



Draft Environmental Assessment

City of Joliet New Fire Station No. 3 Project

City of Joliet, Illinois
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FEMA

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SECTION 1: BACKGROUND

1.1 PROJECT AUTHORITY

The City of Joliet, Illinois, was awarded a Federal Emergency Management Agency (FEMA)/Department of Homeland Security (DHS) Fire Station Construction Grant for assistance with funding for the construction of a new fire station. The Fire Station Construction Grant Program is authorized by the Department of Homeland Security (DHS) and funded by the American Recovery and Reinvestment Act Assistance to Firefighters Station Construction Grants (ARRA-SGG) to pay for fire station construction while creating jobs and stimulating local economies. There were \$166 million dollars awarded in 2009 for fire departments to build new or modify existing fire stations in order to enhance response capabilities and protect communities from fire-related hazards. FEMA's Grant Programs Directorate (GPD), in consultation with the U.S. Fire Administration, carries out the federal responsibilities of administering the grant. The FY 2009 Fire Station Construction Grant Program is intended to relocate the current City of Joliet Fire Station Number 3 to improve coverage area throughout the City of Joliet.

In accordance with the National Environmental Policy Act of 1969, National Environmental Policy Act, National Historic Preservation Act of 1966, and any other applicable laws and Executive Orders, an Environmental Assessment (EA) is being prepared. The purpose of this Environmental Assessment (EA) is to meet FEMA's responsibilities under NEPA, to determine whether to prepare a Finding of No Significant Impact (FONSI), a Notice of Intent (NOI), and/or an Environmental Impact Statement (EIS) for the proposed project.

1.2 PROJECT LOCATION

The City of Joliet, Illinois, is the county seat of Will County and located 35 miles southwest of the City of Chicago. The City of Chicago metropolitan area includes more than nine million people and is currently the third largest metropolitan area in the United States. In the 1990s and early 2000s, the City of Joliet was one of the fastest growing urban cities in the nation. Between 1990 and 2000 the Joliet population increased 35.2 percent and new housing starts averaged approximately 1,400 per year.

Joliet is located in an industrial heartland bisected by major rail lines and a shipping waterway channel that is part of a vital link between Chicago and the Gulf of Mexico. Two major interstate highways, Interstate 80 and Interstate 55, intersect in Joliet and support the transportation of critically needed commodities throughout the nation. Joliet is linked to Chicago and southern suburbs by Amtrak and METRA, a six county commuter rail system. Other types of critical infrastructure within the City of Joliet include the Brandon Road and Lockport Lock and Dam; the Dresden Nuclear Power Plant; two Joliet Hospitals; and numerous chemical plants. Additionally, Joliet and Will County comprise one of the eight major hubs in the nation for the transmission of natural gas.

The Joliet Fire Department services an area of 63 square miles. Emergency services are provided to a resident population of almost 150,000 and an additional 80,000 during special NASCAR and racing events at the Chicagoland Speedway. The Joliet Fire Department responds to over 19,000 calls annually or about 52 runs per day from the nine operating fire stations throughout the city limits. The Joliet Fire Department is a member of the Mutual Aid Box Alarm System (MABAS) Division 15. During incidents of significant magnitude the Joliet Fire Department partners with Will County to jointly respond to medical emergencies, terrorist activities, and natural disasters. As a member of MABAS Division 15 the Joliet Fire Department's Hazardous Materials Team is included on the response card for Weapons of Mass Destruction (WMD) incidents within Chicago. The Joliet Fire Department's Hazardous Materials Team may also respond to incidents at two major oil refineries and chemical manufacturing plants that are

located immediately outside of the Fire Department's jurisdiction. Since 1998 when auto racing came to the City of Joliet, the area has gained a NASCAR track, a NHRA drag strip, and the Autobahn, a private club for auto enthusiasts. These racing venues bring hundreds of thousands of tourists to the City of Joliet each year.

1.3 PURPOSE AND NEED

The objectives of the Department of Homeland Security's grant program is to improve emergency management and preparedness capabilities by supporting flexible, sustainable, and secure Fire Stations, focusing on identified deficiencies and needs. The purpose of the action alternatives presented in this Environmental Assessment are to provide an adequate coverage area, materials and personnel to safely and effectively serve the needs of the community. The coverage area of the current Fire Station No. 3 overlaps the coverage area of the existing Fire Station No. 1 by 80 percent, and is the driving force behind the alternative analysis. The need for the project is to upgrade the Joliet Fire Department's ability to meet the growing demands for adequate fire service, safety and security protection in the southern portion of the City of Joliet. A new facility strategically placed will meet the needs of emergency operations, fire fighting and emergency medical services personnel toward the goal of enhanced coverage throughout the city's limits.

A needs assessment was prepared and the proposed project provides for (or corrects) the following Fire Station needs and deficiencies recognized at the existing facility:

1. American with Disabilities Act (ADA) and Illinois Accessibility Code (IAC) Accessibility: The existing facility is not IAC/ADA compliant.
2. Apparatus Bay: Inadequate bay area for department equipment results in unsafe conditions for firefighter access during a response.
3. Surge Parking Area: There are insufficient parking spaces for surge events and the site is constrained from expansion.
4. Training Space: The facility has insufficient training space and space for support equipment.
5. Sewers: The facility has a sewer system that is proving to be inadequate for the facility.

In accordance with federal laws and FEMA regulations, the EA process for a proposed federal action must include an evaluation of alternatives and a discussion of the potential environmental impacts. This EA was prepared in accordance with FEMA's regulations as required under NEPA. As part of this NEPA review, the requirements of other environmental laws and executive orders are addressed.

1.4 ALTERNATIVES

ALTERNATIVE NO. 1 - NO ACTION. The City of Joliet Fire Department would continue to utilize the existing facility in its current state. The existing station is located at 319 Grover Street (N 41° 31' 04.38" and W 88° 04' 40.49") in a primarily residential setting. There are single family homes located on each side of the station as well as across the street, and the area immediately surrounding the station is zoned residential. There are some pockets of industrial and commercial zoning within the station's run area, but it is primarily residential.

ALTERNATIVE NO. 2 - REMODEL THE EXISTING FACILITY. The City of Joliet Fire Department would continue to utilize the existing facility, located at 319 Grover Street (N 41° 31' 04.38" and W 88° 04' 40.49") in the City of Joliet, Illinois.

ALTERNATIVE NO. 3 - NEW FIRE STATION AT LARAWAY ROAD AND WEST ROAD (PROPOSED ACTION). The proposed project site is located just east of Route 53 at the intersection of

West Road and Laraway Road. Laraway Road is located to the north and there are retention ponds to the west and southwest of the proposed project location. Maps showing the proposed location for the new fire station are provided in Appendix C. The area around the proposed fire station is primarily zoned commercial. The proposed fire station will back up to property owned by Chicagoland Speedway, a race track. The property located directly across Laraway Road from the proposed fire station is also zoned industrial and is home to a large business park. Further warehouse facilities are also located on the north side of Laraway Road just east of the proposed fire station. There is a multistory retirement facility located approximately one mile to the north of the proposed fire station. The retirement facility is located in an area which is primarily zoned residential. The Centerpoint Intermodal facility is located approximately 2 miles to the west of the proposed fire station. When finished, it will be the largest inland port in the world.

- A. Photographs of the proposed **Laraway Road and West Road** site and surrounding area are provided in Appendix B.
- B. Geographic coordinates of the proposed project site are N 41° 28' 50.38" and W 88° 4' 3.52" in the City of Joliet, County of Will, Illinois.

