

DRAFT ENVIRONMENTAL ASSESSMENT (EA)
AERONAUTICAL LAND RELEASE OF 174TH BARRACKS SITE
SYRACUSE HANCOCK INTERNATIONAL AIRPORT (SYR)
JULY 2021



Prepared for:
Syracuse Regional Airport Authority



Prepared By:
CHA Consulting, Inc.

DRAFT ENVIRONMENTAL ASSESSMENT

AERONAUTICAL LAND RELEASE OF 174TH BARRACKS SITE

Syracuse Hancock International Airport
Syracuse, New York

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
As Lead Federal Agency pursuant to the National Environmental Policy Act of 1969

JULY 2021

After careful and thorough consideration of the facts contained herein, the undersigned finds that the proposed federal action is consistent with existing national policies and objectives as set forth in Section 101 of the National Environmental Policy Act (NEPA) and other applicable environmental requirements and will not significantly affect the quality of the human environment or otherwise include any condition requiring consultation pursuant to Section 101 (2) (c) of the NEPA. This environmental assessment becomes a Federal document when evaluated, signed, and dated by the responsible Federal Aviation Administration (FAA) official.

Responsible FAA Official

Date

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Cover photo source: NYS Office of Information Technology Services, GIS Program Office, 2018.

LIST OF ACRONYMS

ABBREVIATION	MEANING
ACS	American Community Survey
AIP	Airport Improvement Program
ALP	Airport Layout Plan
ANG	Air National Guard
APE	Area of Potential Effect
AADT	Annual Average Daily Traffic
CAA	Clean Air Act
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act
CEQ	Council on Environmental Quality
CMP	Congestion Management Process
CFR	Code of Federal Regulations
CO	Carbon Monoxide
CWA	Clean Water Act
DNL	Day-Night Average Noise Level
DPF	Diesel Particulate Filters
EA	Environmental Assessment (Federal)
EJ	Environmental Justice
EO	Executive Order
EPA	U.S. Environmental Protection Agency
FAA	Federal Aviation Administration
FEMA	Federal Emergency Management Agency
FPPA	Farmland Protection Policy Act
L RTP	Long Range Transportation Plan
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act of 1969
NO ₂	Nitrogen Dioxide
NOAA	National Oceanic and Atmospheric Administration
NOX	Nitrogen Oxides
NPDES	National Pollutant Discharge Elimination System
NPMRDS	National Performance Management Research Data Set
NPIAS	National Plan of Integrated Airport Systems
NRCS	Natural Resource Conservation Service
NYSDEC	New York State Department of Environmental Conservation
NYS DOT	New York State Department of Transportation
NYSOPRHP	New York State Office of Parks, Recreation and Historic Preservation
NWI	National Wetlands Inventory
O ₃	Ozone
Pb	Lead
PM	Particulate Matter
RCRA	Resource Conservation and Recovery Act
SCR	Selective Catalytic Reduction
SEQR	State Environmental Quality Review
SO ₂	Sulfur Dioxide

ABBREVIATION	MEANING
SWPPP	Stormwater Pollution Prevention Plan
SYR	Syracuse Hancock International Airport
TAF	Terminal Area Forecast
SMTC	Syracuse Metropolitan Transportation Council
USACE	U.S. Army Corps of Engineers
USDA	U.S. Department of Agriculture
USDOT	U.S. Department of Transportation
USFWS	U.S. Fish & Wildlife Service
USGS	U.S. Geological Survey
UST	Underground Storage Tank
VOC	Volatile Organic Compounds

1 INTRODUCTION

The Syracuse Regional Airport Authority (Authority or Sponsor) is proposing to release approximately 99 acres of obligated airport land at the Syracuse Hancock International Airport (SYR or “the Airport”) from aeronautical use to non-aeronautical use. This Environmental Assessment (EA) documents the evaluation of potential impacts associated with the proposed land release. The Sponsor’s only proposed action is the land release from aeronautical use to non-aeronautical use; however, as part of the approval process to release airport obligated land, the EA is required to consider potential development and how it could impact environmental resources.

This EA has been prepared in accordance with the National Environmental Policy Act (NEPA; 42 United States Code 4321 et seq.) and the Council on Environmental Quality (CEQ; 40 Code of Federal Regulations 1500-1508) regulations. The FAA’s *Environmental Impacts: Policies and Procedures* (FAA Order 1050.1F), the *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions* (FAA Order 5050.4B), and associated Desk References were used as guidance for the format, content, and impact assessment.

1.1 PROJECT LOCATION AND EXISTING CONDITIONS

The Airport is a public use, joint civil-military commercial airport owned and operated by the Authority. Covering approximately 2,000 acres, the Airport is located approximately five miles north of the City of Syracuse in Onondaga County within the municipal limits of the Town of Clay, Town of Cicero, Town of Dewitt, and Town of Salina. The Airport can be accessed via Airport Boulevard from either Interstate 80 or South Bay Road, as shown in Figure 1-1.

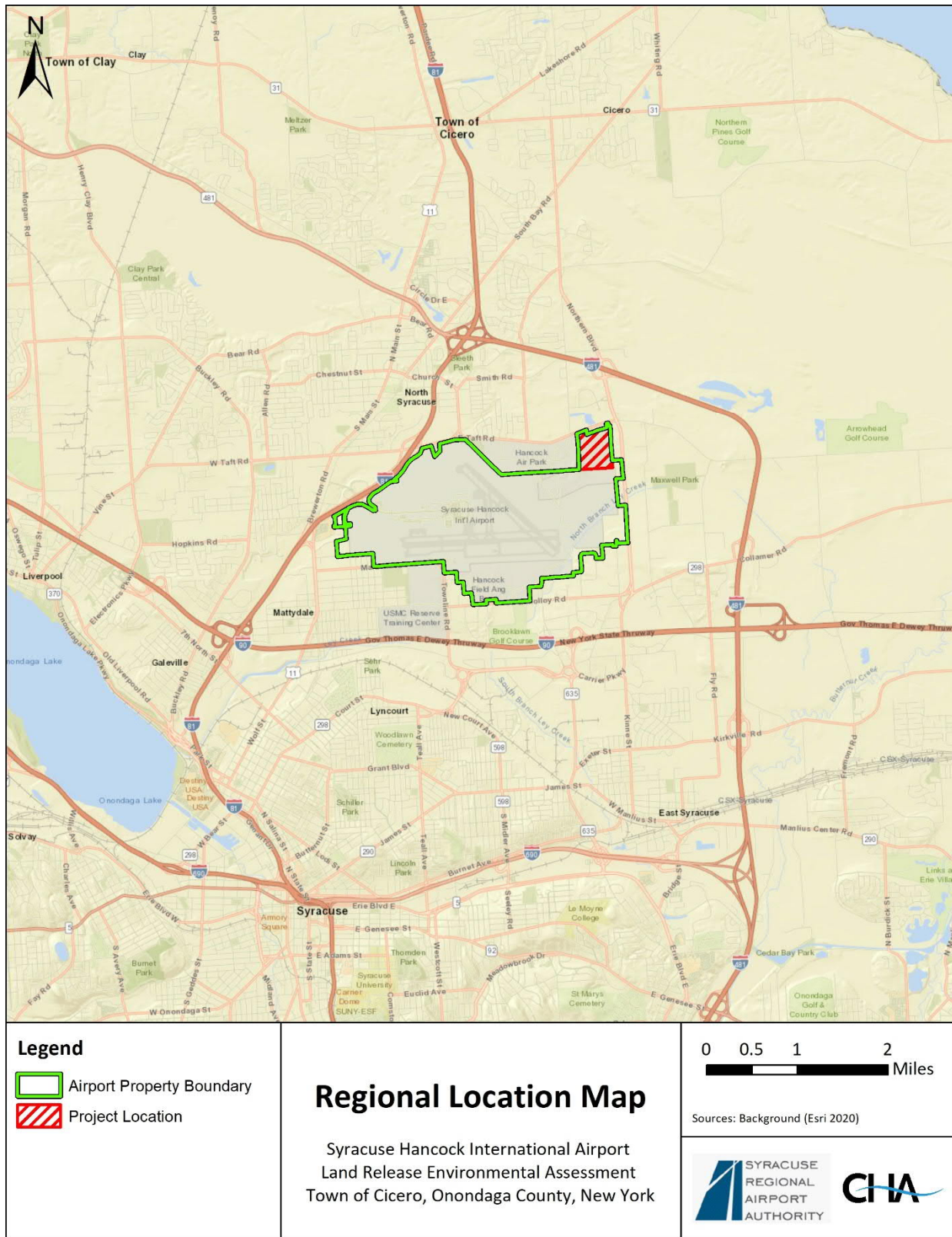
The subject of this EA is the aeronautical land release of two parcels (Onondaga County Tax Map Parcel 57-02-23.0 and 57-02-22.1) totaling 99.22 acres and located in the northeast corner of the Airport (Figure 1-2 & Table 1-1). Parcel #057-02-23.0 was previously developed with barracks for the New York Air National Guard 174th Fighter Wing located at Hancock Field Air National Guard Base. The parcel, shown on the SYR Exhibit ‘A’ Property Map as parcel #24, was donated to the Airport in 2001. The barracks and associated infrastructure have since been demolished; however, the property does have some road remnants from the previous development. Parcel 57-02-22.1, shown on the SYR Exhibit ‘A’ Property Map as parcel #55, was obtained with an Airport Improvement Program (AIP) grant (AIP-3-36-0114-049-1997). Appendix A contains the existing Exhibit ‘A’ Property Map and each parcel’s deeds. According to the Town of Cicero, the two parcels are currently zoned General Commercial and Industrial (Figure 1-3).

Table 1-1: Parcel Information

ONONDAGA COUNTY TAX MAP PARCEL #	EXHIBIT ‘A’ PROPERTY MAP PARCEL #	PROPOSED RELEASE (ACRES)	ACQUISITION (YEAR)
57-02-23.0	24	82.26	Donation (2001)
57-02-22.1	55	16.96	AIP-3-36-0114-049-1997

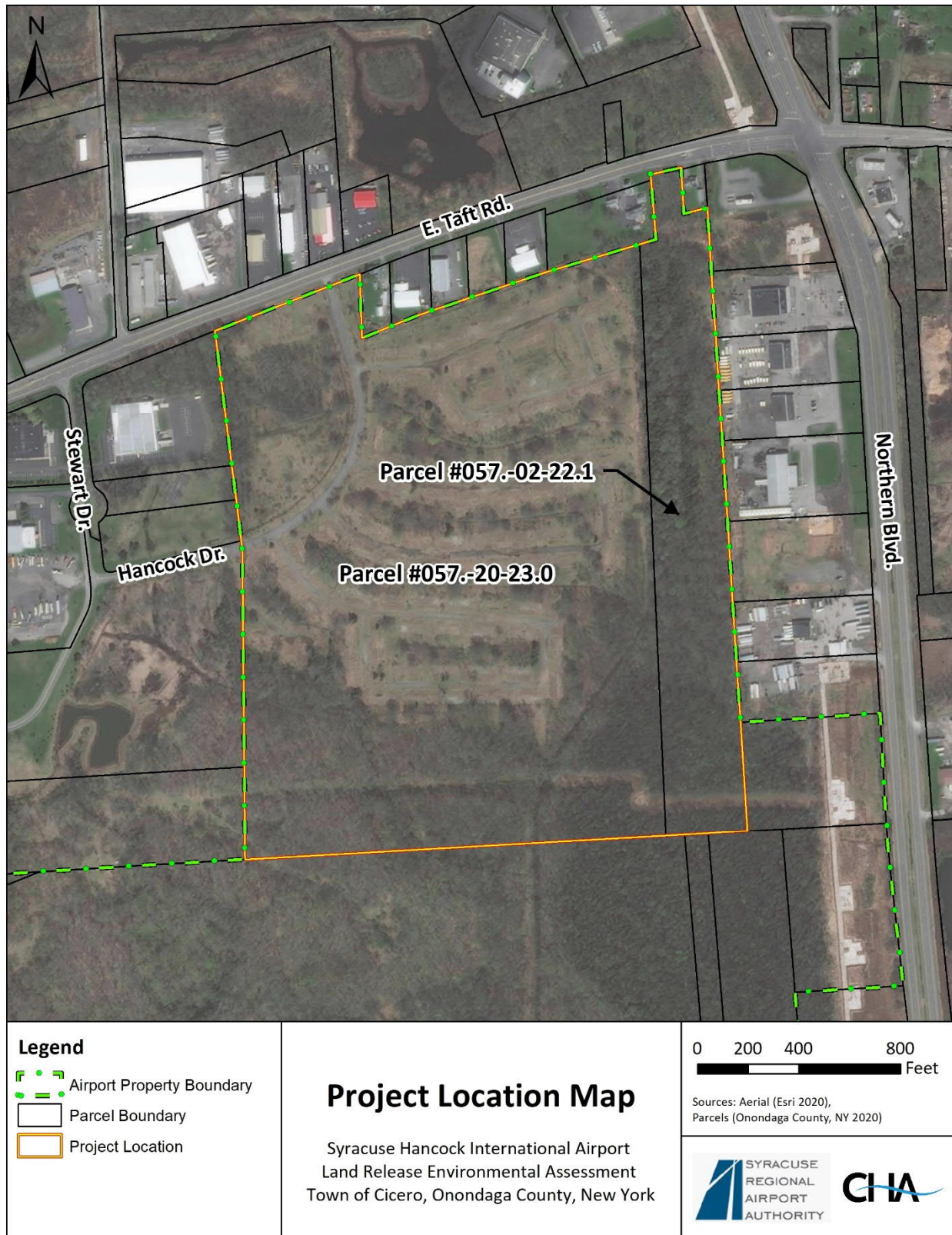
*Source: SYR Exhibit ‘A’ & Onondaga County Tax Map

