



# DRAFT ENVIRONMENTAL ASSESSMENT

COL. EILEEN COLLINS BLVD. LAND CONSENT

Syracuse Hancock International Airport (SYR)

Prepared for:  
**Syracuse Regional Airport Authority**  
1000 Col. Eileen Collins Blvd.  
Syracuse, New York 13212

Prepared by:  
**CHA Consulting, Inc.**  
One Park Place, 300 South State St. Suite 600  
Syracuse, New York 13202-2024

April 2024



# **DRAFT ENVIRONMENTAL ASSESSMENT**

## **Col. Eileen Collins Blvd. Land Consent**

**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**

**APRIL 2024**

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.

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Responsible FAA Official

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Date

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APPENDIX C	Habitat Assessment
APPENDIX D	Wetland Report
APPENDIX E	Phase I Environmental Site Assessment
APPENDIX F	Traffic Analysis
APPENDIX G	Draft EA Comments

## LIST OF ACRONYMS & ABBREVIATIONS

AADT	Annual Average Daily Traffic
AC	Affected Community
ACS	American Community Survey
AIP	Airport Improvement Program
ALP	Airport Layout Plan
APU	Auxiliary Power Unit
ATR	Automatic Traffic Recorder
BCC	Birds of Conservation Concern
BMPs	Best Management Practices
CAA	Clean Air Act
CAGR	Compound Annual Growth Rate
CEQ	Council on Environmental Quality
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CFR	Code of Federal Regulations
CGP	Construction General Permit
CH <sub>4</sub>	Methane
CO	Carbon Monoxide
CO <sub>2</sub>	Carbon Dioxide
COC	Community of Comparison
CRIS	Cultural Resource Information System
CWA	Clean Water Act
CZMA	Coastal Zone Management Act
dbh	Diameter at Breast Height
DNL	Day Night Average Sound Level
DOI	United States Department of Interior
DOT	United States Department of Transportation
DPF	Diesel Particulate Filter
DSA	Detailed Study Area
EA	Environmental Assessment
EJ	Environmental Justice
EO	Executive Order
EPA	United States Environmental Protection Agency
ERIS	Environmental Risk Information Services
ERM	Environmental Resource Mapper
ESA	Environmental Site Assessment
FAA	Federal Aviation Administration
FAR	Federal Air Regulations
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Maps
FPPA	Farmland Protection Policy Act
FUDS	Formerly Used Defense Site
GHG	Greenhouse Gas
GIS	Geographic Information Systems
GSA	Generalized Study Area
GSE	Ground Support Equipment
HFC	Hydrofluorocarbons
IPaC	Information for Planning and Consultation
ITE	Institute of Transportation Engineers

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LOS	Level of Service
LWCF	Land and Water Conservation Fund
mph	Miles per hour
N <sub>2</sub> O	Nitrous Oxide
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act of 1969
NHP	Natural Heritage Program
NHPA	National Historic Preservation Act of 1966
NLEB	Northern Long-eared Bat
NLR	Noise Level Reduction
NO <sub>2</sub>	Nitrogen Dioxide
NOAA	National Oceanic and Atmospheric Administration
NO <sub>x</sub>	Nitrogen Oxides
NPL	National Priorities List
NRCS	Natural Resource Conservation Service
NRHP	National Register of Historic Places
NWI	National Wetland Inventory
NYSDEC	New York State Department of Environmental Conservation
NYS DOT	New York State Department of Transportation
O <sub>3</sub>	Ozone
OCDOT	Onondaga County Department of Transportation
OPRHP	Office of Parks, Recreation, & Historic Preservation
PAL	Planning Activity Levels
Pb	Lead
PCB	Polychlorinated Biphenyls
PFC	Perfluorocarbons
PM	Particulate Matter
RCRA	Resource Conservation and Recovery Act
RECs	Recognized Environmental Conditions
SCR	Selective Catalytic Reduction
SF <sub>6</sub>	Sulfur Hexafluoride
SHPO	State Historic Preservation Office
SIP	State Implementation Plan
SO <sub>2</sub>	Sulfur Dioxide
SPDES	State Pollutant Discharge Elimination System
SSA	Sole Source Aquifer
SWPPP	Stormwater Pollution Prevention Plan
SYR	Syracuse Hancock International Airport
TMC	Turning Movement Count
TNW	Traditional Navigable Waters
TOY	Time of Year
USACE	U.S. Army Corps of Engineers
USFWS	United States Fish & Wildlife Service
VOC	Volatile Organic Compounds
WOTUS	Waters of the United States



## 1.0 INTRODUCTION

The Syracuse Regional Airport Authority (Authority or Sponsor) is proposing Federal Aviation Administration (FAA) consent for non-aeronautical use of approximately 46.47 acres of obligated airport land at the Syracuse Hancock International Airport (SYR or “the Airport”). The land is currently designated for non-aeronautical use. This Environmental Assessment (EA) evaluates potential impacts associated with the proposed consent. The Sponsor’s only proposed action is to utilize aeronautical land for non-aeronautical use; the EA evaluates potential environmental impacts that may occur if the property is developed after the FAA consents to non-aeronautical use.

Since the Proposed Action requires FAA consent, the EA must comply with the National Environmental Policy Act of 1969 (NEPA) and other federal special purpose laws. This assessment was conducted in accordance with FAA guidelines, including:

- FAA Order 1050.1F: *Environmental Impacts: Policies and Procedures*
- FAA Order 1050.1F’s *Environmental Desk Reference for Airport Actions (Version 2, 2020)*
- FAA Order 5050.4B: *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*

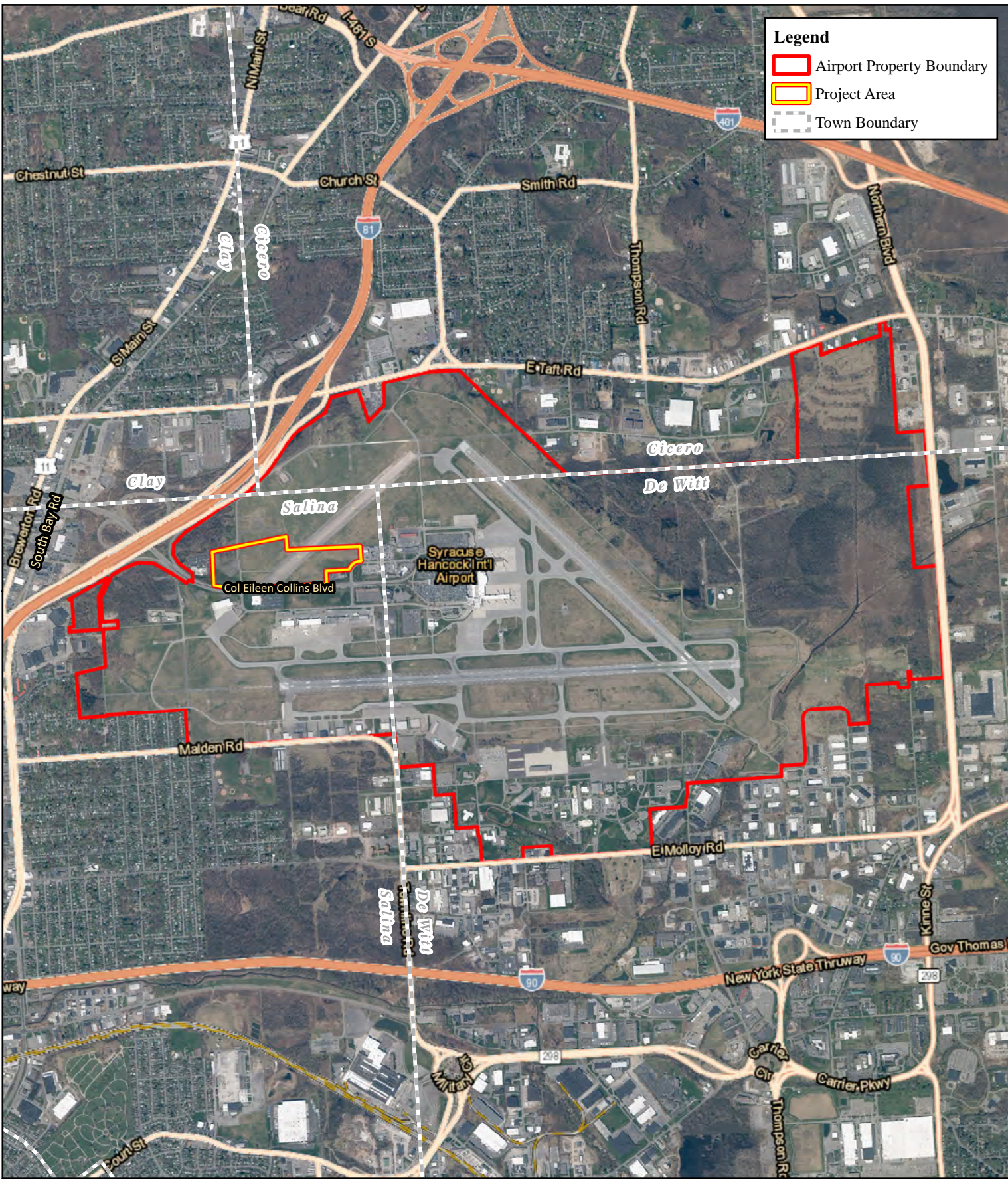
This EA includes the following chapters:

- Chapter 1: Introduction
- Chapter 2: Purpose & Need
- Chapter 3: Alternatives Analysis
- Chapter 4: Affected Environment
- Chapter 5: Environmental Consequences
- Chapter 6: Cumulative Impacts
- Chapter 7: Public Outreach
- Chapter 8: List of Preparers

### 1.1 Airport Overview

SYR is a public-use, joint civil-military commercial airport owned by the City of Syracuse and operated by the Authority. Covering approximately 2,400 acres, the Airport is located approximately 4 miles northeast of the City of Syracuse in Onondaga County within the municipal limits of the towns of Clay, Cicero, DeWitt, and Salina. The Airport is accessed via Colonel Eileen Collins Boulevard (formerly Airport Boulevard) from either Interstate 81 or South Bay Road, as shown in **Figure 1-1**.

The 46.47 acres of land proposed for non-aeronautical use is located north of Col. Eileen Collins Boulevard within the Town of Salina (see **Figure 1-2**). **Table 1-1** documents the Onondaga County Tax Map parcel information, the total acreage of each tax parcel, the parcel number of each parcel proposed for non-aeronautical use dictated by the Section 163 Determination (**Appendix A**), and the acreage of land proposed for non-aeronautical use. As documented in the Section 163 Determination, the Sponsor acquired all five parcels in 1963 through the Federal Property and Administrative Services Act of 1949 and the Surplus Property Act of 1944. The land is within the airfield fence and is currently maintained for airport development. A decommissioned runway traverses Parcels #3, #4, and #5. Overgrown access roads and former building pads are found within the site; however, most of the land remains undeveloped. According to the Town of Salina, the parcels are currently zoned as “Office & Light Industrial Park District” (O-2).



**Legend**

- Airport Property Boundary
- Project Area
- Town Boundary

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**Figure 1-1**  
**Airport Location Map**


Syracuse Hancock International Airport  
Col. Eileen Collins Blvd. Land Release EA

Scale 1" = 2,500'

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077036

Image Courtesy of the NYS Office of Information Technology  
Services, GIS Program Office. Photo Date: 2022



**Legend**  
 Project Area

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**Figure 1-2  
 Project Area Map**

Syracuse Hancock International Airport  
 Col. Eileen Collins Blvd. Land Release EA

Scale 1" = 600'

CHA Project No.  
 077036

Image Courtesy of the NYS Office of Information Technology  
 Services, GIS Program Office. Photo Date: 2022

**Table 1-1. Parcel Information**

Onondaga County Tax Map Parcel #	Total Acreage	Section 163 Determination Parcel #	Acreage Proposed for Non-aeronautical Use
058-01-10.0	47.49	1	4.09
058-01-09.0	33.57	2	8.50
058-01-08.0	19.26	3	5.68
058-01-07.0	52.28	4	19.23
058-01-06.0	34.35	5	8.97

\*Source: Onondaga County Tax Map, Section 163 Determination Letter

On January 8, 2024, the FAA updated their land use change policy. This EA has been updated to reflect the new policy. Studies performed as part of this EA were completed prior to the FAA's policy update and reflect language that was utilized as part of the previous policy. Although the language varies, it does not materially change the process.

## 1.2 Federal Actions

The FAA has determined, under Section 163(b) of the FAA Reauthorization Act of 2018, that the Agency has the legal authority to consent to or disapprove the change in land use for Parcels #1, #2, #3, #4, and #5 (see **Appendix A**). The Authority is requesting FAA consent for non-aeronautical use of the 46.47 acres of land, 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), reflecting the non-aeronautical land areas identified for potential development. The FAA's action of consenting to the non-aeronautical use of the land, thereby consenting to the release of sponsor obligations, is a federal action subject to compliance with the NEPA.

## 1.3 Timeframe of the Proposed Action

The Authority expects to submit the Final EA to the FAA in May 2024 with an expected environmental finding soon after. Upon receiving the notice of environmental finding, the Authority can begin to market and negotiate with potential developers to lease the property or portions of the property.

## Purpose & Need

### 2.0 PURPOSE & NEED

According to FAA Order 1050.1F, Section 6.201(c), the Purpose and Need statement identifies the purpose and need for the federal action. This chapter 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 Airport Improvement Program (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

The purpose of the Sponsor's Proposed Action is to use existing 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 per the 2021 SYR Airport Master Plan update.

#### 2.2 Need

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 land for non-aeronautical development, the Authority would apply the earned revenue towards supporting airport capital improvements and repair and operations activities that would benefit the Airport. Revenue earned from the long-term land lease would benefit the Airport directly. Additionally, commercial development in this location could benefit the surrounding community economically, which would also benefit the Airport.

## Alternatives Analysis

### 3.0 ALTERNATIVES ANALYSIS

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 a description and analysis of alternatives considered to meet the identified purpose and need.

Alternatives for the proposed land consent will be discussed in terms of an Action Alternative and a No Action Alternative. The No Action Alternative is assessed under the guidance of Section 1502.14 (d) of Council on Environmental Quality (CEQ) regulations, which requires that a “no action or build alternative” be considered in development projects.

#### 3.1 Preliminary Alternatives

The Sponsor’s Proposed Action is to obtain FAA consent for non-aeronautical use of 46.47 acres of obligated airport property for non-aeronautical use. Therefore, alternatives are limited to receive consent or do not receive consent. These alternatives are described below.

##### 3.1.1 Alternative 1: No Action Alternative

The No Action Alternative maintains the land’s current aeronautical use designation. Any potential non-aeronautical development of the property would not occur.

##### 3.1.2 Alternative 2: Obtain FAA Consent for Non-aeronautical Use

Alternative 2 is the Sponsor’s Proposed Action. With Alternative 2, the FAA consents to non-aeronautical use of the 46.47 acres of airport property.

#### 3.2 Sponsor’s Proposed Action

The Sponsor’s Proposed Action is to obtain FAA consent for non-aeronautical use of federally obligated airport property (46.47 acres) along Col. Eileen Collins Boulevard. Obtaining FAA consent for non-aeronautical use of the property would allow the Authority to enter a ground lease with potential developers to construct a mixed-use area of commercial development. The proposed project would allow interested entities to construct facilities to meet their respective needs, provided the development is compliant with Federal Air Regulations (FAR) Part 77 guidelines and is compatible with airport operations (i.e., would not complicate aviation operations). The Authority must comply with FAR Part 77 and coordinate review with the FAA through Form 7460. The Authority would maintain clauses within the lease to ensure oversight of potential development in these parcels, ensuring compatible land use. Parcels would not be leased 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 long-term lease(s) after the property has gone through the FAA consent process.