1.5 EXISTING FACILITY

The existing Joliet Fire Stations provide emergency services to a population of approximately 150,000 in the City of Joliet covering a 60-square-mile service area. The existing fire department facility is a single story brick 3,000 square feet (s.f.) structure built in the mid-1970s and is located at 319 Grover Street (near downtown).

SECTION TWO: ALTERNATIVE ANALYSIS

In accordance with federal laws and FEMA regulations, the City of Joliet Fire Department must include an evaluation of alternatives to the proposed project. Alternatives Nos. 1, 2 and 3 are addressed below.

2.1 ALTERNATIVE NO. 1 – NO ACTION ALTERNATIVE

Under the *No Action Alternative*, the Joliet Fire Department would continue to operate from the existing 37-year-old facility. There would be no environmental impacts associated with the *No Action Alternative*. The existing facility is outdated and does not meet the needs of fire fighting and emergency medical services personnel and operations.

2.2 ACTION ALTERNATIVE NO. 2 – REMODEL THE EXISTING FACILITY

The existing fire department facility is a single story brick structure built in the mid-1970s and is located at 319 Grover Street (near downtown). The site is landlocked with no additional property on any side for expansion. There is residential housing on both sides and to the rear of the fire station. The existing facility has two apparatus bays that must be stacked from the street side and there is no drive-through capacity. The coverage area of the current Fire Station No. 3 overlaps the coverage area of the existing Fire Station No. 1 by 80 percent, and is the driving force behind the relocation effort. The overlapping of coverage with Fire Station No. 1 is not addressed by simply remodeling the existing facility. The other major shortcoming of the *Remodel The Existing Facility Alternative* is that the size of the apparatus floor cannot be enlarged due to the station location being landlocked. The only option to expand the existing

facility would be to create a second floor which would be a costly alternative to implement. Creating a second floor to the existing facility, would not address the need to store reserve fire equipment. Purchasing property to the north of the existing Fire Station No. 3 would allow for the apparatus floor to be enlarged in order to store additional equipment.

2.3 ALTERNATIVE NO. 3 – NEW FIRE STATION AT LARAWAY ROAD AND WEST ROAD (PROPOSED ACTION).

A new facility at the Laraway Road site will provide for current needs on a local scale and will also be positioned for future growth within its run area. The Laraway Road site is a 2.0-acre parcel located in the Southeastern area of the City of Joliet. The parcel is zoned industrial and is located in a relatively sparsely developed area that historically has been agricultural land. The parcel is bordered to the west by West Road and to the north by Laraway Road. There are two existing retention ponds to the west and southwest of the parcel. The land to the north across Laraway Road is the home of a large industrial park. The land to the east and south is part of the Chicagoland Speedway complex and is undeveloped land at this time with gravel and blacktop roads running through the area. The land to the west is separated from Sugar Maple Lane by a six foot tall grassy berm that acts as a noise barrier from the speedway complex to the residential area. Sugar Maple Lane is a one block “dead end” street that has residential housing on either side.

The proposed project consists of a single-story fire station, approximately 10,000 square feet (s.f.) in size. A paved parking lot and sidewalks will be placed around the building. New curb and gutter and storm sewer will be constructed to drain runoff from the parking lot. Storm water will be managed with the existing retention ponds to the west and southwest of the 2.0 acre parcel. The fire-fighting apparatus will exit the fire station onto Laraway Road. The parking lot will also exit onto Laraway Road. The proposed project will be designed in accordance with the Illinois Accessibility Code (IAC), American with Disabilities Act (ADA), International Building Code, local ordinances, and federal regulations. The building will be equipped with a fire alarm and fire suppression (sprinkler) system. An on-site natural gas emergency generator will power the critical functions in the facility if there is a power failure. The building will have access control system providing access only to authorized personnel. There is a water tower near to the 2.0 acre parcel that will accommodate the installation of any required emergency communications antennas.

The existing fire station on Grover Street will be sold in accordance with City of Joliet requirements.

SECTION THREE: AFFECTED ENVIRONMENT AND CONSEQUENCES

3.1 PHYSICAL ENVIRONMENT

3.1.1 Geology, Seismicity and Soils

The project area is located in the City of Joliet in Will County, Illinois. Will County is in the northeastern part of Illinois and has an area of 543,635 acres. Joliet, the county seat, is the largest city in the county. Will County has relatively low relief. Elevation ranges from about 500 feet above sea level in the areas where the Des Plaines and Kankakee Rivers leave the county to about 830 feet on the Valparaiso Moraine, directly west of Monee. According to the U.S. Geological Survey, the approximate elevation of the proposed project site is between 638 feet to 645 feet above mean sea level (amsl). Surface topography slopes from south to north. The soil survey for the proposed project site indicates that the soil is comprised of Elliott Silt Loam and Ashkum Silty Clay Loam.

In regards to seismic activity, the project site is in an area that has not experienced a significant seismic activity in recorded history. The nearest major fault line is the New Madrid fault line which extends from New Madrid, Missouri to Cairo, Illinois. Cairo, Illinois is approximately 349 miles south of the proposed project site. The City of Joliet currently enforces the 2003 International Building Code which lists the fire station as a Category IV (Seismic Use Group III) structure. The new building will be built to the seismic standards outlined in the Code.

The Farmland Protection Policy Act (FPPA) (P.L. 97-98, Sec. 1539-1549; 7 U.S.C. 4201, et seq.) was enacted in 1981 (P.L. 98-98) to minimize the unnecessary conversion of farmland to non-agricultural uses as a result of federal actions. Programs administered by federal agencies must be compatible with state and local farmland protection policies and programs. The Natural Resources Conservation Service (NRCS) is responsible for protecting significant agricultural lands from irreversible conversions that result in the loss of an essential food or environmental source.

The Laraway Road site is a 2.0-acre parcel located in the southeastern area of the City of Joliet. The ownership of the parcel has been transferred to the City of Joliet by the Chicagoland Speedway. At the time the project site was developed, this parcel, as well as the adjacent land, was graded and prepared for future buildings and other development. The parcel is zoned industrial and is located in a relatively sparsely developed area. The land to the north across Laraway Road is the home of a large industrial park. According to Section 658.2 of the Farmland Protection Policy Act (FPPA), the proposed site does not meet the definition of “Farmland” and is therefore, exempt from the FPPA regulations.

ALTERNATIVE NO. 1 – NO ACTION ALTERNATIVE

Under the *No Action Alternative*, no impacts to geology or soils are anticipated.

ACTION ALTERNATIVE NO. 2 – REMODEL THE EXISTING FACILITY

Under this *Action Alternative*, the remodeling of the existing facility would have a minimal impact on the existing geology and soils. The construction activities would not be deep enough to impact the underlying geologic resources. Construction operations would disturb the soil(s), however a Storm Water Pollution Prevention Plan (SWPPP) would be put in place to minimize surface run-off and silt contamination of the existing storm sewer system and adjacent properties. Typical methods employed would be the installation of silt fencing and the placing of hay bales to reduce soil loss.

ALTERNATIVE NO. 3 – NEW FIRE STATION AT LARAWAY ROAD AND WEST ROAD (PROPOSED ACTION)

Under the *Proposed Action Alternative*, construction activities would be occurring on a graded site. Additionally, excavation for the building and hard surfaces would not be deep enough to impact the underlying geologic resources. It is anticipated that the ground disturbance would not exceed approximately five feet deep. Short-term impacts to the soil(s) would occur during construction operations. A Storm Water Pollution Prevention Plan (SWPPP) would be put in place to minimize surface run-off and silt contamination of the existing storm sewer system and adjacent properties. Typical methods employed would be the installation of silt fencing and the placing of hay bales to reduce soil loss. Prompt installation of the landscaping would be required. The building pad elevation and site design would be developed to achieve a “balanced” site. This will minimize soil import to and/or export from the site.

