Contracting Officer prior to commencing with work beyond that currently approved.

Insert the following language in the award:

You are required to:

The proposed project as currently scoped does not include any disturbance or improvements on the northside of the North Loop road that may impact the slope or retaining wall near the National Register of Historic Places listed Ammunition Igloo. If NREL determines that such a disturbance or improvement is required, no work in this area can

proceed until an assessment is made with DOE pursuant with the National Historic Preservation Act.

Note to Specialist :

EF2a created by Rob Smith on 03/20/2013

SIGNATURE OF THIS MEMORANDUM CONSTITUTES A RECORD OF THIS DECISION.

NEPA Compliance Officer Signature: _____

Electronically Signed By: Lori Gray *Lori Gray*
NEPA Compliance Officer

Date: 3/21/2013

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: _____