FINAL ENVIRONMENTAL ASSESSMENT & FINDING OF NO SIGNIFICANT IMPACT

COL. EILEEN COLLINS BLVD. LAND CONSENT

Syracuse Hancock International Airport (SYR)

MAY 2024

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

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FINAL ENVIRONMENTAL ASSESSMENT

Col. Eileen Collins Blvd. Land Consent

Syracuse Handcock 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

MAY 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.

MARIE C JENET Digitally signed by MARIE C JENET
Date: 2024.08.30 06:48:55 -04'00'

Responsible FAA Official

8/30/24

Date

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION (FAA)

FINDING OF NO SIGNIFICANT IMPACT (FONSI)

Location

Syracuse Hancock International Airport (SYR)
Syracuse, NY

Proposed Federal Action

The proposed federal action is the provision of land consent for a change in use from aeronautical to non-aeronautical use of 46.47 acres of obligated airport property located north of Col. Eileen Collins Boulevard at SYR. This Finding of No Significant Impact (FONSI) provides the necessary environmental determination to support a land use consent and a future long-term lease for non-aeronautical use to allow for mixed-use commercial development.

Background

The 46.47 acres of land proposed for non-aeronautical use is comprised of five parcels and is located north of Col. Eileen Collins Boulevard within the Town of Salina. This land is currently designated for aeronautical use. In 1948, the United States conveyed the aforementioned acreage of surplus property (the subject property) via Quitclaim Deed. Pursuant to the quitclaim deeds, and federal law, the property shall not be used, leased, sold, salvaged, or disposed of for other than airport purposes without the written consent of the Administrator.

The sponsor has requested FAA consent to the non-aeronautical use of the 46.47 acres of land. The sponsor intends to lease this property in the future for non-aeronautical mixed-use commercial development.

Project Description

The proposed project involves the conveyance of 46.47 acres of airport property to enable aeronautical land to be utilized for future non-aeronautical mixed-use commercial development. The specific development will be determined based on future proposals, however, the impact assessment in the *Col. Eileen Collins Blvd. Land Consent, Syracuse International Airport (SYR) Final Environmental Assessment (EA)*, dated May 2024, was made based on a development concept of a projected full build out of the site as mixed-use commercial development. This future development may include multiple restaurants, hotels, a gas station, and other commercial development such as a pharmacy, a bank, and office buildings. As development is constructed, new roadways, parking lots, hard and softscapes, and stormwater facilities will also be constructed.

The types of development are conceptual in nature and represent generalized designations of potential future land uses. This framework provides a means for generally assessing the potential significance of the environmental impacts associated with the development that could be proposed for the property. At present, there are no specific developments proposed. The

properties would be developed in response to market conditions as tenants commit to long-term leases for the property.

Purpose and Need

The purpose of the proposed project is to provide the airport sponsor with additional revenue streams by utilizing existing airport property for non-aeronautical development. This is consistent with the sponsor's obligation to improve its financial self-sufficiency pursuant to AIP Grant Assurance 24. The 2021 SYR Airport Master Plan update determined that the subject property is not needed for future aeronautical development.

The need of the proposed project is to support the sponsor in becoming as self-sustaining as possible by maintaining a fee and rental structure for facilities on airport property; earned revenue from future leases would be used to support airport capital improvements, repair, and operations activities that would directly benefit the airport.

Alternatives

Two project alternatives were considered.

Alternative 1 - No Action Alternative: The No Action Alternative maintains the current aeronautical use designation for the property; non-aeronautical development of the property would not occur leaving the property in its current condition. The No Action Alternative does not meet the purpose and need of the project.

Alternative 2 – Build Alternative: This Alternative designates the property as non-aeronautical use enabling development of the site as mixed-use commercial development. It is anticipated that interested entities would construct facilities to meet their respective needs, provided the development is compliant with 14 CFR part 77 guidelines and is compatible with airport operations.

Discussion

It should be noted that since redevelopment of the property will be conceptualized, designed, and implemented by an entity yet to be determined, the purpose of the Final EA is to provide a means to generally assess the potential significance of environmental impacts associated with non-aeronautical use of the property. Further detailed studies and surveys will likely be required in accordance with state and local regulations when a specific proposal is brought forward.

The attached May 2024 Final EA addresses the effects of the proposed project on the quality of the human and natural environment and is made a part of this Finding. The following impact analysis highlights the more thorough analysis presented in the EA document.

Air Quality

The proposed project site is located in Onondaga County which is part of the Central New York Intrastate Air Quality Control Region. This area is in attainment for all criteria pollutants, therefore a General Conformity analysis is not required. Construction activities may result in short-term impacts to air quality including emissions from construction equipment, fugitive dust and particulates from earthwork and site preparation, and emissions from motor vehicles and

haul trucks. These impacts would be temporary and are expected to affect the immediate vicinity of the construction site. Impacts from day-to-day activities post-construction would be localized and related to building heating and cooling systems and emissions from vehicle and truck traffic from those accessing the site. Significant impacts to air quality are not anticipated as a result of this project.

Biological Resources

The United States Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) website indicated that the Northern Long-eared Bat (NLEB) (*Myotis septentrionalis*) and the Indiana Bat (*Myotis sodalis*), both endangered species, may occur at the project location. Both species utilize trees for roosting during the summer months. Full development of the property would involve the removal of approximately one acre of trees. 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 resulted in a determination of "*Not Likely to Adversely Affect.*" The USFWS issued a consistency letter for this determination dated December 14, 2023. Adverse effects to the NLEB are not anticipated as a result of the proposed project.

The Northeast Endangered Species Determination Key, completed on December 27, 2023, resulted in a "*May Affect*" determination indicating that continued Section 7 coordination was necessary. Through informal consultation with the USFWS initiated in January 2024, it was determined that a "*May Affect, but is Not Likely to Adversely Affect*" determination would be appropriate if 'Time of Year' restrictions were utilized during tree clearing. At the request of the USFWS, the sponsor 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. The USFWS on February 21, 2024 concurred with the "*May Affect, but is Not Likely to Adversely Affect*" determination (See Appendix B of the EA). Adverse effects to the Indiana Bat are not anticipated as a result of the proposed project.

Coordination with the New York State Department of Environmental Conservation (NYSDEC) Natural Heritage Program 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 December 2023 response identified two State-Listed Threatened species (see Appendix B of the EA), Upland Sandpiper (*Bartramia longicauda*) and Northern Harrier (*Circus hudsonius).* Most of the project area consists of mowed grass and does not contain suitable habitat for either of these grassland species. 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 proposed project is expected to have no effect on either of the State listed species.

Climate

Implementation of the proposed project is likely to result in a temporary increase in greenhouse gas (GHG) emissions associated with construction activities, and operational emissions associated with vehicle traffic and building heating and cooling. As the specific nature of the potential future development is unknown, any potential increase in GHG emissions cannot be

quantified at this time. Construction equipment would be properly maintained and equipped with emission-reducing exhaust systems. Future development would be limited to mixed-use commercial development. Future development of the site is expected to be phased over several years which would reduce GHG emissions associated with construction. It is anticipated that GHG emissions would not be significant.

Hazardous Materials, Solid Waste, and Pollution Prevention

The proposed project site was evaluated for the presence of contamination. No listed hazardous waste facilities or evidence of Recognized Environmental Conditions were found. Future site development is expected to generate solid waste from construction and operation and is not expected to involve or produce contaminated materials, hazardous waste, or generate a different type or quality of solid waste. All waste would be managed and disposed of in accordance with federal, state, and local regulations; local landfills have capacity to accept construction waste.

Currently site pollution prevention is accomplished through stormwater management, proper storage, regulated handling of hazardous materials, and best management practices for maintenance activities. The sponsor currently has an approved New York State Pollutant Discharge Elimination System general permit (NY0244074) and an airport wide stormwater pollution prevention plan (SWPPP). Any new development would be required to follow the conditions and limitations of the permit. Any future development would include a construction specific SWPPP that would be developed and approved prior to construction. The proposed project is not expected to result in significant impacts from hazardous materials, solid waste, or to pollution prevention.

Historical, Architectural, Archaeological, and Cultural Resources

Consultation was conducted with the New York State Office of Parks, Recreation, and Historic Preservation (SHPO). The SHPO provided a letter on October 30, 2023 (See Appendix B of the EA) stating no historic properties either listed in, or eligible for inclusion in the National Register of Historic Places, or archaeological resources will be affected by the proposed project.

Land Use and Zoning

The project site is currently vacant. The proposed future non-aeronautical use of the site for mixed-use commercial development would require a zoning change. This zoning change would be completed by the potential developer and/or the sponsor after the land consent process is complete.

As part of any future lease agreement, the sponsor would include avigation easement(s) requiring new development to comply with 14 CFR 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.

Water Resources

A wetland delineation was completed in November 2023 (see Appendix D of the EA). One freshwater emergent wetland comprising 0.17 acre was identified within the overall project area. This wetland has no inlet or outlet, is not adjacent to water defined as relatively permanent, standing, or continuously flowing, does not have a continuous surface connection to those

waters, and is presumed to be non-jurisdictional. Accordingly, no significant wetlands are expected. However, a future developer would be required to pursue a jurisdictional determination for the wetlands and water resources and avoid, minimize, and mitigate impacts as appropriate.

No additional surface water resources were identified within the proposed project area. Future site development Prior would also require a SWPPP for construction activities, including a soil and erosion control plan, as well as compliance with the SPDES General Construction Permit.