Any construction of buildings/facilities and supporting infrastructure would be required to apply for applicable permits from the State of New York, Onondaga County, the Town of Salina, and the City of Syracuse (as owners of the land). These permits would include, but are not limited to, building permits and New York State Pollutant Discharge Elimination System (SPDES) Construction General Permits


## Alternatives Analysis

(CGP) for construction activities and would include various stipulations, such as coordination with federal and state agencies regarding any proposed development's potential environmental effects. The developer would be responsible for obtaining necessary permits and adhering to each permit's provisions.

To assess potential development impacts that may result from the land consent, a preliminary development concept was evaluated as part of this EA (see **Figure 3-1**). It should be noted that this preliminary concept depicts the ultimate build out of the site; however, specific development would most likely be phased over time. This development concept is shown to assess potential indirect impacts for the NEPA process. No approvals with the Town of Salina 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 after completing the EA and finishing the land consent process.

The parcels proposed for non-aeronautical use are currently zoned as Office & Light Industrial Park District (O-2) by the Town of Salina. Early coordination and initial conversations with the Town of Salina indicated that the proposed commercial development would require a zoning change. The Town was amenable to such zoning change and acknowledged that any zoning change request would follow the EA approval when the actual development proposal is known (**Appendix B**). Potential environmental impacts are further discussed in the appropriate environmental resource categories of this EA. The preliminary development concept assumes future development would avoid and minimize environmental impacts to the extent practical.



**Legend**  
 Project Area

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Scale 1" = 600'

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**Figure 3-1**  
**Preliminary Conceptual Design Context Plan**

Syracuse Hancock International Airport Col.  
 Eileen Collins Blvd. Land Release EA

Image Courtesy of the NYS Office of Information Technology  
 Services, GIS Program Office. Photo Date: 2022



### 4.0 AFFECTED ENVIRONMENT

The Affected Environment Chapter describes the environmental resources that may be affected by the Sponsor's Proposed Action. Consistent with FAA Order 1050.1F, the following impact categories are addressed:

- Air Quality
- Biological Resources
- Climate
- Coastal Resources
- Department of Transportation Act, Section 4(f) Properties
- Farmlands
- Hazardous Materials, Solid Waste, and Pollution Prevention
- Historical, Architectural, Archaeological, and Cultural Resources
- Land Use & Zoning
- Natural Resources and Energy Supply
- Noise & Noise Compatibility
- Section 6(f)
- Socioeconomics, Environmental Justice, and Children's Environmental Health & Safety Risks
- Visual Effects
- Water Resources

Additionally, this EA includes a Traffic Analysis that reviews the Level of Service on nearby roadways. The information provided in this chapter serves as the basis for the assessment of potential environmental, social, and economic impacts in Chapter 5.

#### 4.1 Study Area

As part of this EA, two study areas are defined to assess the potential direct and indirect impacts of the Sponsor's Proposed Action on environmental resources. The Detailed Study Area (DSA) is primarily used to determine direct impacts, while the Generalized Study Area (GSA) addresses indirect impacts to resources. Both study areas are described below and show in **Figure 4-1**.

##### 4.1.1 Detailed Study Area

The DSA, which covers a much smaller area than the GSA, includes the land area that may be physically disturbed (e.g., ground disturbance) by the Sponsor's Proposed Action. The DSA is limited to the 46.47 acres of land proposed for non-aeronautical use. A depiction of the DSA is shown in **Figure 4-1**. The DSA is entirely within the Town of Salina.

##### 4.1.2 Generalized Study Area

The GSA is the area surrounding the DSA that may not be physically altered but accounts for resources that may be indirectly affected by the Sponsor's Proposed Action. The GSA generally consists of a 0.5-mile buffer around the DSA and often includes communities surrounding the airport, as well as specific community facilities, historic and cultural resources, and water features, amongst other resources. Portions of the GSA for this project are located within the Town of Salina, DeWitt, Cicero, and Clay. The



**Legend**

- Airport Property Boundary
- Detailed Study Area/Project Area
- Generalized Study Area/0.5 mi. Buffer
- Town Boundary

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Scale 1" = 2,500'

CHA Project No.  
077036

**Figure 4-1**  
**Study Area Map**

Syracuse Hancock International Airport  
Col. Eileen Collins Blvd. Land Release EA

Image Courtesy of the NYS Office of Information Technology  
Services, GIS Program Office. Photo Date: 2022

## Affected Environment

GSA is bound by East Taft Road to the north, by Malden Road to the south and is primarily within Airport property.

### 4.2 Air Quality

Under the Clean Air Act (CAA), the U.S. Environmental Protection Agency (EPA) developed the National Ambient Air Quality Standards (NAAQS). NAAQS have been established for carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), ozone (O<sub>3</sub>), particulate matter with a diameter of ten microns or less (PM), sulfur dioxide (SO<sub>2</sub>), and lead (Pb). Nitrogen oxides (NO<sub>x</sub>) and volatile organic compounds (VOC) are regulated as precursors to ozone (see **Table 4-1**). 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 or nonattainment. An area with air quality better than the NAAQS is designated as an attainment area. An area with air quality worse than the NAAQS is designated as a nonattainment area. Nonattainment areas are further classified as extreme, severe, serious, moderate, or marginal. Attainment areas that were initially designated as nonattainment areas but have been redesignated as in attainment are considered maintenance areas. Maintenance plans, put in place to ensure continued compliance with the NAAQS, are required for maintenance areas and are implemented in two 10-year intervals.

**Table 4-1. National Ambient Air Quality Standards (NAAQS)**

Pollutant	Primary/Secondary	Averaging Time	Level	Form
Carbon Monoxide (CO)	Primary	8-hour	9 ppm	Not to be exceeded more than once per year
		1-hour	35 ppm	
Lead (Pb)	Primary & Secondary	3-month average	0.15 µg/m <sup>3</sup>	Not to be exceeded
Nitrogen Dioxide (NO <sub>2</sub> )	Primary	1-hour	100 ppb	98th percentile of 1-hour daily maximum concentrations, averaged over 3 years
	Primary & Secondary	1-year	53 ppb	
Ozone (O <sub>3</sub> )	Primary & Secondary	8-hour	0.070 ppm	Annual fourth-highest daily maximum 8-hour concentration, averaged over 3 years
Particulate Matter (PM <sub>2.5</sub> )	Primary	1-year	12.0 µg/m <sup>3</sup>	Annual mean, averaged over 3 years
	Secondary	1-year	15.0 µg/m <sup>3</sup>	98th percentile, averaged over 3 years
	Primary & Secondary	24-hour	35 µg/m <sup>3</sup>	Not to be exceeded more than once per
Particulate Matter (PM <sub>10</sub> )	Primary & Secondary	24-hours	150 µg/m <sup>3</sup>	Not to be exceeded more than once per year on average over 3 years
Sulfur Dioxide (SO <sub>2</sub> )	Primary	1-hour	75 ppb	99th percentile of 1-hour daily maximum concentrations, averaged over 3 years
	Secondary	3-hour	0.5 ppm	Not to be exceeded more than once per year

Source: U.S. EPA; CFR, Title 40, Part 50, Section 121

### 4.2.1 Attainment/Nonattainment Status

The project is within Onondaga County, which is part of the Central New York Intrastate Air Quality Control Region [40 CFR 81, Subpart B, §81.127]. According to the U.S. EPA Green Book, Onondaga County was originally designated as a nonattainment area for CO. On September 29, 1993, Onondaga County was redesignated as a maintenance area. The 20-year maintenance plan period has been completed. Therefore, Onondaga County is in attainment with all criteria pollutants.

### 4.3 Biological Resources

Section 7(c) of the Endangered Species Act of 1973 (16 USC 1531 et seq.) requires that the potential impacts on rare, threatened, and endangered species of flora and fauna and their critical habitats be identified to avoid adverse impacts on these species. The U.S. Fish & Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) website and the New York State Department of Environmental Conservation (NYSDEC) Environmental Resource Mapper (ERM) were utilized to determine the potential for impacts to rare, threatened, or endangered species.

#### 4.3.1 Federally Protected Species

The IPaC website was reviewed in October 2023 for federally listed species (**Appendix B**). The website indicated that the Northern Long-eared Bat (*Myotis septentrionalis*) and the Indiana Bat (*Myotis sodalis*), both endangered species, in addition to the Monarch Butterfly (*Danaus plexippus*), a candidate species, may occur or could potentially be affected by activities at the project location. No critical habitat has been identified within the DSA for the federally protected species.

According to the USFWS, after hibernation ends in late March or early April, Northern Long-eared Bats (NLEB) migrate to summer roosts. The active season is the period between emergence and hibernation from April 1 through October 31. Suitable summer habitat consists of a wide variety of forested/wooded habitats where they roost, forage, and travel and may also include some adjacent and interspersed non-forested habitats. This includes forests and woodlots containing potential roosts, as well as linear features such as fence rows, riparian forests, and other wooded corridors. These wooded areas may be dense or loose aggregates of trees with variable amounts of canopy closure. They roost in cavities, underneath bark, crevices, or hollows of both live and dead trees and/or snags (typically  $\geq 3$  inches in diameter at breast height (dbh)). They are known to use a wide variety of roost types, using tree species based on the presence of cavities and crevices or the presence of peeling bark. They have also been occasionally found roosting in structures like buildings, barns, sheds, houses, and bridges.

According to the USFWS, habitat for the Indiana Bat requires forests for foraging and roosting and is found in the eastern United States. Females migrate from hibernacula to wooded areas to form maternal colonies, where they bear one pup in the spring. Females return to the same colony every summer. Summer roosts are usually behind the exfoliating bark of large, usually dead, trees. In late summer and early fall, males and females return to hibernacula to mate and enter hibernation. Critical habitat for the Indiana Bat has been established, but it does not overlap the DSA.

Monarch Butterflies can be found in a variety of habitats where they rely on obligate milkweed (primarily *Asclepias spp.*) as a host plant during breeding season and as a food source. Based on spring and fall migration maps, the state of New York is in the summer breeding area.

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### 4.3.2 Migratory Birds

Pursuant to the Migratory Bird Treaty Act of 1918 (16 U.S.C §§703-712), it is illegal to take, possess, import, export, transport, sell, purchase, barter, or offer for sale, purchase, or barter, any migratory bird, or the parts, nests, or eggs of such a bird except under the terms of a valid federal permit. The Bald and Golden Eagle Protection Act (16 U.S.C. §668-668c) prohibits anyone, without a permit issued by the Secretary of the Interior, from “taking” bald and golden eagles, including their parts, nests, or eggs.

The IPaC identified a list of Birds of Conservation Concern (BCC) that may be affected by the proposed project. Those species are listed below:

- Bald Eagle (*Haliaeetus leucocephalus*)
- American Golden-plover (*Pluvialis dominica*)
- Belted Kingfisher (*Megasceryle alcyon*)
- Black-billed Cuckoo (*Coccyzus erythrophthalmus*)
- Blue-winged Warbler (*Vermivora pinus*)
- Bobolink (*Dolichonyx oryzivorus*)
- Chimney Swift (*Chaetura pelagica*)
- Eastern Meadowlark (*Sturnella magna*)
- Evening Grosbeak (*Coccothraustes vespertinus*)
- Golden Eagle (*Aquila chrysaetos*)
- Golden-winged Warbler (*Vermivora chrysoptera*)
- Lesser Yellowlegs (*Tringa flavipes*)
- Pectoral sandpiper (*Calidris melanotos*)
- Red-headed Woodpecker (*Melanerpes erythrocephalus*)
- Ruddy Turnstone (*Arenaria interpres morinella*)
- Short-billed Dowitcher (*Limnodromus griseus*)
- Upland Sandpiper (*Bartramia longicauda*)
- Wood Thrush (*Hylocichla mustelina*)

### 4.3.3 State Protected Species

The NYSDEC’s ERM Rare Plants and Rare Animals layer shows generalized areas where the New York Natural Heritage Program (NHP) has information in its databases regarding rare animals and/or rare plants. An area determined to have Rare Plants or Rare Animals overlaps most of the GSA.

A request was sent to the NHP for information on the presence of state-listed or proposed endangered or threatened species and critical wildlife habitat within or near the project area. Their response, received on December 11, 2023, identified two State-Listed Threatened species (see **Appendix B**).

- Upland Sandpiper (*Bartramia longicauda*)
- Northern Harrier (*Circus hudsonius*)

The Upland Sandpiper has been documented within 1/3-mile of the DSA. The Northern Harrier has been documented within 1/4-mile of the DSA.

### 4.4 Coastal Resources

The U.S. Congress recognized the importance of meeting the challenge of continued growth in the coastal zone by passing the Coastal Zone Management Act (CZMA) in 1972. This act, administered by the National Oceanic and Atmospheric Administration (NOAA), provides for the management of the nation's coastal resources, including the Great Lakes. The goal of the Act is to “preserve, protect, develop, and, where possible, to restore or enhance the resources of the nation's coastal zone.” Federal agencies must determine if their action may impact a coastal use or resource in states with approved coastal zone management programs.

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 Atlas, the project is not located within a designated Coastal Zone or an Approved Inland Local Waterfront Revitalization Program area. Additionally, based on a review of the Coastal Barrier Resources System Mapper, the DSA is not within an area mapped as a coastal barrier.

### 4.5 Department of Transportation Act, Section 4(f) Properties

Section 4(f) of the Department of Transportation (DOT) Act of 1966 [recodified in 1983 as Title 49, Section 303(c) of the USC] provides for the protection of publicly owned recreational resources and requires the analysis of potential impacts to these resources arising from DOT actions. Resources protected under Section 4(f) include public parks and recreation areas, as well as wildlife and waterfowl refuges or 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 that has 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.

#### 4.5.1 Public Parks & Recreation Areas

A review of state and local websites indicates that there are no publicly owned parks within the GSA.

#### 4.5.2 Wildlife Management Areas

Based on online mapping resources ([www.wilderness.net](http://www.wilderness.net) and [www.nationalatlas.gov](http://www.nationalatlas.gov)), there are no national forests or wilderness areas within the GSA. Review of the NYSDEC website also indicates that there are no wildlife management areas within the GSA.

#### 4.5.3 Historic Sites

Review of the NRHP spatial database indicates that there are no NRHP-listed resources near the project. The New York State Cultural Resource Information System (CRIS) was reviewed to assess state-listed historic resources. Historic resources are not shown within or surrounding the project area. Coordination with the New York State Office of Parks, Recreation, & Historic Preservation (OPRHP) in October 2023 indicated that no historic properties would be affected by the undertaking (see **Appendix B**). Historic resources are discussed further in **Section 4.9**.

### 4.6 Section 6(f)

The U.S. Land and Water Conservation Fund Act of 1965 established the Land and Water Conservation Fund (LWCF), which was created to preserve, develop, and assure accessibility to outdoor recreational resources. Section 6(f) of this Act prohibits the conversion of lands purchased with LWCF monies to a non-recreational use. Review of 6(f) properties on the LWCF website revealed that there are no properties located within or adjacent to the GSA.