Figure 1-1: Regional Location Map



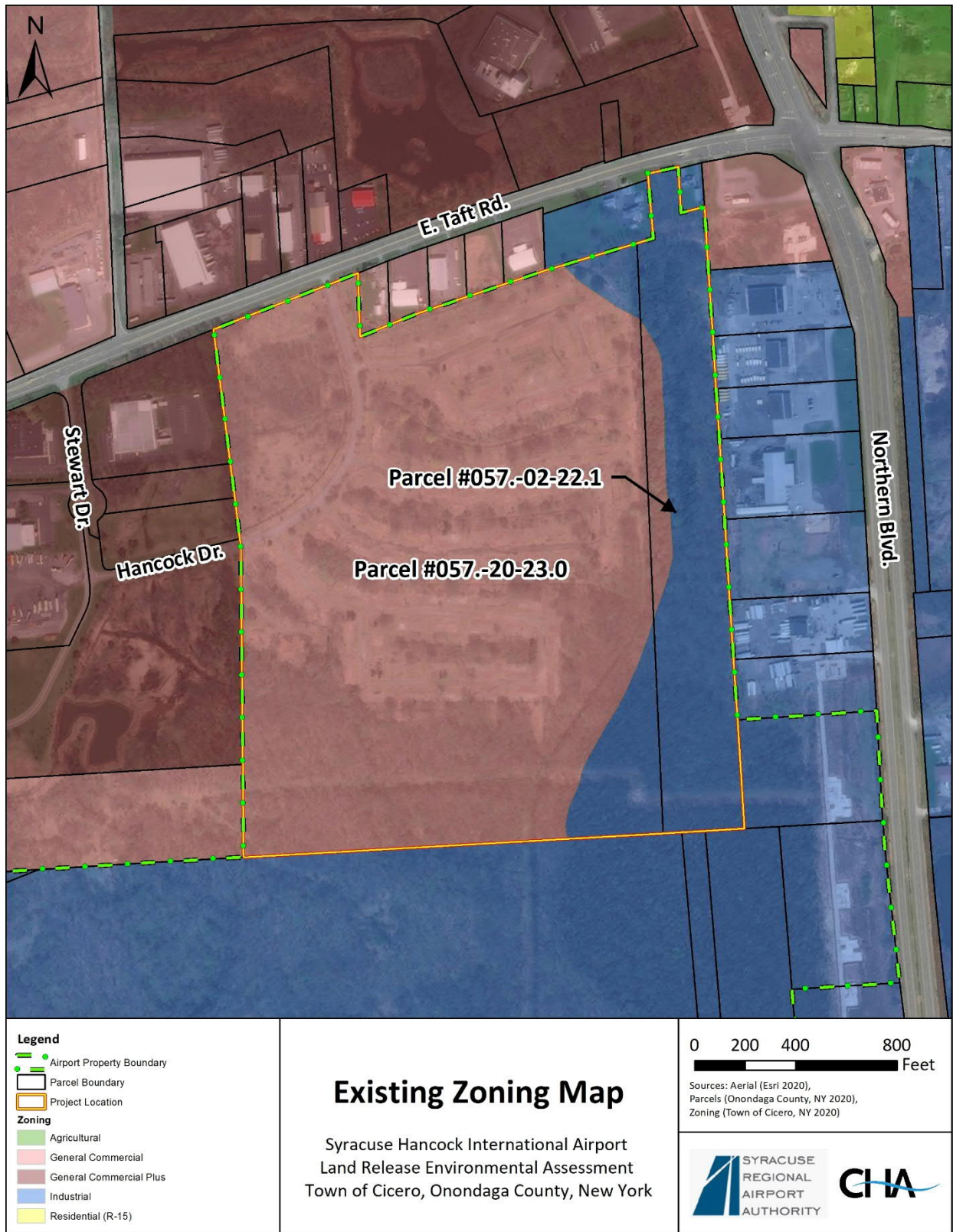
Source: CHA, 2020.

Figure 1-2: Project Location Map



Source: CHA, 2020.

Figure 1-3: Existing Zoning Map



Source: CHA, 2020.

2 PURPOSE AND NEED

According to FAA Order 1050.1F, Section 6.201(c), the Purpose and Need statement identifies the underlying purpose and need for the federal action. This section presents the problem being addressed and describes the Authority's objective with the proposed project, which is intended to:

- Develop existing vacant property to provide the Authority with additional revenue streams, which is consistent with the Authority's obligation to improve SYR's financial self-sufficiency pursuant to AIP Grant Assurance 24.
- Ensure any potential development is compatible with the Airport's obligation to maintain the safe and efficient operation of SYR.

2.1 PURPOSE FOR THE PROPOSED PROJECT

The purpose of the Sponsor's Proposed Action is to use surplus airport property for non-aeronautical development to provide the Authority with additional revenue streams. The subject parcels have been determined not to be needed for future airport/aviation development.

2.2 NEED FOR THE PROPOSED PROJECT

The need of the Sponsor's Proposed Action is to maintain a fee and rental structure for facilities on airport property to allow the Authority to be as self-sustaining as possible. By leasing the proposed release for non-aeronautical development, the Authority would apply the revenue earned towards supporting airport capital improvements and repair and operations activities that would benefit the Airport. Revenue earned from the land lease would benefit the Airport directly. Additionally, commercial development in this location could benefit the Airport and surrounding community economically.

2.3 REQUESTED FEDERAL ACTIONS

The Authority is requesting FAA approval for the release of 99 acres, specifically Parcel 57-02-23.0 (Exhibit 'A' Property Map parcel #24) and 57-02.22.1 (Exhibit 'A' Property Map parcel #55), from aeronautical use to non-aeronautical use, which the Authority plans to lease in the future for non-aeronautical commercial development. The Authority is also requesting the FAA review and approve the revised Airport Layout Plan (ALP) and Exhibit 'A' Property Map, reflecting the land release areas identified for potential development. The FAA's action to approve the release of aeronautical land use to non-aeronautical use is subject to compliance with the NEPA. In addition, the Authority is requesting the release of parcel 24 from the National Emergency Use Provision (NEUP) contained in a Surplus Property Agreement from conditions, reservations, and restrictions contained in AIP grants that would restrict the use of this land to aeronautical purposes. Parcel 40 was transferred from the United States of America to the Authority under the provisions of the Federal Property and Administrative Services Act of 1949 and the Surplus Property Act of 1944.

The FAA has determined, under Section 163(b) of the FAA Reauthorization Act of 2018, that the Agency has the legal authority to approve or disapprove the change in land use for Parcels 24 and 55. The FAA's authority to approve a release of sponsor obligations is a federal action subject to the National Environmental Policy Act (NEPA)

2.4 TIMEFRAME OF THE PROPOSED ACTION

The Airport expects to submit a Final EA and receive an environmental finding by September 2021. The Federal land release process is expected to be completed by the end of 2021. At this time, the Authority could begin to market and negotiate with potential developers to lease the property or portions of the property.

3 ALTERNATIVES ANALYSIS AND PROPOSED ACTION

This chapter of the EA addresses potential alternatives for the proposed land release from aeronautical use to non-aeronautical use by the Authority and the property's potential development as a connected action. NEPA and FAA Orders 5050.4B and 1050.1F require the consideration of alternatives commensurate with the purpose and need statement. The intent is to evaluate various options that address the recognized need so that potential environmental impacts can be analyzed and compared. This chapter presents the two options considered.

3.1 ALTERNATIVES UNDER CONSIDERATION

The alternatives were designed to meet the purpose and need, as discussed in Section 1. The Authority's release of approximately 99 acres from aeronautical use to lease for commercial use/non-aeronautical use will consider two alternatives: 1) No Action and 2) Land Release from Aeronautical Use to Non-Aeronautical Use.

3.1.1 Alternative 1: No Action Alternative

Under Section 1501.14(d) of Council of Environmental Quality (CEQ) regulations, a No Action Alternative must be analyzed. In the No Action Alternative, the Authority does not release the airport obligated land from aeronautical use to non-aeronautical use. Any potential non-aeronautical development of the property would not occur.

3.1.2 Alternative 2: Land Release from Aeronautical Use to Non-Aeronautical Use

The Land Release from Aeronautical Use to Non-Aeronautical Use Alternative is the Sponsor's Proposed Action. In Alternative 2, the Authority releases 99 acres, specifically Parcel 57-02-23.0 (Exhibit 'A' Property Map parcel #24) and 57-02.22.1 (Exhibit 'A' Property Map parcel #55) from aeronautical use to non-aeronautical use.

3.2 SPONSOR'S PROPOSED ACTION

The Sponsor's Proposed Action is the release of federally obligated airport property (99 acres) from aeronautical use to non-aeronautical use in the northeast corner of airport property. The release of the property would allow the Authority to enter into a ground lease with potential developers to construct a mixed-use area of light industrial/warehouse development in accordance with the Town of Cicero zoning. The proposed project would allow interested entities to construct facilities to meet their respective needs, provided the development is compliant with Federal Air Regulations Part 77 guidelines and is compatible with airport operations (i.e., would not complicate aviation operations). The Authority would not lease the parcels to new developers who would use the land for purposes that are incompatible with airport operations or that attract wildlife hazards. The Sponsor's Proposed Action would promote the Airport's financial self-sufficiency by generating non-aeronautical revenue through lease(s) after the property has gone through the federal release process.

Under the Sponsor's Proposed Action, new lessees could develop the site with non-aeronautical land use such as for warehouse/light industrial use. As part of each lease agreement, the Authority would include aviation easement(s) requiring new development to comply with FAR Part 77 restrictions to ensure that the development is compatible with Airport operations and meets FAA design standards for the continued safe and secure use of the property.

For the construction of buildings/facilities and supporting infrastructure to occur, the developer would need to apply for applicable permits from the State of New York, Onondaga County, and the Town of Cicero. These permits would include but not be limited to a land-disturbing activity permit (which includes the submittal of an erosion and sediment control plan), a building permit, and a New York Stormwater Pollution Prevention Plan (SWPPP) permit for construction activities. These permits include various stipulations such as coordination with federal and state agencies regarding any proposed development's potential environmental effects. Any potential developer

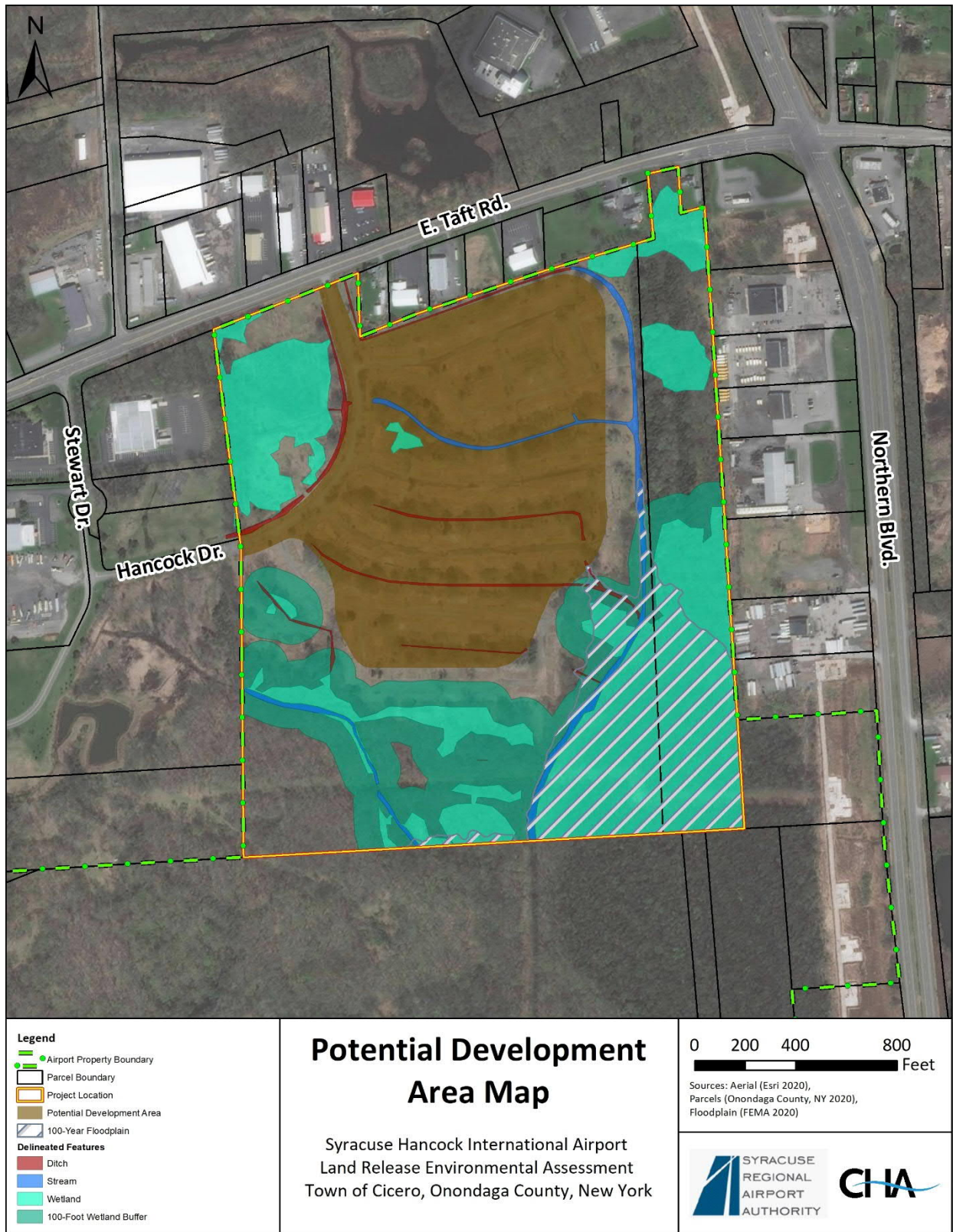
would be responsible for obtaining necessary permits and adhering to each permit's provisions. The applicable provisions that a potential developer would need to obtain are further discussed in the appropriate environmental resource categories in Section 3 of this EA.

The two parcels are within the Town of Cicero. Most of Parcel 24 is zoned General Commercial with a small portion zoned Industrial. In contrast, Parcel 55 is zoned mostly as Industrial, with small amounts of the parcel zoned as General Commercial. Early coordination and initial conversations with the Town of Cicero indicated that proposed development for light industrial and/or warehousing use would only be permitted within the Industrial zone; therefore, a zoning change would be required. The Town was amenable to such a zoning change and acknowledged that any zoning change request would follow the EA approval and when the actual development proposal is known (Appendix B).

For the purposes of this EA and to assess potential impacts from a land release that may lead to the development of the site, the potential developable property is shown in Figure 3-1. This developable area is shown to assess potential indirect impacts only. No approvals with the Town of Cicero or any other regulatory agency regarding a concept plan have been completed. The potential developer and/or the Authority would complete any permits, site plan approvals, and zoning changes only after completing the EA and finishing the land release process.

The developable area shown assumes future development would avoid and minimize impacts to floodplains, wetlands, wetland buffers, and tree clearing to the extent practicable. It was also developed using the zoning ordinances and bulk regulations for an Industrial zoning designation. The Industrial District's bulk regulations include a minimum lot area of 20,000 SF, maximum coverage of 40%, and a maximum building height of 60 feet.

Figure 3-1: Potential Development Area Map



Source: CHA, 2020.