Traffic

A qualitative traffic analysis was completed as part of this EA to document existing conditions and assess potential impacts to the traffic network from future site development (see Appendix F of the EA). Implementation of the proposed project as mixed-use commercial development has the potential to increase traffic.

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 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 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.

A future developer may need to perform a traffic impact study to determine the expected trip distribution and assignment specific to their proposal. However, the traffic generated by the future development of the site is not anticipated to change traffic patterns significantly in the area. Should mitigation measures be necessary, the future developer would include specific access design treatments and traffic control needed to accommodate the traffic movements in and out of the site safely and efficiently.

Other Impact Categories

The impacts of the proposed project on coastal resources, farmlands, land use, natural resources and energy supply, noise, socioeconomic and environmental justice, wild and scenic rivers, and cumulative impacts were evaluated in the EA. It is the FAA's finding that the proposed project will not have any significant effect on any of the above noted categories.

Public Involvement

A Notice of Public Availability was published in the Post-Standard on April 14, 2024. The Draft EA was made available via the Airport website (https://syrairport.org/sraa/public-and-legal-notices/) for a period of 30 calendar days. Hard copies were made available at the Salina Free Library in Mattydale, NY, and the Northern Onondaga Public Library, in North Syracuse, NY. The public comment period expired on May 15, 2024 and no comments were received in either written or electronic format.

Mitigation Measures

1. Construction contract provisions shall contain the provisions of AC 150/5370-10A, "Standards for specifying construction of Airports" item P-156, temporary air, water pollution, soil erosion and siltation control and AC 150/5320-5B, "Airport Drainage."

2. All necessary studies and permits for construction of the proposed project and associated mitigation, including zoning changes shall be obtained prior to construction.

3. Adherence to the conditions and limitations of the Construction General Permit and SWPPP, including construction specific SWPPP.

4. To minimize and avoid any potential impact to protected species, tree clearing and trimming shall only be conducted between November 1 through March 31.

5. Any artificial lighting should be downward facing, full cut-off lens lighting. Any temporary lighting must be directed away from suitable NLEB roosting habitat.

6. Use of erosion and sedimentation Best Management Practices during construction.

7. Inclusion of avigation easement(s) as part of any future lease agreement requiring new development to comply with 14 CFR 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.

CONCLUSION AND APPROVAL:

After careful and thorough consideration of the facts contained herein, the undersigned finds the federal action is consistent with existing national environmental policies and objectives as set forth in Section 101 (a) of the National Environmental Policy Act of 1969 (NEPA) and it will not significantly affect the quality of the human environment or otherwise include any condition requiring consultation pursuant to Section 102(2)(c) of NEPA.

Recommended: MARIE C JENET Digitally signed by MARIE C JENET Date: 2024.08.30 06:54:20 -04'00' — 8/30/24

Asst Manager/Environmental Specialist — Date
New York Airports District Office

Approved: EVELYN J MARTINEZ Digitally signed by EVELYN J MARTINEZ Date: 2024.08.30 09:39:57 -04'00'

Manager — Date
New York Airports District Office

Disapproved: _____

Manager — Date
New York Airports District Office

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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_4	Methane
CO	Carbon Monoxide
CO_2	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

LOS	Level of Service
LWCF	Land and Water Conservation Fund
mph	Miles per hour
N_2O	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_2	Nitrogen Dioxide
NOAA	National Oceanic and Atmospheric Administration
NO_x	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
NYSDOT	New York State Department of Transportation
O_3	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_6	Sulfur Hexafluoride
SHPO	State Historic Preservation Office
SIP	State Implementation Plan
SO_2	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).

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SRAA Syracuse Regional Airport Authority

Figure 1-1
Airport Location Map

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

Scale 1" = 2,500'

CHA Project No. 077036

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

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

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Scale 1" = 600'

CHA Project No. 077036

Figure 1-2
Project 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

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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.

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.

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

(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.

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Scale 1" = 600'

CHA Project No. 077036

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

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

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

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Figure 4-1
Study Area Map

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

Scale 1" = 2,500'

CHA Project No. 077036

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

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_2), ozone (O_3), particulate matter with a diameter of ten microns or less (PM), sulfur dioxide (SO_2), and lead (Pb). Nitrogen oxides (NO_X) 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^3	Not to be exceeded
Nitrogen Dioxide (NO_2)	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_3)	Primary & Secondary	8-hour	0.070 ppm	Annual fourth-highest daily maximum 8-hour concentration, averaged over 3 years
Particulate Matter ($PM_{2.5}$)	Primary	1-year	12.0 µg/m^3	Annual mean, averaged over 3 years
	Secondary	1-year	15.0 µg/m^3	98th percentile, averaged over 3 years
	Primary & Secondary	24-hour	35 µg/m^3	Not to be exceeded more than once per
Particulate Matter (PM_{10})	Primary & Secondary	24-hours	150 µg/m^3	Not to be exceeded more than once per year on average over 3 years
Sulfur Dioxide (SO_2)	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 ≥ 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.

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 (*Megaceryle alcyon*)
- Black-billed Cuckoo (*Coccyzus erythropthalmus*)
- Blue-winged Warbler (*Vermivora pinus*)
- Bobolink (*Dolichonyx oryzivorous*)
- 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 Norther 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 and 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