3.1.2 Water Resources and Water Quality

The Clean Water Act requires states to develop water quality standards, which include designated uses and criteria to support those uses, for "navigable waters". CWA Section 502(7) defines "navigable waters" as "waters of the U.S.". "Waters of the U.S" are, in turn, defined in Federal regulations developed for the National Pollution Discharge Elimination System (40 CFR 122.2) and permits for the discharge of dredged or fill material (40 CFR 230.3 and 232.2). "Waters of the U.S." include waters subject to the ebb and flow of the tide, interstate waters (including interstate wetlands), intrastate waters (including wetlands), the use, destruction, or degradation of which could affect interstate commerce, tributaries of the above, and wetlands adjacent to the above waters (other than waters which are themselves waters).

The proposed site is shown on the project map in Appendix C. The approximately 2.0 acre parcel is currently vacant and grass-covered. New curb and gutter and storm sewer will be constructed to drain run-off from the parking lot and driveways. Storm water will be managed with the existing retention ponds to the west and southwest of the 2.0 acre parcel. No wetlands, floodplains, or waterways are located adjacent to the project site. The closest waterway is the Des Plaines River located 2.5 miles away to the west of the proposed site.

Currently, the City of Joliet draws its groundwater from twenty-two deep (bedrock) wells (pumping water from 1,000 feet below the surface) and five shallow (gravel) wells (pumping water from 80 feet below the surface) drilled into aquifers located throughout the city. No impacts to underlying groundwater resources are anticipated as a result of the proposed project.

ALTERNATIVE NO. 1 – NO ACTION ALTERNATIVE

Under the *No Action Alternative*, no adverse impacts to surface water are anticipated.

ACTION ALTERNATIVE NO. 2 – REMODEL THE EXISTING FACILITY

Under this *Action Alternative*, the remodeling of the existing facility would not cause any direct permanent impacts to the surface waters or aquifers. However, temporary short-term impacts to downstream waters could occur during the construction period because of soil erosion. To reduce impacts to the surface water, a Storm Water Pollution Prevention Plan (SWPPP) would be put in place to minimize surface run-off and silt contamination. Typical methods employed would be the installation of silt fencing and the placing of hay bales to reduce soil loss. Prompt installation of the landscaping would also be encouraged.

ALTERNATIVE NO. 3 – NEW FIRE STATION AT LARAWAY ROAD AND WEST ROAD (PROPOSED ACTION)

Under the *Proposed Action Alternative*, there would be no direct permanent impacts to the surface waters or aquifers. However, temporary short-term impacts to downstream waters could occur during the construction period because of soil erosion. To reduce impacts to the surface water, a Storm Water Pollution Prevention Plan (SWPPP) would be put in place to minimize surface run-off and silt contamination. Typical methods employed would be the installation of silt fencing and the placing of hay bales to reduce soil loss. Prompt installation of the landscaping would also be required.

All construction activities as well as the design of the facility and site will comply with the Clean Water Act. As of March 10, 2003, construction sites that disturb one or more acres are required to have

coverage under the NPDES general permit for storm water discharges from construction site activities. A National Pollution Discharge Elimination System (NPDES) permit will be required.

3.1.3 Floodplain Management (Executive Order 11988)

Executive Order (EO) 11988 requires federal agencies to take action to minimize occupancy and modification of the floodplain. Specifically, EO 11988 prohibits federal agencies from funding construction in the 100-year floodplain unless there are no practicable alternatives. FEMA's regulations for complying with EO 11988 are promulgated in 44 CFR Part 9.

Joliet does participate in the National Flood Insurance Program (NFIP). The proposed site for this project is not located within the identified 100-year or 500-year floodplain for critical facilities as indicated in the FIRM (Flood Insurance Rate Map), Panel No. 280 of 585 for Will County, Illinois and Incorporated Areas (Map Number 17197C0280 E)(Appendix C). The existing building which is located at 319 Grover Street in Joliet, Illinois is not within the 100-year or 500-year floodplain for critical facilities as indicated in the FIRM (Flood Insurance Rate Map), Panel No. 164 of 585 for Will County, Illinois and Incorporated Areas (Map Number 17197C0164 E) (Appendix C).

ALTERNATIVE NO. 1 – NO ACTION ALTERNATIVE

Under the *No Action Alternative*, no adverse impacts to the floodplain are anticipated.

ACTION ALTERNATIVE NO. 2 – REMODEL THE EXISTING FACILITY

Under this *Action Alternative*, the remodeling of the existing facility would have no direct permanent effect and/or adverse impacts on the floodplain. This is due to the fact that the building and site are landlocked with no additional property on any side for expansion. Therefore, the remodeling of the existing facility would occur largely on the interior of the building. The existing building which is located at 319 Grover Street is not within the 100-year or 500-year floodplain as indicated in the FIRM (Flood Insurance Rate Map), Panel No. 164 of 585 for Will County, Illinois and Incorporated Areas (Map Number 17197C0164 E).

ALTERNATIVE NO. 3 – NEW FIRE STATION AT LARAWAY ROAD AND WEST ROAD (PROPOSED ACTION)

Under the *Proposed Action Alternative*, no adverse impacts to the floodplain are anticipated. The proposed site for this project is not within the 100-year or 500-year floodplain as indicated in the FIRM (Flood Insurance Rate Map), Panel No. 280 of 585 for Will County, Illinois and Incorporated Areas (Map Number 17197C0280 E).

3.1.4 Air Quality

The Clean Air Act requires the U.S. Environmental Protection Agency (EPA) to set National Ambient Air Quality Standards (NAAQS) for pollutants considered harmful to public health and the environment; the Clean Air Act established two types of national air quality standards; primary standards set limits to protect public health, including the health of "sensitive" populations such as asthmatics, children, and the elderly; secondary standards set limits to protect public welfare, including protection against decreased visibility, damage to animals, crops, vegetation and buildings; current criteria pollutants are: Carbon Monoxide (CO), Nitrogen Dioxide (NO₂), Ozone (O₃), Lead (Pb), Particulate Matter (PM₁₀), and Sulfur Dioxide (SO₂).

According to the EPA Green Book listings, Will County, Illinois is a Nonattainment Area for Particulate Matter (PM-2.5) 1997 and 8-Hour Ozone. Will County is in attainment for Carbon Monoxide (CO), Nitrogen Dioxide (NO₂), Lead (Pb), and Sulfur Dioxide (SO₂).

ALTERNATIVE NO. 1 – NO ACTION ALTERNATIVE

Under the *No Action Alternative*, there would be no impacts to air quality because no construction would occur.

ACTION ALTERNATIVE NO. 2 – REMODEL THE EXISTING FACILITY

Under this *Action Alternative*, there may be short-term impacts to air quality during the remodeling of the existing facility. The remodeling of the existing facility would occur largely on the interior of the building which would reduce the impact caused by equipment. Emissions from fuel-burning internal combustion engines (e.g. heavy equipment and earth moving machinery) could temporarily increase the levels of some pollutants, including CO, Volatile Organic Compounds (VOCs), NO₂, O₃, and Particulate Matter, however, these increases would only be temporary. To reduce the emission of criteria pollutants, fuel-burning equipment running times would be kept to a minimum and the equipment would be properly maintained.