4 AFFECTED ENVIRONMENT & ENVIRONMENTAL CONSEQUENCES

This chapter describes the environment that may be affected by the Proposed Action (referred to as “the project”). It describes the potential environmental, social, and economic impacts associated with the Proposed Action. This analysis was conducted in accordance with FAA Order 5050.4B “*National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*,” FAA Order 1050.1F “*Environmental Impacts: Policies and Procedures*,” and applicable federal and state environmental regulations. Based on the information in this chapter, coordination with federal and state agencies, and review of public comments, the FAA will determine if the Proposed Action would involve significant impacts. The FAA will also ensure that the document presents a full, accurate, and fair assessment of the Proposed Action’s environmental consequences. Anticipated permit requirements and a potential impact summary are provided at the end of the chapter.

Consistent with the FAA Orders 5050.4B and 1050.1F, the following impact categories are addressed:

- Air Quality
- Biological Resources
- Climate
- Coastal Resources
- Department of Transportation Act, Section 4(f)
- Farmlands
- Hazardous Materials, Solid Waste, and Pollution Prevention
- Historical, Architectural, Archaeological, and Cultural Resources
- Land Use
- Natural Resources and Energy Supply
- Noise and Noise Compatible Land Use
- Socioeconomics, Environmental Justice, Children’s Environmental Health and Safety Risks
- Visual Effects
- Water Resources

4.1 AIR QUALITY

Under the Clean Air Act (CAA), the U.S. Environmental Protection Agency (EPA) developed the National Ambient Air Quality Standards (NAAQS) for six common air pollutants: carbon monoxide (CO), nitrogen dioxide (NO₂), ozone (O₃), particulate matter (PM), sulfur dioxide (SO₂), and lead (Pb). Nitrogen oxides (NO_x) and volatile organic compounds (VOC) are regulated as precursors to ozone. In accordance with the CAA, all areas within New York are designated with respect to compliance or degree of non-compliance. These designations are either attainment, nonattainment, or maintenance. An area with air quality better than the NAAQS is designated as “attainment;” an area with air quality worse than the NAAQS is designated as “nonattainment.” Nonattainment areas are further classified as extreme, severe, serious, moderate, or marginal.

4.1.1 Affected Environment

The project area is located in Onondaga County, which is a part of the Central New York Intrastate Air Quality Control Region [40 CFR 81, Subpart B, §81.127]. Onondaga County is in attainment for all criteria pollutants.

4.1.2 Environmental Consequences

Two primary regulations apply to air quality: NEPA and the CAA. The need for an air quality assessment to satisfy NEPA depends on the nature of the project, the project area’s nonattainment status, and the size of the airport. The CAA amendments of 1990 include provisions to ensure that emissions from federally funded actions within nonattainment areas comply with the goals and objectives of the State Implementation Plans (SIP) for the state

where the project is located. Under the NEPA, the impact of a proposed action on air quality must be assessed by evaluating the impact of the proposed action on the NAAQS. According to the FAA's Emissions and Air Quality Handbook, Version 3, an operational emissions inventory is designed to quantify the amounts of criteria pollutant emissions associated with operational activity in the proposed project/action. The results are typically expressed in tons/year segregated by pollutant type, emission source [e.g., aircraft engines, Auxiliary Power Units (APU), and Ground Service Equipment (GSE)], and alternative. There will be no changes in operations, GSE equipment, APU usage, or the number of people traveling to/from the Airport due to the Sponsor's Proposed Action. Therefore, an air quality assessment for NEPA is not required.

The CAA establishes regulations that apply to federally funded projects. These rules and regulations are intended to prevent the federal government from approving or funding a project that will not comply with the SIP. SIPs are developed to ensure that federal air quality standards will be met and maintained through the states. The rules established in the CAA, specifically the General Conformity Rule, apply to airport improvement projects when an airport is within a nonattainment or maintenance area for any of the criteria pollutants. General Conformity refers to the specific requirements under Section 176(c) of the CAA for federal agencies other than the Federal Highway Administration and the Federal Transit Administration. Applicability of the General Conformity Rule is dependent on whether construction emissions will affect attainment as outlined in the SIP. The threshold levels, or de minimis levels, for each criteria pollutant are established under the CAA to determine if a proposed action could affect attainment status. Since the County is in attainment for all criteria pollutants, a General Conformity analysis under 40 CFR 93, Subpart B is not required. The study area is limited to the parcels proposed for release.

4.1.2.1 No Action Alternative

The No Action Alternative would have no impact on air quality as the parcels would remain aeronautical and would not be released from federal obligations.

4.1.2.2 Sponsor's Proposed Action

According to FAA Order 1050.1F Desk Reference, the significance threshold for air quality is "*The action would cause pollutant concentrations to exceed one or more of the National Ambient Air Quality Standards (NAAQS), as established by the Environmental Protection Agency under the Clean Air Act, for any of the time periods analyzed, or to increase the frequency or severity of any such existing violations.*"

The release of airport property from aeronautical to non-aeronautical use would not directly cause or create an increase in emissions. An indirect effect of the Sponsor's Proposed Action may increase emissions during the construction of future development projects by others and day-to-day access of the developments once in operation. The development is not anticipated to have the potential to impact air quality on a regional basis. The potential for regional air quality impacts is associated with larger-scale projects, such as power plants or other facilities involving significant fossil fuel combustion or raw materials processing. Therefore, any indirect air quality impacts from future development would be localized in the vicinity of the project area and related to vehicle and truck traffic and heating and cooling systems. Given that the current zoning would not allow for heavy industrial activities or power generating plants, no state air quality permitting is anticipated for future development projects at this site.

Any quality impacts from future development would be limited to short-term increases in fugitive dust, particulates, and localized pollutant emissions from construction vehicles and equipment. All construction equipment would be properly maintained and outfitted with emission-reducing exhaust equipment. Diesel construction vehicles typically use selective catalytic reduction (SCR) and/or diesel particulate filters (DPF) to control emissions as required by EPA emission standards. Adherence to an SWPPP would mitigate any potential impacts from dust. The SWPPP would be prepared prior to construction.

There will be no significant impact on air quality from the Sponsor's Proposed Action.

4.2 BIOLOGICAL RESOURCES

Section 7(c) of the Endangered Species Act (ESA) of 1973 (16 USC 1531 et seq.) requires that the potential impacts to rare, threatened, and endangered species of flora and fauna and their critical habitats be identified to avoid adverse impacts on these species. Federally listed species include those designated as threatened, endangered, or candidate species by the U.S. Fish and Wildlife Service (USFWS). Impacts on state-listed animals or plants or significant natural communities must also be assessed.

4.2.1 Affected Environment

The majority of the developable area on the proposed parcels for release is a vacant urban lot that was previously the site of the 174th Barracks. Other habitats within the parcels are common reed marsh, floodplain forest, red maple hardwood swamp, shrub swamp, spruce/fir forest, and successional southern hardwoods.

4.2.1.1 Federally Protected Species

The United States Fish and Wildlife Service (USFWS) Information for Planning and Conservation (IPaC) website was reviewed for federally listed species. No critical habitats were identified within the project area; however, the website indicated that the following species are potentially affected by activities at the project site (Appendix C):

- Indiana Bat (*Myotis sodalis*), endangered
- Northern Long-eared Bat (*Myotis septentrionalis*), threatened
- Eastern Massasauga (*Sistrurus catenatus*), threatened

C&S Companies (C&S) performed a rare, threatened, and endangered species habitat assessment of the parcels in April and May of 2019 to determine if the site's habitats could support the species listed above (Appendix C). CHA biologists performed a site visit in October 2020 to verify the results of the C&S findings. The C&S analysis identified that the site contains suitable summer Indiana and northern long-eared bat roosting and foraging habitat but does not provide winter habitat (i.e., hibernacula). The forested areas outside of the proposed potential development area (Figure 3-1) are described as having both limited and high roosting and foraging potential, varying by location. A total of 22 potential roost trees for Indiana and northern long-eared bats were identified, and all are located outside of the potential development area.

According to the New York (NY) Natural Heritage Program (NHP), the site is not within 0.25 mile of a hibernaculum or 150 feet of a known maternity roost. As a result, C&S concluded that no avoidance or minimization measures are required to maintain consistency with the ESA and the 4(d) rule established by the USFWS concerning the northern long-eared bat, and that impacts to Indiana bat would need to be addressed when any potential development is identified.

Regarding the eastern massasauga, the C&S report concluded that the closest known population to the site is in the Cicero Swamp Wildlife Management Area (Cicero Swamp). This population has been widely studied and is primarily found within a 37-hectare (91.4-acre) peatland shrubland core area located in the swamp's northwest corner. C&S Companies concluded that the site does not contain wetlands characteristic of the primary habitat for massasauga or gravid females. Therefore, the project would not affect habitat potentially used by gravid females or serve as potential hibernacula. They further concluded that on-site habitat could be used by foraging snakes. However, based on estimated home ranges of massasauga in Cicero Swamp, the snakes are not expected to move great distances from the core area. For instance, the greatest mean range lengths are estimated at 0.75

miles for non-gravid females, 0.5 miles for males, and 0.18 miles for gravid females. The site is located >1.7 miles from the core area in Cicero Swamp.

4.2.1.2 State Protected Species

The New York State Department of Environmental Conservation (NYSDEC) Environmental Resource Mapper (ERM) was reviewed. No state threatened or endangered species are mapped within the project area (Appendix C).

4.2.1.3 Essential Fish Habitat

Based on a review of the National Oceanic and Atmospheric Administration (NOAA) National Marine Fisheries Service Essential Fish Habitat (EFH) Mapper, there are no EFHs, Habitat Areas of Particular Concern, or EFH areas protected from fishing located within the project area.

4.2.1.4 Migratory Birds

The project has been evaluated for its potential to affect bird species of concern in accordance with the Migratory Bird Treaty Act of 1918 (MBTA, U.S.C. §§ 703-712). The IPaC identified the following list of Birds of Conservation Concern (Appendix C) that may be affected by the proposed project:

- Bald Eagle (*Haliaeetus leucocephalus*)
- Black-billed Cuckoo (*Coccyzus erythrophthalmus*)
- Bobolink (*Dolichonyx oryzivorus*)
- Canada Warbler (*Cardellina canadensis*)
- Cerulean Warbler (*Dendroica cerulea*)
- Snowy Owl (*Bubo scandiacus*)
- Wood Thrush (*Hylocichla mustelina*)

4.2.2 Environmental Consequences

According to the FAA Order 1050.1F Desk Reference, the threshold of significance to biological resources would occur when "The U.S. Fish and Wildlife Service or the National Marine Fisheries Service determines that the action would be likely to jeopardize the continued existence of a Federally-listed threatened or endangered species, or would result in the destruction or adverse modification of federally-designated critical habitat."

4.2.2.1 No Action Alternative

The No Action Alternative would have no impact on federally or state projected species, critical habitat, essential fish habitat, or migratory birds.

4.2.2.2 Sponsor's Proposed Action

The Sponsor's Proposed Action will have no direct effect on biological resources and would not jeopardize the existence of federally listed species. However, the USFWS IPaC website indicated that the Indiana bat, northern long-eared bat, and eastern massasauga could be present. No critical habitats were identified within the project area (Appendix C). The C&S studies have indicated that any future development on the site with the developable area depicted in Figure 3-1 would not impact such species. When the site is developed, sapling and tree removal is anticipated to occur during the winter months (October 1 through March 31) to avoid potential direct impacts on bats. If the parcels are developed in the future, additional coordination may be required with USFWS after the development and limits of disturbance are known. Eastern massasaugas rattlesnakes are not anticipated to occur within the project areas. Therefore, the project is expected not to affect the eastern massasauga.

There are no EFHs, Habitats Areas of Particular Concern, or EFH areas protected from fishing located within the project area. Additionally, the NYSDEC ERM indicated that no state threatened, or endangered species are mapped within the project area (Appendix C).

Section 4.2.1.4 provided the USFWS' Birds of Conservation Concern list. Of the seven species of migratory birds listed as Birds of Conservation Concern, no suitable habitat is present within the project area for the bobolink, Canada warbler, or snowy owl. The bobolink needs large tracts of open habitat, such as grasslands, which are not present. Canada warblers breed in mixed conifer and deciduous forest with a shrubby and mossy understory. The forested portions of the project area lack the mossy understory. Snowy owls breed in the tundra but migrate to large areas of open habitat within New York during the winter to forage. The project area's open habitats are too fragmented with woody vegetation to attract snowy owls during the winter on more than a transient basis. Impacts to bobolink, Canada warbler, and snowy owl from the Proposed Action are not anticipated.

The project area could potentially support bald eagles. The open areas provide habitat that bald eagles could use on a transient basis for foraging and resting, and the large trees within the forested portion of the project area could support bald eagle nesting. While the potential developable area of the parcels proposed for release is located entirely within the fragmented, previously impacted portion of the demolished barracks, any future development would increase human presence and reduce the adjacent remaining forest's suitability for bald eagle nesting.

The forested and shrubby thickets within the project area provide suitable nesting and foraging habitat for the black-billed cuckoo. The Proposed Action would directly impact the linear patches of shrubs with scattered tall trees that provide potential black-billed cuckoo nesting habitat.

The mature deciduous forest in the southern portion of the project area provides suitable nesting and foraging habitat for the Cerulean warbler and wood thrush. Additionally, the nearby linear patches of shrubs with scattered tall trees would also provide habitat for wood thrush if nesting nearby. Any proposed development on the parcels is not anticipated to impact the mature deciduous forest, so it should not impact the core potential Cerulean warbler or wood thrush habitat.

The parcels' future development would require vegetation removal to occur during the winter outside the breeding season for black-billed cuckoo, Cerulean warbler, and wood thrush. Bald eagles nest during the winter; however, there are no NYSDEC records of them nesting within the project area, and CHA biologists did not observe any bald eagles or their nests during the October 2020 site visit. Therefore, indirect impacts on bald eagles from the Sponsor's Proposed Action are not anticipated.

Because the Sponsor's Proposed Action may result in an increase in nearby development and human presence, it could indirectly reduce the suitability of the remaining adjacent forested habitats to support black-billed cuckoo, Cerulean warbler, wood thrush, and bald eagle. It is important to note that the site has a long history of being developed. Only within recent years did site use discontinue, and structures were removed. Redevelopment of the site is not likely to significantly impact the site's potential use by migratory birds.

4.3 CLIMATE

4.3.1 Affected Environment

Carbon dioxide (CO₂) and other greenhouse gases (GHGs) are released into the air when fossil fuels are used to generate electricity, used in furnaces, or used to power aircraft and vehicles. CO₂ makes up the majority of GHG emissions, with lesser contributions from nitrous oxide (N₂O), methane (CH₄), and other compounds such as hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆).