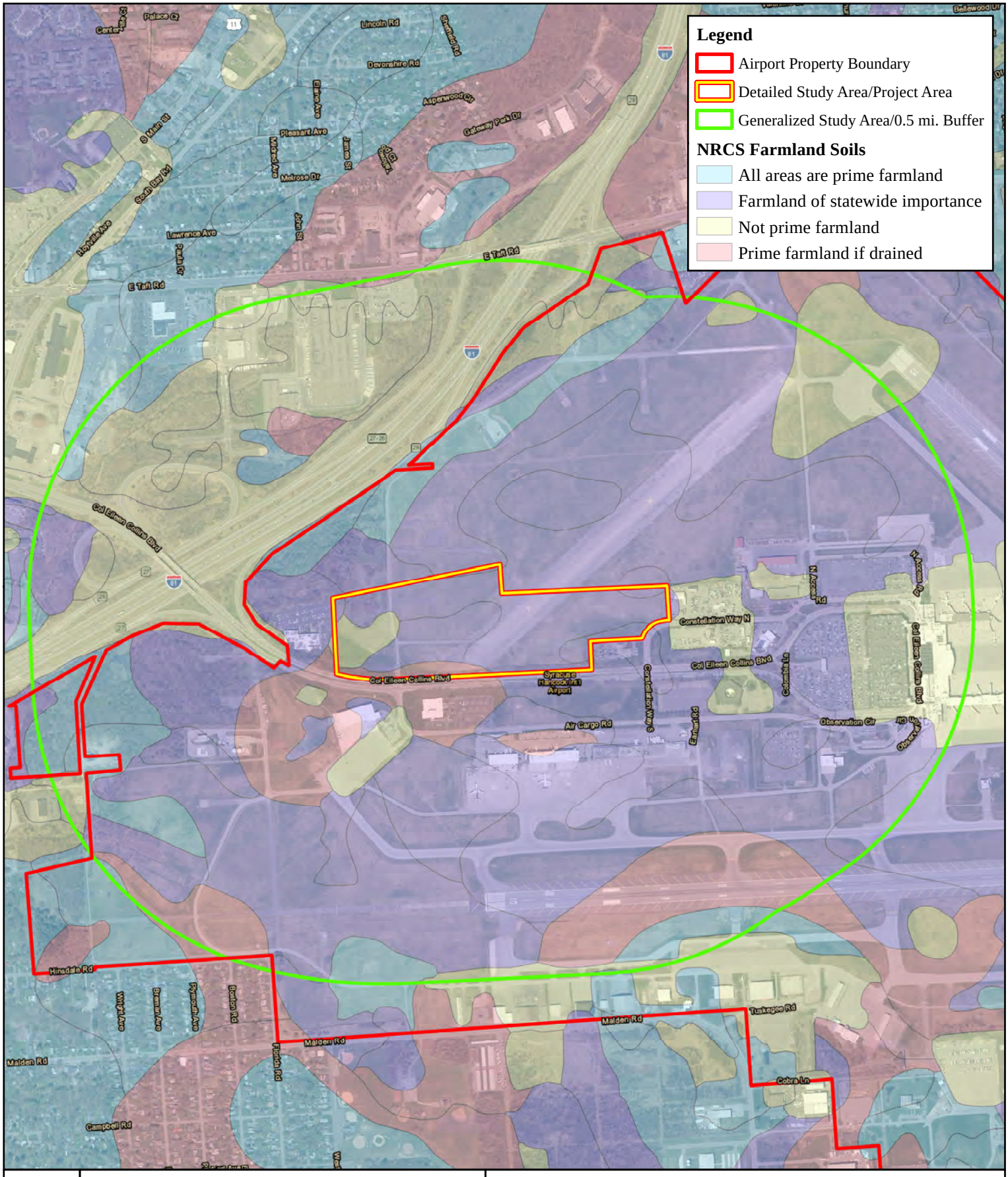

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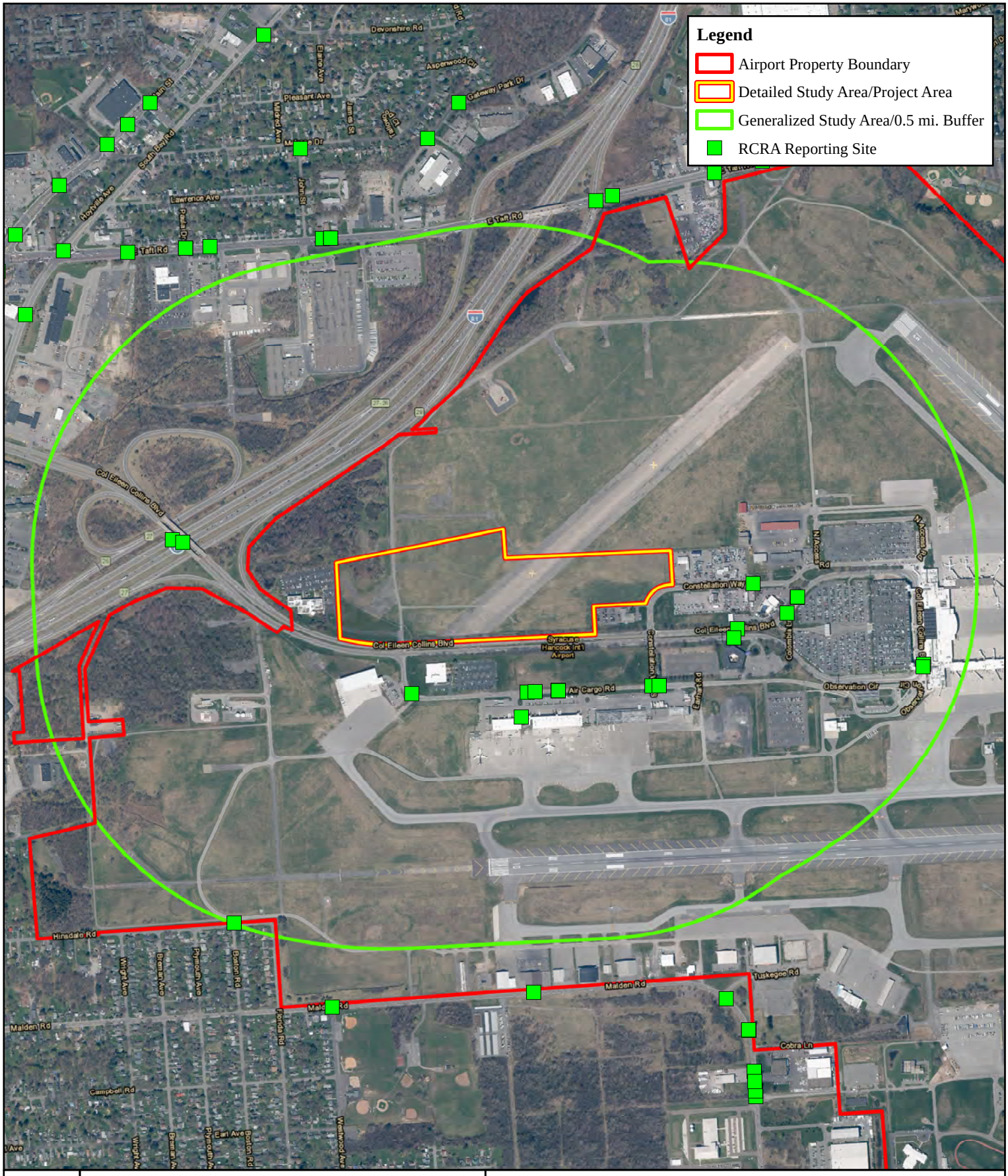
Figure 4-2
Farmland Soils Map

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



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SRAA Syracuse Regional Airport Authority

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

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

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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

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: NEPAssist

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.

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 if 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.

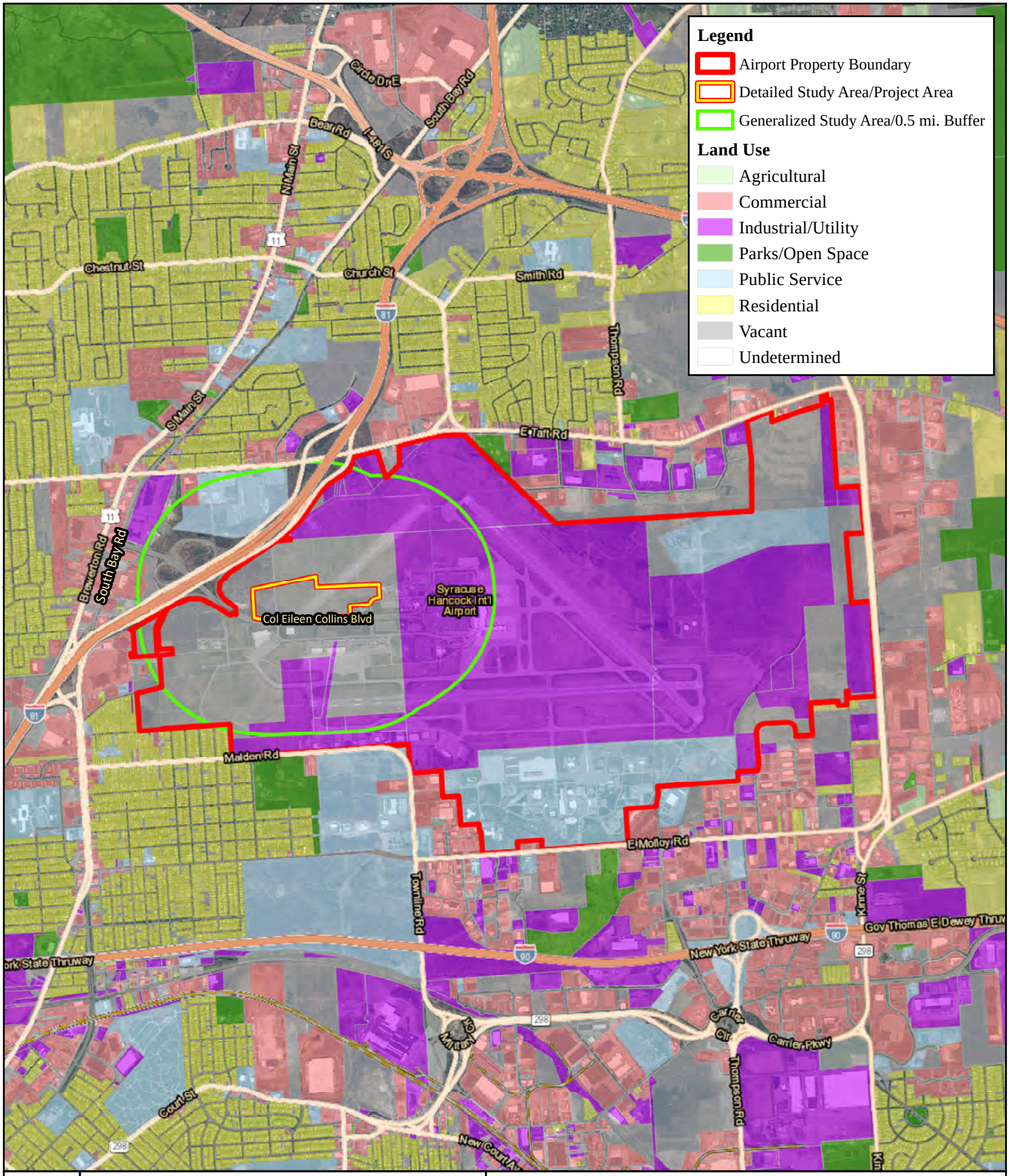
4.10.2 Zoning

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



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SRAA Syracuse Regional Airport Authority

Figure 4-4
Land Use Map

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

Scale 1" = 2,500'

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- 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 1502.16I 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

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%	
Potential Minority EJ Impact?		**No**
Total Population	454,912	2,837
Low Income	62,845	438
Percent Low Income	13.8%	15.4%
125% COC	17.3%	
Potential Low-Income EJ Impact?		**No**