ALTERNATIVE NO. 3 – NEW FIRE STATION AT LARAWAY ROAD AND WEST ROAD (PROPOSED ACTION)

Under the *Proposed Action Alternative*, short-term impacts to air quality would occur during the construction of the new facility and associated site improvements. To reduce any short-term impacts to air quality, the construction contractors would be required to water down construction areas when necessary. Emissions from fuel-burning internal combustion engines (e.g. heavy equipment and earth moving machinery) could temporarily increase the levels of some pollutants, including CO, Volatile Organic Compounds (VOCs), NO₂, O₃, and Particulate Matter, however, these increases would only be temporary. To reduce the emission of criteria pollutants, fuel-burning equipment running times would be kept to a minimum and the equipment would be properly maintained.

3.2 BIOLOGICAL ENVIRONMENT

3.2.1 Terrestrial and Aquatic Environment

The proposed site on Laraway Road is zoned industrial and is located in a relatively sparsely developed area. As part of the City of Joliet South Side Comprehensive Plan, this area was zoned industrial to facilitate the development of various industrial uses including, but not necessarily limited to, warehousing, light manufacturing, assembly and distribution facilities. Additionally, the City of Joliet South Side Comprehensive Plan called for the construction of two new fire stations in this portion of the city to keep up with response time standards.

At the time that the Chicagoland Speedway was developed, the proposed site, as well as the adjacent land, was graded and prepared for future buildings and other development. The proposed site is currently an undeveloped, maintained grassy parcel with some small trees. There is a six foot grassy berm on the west side of the site that separates this land from the adjacent residential development. To the south and east are open grassy fields that are part of the Chicagoland Speedway development. The land to the north across Laraway Road is a large industrial park. Because the site and surrounding area was previously farmed and then maintained as grassy parcels, the area would be considered to have limited value for plant and wildlife species.

ALTERNATIVE NO. 1 – NO ACTION ALTERNATIVE

Under the *No Action Alternative*, there would be no anticipated impacts to the terrestrial or aquatic environments.

ACTION ALTERNATIVE NO. 2 – REMODEL THE EXISTING FACILITY

Under this *Action Alternative*, there would be no anticipated impact to the terrestrial and aquatic environments. The existing fire station and properties surrounding it are fully developed. The neighborhood is primarily residential in nature and was developed over 35 years ago.

ALTERNATIVE NO. 3 – NEW FIRE STATION AT LARAWAY ROAD AND WEST ROAD (PROPOSED ACTION)

Under the *Proposed Action Alternative*, there would be little or no impact to existing terrestrial or aquatic environments. No wetlands, floodplains, or waterways are located on or adjacent to the project site. The closest waterway is the Des Plaines River located 2.5 miles away to the west of the proposed site. The proposed project site is a maintained grassy field. Some small trees will be removed and/or relocated to other portions of the Chicagoland Speedway site. The site's new landscaping will include trees and other plantings that will provide habitat for the existing wildlife.

3.2.2 Wetlands (Executive Order 11990)

Executive Order (EO) 11990, Protection of Wetlands, requires federal agencies to take action to minimize the loss of wetlands. This process requires federal agencies to consider direct and indirect impacts to wetlands, which may result from federally-funded actions. According to the United States Fish and Wildlife Service, National Wetland Inventory no identified wetlands are located on or adjacent to the project site (Appendix C).

ALTERNATIVE NO. 1 – NO ACTION ALTERNATIVE

Under the *No Action Alternative*, no impacts to wetlands are anticipated.

ACTION ALTERNATIVE NO. 2 – REMODEL THE EXISTING FACILITY

Under this *Action Alternative*, the remodeling of the existing facility would have no anticipated impact on any wetlands. The remodeling of the existing facility would occur largely on the interior of the building. If there was exterior or site construction, appropriate Best Management Practices (BMPs) would be implemented to reduce soil erosion. Typical precautionary measures might include: erosion control measures, such as temporary installation silt fencing and/or hay bales to reduce the potential for sediment releases and associated pollutants to enter storm water runoff.

ALTERNATIVE NO. 3 – NEW FIRE STATION AT LARAWAY ROAD AND WEST ROAD (PROPOSED ACTION)

Under the *Proposed Action Alternative*, no impacts to wetlands are anticipated because none are present on or near the proposed project site. During construction, Best Management Practices (BMPs) would be implemented to reduce soil erosion on site. Typical precautionary measures would include: erosion control measures, such as temporary installation silt fencing and/or hay bales to reduce the potential for sediment releases and associated pollutants to enter storm water runoff. Additionally, the re-vegetation of

the bare soils would be implemented as soon as practical. A Storm Water Pollution Protection Plan (SWPPP) would be developed for this project and enforced on the site.

3.2.3 Threatened and Endangered Species

The proposed site, as well as the adjacent land, was previously graded and prepared for a future building and other industrial development. The site consists of maintained grass and some young trees. There is a six foot grassy berm on the west side of the site that separates this land from the adjacent residential development. To the south and east are open maintained grassy fields that are part of the Chicagoland Speedway development. The land to the north across Laraway Road is a large industrial park. Because the site and surrounding area was previously farmed and then developed, the area would be considered to have limited value for plant and wildlife species.

In accordance with Section 7 of the Endangered Species Act (ESA) of 1973, the project area was evaluated for the potential occurrences of federally listed threatened and endangered species. The ESA requires any federal agency that funds, authorizes or carries out an action to ensure that their action is not likely to jeopardize the continued existence of any endangered or threatened species (including plant species) or result in the destruction or adverse modification of designated critical habitats (FEMA 1996).

The following federally listed threatened and endangered species are known to occur within Will County: Indiana Bat (endangered), Hine's Emerald Dragonfly (endangered), Leafy-prairie Clover (endangered), Eastern Prairie Fringed Orchid (threatened), Mead's Milkweed (threatened), Lakeside daisy (threatened), Sheepnose Mussel (candidate), Spectaclecase Mussel (candidate), and Eastern Massasauga (candidate). The proposed project site is a maintained, vacant lot in close proximity to the Chicagoland Speedway. No suitable habitat for the federally listed species is present on the proposed site (FEMA Determination memo dated 2/10/2010 Appendix D). Illinois Department of Natural Resources does not identify and known records of state listed threatened or endangered species (EcoCAT Report dated 6/21/2010 Appendix D).

ALTERNATIVE NO. 1 – NO ACTION ALTERNATIVE

Under the *No Action Alternative*, there would be no anticipated impacts to endangered, threatened or candidate species.

ACTION ALTERNATIVE NO. 2 – REMODEL THE EXISTING FACILITY

Under this *Action Alternative*, there would be no anticipated impacts to endangered, threatened or candidate species.

ALTERNATIVE NO. 3 – NEW FIRE STATION AT LARAWAY ROAD AND WEST ROAD (PROPOSED ACTION)

Under the *Proposed Action Alternative*, the entire site would be disturbed by construction operations, including the removal of existing vegetation and topsoil. Some small trees will be removed and/or relocated on the site. However, the proposed project site does not contain critical habitat suitable for federally listed species. Therefore, there are no anticipated impacts to federally listed endangered, threatened or candidate species or identified critical habitat. The site's new landscaping will include trees and other plantings that will provide habitat for the existing wildlife on site.