4.3.2 Environmental Consequences

Although there are no federal standards for aviation-related GHG emissions, it is well-established that GHG emissions can affect climate. The Council of Environmental Quality (CEQ) has indicated that climate should be considered in NEPA analyses. As per the 1050.1F Desk Reference, the CEQ has noted, "*it is not currently useful for the NEPA analysis to attempt to link specific climatological changes, or the environmental impacts thereof, to the particular project or emissions; as such direct linkage is difficult to isolate and to understand.*"

4.3.2.1 No Action Alternative

There would be no release from aeronautical to non-aeronautical use as part of No Action Alternative; therefore, there would be no impact on GHGs.

4.3.2.2 Sponsor's Proposed Action

The Sponsor's Proposed Action would not result in a direct increase in GHG emissions. The extent and specific type of development that could take place on the released property is not known at this time. Therefore, the potential increase in GHG emissions compared to the No Action Alternative cannot be quantified. Development that may occur from the Sponsor's Proposed Action could increase GHG from new development, an increase in traffic, and temporary construction emissions. As stated in Section 4.1.1, the project area is in attainment for all criteria pollutants.

4.4 COASTAL RESOURCES

4.4.1 Affected Environment

The New York State Coastal Management Program protects the state's valuable natural and human-made resources. Based on a review of the New York State Coastal Boundary Map, the project area is not located within a designated Coastal Zone. Additionally, based on a review of the Coastal Barrier Resources System Mapper, the project area is not within an area mapped as coastal barrier.

4.4.2 Environmental Consequences

No specific thresholds regarding impact significance have been established in FAA Order 1050.1F. The FAA does follow the regulations outlined in Title 15 CFR Part 930, *Federal Consistency with Approved Coastal Management Programs*. Any federal action is subject to the Coastal Zone Management Act's (CZMA) federal consistency requirements. A Proposed Action cannot be approved if a state with an approved Coastal Zone Management Program (CZMP) objects unless other specified actions are taken.

4.4.2.1 No Action Alternative

There are no coastal resources within the project area; therefore, there would be no impact on coastal resources.

4.4.2.2 Sponsor's Proposed Action

The project area is not located within a designated coastal zone or an area mapped as coastal barrier. Therefore, there would be no impact on designated coastal areas due to the Proposed Action. No additional evaluation is necessary.

4.5 DEPARTMENT OF SECTION ACT, SECTION 4(F)

Section 4(f) of the Department of Transportation (DOT) Act of 1966 (recodified in 1983 as Title 49, Section 303(c) of the United States Code (USC)) provides for the protection of publicly owned recreational resources and historic sites. The act requires the analysis of potential impacts on these resources arising from DOT actions.

4.5.1 Affected Environment

Resources protected under Section 4(f) include public parks and recreation areas, wildlife and waterfowl refuges, and management areas of national, state, or local significance. Section 4(f) also applies to historic sites of national, state, or local significance as determined by the official jurisdiction over these historic resources. Such sites include those that are listed or eligible for inclusion in the National Register of Historic Places (NRHP), as well as those identified by appropriate state or local agencies as having historic significance.

- **Public Parks & Recreation Areas:** A review of online mapping and field reconnaissance indicates the closest public park or recreation area is Skyway Park, located on E Taft Road, approximately one mile west of the proposed land release parcels.
- **Wildlife Management Areas:** Based on mapping resources (www.wilderness.net and www.nationalatlas.gov), there are no national forests or wilderness areas near the project area. According to the New York State Department of Environmental Conservation (NYSDEC), the Cicero Swamp Wildlife Management Area is approximately 0.7 aerial miles to the northeast of the land release parcels.
- **Historic Sites:** Section 106 of the National Historic Preservation Act of 1966 (NHPA), as amended, affords protection of historic sites on or eligible for inclusion in the NRHP. Lastly, based on a review of the New York State Office of Parks, Recreation and Historic Preservation (NYSOPRHP) Cultural Resource Information System (CRIS) (Appendix D), no historic sites were identified.

4.5.2 Environmental Consequences

According to FAA Order 1050.1F Desk Reference, "a Section 4(f) use would occur if the proposed action or alternative(s) would involve an actual physical taking of Section 4(f) property through purchase of land or a permanent easement, physical occupation of a portion or all of the property, or alteration of structures or facilities on the property." Use, within the meaning of Section 4(f), includes not only the physical taking of such property but also "constructive use." The concept of constructive use is that a project that does not physically use land in a park, for example, may still, by means of noise, air pollution, water pollution, or other impacts, dissipate its aesthetic value, harm its wildlife, restrict its access, and take it in every practical sense. Constructive use occurs when a project's impacts on Section 4(f) property are so severe that the activities, features, or attributes that qualify the property for protection under Section 4(f) are substantially impaired. Prudent and feasible alternatives must first be considered before approving a use.

4.5.3 No Action Alternative

Since there are no Section 4(f) resources within or near the proposed land releases, the No Action Alternative would have no impact on Section 4(f) lands.

4.5.3.1 Sponsor's Proposed Action

The Sponsor's Proposed Action would have no impact on Section 4(f) resources. There are no 4(f) lands on or near the proposed land release parcels.

4.6 FARMLANDS

4.6.1 Affected Environment

The Farmland Protection Policy Act (FPPA) of 1981 authorizes the U.S. Department of Agriculture (USDA) to develop criteria for identifying the effects of federal programs on converting farmland to non-agricultural uses. The prime and unique farmland regulations require that the USDA determine whether land affected by any proposed action is prime and unique farmland. If the proposed project involves acquiring farmland that would be converted to non-agricultural use, it must be determined whether the FPPA protects any of that land.

The Natural Resource Conservation Service (NRCS) within the USDA has established guidelines under the FPPA for federal activities that involve directly undertaking, financing, or approving a project that would impact farmland soils. The guidelines recognize that farmland quality varies based on soil conditions and places a higher value on soils with high productivity potential. To preserve these highly productive soils, the NRCS classifies soil types as prime farmland, farmland of statewide importance, farmland of local importance, or unique farmland. The NRCS requires that soils in these categories be given proper consideration before they are converted to non-farming uses by federal programs. The NRCS policy and procedures on prime and unique farmland are published in the Federal Register (Volume 43, No. 21, January 31, 1978). According to Web Soil Survey from the NRCS (Appendix E), the following soil types were identified as farmland of statewide importance mapped within the project area:

- Croghan loamy fine sand (CrB)
- Lamson very fine sandy loam (Lm)

The following soil types have been identified as prime farmland or prime farmland if drained:

- Collamer silt loam (ChA)
- Niagara silt loam (NgA)- if drained
- Minoa fine sandy loam (MtA)- if drained

Based on a review of the 2010 Census Bureau Map of Urbanized Areas, the project area is mapped as urban. Additionally, the site was previously developed and is not currently being used for agricultural purposes.

4.6.2 Environmental Consequences

The FAA considers the significance threshold for farmlands when the total combined score of the Form AD-106 (Farmland Conversion Impact Rating) ranges between 200 and 260 points. Another factor the FAA considers when evaluating impacts is the conversion of important farmlands to non-agricultural uses.

4.6.2.1 No Action Alternative

The No Action Alternative would not impact prime or unique farmland.

4.6.2.2 Sponsor's Proposed Action

As previously stated, the parcels proposed for aeronautical releases are mapped as "urban." Based on this information, the NRCS indicated in a letter dated October 20, 2020, that the proposed project is exempt from review and does not require the submission of a Farmland Conversion Impact Rating Form AD-1006 as per the FPPA (Appendix F). The Proposed Action would not involve converting farmland to non-agricultural uses; therefore, there would be no impact on farmland, and no additional evaluation is necessary.

4.7 HAZARDOUS MATERIALS, SOLID WASTE, & POLLUTION PREVENTION

Hazardous materials are products or waste regulated by the EPA and NYSDEC. These include substances regulated under the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA), the Resource Conservation and Recovery Act (RCRA), and regulations for solid waste management, above-ground storage tanks, and underground storage tanks (USTs).

In March 2020, C&S completed a Phase I Environmental Site Assessment (ESA) of the parcels proposed for release (Appendix G). The Phase I ESA indicated that a large volume of debris was observed along the southeast boundary of the project area, including precast concrete debris, a truck fuel tank, two 275-gallon home heating oil style fuel tanks, four to six 55-gallon steel drums, asphalt shingles, 25 to 30 tires, and carpet. In October 2020, CHA completed additional analysis by undertaking a surface and shallow subsurface soil investigation in the debris area identified during the C&S Phase I ESA. CHA collected four shallow subsurface soil samples from the debris area in a transect along the debris area. Four surface soil samples were collected from areas beneath or directly

downgradient of identified 55-gallon drums or steel tanks that previously contained chemical or petroleum products. The samples were analyzed for volatile organic compounds (VOCs), semi-volatile organic compounds (SVOCs), and Resource Conservation and Recovery Act (RCRA) 8 Metals.

Results indicated no VOCs or SVOCs were found at concentrations exceeding the NYSDEC's Part 375 Unrestricted Use Soil Cleanup Objectives (SCOs), the guidance values for sites outside a regulatory program. No significant petroleum or solvent-related contamination was identified in association with the tanks, 55-gallon drums, concrete debris, and tires found in the debris area on the subject site's eastern perimeter. Relatively low metal contamination was detected in the soil samples collected from the debris area. However, the metal concentrations detected in the shallow subsurface soil samples were at concentrations below the Unrestricted Use SCOs. Metal concentrations in three of the four surface soil samples collected were present at concentrations slightly above the Unrestricted Use SCOs. The metals detected in the surface soil samples are potentially associated with the soils' direct contact with the steel and other metal debris identified on the site. However, the concentrations are not significantly higher than the Unrestricted Use SCOs and, in general, are not considered to pose a significant threat to the environment or human health. The results are described in the Soil Investigation Report included in Appendix G.

At the time of the investigation, no suspect asbestos-containing materials or other hazardous materials were identified in the debris area. Therefore, no samples were collected to analyze for asbestos or other hazardous materials. This investigation's results are described in the Hazmat Letter Report included in Appendix G.

4.7.1 Environmental Consequences

According to FAA Order 1050.1F's Desk Reference, the FAA has not established a significance threshold for hazardous materials, solid waste, or pollution prevention. The Sponsor's Proposed Action and the No Action were reviewed to determine if the following would occur: *"violate hazardous waste or solid waste regulations, produce a significant amount of hazardous waste, impact a contaminated site, or impact the human health and environment."*

4.7.1.1 No Action Alternative

A land release would not occur with the No Action Alternative. If left undeveloped, there would be no impact associated with hazardous materials due to potentially disturbing or coming into contact with these materials.

4.7.1.2 Sponsor's Proposed Action

There would no direct impacts to hazardous materials or solid waste generation by the Sponsor's Proposed Action. The indirect effect of any future development of the property could generate solid waste. The new developer would properly manage and dispose of solid waste per New York's Solid Waste Management Regulations. Any new lessee or their contractor(s) will be required to remove and properly dispose of all waste materials that may result from all construction activities and operations. Any potential development would not impact the area of debris identified in the Phase I ESA and the subsequent soil sampling as it is not located in the developable area of the parcels.

The Sponsor's Proposed Action would not violate regulations; does not involve a known contaminated site; would not produce hazardous waste; would not generate a different type or quality of solid waste, use a different collection method or exceed local capacity; and would not adversely affect human health and the environment.

4.8 HISTORICAL, ARCHITECTURAL, ARCHEOLOGICAL, AND CULTURAL RESOURCES

Section 106 of the NHPA of 1966 protects properties listed or determined to be eligible for inclusion in the NRHP. The NHPA requires federal agencies to consider the effects of their undertakings on historic properties and to consult with the State Historic Preservation Office (SHPO) and other parties to develop and evaluate alternatives and modifications to the undertaking that could avoid or minimize potential impacts to historic resources. The

New York State OPRHP is the SHPO in New York responsible for maintaining historical, archaeological, and cultural resources sites throughout the state.

4.8.1 [Affected Environment](#)

The New York State OPRHP Cultural Resource Information System (CRIS) was reviewed for cultural resources within the Area of Potential Effect (APE), which has been identified as the parcels proposed for release (Appendix D). The CRIS indicates that most of the project area is within an area designated as archeologically sensitive. No National Register-listed or eligible properties are mapped within or adjacent to the project area. In addition, as part of the 2019 C&S environmental inventory of the parcels, informal coordination was sent to SHPO (Appendix D). In April 2019, the SHPO determined that no historic properties will be affected (Appendix D).

Based on a review of the Bureau of Indian Affairs map of Indian Lands of Federally Recognized Tribes of the United States, there are no mapped lands within the project area. However, based on a review of the NYSOPRHP map of Indian Nation Areas of Interest, Onondaga County falls within areas for the Onondaga and Tuscarora Indian Nations. While the project area falls within Indian Nation' Areas of Interest, the developable portion of the project area is previously disturbed and no resources are anticipated to present

4.8.2 [Environmental Consequences](#)

If the potential for an adverse effect on a cultural resource is identified, the action's effects are evaluated and determined through the Section 106 consultation process with the SHPO. Examples of adverse effects include physical destruction of a resource, damage, or alteration of a resource; removal of the property from its historic location; change of the character of the property's use or physical features within the property's setting; or an introduction of visual or audible elements that diminish the integrity of the property's significant historic features.

4.8.2.1 [No Action Alternative](#)

The No Action Alternative will have no direct or indirect impact on historical, architectural, archeological, or cultural resources.

4.8.2.2 [Sponsor's Proposed Action](#)

Section 106 of the NHPA requires federal agencies to review the potential effects of a proposed project on cultural resources. Through consultation, agencies identify historic properties within or adjacent to the project area and find ways to avoid, minimize or mitigate the identified resource's potential effects while accommodating the proposed project.

A majority of the project area was submitted to the NYSOPRHP for review in April 2019. The NYSOPRHP responded in a letter dated April 29, 2019, indicating that no historic properties will be affected by the undertaking (Appendix D). However, the Proposed Action extends further south than the area the NYSOPRHP reviewed initially. Therefore, the Proposed Action was resubmitted by the FAA to the NYSOPRHP for review on February 4, 2021. In a letter dated February 12, 2021, the NYSOPRHP indicated the Proposed Action would not affect historic properties (Appendix D).

In accordance with 36 CFR §800.8(3) (c), the EA will use the NEPA process to fulfill the requirements of Section 106. As such, the public notice for the Draft EA will serve as the notice of availability for the No Historic Properties Affected finding.