*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

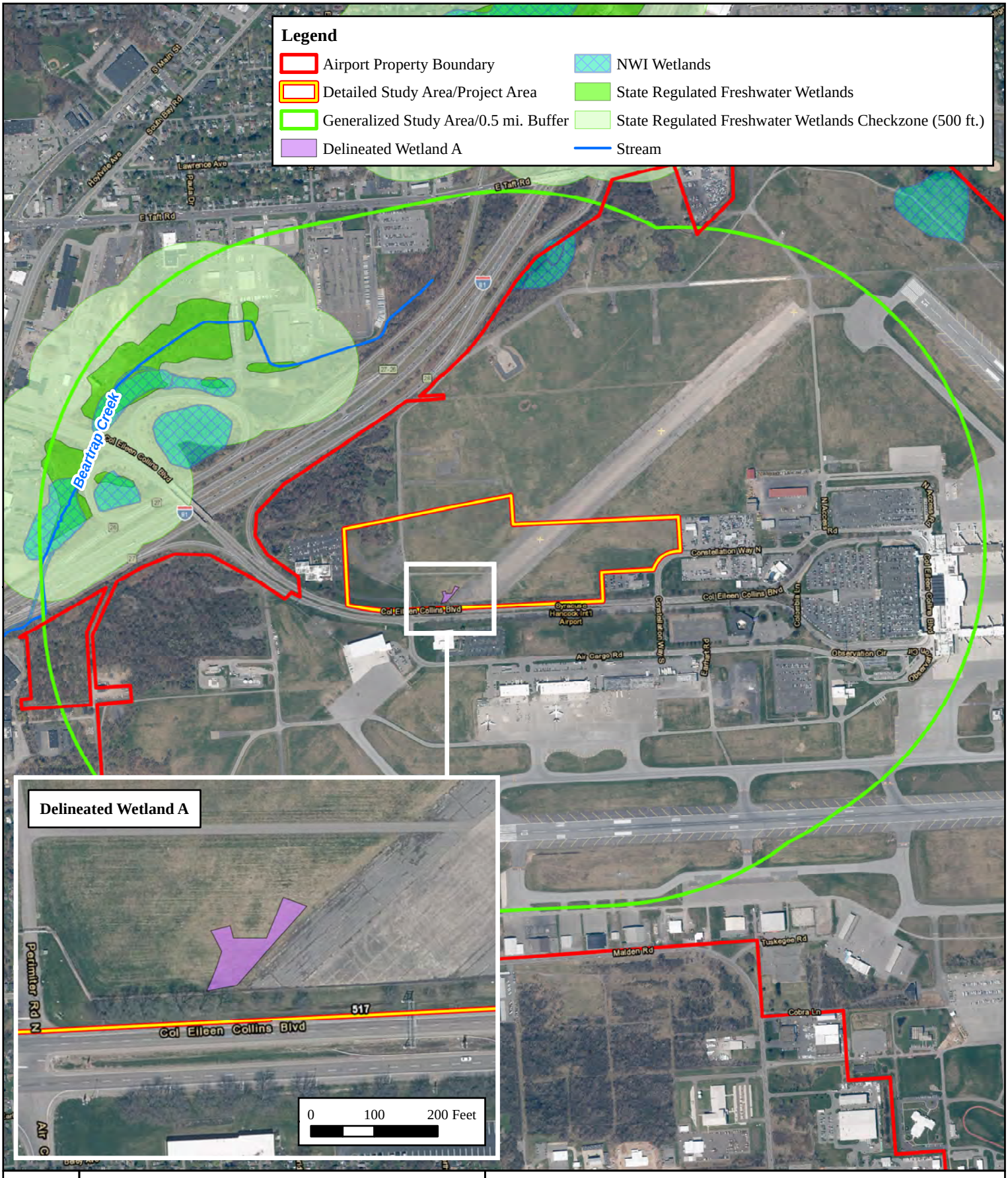
Jurisdictional wetlands and Waters of the United States (WOTUS), including Traditional Navigable Waters (TNW), are regulated under Sections 401 (Water Quality Certification) and 404 of the Clean Water Act (CWA) for the discharge of dredged or fill materials. TNWs and associated wetlands are also regulated 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**).



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Syracuse Regional Airport Authority

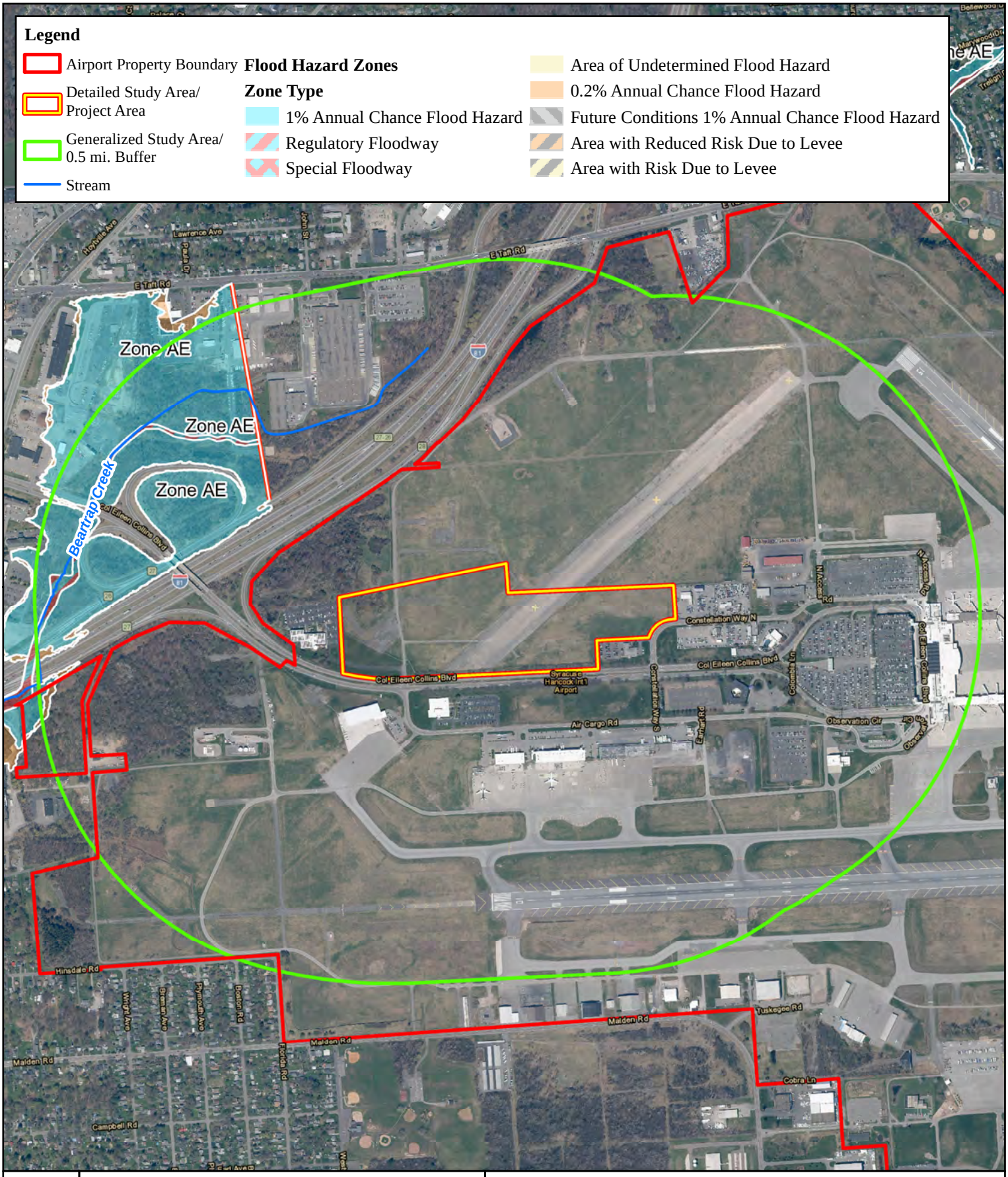
Figure 4-5
Surface Water Resources

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



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Syracuse Regional Airport Authority

Figure 4-6
Floodplain 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

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

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

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

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, §176I (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.

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.

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.

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. 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 1st through August 31st 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_2) 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_2 makes up the majority of GHG emissions, with lesser contributions from nitrous oxide (N_2O), methane (CH_4), and other compounds such as hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6).

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 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.

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.

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 (OCRRA'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.

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 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 avigation 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.

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 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 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.

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 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 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.

Resource Category	Impacts		Mitigation Measures
	Direct	Indirect	
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 *May Affect, Not Likely to Adversely Affect* for both species.	Future development of the site must be consistent with the NLEB consistency letter and the USFWS Concurrence (refer to **Appendix 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
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

Resource Category	Impacts		Mitigation Measures
	Direct	Indirect	
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.

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 forseeable 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

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.

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-notices/. 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

Both the NOA and affidavits are included in **Appendix G**. The public comment period closed on May 15, 2024, and no comments were received.

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
Syracuse Regional Airport Authority		
Arjun Nair, C.M., ENV SP	Senior Airport Planner	Document Review
Federal Aviation Administration		
Ed Knoesel	Environmental Protection Specialist, New York Airports District Office	FAA Document Reviewer
CHA Consulting, Inc.		
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

APPENDIX A

Section 163 Determination

U.S. Department
of Transportation
**Federal Aviation
Administration**

Eastern Region Airports Division

1 Aviation Plaza
Jamaica, NY 11434-4809
(718) 553-3330 (office)

March 13, 2024

Mr. Jason Terreri
Executive Director
Syracuse Hancock International Airport
1000 Col. Eileen Blvd.
Syracuse, NY 13212

Subject: Determination of Federal Aviation Administration (FAA) Approval Authority – Change in Use of Portions of Five Parcels to Non-Aeronautical on Colonel Eileen Collins Blvd, Syracuse Hancock International Airport (SYR), Syracuse, New York

Dear Mr. Terreri:

This determination outlines FAA approval authority for SYR's proposed change in use of portions of five parcels to non-aeronautical to allow long-term leases on the parcels, as depicted in the enclosed maps and described in the enclosed metes and bounds. The FAA originally issued a Section 163 Determination on March 8, 2023, for this project. This determination supersedes the previous Section 163 determination.

Background

Federal law requires the FAA to determine if the agency has approval authority for certain airport projects. The FAA Reauthorization Act of 2018 (P.L. 115-254) was signed into law on October 5, 2018. In general, Section 163(a) of the Act focuses the FAA's approval authority on the following areas:

1. To ensure the safe and efficient operation of aircraft or safety of people and property on the ground related to aircraft operations;
2. To regulate land or a facility acquired or modified using federal funding;
3. To ensure an airport owner or operator receives not less than fair market value (FMV) in the context of a commercial transaction for the use, lease, encumbrance, transfer, or disposal of land, any facilities on such land, or any portion of such land or facilities;
4. To ensure that that airport owner or operator pays not more than FMV in the context of a commercial transaction for the acquisition of land or facilities on such land;
5. To enforce any terms contained in a Surplus Property Act instrument of transfer; and
6. To exercise any authority contained in 49 U.S.C. § 40117 on Passenger Facility Charges (PFC).

