

DEPARTMENT OF DEFENSE

Department of the Navy

Record of Decision (ROD) for the Final Environmental Impact Statement (FEIS) for Disposal and Reuse of the Former Naval Air Station Joint Reserve Base (NAS JRB) Willow Grove, Horsham Township, Pennsylvania

AGENCY: Department of the Navy, DOD

ACTION: Record of Decision

SUMMARY: The U.S. Department of the Navy (Navy), after carefully weighing the environmental consequences of the proposed action, announces its decision to dispose of the former NAS JRB Willow Grove property for reuse in a manner consistent with the *NAS JRB Willow Grove Redevelopment Plan* as outlined in the Final Environmental Impact Statement (FEIS) under Alternative 1, the Preferred Alternative.

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A. SUPPLEMENTARY INFORMATION: The Navy was required to close NAS JRB Willow Grove in accordance with Public Law 101-510, the Defense Base Closure and Realignment Act of 1990, as amended in 2005 (BRAC Closure Law). To comply with the BRAC Closure Law, the installation ceased operations and was officially closed on September 15, 2011.

Pursuant to Section 102(2)(c) of the National Environmental Policy Act (NEPA) of 1969, Section 4321 et seq. of Title 42, U.S.C., Council on Environmental Quality regulations (Parts 1500-1508 of Title 40 CFR), and Department of the Navy regulations (Part 775 of Title 32 CFR), Navy announces its decision to dispose of NAS JRB Willow Grove in a manner consistent with the *NAS JRB Willow Grove Redevelopment Plan* (Redevelopment Plan) as developed and approved by the Horsham Township Authority (HLRA). The implementation of this alternative would result in the availability of the approximately 860-acre former NAS JRB Willow Grove property to the local community for economic redevelopment. Full build-out of Alternative 1 would be implemented over a 20-year period.

Alternative 1 includes the redevelopment of approximately 621 acres (72 percent) of the total installation property. In addition, approximately 241 acres (28 percent) would be dedicated to a variety of active and passive recreational and community service uses, including a regional recreational center, a school, a museum, open space, and natural areas. Alternative 1 was designed to incorporate mixed-use, pedestrian-oriented features (e.g., a town center, walkable neighborhoods, and bike lanes), open spaces, best management practices for stormwater management, and green and sustainable design principles. This alternative will reuse the Navy Lodge (Building 660) and the installation fire station (Building 608).

B. BACKGROUND AND ISSUES:

Purpose and Need: The purpose of the proposed action is to provide for the disposal of the former NAS JRB Willow Grove property by the Navy and its reuse in a manner consistent with the Redevelopment Plan. The need is to make the property available to the local community for economic redevelopment.

Public Involvement: From the initial stages of the NEPA process, the Navy has actively engaged and encouraged public participation. The Navy originally published the Notice of Intent (NOI) to prepare an EIS in the *Federal Register* on October 18, 2012. The NOI was republished in the *Federal Register* on November 23, 2012 when the public scoping meetings had to be cancelled and rescheduled due to Superstorm Sandy. In addition, notices were published on October 22-28, 2012, and then again on December 6-12, 2012, in four local newspapers in the regional area of the former NAS JRB Willow Grove property and through local media outlets, as well as through letters to federal, state, and local agencies and officials, interested groups and organizations, and individuals. Public scoping meetings were held in Horsham Township, Pennsylvania, on December 13 and 14, 2012.

The Notice of Availability for the Draft Environmental Impact Statement (DEIS) was published in the *Federal Register* on December 23, 2013, along with the announcement of public meetings. Notices were published on January 9-13 and 27-28, 2014, in four newspapers in the regional area of the former NAS JRB Willow Grove property and through local media outlets. Information sessions and public hearings were conducted in Horsham Township, Pennsylvania, on January 13 and 14, 2014. A total of 60 comment statements were received during the public

comment period, including a total of 215 unique comments on the DEIS.

The Notice of Availability of the FEIS was published in the *Federal Register* on March 20, 2015. Notices were published between March 25 and March 30, 2015 in three newspapers in the regional area of the former NAS JRB Willow Grove property and through local media outlets. The FEIS addressed all oral and written comments received during the DEIS public and agency comment periods. The FEIS was mailed to all individuals, agencies, and organizations that requested a copy of the final document. The ROD is publicly available on the Web site at <http://www.bracpmo.navy.mil/>.