### 4.7 Farmlands

The Farmland Protection Policy Act (FPPA) (7 USC 4201-4209) of 1984 was implemented to protect and preserve farmland for agricultural use as part of the 1980 Farm Bill (PL 97-98, Title XV, Subtitle I; 7 USC 4201-4209). This policy, however, does not apply to land already committed to urban development or water storage, regardless of its importance as defined by the Natural Resource Conservation Service (NRCS). The guidelines recognize that the quality of farmland varies based on soil conditions and place a higher value on soils with high productivity potential.

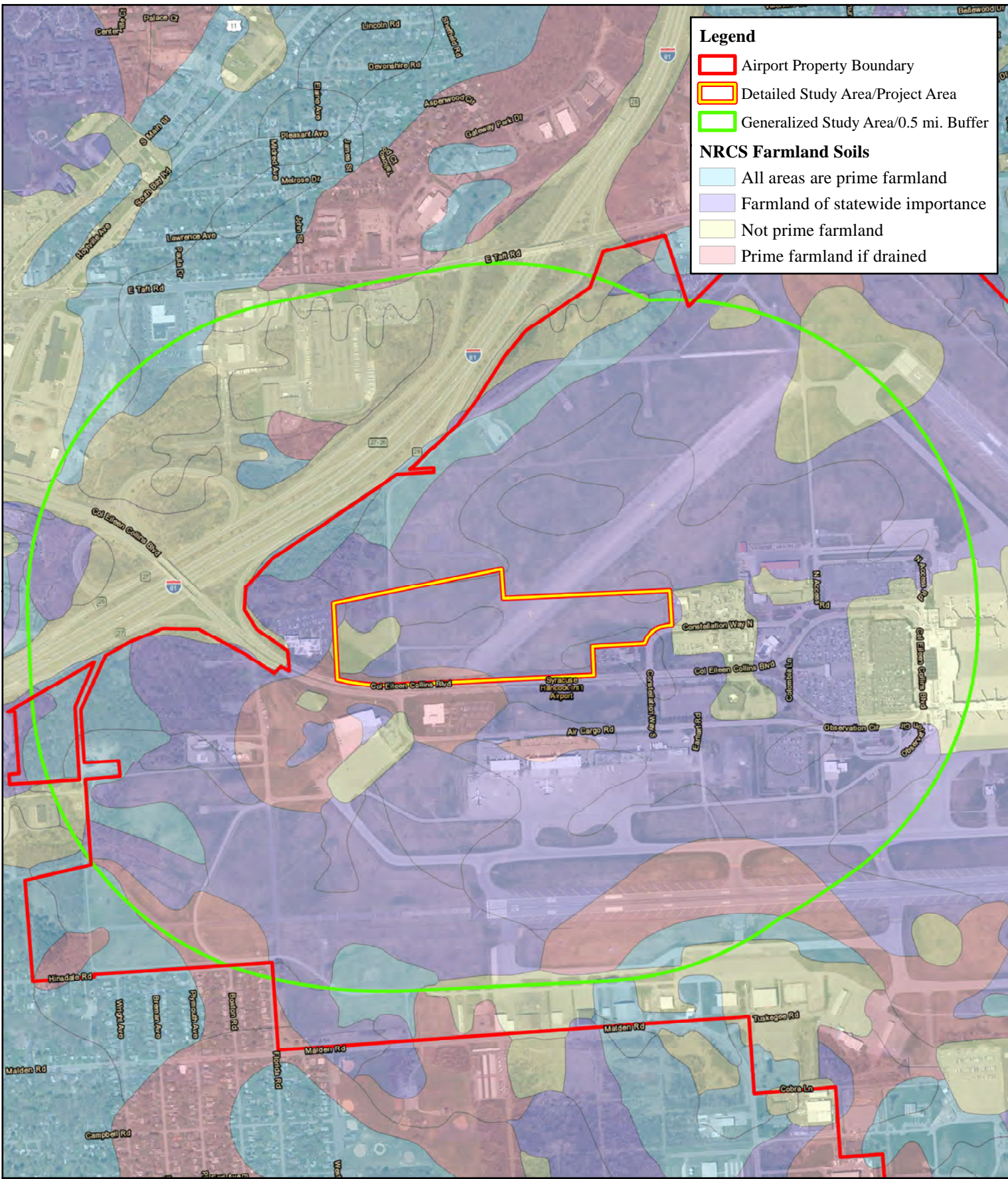
To preserve these highly productive soils, the NRCS classifies soil types as prime farmland, farmland of statewide importance, farmland of local importance, or unique farmland. The NRCS defines prime farmland as “land that has the best combination of physical and chemical characteristics” for agriculture. This includes land with these characteristics used for livestock or timber production but not land that is already urbanized or used for water storage. Unique farmland is defined as “land other than prime farmland that is used for the production of specific high-value food and fiber crops,” with such crops defined by the Secretary of Agriculture. Farmland of statewide or local importance is farmland other than prime or unique farmland that “is used for the production of food, feed, fiber, forage or oilseed crops.” The NRCS requires that soils in these categories be given proper consideration before they are converted to non-farming uses by federal programs. According to the NRCS Web Soil Survey, the following soil types, listed with their farmland soil classification, have been identified within the project area:

- Minoa fine sandy loam (MtA) – prime farmland, if drained
- Croghan loamy fine sand (CrB) – farmland of statewide importance
- Naumburg loamy fine sand (Na) – farmland of statewide importance
- Urban Land (Ub) – not prime farmland

**Figure 4-2** shows the location of farmland soils within the project area.

### 4.8 Hazardous Materials, Solid Waste, and Pollution Prevention

Hazardous waste is a general term relating to spills, dumping, and releases of substances that could threaten human and animal life. To identify these materials and protect the environment from harmful interaction with hazardous wastes, federal laws and regulations have been enacted, including the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) and the Resource Conservation and Recovery Act (RCRA). CERCLA prescribes a very specific process for the investigation and cleanup of sites listed on the National Priorities List (NPL), also referred to as Superfund sites. RCRA is the public law that creates the framework for the proper management of hazardous and non-hazardous solid waste. Hazardous waste impacts are typically associated with the current or future use, transfer, or generation of hazardous materials within the limits of the proposed improvements or the



**Legend**

- Airport Property Boundary
- Detailed Study Area/Project Area
- Generalized Study Area/0.5 mi. Buffer

**NRCS Farmland Soils**

- All areas are prime farmland
- Farmland of statewide importance
- Not prime farmland
- Prime farmland if drained

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**Figure 4-2  
Farmland Soils Map**

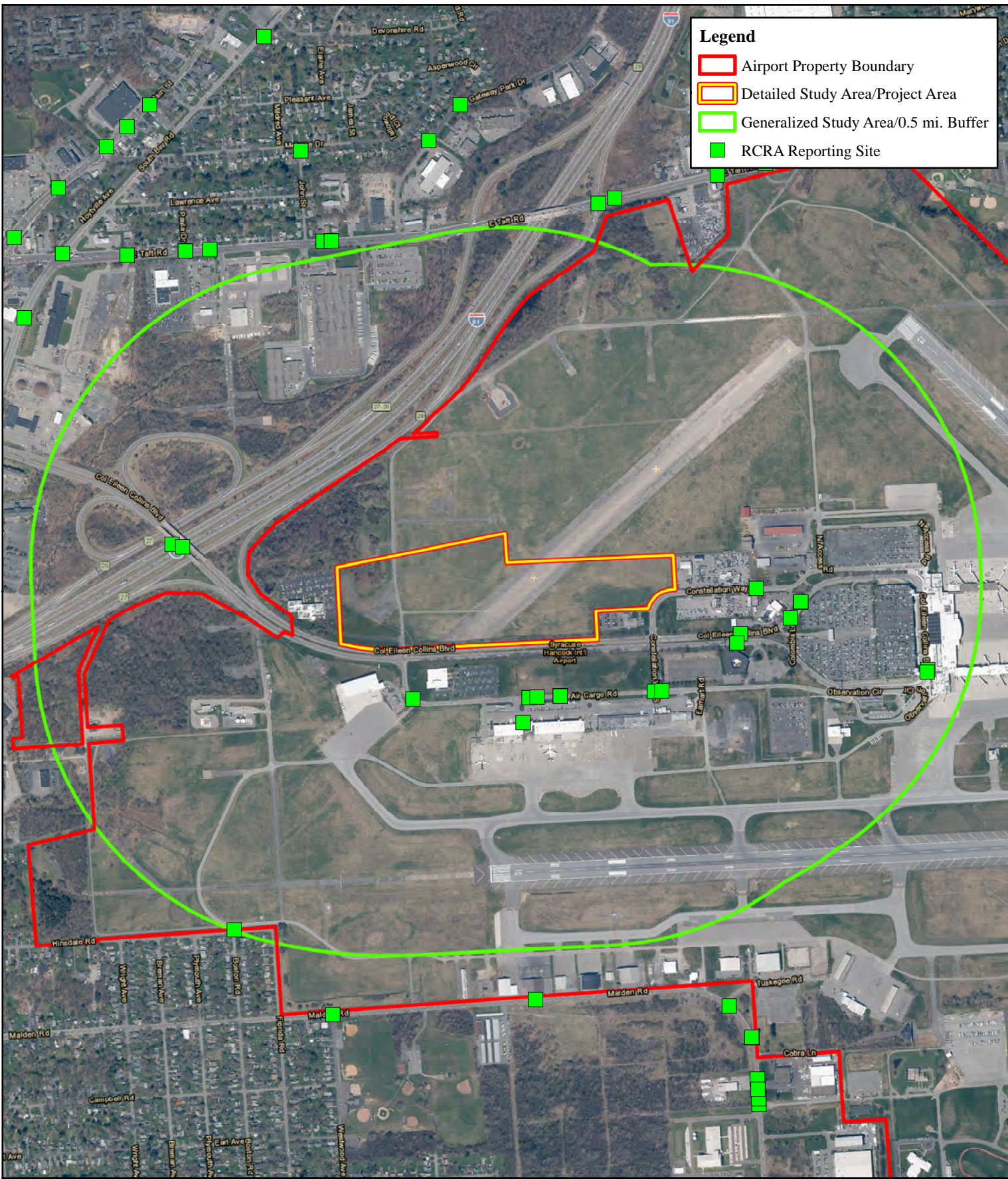
Syracuse Hancock International Airport  
Col. Eileen Collins Blvd. Land Release EA

Scale 1" = 1,100'

CHA Project No.  
077036

Image Courtesy of the NYS Office of Information Technology  
Services, GIS Program Office. Photo Date: 2022





**Legend**

- Airport Property Boundary
- Detailed Study Area/Project Area
- Generalized Study Area/0.5 mi. Buffer
- RCRA Reporting Site

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**Figure 4-3**  
**RCRA Site Map**

Syracuse Hancock International Airport  
Col. Eileen Collins Blvd. Land Release EA

Scale 1" = 1,100'

CHA Project No.  
077036

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acquisition of properties that contain hazardous materials. Environmental concerns related to solid waste disposal range from landfill adequacy for urban trash to the safe disposal of industrial waste.

A review of online environmental databases was conducted to identify sites and facilities located in the proposed project area that may be of environmental concern from both a site contamination and a NEPA perspective. The review included various online databases maintained by the US EPA and the NYSDEC. The NPL contains the most serious uncontrolled or abandoned hazardous waste sites throughout the United States. There are no NPL sites within the GSA. Brownfield sites, defined as a property whose reuse may be complicated by the potential presence of hazardous substances, pollutants, or contaminants, are not found within the GSA.

The RCRA online database lists facilities that store, generate, transport, treat, and dispose of hazardous wastes. This database records facilities that generate large or small quantities of hazardous wastes or are conditionally exempt generators. It should be noted that sites included in this database do not necessarily involve contamination. Several facilities located near the project area currently report to the US EPA under the RCRA. **Table 4-2** gives further information on each RCRA site. **Figure 4-3** shows the location of each RCRA site.

**Table 4-2. RCRA Reporting Sites**

Name	Location	Owner/Operator	Type & Extent	Distance from DSA
NYSDOT Bin 1031681	Airport RD WB Over I-89	NYSDOT	Unk	0.3 mi northwest
NYSDOT Bin 1031682	Airport RD WB Over I-89	NYSDOT	Unk	0.3 mi northwest
United Parcel Service - Syracuse Gateway Nyhan	4014 S Service Road & Hancock INTL Airport	Aero Syracuse LLC	Very Small Quantity Generator	0.1 mi south
Federal Express Corp	4000 S Service Road Building A	Hancock Assoc Inc Co Cheapeak Natl Bank	Very Small Quantity Generator	0.1 mi south
Fedex Express Syrr-Syrrt	152 Air Cargo Road	Federal Express Corporation	Small Quantity Generator	0.1 mi south
Hancock Intl Accos	4050 S Service Road	City of Syracuse	Unk	0.1 mi south
Emery Worldwide Airlines Syracuse	3014 S Service Road	Hancock International Associates Inc	Unk	0.1 mi south
Niagara Mohawk A National Grid Co	212 Air Cargo Road MH 18	Unk	Unk	0.1 mi south
TSA at SYR	1000 Colonel Eileen Collins Blvd	City of Syracuse	Very Small Quantity Generator	0.1 mi south
USAir Maintenance	SYR	USAir Incorporated	Unk	0.1 mi south
American Eagle Airlines at SYR	SYR	City of Syracuse	Very Small Quantity Generator	0.2 mi east
Hertz Corporation	SYR	Hertz Corporation	Very Small Quantity Generator	0.2 mi east

## Affected Environment

Name	Location	Owner/Operator	Type & Extent	Distance from DSA
FAA Syracuse SSC	200 N Constellation Way	Federal Aviation Admin USDOT	Small Quantity Generator	0.1 mi east
Niagara Mohawk A National Grid Co	1000 Colonel Eileen Collins Blvd	Unk	Unk	0.4 mi east
Continental Airlines Northside Gate #21	SYR	Syracuse Department of Aviation	Unk	0.3 mi east
Southern Container Corp	500 Hinsdale Rd	Southern Container Corp	Unk	0.5 mi south

\*Source: NEPAassist

CHA completed a Phase I Environmental Site Assessment (ESA) in November 2023 (see **Appendix E**). According to the Phase I ESA, there are three underground storage tanks within 0.25 miles of the DSA. A 55-gallon drum was observed in the forested area located in the northwest corner of the DSA. According to the Authority, the drum is utilized for the disposal of dead animals captured or encountered on Airport property. A pad-mounted transformer is located near the access gate in the western portion of the DSA. The utility company owns this transformer. In accordance with Part 761 of the Toxic Substance Control Act, the owner of the electrical equipment is responsible for maintaining the equipment and remediating impacted environmental media in the event of a leak. Therefore, the Authority's risk associated with Polychlorinated biphenyls (PCBs), if present, is mitigated by the utility company's ownership. The transformer appeared to be in good condition during the site visit and, given that the date of manufacture was listed as November 2016, there was no evidence that it contained PCBs. PCBs were used in electrical transformers manufactured between 1929 and 1977 and are typically associated with transformers installed through the mid-1980s. Subsequent to the site visit, the U.S. EPA's Registration of Transformers Containing PCBs was reviewed. The transformer located within the DSA was not found within the database. Additionally, as part of the Phase I, the Environmental Risk Information Services (ERIS) regulatory database was utilized to identify potential environmental threats to the project. While several listings were reviewed, no sites were considered environmental threats. SYR is listed as a Formerly Used Defense Site (FUDS) facility. The remediation area identified as part of the FUDS program was determined to be located outside of the GSA. Recognized Environmental Conditions (RECs) are not present within the DSA.