3.3 HAZARDOUS MATERIALS

To identify potential hazardous materials on the proposed site and within Joliet, the Environmental Protection Agency's (EPA) database was reviewed in May 2010. Three locations in Joliet were listed as requiring site remediation. These properties were Phibro-Tech, Dow Chemical Co. Buildings 1 and 3, and the Joliet Correctional Center. None of these properties are near or adjacent to the existing or proposed site. No subsurface material testing was conducted on the proposed site as part of this analysis. Conclusions are based on the database review, previous development and grading operations during the Chicagoland Speedway construction.

ALTERNATIVE NO. 1 – NO ACTION ALTERNATIVE

Under the *No Action Alternative*, there would be no construction and therefore no impacts related to hazardous materials or waste.

ACTION ALTERNATIVE NO. 2 – REMODEL THE EXISTING FACILITY

Under this *Action Alternative*, it is not anticipated that hazardous materials would be encountered. However, asbestos and lead-based paint testing would be recommended for any suspicious materials prior to construction. Proposed construction activities would require only minimal demolition and excavation and should not expose hazardous materials or produce hazardous waste. Any hazardous materials discovered, generated, or used during construction would be handled properly and disposed of in accordance with all applicable Local, State and Federal guidelines.

ALTERNATIVE NO. 3 – NEW FIRE STATION AT LARAWAY ROAD AND WEST ROAD (PROPOSED ACTION)

Under this *Proposed Action Alternative*, no waste-related impacts or hazardous materials would be anticipated to be discovered on site. Proposed construction activities include complete site development (including excavation) and building construction. It is not expected that these operations will encounter any hazardous materials. Any hazardous materials discovered, generated, or used during construction would be handled properly and disposed of in accordance with all applicable local, State and Federal guidelines.

3.4 SOCIOECONOMICS

3.4.1 Zoning and Land Use/Transportation

The proposed project site is located on the south side of Laraway Road at its intersection with West Road in the City of Joliet, Illinois. The area surrounding the proposed site is zoned industrial. There is an industrial park located directly across from the proposed site, on the north side of Laraway Road.

ALTERNATIVE NO. 1 – NO ACTION ALTERNATIVE

Under the *No Action Alternative*, there would be no changes to zoning or transportation.

ACTION ALTERNATIVE NO. 2 – REMODEL THE EXISTING FACILITY

Under this *Action Alternative*, there would be temporary increases in the volume of construction-related traffic in the immediate vicinity of the proposed project site, but no change in zoning. Because the existing fire station site is small and space is limited and because the site is located on Grover Street,

construction planning and staging of construction activities would be needed. Traffic disruptions on Grover Street and slower traffic flow would be likely during construction. To mitigate potential delays, construction vehicles and equipment would be stored on-site during construction to the extent possible. Because the facility is an active fire station, an off-site location would be needed for the storage of most of the construction vehicles and equipment. Appropriate traffic control and signage would also be utilized. Over the long term, there would be little to no vehicle traffic increase at the proposed project site.

Because of the size of the existing building, the existing site and numerous constraints to expansion on the site, any remodeling and/or expansion of the facility would be limited. No significant increase in the number of facility-related vehicles coming and going from the site would be expected.

ALTERNATIVE NO. 3 – NEW FIRE STATION AT LARAWAY ROAD AND WEST ROAD (PROPOSED ACTION)

Under this *Proposed Action Alternative*, there would be only minor temporary increases in the volume of construction-related traffic in the immediate vicinity of the proposed project site, but no change in zoning. The proposed work would potentially result in a slower traffic flow for the duration of the construction phase. To mitigate potential delays, construction vehicles and equipment would be stored on-site during construction. Appropriate traffic control and signage would also be utilized. Over the long term, vehicle traffic would increase at the proposed project site, primarily when EMS personnel are training or responding to traffic accidents, fires, severe weather, or other emergency events.

3.4.2 Noise

Noise is defined herein as undesirable sound and is federally regulated by the Noise Control Act of 1972. Sound is typically measured in decibels (dB). An average measure of sound is known as the day-night average sound level (Ldn) and is used by agencies for estimating sound impacts and establishing guidelines for compatible land uses. An EPA document, *Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety* (EPA, 1974) provides a basis for State and local governments' judgments in setting standards. The document identifies a 24-hour exposure level of 70 dB as the level of environmental noise that will prevent any measurable hearing loss over a lifetime. Also, levels of 55 dB outdoors and 45 dB indoors are identified as preventing activity interference and annoyance. These levels are considered those which will permit spoken conversation and other activities such as sleeping, working and recreation. The levels are not single event, or "peak" levels, but rather, they represent averages over long periods of time. An occasional higher noise levels would be consistent with a 24-hour average of 70 dB, as long as a sufficient amount of relative quiet is experienced. The sound level of a typical siren outdoors falls off in level at 6 dB per doubling of distance. Assuming a typical siren is 115 dB at a distance of 10 feet, at 20 feet it will be 109 dB, at 40 feet it will be 103 dB, at 80 feet it will be 97 dB, at 160 feet it will be 91 dB, at 320 feet it will be 85 dB, at 640 feet it will be 79 dB, at 1,280 feet it will be 73 dB, and at 2,560 feet it will be 67 dB. The proposed project site on Laraway Road is located adjacent to a residential area, but is separated by a six foot earth berm that acts as a sound barrier.

ALTERNATIVE NO. 1 – NO ACTION ALTERNATIVE

Under the *No Action Alternative*, no impacts related to noise are anticipated.

ACTION ALTERNATIVE NO. 2 – REMODEL THE EXISTING FACILITY

Under this *Action Alternative*, only temporary short-term increases in noise levels would be anticipated during construction. To reduce noise levels during that period, construction activities would be restricted to normal business hours. Equipment and machinery utilized at the site would meet all local, State, and Federal noise regulations. Over the long term, no significant change to noise levels would be anticipated.

ALTERNATIVE NO. 3 – NEW FIRE STATION AT LARAWAY ROAD AND WEST ROAD (PROPOSED ACTION)

Under this *Proposed Action Alternative*, temporary short-term increases in noise levels would be anticipated during construction. To reduce noise levels during that period, construction activities would be restricted to normal business hours. Equipment and machinery utilized at the site would meet all local, State, and Federal noise regulations. Over the long term, vehicle traffic would increase at the proposed project site, primarily when EMS personnel are training or responding to traffic accidents, fires, severe weather, or other emergency events. The increased traffic and sirens would increase the noise level, but these increases would be short in duration and would occur infrequently. It is anticipated that these noise peaks would not exceed the EPA's 24-hour exposure levels. The berm separating Sugar Maple Lane from the proposed site will also help to buffer any sound related to fire station activities or emergency response.

3.4.3 Public Services and Utilities

The following agencies/companies provide public services and utilities to the proposed project site and the existing fire station on Grover Street: natural gas - NICOR; electricity - ComEd; and water, sewer, police, and fire services - City of Joliet. Both gas and electricity are located on the north side of Laraway Road and will need to be run under Laraway Road to the proposed project site. The City of Joliet is currently working with representatives from both service providers to facilitate this.

ALTERNATIVE NO. 1 – NO ACTION ALTERNATIVE

Under the *No Action Alternative*, there would be no changes to public services or utilities, but no improvements would be made to the existing Joliet Fire Station No. 3. In the short term, fire and other EMS would continue to be provided adequately. In the long term, without a new or improved facility, there would be a negative impact on the Joliet Fire Department and the City of Joliet in the form of increased response times from the current Fire Station No. 3 into its service area. The current Fire Station No. 3 and Fire Station No. 1 are located approximately .5 miles from each other and share 80 percent of the same response area. As the City of Joliet continues to grow to the south with commercial, industrial, and residential developments, there will be increased calls for service in this new area of the city. If the current Fire Station No. 3 is not relocated, the result will be longer response times from its current location. The no action alternative will have a negative effect on long term emergency response potential in the City of Joliet.