In addition, Section 163(c) preserves the statutory revenue use restrictions on the use of revenues generated by the use, lease, encumbrance, transfer, or disposal of the land, as set forth in 49 U.S.C. §§ 47107(b) and 47133.

The law limits FAA authority to directly or indirectly regulate an airport operator's transfer or disposal of certain types of airport land. Section 163(d) of the Act also limits FAA's review and approval authority for Airport Layout Plans (ALPs) to those portions of ALPs, or ALP updates or revisions that:

1. Materially impact the safe and efficient operation of aircraft at, to, or from the airport;
2. Adversely affect the safety of people or property on the ground adjacent to the airport as a result of aircraft operations; or
3. Adversely affect the value of prior Federal investments to a significant extent.

Proposed Project

The Syracuse Regional Airport Authority (SRAA) submitted a proposed land consent package requesting a change in use of 46.47 acres of airport property at SYR, and a long-term non-aeronautical lease to allow for mixed commercial development.

FAA Determination on the Airport Layout Plan

For the purpose of determining whether the proposed project requires FAA ALP approval, we have determined the proposed project would have no material impact on aircraft operations, at, to, or from the airport; would not affect the safety of people and property on the ground adjacent to the airport as a result of aircraft operations; and would not have an adverse effect on the value of prior Federal investments to a significant extent. Therefore, the FAA does not have the authority to approve or disapprove changes to the ALP for the proposed project.

FAA Authority to Regulate Land Use

SYR proposes FAA's concurrence for non-aeronautical use of 46.47 acres of airport property, comprised of portions of five parcels of airport property. The five parcels are Parcel #1 (4.09 Acres), Parcel #2 (8.50 Acres), Parcel #3 (5.68 Acres), Parcel #4 (19.23 Acres), and Parcel #5 (8.97 Acres). All five parcels were acquired in 1963, and conveyed to SYR under the Federal Property and Administrative Services Act of 1949 and the Surplus Property Act of 1944.

Under Section 163(b), FAA has the authority to regulate land or facilities acquired or modified through Surplus Property Act transfers. The FAA considers SYR's proposed 46.47-acre mixed commercial development to be a non-aeronautical land use. Therefore, under Section 163(b) of the Act, FAA has the authority to approve or disapprove the proposed non-aeronautical use of surplus property. A request for approval and/or consent in accordance with FAA Order 5190.6, Chapter 22, is required for these parcels.

Project Funding Source(s)

The FAA has approval authority for any projects funded through the Airport Improvement Program (AIP), any other FAA-administered grant in aid program, and PFCs. In this case, a request for FAA funding and/or PFCs is not anticipated for this project.

Applicability of the National Environmental Policy Act (NEPA)

The FAA's authority to approve of the non-aeronautical use of the subject parcels, and any other Federal approvals associated with the project (such as funding under the AIP or PFC programs), are federal actions subject to NEPA. Please contact Edward Knoesel, Environmental Protection Specialist, New York Airports District Office (NY-ADO) to coordinate the appropriate level of environmental review.

Sponsor Obligations Still In Effect

This determination only addresses FAA's approval authority for this project. It is not a determination that the project complies with the sponsor's federal grant assurances. This determination is based solely on the description of the project as currently conceived. If the location, height, or physical dimensions of the project as currently conceived materially change, you must seek a new Section 163 determination for the revised project. To the extent that the exact height of the facilities proposed in the project remain unknown at this time, this determination is predicated on the understanding that the project will not impact any approach or departure surface and/or procedure, or otherwise interfere with the functionality of navigational aids or Air Traffic Control facilities. Similarly, if the nature of the proposed use of the subject property were to change (e.g., aeronautical use to non-aeronautical use or vice versa, aircraft hangar to cargo facility or vice versa) the sponsor is also required to seek a new Section 163 determination. The sponsor must comply with all of its Federal grant obligations, including but not limited to Grant Assurance #5, *Preserving Rights and Powers*; Grant Assurance #19, *Operation and Maintenance*; Grant Assurance #20, *Hazard Removal and Mitigation*; Grant Assurance #21, *Compatible Land Use*; and Grant Assurance #25 *Airport Revenue*.

If the proposed development includes solar energy systems, please note that federally-obligated airports with Air Traffic Control Towers (ATCT) must submit a Notice of Proposed Construction or Alteration (FAA Form 7460-1) for any proposed on-airport solar energy system. Sponsors must assert they conducted a sufficient analysis of the potential for ocular impact (glint and glare) and conclude there is no potential for ocular impact to the airport's ATCT cab. Airport sponsors are also responsible for reorienting solar energy systems if there is glint or glare to the ATCT after a system is installed.[1]

Section 163 and Grant Assurance 25 require the airport sponsor to receive not less than fair market value for the use, lease, encumbrance, transfer, or disposal of land, any facilities on such land, or any portion of such land or facilities. The sponsor must ensure all revenue generated as a result of this project are only expended for the capital or operating costs of the airport, the local airport system, or other local facilities which are owned or operated by the airport, and which are directly and substantially related to the air transportation of passengers or property, or for noise mitigation purposes on or off the airport.

[1] For additional information, see FAA's Policy on Review of Solar Energy System Projects on Federally-Obligated Airports (https://www.federalregister.gov/documents/2021/05/11/2021-09862/federal-aviation-administration-policy-review-of-solar-energy-system-projects-on-federally-obligated).

The sponsor is also responsible for complying with all federal, state, and local environmental laws and regulations.

Additionally, any development on this parcel is subject to airspace review under the requirements of 14 Code of Federal Regulations (CFR) Part 77, and Grant Assurance 29 requires the airport to update and maintain a current ALP. Please submit an updated ALP and Exhibit "A" property map to NY-ADO if the project is completed.

This is a preliminary determination. It does not constitute a final agency action or an "order issued by the Secretary of Transportation" under 49 U.S.C. § 46110.

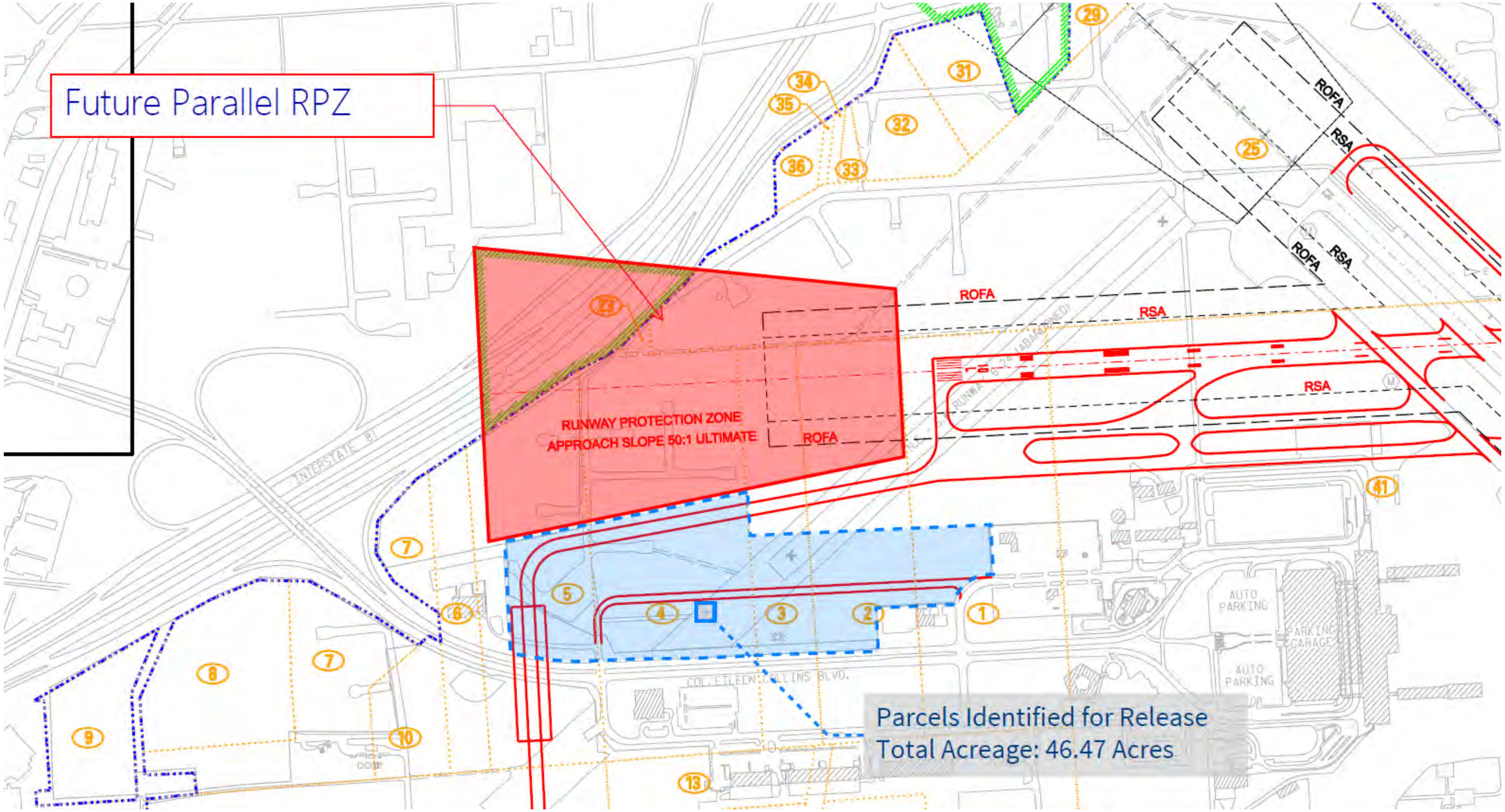
For any questions, please contact Mr. Rob Costa, Assistant Manager, NY-ADO, at (718) 995-5778 or via email at robert.costa@faa.gov.