The NYSDEC regulates and permits solid waste facilities in New York State on a regional basis. NYSDEC Region 7 is responsible for facilities in Onondaga County. These facilities include recycling and material recovery facilities, combustion, transfer and collection facilities, and landfills.

### 4.9 Historical, Architectural, Archaeological, and Cultural Resources

Section 106 of the National Historic Preservation Act of 1966 (NHPA) protects properties listed or determined to be eligible for listing 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 on historic resources. The New York State OPRHP is the SHPO in New York responsible for maintaining historical, archaeological, and cultural resource sites throughout the state.

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Review of the NRHP spatial database and CRIS indicates that there are no federally or state-listed resources near the project. CRIS also defines archaeological buffer areas, defined as the area around known archaeological resources that may be archaeologically sensitive. Neither the DSA nor the GSA falls within an archaeological buffer area.

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, in review of the OPRHP map of Indian Nation Areas of Interest, Onondaga County falls within areas for the Onondaga and Tuscarora Indian Nations.

### 4.10 Land Use & Zoning

SYR is within four municipalities. The parcels proposed for non-aeronautical use are entirely within the Town of Salina. Portions of the project area remain undeveloped, while other areas have been disturbed by previous airport development. The following subsections describe existing land use in terms of generalized land use patterns, plans, and controls.

#### 4.10.1 Land Use

New York State Geographic Information Systems (GIS) was reviewed to determine land use on and around the project area. As depicted in **Figure 4-4**, land use within the DSA is indicated as Vacant. The GSA includes Commercial, Vacant, Industrial/Utility, Public Service, and a very limited amount of Residential land uses.

Vacant land use is described by the New York State Department of Taxation and Finance as vacant land located in commercial areas. Industrial land use is described as property used for the production and fabrication of durable and nondurable man-made goods. Public Service land use is defined as property used to provide services to the public. Residential land use is described in Plan Onondaga, the county's comprehensive plan, as areas where housing is the primary intended land use. The goal of this land use is to foster investment in new and existing housing and neighborhoods. Agriculture is a primary economic driver for Onondaga County. Commercial land use is defined as an area where business is the primary intended land use.

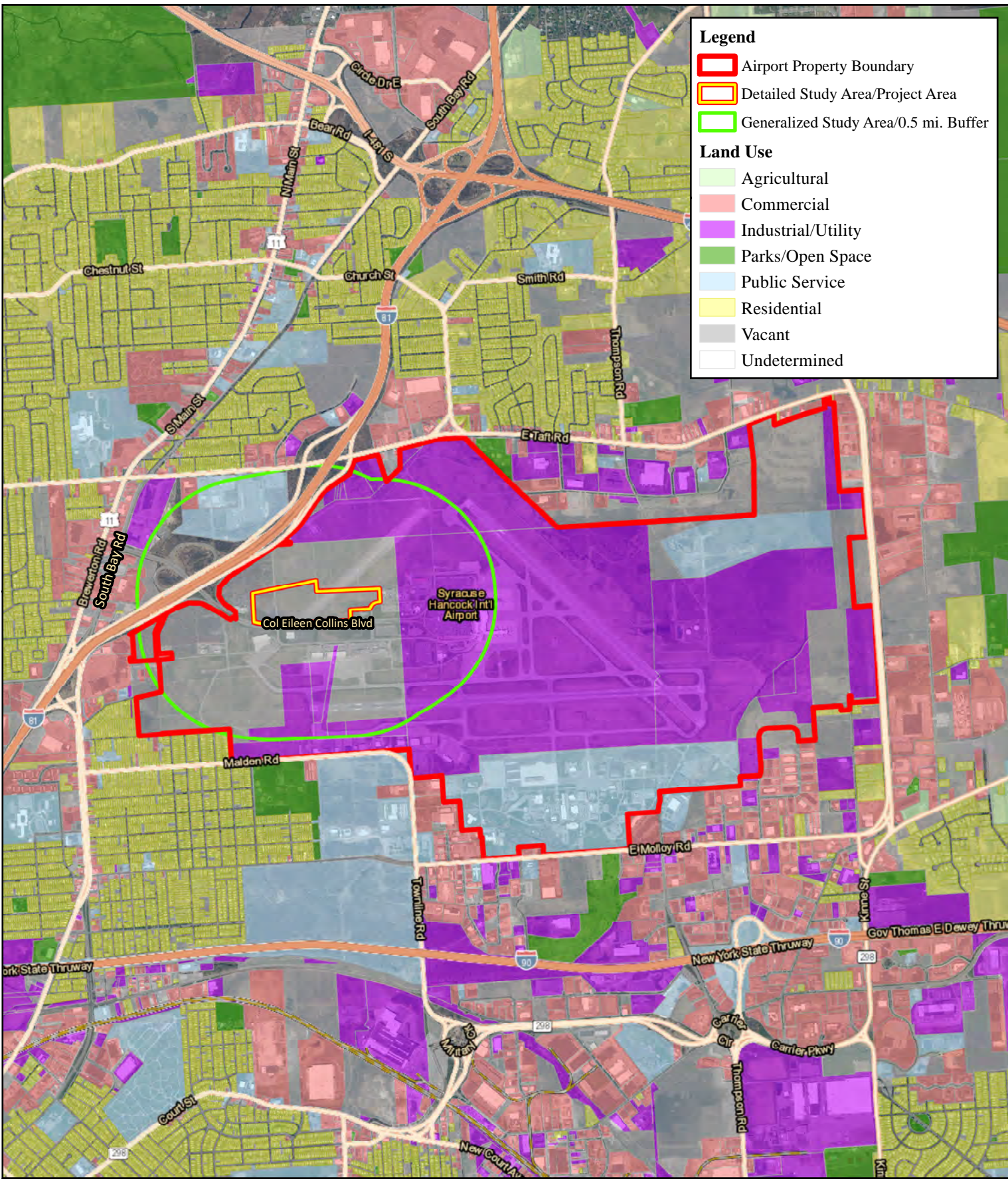
#### 4.10.2 Zoning

According to the 2021 Town of Salina Zoning Map, the DSA is zoned as "Office and Light Industrial Park District" (O-2). The intent of this district is the following:

- Permit office and light industrial uses which can be operated in a clean and quiet manner.
- Provide park areas characterized by substantial setbacks, yard, and landscaping.
- Assure land use compatibility with adjacent residential use districts.
- Prohibit residential and commercial uses.

The permitted uses in this zoning area are listed as follows:

- Office



**Legend**

- Airport Property Boundary
- Detailed Study Area/Project Area
- Generalized Study Area/0.5 mi. Buffer

**Land Use**

- Agricultural
- Commercial
- Industrial/Utility
- Parks/Open Space
- Public Service
- Residential
- Vacant
- Undetermined

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Scale 1" = 2,500'

CHA Project No.  
077036

### Figure 4-4 Land Use Map

Syracuse Hancock International Airport  
Col. Eileen Collins Blvd. Land Release EA

Image Courtesy of the NYS Office of Information Technology  
Services, GIS Program Office. Photo Date: 2022

## Affected Environment

- Light manufacturing and processing; warehouse facilities
- Utility facilities
- Wholesale distribution centers
- Municipal, state, and federal airports
- Day-care centers

Special permit uses include those listed below:

- Transitional parking areas
- Utility service facilities

### 4.11 Natural Resources and Energy Supply

Energy and natural resources are discussed in FAA Order 5050.4B and FAA Order 1050.1F. The CEQ Regulations (CFR Title 40, Section 1502.16l 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.

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 ground support equipment that service the aircraft. The GSA is serviced by electricity provided by the National Grid. Currently, public water, sewer services, and natural gas are not connected but are available in the general vicinity of the project.

### 4.12 Noise & Noise Compatibility

The FAA has adopted land use compatibility guidelines for preparing airport noise studies. According to federal regulations, a Day Night Average Sound Level (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.

The existing noise sources within the DSA are activities at the airport, traffic along Col. Eileen Collins Boulevard, and the surrounding commercial and industrial development. According to the 2006 SYR ALP, the parcels proposed for non-aeronautical use are located between the future 65 and 70 DNL contour.

### 4.13 Socioeconomic, Environmental Justice, and 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

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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. No facilities frequented by children, such as schools, daycare, and parks, are located within the GSA. 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, also referred to as Environmental Justice (EJ) populations. The first step in complying with EO 12898 is to identify if minority or low-income populations occur within or close to the DSA such that the action could impact them.

According to the CEQ, affected communities (AC) that are more than 50% minority or low-income are automatically designated as EJ populations. Additionally, ACs are designated as EJ populations if the low-income or minority populations are 125% of the community of comparison (COC). Demographic data from the U.S. Census Bureau 2021 American Community Survey (ACS) 5-year Estimates was reviewed and compiled to complete the analysis. The project is within Onondaga County, which most accurately represents the geographic, social, and economic environment of the project area. Therefore, Onondaga County was deemed the most appropriate COC. Census Tract 139 fully contains the DSA and has been deemed the AC. Census tract 139 does not exceed the 50% minority or low-income threshold. A reference threshold of 125% was calculated over the COC to assess the presence of EJ populations further. The results of this analysis appear in **Table 4-3**. Based on this analysis, EJ populations are not present within the vicinity of the proposed project.

**Table 4-3. EJ Analysis**

	Onondaga County (COC)	Census Tract 139
Total Population	474,621	2,837
Minority Persons	113,799	702
Percent Minority	24.0%	24.7%
125% COC	30.0%	
<b>Potential Minority EJ Impact?</b>		<b>No</b>
Total Population	454,912	2,837
Low Income	62,845	438
Percent Low Income	13.8%	15.4%
125% COC	17.3%	
<b>Potential Low-Income EJ Impact?</b>		<b>No</b>

\*Source: U.S. Census, 2021 ACS Survey (5-year estimates)

### 4.14 Water Resources

In accordance with the FAA 1050.1F Desk Reference Section 14, water resources include Wetlands, Floodplains, Surface Waters, Groundwater, and Wild and Scenic Rivers. Water resources within the GSA are described below.

### 4.14.1 Wetlands

Jurisdictional wetlands and Waters of the United States (WOTUS), including Traditional Navigable Waters (TNW), are regulated under Sections 401 (Water Quality Certification) and 404 of the Clean Water Act (CWA) for the discharge of dredged or fill materials. TNWs 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 non-aeronautical use. The USFWS National Wetland Inventory (NWI) mapper was reviewed for the presence of potential federally mapped wetlands within and surrounding the DSA. No wetlands were shown within the DSA. A series of Freshwater Forested/Shrub Wetlands (PFO1E) were mapped approximately 0.3 miles northwest of the DSA. A Freshwater Forested/Shrub Wetland (PSS1E) is also shown 0.4 miles north of the DSA, adjacent to a freshwater pond. The location of each NWI wetland is displayed in **Figure 4-5**. According to the NYSDEC ERM, there are no NY state-regulated wetlands within the DSA. The ERM maps an approximate location of state-regulated freshwater wetlands and outlines a state-regulated wetland checkzone. The “checkzone” is an area around the mapped wetland in which the actual wetland may occur. Similar to the NWI mapper, review of the ERM indicated that wetlands are present 0.3 miles northwest and 0.4 miles north of the DSA (see **Figure 4-5**).









CHA completed a wetland delineation in November 2023 (see **Appendix C**) to further investigate the presence of wetlands. One wetland (Wetland A) was identified within the DSA during the delineation; it is located in the south-central portion of the project area (see **Figure 4-5**). Wetland A is a small depression, has no inlet or outlet, and has no connection to tributaries or adjacent wetlands. Wetland A is not adjacent to a TNW, territorial sea, or interstate water. Wetland A is also not adjacent to water defined as relatively permanent, standing, or continuously flowing, and does not have a continuous surface connection to those waters. In accordance with the Sackett Supreme Court Decision (*Sackett v. Environmental Protection Agency*) and the amended definition of WOTUS, Wetland A is presumed to be non-jurisdictional.

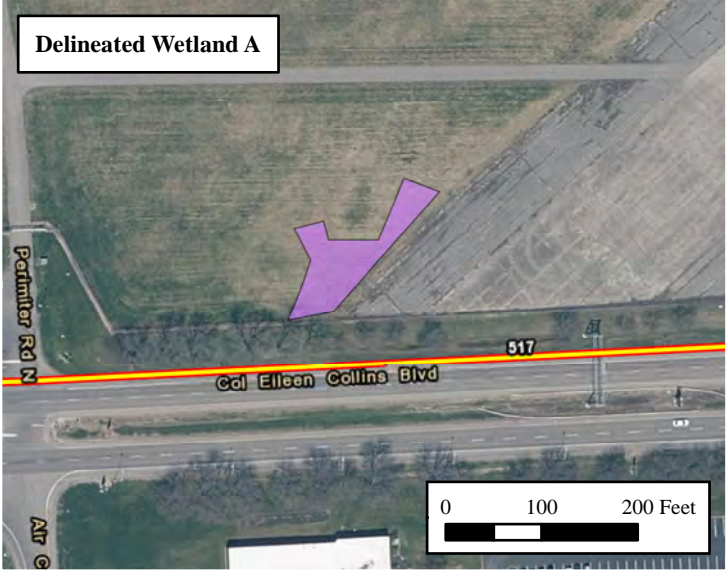
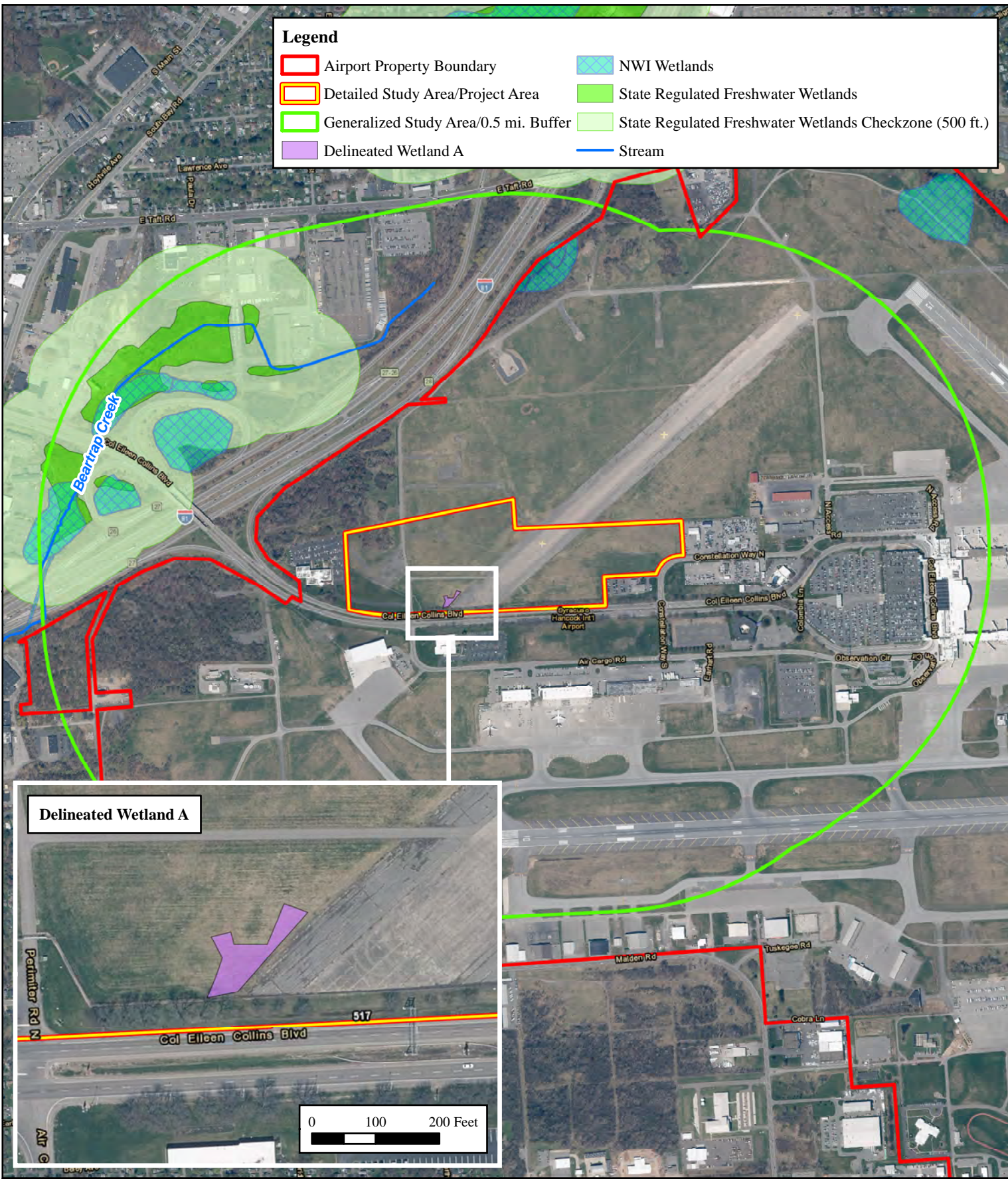
### 4.14.2 Floodplains

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.” The intent of Order 11988 is 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. According to FEMA’s Flood Insurance Rate Maps (FIRM), dated November 4, 2016 (Panel Numbers 36067C0207F and 36067C0226F), the parcels proposed for non-aeronautical use are not located within the 100-year floodplain (see **Figure 4-6**).