Alternatives Considered: The Navy evaluated alternatives that would meet the purpose and need of the action and applied screening criteria to identify reasonable alternatives. The screening process and selection criteria were described in the FEIS. The result of the screening process was the evaluation of three action alternatives, referred to in the FEIS as Alternative 1 (the HLRA Redevelopment Plan), Alternative 2 (the HLRA Plan with Increased Residential Development), and Alternative 3 (Airfield Reuse), as well as the No Action Alternative. In summary, Alternative 1, or the Preferred Alternative, is the reuse of the property in accordance with the Redevelopment Plan, as adopted by the HLRA. The Navy developed Alternative 2 to identify any potential impacts if a higher density of residential and mixed-use development were to occur at the site. Alternative 2 was adapted from Base Reuse Option D of the Redevelopment Plan and includes a higher level of commercial and residential development. It was not selected as the preferred reuse of the installation by the HLRA; however, it serves as an appropriate alternative for consideration and comparison. Alternative 3 includes reusing the airfield, parking apron areas, and hangar space along with development of other areas on the installation in a manner that is compatible with airfield operations. The No Action Alternative is required by statute and serves as a point of comparison for the potential environmental consequences resulting from the action alternatives that include redevelopment of the NAS JRB Willow Grove property.

Alternative 1 (Preferred Alternative): Alternative 1 is the disposal of the former NAS JRB Willow Grove property by the Navy and its reuse in a manner consistent with the approved Redevelopment Plan. Alternative 1 includes the redevelopment of approximately 621 acres (72 percent) of the total installation

property. The Redevelopment Plan considers the following districts and land uses: a town center, residential district, office park, hotel/conference center, Continuing Care Retirement Community (CCRC), school, retail, regional recreational center, aviation museum and park, Bucks County Housing Group (BCHG) Housing, recreation and open space district, and transportation improvements. Alternative 1 also has 310 acres dedicated to natural, open space, and recreation/community service areas. Alternative 1 would reuse the Navy Lodge (Building 660) and the installation fire station (Building 608). This alternative was designed to incorporate mixed-use, pedestrian-oriented features (e.g., a town center, walkable neighborhoods, and bike lanes), open spaces, best management practices for stormwater management, and green and sustainable design principles. The redevelopment would make available approximately 2.3 million square feet of building space. Preliminary HLRA estimates predict that, at full build-out, the redeveloped property could eventually provide employment for as many as 7,578 workers. The total projected cost associated with full build-out (including streets, water and sewer systems, storm drainage, and utility infrastructure) is estimated to be approximately \$60 million.

Alternative 2: Alternative 2 would provide for the disposal of the former NAS JRB Willow Grove property and its excess properties by the Navy with a higher density of residential and community mixed-use development than under Alternative 1. In addition, the regional recreation center would increase in size and the recreation and open space district would be larger than under Alternative 1. As with Alternative 1, the airfield and most installation facilities would be demolished. This alternative includes a mix of land use types, as well as open space and natural areas, and incorporates smart-growth principles that include pedestrian-friendly transportation and compact development. This alternative calls for the development of approximately 545 acres (63 percent) of the total installation property. Full build-out is proposed to be implemented over a 20-year period.

Alternative 3: Alternative 3 would maintain the existing runway and a portion of the taxiways, parking aprons, and hangar space for airfield operations. After accounting for the area taken up by airfield/air operation elements (approximately 350 acres) and the areas that provide open space surrounding the airfield due to safety setbacks associated with the airfield (approximately 300 acres), the remaining land available for redevelopment would be approximately 210 acres. The layout of Alternative 3 incorporates the approximate sizes and locations

of several Alternative 1 elements, such as the recreation center, aviation museum, and golf course. However, due to the proximity to the airfield, this option excludes virtually all residential development land uses, including the Town Center. However, fly-in communities, where housing is situated adjacent to runways, would not be precluded. Areas such as the hotel and conference center would be located in the southern portion of the property (along Horsham Road), away from the airfield. Alternative 3 would provide more green space and more retail space compared to Alternative 1, but some of the green space would be for the safety setbacks associated with operating the airfield and not necessarily available for public use.

No Action Alternative: The No Action Alternative is the retention of the former NAS JRB Willow Grove property by the U.S. government in caretaker status. Existing structures and land would not be reused or developed. The No Action Alternative is evaluated in this FEIS as prescribed by Council of Environmental Quality regulations.