ACTION ALTERNATIVE NO. 2 – REMODEL THE EXISTING FACILITY

Under this *Action Alternative*, there would be no changes to most public services and utilities, but improvements would be made to the existing Joliet Fire Station No. 3. In the short term, fire and EMS would continue to be provided adequately and some improvements would be realized. In the long term, without a new or improved facility, there would be a negative impact on the Joliet Fire Department and the City of Joliet in the form of increased response times from the current Fire Station No. 3 into the area that will be serviced by the proposed station. Remodeling the existing facility would not result in the

reduction of response time in the southern portion of the City of Joliet. This can be determined to be an adverse impact to public services.

ALTERNATIVE NO. 3 – NEW FIRE STATION AT LARAWAY ROAD AND WEST ROAD (PROPOSED ACTION)

Under this *Proposed Action Alternative*, there would be no changes to most public services and utilities, but significant improvements would be made to fire and other EMS facilities. In the short-term and long-term, benefits to the area communities would be realized in shortened response times and better ability to deliver mutual aid to neighboring jurisdictions.

3.4.4 Environmental Justice (Executive Order 12898)

EO 12898 (Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations) mandates that Federal agencies identify and address, as appropriate, disproportionately high and adverse human health or environmental effects of their programs, policies, and activities on minority and low-income populations. Socioeconomic and demographic data for the project area were analyzed to determine if a disproportionate number of minority or low-income persons have the potential to be adversely affected by the proposed project. The U.S. Census Bureau data for Joliet, Illinois, states that 69% of the population is white, 16% African American, and 15% Hispanic (U.S. Census Bureau, 2000). No concentration of minority or low income populations were identified near the proposed project site.

ALTERNATIVE NO. 1 – NO ACTION ALTERNATIVE

Under the *No Action Alternative*, there would be no disproportionately high and/or adverse effects on minority or low-income populations. All populations could potentially be adversely affected by the lack of improvements to the existing Joliet Fire Station No. 3. If the needed improvements are not made to the current station, the station may have to be closed and the personnel moved to different stations. This will result in reduced response coverage for those population groups residing in the area of the proposed Fire Station No. 3.

ACTION ALTERNATIVE NO. 2 – REMODEL THE EXISTING FACILITY

Under this *Action Alternative*, there would be no disproportionately high and/or adverse impacts on minority or low-income populations. Improvements to the existing facility would benefit all population groups because the station would be able to remain open and service the population group residing in its run area. This alternative does not address the overlap in coverage issue that affects the current Fire Station No. 3 and the longer response times that will be experienced by those living and working in the newly annexed area of the city.

ALTERNATIVE NO. 3 – NEW FIRE STATION AT LARAWAY ROAD AND WEST ROAD (PROPOSED ACTION)

Under this *Proposed Action Alternative*, there would be no disproportionately high and/or adverse impacts on minority or low-income populations. Implementation of the *Proposed Action Alternative* would benefit all populations within the City of Joliet. The new residents and workers that are working and residing in the newly annexed areas south of the current Fire Station No. 3 will experience decreased response times to their homes and places of employment with the location.

3.4.5 Safety and Security

To minimize risks to safety and human health, all construction activities would be performed using qualified personnel trained in the proper use of the appropriate equipment including all appropriate safety precautions. Additionally, all activities would be conducted in a safe manner in accordance with the standards specified in Occupational Safety and Health Act (OSHA) regulations. EO 13045, Protection of Children, requires Federal agencies to make it a high priority to identify and assess environmental health and safety risks that may disproportionately affect children.

ALTERNATIVE NO. 1 – NO ACTION ALTERNATIVE

Under the *No Action Alternative*, there would be no construction and no direct impacts to safety of the population would occur. If an emergency event were to occur, area residents would continue to be served by the existing Joliet Fire Station No. 3.

ACTION ALTERNATIVE NO. 2 – REMODEL THE EXISTING FACILITY

Under this *Action Alternative*, improvements to the existing Joliet Fire Station No. 3 would provide increased protection for area residents during emergency events. Construction activities would present safety risks to those performing the activities. Access to the site would be restricted to protect the public and to minimize risks to safety and human health. The appropriate signage and barriers would be in place prior to construction activities to alert pedestrians and motorists of project activities. There would be no disproportionate health and safety risks to children.

ALTERNATIVE NO. 3 – NEW FIRE STATION AT LARAWAY ROAD AND WEST ROAD (PROPOSED ACTION)

Under this *Proposed Action Alternative*, construction of a new fire station for the City of Joliet would provide increased protection for area residents during emergency events. With the increase in industrial and commercial development in the area of the proposed fire station, current emergencies have to be handled by responders that are coming from stations located much farther away. The location of the proposed fire station would result in responders traveling a shorter distances to emergencies within its run area. Construction activities would present safety risks to those performing the activities. Access to the site would be restricted to protect the public and to minimize risks to safety and human health. The appropriate signage and barriers would be in place prior to construction activities to alert pedestrians and motorists of project activities. There would be no disproportionate health and safety risks to children.

3.5 HISTORIC AND CULTURAL RESOURCES

In addition to review under NEPA, consideration of effects to historic properties is mandated under Section 106 of the National Historic Preservation Act (NHPA), as amended, and implemented by 36 CFR Part 800. Requirements include identification of significant historic properties that may be affected by the Proposed Action. Historic properties are defined as archaeological sites, standing structures, or other historic resources listed in or eligible for listing in the National Register of Historic Places (NRHP) (36 CFR 60.4). As defined in 36 CFR Part 800.16(d), the Area of Potential Effect (APE), “is the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if such properties exist.” In addition to identifying historic properties that may exist in the proposed project’s APE, FEMA must also determine, in consultation with the appropriate State Historic Preservation Officer (SHPO)/Tribal Historic Preservation Officer (THPO), what effect, if any, the action will have on historic properties. Moreover, if the project would have an adverse effect on these properties, FEMA must consult with SHPO/THPO on ways to avoid, minimize, or mitigate the adverse

effect. During construction, ground disturbing activities would be monitored. Should human skeletal remains or historic or archaeological materials be discovered during construction, all ground-disturbing activities on the project site would cease and the coroner's office (in the case of human remains), FEMA, and the Illinois Historical Society would be notified.

ALTERNATIVE NO. 1 – NO ACTION ALTERNATIVE

Under the *No Action Alternative*, there would be no construction and no anticipated impacts to historic or cultural resources.

ACTION ALTERNATIVE NO. 2 – REMODEL THE EXISTING FACILITY

Under this *Action Alternative*, because of the constraints at the existing Joliet Fire Station property, there is limited space available for remodeling and expansion. The building footprint and use of the property would not change significantly and under this alternative, improvements to the existing Joliet Fire Station would not impact any historic or cultural resources.

ALTERNATIVE NO. 3 – NEW FIRE STATION AT LARAWAY ROAD AND WEST ROAD (PROPOSED ACTION)

Under this *Proposed Action Alternative*, construction of a new fire station has some potential to impact historic or cultural resources. Evaluation of the *Proposed Action Alternative* is described in Sections 3.5.1 and 3.5.2.