4.9 LAND USE

4.9.1 [Affected Environment](#)

The parcels proposed for release are located northeast of the airfield, along the south side of E Taft Road. The project area is currently undeveloped; however, the majority of the two parcels were previously occupied by U.S. Air Force barracks, which were demolished. Although airport property, the parcels are located within the Town of

Cicero with the southern parcel lines abutting the Town of DeWitt. According to the Town of Cicero Zoning Map, most of the project area is zoned as General Commercial, and a small area is zoned as Industrial (Figure 3-1).

CHA completed a field investigation in October 2020 to verify the land uses along the road corridors in the project parcels' vicinity. The land uses are low-profile (1-story) commercial and some light industrial buildings and highway commercial uses (gas stations). This is typical suburban strip development but generally at a low density.

4.9.2 Environmental Consequences

The FAA has not established a significance threshold for land use. Typically, the FAA cannot approve project funding or FAA actions unless the proposed action is consistent with public agencies' planned development of the area where the project is located. Additionally, determining whether a significant impact exists for land use is often dependent on impacts of the Proposed Action or alternatives on other environmental resource categories. This document's evaluation is limited to any land use changes that would impact or conflict with local land use plans, zoning, or planned development.

4.9.2.1 *No Action Alternative*

The No Action Alternative would cause the parcels to remain obligated only to be used for aeronautical land uses. The parcels would remain in their current condition until a future aeronautical development was proposed.

4.9.2.2 *Sponsor's Proposed Action*

The Sponsor's Proposed Action would not change the current land use; however, it would change the site's development potential. A land release would make the land available for lease or sale as a commercial site. The Airport intends to lease the property for warehouse/light industrial uses. Most of the proposed parcels for release are currently zoned as General Commercial with a small Industrial area. A review of the Town of Cicero zoning regulations indicates that to develop the site as warehouse/light industrial, a zoning change from General Commercial to Industrial would be required for the parcels. Some of the allowable uses in the Town's Industrial zone include:

- Manufacturing
- Warehousing and Distribution Facilities
- Trucking Terminals
- Sales, Service, and/or Repair of Heavy Equipment or Machinery
- Contractor's Storage Yard
- Automotive Repair and/or Garage Facilities
- Public Utility Facilities
- Public Storage

The Industrial District's bulk regulations include a minimum lot area of 20,000 SF and maximum coverage of 40% with a maximum building height of 60 feet. The Town of Cicero indicated in correspondence (dated December 9, 2020) that the proposed development of warehousing and/or logistic facilities would be compatible with non-aeronautical use of the property (Appendix B). Additionally, the town generally supports the project; however, if and when the Authority obtains a development proposal, the developer would be required to submit a zoning change request and site development plan according to the Town's regulations.

As discussed in Section 3.2, the Proposed Action is the release of federally obligated airport property from aeronautical use to non-aeronautical. The release of the property would allow the Authority to enter into a ground lease with potential developers to construct a mixed-use of light industrial/warehouse development in accordance with the Town of Cicero zoning. For the construction of buildings/facilities and supporting infrastructure to occur, the developer would need to apply for applicable permits from the State of New York, Onondaga County, and the Town of Cicero. Any permits, site plan approvals, and zoning changes would be completed by the potential

developer and/or the Authority after the EA is completed, and the land release process is finished. As part of each lease agreement, the Authority would include aviation easement(s) requiring new development to comply with FAR Part 77 restrictions to ensure that development is compatible with Airport operations and meets FAA design standards for the continued safe and secure use of the property.

4.10 NATURAL RESOURCES & ENERGY SUPPLY

The NEPA regulations that address the use of energy and natural resources are discussed in FAA Order 5050.4B and FAA Order 1050.1F. The CEQ Regulations (CFR Title 40, Section 1502.16(e) and (f)) specify that the environmental effects of a Proposed Action and its reasonable alternatives should include an assessment of each alternative's energy requirements, energy conservation, and the use of natural or consumable resources.

4.10.1 Affected Environment

Airport operations require energy in the form of electricity, natural gas, aviation fuel, diesel fuel, and gasoline to power, cool, heat, and provide lighting. Energy requirements associated with airport development generally fall into two categories: stationary facilities (terminal and other buildings) and aircraft operations. Stationary facilities use utility energy (electric energy and natural gas) to provide lighting, cooling, heat, and hot water to buildings, the airfield, and parking areas. Aircraft operations consume fuel to operate the aircraft and power GSE that service the aircraft. Finally, natural resources, such as sand, gravel, water, wood, concrete, asphalt, and steel, are typically used during airport construction projects. Energy demands associated with the Proposed Action are expected to be minimal as an increase in the demand for energy supplies would only occur during the tree removal and be limited to construction vehicles and equipment.

4.10.2 Environmental Consequences

FAA Order 1050.1F does not establish any significance thresholds for natural resources or energy supply. For the purpose of this EA, significant impacts would occur when the construction or operation of an action would cause demand for rare consumable natural resources and/or energy to exceed available or future supplies.

4.10.2.1 No Action Alternative

Under the No Action Alternative, no construction activities requiring consumable natural resources or energy would occur; therefore, no effects related to natural resources or energy supply would occur.

4.10.2.2 Environmental Consequences

The Sponsor's Proposed Action for the release of airport property from aeronautical to non-aeronautical use would not directly affect the demand for rare consumable natural resources and/or energy. An indirect effect of the Sponsor's Proposed Action could increase the use of natural resources and the energy supply demand depending on the future development proposal. Any construction by lessees could result in temporary increases in energy demand. Any potential development could require aggregate, asphalt, and various metals. Additionally, trucks and construction equipment would burn fuel during construction; however, none of these materials are rare or in short supply.

4.11 NOISE & NOISE COMPATIBLE LAND USE

The FAA has adopted land use compatibility guidelines for preparing airport noise studies. According to federal regulations, a DNL below 65 dB is compatible with all land uses. In comparison, noise levels between DNL 65 and 75 are considered incompatible with residential areas and schools but compatible with other activities. Within the DNL 65 to 75 dB range, homes and schools could be insulated to achieve an outdoor to indoor Noise Level Reduction (NLR) of at least 25 dB. However, in areas with a DNL over 75, residential land use is considered incompatible. DNL levels over 75 are also regarded as incompatible with hospitals, places of worship, and recreational activities.

4.11.1 Affected Environment

The two primary noise assessment considerations are the noise source and the noise receptor. In evaluating noise, it is important to understand the type and duration of noise generated. For the noise receptor, it is important to consider the receptor's proximity to the source and the sensitivity of the receptor to noise. The existing noise sources are activities at the airport, traffic along E Taft Road, and the surrounding commercial and industrial development. Sensitive noise receptors in the Proposed Action's vicinity are the residential properties along E Taft Road close to the site. No other sensitive areas have been identified. According to the 2007 SYR Noise Exposure Map, the parcels proposed for release are not within the 65 DNL contour.

4.11.2 Environmental Consequences

According to the 1050.1F Desk Reference, the FAA's significance threshold for noise is as follows: *"The action would increase noise by DNL 1.5 dB or more for a noise sensitive area that is exposed to noise at or above the DNL 65 dB noise exposure level, or that will be exposed at or above the DNL 65 dB level due to a DNL 1.5 dB or greater increase, when compared to the no action alternative for the same timeframe."*

4.11.2.1 No Action Alternative

Under the No Action Alternative, no construction activities would occur, and the parcels would remain vacant designated for aeronautical use.

4.11.2.2 Sponsor's Proposed Action

The Sponsor's Proposed Action would not affect airport activity levels or capacity, and therefore would not influence overall aircraft generated noise. Any future development would be reviewed and approved by the Town of Cicero. No significant adverse impacts are anticipated.

Indirect impacts from the Sponsor's Proposed Action are difficult to quantify as the development is unknown. The development of warehouse/light industrial uses could generate noise during the new development's construction and operation. Noise levels and temporary impacts due to construction activities would vary depending on the type of equipment and the operation's duration and time. Table 4-1 shows noise levels generated by typical construction equipment. Table 4-2 shows noise levels generated by common sources for comparison.

Table 4-1: Noise Levels of Typical Construction Equipment

EQUIPMENT	TYPICAL NOISE LEVELS (dBA at 50 FEET)
Front Loaders	85
Backhoes, Excavators	80-85
Tractors, Dozers	83-89
Graders, Scrapers	85-89
Trucks	88
Concrete Pumps, Mixers	82-85
Cranes (movable-derrick)	83-88
Pile Driver (impact)	101
Forklifts	76-82
Pumps	76
Generators	81
Compressors	83
Pneumatic Tools	85
Jack Hammers, Rock Drills	98
Compactors	82

EQUIPMENT	TYPICAL NOISE LEVELS (dBA at 50 FEET)
Drill Rigs	70-85

Source: CHA, 2020

Table 4-2: Common Noise Levels

NOISE SOURCE	NOISE LEVELS (dBA)
Jet Engine (at 75 feet)	140
Jet Aircraft (at 300 feet)	130
Rock and Roll Concert	110
Pneumatic Chipper	110
Jointer/Planer	100
Chainsaw	90
Heavy Truck Traffic	80
Business Office	70
Conversational Speech	60
Library	50
Bedroom	40
Secluded Woods	30
Whisper	20

Source: CHA, 2020

The Town of Cicero Noise Control Law indicates that noise in association with any construction activity should not occur before 7:00 am or after 8:00 pm on weekdays, before 8:00 am or after 8:00 pm on Saturday, or during anytime Sunday.

4.12 SOCIOECONOMICS, ENVIRONMENTAL JUSTICE, & CHILDREN'S ENVIRONMENTAL HEALTH & SAFETY RISKS

According to FAA Order 1050.1F, the FAA must evaluate proposed actions and their effect on the surrounding community's socioeconomics. Socioeconomic resources include population, income, employment, and economics. Socioeconomic resources also include sensitive populations, such as minorities, low-income communities, and children, as mandated by Executive Order (EO) 13045 *Protection of Children from Environmental Health Risks and Safety Risks* and EO 12898 *Federal Actions to Address Environmental Justice in Minority and Low-Income Populations*. EO 13045 states that federal agencies shall identify and address environmental health and safety risks from their activities, policies, or programs that may disproportionately affect children. EO 12898 serves to avoid the disproportionate placement of adverse environmental, economic, social, or health impacts from federal actions and policies on minority and low-income populations.

The EPA defines environmental justice as the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. Title VI was enacted as part of the Civil Rights Act of 1964 to protect against discrimination based on race, color, and national origin in programs and activities receiving federal financial assistance. To prevent further occurrences, EO 12898 *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* was authorized in 1994.

4.12.1 Affected Environment

The first step in complying with EO 12898 is to identify if minority or low-income populations occur within or close to the project area such that the action could impact them. The CEQ regulations have defined an area as predominately minority if the minority population is 50 percent (50%) or greater. According to the EPA Environmental Screening and Mapping Tool (EJSCREEN), the project area is covered by two census Block Groups (360670106002 and 360670144002). As shown in Table 4-3, all two Block Groups fall below the thresholds of minority population or low-income cohorts required to trigger an environmental justice analysis.

Table 4-3: Project Area Block Groups

BLOCK GROUP	TOTAL POPULATION	MINORITY POPULATION (%)	LOW-INCOME POPULATION (%)
360670106002	1,266	16%	23%
360670144002	566	32%	69%

Source: EPA EJSCREEN, 2019 Version

The U.S. Census Bureau follows the Office of Management and Budget's Statistical Policy Directive 14, which determines the poverty threshold using a set of income thresholds that vary by family size and composition. If a family's total income is less than the threshold, that family, and every individual in it, is considered low-income. The poverty threshold established by the U.S. Census Bureau in 2019 for a four-person household, with two people being children under the age of 18, was used to determine the low-income populations. The average poverty threshold is \$25,926. The census tracts within and near the project area were used in this analysis. A summary of the estimated median household income and mean household income is provided in Table 4-4. The data indicates the census tracts within the project areas are not considered low-income.

Table 4-4: Summary of Estimated ACS Income Levels

GEOGRAPHY	MEDIAN HOUSEHOLD INCOME	MEAN HOUSEHOLD INCOME
Census Tract 106 (on site)	\$60,335	\$68,482
Census Tract 144 (on site)	\$50,444	\$56,809
Census Tract 104 (off site)	\$86,477	\$107,491
Census Tract 145 (off site)	\$60,339	\$69,724

4.12.2 Environmental Consequences

The FAA has not established significance thresholds for socioeconomic effects. The FAA has identified factors to consider when evaluating potential environmental impacts for socioeconomic, environmental justice, and children's environmental health and safety.

4.12.2.1 No Action Alternative

The No Action Alternative will cause no impact to EJ populations or children's health and/or risk their safety.

4.12.2.2 Environmental Consequences

Socioeconomics

Social impacts can consist of a wide range of considerations, as discussed below. The social and economic concerns are always specific to a proposed action and may include impacts such as displacement of residents, neighborhood disruption, tax base reduction, school population changes, change in public services, and other community concerns. Socioeconomic impacts are typically defined as disruptions to surrounding communities, including shifts in patterns of population movement and growth, changes in public service demands, loss of tax revenue, and changes in employment and economic activity stemming from airport development. These impacts may result

from the closure of roads, increased traffic congestion, acquisition of business districts or neighborhoods, and/or disproportionately affecting low income or minority populations.

There would be no land acquisition, population displacement, or neighborhood disruption due to the Sponsor's Proposed Action. Property values will not be directly impacted by the land release or indirectly impacted by any future development of the property; therefore, there would be no impact on any sector's tax base or tax revenue. With no displacement impact on populations, there would be no impact on school populations.

The project does not affect the delivery of existing or future public services. This lack of impact also applies to children's environmental health and safety risks, which may be associated with the pollution of air, food, water, recreational waters, soil, or products that are likely to be exposed to a child. Therefore, the project would not have the potential for significant impacts to this or any population category.

4.12.2.2.1 Environmental Justice

According to FAA Order 1050.1F, the FAA has not established a significance threshold for environmental justice; however, the FAA has identified factors to consider. *"The factors to consider that may be applicable to environmental justice include, but are not limited, to a situation in which the proposed action or alternative(s) would have the potential to lead to a disproportionately high and adverse impact to an environmental justice population, i.e., a low-income or minority population, due to:*

- *Significant impacts in other environmental impact categories; or*
- *Impacts on the physical or natural environment that affect an environmental justice population in a way that the FAA determines is unique to the environmental justice population and significant to that population."*

The project is not located within an environmental justice area; therefore, it would not impact minority or low-income populations.

4.12.2.2.2 Children's Environmental Health and Safety Risks

The Sponsor's Proposed Action would not result in environmental health and safety risks. Further, the project would not create or make more readily available products or substances that could harm children by contact or ingestion through the air, food, drinking water, recreational waters, or soil. Therefore, the project would not result in any significant impacts on children's health or safety.