Environmentally Preferred Alternative: The No Action Alternative maintains the status quo and is the environmentally preferred alternative. No reuse or redevelopment would occur at the installation. This alternative would not take advantage of the site's location, physical characteristics, or infrastructure. In addition, the No Action Alternative would not foster the local redevelopment of the former NAS JRB Willow Grove property.

Environmental Impacts

In order to assess the impact of the future redevelopment of the former NAS JRB Willow Grove property, impacts were assessed based on full build-out after 20-years. The final build-out of the installation is subject to many variables, including future market conditions, changes to local and state land use regulations, and other development factors.

The EIS analyzed the potential environmental consequences of implementing Alternatives 1, 2, and 3, as well as the possible magnitude of those impacts relative to the following resource categories: land use, socioeconomics, community services, transportation, environmental management, air quality, noise, infrastructure and utilities, cultural resources, topography, geology and soils, water resources, and vegetation and wildlife. The No Action Alternative is evaluated in the FEIS to provide a point of comparison between the action

(disposal and reuse) alternatives and the property being left in caretaker status.

The discussion below summarizes the potential environmental consequences upon full build-out for Alternative 1.

Land Use: Alternative 1 would result in changes to existing land use conditions on the former installation property, including a more intensively built environment, new land uses, and open public access to the formerly secure and restricted military property. Alternative 1 is primarily consistent with local planning, and mitigation would further reduce adverse impacts. Alternative 1 would be consistent with the Redevelopment Plan, Montgomery County's Comprehensive Plan, and the Delaware Valley Regional Planning Commission's Connections Plan. Alternative 1 would require rezoning to allow the proposed mix of development and is inconsistent with Horsham Townships Zoning Ordinance of 1995. Alternative 1 is also not entirely consistent with the Horsham Township Comprehensive Plan. The Horsham Township Comprehensive Plan calls for the extension of Tournament Drive, which would not occur under Alternative 1. Alternative 1 would have no direct impact on surrounding land uses.

Socioeconomics, Environmental Justice and Protection of Children: The construction of new facilities and renovation of existing facilities during development would be expected to have short- and long-term beneficial economic effects on the surrounding economy. At full build-out, Alternative 1 could result in a net increase of 7,577 indirect jobs and 2,780 induced jobs. There would also be a net present value of \$928 million in new construction, including supplies and labor. In addition, there would be an increase in population, housing units, and tax and revenues for the Township upon full build-out of Alternative 1.

An analysis was conducted in compliance with Executive Order 12898 (Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations) and Executive Order 13-45 (Environmental Health Risks and Safety Risk to Children). This analysis found that minority and/or low-income populations potentially exist within the study area. However, they would not experience a disproportionately high or adverse human health or environmental effect, as the entire community would experience adverse impacts (e.g., traffic) as well as beneficial impacts (e.g., job opportunities and economic development).

The environmental health and safety risks to children were considered in the planning process. Any potential environmental health or safety risks to children from hazardous substances, wastes, and materials would be addressed by the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) process for remedial sites and by existing regulatory requirements for hazardous wastes and materials.

Community Services: Minor impacts would result from the need of additional community services upon full build-out of Alternative 1. The projected increase in school enrollment of 571 students would not be expected to exceed capacity. Although there would be a loss of Federal Impact Aid, it would be replaced by additional school tax revenue from development. The overall need for public safety and health services would increase. The associated municipal cost of these services would be offset, however, by additional tax revenue resulting from redevelopment. There would also be a beneficial impact from additional recreational spaces and facilities that would be added to the community as part of the redevelopment.

Transportation: Disposal of the former NAS JRB Willow Grove property and full build-out of Alternative 1 would result in a significant increase in vehicle trips in areas surrounding the former NAS JRB Willow Grove property. As a result, all of the intersections analyzed would experience an increase in delay and a majority (14 of 15 existing intersections for Alternative 1) would experience a combination of drop in the level of service (LOS) and an increase of delay when compared to the LOS under existing conditions and would, therefore, fail to meet PennDOT requirements. Proposed mitigation, such as adjusting signal timing, adding through-lanes, multiple left-turn lanes, and channelized right-turn lanes, where appropriate, may reduce a majority of traffic impacts related to the redevelopment to conditions similar to those expected under the No Action Alternative. In order to plan for and implement necessary mitigation measures, a transportation working group with representatives from each stakeholder group, including PennDOT, local township and county representatives, SEPTA, HLRA and the developer, should be established to review, further study and coordinate potential roadway and intersection improvements. Additional mitigation measures such as public transit, bicycle facilities, and other alternate modes may further reduce impacts.