3.5.1 Historic Structures and Archaeological Resources

On February 9, 2010, a letter and supporting documentation was submitted to the SHPO with a Request for SHPO Comment and Consultation on a Federal Undertaking. The request included documentation gathered by FEMA on historic properties in the area of the proposed project site. The State Historic Preservation Office responded to the request on February 24, 2010. The response indicated that it is the opinion of the State Historic Preservation Officer that no historic properties are affected within the APE of this undertaking. After State Historic Preservation Officer review, the project location was altered. FEMA sent a letter and supporting documentation to the SHPO on August 12, 2010 requesting additional comment on the change in project location with a determination of no historic properties affected. Pursuant to 36 CFR §800.3(c)(4), no response by phone or email was received from the SHPO within thirty (30) days, so FEMA will assume concurrence with its determination. A copy of the FEMA requests and associated SHPO consultation letters has been included in Appendix D.

3.5.2 Tribal Coordination and Religious Sites

On November 6, 2000, President Clinton signed Executive Order (EO) 13175, entitled, "Consultation and Coordination with Indian Tribal Governments." The EO directs federal agencies, "to establish regular and meaningful consultation and collaboration with tribal officials in the development of Federal policies that have tribal implications, to strengthen the United States government-to-government relationships with Indian tribes, and to reduce the imposition of unfunded mandates upon Indian tribes..."

Requests for evaluation of the presence or absence of known archaeological and Indian Religious sites within the proposed project areas were submitted on February 9, 2010 to recognized Tribes that may have an interest in projects located in Will County, Illinois. Those tribes include: Wyandotte Nation, Stockbridge-Munsee Community Band of Mohican Indians, Delaware Nation, Sac and Fox Nation of

Oklahoma, Sac and Fox Nation of Missouri, Sac and Fox Tribe of the Mississippi in Iowa, Peoria Tribe of Indians of Oklahoma, Nottawaseppi Huron Band of Potawatomi, Hannahville Indian Community, Match-e-be-nash-she-wish Band of Potawatomi Indians of Michigan, Pokagon Band of Potawatomi Indians, Prairie Band of Potawatomi Nation, Forest County Potawatomi Community of Wisconsin, Ottawa Tribe of Oklahoma, Kickapoo Tribe of Oklahoma, Kickapoo Traditional Tribe of Texas, and the Kickapoo Tribe of Indians of the Kickapoo Reservation in Kansas.

The following tribes have responded to the requests for consultation: Peoria Tribe of Indians of Oklahoma, Stockbridge-Munsee Community Band of Mohican Indians, Kickapoo Tribe of Indians of the Kickapoo Reservation in Kansas, and the Delaware Nation (Appendix D). The Peoria Tribe of Indians of Oklahoma and the Kickapoo Tribe of Indians of the Kickapoo Reservation in Kansas wish to be notified if any skeletal remains and/or any objects falling under the Native American Graves Protection and Repatriation Act are uncovered during construction, the construction should stop immediately, and the appropriate persons should be contacted immediately.

COMPARISON OF ALTERNATIVES

The following table summarizes the impacts and mitigation of the proposed alternatives to the project.

Table 1: Impact and Mitigation Summary		
Affected Environment	Impacts	Mitigation
Geology, Seismicity and Soils	Alt. 2: No impacts to geology, minimal short-term impact to soils (where the footprint of the existing structure is expanded).	Appropriate BMPs: silt fence, hay bales, prompt planting of vegetation and landscaping to minimize run-off.
	Alt. 3 (Proposed): No impacts to geology, short-term impacts to soils during construction.	Appropriate BMPs: silt fence, hay bales, prompt planting of vegetation and landscaping to minimize run-off.
Water Resources and Water Quality (including surface water and ground water)	Alt. 2: Short-term impacts to surface water are possible during construction. No impact to groundwater resources.	A Stormwater Pollution Prevention Plan (SWPPP) is required. A Stormwater Management and Erosion Control Plan and implementation of stormwater BMPs will minimize run-off.
	Alt. 3 (Proposed): Short-term impacts to surface water are possible during construction. No impact to groundwater resources.	A Stormwater Pollution Prevention Plan (SWPPP) is required. A Stormwater Management and Erosion Control Plan and implementation of stormwater BMPs will minimize run-off.
Floodplains	Alt. 2: No impacts are anticipated.	None.

	Alt. 3 (Proposed): No impacts are anticipated.	None.
Air Quality	Alt. 2: Short-term impacts from dust and emissions from equipment would occur during construction.	Dust control measures such as watering down construction areas would be implemented as needed. Fuel-burning equipment run times could be minimized and equipment properly maintained.
	Alt. 3 (Proposed): Short-term impacts from dust and emissions from equipment would occur during construction.	Dust control measures such as watering down construction areas would be implemented as needed. Fuel-burning equipment run times could be minimized and equipment properly maintained.
Terrestrial and Aquatic Environments	Alt. 2: No impacts are anticipated to the terrestrial environment except for a small amount of stripping/clearing of the existing topsoil/fill and vegetation.	Construction would need to be constrained at this site as it is bordered by residential housing units.
	Alt. 3 (Proposed): No impacts are anticipated to the aquatic environments. Prior to construction of the structure, the building pad and paved areas will be stripped/cleared of the existing vegetation and some excavation will occur on site.	Topsoil will be replaced in areas of the site and landscaping will include grasses, trees, and bushes. This will restore some of the terrestrial environment.
Waters of the U.S. including Wetlands	Alt. 2: No impacts are anticipated.	None.
	Alt: 3 (Proposed): No impacts are anticipated.	None.
Threatened and Endangered Species	Alt. 2: No impacts are anticipated.	None.
	Alt: 3 (Proposed): No impacts are anticipated.	None.
Hazardous Materials	Alt. 2: No impacts are anticipated. No hazardous materials are anticipated and no releases on contaminants to the environment have been reported at the site.	Any hazardous substances generated or used would be handled and disposed of in accordance with applicable local, state and federal regulations.

Hazardous Materials (con't)	Alt: 3 (Proposed): No impacts are anticipated. No hazardous materials are anticipated and no releases on contaminants to the environment have been reported at the site.	Any hazardous substances generated or used would be handled and disposed of in accordance with applicable local, state and federal regulations.
Zoning and Land Use/Transportation	Alt: 2: No impact to the existing zoning and land use of this site. Short-term increase in the volume of construction-related traffic in the vicinity of the site.	During construction, vehicles and equipment would be stored on-site to the largest possible extent. Traffic control and signage would be used as needed.
	Alt: 3 (Proposed): No impact to the existing zoning and land use of this site. The proposed use of the site is consistent with City of Joliet zoning and planned land use for the area. Short-term increase in the volume of construction-related traffic in the vicinity of the site. Also, a permanent increase of ambulance and fire station apparatus-related traffic on Laraway Road.	During construction, vehicles and equipment would be stored on-site to the largest possible extent. Traffic control and signage would be used as needed.
Noise	Alt: 2: Short-term impacts from heavy equipment would occur during construction. No appreciable long-term impact.	Construction would be limited to normal business hours and equipment would meet local, state, and federal noise regulations. The infrequent and short duration noise impacts from fire-fighting and emergency vehicles would not cause 24-hr exposure levels to be exceeded.
	Alt: 3 (Proposed): Short-term impacts from heavy equipment would occur during construction. There would be a long-term impact due to the increased traffic and sire noise from emergency vehicles.	Construction would be limited to normal business hours and equipment would meet local, state, and federal noise regulations. The infrequent and short duration noise impacts from fire-fighting and emergency vehicles would not cause 24-hr exposure levels to be exceeded.