4.13 VISUAL EFFECTS

According to FAA Order 1050.1F, the FAA must evaluate the Proposed Action's visual effects. According to 1050.1F Desk Reference Chapter 13 (Visual Effects), visual effects are broken into two categories: (1) light emissions and (2) visual resources and visual character. The following subsections describe the existing condition of these categories within the affected environment.

4.13.1 Affected Environment

4.13.1.1 Light Emissions

The parcels proposed for release are located on airport property, northeast of the airfield, along the south side of E Taft Road. The parcels are undeveloped, so there are no existing light sources on the site. As previously discussed, the surrounding land uses are industrial, commercial, residential, undeveloped, and airport.

4.13.1.2 Visual Resources & Character

The FAA Order 1050.1F Desk Reference describes several categories of visual resources commonly found within any affected environment. A desktop investigation into these categories did not identify resources within the affected environment. The affected environment's visual character is closely tied to the land use in the area.

4.13.2 Environmental Consequences

Impacts from light emissions and visual quality associated with the Sponsor's Proposed Action and the No Action Alternative were determined by evaluating the extent to which airport lighting would change and the potential for the change to create an annoyance for land uses. Impacts to visual resources and character were determined by considering the potential changes in landscape and views within the project areas.

4.13.2.1 No Action Alternative

The No Action Alternative would not affect light emissions or visual resources of the parcels or areas surrounding the parcels. The area would remain designated for aeronautical use and remain vacant for the immediate future.

4.13.2.2 Sponsor's Proposed Action

Light Emissions

The FAA has not established a significance threshold for visual effects; however, the FAA has identified factors to consider when evaluating the context and intensity of potential environmental impacts. For light emissions, the factors to consider include but are not limited to:

- *"The degree to which the action would have the potential to create annoyance or interfere with normal activities from light emissions; and*
- *The degree to which the action would have the potential to affect the visual character of the area due to the light emissions, including the importance, uniqueness, and aesthetic value of the affected visual resources."*

The Proposed Action would not eliminate significant visual or land use buffers or introduce lighting inconsistent with the existing street, building, and parking lot lighting associated with the surrounding land uses. The Sponsor's Proposed Action could indirectly add lighting for any future development of the parcels. Any design would limit light spillage and glare to areas outside of the parcels. Therefore, there would be no significant indirect impacts associated with light emissions.

Visual Resources & Character

The FAA has not established a significance threshold for visual effect; however, the FAA has identified factors to consider when evaluating the context and intensity of potential environmental impacts for visual effects. For visual resources and visual character, the factors to consider include, but are not limited to:

- *"The degree to which the action would have the potential to affect the nature of the visual character of the area, including the importance, uniqueness, and aesthetic value of the affected visual resources;*
- *The degree to which the action would have the potential to contrast with the visual resources and/or visual character in the study area; and*
- *The degree to which the action would have the potential to block or obstruct the views of visual resources, including whether these resources would still be viewable from other locations."*

The Sponsor's Proposed Action will not impact visual resources and/or character. Although future development is unknown, the anticipated use will be consistent with surrounding land uses and would not eliminate significant visual or land use buffers. Therefore, indirect impacts from the Sponsor's Proposed Action are not likely.

4.14 WATER RESOURCES

Water resources are comprised of surface waters and groundwater that are important in providing drinking, recreation areas, essential habitat for wildlife, and aquatic ecosystems. Wild and scenic rivers, surface water, groundwater, floodplains, and wetlands are all included under the water resources category.

4.14.1 Affected Environment

4.14.1.1 *Wetlands*

Jurisdictional wetlands and waters of the United States (including Traditional Navigable Waters) are regulated under Sections 401 (Water Quality Certification) and 404 of the Clean Water Act (CWA) for the discharge of dredged or fill materials. Traditional Navigable Waters and associated wetlands are also regulated under Section 10 of the 1899 Rivers and Harbors Act. In addition to these federal regulations, federal agency actions that affect wetlands are also addressed under Executive Order 11990. Federal agencies must document their efforts to avoid and minimize impacts to wetlands through the NEPA process.

A desktop review was completed to ascertain the presence of wetlands on the parcels proposed for release. The New York State DEC Freshwater Wetlands Map and the United States Department of the Interior, Fish and Wildlife Service (USFWS), National Wetlands Inventory (NWI) map indicated an NYSDEC freshwater wetland located within the southeast portion of the project area (Appendix E).

C&S also completed a wetland delineation in May 2019. Wetlands were delineated pursuant to the United States Army Corps of Engineers (USACE) 1987 Wetland Delineation Manual and current regional supplement. CHA also completed a field investigation in October 2020 to review the wetland boundaries and jurisdiction identified in the May 2019 Wetland Delineation Report. CHA concurred with the delineation of 2019 wetland boundaries.

When the wetland delineation report was prepared, the 2015 Clean Water Rule was in effect, so the federal jurisdiction of the aquatic features was determined based on the 2015 Rule. The Navigable Waters Protection Rule is currently in effect, so the federal jurisdiction identified in the 2019 report was reviewed. The paragraphs below identify assumed federal jurisdiction under the current Navigable Waters Protection Rule. Refer to Appendix H for a copy of the 2019 Wetland Delineation Report.

The 2019 delineation report identified eight wetlands (Wetlands A, B, C, D, E, F, G, and H) are within and immediately adjacent to the project area (Figure 4-1). The wetlands include a palustrine forested/palustrine scrub shrub (PFO/PSS) wetland totaling 5.3 acres and seven palustrine forested (PFO) wetlands totaling 21.9 acres. These wetlands are potentially regulated waters of the United States afforded protection under Section 404 of the Clean Water Act. Wetlands D, E, and H are also subject to jurisdiction by the NYSDEC under Article 24 of the Freshwater Wetlands Act.

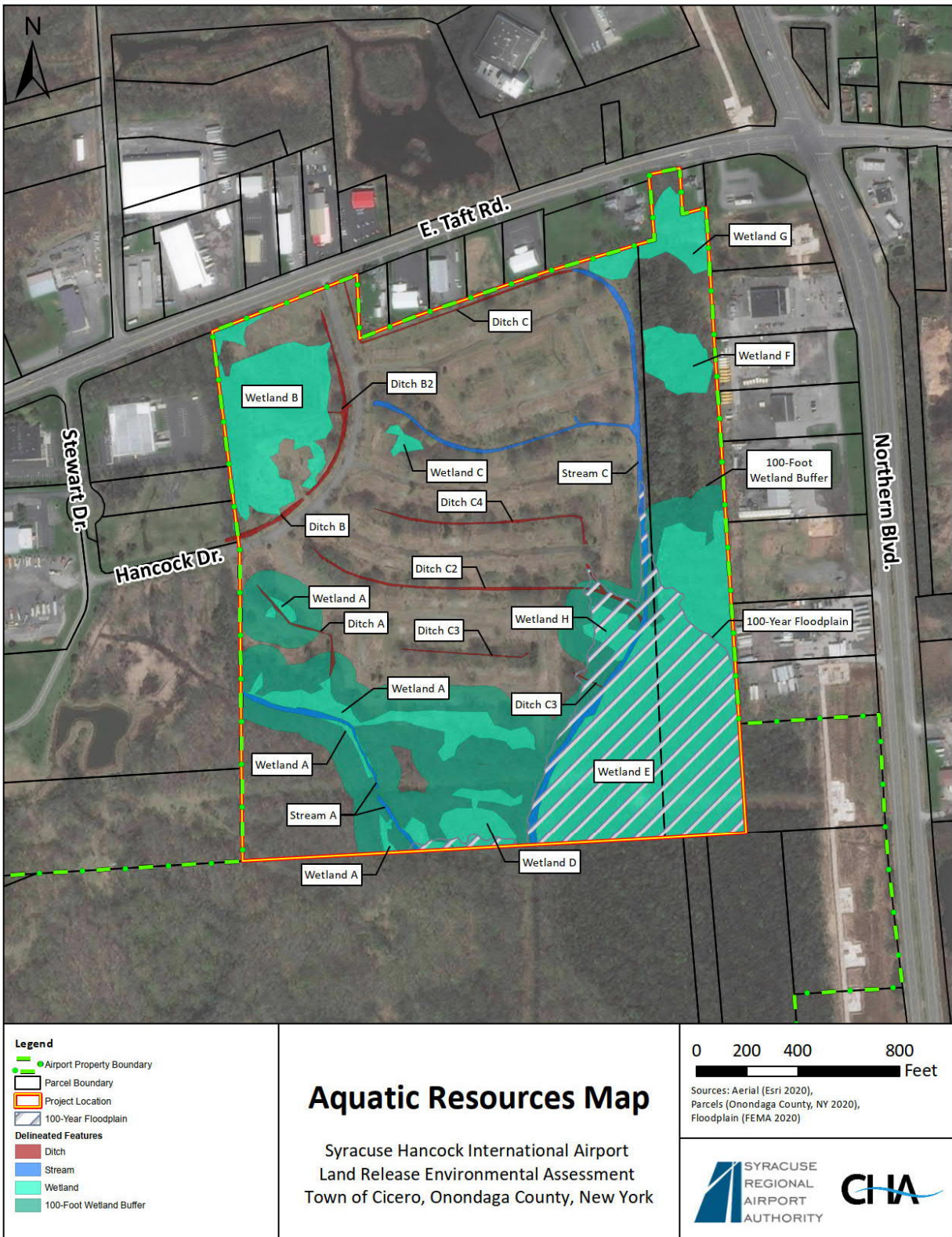
Wetland A is a forested wetland (PFO1) with a tree stratum dominated by green ash (*Fraxinus pennsylvanica*). The sapling/shrub stratum is dominated by silky dogwood (*Cornus amomum*). The herbaceous stratum is dominated by Canada goldenrod (*Solidago canadensis*) and tall goldenrod (*Solidago gigantea*) with lesser occurrences of jewelweed (*Impatiens capensis*). Primary hydrology indicators include high water table, soil saturation, and oxidized rhizospheres. Secondary hydrology indicators include drainage patterns and a positive

FAC-neutral test. The hydric soil indicator is depleted matrix. Wetland A is federally jurisdictional due to an indirect hydrologic connection to waters of the United States (i.e., adjacent).

Wetland B is composed of scrub shrub (PSS1) and forested (PFO1) wetland. The tree stratum of the forested portion of the wetland is dominated by red maple (*Acer rubrum*), American elm (*Ulmus americana*), and green ash. The sapling/shrub stratum consists of Morrow's honeysuckle (*Lonicera morrowii*) and buckthorn (*Rhamnus cathartica*). The herbaceous stratum is dominated by poison ivy (*Toxicodendron radicans*), sensitive fern (*Onoclea sensibilis*), and tall goldenrod with lesser occurrences of field horsetail (*Equisetum arvense*) and sedges (*Carex spp.*). Primary hydrology indicators include surface water, high water table, soil saturation, and oxidized rhizospheres. Secondary hydrology indicators include a positive FAC-neutral test. The hydric soil indicator is a depleted matrix. The scrub shrub portion of Wetland B is dominated by green ash saplings and gray dogwood (*Cornus racemosa*) and silky dogwood shrubs. The herbaceous stratum is dominated by Canada goldenrod, grey dogwood, teasel (*Cirsium vulgare*), and purple loosestrife (*Lythrum salicaria*). Primary hydrology indicators include high water table and soil saturation. Secondary hydrology indicators include a positive FAC-neutral test. The hydric soil indicator is depleted matrix. Wetland B is federally jurisdictional due to an indirect hydrologic connection to waters of the United States (i.e., adjacent).

Wetland C is a forested wetland (PFO1) with a tree stratum dominated by green ash and red oak (*Quercus rubra*). The sapling/shrub stratum is dominated by gray dogwood and Morrow's honeysuckle with lesser occurrences of red oak saplings. The herbaceous stratum is dominated by tall goldenrod and white avens (*Geum canadense*), with lesser occurrences of Canada goldenrod. No primary hydrology indicators were observed. Secondary hydrology indicators include drainage patterns and a positive FAC-neutral test. The hydric soil indicator is depleted matrix. Wetland C is likely to be considered federally non-jurisdictional because it lacks a surface hydrology connection to waters of the United States (i.e., isolated).

Figure 4-1: Aquatic Resources Map



Wetland D is a forested wetland (PFO1) with a tree stratum dominated by green ash and red maple. The sapling/shrub stratum is dominated by buckthorn and Morrow's honeysuckle. The herbaceous stratum is dominated by poison ivy and sedges. No primary hydrology indicators were observed. Secondary hydrology indicators include drainage patterns and a positive FAC-neutral test. The hydric soil indicators are depleted matrix and depleted below dark surface. Wetland D is federally jurisdictional due to an indirect hydrologic connection to waters of the United States (i.e., adjacent) and is also mapped as an NYS freshwater wetland.

Wetland E is a forested wetland (PFO1) with a tree stratum dominated by red maple, American elm, and green ash. Green ash saplings are present in the sapling/shrub stratum. The herbaceous stratum lacks plants due to the extent of standing water noted throughout the wetland. Primary hydrology indicators include surface water, high water table, soil saturation inundation visible on aerial imagery, and water marks. Secondary hydrology indicators include a positive FAC-neutral test. The hydric soil indicator is loamy mucky mineral. Wetland E is federally jurisdictional due to an indirect hydrologic connection to waters of the United States (i.e., adjacent) and is mapped as an NYS freshwater wetland, so NYS regulates it.

Wetland F is a forested wetland (PFO1) with a tree stratum dominated by red maple and green ash. Its sapling/shrub stratum is dominated by buckthorn, gray dogwood, and Morrow's honeysuckle with lesser occurrences of American elm saplings. The herbaceous stratum is dominated by soft rush (*Juncus effusus*) and green bulrush (*Scirpus atrovirens*). Primary hydrology indicators include high water table, soil saturation, and oxidized rhizospheres. Secondary hydrology indicators include drainage patterns and a positive FAC-neutral test. The hydric soil indicator is depleted matrix. Wetland F is likely to be considered federally non-jurisdictional because it lacks a surface hydrology connection to waters of the United States (i.e., isolated).

Wetland G is a forested wetland (PFO1) with a tree stratum dominated by red maple, green ash, and cottonwood (*Populus deltoides*). Its sapling/shrub stratum is dominated by silky dogwood and Morrow's honeysuckle shrubs and green ash saplings. The herbaceous stratum is dominated by jewelweed and Allegheny blackberry (*Rubus allegheniensis*). Primary hydrology indicators include surface water, high water table, soil saturation, and oxidized rhizospheres. Secondary hydrology indicators include a positive FAC-neutral test. The hydric soil indicator is depleted matrix. Wetland G is federally jurisdictional due to an indirect hydrologic connection to waters of the United States (i.e., adjacent).