**Legend**

 Airport Property Boundary	 NWI Wetlands
 Detailed Study Area/Project Area	 State Regulated Freshwater Wetlands
 Generalized Study Area/0.5 mi. Buffer	 State Regulated Freshwater Wetlands Checkzone (500 ft.)
 Delineated Wetland A	 Stream



**Figure 4-5**  
**Surface Water Resources**  
 Syracuse Hancock International Airport  
 Col. Eileen Collins Blvd. Land Release EA



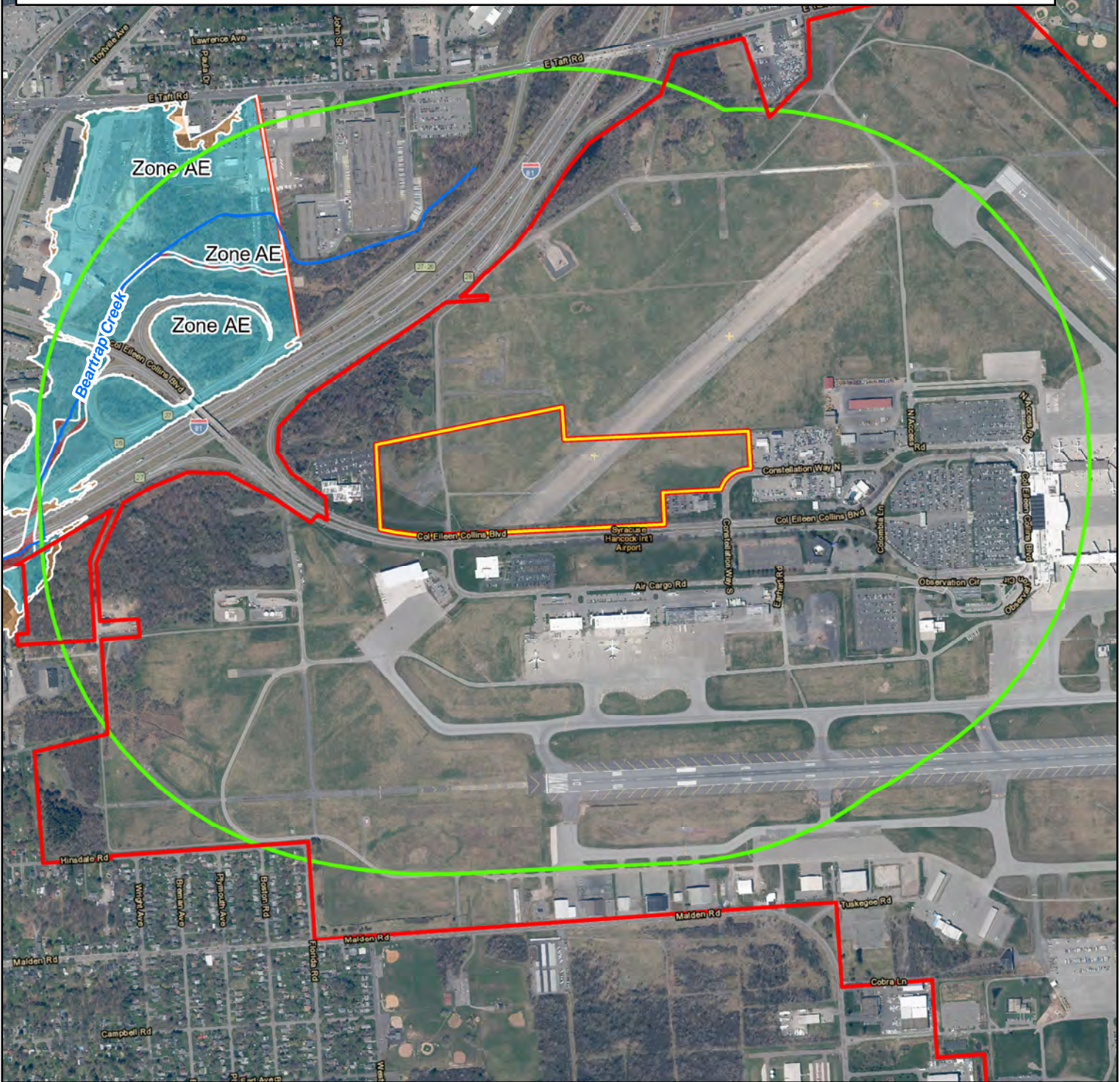
Scale 1" = 1,100'

CHA Project No.  
077036

Image Courtesy of the NYS Office of Information Technology Services, GIS Program Office. Photo Date: 2022

**Legend**

- Airport Property Boundary
  - Detailed Study Area/  
Project Area
  - Generalized Study Area/  
0.5 mi. Buffer
  - Stream
- Flood Hazard Zones**
- 1% Annual Chance Flood Hazard
  - 0.2% Annual Chance Flood Hazard
  - Future Conditions 1% Annual Chance Flood Hazard
  - Area with Reduced Risk Due to Levee
  - Area with Risk Due to Levee
- Zone Type**
- 1% Annual Chance Flood Hazard
  - Regulatory Floodway
  - Special Floodway
  - Area of Undetermined Flood Hazard



Date Saved: 2/5/2024 • Author: E.Butterfield



Scale 1" = 1,100'

CHA Project No.  
077036

**Figure 4-6  
Floodplain Map**

Syracuse Hancock International Airport  
Col. Eileen Collins Blvd. Land Release EA

Image Courtesy of the NYS Office of Information Technology  
Services, GIS Program Office. Photo Date: 2022

### 4.14.3 Surface Waters

The project is within the Mud Creek (HUC 041402020902) and Onondaga Lake (041402011509) watersheds. The NYSDEC classifies the water quality of surface waters in New York State as either “AA,” “A,” “B,” “C,” or “D.” Water quality standards for discharges to a classified stream, river, lake, or other water body accompany each classification. A “(T)” or “(TS)” used with the water quality standard indicates that the stream supports, or may support, a trout population. All streams and water bodies with a water quality standard of C(T) or higher are regulated by the NYSDEC under Article 15 Protection of Waters as navigable waters. As shown in **Figure 4-5**, there are no streams within the DSA. Beartrap Creek, a Class C waterbody, runs adjacent to the western border of the Airport and is located approximately 0.3 miles from the DSA.

### 4.14.4 Groundwater

Review of the US EPA’s Map of Sole Source Aquifers (SSA) and the NYSDEC website indicates that there are no SSAs or Primary Aquifers located within the GSA.

### 4.14.5 Wild and 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. Rivers included in the National Wild and Scenic River System are not located within the GSA. The Nationwide Rivers Inventory contains river segments that are believed to possess one or more “outstandingly remarkable” natural or cultural values and are therefore candidates for the National Wild and Scenic River System. The National Park Service National Rivers Inventory map shows no river segments within the project area. According to the NYSDEC, there are also no state Wild, Scenic, or Recreational rivers within the GSA.

## 4.15 Traffic

A qualitative traffic analysis was completed as part of this EA to document existing conditions and assess potential impacts to the traffic network (see **Appendix F**). The parcels proposed for non-aeronautical use are served by a network of county, state, and interstate roadways. The principal roadways in this network are as follows:

- Colonel Eileen Collins Boulevard (County Road 78)
- South Bay Road (County Road 208)
- State Route NY 936
- Interstate-81

Access to the DSA is provided primarily via Col. Eileen Collins Boulevard, which is also the existing access roadway for SYR. On the City/County/Regional level, access to the site will be primarily via Interstate 90 and Interstate 81, which has on and off-ramps to Col. Eileen Collins Boulevard via State Route 936. On the local level, access is also provided via South Bay Road, which connects directly to

## Affected Environment

Col. Eileen Collins Boulevard at a signalized intersection. This roadway network is considered the study area for the traffic analysis.

### 4.15.1 Roadway Network

Col. Eileen Collins Boulevard is an east-west 4-lane divided minor arterial with two travel lanes in each direction separated by a 20'-30' wide grassy median. The eastern end of the roadway starts to the west of Columbia Lane in the Central Terminal Area of SYR. The western end of the roadway intersects with South Bay Road. The roadway widens at key intersections to provide a turn lane. This road provides convenient access between the project site and the regional and interstate transportation network. The posted speed limit on Col. Eileen Collins Boulevard is 45 miles per hour (mph), the 50th percentile speed is 47 mph, and the 85th percentile speed is 53 mph. There are no sidewalks or separated bike lanes. Heavy vehicles comprise 4% of the Annual Average Daily Traffic (AADT) on this roadway.

South Bay Road is a north-south minor arterial with two travel lanes in each direction but also features additional auxiliary lanes for turning movements at the major intersections and ramps. This roadway merges with US 11/Brewerton Road 0.5 miles south of the intersection with Col. Eileen Collins Boulevard. The northern stretch of the roadway connects to the Town of Cicero and Oneida Lake. This roadway also connects East Taft Road, a principal arterial on the north, to the project site. The posted speed limit is 40 mph, the 50th percentile speed is 47 mph, and the 85th percentile speed is 53 mph. There are no sidewalks or separated bike lanes. Heavy vehicles comprise 4% of the AADT on this roadway.

I-81 is an interstate highway that provides a direct connection to Col. Eileen Collins Boulevard at Interchange 27, a partial cloverleaf interchange. This interchange is about 0.4 miles west of the project site. There is one New York State highway in the study area. NY-936A/B is a connector roadway between Interstate I-81 and Col. Eileen Collins Boulevard at Interchange 27. The on-ramp and off-ramp from I-81 are connected directly to NY-936. This State route also connects to East Taft Road north of the project site.

Traffic volume data was compiled from the New York State Department of Transportation's (NYSDOT) Traffic Data Viewer online resource to identify 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 4-4**, and the estimated projected volumes are shown in **Table 4-5**.

**Table 4-4. Existing Traffic Volumes**

Road	Station ID	County Year	AADT	Weekday Peak Hour Volume (2-Way)	
				AM	PM
South Bay Rd & Col Eileen Collins Blvd	338054	2017	14749	1056	1349
I-81 South Off-ramp - to Col Eileen Collins Dr. EB via NY 936A	333102	2017	1953	143	145
I-81 South On-ramp - From Col Eileen Collins Dr. WB via NY 936A	333103	2017	2054	180	195

## Affected Environment

Road	Station ID	County Year	AADT	Weekday Peak Hour Volume (2-Way)	
				AM	PM
Col Eileen Collins Blvd - From South Bay Rd to Air Cargo Rd	336009	2015	7069	585	517
I-81 North Off-ramp - to Col Eileen Collins Dr. EB via NY 936A	333100	2017	2833	219	200
I-81 North On-ramp - From Col Eileen Collins Dr. WB via NY 936A	333101	2017	1909	156	216
Col Eileen Collins Blvd - From Air Cargo Rd to Columbia Ln (Terminal)	331122	2019	8732	646	603

\*Source: NYSDOT Traffic Data Viewer

**Table 4-5. Projected Traffic Volumes**

Road	Station ID	2022 Projected AADT (NYSDOT Historic Data)	Study Area Overall Growth Rate	2030 Projected AADT with Compounded Annual Growth	Weekday Peak Hour Volume (2-Way)	
					AM	PM
South Bay Rd & Col Eileen Collins Blvd	338054	14367	1%	15557	1202	1535
Off-ramp - I-81S & NY 936A SB to Col Eileen Collins Dr EB	333102	1944	1%	2105	163	165
On-ramp - From Col Eileen Collins Blvd WB to NY 936A SB & I-81S	333103	2044	1%	2213	205	222
Col Eileen Collins Blvd - From South Bay Rd to Air Cargo Rd	336009	6764	1%	7324	679	600
Off-ramp - I-81N & NY 936A NB to Col Eileen Collins Blvd EB	333100	2820	1%	3054	249	228
On-ramp - From Col Eileen Collins Blvd WB to NY 936A NB & I-81N	333101	1900	1%	2057	178	246
Col Eileen Collins Blvd - From Air Cargo Rd to Columbia Ln (Terminal)	331122	8657	1%	9374	721	673

\*Source: NYSDOT Traffic Data Viewer

### 4.15.2 Traffic Operations

Since the purpose of the traffic analysis is to provide a planning level assessment of the existing

## Affected Environment

roadway network condition and its operations, AADT data from the NYSDOT Traffic Data Viewer was utilized. No turning movement counts (TMC) or automatic traffic recorder (ATR) counts were collected for this study. NYSDOT provides a general planning-level tool for assessing the operational performance of various arterial configurations based on daily volumes and travel speeds (NYSDOT Highway Design Manual Appendix 5-D). 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 roadway segments in the study area and compares them to the applicable NYSDOT volume thresholds for Level of Service (LOS) C and LOS D operations. As shown, the existing volumes in the study area are much lower than the LOS C threshold, indicating that the transportation network provides high levels of performance and mobility. Furthermore, the Highway Capacity Manual Special Report 209 (Transportation Research Board, 1994) also provides a qualitative measure of LOS for Arterial Roadway Segments based on the observed speeds.

**Table 4-6. Arterial Levels of Service**

Roadway Segment	AADT (Existing)	Truck AADT (Existing)	Average Speed/Posted Speed Limit (mph)	Level of Service AADT Threshold		Level of Service Speed Threshold
				LOS C	LOS D	
South Bay Rd North of Col Eileen Collins	7842	233	26/35	23,000	29,000	B
South Bay Rd South of Col Eileen Collins	14671	604	NA/40	23,000	29,000	N/A
Col Eileen Collins Blvd	8732	327	48/45	23,000	29,000	A

\*Source: NYSDOT Traffic Data Viewer

CHA also analyzed the two signalized intersections in the vicinity of the proposed development site to estimate the existing capacity and performance of these intersections. **Table 4-7** shows the existing LOS and the Delay for the two signalized intersections.