Alternative 1 opens the formerly secure military installation to public access. Alternative 1 would result in new

transportation infrastructure on the property and changes to existing infrastructure around the property, including four new access points with additional turning lanes, and the addition of traffic signals and optimization.

Environmental Management: At full build-out, the quantity of hazardous materials and waste used, generated, stored, and disposed of would be expected to be less than the quantity managed during the Navy's operations at NAS JRB Willow Grove. The Navy will continue as the lead agency for site investigations and remediation, with oversight by the United States Environmental Protection Agency (EPA) and Pennsylvania Department of Environmental Protection (PADEP), at sites with potential hazardous substances under the Environmental Restoration Program. Currently planned cleanup activities at Environmental Restoration Program sites and potential radioactive materials sites will continue in order to achieve the cleanup standards established under CERCLA, Superfund Amendments and Reauthorization Act, and Resource Conservation and Recovery Act. Hazards to the public or environment from hazardous waste, materials, or substances would be minimized to the extent practicable, and there would be no significant impacts.

Air Quality: Construction-related air emissions would be temporary and would primarily occur within the boundaries of the former NAS JRB Willow Grove installation property. Air quality impacts from construction would likely be moderate, but construction emissions could be mitigated using best management practices (BMPs). Exhaust emissions from construction vehicles can be reduced by using fuel-efficient vehicles with emission controls and ensuring that all equipment is properly maintained. Dust emissions from ground disturbance and road traffic should be controlled by spraying water on soil piles and graded areas and keeping roadways clean.

A majority of operational emissions would result from the use of fuel oil, natural gas, and electricity, primarily to heat or cool buildings. Increased vehicle traffic would lead to an increase in vehicle emissions. In addition, the change in greenhouse gas emissions would be less than the standard 25,000 metric tons recommended by the Council on Environmental Quality to warrant further analysis.

Noise: There would be a minor impact on noise from the full build-out of Alternative 1. Short-term noise impacts would occur during construction. In addition, the increased traffic

at full build-out of Alternative 1 would result in a minor increase in noise. The noise increase from traffic (up to 5.4 dBA) would exceed the Federal Highway Administration's noise abatement threshold, but not substantially exceed the threshold (i.e., by more than 15 dBA).

Infrastructure and Utilities: Upon full build-out of Alternative 1, there would be a significant increase in demand for utilities, including water, wastewater treatment, stormwater, electricity, and natural gas. The water demand of 668,650 gallons per day (gpd) would exceed the current capacity of the Horsham Water and Sewer Authority. The wastewater demand of 586,457 gpd would also exceed the current capacity of the Horsham Water and Sewer Authority. In addition to basic utilities, there would be an impact on stormwater from Alternative 1. Upon full build-out of Alternative 1, there would be a 12 percent increase in impervious surfaces over the baseline condition. The existing distribution and collection systems for water, wastewater, and stormwater would need to be expanded to accommodate the redevelopment.

There would be only minor impacts on electricity and natural gas usage as the Pennsylvania Electric Company would be able to absorb the additional demands for these services upon full build-out. New connections and infrastructure would be required in order to service the new redevelopment for electric and gas utilities.

Cultural Resources: Cultural resources investigations were conducted to identify archaeological sites and built resources on the installation property that may be eligible for listing in the National Register of Historic Places (NRHP). In addition, three federally recognized Indian tribes were consulted to identify Native American resources on the installation property. As a result of the cultural resources investigations and Native American consultations, two archaeological sites that are being treated as NRHP-eligible were identified on the installation property. After consultation with the Pennsylvania State Historic Preservation Office (SHPO), three federally recognized Indian tribes, the HLRA, and additional consulting parties, it was determined that Alternative 1 would have no adverse effect on historic properties.

Topography, Geology, and Soils: A majority of redevelopment under Alternative 1 would occur in areas that have already been developed by the Navy. Some alteration of the existing topography would be expected as a result of grading and

associated cut-and-fill activities necessary to accommodate new building sites. New construction could also impact soils with erosion potential, hydric soils, soils with limited constructability, and soils identified as farmland of statewide importance. There would be no impact on geologic resources.