Wetland H is a forested wetland (PFO1) with a tree stratum dominated by green ash. Its sapling/shrub stratum is dominated by buckthorn and Morrow's honeysuckle shrubs. The herbaceous stratum is dominated by jewelweed with lesser occurrences of spotted lady's thumb (*Persicaria maculosa*) and tall goldenrod. Primary hydrology indicators include surface water, high water table, and soil saturation. Secondary hydrology indicators include a positive FAC-neutral test and microtopographic relief. The hydric soil indicator is loamy mucky mineral. Wetland H is federally jurisdictional due to an indirect hydrologic connection to waters of the United States (i.e., adjacent) and is connected to an NYS freshwater wetland, so NYS likely regulates it.

4.14.1.2 Floodplains

Executive Order 11988 defines floodplains as the "lowland and relatively flat areas adjoining inland and coastal waters, including flood-prone areas of offshore islands, including at a minimum, the area subject to a one percent or greater chance of flooding in a given year." Order 11988 intends to ensure that floodplains and floodways are kept clear of obstructions and facilities that could restrict or increase flow rates or volumes during flood conditions. Encroachment is defined as any action that would cause the 100-year water surface profile to rise by one foot or more. The 100-year floodplain has been adopted by the Federal Emergency Management Agency (FEMA) as the base flood for floodplain management. Both federal and state laws regulate development within floodplains and floodways. Based on a review of the FEMA flood zone map, there is an area of Zone AE (100-year floodplain) within the southeast corner of the project area (Exhibit 4-1 & Appendix E).

4.14.1.3 Surface & Groundwater

The 2019 delineation report identified two streams: Stream A and C. Both are unnamed tributaries to the North Branch of Ley Creek (Figure 4-1). The North Branch of Ley Creek, a tributary to Ley Creek, drains to Onondaga Lake, a Traditional Navigable Water (TNW). Therefore, Streams A and C are federally jurisdictional under the CWA because of their hydrologic connection to Onondaga Lake. A description of each is below:

Stream A is an intermittent stream with an estimated approximate bankfull width (bfw) of 15 feet, and its bankfull depth (bfd) is approximately 12 to 18 inches. Water-stained leaves overlie its mineral soils, with herbaceous vegetation generally absent within the channel. Deciduous tree saplings are growing along the banks and in some channel locations. At the time of the 2019 delineation, it had flowing shallow water; however, it lacked water when CHA visited the site in 2020. Stream A enters the southwest portion of the parcels and flows through the site to where it exits the parcels' southern portion. According to the wetland delineation report, approximately 999 feet linear feet (0.34 acre) of Stream A is within parcels proposed for release.

Stream C is a perennial stream with an estimated average bfw of 17.6 feet. Its bfd ranges from approximately 12 to 48 inches. North of Wetland E, Stream C has firm mineral soils and resembles a linear wetland. Herbaceous vegetation is dense in these sections, and many areas contain shrubs and saplings. Within Wetland E, the channel resembles a modified canal (possibly excavated or modified within the wetland). Throughout this section, the mineral soils are overlain by muck deep in areas and overlain by leaves and woody debris. Flowing water was observed throughout Stream C at CHA's October 2020 site visit. Stream C flows south through the parcels and exits the site at the southern property boundary. According to the wetland delineation report, approximately 3,639 linear feet (1.47 acres) of Stream C is within the parcels proposed for release.

In addition to the two streams, the 2019 report identified seven ditches, delineated as Ditch A, B, B2, C, C2, C3, and C4. These total 5,941 linear feet within the site. Several of these ditches met the criteria to be classified as wetlands, and these ditches provide connections between wetlands. However, further review of these ditches under the Navigable Waters Protection Rule or other federal regulatory guidance would be required to determine federal jurisdiction at the time of potential future development. CHA has attempted to identify those linear, ditched features that are likely to be identified as streams (streams that were modified during the site's development as an Air Force barracks). Many of the remaining ditches appear to have been created to drain the site and to drain wetland areas to prevent localized flooding. These ditches have not been maintained for many years, which has resulted in some of them becoming naturalized and developing the three parameters of wetlands (vegetation, soils, and hydrology).

Assumptions regarding jurisdiction at this time would require further analysis and may not be appropriate, as there are currently no specific proposals for the development of the site and the existing Navigable Waters Protection Rule is undergoing litigation.

The EPA and the NYSDEC regulate non-point sources of water pollution. Under the National Pollutant Discharge Elimination System (NPDES), projects involving an acre or more of disturbance are required to provide water quality treatment for runoff in accordance with established guidelines. States are offered the opportunity to administer this program, provided the regulations they promulgate are the same as, or more stringent than, the federal regulations. New York has adopted this program and requires all projects disturbing one or more acres of land to comply with the State Pollutant Discharge Elimination System (SPDES) General Construction Permit.

Based on a review of the EPA's Sole Sour Aquifer mapper, the Proposed Action is not over a sole source aquifer.

4.14.1.4 Wild & Scenic Rivers

The Wild and Scenic Rivers Act (PL 90-542, as amended) was implemented to facilitate the protection of rivers possessing "outstandingly remarkable scenic, recreational, geological, fish and wildlife, historic, cultural, or any other similar values." The US Department of the Interior (DOI) maintains a national inventory of river segments

that appear to qualify for inclusion in the National Wild and Scenic River System. According to the National Park Service National Rivers Inventory website, there are no river segments designated as Wild and Scenic Rivers in the Proposed Action vicinity. According to the NYSDEC list of Wild, Scenic and Recreational Rivers, there are no designated rivers in the Proposed Action vicinity.

4.14.2 [Environmental Consequences](#)

4.14.2.1 *No Action Alternative*

The No Action Alternative will have no impact on wetlands, surface waters, groundwater, or wild and scenic rivers.

4.14.2.2 *Sponsor's Proposed Action*

[Wetlands](#)

The Sponsor's Proposed Action (land release) would have no impact on wetlands; however, the release of the property to non-aeronautical use will allow the airport to discuss ground leases for potential development. Based on the potential developable area of the site used to evaluate impacts throughout this EA, indirect impacts of the Sponsor's Proposed Action could have future wetland and stream impacts based on the developable area and how the site is ultimately laid out. The developable area avoids impacts to Wetlands A, B, D, E, F, G, or H. Any developer should avoid impacting any NYS Freshwater Wetland 100-foot Adjacent Areas. If the entire "developable area" was impacted, Wetland C (0.19 acres), 1,025 linear feet of Stream C, and 2,903 linear feet of ditch could be impacted. Based on current regulations, Wetland C would appear to be non-jurisdictional but would have to be confirmed by the USACE. Most of the Stream C and ditch impacts could most likely be avoided. Since any future development is unknown, quantifying indirect wetlands impacts from the Sponsor's Proposed Action cannot be done. However, the Authority can enforce avoidance and minimization for any proposal they receive and keep any proposed development below the 404 Individual Permit threshold. Any future development would have to undertake their own coordination and USACE jurisdictional determination for potential impacts. Excluding the ditches' regulatory disposition, all wetlands could be avoided by a potential development footprint except for Wetland C. As a result, there would be no significant impacts to regulated wetlands or waters of the United States.

Both federally jurisdictional and non-jurisdictional wetlands are protected under Executive Order 11990. As per Executive Order 11990, the proposed development area would avoid and minimize wetland impacts to the extent practicable. It is anticipated that future development would focus on the site's previously developed areas. It is important to note that the Proposed Action involves the release of land only. There is no development concept at this time. As a result, the current action will not impact any wetland areas and is fully compliant with Executive Order 11990.

[Floodplains](#)

According to FAA Order 1050.1F Desk Reference, a significant floodplain encroachment would occur when the encroachment would result in one or more of the following impacts:

- High likelihood of loss of human life
- Substantial encroachment-associated costs or damage, including adversely affecting safe airport operations or interrupting aircraft services
- Notable adverse impact on the floodplain's natural and beneficial floodplain values

Although there is a 100-year floodplain that encroaches onto the proposed parcels for release, the Sponsor's Proposed Action will not directly affect the floodplain. In addition, the indirect impacts of the Sponsor's Proposed

Action are not expected to impact floodplains. The floodplain is within a forested wetland area outside the proposed development area and would most likely not be impacted by any future development on the parcels.

Surface & Ground Water

Pursuant to FAA Order 1050.1F, Desk Reference, a significant impact on surface waters or groundwater would exist if the action were to impact water quality standards established by federal, state, local, or tribal regulatory agencies or contaminate the public drinking water supply, including an aquifer used for public water supply. The Sponsor's Proposed Action is not over a sole source aquifer.

Potential impacts to streams and ditches were discussed in the wetland section. In general, indirect impacts of the Sponsor's Proposed Action could involve grading activities, which could lead to temporary sedimentation of surface waters. Erosion and sedimentation of all exposed soils during construction would be minimized by using water quality measures, including temporary silt fence, check dams, geotextile fabric on steeper slopes, and sedimentation basins as necessary. These measures are to be employed until the impacted areas are stabilized and vegetative coverage is adequate to minimize erosion. Adherence to the soil and erosion control plan as required in the SWPPP would mitigate potential impacts. The SWPPP would be prepared prior to construction.

For the purposes of this evaluation for the land release and given certain unknown regulatory considerations that may arise at a future date when development of the site is proposed, it is anticipated that stream impacts can be avoided or minimized to prevent lengthy regulatory reviews and site development will accommodate these features as necessary. As a result, there would be no significant impact to surface water or groundwater.

4.15 TRAFFIC

4.15.1 Affected Environment

The proposed land release site is served by a network of county, state, and interstate roadways. The principal roadways in this network are:

- East Taft Road (CR 19)
- Northern Boulevard (CR 82)
- US 11 (Brewerton Road/South Main Street)
- I-481
- I-81

Access to the site is provided via an existing roadway (Hancock Drive) which connects to East Taft Road and to a local road network serving commercial and manufacturing businesses along the south side of East Taft Road. Hancock Drive is currently gated and closed to traffic. The Hancock Drive intersection with East Taft Road was unsignalized when it was in use. The site has two additional available accesses to East Taft Road via the adjacent local commercial road network:

- East Taft Road and General Irwin Boulevard: full enter/exit access, signal control.
- East Taft Road and Performance Drive: right-turn in/right-turn out access, stop sign control.

4.15.1.1 Roadway Network

East Taft Road (CR 19) is an east-west principal arterial with two travel lanes in each direction separated by a four-foot-wide painted median. The roadway widens at key intersections to provide a center left-turn lane. This road

provides convenient access between the site and the regional and interstate transportation network. The posted speed limit on East Taft Road is 40 mph.

Northern Boulevard (CR 82) is a north-south divided arterial with a grass median separating the travel directions. The roadway provides two travel lanes in each direction, but also features additional auxiliary lanes for turning movements at the major intersections and ramps. The segment of Northern Boulevard between East Taft Road and I-481 (Interchange 8) is classified as a principal arterial and the rest of Northern Boulevard (north of I-481 and south of East Taft Road) is a minor arterial. The posted speed limit is 55 mph. There are no sidewalks or separated bike lanes, but the roadway is part of the New York State on-road bikeway network (Route 11).

US 11 is a north-south minor arterial. US 11 is named Brewerton Road south of East Taft Road and South Main Street north of this intersection. The intersection of US 11 and East Taft Road/West Taft features two travel lanes in each direction plus auxiliary turn lanes. South of the intersection, US 11 (Brewerton Road) transitions to a three-lane road with one travel lane in each direction and a center two-way left-turn lane. North of the intersection, South Main Street transitions to a two-lane road (one lane in each direction). There are sidewalks along both sides of South Main Street, but no sidewalks along Brewerton Road. The posted speed on US 11 is 35 mph.

There are two interstate highways in the study area: I-81 and I-481. I-81 provides direct connection to East Taft Road at Interchange 28, a diamond interchange. This interchange is about 2 miles west of the project site. I-481 is also easily accessible from the site via Northern Boulevard at Interchange 8. This interchange is also a diamond-style configuration and is located about 1 mile from the project site.

Appendix I depicts the roadway network in relation to the proposed land release site. This figure also shows the locations of signalized intersections within the network. The arterial roadway network in the study area noted above are all designated as Primary Freight Corridors. Primary Freight Corridors are designated by the Syracuse Metropolitan Transportation Council (SMTC) to help prioritize investments for transportation planning and capital programming.

4.15.1.2 Traffic Volumes

Traffic volume data was compiled from the New York State Department of Transportation's (NYSDOT) Traffic Data Viewer online resource to identify Annual Average Daily Traffic (AADT) volumes and weekday AM and PM peak hour volumes along the study roadways. The existing traffic volumes along the study roadways are shown in Table 4-5.

4.15.1.3 Traffic Mobility

According to the 2050 Long Range Transportation Plan (LRTP) prepared by the Syracuse Metropolitan Transportation Council (SMTC), the transportation system in the area facilitates efficient access for passenger vehicle mobility with the improvements to the roadway network by making it wider and high-speed roads. The Congestion Management Process (CMP) analysis in 2019 using the data from National Performance Management Research Data Set (NPMRDS) concluded that there is very little congestion near the study area. Although congestion is minor, the CMP identifies ongoing strategies to reduce congestion even further, through transportation system management and travel demand management (TSM/TDM) strategies such as: traffic signal coordination, signal timing optimization, transit signal priority, promoting ride share options and encouraging flexible work schedules.

NYSDOT provides a general planning-level tool for assessing the operational performance of various arterial configurations based on daily volumes and travel speeds. This tool is used to screen for potential congestion issues along arterial roadways. Table 4-6 shows the existing daily volumes on the three arterial roadways in the study area and compares them to the applicable NYSDOT volume thresholds for LOS C and LOS D operations. As can be seen from this Table, the existing volumes in the study area are lower than the LOS D threshold, and in many cases

below the LOS C threshold, indicating the transportation network provides high levels of performance and mobility.