Sincerely,

David A. Fish
Director, Eastern Region Airports Division

Enclosures

Airport Layout Plan Section



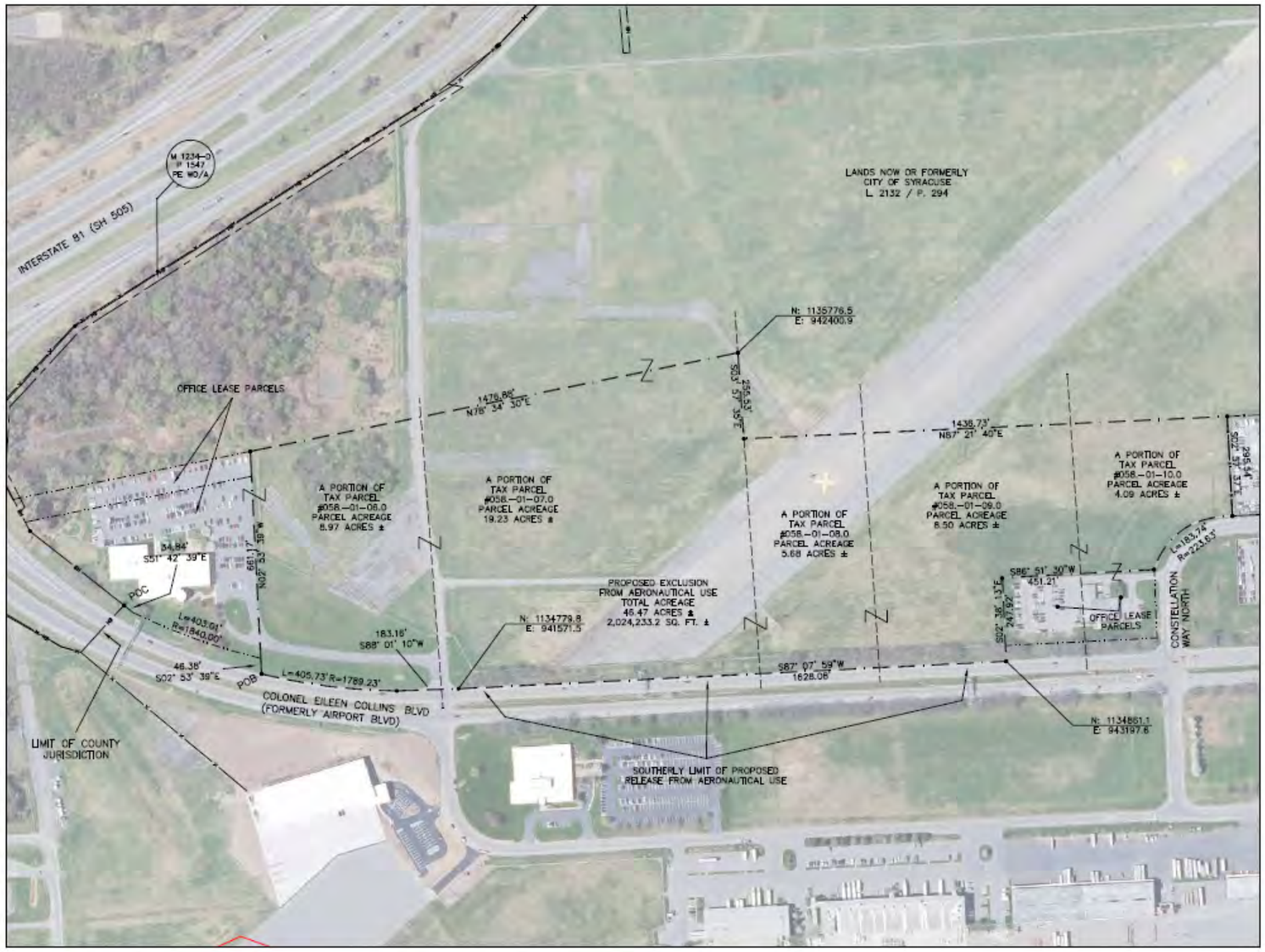
Parcel Consent Map

1) EXCEPT AS SPECIFICALLY STATED OR SHOWN ON THIS PLAT, THIS SURVEY DOES NOT PURPORT TO REFLECT ANY OF THE FOLLOWING WHICH MAY BE APPLICABLE TO THE SUBJECT REAL ESTATE: EASEMENTS, OTHER THAN POSSIBLE EASEMENTS THAT WERE VISIBLE AT THE TIME OF MAKING THIS SURVEY; BUILDING SETBACK LINES; RESTRICTIVE COVENANTS; SUBDIVISION RESTRICTIONS; ZONING OR OTHER LAND USE REGULATIONS, AND ANY OTHER FACTS THAT AN ACCURATE AND CURRENT TITLE SEARCH MAY DISCLOSE.

2) BURIED UTILITIES MAY BE ENCOUNTERED. NO EXCAVATIONS WERE MADE DURING THE PROGRESS OF THIS SURVEY TO LOCATE BURIED UTILITIES / STRUCTURE. BEFORE EXCAVATIONS ARE BEGUN, DIGSAFE NY SHOULD BE CONTACTED. 811.

3) NORTH IS REFERENCED TO NEW YORK STATE PLANE COORDINATE SYSTEM – CENTRAL ZONE GRID NORTH.

4) SUBJECT TO ANY AND ALL EASEMENTS AN ACCURATE TITLE SEARCH MAY DISCLOSE.



VICINITY MAP
NOT TO SCALE

LEGEND

- REBAR
- ANGLE IRON
- IRON PIPE
- PARCEL BOUNDARY
- EXISTING LEASE PARCELS
- FENCE LINE
- HB — ROAD RIGHT OF WAY
- EASEMENT BOUNDARY LINE
- TAX PARCEL BOUNDARY
- POB — POINT OF BEGINNING
- POC — POINT OF COMMENCEMENT
- Z — SHOWS COMMON OWNERSHIP

TRUE NORTH AT THE 76°35' MERIDIAN OF WEST LONGITUDE

GRAPHIC SCALE

0 400 800

(IN FEET)

1 inch = 400 ft

CERTIFICATE BY SURVEYOR

I, MICHAEL A. VENTURO, HEREBY CERTIFY THAT I AM A REGISTERED LAND SURVEYOR IN THE STATE OF NEW YORK. I FURTHER CERTIFY THAT THIS PLAT CORRECTLY REPRESENTS A SURVEY COMPLETED UNDER MY DIRECTION AND THAT ALL MONUMENTS AND MARKERS SHOWN HEREON ACTUALLY EXIST AND THAT THEIR LOCATION RELATIVE TO THE DETERMINED BOUNDARY, TYPE AND MATERIAL ARE ACCURATELY SHOWN.

DATE 7-27-2023 SIGNATURE

PRUDENT ENGINEERING, LLP
6390 FLY ROAD EAST SYRACUSE, NY 13057
TEL: 315-746-7700
FAX: 315-746-7780

PRUDENT ENGINEERING

SYRACUSE HANCOCK INTERNATIONAL AIRPORT
PROPOSED EXCLUSION FROM AERONAUTICAL USE
PARCEL SURVEY

SHEET 1 OF 1 SHEETS

Metes and Bounds

All that tract or parcel of land situate in the Town of Salina, County of Onondaga, and State of New York, being a portion of Lot No. 4 in said town, and also part of Tracts B246, B247, B248, B249 and B250 of lands conveyed by the United States of America to the City of Syracuse by deed dated February 15, 1963, recorded in the Onondaga County Clerk's Office in Book 2132 of Deeds at Page 293, being more particularly described as follows:

Commencing at a point in the northerly boundary of the existing Colonel Eileen Collins Boulevard, at the southeast corner of the lands acquired by the People of the State of New York (under the present jurisdiction of the New York State Department of Transportation) for the construction of Interstate Highway 81 as described on Map No. 1234-D P 1545; thence along the aforementioned northerly road boundary South 51° 42' 39" East a distance of 34.84 feet to a point; thence on a curve to the left having a radius of 1,840.00 feet and a length of 403.01' to a point; thence South 02° 53' 39" East a distance of 46.38 feet to the Point of Beginning; thence through the lands of the City of Syracuse the following four (5) courses and distances:

1) North 02° 53' 39" West a distance of 661.17 feet, to point; thence
2) North 78° 34' 30" East a distance of 1,476.88 feet, to point; thence
3) South 03° 57' 35" East a distance of 255.53 feet, to point; thence
4) North 87° 21' 40" East a distance of 1,436.73 feet, to point; thence
5) South 02° 57' 37" East a distance of 295.54 feet to a point in the northerly bounds of an interior airport road known as Constellation Way North;

Thence Westerly and Southerly along the bounds of said road on a curve to left having a radius of 223.63 feet and a length of 183.74 feet to point; thence through the lands of City of Syracuse the following two (2) courses and distances:

1) South 86° 51' 30" West a distance of 451.21 feet, to point; thence
2) South 02° 38' 13" East a distance of 247.92 feet to a point in the northerly edge of Colonel Eileen Collins Boulevard;

Thence South 87° 07' 59" West a distance of 1,628.08 feet to a point; thence South 88° 01' 10" West a distance of 183.16 feet to a point; thence on a curve to the right having a radius of 1,789.23 feet and a length of 405.73 feet to the point and place of beginning.