Water Resources: Alternative 1 has the potential to impact 1,909 linear feet of stream; however, proper placement and planning of the redevelopment could reduce this impact. Upon full build-out, there would be 102 new acres of impervious surfaces (over baseline conditions), which could impact water quality in the area. In addition, temporary construction could disturb the ground surface to a depth that could directly impact the underlying water table, and there is potential for spills of fuels or other chemicals and hazardous materials during construction that could impact groundwater. There is also a potential direct impact on 13 wetlands (7.0 acres of wetlands) from redevelopment under Alternative 1; however, final design would dictate the total amount of wetlands impacted. In addition, best management practices during construction could reduce the impacts on water resources. Proper planning could also decrease potential impacts on water resources. For example, under Alternative 1 no structures are proposed in areas where floodplains occur.

Vegetation and Wildlife: At full build-out under Alternative 1, up to 68 acres of undeveloped land could be impacted. In addition, there would be a minor impact on wildlife species such as small mammals that may be temporarily displaced in peripheral areas during construction when noise and human activity levels increase.

Agency Consultation and Coordination

The results of agency consultation and coordination are summarized below.

U.S. Environmental Protection Agency (EPA) Region 3: EPA Region 3 provided comments on the DEIS during the public comment period. The Navy and EPA participated in a series of conference calls, as well as a meeting between subject matter experts on May 20, 2014, to discuss and adequately address the EPA's comments on the DEIS. The Navy addressed EPA comments in the FEIS. Upon review of the FEIS, the EPA Region 3 sent additional comments to the Navy in August and September 2014.

U.S. Fish and Wildlife Service (USFWS), Pennsylvania Game Commission, Pennsylvania Department of Conservation and Natural Resources, and Pennsylvania Fish and Boat Commission: The proposed action involves environmental components that are under the responsibility of the USFWS Pennsylvania Field Office. An initial online Pennsylvania Natural Diversity Inventory (PNDI) search of the project area was conducted using the PNDI Environmental Review Tool. Although the results of the search indicated no further review was required by the USFWS, the Navy requested information from the office regarding the potential occurrence of threatened, endangered, and/or special concern species, unique natural communities, or other significant wildlife communities at or near the former NAS JRB Willow Grove property. Concurrently, the Navy requested similar information from the Pennsylvania Game Commission, Pennsylvania Department of Conservation and Natural Resources and Pennsylvania Fish and Boat Commission. The Pennsylvania Boat Commission response in April 2013, stated that, although there is an "element occurrence" of a rare, candidate, threatened, or endangered species under the their jurisdiction that is known to occur on the installation property, given the nature of the project and the location and current status of the species, no adverse impacts on the species of special concern are expected. The USFWS responded on 5 May 2015, stating that, "No federally listed species under our jurisdiction is known or likely to occur in the project area".

Pennsylvania Historical and Museum Commission (PHMC): The PHMC is the State Historic Preservation Office (SHPO) for the Commonwealth of Pennsylvania. The Navy notified the Pennsylvania SHPO of the proposed action and the anticipated Section 106 consultation via letter in September 2011. In the September 2011 letter, the Navy identified the area of potential effect (APE) as the 1,170-acre main base in Horsham Township, the 2.5-acre Jacksonville Road housing enclave in Ivyland Borough, and the 51-acre Shenandoah Woods housing site in Warminster Township. The Navy conducted an Architectural Assessment and a Natural Register of Historic Places Evaluation of the Aboveground Navy-Owned Resources at NAS JRB Willow Grove and a Historic Structures Survey and Determination of Eligibility Report of Select Facilities at NAS JRB Willow Grove.

The SHPO responded via letter in October 2011, stating that they concur with the findings that the former NAS JRB Willow Grove property, the Jacksonville Road Housing Enclave, and the Shenandoah Woods Housing Enclave are not eligible for the NRHP as they are not historically or architecturally significant.

In February 2012, the SHPO provided a letter with detailed comments on a Phase I Archaeological Survey, to which the Navy responded in a letter dated July 2012. In the July 2012 letter, the Navy requested concurrence with the findings of the revised draft report, including the determination that two archaeological sites were potentially eligible for listing in the NRHP under Criterion D. In a letter dated August 2012, the Pennsylvania SHPO concurred with the Navy's findings and requested confirmation that the Navy will provide deed restrictions and covenants with the property recipients in order to provide for the further testing of the two sites potentially eligible for listing in the NRHP. The covenants and deed restrictions will require that no disturbance of the ground surface or any other activity shall be undertaken or permitted to be undertaken on the archaeological sites that would affect the physical integrity of the sites without first obtaining the prior written permission of the Pennsylvania SHPO. The Navy provided this confirmation in a letter dated August 2012.