Table 4-5: Existing Traffic Volumes

ROAD	COUNT YEAR	AADT ¹	WEEKDAY PEAK HOUR VOLUME (2-WAY) *	
			AM	PM
E Taft Road	2017	16,070	1,317	1,587
Northern Blvd	2019	19,500	2,286	2,165
US 11 (N of E Taft Rd)	2017	6,230	349	466
US11 (S of E Taft Rd)	2019	16,400	**	**
I-81 SB (Off-Ramp)	2015	4,200	493	303
I-81 NB (On-Ramp)	2015	4,030	236	472
I-481 SB (On-Ramp)	2019	3,400	**	**
I-481 SB (Off-Ramp)	2015	5,750	904	345
I-481 NB (On-Ramp)	2015	5,640	376	750
I-481 NB (Off-Ramp)	2015	3,150	215	358

¹ AADT = Annual Average Daily Traffic (vehicles per day)

* Estimated from NYSDOT hourly volume data

** Peak hour volumes not available

Table 4-6: Arterial Levels of Service

ROADWAY		DAILY TRAFFIC VOLUME (EXISTING)	LEVEL OF SERVICE (LOS) DAILY VOLUME THRESHOLD	
			LOS C	LOS D
East Taft Road		16,070	26,000	35,000
Northern Boulevard		19,500	38,000	50,000
US 11	north of Taft Road	6,230	5,500	11,000
	south of Taft Road	16,400	10,000	17,500

Source: CHA Analysis, 2020

4.15.1.4 Traffic Safety

Crash history data was obtained from NYSDOT for the three-year period from January 1, 2017 to December 31, 2019 for the study area. The crash data showed a total of 472 crashes reported to have occurred within the study area over the three-year period. The findings showed that 210 crashes occurred at 29 intersections within the study area. The other crashes occurred at driveways or midblock locations. The crash study also indicated that there were 3 fatalities and 10 non-fatal injury crashes which accounted for less than 0.01% and 0.025% of the total crashes respectively. Inspection of the accident data showed that around 40% of the crashes were rear-ends. Appendix I depicts the crash severity at the intersections within the study area, as well as depicting the crash types at these intersections.

The safety and resiliency of the transportation system is a high priority of the SMTC and its member communities. The LRTP and the regional Transportation Improvement Program advances infrastructure improvements and safety projects to reduce serious injuries and fatalities for all users of the transportation system. The Onondaga County Department of Transportation (OC DOT) also monitors traffic safety conditions on the study area roadways and has a program to identify and prioritize issues and countermeasures to maintain the safety of the transportation system for all users.

4.15.2 [Environmental Consequences](#)

4.15.2.1 *No Action Alternative*

The No Action Alternative would have no impact on traffic patterns, circulation, new demand, or level of service.

4.15.2.2 *Sponsor's Proposed Action*

The Sponsor's Proposed Action (release of airport property from aeronautical to non-aeronautical use) would not directly cause a change in area traffic volumes or circulation patterns, or otherwise place new demands on the transportation system.

It is anticipated that there would be an increase in traffic due to future development of the site. Although there is no specific plan or proposal for the future uses or size of the development at this time, it is estimated that the site could support light industry/manufacturing and/or offices. The trip generation potential of this development was estimated using the data and methodologies of the Trip Generation Manual, 10th edition published by the Institute of Transportation Engineers (ITE). Based on the ITE data, it is estimated that a future 250,000 square foot development comprised of these general land use types could generate approximately 1,500 vehicle trips per day and 200 vehicle trips during peak hours. The potential enter/exit distribution of these trips are shown in Table 4-7.

Table 4-7: Potential Trip Generation

	WEEKDAY DAILY	WEEKDAY AM PEAK HOUR	WEEKDAY PM PEAK HOUR
Enter Trips	750	170	30
Exit Trips	750	30	170
Total Trips	1,500	200	200

Source: CHA Analysis, 2020

The traffic generated by any future development of the site will distribute through the transportation network based on the origin/destination patterns that would be associated with the characteristics of the particular development. This distribution will reduce the amount of site traffic on any specific segment of the area transportation network. For example, if 50% of the site traffic had origins/destinations using Northern Boulevard or I-481 and the other 50% had origins/destinations using US11 or I-81, then the amount of traffic to any segment of East Taft Road would be 750 vehicles per day (i.e. half of the 1,500 daily site trips). The traffic generated by a future development of the site is not anticipated to significantly change traffic patterns in the area.

As noted previously, the existing roadway network operates at very good levels of service. The amount of traffic added to the system as a result of the future development of this site is not expected to have a significant impact on these operations. The combined future ADT on East Taft Road which is still be well below the LOS C service volume for this roadway.

A future traffic impact study would likely be required for a specific project proposal and the appropriate off-site mitigation, if required, would be identified at that time. This study would also identify the specific access design treatments and traffic control needed to accommodate the traffic movements in and out of the site safely and efficiently.

4.16 CUMULATIVE IMPACTS

According to the FAA Order 1050.1F Desk Reference, "*The Council on Environmental Quality (CEQ) Regulations define a cumulative impact as "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" (see 40 Code of Federal Regulations [CFR] § 1508.7). Cumulative impacts can be viewed as the total combined impacts on the environment of the proposed action or alternative(s) and other known or reasonably foreseeable actions.*"

The parcels proposed for release are currently undeveloped; however, as discussed, the area was previously housing units for the NY ANG base. To identify past, present, and reasonably foreseeable future actions, CHA reached out to the Town of Cicero and the Airport. The Town did not identify any future projects but did provide information on projects approved in the last few years located within a half-mile of the Proposed Action. Those projects include the following:

- 25,000 square foot building with associated parking and outside storage on Stewart Drive
- 4,800 square foot building for radio communication sales and services on Stewart Drive
- Building expansion of 31,350 square feet at 200 Stewart Drive
- 3,840 square foot building for storage of landscaping and plowing equipment on Totman Rd
- Construction of an 840 square foot cold storage building at 6265 E Taft Road
- Construction of a 3,600 square foot steel sided building and the renovation of the existing stone and asphalt milling surface at 7350 Schuyler Road
- Two commercial buildings (5,600 square feet and 9,600 square feet), parking areas, and utilities at 6225 E Taft Road

At the airport, projects over the last three years and 2020 included the following:

- Runway 10/28 Rehabilitation
- Taxiway Hotspot Remediation
- De-Ice Lagoon Replacement with Two (3M gallon) Storage Tanks
- Terminal Improvement
- Jet Bridge Replacement
- Concourse Bathroom (south)
- Concourse Flooring

Projects identified in the SYR Airport Capital Improvement Program (ACIP) that are anticipated to be constructed at the airport through 2023 include the following:

- Passenger terminal improvements
- Installation of Various Passenger Boarding Bridges
- Construct Passenger FIS Facility

The surrounding community continues to develop and redevelop but not at alarming rates. The growth is manageable, and the community's resources in terms of infrastructure and community services appear to keep pace with development. Commercial development adds tax revenue to the Town, County, and school district

without requiring significant services. Airport projects are contained within the existing airport property and generally involve redevelopment and renovations. The properties surrounding the proposed land release are zoned as General Commercial, General Commercial Plus, and Industrial. Therefore, the property's intended future use will generally be consistent with land use patterns in this portion of the Town and with aviation uses.

In terms of the cumulative impacts on the environment, the land release parcel's potential future development represents a redevelopment of a previously developed site. The developable portion of the site offers no significant wildlife value or other important ecological benefits. As a result, redevelopment of this site will not contribute to the loss of open space and habitat within the Town. In conjunction with other past, present, and future planned projects, the Sponsors' Proposed Action would not have a significant cumulative impact (directly or indirectly) on the environment.

4.17 SUMMARY OF CONSEQUENCES

Error! Reference source not found. summarizes the anticipated impacts and key issues associated with the proposed project. The project is not anticipated to result in any significant impacts or environmental concerns.

Table 4-8: Summary of Potential Impacts & Key Issues

IMPACT CATEGORY	PROPOSED ACTION POTENTIAL IMPACT OR KEY ISSUE	NO ACTION ALTERNATIVE POTENTIAL IMPACT OR KEY ISSUE
Air Quality	No significant impact on air quality is anticipated.	No Impact
Biological Resources	<p>No essential fish habitat was identified. NYSDEC resources indicate no state threatened or endangered species mapped within the project area.</p> <p>The USFWS IPaC website indicated that the Indiana bat, northern long-eared bat, and eastern massasauga could be present. The developable area of the site would have limited tree clearing. Tree removal is anticipated to occur during the winter months (October 1 through March 31) to avoid potential direct impacts on bats. This timing would also avoid the migratory bird breeding season. No critical habitats were identified within the project area. The eastern massasauga is not anticipated to occur within the area proposed for release.</p>	No Impact
Climate	Emissions of GHG associated with the Sponsor's Proposed Action will not affect GHG. The indirect effects due to the site's future development are not anticipated to be significant.	No Impact
Coastal Resources	There are no coastal resources within the project area; therefore, there would be no impact on coastal resources.	No Impact

IMPACT CATEGORY	PROPOSED ACTION POTENTIAL IMPACT OR KEY ISSUE	NO ACTION ALTERNATIVE POTENTIAL IMPACT OR KEY ISSUE
Department of Transportation Act, Section 4(f)	No impacts to 4(f) lands are proposed.	No Impact
Farmlands	No conversion of farmland to non-agricultural uses is proposed.	No Impact
Hazardous Materials, Solid Waste, and Pollution Prevention	The project would not violate regulations; does not involve a known contaminated site; would not produce hazardous waste; would not generate a different type or quality of solid waste, use a different collection method, or exceed local capacity; and would not adversely affect human health and the environment. Therefore, there would be no significant impact.	No Impact
Historical, Architectural, Archeological, and Cultural Resources	NYSOPRHP has determined that the Proposed Action will no impact on historic properties.	No Impact
Land Use	The Sponsor's Proposed Action will have no impact on surrounding land uses. Indirect impacts from a future development proposal would change the parcel's land use. Future development of warehouse/logistics would require a zoning change, according to the Town of Cicero. Permits, site plan approvals, and zoning changes would be completed by the potential developer and/or the Authority after the EA is completed with regard to a specific development proposal.	No Impact
Natural Resources & Energy Supply	The Sponsor's Proposed Action would not cause impacts to natural resources or energy supply. Indirect impacts of the land releases may require natural resources and energy during the construction and operation of future development; however, these impacts are not anticipated to be significant.	No Impact
Noise and Noise-Compatible Land Use	The Sponsor's Proposed Action would not cause impacts to noise-sensitive populations or land uses. Indirect impacts from the release may cause adjacent residents to experience short-term noise impacts during the construction of any proposed development. It is anticipated that future construction would follow the Town's noise ordinance and specific requirements for construction. Construction equipment would be properly maintained. No significant adverse impacts are anticipated.	No Impact
Socioeconomics, Environmental Justice, and Children's	The Sponsor's Proposed Action would not directly (or indirectly) impact homes and businesses or require property acquisition. There would be no displacement of any populations or neighborhood disruption. No	No Impact

IMPACT CATEGORY	PROPOSED ACTION POTENTIAL IMPACT OR KEY ISSUE	NO ACTION ALTERNATIVE POTENTIAL IMPACT OR KEY ISSUE
Environmental Health and Safety Risks	impact to an Environmental Justice area or children's health or safety is proposed.	
Visual Effects	The Sponsor's Proposed Action would not eliminate significant visual or land use buffers or introduce lighting inconsistent with the existing street, building, and parking lot lighting.	No Impact
Traffic	The release of airport property from aeronautical to non-aeronautical use would not directly cause a change in area traffic volumes or circulation patterns, or otherwise place new demands on the transportation system. The traffic generated by a future development of the site is not anticipated to significantly change traffic patterns in the area.	No Impact
Water Resources	<p>The Sponsor's Proposed Action will not directly impact water resources. Since the parcels are being released so the Authority can potentially develop, there could be indirect impacts to wetlands, streams, and ditches. Any lease agreements the Authority would enter would specify the developer must avoid and minimize impacts to on-site water resources. The developer would obtain any necessary permits from the NYSDEC and/or USACE prior to construction.</p> <p>There would be no impact to floodplain, sole-source aquifer, or designated Wild and Scenic Rivers.</p> <p>No significant water quality impacts would occur due to adherence with an SWPPP that would be prepared prior to construction.</p>	No Impact

5 PUBLIC INVOLVEMENT

This draft document was released for public review in July 2021 and advertised in the following publications:

- Syracuse Post Standard
- Airport website

The text of the draft release notice advertisement is provided below. The Authority was provided a copy of the release notice, along with a copy of the Draft EA. The release notice includes the website link to download the Draft EA from <https://syrsraa.com>.

Appendix J of the Final EA contains affidavits of the meeting advertisements and copies of all written comments received.

Text of Draft EA release notice advertisement:

SYRACUSE HANCOCK INTERNATIONAL AIRPORT
NOTICE OF AVAILABILITY
Draft Environmental Assessment
AERONAUTICAL LAND RELEASE OF 174TH BARRACKS SITE

In accordance with the National Environmental Policy Act (NEPA), NOTICE IS HEREBY GIVEN that copies of a Draft Environmental Assessment (EA) for an Aeronautical Land Release of the 174th Barracks Site at Syracuse Hancock International Airport are available for public review and comment.

The Draft EA identifies the proposed action, portrays project alternatives, and presents an evaluation of potential environmental impacts. The Draft EA can be viewed and downloaded from <https://syrsraa.com/legal-notices/>. Hard copies will be available for review at the Airport Security & Information Office located on the airport's first level at 1000 Colonel Eileen Collins Boulevard, Syracuse, New York 13212.

Public comments on the Draft EA may be submitted by mail at the address below or to the following email address mheckroth@chacompanies.com. Comments must be received by close of business on August 30, 2021, in order to be considered in the Final EA.

Attn: Draft EA Public Comment
Mark Heckroth, ENV SP
CHA Consulting, Inc
One Park Place
300 South State Street, Suite 600
Syracuse, New York 13202

Before including your address, phone number, e-mail address, or other personal identifying information in your comment, be advised that your entire comment, including your personal identifying information, may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

6 LIST OF PREPARERS

The names and responsibilities of the principal persons contributing information to this EA are identified below.

Preparer	Title	Responsibility
Syracuse Regional Airport Authority		
Brian Dorman, P.E.	Director of Planning & Development	Document Review
Federal Aviation Administration		
Jonathan "Zack" DeLaune	Environmental Protection Specialist New York Airports District Office	FAA Document Review
CHA Consulting, Inc.		
Mark Heckroth, ENV SP	EA Project Manager	Document Author, Purpose and Need, Alternatives
Paul McDonnell, AICP	Principal-in-Charge	QA/QC
Nicole Frazier	Senior Environmental Scientist	Affected Environment & Environmental Consequences
Chris Einstein, PWS	Principal Scientist	Environmental Consequences
John Graves IV, CWS	Senior Environmental Scientist	Biological Resources, Wetlands, Surface Water
Jay Rauschenbach, AICP	GIS Specialist/Aviation Planner	GIS/Graphics
Karyn Ehmann	Engineer	Hazardous Materials
Dave Kahlbaugh, AICP	Senior Transportation Planner	Traffic Analysis