Intending to describe a parcel of land 46.47 acres (2,024,233.2 sq. ft.) more or less and being portions of existing Onondaga County Tax Parcel Numbers 058.-01-06.0, 158.-01-07.0, 158.-01-08.0, 158.-01-09.0, and 058.-01-10.0.

APPENDIX B

Agency Coordination

SYR Land Release EA
Early Coordination Contact List

NYSDEC, Division of Environmental Permits, Region 7
Kevin Balduzzi**,** Regional Permit Administrator
NYSDEC, Division of Environmental Permits, Region 7
5786 Widewaters Parkway Syracuse, NY 13214-1867
Phone: 315-426-7438
Email: dep.r7@dec.ny.gov

NYSDOT Region 3
David Smith, Regional Director
New York State Department of Transportation, Region 3
State Office Building, 333 E. Washington Street, Syracuse, NY 13202
Phone: 315-428-4351

Onondaga County Department of Transportation
Commissioner of Transportation
Onondaga County DOT
John H. Mulroy Civic Center
421 Montgomery Street, 11th Floor, Syracuse, NY 13202
Highwaypermits@ongov.net

Syracuse-Onondaga County Planning Agency
Dan Kwasnowski, AICP, Director
Syracuse-Onondaga County Planning Agency
John H. Mulroy Civic Center
421 Montgomery Street, 11th Floor, Syracuse, NY 13202
DanielKwasnowski@ongov.net

Town of Salina, Planning and Zoning
Michael Gunther, Zoning Board of Appeals Chairman
Town of Salina Zoning Board of Appeals/Planning
201 School Road Liverpool NY, 13088
Phone: 315-457-6661
gunnie103@aol.com

Natural Resource Conservation Service – New York State Office
Blake Glover, State Conservationist
441 S Salina St Suite 354 Syracuse, NY 13202-2450
315-477-6504
Blake.glover@usda.gov

U.S. Army Corp of Engineers, Buffalo District
Buffalo Civil Works District
1776 Niagara St Buffalo, NY 14207-3199
Public.Affairs@lrb01.usace.army.mil

October ____, 2023

Adressee
Title
Organization
Address Line 1
Address Line 2

Re: **Early Agency Coordination for Environmental Assessment**
Col. Eileen Collins Blvd Land Release
Syracuse Hancock International Airport (SYR)

Dear _____,

The Syracuse Regional Airport Authority (SRAA) is preparing an Environmental Assessment (EA) for approval by the Federal Aviation Administration (FAA) to release approximately 42 acres of property at the Syracuse Hancock International Airport (SYR) located north of Colonel Eileen Collins Blvd (see attached figures). The land proposed for release is currently zoned Office and Light Industrial by the Town of Salina. Future development may consist of hotel, gas station, and other commercial uses and may require a zoning change to Planned Commercial District. Although the only federal action is a land use change from aeronautical to non-aeronautical use, the EA will evaluate potential development as a connected action prior to the release of land.

The EA process will analyze alternatives, undertake studies, and disclose the potential for environmental impacts that could directly or indirectly occur if the land release or commercial development does occur. Any development would be through a negotiated land lease with the SRAA. The development will most likely be commercial in nature and will be consistent with the Town of Salina's zoning and ordinance provisions, avoid regulated environmental sensitive locations, and provide provisions for stormwater facilities.

The EA document will be prepared in accordance with the National Environmental Policy Act (NEPA) and FAA Orders 1050.1F, *Policies and Procedures* and 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. On behalf of the SRAA, we are sending you this early coordination packet to solicit early comments regarding potential environmental, social, or economic issues for consideration when preparing this EA. You are asked to study the enclosed information and provide written evaluation of the potential impacts upon resources that are under your jurisdiction within 30-days of receipt of this packet. If no reply has been received within 30-days, it will be indicated in the EA document that your agency has no comment on the project. Please send any written comments to the following address:

Attn: Taylor Koutropoulos
201 N. Illinois St.
Suite 800
Indianapolis, IN 46204

We hope the information contained herein is sufficient for you to complete your evaluation. Should you have any questions, please contact me at (317) 493-3321 or tkoutropoulos@chasolutions.com.

Sincerely,

Taylor Koutropoulos
Assistant Project Manager

Airport Location Map

Syracuse Hancock International Airport
Col. Eileen Collins Blvd. Land Release
Onondaga County, NY

N

Scale 1" = 2,500'

CHA Project No. 077036

Sources: Esri, DigitalGlobe, GeoEye, i-cubed, USDA FSA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community • Photo Date: 2023

Date Saved: 10/19/2023 • Author: E.Butterfield

N

Project Area Map

Syracuse Hancock International Airport
Col. Eileen Collins Blvd. Land Release
Onondaga County, NY

Scale 1" = 600'

CHA Project No. 077036

Sources: Esri, DigitalGlobe, GeoEye, i-cubed, USDA FSA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community • Photo Date: 2023

Date Saved: 10/18/2023 • Author: E.Butterfield

IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

Location

Onondaga County, New York

Local office

New York Ecological Services Field Office

(607) 753-9334
(607) 753-9699
fw5es_nyfo@fws.gov

3817 Luker Road
Cortland, NY 13045-9385

Endangered species

This resource list is for informational purposes only and does not constitute an analysis of project level impacts.

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Draw the project location and click CONTINUE.
2. Click DEFINE PROJECT.
3. Log in (if directed to do so).
4. Provide a name and description for your project.
5. Click REQUEST SPECIES LIST.

Listed species[1] and their critical habitats are managed by the Ecological Services Program of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries[2]).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact NOAA Fisheries for species under their jurisdiction.

1. Species listed under the Endangered Species Act are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the listing status page for more information. IPaC only shows species that are regulated by USFWS (see FAQ).
2. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following species are potentially affected by activities in this location:

Mammals

NAME	STATUS
Indiana Bat Myotis sodalis Wherever found There is **final** critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/5949	Endangered
Northern Long-eared Bat Myotis septentrionalis Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/9045	Endangered

Insects

NAME	STATUS
Monarch Butterfly Danaus plexippus Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/9743	Candidate

Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

There are no critical habitats at this location.

You are still required to determine if your project(s) may have effects on all above listed species.

Bald & Golden Eagles

Bald and golden eagles are protected under the Bald and Golden Eagle Protection Act[1] and the Migratory Bird Treaty Act[2].

Any person or organization who plans or conducts activities that may result in impacts to bald or golden eagles, or their habitats[3], should follow appropriate regulations and consider implementing appropriate conservation measures, as described below.

Additional information can be found using the following links:

- Eagle Managment https://www.fws.gov/program/eagle-management
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide conservation measures for birds https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf
- Supplemental Information for Migratory Birds and Eagles in IPaC https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action

There are bald and/or golden eagles in your project area.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Bald Eagle *Haliaeetus leucocephalus* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.	Breeds Dec 1 to Aug 31
Golden Eagle *Aquila chrysaetos* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1680	Breeds Jan 1 to Aug 31

Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

Breeding Season (■)
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

To see a bar's survey effort range, simply hover your mouse cursor over the bar.

No Data (–)
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.

What does IPaC use to generate the potential presence of bald and golden eagles in my specified location?

The potential for eagle presence is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle (Eagle Act requirements may apply). To see a list of all birds potentially present in your project area, please visit the Rapid Avian Information Locator (RAIL) Tool.

What does IPaC use to generate the probability of presence graphs of bald and golden eagles in my specified location?

The Migratory Bird Resource List is comprised of USFWS Birds of Conservation Concern (BCC) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle (Eagle Act requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the Rapid Avian Information Locator (RAIL) Tool.

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to obtain a permit to avoid violating the Eagle Act should such impacts occur. Please contact your local Fish and Wildlife Service Field Office if you have questions.

Migratory birds

Certain birds are protected under the Migratory Bird Treaty Act[1] and the Bald and Golden Eagle Protection Act[2].

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats[3] should follow appropriate regulations and consider implementing appropriate conservation measures, as described below.

1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.