**Table 4-7. Intersection Levels of Service**

Intersection	Total Estimated Intersection Volume (mph)		Estimated Existing LOS		Estimated Existing Delay	
	AM	PM	AM	PM	AM	PM
South Bay Rd @ Col Eileen Collins	1317	1591	C	D	29.4	45.3
Col Eileen Collins @ Air Cargo Rd	899	811	B	B	10.5	10.5

\*Source: NYSDOT Traffic Data Viewer

### 4.15.3 Traffic Safety

Crash history data for the study area was obtained from the NYSDOT for the three-year period from March 1, 2020, to March 31, 2023. The crash data showed a total of 80 reported crashes that occurred within the study area over the three-year period. The findings showed that nine crashes occurred at the two intersections within the study area, six at the South Bay and three at the Constellation Way intersection with Col. Eileen Collins Boulevard. The reason for the crashes was primarily “failure to yield right of way.” The other crashes occurred primarily at the I-81 and NY936 ramps (41%), at driveways and midblock locations on South Bay Road, and some at the SYR garage exits. The crash study also indicated that there was one fatality and one non-fatal injury crash, which amounted to 1.25% each of the total crashes. Inspection of the accident data showed that around 23% of the crashes were rear-ends and 36% of the crashes were collisions with roadside structures and animals. Refer to **Appendix F** for the crash types and their severity at the intersections within the study area.

The safety and resiliency of the transportation system are high priorities of the Syracuse Metropolitan Transportation Council and its member communities. The Long-Range Transportation Plan and the regional Transportation Improvement Program advance infrastructure improvements and safety projects to reduce serious injuries and fatalities for all users of the transportation system. The Onondaga County Department of Transportation (OCDOT) also monitors traffic safety conditions within the study area and has a program to identify and prioritize issues and countermeasures to maintain the safety of the transportation system for all users.

### 4.15.4 Traffic Operations

The measures are an estimate since the underlying traffic volume data has been obtained from the NYSDOT Traffic Data viewer rather than from performing TMCs at these intersections. Further detailed analysis with collected traffic data would be needed when the proposed development is being undertaken. These results give an understanding of the current functioning of the intersections. The Col. Eileen Collins Boulevard and Constellation Way intersection is functioning with high reserve capacity and can accommodate additional traffic from the proposed development. The unsignalized (2-way STOP) intersection at Air Cargo Rd and Col Eileen Collins Boulevard is functioning close to free condition with high reserve capacity. The South Bay Rd intersection is functioning with some reserve capacity in the AM peak hour but at the threshold capacity in the PM peak hour.

## 5.0 ENVIRONMENTAL CONSEQUENCES

This chapter describes the environmental consequences of the proposed land consent, including a review of indirect impacts that may result from potential commercial development of the site after the FAA consents to non-aeronautical use (refer to **Figure 3-1**). The environmental resource categories characterized in **Chapter 4.0**, and as specified in FAA Order 1050.1F: *Environmental Impacts: Policies and Procedures*, were used for this analysis. The environmental consequences were evaluated through the use of an Action Alternative and a No Action Alternative. To determine the long-term effects (beneficial or adverse) of the Sponsor's Proposed Action, the No Action Alternative is evaluated against the potential ultimate build out of the Sponsor's Proposed Action when construction would be complete. Measures proposed to avoid, reduce, and/or mitigate potential impacts are identified within each resource category, as applicable. Based on the information in this chapter and review of public comments, the FAA will determine if the Proposed Action would involve significant impacts. Anticipated permit requirements and a potential impact summary are provided at the end of this chapter.

In **Chapter 4.0**, it was determined that the following resource categories would not be directly or indirectly affected by the proposed action as they do not currently exist within the study area. Therefore, no further impact analyses were conducted for these categories:

- Coastal Resources
- DOT Act, Section 4(f)
- Floodplains
- Groundwater
- Noise & Noise Compatibility
- Section 6(f) Resources
- Wild & Scenic Rivers

### 5.1 Air Quality

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 non-attainment status, and the size of the airport. Under NEPA, the impact of a proposed action on air quality must be assessed by evaluating the impact of the proposed action on conformance with the NAAQS. The CAA amendments of 1990 include provisions to ensure emissions from Federally funded actions within non-attainment areas comply with the goals and objectives of the State Implementation Plans (SIP) for the state where the project is located.

#### 5.1.1 NEPA Significance Threshold

As provided in Exhibit 4-1 of FAA Order 1050.1F, an action would cause significant air quality impacts if pollutant concentrations were to exceed one or more of the NAAQS, as established by the US EPA under the CAA for any of the time periods analyzed or to increase the frequency or severity of any such existing violations. Additionally, while not a significance threshold for NEPA, the US EPA promulgated the General Conformity Rule in 1993 to implement the conformity provision of Title I, §1761 (1) of the CAA Amendments of 1990.



### 5.1.2 NAAQS Evaluation

The impact of a proposed action on air quality must be assessed by evaluating the impact of the proposed action on compliance with the NAAQS. The NAAQS are pollutant concentrations established to define maximum levels of pollutants in the ambient air over a period of time. 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 the operational activity of the proposed project/action. The results are typically expressed in tons/year segregated by pollutant type, emission source [ex. Aircraft engines, Auxiliary Power Units (APU), Ground Service Equipment (GSE), etc.], and alternative. There will be no changes in airfield operations, GSE equipment use, APU usage, or the number of people traveling to/from the Airport due to the Sponsor's Proposed Action. Therefore, a NAAQS evaluation is not required.

### 5.1.3 General Conformity

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. 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 would affect attainment as set forth 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. The rules established in the CAA, specifically the General Conformity Rule, apply to airport improvement projects when an airport is within a non-attainment or maintenance area for any of the criteria pollutants. Since the project area is in attainment for all criteria pollutants, a General Conformity analysis under 40 CFR 92, Subpart B is not required.

#### 5.1.3.1 Alternative 1: No Action Alternative

The No Action Alternative would have no impact on air quality as the parcels would remain aeronautical and the commercial development would not occur.

#### 5.1.3.2 Alternative 2: Sponsor's Proposed Action

The Sponsor's Proposed Action, which is obtaining consent from the FAA for non-aeronautical use, would not directly impact air quality. The land consent may indirectly impact air quality by enabling commercial development of the site which could generate emissions during the construction of any future development and potentially during day-to-day 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. Industrial development would not be permitted and therefore, no state air quality permitting is anticipated. Future development of the site would be limited to commercial development. Any indirect air quality impacts from operations would be localized in the vicinity of the project area and related to vehicle and truck traffic from those accessing the site and heating and cooling systems. Operation of the potential development would not cause significant impacts to air quality.

## Environmental Consequences

Potential air quality emissions from construction 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 US EPA emission standards. Adherence to a Storm Water Pollution Prevention Plan (SWPPP) would mitigate any potential impacts from dust. The SWPPP would be prepared prior to construction. Future development of the site, if it occurs, is expected to be phased over several years, further reducing emission associated with construction. Significant impacts to air quality are not anticipated.

### 5.2 Biological Resources

Section 7(c) of the Endangered Species Act of 1973 (16 USC 1531 et seq.) requires that potential impacts to rare, threatened, and endangered species of flora and fauna and their critical habitats be identified to avoid adverse impacts to these species. FAA Order 1050.1F (Exhibit 4-1) provides guidance on evaluating potential environmental impacts on biological resources, which includes the following:

- a long-term or permanent loss of unlisted plant or wildlife species
- adverse impacts to special status species (state species of concern, species proposed for listing, migratory birds, bald and golden eagles) or their habitats.
- substantial loss, reduction, degradation, disturbance, or fragmentation of native species' habitats
- adverse impacts on a species' reproductive success rates, natural mortality rates, non-natural mortality (e.g., road kills and hunting), or ability to sustain the minimum population levels required for population maintenance.

#### 5.2.1 Significance Threshold

According to FAA Order 1050.1F Desk Reference, a significant impact on 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.”* The FAA does not have a significant threshold for non-listed species.

#### 5.2.2 Alternative 1: No Action Alternative

There would be no change in land use and as such, no potential for future commercial development as part of the No Action Alternative. Trees would not be removed, and on-site habitat would remain the same. Impacts to federally protected and state protected species and their habitat would not occur.

#### 5.2.3 Alternative 2: Sponsor's Proposed Action

Receiving FAA consent for non-aeronautical use would not affect protected species or their habitat. The Sponsor's Proposed Action would have no direct effect on biological resources. Indirect effects that may result from potential development of the site after receiving consent are reviewed below.

## Environmental Consequences

### 5.2.3.1 Federally Protected Species

According to the IPaC, the NLEB, the Indiana Bat, and the Monarch Butterfly have the potential to occur within the project area. However, according to the USFWS, critical habitat for the listed species is not found within the project area.

CHA performed a Habitat Assessment of the DSA in November 2023 to determine if the site's habitats could support the listed species (see **Appendix C**). The project area is composed of numerous habitats such as mowed lawns with trees, mowed lawns (airfield), emergent wetlands (shallow emergent marsh), successional shrublands, and successional northern hardwoods.

Assuming the entire project area could be developed, approximately 1 acre of trees in the northwest corner of the project area and the individual trees along Col. Eileen Collins Boulevard would likely be removed to accommodate future commercial development. These areas contain trees 5" dbh or greater that may provide suitable roosting structures for the Indiana Bat and trees 3" dbh or greater that may provide suitable roosting structures for the NLEB. No caves, mines, or other potential hibernating structures were observed within the project area. Coordination with the NHP did not identify any known hibernacula or maternal roost trees within or surrounding the project area.

The USFWS has developed determination keys as part of the IPaC tool to streamline review of projects for potential effects on federally listed species. The NLEB Determination Key and the Northeast Endangered Species Determination Key apply to the project.

The NLEB Determination Key, completed on December 14, 2023, resulted in a "*Not Likely to Adversely Affect*" determination. Conditions of the determination are outlined in the consistency letter found in **Appendix B**. The 15-day review period, as detailed in the consistency letter, has lapsed, and consultation is complete. Implementation of the conservation measures outlined as part of the Determination Key must be followed for the Section 7 determination to remain valid. Any artificial lighting installed as part of future development should be downward-facing, full cut-off lens lighting. Any temporary lighting must be directed away from suitable NLEB roosting habitat, which is located west of the project. Tree removal must be restricted to the inactive season (November 1 through March 31). No further action is necessary unless new information about the nature of the commercial development reveals effects that were not previously considered or that modify the answers in the determination key. The project is not expected to adversely affect the NLEB.

The Northeast Endangered Species Determination Key is used to review effects to many protected species, one of which is the Indiana Bat. The Northeast Endangered Species Determination Key, completed on December 27, 2023, resulted in a "*May Affect*" determination indicating that continued Section 7 coordination is necessary (see **Appendix B**). Through informal consultation with the USFWS initiated in January 2024, it was determined that a "*Not Likely to Adversely Affect*" determination would be appropriate if Time of Year (TOY) restrictions were utilized during tree clearing (see **Appendix B**). At the request of the USFWS, the Authority signed a letter on January 9, 2024 committing to the restriction of tree removal to the inactive season for the Indiana Bat (November 1 through March 31) or conducting emergent surveys if trees would be removed within the summer months. Upon submission of this letter to the USFWS, the USFWS generated a concurrence letter validating the "*Not Likely to Adversely Affect*" determination, which can also be found in **Appendix B**. Adverse effects to the Indiana Bat are not anticipated as a result of the potential development.

## Environmental Consequences

During the Habitat Assessment, habitat for the Monarch Butterfly, dictated by the presence of milkweed, was observed in the northwest portion of the mowed project area (**Appendix C**). Vegetation removal in this area could impact milkweed and, if present, monarch caterpillars. The impact would be minimal, considering the low numbers of scattered milkweed plants noted during the site visit. The monarch butterfly is listed as a candidate species, and it currently does not have any protection under Section 7. Consultation or conference (formal or informal) with the USFWS is not required at this time.

### 5.2.3.2 State Protected Species

Coordination with the NHP identified two state-listed species. The Upland Sandpiper has been documented within 1/3-mile of the DSA and the Northern Harrier has been documented within 1/4-mile of the DSA.

Most of the project area is mowed and does not contain habitat that would be suitable for Upland Sandpiper nesting. However, the project area could be used during migration. The NYSDEC has a general rule that grassland needs to be at least 25 acres to offer appropriate habitat for grassland birds considered at-risk in NY. The airport has large areas of airfield that would remain available for use during migration. Therefore, the project is expected to have no effect on the Upland Sandpiper.

Mowed habitat is also not suitable for Northern Harrier nesting. Northern Harriers could use the mowed habitats for foraging, but the project area is not ideal foraging habitat because of the regular mowing. As noted above, NYSDEC has a general rule that grasslands need to be at least 25 acres to offer appropriate habitat for grassland birds considered at-risk in NY. The airport has large areas of airfield that would remain available for foraging. The project is expected to have no effect on the Northern Harrier.

### 5.2.3.3 Migratory Birds

Of the eighteen species of migratory birds listed as BCCs in **4.3.2**, no suitable habitat is present within the project area for six of the species. The Belted Kingfisher, Lesser Yellowlegs, Pectoral Sandpiper, Ruddy Turnstone, and Short-billed Dowitcher inhabit mudflats, tidal wetlands, impoundments, coastlines, or other wet environments not found within the project area. The project is within the wintering area for the Evening Grosbeak; however, the species inhabiting coniferous forests are not found on site.

The grassland species, which include the American Golden-plover, Bobolink, Eastern Meadowlark, and Upland Sandpiper, have the potential to occur within the project area. The project area is not an ideal habitat for the species since it is maintained for airport development. The NYSDEC's rule indicates that grassland needs to be at least 25 acres to offer appropriate habitat for grassland birds considered at-risk in NY. Therefore, the project is not expected to impact the grassland species.

Grassland and intermittent forested habitat are present for the Chimney Swift, Red-headed Woodpecker, and Wood Thrush. The project is in the breeding area of the Chimney Swift, known to feed in open fields and utilize hollow trees present in the forested area of the site to build nests. The forested patch in the northwest corner of the site and the trees located along Col. Eileen Collins Boulevard provide suitable nesting and foraging habitat for the Red-headed Woodpecker and the Wood Thrush.

## Environmental Consequences

The forested area also potentially provides suitable nesting and foraging habitat for the Black-billed Cuckoo, Blue-winged Warbler, and Golden-winged Warbler. The forested area within the project site is already highly fragmented and small in size.

Like other species that utilize both grassland and intermittent forested habitat, habitat is present for the Golden Eagle and the Bald Eagle. The open areas provide habitat that bald eagles could use on a transient basis for foraging and resting, while the large trees within the forested portion of the project area could support Bald Eagle nesting. Human presence associated with development at SYR reduces suitability for bald eagle nesting. Golden Eagles are not expected to utilize the project area due to their sensitivity to human activity and avoidance of developed areas. Coordination with the NHP did not indicate the presence of known nesting sites for either species.

The project area is currently managed for airport development, limiting the presence of listed species. If future development of the site does occur, significant habitat for the species would remain after project completion. The future developer would be required to avoid and minimize any impacts on federal- or state-listed species. TOY restrictions would be utilized during construction to limit impacts on migratory bird species. Specifically, initial ground disturbance and tree removal would be restricted from April through the end of August. Provided disturbance happens prior to nesting season, construction could occur during this period.