In June 2014, the Navy formally requested the Pennsylvania SHPO's concurrence on the effect determination for the BRAC undertaking at the former NAS JRB Willow Grove property. In July 2014, the Pennsylvania SHPO contacted the Navy by letter stating that, based on deed restrictions and covenants that have been developed for the two archaeological sites determined to be potentially eligible for the NRHP under Criterion D, the Pennsylvania SHPO concurs with the Navy's determination that the transfer of the former NAS JRB Willow Grove property out of federal ownership will result in a finding of no adverse impact.

Pennsylvania Department of Transportation (PennDOT): PennDOT provided comments on the DEIS during the public comment period. The Navy and PennDOT participated in a series of conference calls to address PennDOT's comments on the DEIS. Following this coordinated effort between the Navy and PennDOT to address their comments; PennDOT provided concurrence in August 2014 that their comments had been adequately addressed.

Mitigation Measures

Mitigation measures identified in the Final EIS to reduce potential impacts to less than significant are outlined below. The future developer or owner of the property would be responsible for implementing mitigation measures and any project environmental controls identified for resource impacts associated with redevelopment. Accordingly, for the purposes of this ROD, with the exception of cultural resources, mitigation

measures are identified for possible implementation recognizing that specific commitments will be based on individual project conditions and requirements.

Transportation: In order to reduce the construction and operational impacts of Alternative 1 on transportation systems and traffic, the following mitigation measures could be implemented:

1. A transportation working group with representatives from each stakeholder group, including PennDOT, local township and county representatives, the Southeastern Pennsylvania Transportation Authority, HLRA, and the developer, should be established to review, further study, and coordinate potential roadway and intersection improvements.
2. Implement traffic-easing roadway designs to lower vehicle speed and reduce congestion, and expand public transportation and carpooling programs to reduce vehicle emissions.
3. Improve roadways by revising signs, striping, or by instituting requirements for improving roadway and traffic configurations, depending on final design of the alternative road network.

Cultural Resources: In order to reduce the construction and operational impacts of Alternative 1 on cultural resources, the following mitigation measures will be implemented:

1. For the two archeological sites, the Navy will transfer the installation property to the HLRA with a covenant that stipulates consultation and preservation measures for the archaeological sites after transfer. This covenant will require the property recipients to conduct evaluative testing of these two sites to determine their NRHP-eligibility prior to any ground disturbance. The covenant will also require that no disturbance of the ground surface or any other activity shall be undertaken or permitted to be undertaken on the archaeological sites that would affect their physical integrity without first obtaining the prior written permission of the Pennsylvania SHPO.
2. Any additional investigations of the two sites would be done in consultation with the Delaware Tribe of Indians.

Response to Comments Received on the FEIS

The Navy reviewed and considered all comments that were received during the 30-day wait period following the issuance of

the Notice of Availability of the FEIS. Correspondence was received from three agencies regarding the FEIS which provided a total of six comments. No issues arose during this period that warranted any changes to the FEIS. Comments and responses, where appropriate, are noted below.

1) The Pennsylvania Governor's office provided a letter stating the office had no comments on the FEIS.

2) The EPA acknowledged that the Navy consulted with the EPA regarding their comments on the DEIS and adequately addressed their concerns.

3) The USFWS provided an email confirming that no federally listed species is known or likely to occur in the project area.

C. **CONCLUSION:** After carefully considering the purpose and need for the proposed action, the analyses contained in the FEIS, mitigation measures, and the comments received on the DEIS and FEIS from federal, state, and local agencies, non-governmental organizations, and individual members of the public, I have determined that the preferred alternative identified in the Final EIS, Alternative 1, best meets the needs of the Navy. Alternative 1 reuses the existing airfield and existing infrastructure at the former NAS JRB Willow Grove property; promotes smart growth redevelopment, including walkable communities in a mix of residential and commercial uses; and preserves open space and provides the community with recreation areas. Alternative 1 provides for the disposal of the former NAS JRB Willow Grove property by the Navy and its reuse in a manner consistent with Redevelopment Plan and provides the local communities in Horsham Township and Montgomery County Labor Market Area with the opportunity for economic redevelopment and job creation.

5/26/2015

Date

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