Public Services and Utilities	Alt. 2: No impacts to utilities are anticipated.	Thorough planning and staging of construction activities would be required to prevent any disruption or delay to emergency response services.
	Alt. 3 (Proposed): No impacts to utilities are anticipated. Short-term and long-term benefits to the area communities would be realized with shortened response times and better ability to deliver mutual aid to neighboring jurisdictions.	Thorough planning and staging of the transition of equipment and personnel from the existing facility to the new facility would be required to prevent and disruption or delay to emergency response services.
Environmental Justice	Alt. 2: No disproportionately high or adverse effect on minority or low-income populations is anticipated.	None.
	Alt. 3 (Proposed): No disproportionately high or adverse effect on minority or low-income populations is anticipated.	None.
Safety and Security	Alt. 2: Minimal long-term improvements to public safety would result from the improved fire station facilities. No adverse impacts are anticipated.	None.
	Alt. 3 (Proposed): Long-term improvements to public safety would result from the improved fire station facilities. No adverse impacts are anticipated.	None.
Historic and Cultural Resources	Alt. 2: No impacts are anticipated.	During construction, ground disturbing activities would be monitored. Should human skeletal remains or historic or archaeological materials be discovered during construction, all ground-disturbing activities on the project site would cease and the coroner's office (in the case of human remains), FEMA, and the Illinois Historic Preservation Society would be notified.
	Alt. 3 (Proposed): No impacts are anticipated.	

SECTION FOUR: CUMULATIVE IMPACTS

According to CEQ regulations, cumulative impacts represent the “impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions, regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time (40 CFR 1508.7).” In accordance with NEPA and to the extent reasonable and practical, this Environmental Assessment (EA) considered the combined effect of the *Proposed Action Alternative* and other actions occurring or proposed in the vicinity of the proposed project site. No proposed or occurring actions by others were identified in the vicinity of the proposed project site; therefore, no cumulative impacts are anticipated.

SECTION FIVE: PUBLIC PARTICIPATION

FEMA is the lead Federal agency for conducting the NEPA compliance process for the proposed project in the City of Joliet. It is the goal of the lead agency to expedite the preparation and review of NEPA documents and to be responsive to the needs of the community and the purpose and need of the proposed action while meeting the intent of NEPA and complying with all NEPA provisions.

Interagency reviews have been conducted in the form of agency consultation letters and the responses received from the agencies. Agencies consulted are listed in Section Six.

The proposed project has been discussed at numerous City of Joliet Council Meetings that are open to the public. In addition, the project has been presented in a public forum at the City of Joliet Public Safety Committee Meeting. The Joliet Fire Department and the City of Joliet will notify the public of the availability of the Draft Environmental Assessment through publication of a public notice in a local newspaper. FEMA will conduct a public comment period commencing on the initial date of publication of the public notice.

SECTION SIX: AGENCY COORDINATION AND PERMITS

The following agencies and organizations were consulted or were contacted to request project review during the preparation of this Environmental Assessment (EA). Responses received to date are included in the appropriate Appendix Sections.

1. Illinois Department of Natural Resources
2. Illinois Historic Preservation Agency
3. Peoria Tribe of Indians of Oklahoma
4. Stockbridge-Munsee Community Band of Mohican Indians
5. Delaware Nation
6. Sac and Fox Nation of Oklahoma
7. Sac and Fox Nation of Missouri
8. Sac and Fox Nation of the Mississippi in Iowa
9. Nottawaseppi Huron Band of Potawatomi
10. Hannahville Indian Community
11. Match-e-be-nash-she-wish Band of Pottawatomi Indians of Michigan
12. Pokagon Band of Potawatomi Indians
13. Prairie Band of Potawatomi Nation
14. Forest County Potawatomi Community of Wisconsin
15. Ottawa Tribe of Oklahoma

16. Kickapoo Tribe of Oklahoma
17. Kickapoo Traditional Tribe of Texas
18. Kickapoo Tribe of Indians of the Kickapoo Reservation of Kansas
19. Kickapoo Tribe of Kansas

In accordance with applicable local, State, and Federal regulations, the applicant would be responsible for acquiring any necessary permits prior to commencing construction at the proposed project site. The following permits and approvals may be required prior to construction:

1. National Pollution Discharge Elimination System (NPDES) general permit.
2. Building Permit (City of Joliet)
3. Engineering Approval (City of Joliet)
4. Driveway Construction Permit (City of Joliet)
5. Erosion Control and Storm Water Management Permit (IEPA and City of Joliet)

SECTION SEVEN: REFERENCES

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South Side Comprehensive Plan – Draft June 27, 2006.

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Illinois Distribution of Federally Threatened (T), Endangered (E), Proposed, and Candidate Species.

U.S. Fish and Wildlife Service (USFWS) – Website Accessed May 2010.
Illinois List of Federally Endangered, Threatened, Proposed, and Candidate Species - by County.

Village of Channahon, Illinois – 2007.
2007 Annual Drinking Water Report.

SECTION EIGHT: LIST OF PREPARERS

Preparation and quality control review of Draft and Final Environmental Assessment:

Fire Chief Joseph Formhals - City of Joliet Fire Department
Bret D. Mitchell, AIA, NCARB - Buchar, Mitchell, Bajt Architects, Inc.
Amanda Ratliff, Regional Environmental Officer, FEMA Region V
Nicholas Mueller, Environmental Protection Specialist, FEMA Region V

APPENDIX A: ACRONYMS

ADA.....	Americans with Disabilities Act
amsl.....	above mean sea level
APE.....	Area of Potential Effects
BMP.....	Best Management Practice
CAA.....	Clean Air Act
CEQ.....	Council on Environmental Quality
CFR.....	Code of Federal Regulations
CO.....	Carbon Monoxide
CWA.....	Clean Water Act
dB.....	Decibel
EA.....	Environmental Assessment
EIS.....	Environmental Impact Statement
EMS.....	Emergency Medical Service
EO.....	Executive Order
EOC.....	Emergency Operations Center
ESA.....	Endangered Species Act
EPA.....	U.S. Environmental Protection Agency
FEMA.....	Federal Emergency Management Agency
FIRM.....	Flood Insurance Rate Map
FONSI.....	Finding of No Significant Impact
FPPA.....	Farmland Protection Policy Act
IAC.....	Illinois Accessibility Code
IDNR.....	Illinois Department of Natural Resources
IEPA.....	Illinois Environmental Protection Agency
Ldn.....	Day-Night Average Sound Level
NAAQS.....	National Ambient Air Quality Standards
NPDES.....	National Pollution Discharge Elimination System
NEPA.....	National Environmental Policy Act
NFIP.....	National Flood Insurance Program
NHPA.....	National Historic Preservation Act
NRCS.....	Natural Resources Conservation Service
NRHP.....	National Register of Historic Places
O ₃	Ozone
OSHA.....	Occupational Safety and Health Administration
Pb.....	Lead
PM _{2.5}	Particulate matter less than 2.5 microns
PM ₁₀	Particulate matter less than 10 microns
RCRA.....	Resource Conservation and Recovery Act
SHPO.....	State Historic Preservation Office
SHWIMS.....	Solid and Hazardous Waste Information Management System
SO ₂	Sulfur Dioxide
SWDV.....	Surface Water Data Viewer
SWPPP.....	Storm Water Pollution Prevention Plan
THPO.....	Tribal Historic Preservation Office
USACE.....	U.S. Army Corps of Engineers
USDA.....	U.S. Department of Agriculture
USFWS.....	U.S. Fish and Wildlife Service
VOC.....	Volatile Organic Compound