### 5.2.3.4 Mitigation Measures

Mitigation measures are required to limit significant impacts to NLEBs, Indiana Bats, and migratory birds. If the project area is developed in the future, any tree removal would only be conducted during the winter (November 1 through March 31) when bats are hibernating. Habitat disturbance would be restricted from occurring between April 1<sup>st</sup> through August 31<sup>st</sup> to limit impacts on migratory birds. Erosion and sedimentation Best Management Practices (BMPs) would be required during construction. Any artificial lighting should be downward facing, full cut-off lens lighting. Any temporary lighting must be directed away from suitable NLEB roosting habitat.

## 5.3 Climate

Carbon dioxide (CO<sub>2</sub>) 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. CO<sub>2</sub> makes up the majority of GHG emissions, with lesser contributions from nitrous oxide (N<sub>2</sub>O), methane (CH<sub>4</sub>), and other compounds such as hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF<sub>6</sub>).

### 5.3.1 Significance Threshold

Although there are no federal standards for aviation-related GHG emissions, it is well-established that GHG emissions can affect climate. The 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.”

Any projected GHG emissions associated with proposed actions can be used to assess a proposed action’s climate change effects. Climate change results from the addition of GHG emissions from millions of individual sources. FAA Order 1050.1F guidance states that a discussion of the potential

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climate impacts is documented in a NEPA document. Most recently, the CEQ issued interim guidance to assist in analyzing GHG and climate change effects of proposed actions under NEPA. Neither FAA or CEQ guidance identifies a GHG threshold that would be considered significant.

### 5.3.1.1 Alternative 1: No Action Alternative

There would be no FAA consent to non-aeronautical use as part of the No Action Alternative, and the commercial development would not occur. Therefore, there would be no impact on GHGs.

### 5.3.1.2 Alternative 2: Sponsor's Proposed Action

The Sponsor's Proposed Action (land consent) would not alter GHG emissions. However, future development may occur because of the Sponsor's Proposed Action. The extent and specific type of development that could take place on the released property is not known at this time. Therefore, the increase in GHG emissions compared to the No Action Alternative cannot be quantified. Development that may occur because of the Sponsor's Proposed Action could increase GHG emissions from temporary construction emissions, an increase in traffic, and operational emissions associated with new facilities. As stated in **Section 5.1.3.2**, any future development would be limited to commercial development which would limit the construction of larger-scale, industrial projects that would involve significant fossil fuel combustion or similar processing facilities. Operational GHG emissions would likely be associated with vehicle traffic and heating and cooling. Construction emissions, if construction occurs, would be limited to short-term GHG production from construction vehicles and equipment. All construction equipment would be properly maintained and outfitted with emission-reducing exhaust equipment. Future development of the site, if it occurs, is expected to be phased over several years, further reducing emission impacts associated with construction. Significant impacts to air quality are not anticipated.

## 5.4 Farmlands

Farmlands are defined as those agricultural areas considered important and protected by Federal, state, and local regulations. These significant farmlands include all pasturelands, croplands, and land considered to be prime, unique, or of statewide or local importance. According to the FAA Order 1050.1F Desk Reference, the NRCS's FPPA (Farmland Protection Policy Act) and its implementing regulations (7 CFR § 657.5) define prime, unique, statewide, and locally important farmlands:

- Prime farmland: farmland with the best combination of physical and chemical characteristics for producing food, feed, fiber, forage, oilseed, and other agricultural crops
- Unique farmland: farmland that is classified as producing high-value food and fiber crops
- Statewide and locally important: farmland that has been designated as "important" by either a state government, by county commissioners, or by an equivalent elected body.

The FPPA (7 USC 4201-4209) of 1984 was implemented to protect and preserve farmland for agricultural use as part of the 1980 Farm Bill (PL 97-98, Title XV, Subtitle I; 7 USC 4201-4209). This policy, however, does not apply to land already committed to urban development or water storage, regardless of its importance as defined by the NRCS.

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### 5.4.1 Significance Threshold

According to FAA Order 1050.1F, a significant impact would occur if the total combined score on Form AD-1006: *Farmland Conversation Impact Rating Form* ranges between 200 and 260 points. The FAA also considers the conversion of important farmlands to non-agricultural uses when evaluating impacts.

#### 5.4.1.1 Alternative 1: No Action Alternative

The No Action Alternative would not impact farmland or prime, unique, or statewide-important soils.

#### 5.4.1.2 Alternative 2: Sponsor's Proposed Action

The Sponsor's Proposed Action does not involve land currently utilized for agricultural purposes and, therefore, would not convert agricultural lands to non-agricultural uses. There would be no effects on farmland. Obtaining FAA consent to non-aeronautical use would allow the Authority to discuss ground leases for potential development. Future development could potentially impact soils by converting undeveloped land to commercial development. However, there are no active farms or farmland within or adjacent to the detailed study area due to urbanization present in the vicinity of the Airport. In addition, the existing zoning and land use ordinances have already committed the area to airport and other urban development. Portions of the site have previously been disturbed by airfield development.

## 5.5 Hazardous Materials, Solid Waste, and Pollution Prevention

This section provides an impact analysis for hazardous materials, solid waste, and pollution prevention. The analysis considers impacts as defined by the FAA's thresholds of significance contained in the FAA Order 1050.1F Desk Reference, which defines a significant impact for hazardous materials, pollution prevention, and solid waste as one where the proposed action or connected action involves a property on or eligible for the U.S. EPA's NPL.

### 5.5.1 Significance Threshold

The FAA has not established a significance threshold for hazardous materials, solid waste, or pollution prevention; however, an effect on any of the listed criteria below would need to be evaluated for the potential for significant adverse effects.

- Impact on a contaminated site
- Violate hazardous waste or solid waste management laws and regulations.
- Produce hazardous waste.
- Produce solid waste that would exceed local capacity.
- Adversely affect human health and the environment

### 5.5.2 Alternative 1: No Action Alternative

The land consent would not occur under 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.

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### 5.5.3 Alternative 2: Sponsor's Proposed Action

Direct impacts on hazardous materials, solid waste generation, and pollution prevention would not occur because of the Sponsor's Proposed Action. Indirect effects from future development are evaluated below.

#### 5.5.3.1 Hazardous Materials

Review of online resources from the US EPA and the NYSDEC documented twelve RCRA reporting facilities within the GSA, none of which were located within the DSA. The Phase I ESA completed for the project area revealed no evidence of Recognized Environmental Conditions (see **Appendix E**). No areas of concern show the potential to encounter hazardous materials or contaminated subsurface media within the DSA. The project is not expected to involve or produce contaminated materials and hazardous waste.

#### 5.5.3.2 Solid Waste

If the site is developed in the future, solid waste would be generated from the construction and operation of any future development. Levels of additional daily waste are not expected to be significant. Any new lessee or their contractor(s) would be required to remove and properly dispose of all waste materials that may result from construction activities and operations. Solid waste generated during construction would be transported and disposed of as directed by the appropriate authorities. All waste would be managed and disposed of in accordance with federal, state, and local regulations. Typically, solid waste generated by airport development is not significant. Landfills within Syracuse, New York (OCRRRA's Landfills & Camillus Landfill) show the capacity to accept construction waste.

#### 5.5.3.3 Pollution Prevention

A variety of hazardous materials, including fuels and solvents for vehicles and aircraft, are found at SYR which could be released to the environment from a spill, GSE accident, etc. The Authority addresses pollution prevention through stormwater management, proper storage, regulated handling of hazardous materials, and BMPs for maintenance activities. SYR currently has an approved SPDES general permit (NY0244074) and an airport wide SWPPP. Any new development would be required to follow the conditions and limitations of the permit. During design of any future development, there would be a construction specific SWPPP that would be developed and approved prior to construction.

The Sponsor's Proposed Action is not expected to violate regulations, involve a known contaminated site, produce hazardous waste, 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.

## 5.6 Historical, Architectural, Archaeological, and Cultural Resources

Adverse effects on historic and cultural resources 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.



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### 5.6.1 Alternative 1: No Action Alternative

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

### 5.6.2 Alternative 2: Sponsor's Proposed Action

CRIS is utilized to conduct environmental reviews under Section 106 of the NHPA and Section 14.09 of the New York State Historic Preservation Act. The project was submitted to the OPRHP through CRIS in October 2023. An Effects Finding was rendered on October 30, 2023, indicating that no historic properties, including archaeological and/or historic resources, would be affected by the undertaking (**Appendix B**). If any archeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, construction in the immediate area would be stopped and the State SHPO would be notified immediately.

The project is also located within Indian Nation Areas of Interest. However, the DSA is contained to airport property within the airfield fence, partially disturbed from previous airport development, and no tribal resources are anticipated to be present. A Tribal Consultation Letter from the FAA was sent to Onondaga Nation on December 6, 2023 (see **Appendix B**) to solicit feedback on potentially significant, unique, or substantial effects on tribal resources. The agency did not respond within the 30-day review period. Therefore, it was concluded that the agency has no comment on the project. Direct and indirect impacts to historical, architectural, archeological, or cultural resources would not occur as a result of the Sponsor's Proposed Action, including potential future development.

## 5.7 Land Use & Zoning

The assessment of potential land use and planning effects of the No Action Alternative and the Sponsor's Proposed Action focuses on identifying applicable federal, regional, state, and local land use plans and policies and assessing the alternatives' consistency to these plans and policies. The CEQ regulations require discussing environmental impacts, including possible conflicts between the proposed action and the objectives of federal, regional, state, and local land use plans, policies, and controls for the area concerned. Where an inconsistency exists, the NEPA document should describe the extent to which the FAA would reconcile its actions. Airport actions, such as disruption of a community, relocation of residences/businesses, or impacts on other impact categories may affect land use compatibility.

### 5.7.1 Significance Threshold

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. Accordingly, determining whether a significant impact exists for land use is often dependent on the 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.

Additionally, FAA Advisory Circular 150/5200-33C, *Hazardous Wildlife Attractants on or near Airports* provides guidance in assessing potentially hazardous wildlife attractants. The FAA has not established

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a significance threshold for hazardous wildlife attractants; however, the FAA has identified factors to consider, including, but not limited to, if a proposed action would encourage hazardous wildlife attractants.

### 5.7.2 Alternative 1: No Action Alternative

As part of the No Action Alternative, the parcels would 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.

### 5.7.3 Alternative 2: Sponsor's Proposed Action

The Sponsor's Proposed Action is to obtain FAA consent to utilize approximately 47 acres of land at SYR for non-aeronautical use. Therefore, the land use designation would change because of the Sponsor's Proposed Action. This change is consistent with development plans for SYR.

Indirectly, the Proposed Action would allow the Authority to advertise and lease the land for commercial development. The land is currently zoned O-2, "Office and Light Industrial Park District" by the Town of Salina. A review of the Town's zoning regulations as well as correspondence received from the Town indicated that commercial development of the site would require a zoning change from O-2 to C-3, "Planned Commercial District" (see **Appendix B**) before the development could occur. Some of the allowable uses in the Town of Salina's Planned Commercial District include restaurants; drive-in restaurants; hotels and motels; retail sales and service; offices; and shopping centers. Some of the special permit uses include gas stations and transitional parking services.

To begin the zoning change request process, a zone change application, which would include development plans, would be submitted to the Town of Salina. Because the zoning change is a Town Board action, a public hearing would be required to request feedback from the public. The zoning change and development plans would be presented to the public at the public hearing. Depending on whether the public hearing addresses all public comments, the Board will either schedule an additional public hearing to further address comments or close the public hearing. At that point, the Board can make their determination on whether the change will be approved. In response to the early coordination letter sent on October 26, 2023 (see **Appendix B**), the Town of Salina's representative expressed support for the project. Issues with approving the zoning change are not anticipated. The developer would also need to apply for applicable permits from the State of New York, Onondaga County, and the Town of Salina. 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 consent process is complete.

As part of any future 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. In addition, 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.

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### 5.8 Natural Resources and 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.

#### 5.8.1 Significance Threshold

FAA Order 1050.1F does not establish a significance threshold for natural resources or energy supply. Normally, a significant impact would be considered when the construction or operation of a proposed action causes the demand for limited consumable natural resources and energy to exceed available or future supplies.

#### 5.8.2 Alternative 1: No Action Alternative

Under the No Action Alternative, construction and operational activities associated with the future commercial development would not be permitted. Use of consumable natural resources or an increase in energy usage would not occur. The No Action Alternative would have no effect on natural resources or energy supply.

#### 5.8.3 Alternative 2: Sponsor's Proposed Action

The Sponsor's Proposed Action, which is to obtain FAA consent for non-aeronautical use, would not directly affect the demand for rare consumable natural resources and/or energy. The Sponsor's Proposed Action could increase the use of natural resources and the demand for energy 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. Indirect impacts on natural resources and energy supply are not anticipated.

### 5.9 Socioeconomic, Environmental Justice, and Children's Environmental Health and Safety Risks

Social impacts can consist of a wide range of considerations. 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. While the FAA has identified factors to consider when evaluating potential socioeconomic and EJ impacts, the FAA has not established significance thresholds for socioeconomic or EJ effects. 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

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alternative(s) would have the potential to lead to a disproportionately high and adverse impact on an EJ population due to the following:

- 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

### **5.9.1 Alternative 1: No Action Alternative**

The No Action Alternative would not impact the characteristics, health, or safety of any surrounding populations.

### **5.9.2 Alternative 2: Sponsor's Proposed Action**

The project is located on airport property. There would be no land acquisition, population displacement, or neighborhood disruption due to the Sponsor's Proposed Action. Property values would not be directly impacted by the land consent and are not expected to be indirectly impacted by any future development of the property; therefore, impacts on the tax base or tax revenue are not anticipated. 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 on this or any population category. Additionally, the project is not located within or near an EJ community; therefore, it would not impact minority or low-income populations. As previously stated, the Town of Salina expressed support for the project.

### **5.10 Visual Effects**

Impacts from light emissions 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 on visual resources and character are determined by considering the potential changes in landscape and views within the project areas.

#### **5.10.1 Significance Threshold**

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 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 following:

- “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

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area due to the light emissions, including the importance, uniqueness, and aesthetic value of the affected visual resources.”

Factors to consider when evaluating the context and intensity of potential environmental impacts for visual resources and visual character include, but are not limited to, the following factors:

- “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.”

### 5.10.2 Alternative 1: No Action Alternative

The use of the property would not change as part of the No Action Alternative; therefore, this alternative would have no visual impacts.

### 5.10.3 Alternative 2: Sponsor’s Proposed Action

The parcels proposed for non-aeronautical use are located on Airport property within the airfield fence north of Col. Eileen Collins Boulevard. The parcels are primarily undeveloped, and therefore, there are no existing light sources on site. Lighting exists along Col Eileen Collins Boulevard and throughout the surrounding developed area. The affected environment's visual character is closely tied to the land use in the area. As discussed in **4.10**, the DSA is entirely Vacant land use. Land use within the GSA includes Vacant, Commercial, Industrial/Utility, Public Service, and a small portion of Residential land use. There would be no light emissions created by the FAA’s consent of aeronautical use of the property. If the project area would be developed in the future, any new lighting installed would be consistent with airport development in the area.

The visual resources listed in FAA Order 1050.1F, many of which overlap with other resource categories, are not present within or surrounding the project area and would not be affected. Important or unique landscape features are not present within the vicinity of the project. While the commercial development would alter the visual character of the area, it would not contrast its aesthetic value. The Sponsor’s Proposed Action, including commercial development of the site, would not affect the visual character of the site. Direct impacts to lighting, visual buffers, and the current landscape would not occur. Though future development of the site is known, development would be consistent with the current character of the airport. Impacts on visual resources would not occur.

## 5.11 Water Resources

Water resources are comprised of surface waters and groundwater that are important in providing drinking water, recreation areas, essential habitats for wildlife, and aquatic ecosystems. Wild and scenic rivers, surface water, groundwater, floodplains, and wetlands are all included under the water resources category. As discussed in the beginning of this environmental consequences section, wild & scenic rivers, groundwater, and floodplains were not located within the study areas.

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### 5.11.1 Significance Threshold

According to FAA Order 1050.1F, Desk Reference, wetlands would be significantly impacted if the Sponsor's Proposed Action were to result in the following:

- Adversely affect the function of a wetland relative to the quality and quantity of municipal water supplies and maintenance of natural systems.
- Substantially alter the hydrology necessary to sustain a wetland.
- Substantially reduce the ability of a wetland to retain floodwaters or storm runoff.
- Promote the development of secondary activities that would cause the circumstances listed above.

Pursuant to FAA Order 1050.1F, Desk Reference, a significant impact on surface waters would exist if the action were to impact water quality standards established by federal, state, local, or tribal regulatory agencies.

#### 5.11.1.1 Alternative 1: No Action Alternative

The No Action Alternative would not impact water resources.

#### 5.11.1.2 Alternative 2: Sponsor's Proposed Action

The Sponsor's Proposed Action would have no direct impact on wetlands or surface waters. Potential indirect impacts to wetlands and surface water resources found within or adjacent to the project area that may result from the potential commercial development are described below.

### **Wetlands**

The wetland delineation completed in November 2023 identified one wetland (Wetland A) within the DSA. Based on the current definition of WOTUS, the 0.17-acre wetland is presumed to be non-jurisdictional. The final determination of jurisdictional limits is the exclusive purview of the USACE and the U.S. EPA, and the developer would be required to pursue a jurisdictional determination prior to development to ensure that the determination is valid at that time. If Wetland A was determined to be jurisdictional, the developer could avoid impacting the wetland or approximately 0.17 acres of wetland impact would occur. This impact would be below the 404 Individual Permit threshold. The future developer would be responsible for mitigating any impacts to wetlands. As a result, no significant impact on regulated wetlands is expected.

### **Surface Waters**

The Sponsor's Proposed Action would have no direct impact on surface waters. If the parcels were developed, there would be grading activities, which could lead to temporary erosion and sedimentation to nearby surface waters. Erosion and sedimentation of all exposed soils during any construction would be minimized by using water quality BMPs, including temporary silt fences, check dams, geotextile fabric on steeper slopes, and sedimentation basins as necessary. These measures should be employed until the impacted areas are stabilized and vegetative coverage is adequate to minimize erosion.

The U.S. 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

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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 acre of land to comply with the SPDES General Construction Permit. 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.

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 would accommodate these features as necessary. As a result, there would be no significant impact on surface water.

### 5.12 Traffic

#### 5.12.1 No Action Alternative

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

#### 5.12.2 Sponsor's Proposed Action

The Sponsor's Proposed Action would not directly impact area traffic volumes or circulation patterns or otherwise place new demands on the transportation system.

However, traffic would increase if future commercial development of the site occurred. Due to direct connectivity to the Interstate system adjacent to the site, long-distance accessibility would not be an issue. The trip generation potential of this development was estimated using the data and methodologies of the Trip Generation Manual, 11th edition of the Institute of Transportation Engineers (ITE). Based on the ITE data, it is estimated that a future mixed-use development of approximately 400,000 square feet could generate over approximately 10,000 vehicle trips per day combined and 1,200-1,500 vehicle trips during peak hours. The potential enter/exit distribution of these trips is shown in **Table 5-1**.

**Table 5-1. Proposed Mixed-Use Development Trip Generation**

Intersection	Total Estimated Intersection Volume (mph)		Estimated Existing LOS		Estimated Existing Delay	
	AM	PM	AM	PM	AM	PM
South Bay Rd @ Col Eileen Collins	1317	1591	C	D	29.4	45.3
Col Eileen Collins @ Air Cargo Rd	899	811	B	B	10.5	10.5

Source: Trip Generation Manual, 11th edition of the Institute of Transportation Engineers

The traffic generated by the potential future development of the site would be distributed through the transportation network based on the origin and destination patterns that would be associated with the characteristics of the development. This distribution would reduce the amount of site traffic on any

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specific segment of the area transportation network. Given the direct connectivity to the site from Interstate I-81 via NY936, long-distance trips would primarily utilize the Interstate for access to the site. Some local traffic, especially employees working at the various businesses within the proposed development, would take the South Bay Road to Col. Eileen Collins Boulevard. route. The exact trip distribution and assignment exercise would need to be performed during the future traffic impact study. However, the traffic generated by the future development of the site is not anticipated to change traffic patterns significantly in the area.

As previously discussed in Chapter 4, the existing roadway network operates at an acceptable LOS. However, the amount of traffic added to the system if the site realized a full development scenario would be over 1,000 vehicles per peak hour and would be classified as significant new trips added. Whichever trip distribution and route assignment is adopted in the future, in the current roadway layout scenario, all the additional 1,000 new peak hour generated trips would access the proposed site via the Air Cargo Road and Col. Eileen Collins Boulevard. intersection. This is currently a stop-controlled intersection with good site geometrics and roadway conditions, and as such, signalization should be considered if the site is developed in the future. An additional access point to the proposed development site should also be considered.

A future full 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. That 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.

According to the SYR Airport Master Plan forecast, enplanements are estimated to grow at 2% Compound Annual Growth Rate (CAGR) for various Planning Activity Levels (PAL). Similarly, Cargo Traffic and Commercial Operations are estimated to grow at 2% to 4% CAGR. Since Colonel Eileen Collins Boulevard is the only access route to the Airport Terminal, the cumulative impacts from the corresponding growth in vehicular traffic due to higher aviation demand and the proposed site development traffic should be carefully analyzed and mitigated, if required, as the roadway must operate without congestion especially during peak flight hours.

### 5.13 Summary of Consequence

This section 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 5-2. Summary of Consequences**

Resource Category	Impacts		Mitigation Measures
	Direct	Indirect	
Air Quality	No impacts	Potential for temporary impacts during construction because of short-term increases in fugitive dust, particulates, and localized pollutant emissions from construction equipment and vehicles.	Construction equipment would be properly maintained and outfitted with emission-reducing exhaust equipment (Ex. selective catalytic reduction or diesel particulate filters for diesel vehicles). Preparation and adherence to a SWPPP during construction.
Biological Resources	No impacts	Habitat for the Indiana Bat and the NLEB would likely be removed to accommodate the commercial development. The project has been given a determination of <i>May Affect, Not Likely to Adversely Affect</i> for both species.	Future development of the site must be consistent with the NLEB consistency letter and the USFWS Concurrence (refer to <b>Appendix B</b> ). Any artificial lighting that is installed as part of future development must be downward-facing, full cut-off lens lighting. Any temporary lighting must be directed away from suitable NLEB roosting habitat. Tree removal must be restricted to inactive season for the Indiana Bat and NLEB (November 1 through March 31). Initial ground disturbance must occur from September through March to limit impacts on migratory birds. Erosion and sedimentation BMPs would be utilized during construction.
Climate	No impacts	GHG would be emitted during construction and operation of future development; not expected to impact climate	Construction equipment would be properly maintained and outfitted with emission-reducing exhaust equipment
Coastal Resources	No impacts	No impacts	N/A
DOT Section 4(f) Properties	No impacts	No impacts	N/A
Farmlands	No impacts	No impacts	N/A

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Resource Category	Impacts		Mitigation Measures
	Direct	Indirect	
Hazardous Materials, Solid Waste, and Pollution Prevention	No impacts	No impacts	N/A
Historical, Architectural, Archaeological, and Cultural Resources	No impacts	No impacts	N/A
Land Use & Zoning	No impacts	Commercial development would require a zoning change before development could occur.	Zoning would be changed from O-2 "Office and Light Industrial Park District" to C-3 "Planned Commercial District"; developer would apply for necessary permits depending on future development.
Natural Resources and Energy Supply	No impacts	No impacts	N/A
Noise & Noise Compatibility	No impacts	No impacts	N/A
Section 6(f)	No impacts	No impacts	N/A
Socioeconomic, EJ, and Children's Environmental Health & Safety	No impacts	No impacts	N/A
Visual Effects	No impacts	No impacts	N/A
Water Resources	No impacts	Could impact 0.17 acres of wetland; sedimentation of surface water resources.	Development plan could avoid the wetland area. Development would require the development of a SWPPP prior to commencing construction activities
Traffic Analysis	No impacts	Traffic levels would increase.	Full traffic impact study would be required to determine appropriate mitigation measures which could include a new signalized intersection or additional access to the site.

## Cumulative Impacts

### 6.0 CUMULATIVE IMPACTS

According to the FAA Order 1050.1F Desk Reference, 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.” 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.” Reasonably foreseeable actions should not be limited to those from actual proposals but must also include impacts from actions being contemplated. CEQ regulations further require that NEPA environmental analyses examine connected, cumulative, and similar actions in the same document, as has been completed through the evaluation of potential future commercial development of the site. This requirement prohibits the segmentation of the project into smaller components to avoid required environmental analysis.

CEQ suggests analyzing only those resources that could be incrementally affected by the proposed action and other actions within the same geographic area and time. On its own, the Sponsor’s Proposed Action, as documented throughout this EA, would not cause a significant impact on any of the resource categories. However, insignificant impacts on air quality, biological resources, surface water resources, and traffic create the potential for cumulative impacts. Projects located within the GSA that have occurred within the past three years (2021-2023), are currently underway, or are reasonable foreseeable within the next three years (2024-2026) have been reviewed for cumulative impacts to air quality, biological resources, and surface water resources. Given the connectivity of the traffic system, cumulative impacts to traffic were reviewed outside of the GSA, in the study area utilized during the traffic analysis.

#### 6.1 Past, Present, and Reasonable Forseeable Projects

To identify past, present, and reasonably foreseeable future actions, CHA coordinated with the Onondaga County Department of Transportation, the City of Syracuse, the Town of Salina, and the Authority. Stakeholders identified the following future projects:

- 2.4 million square foot Micron Semiconductor Fabrication Facility (10 miles north)
- Interstate I-81 Viaduct Project (below Eileen Collins Boulevard, west of the project area)
- Mattydale Suburban Mixed-use Town Center (Feasibility Stage) (west of Brewerton Road)
- Millionaire Parking Lot Extension (Along Air Cargo Road)

Projects in the last five (5) years include the following:

- SYR Taxiway A Rehabilitation (West)
- SYR Passenger Boarding Bridge Replacement
- SYR De-Ice Lagoon Replacement
- SYR Air Cargo Concrete Hard Stand
- SYR Airport Surface Parking Lot Expansion
- Syracuse Regional Airport Authority Office Expansion
- Electric Vehicle Charger installation for Rental Car Facilities

## Cumulative Impacts

Projects identified in the SYR Airport Capital Improvement Program (ACIP 2022-2027) which are anticipated to be constructed through the next five (5) years include the following:

- Passenger Terminal Expansion Project
- Installation of Various Passenger Boarding Bridges
- Various Taxiway and Apron Rehabilitation
- Replacement of Parking Deck
- De-icing Facilities

### 6.2 Potential Cumulative Impacts

The Sponsor's Proposed Action would have no impact on environmental resources. Therefore, cumulative impacts would not occur as a result of the land consent. In terms of the indirect cumulative impacts on the environment, each project would involve temporary air quality impacts during construction. However, projects would be required to meet federal and state regulations that limit emissions from construction vehicles and equipment and would be required to implement erosion and sedimentation BMPs to prevent air quality and surface water impacts. Air quality would not be impacted on a regional scale from cumulative impacts associated with the identified projects. All past and future projects are required to follow the Endangered Species Act which limits impacts to protected species. Significant cumulative impacts are not anticipated.

The surrounding community continues to develop and redevelop, but not at significant rates. The growth is manageable, and the community's resources in terms of infrastructure and community services appear to keep pace with development. Significant cumulative impacts to traffic are not expected as a result of the proposed action or any development. Commercial development adds tax revenue to the Town, County, and region without requiring significant services. Airport projects are contained within existing airport property and generally involve redevelopment and renovations. This EA specifically evaluates the FAA's consent on land use change but also reviews a feasible scope of future development. Actual future development, if it occurs, will have appropriate public notification and involvement for each component of development. In conjunction with other past, present, and future planned projects, the Sponsor's Proposed Action would not have a significant cumulative impact (directly or indirectly) on the environment.

## Public Outreach

### 7.0 PUBLIC OUTREACH

Chapter 7 provides a summary of the agency coordination and public involvement efforts that have been conducted during this EA process.

#### 7.1 Early Agency/Tribal Coordination

In October 2023, at the beginning of the EA process, early agency letters were sent to various federal, state, and local agencies to solicit comments on the Sponsor's Proposed Action and how the project elements could impact the resources within each agency's jurisdiction. These entities included the following:

- Onondaga Nation
- NYSDEC, Division of Environmental Permits, Region 7
- NYSDOT Region 3
- Onondaga County Department of Transportation
- Syracuse-Onondaga County Planning Agency
- Town of Salina, Planning Agency
- Natural Resource Conservation Service – New York State Office
- USACE, Buffalo District

The letters included two figures depicting the limits of the parcels proposed for non-aeronautical use. Agencies were asked to submit any specific concerns they had with the project, any available technical information that would aid in the development of the EA, or any permitting or mitigation requirements that would be necessary for implementation. Agency responses were received through e-mails and phone calls that have been cataloged and included in **Appendix B**.

#### 7.2 Draft EA

The Draft EA was made available for review via a public Notice of Availability (NOA), which was published in the Post-Standard on April 14, 2024. The Draft EA was made available at <https://syrairport.org/sraa/public-and-legal-notice/>. Hard copies were made available at the following addresses:

- Salina Free Library, 100 Belmont St, Mattydale NY 13211
- Northern Onondaga Public Library, 100 Trolley Barn Ln, North Syracuse NY 13212

Written comments received before May 15, 2024, with responses to each comment, are included in **Appendix G**.

## List of Preparers

### 8.0 LIST OF PREPARERS

**Table 8-1** identifies the individuals primarily responsible for preparing this EA and those who provided an independent review of this EA. The list is organized by company or organization and provides a summary of everyone’s responsibilities.

**Table 8-1. List of Preparers**

Preparer	Title	Responsibility
<b>Syracuse Regional Airport Authority</b>		
Arjun Nair, C.M., ENV SP	Senior Airport Planner	Document Review
<b>Federal Aviation Administration</b>		
Ed Knoesel	Environmental Protection Specialist, New York Airports District Office	FAA Document Reviewer
<b>CHA Consulting, Inc.</b>		
Taylor Koutropoulos, ENV SP	Assistant Project Manager	EA Project Manager/Purpose & Need and Alternatives Author
Meredith Zendlo	Environmental Planner	Affected Environment & Environmental Consequences Author
Mark Heckroth, ENV SP	Senior Project Manager	Client Manager/Quality Control
Simon Davies, ENV SP	Senior Environmental Planner	Endangered Species
Nicole Frazier	Principal Scientist	Wetlands & Habitat Assessment
Chris Einstein, PWS	Principal Planner VI	Wetlands & Habitat Assessment
Karyn Ehmann	Assistant Project Engineer III	Hazardous Materials/Phase I ESA
Sandeep Das	Assistant Project Engineer III	Traffic Analysis
Evan Butterfield	Sr. GIS Specialist	Exhibits

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