Additional information can be found using the following links:

- Eagle Management https://www.fws.gov/program/eagle-management
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide conservation measures for birds https://www.fws.gov/sites/default/files/ documents/nationwide-standard-conservation-measures.pdf
- Supplemental Information for Migratory Birds and Eagles in IPaC https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action

The birds listed below are birds of particular concern either because they occur on the USFWS Birds of Conservation Concern (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ below. This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the E-bird data mapping tool (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic

Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found below.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
American Golden-plover *Pluvialis dominica* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds elsewhere
Bald Eagle *Haliaeetus leucocephalus* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.	Breeds Dec 1 to Aug 31
Belted Kingfisher *Megaceryle alcyon* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds Mar 15 to Jul 25
Black-billed Cuckoo *Coccyzus erythropthalmus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9399	Breeds May 15 to Oct 10
Blue-winged Warbler *Vermivora pinus* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds May 1 to Jun 30
Bobolink *Dolichonyx oryzivorus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 20 to Jul 31
Chimney Swift *Chaetura pelagica* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Mar 15 to Aug 25
Eastern Meadowlark *Sturnella magna* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds Apr 25 to Aug 31
Evening Grosbeak *Coccothraustes vespertinus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 15 to Aug 10
Golden Eagle *Aquila chrysaetos* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1680	Breeds Jan 1 to Aug 31
Golden-winged Warbler *Vermivora chrysoptera* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/8745	Breeds May 1 to Jul 20
Lesser Yellowlegs *Tringa flavipes* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9679	Breeds elsewhere
Pectoral Sandpiper *Calidris melanotos* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds elsewhere
Red-headed Woodpecker *Melanerpes erythrocephalus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 10 to Sep 10

Ruddy Turnstone Arenaria interpres morinella This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds elsewhere
Short-billed Dowitcher Limnodromus griseus This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9480	Breeds elsewhere
Upland Sandpiper Bartramia longicauda This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9294	Breeds May 1 to Aug 31
Wood Thrush Hylocichla mustelina This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 10 to Aug 31

Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (▪)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

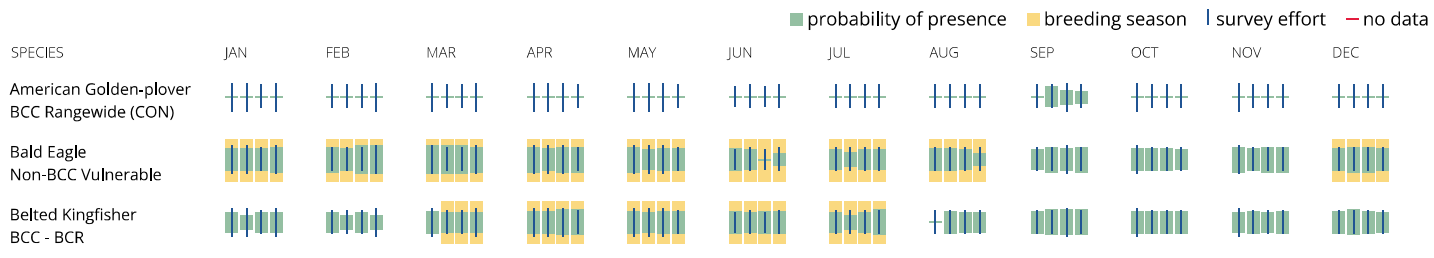
Breeding Season (▪)
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

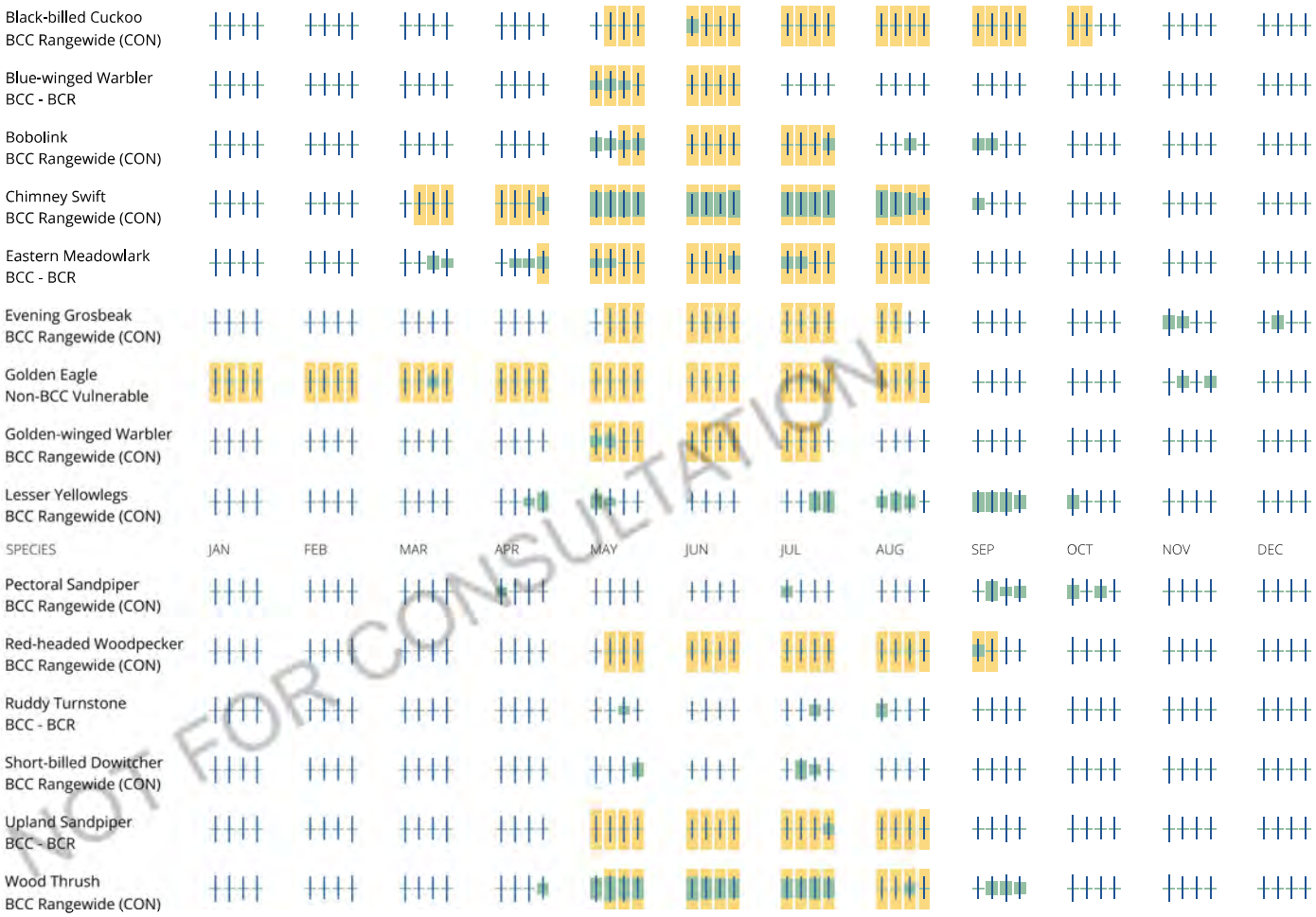
Survey Effort (|)
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

To see a bar's survey effort range, simply hover your mouse cursor over the bar.

No Data (–)
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.





Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

Nationwide Conservation Measures describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. Additional measures or permits may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the list of migratory birds that potentially occur in my specified location?

The Migratory Bird Resource List is comprised of USFWS Birds of Conservation Concern (BCC) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle (Eagle Act requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the Rapid Avian Information Locator (RAIL) Tool.

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the Avian Knowledge Network (AKN). This data is derived from a growing collection of survey, banding, and citizen science datasets.

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering or migrating in my area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may query your location using the RAIL Tool and look at the range maps provided for birds in your area at the bottom of the profiles provided for each bird in your results. If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are Birds of Conservation Concern (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the Eagle Act requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the Northeast Ocean Data Portal. The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the Diving Bird Study and the nanotag studies or contact Caleb Spiegel or Pam Loring.

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to obtain a permit to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

Facilities

National Wildlife Refuge lands

Any activity proposed on lands managed by the National Wildlife Refuge system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

There are no refuge lands at this location.

Fish hatcheries

There are no fish hatcheries at this location.

Wetlands in the National Wetlands Inventory (NWI)

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

Wetland information is not available at this time

This can happen when the National Wetlands Inventory (NWI) map service is unavailable, or for very large projects that intersect many wetland areas. Try again, or visit the NWI map to view wetlands at this location.

Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

Data exclusions

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tuberficid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

Data precautions

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate Federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

Phone Memorandum

To: Taylor Koutropoulos, CHA

From: Michael Gunther, Town of Salina

Date: October 26, 2023

Re: Early Agency Coordination for Environmental Assessment

The following statements are representative of the Town of Salina's communication during the phone call:

- Zoning and land use are under one board (Board of Salina).
- The project area is currently zoned as O2 and would need to be changed to C3 to be developed.
- The process for changing zoning is as follows:
    - Apply for a zone change from the town board; this is done through the website
    - Hold a public hearing; the airport/consultant would be present to answer questions from the public
    - Zoning change then goes to the zoning board as a site plan
- An actual site plan and more concrete information would be required for the zoning change to be approved.
- At that time, there would be discussion on whether the properties would become their own lot with one tax number.
- Issues with line of site, additional traffic, noise, and anything similar are not anticipated.
- Very positive opinion of the proposed project. Town of Salina is onboard and excited for it to happen.

- Laura Cassalia (CHA, Syracuse office) used to work for the Town. Project team can ask her any questions about the zoning change process if there are questions.

Zendlo, Meredith

From: New York State Parks CRIS Application <cris.web@parks.ny.gov>
Sent: Monday, October 30, 2023 3:19 PM
To: Koutropoulos, Taylor
Subject: [--EXTERNAL--]: NY SHPO: Effect Finding Rendered for Consultation Project 23PR09060

Effect Finding Rendered

The New York State Historic Preservation Office (SHPO) has rendered an effect finding for the following consultation project.

> **Effect Finding Link:** https://cris.parks.ny.gov/?type=PR&id=MOAGDDR42Q2V
>
> **Project Number:** 23PR09060
>
> **Project Name:** Colonel Eileen Collins Blvd. Land Release Environmental Assessment
>
> **Effect Finding Token:** MOAGDDR42Q2V

New York State Historic Preservation Office
Peebles Island State Park, P.O. Box 189, Waterford, NY 12188-0189
518-237-8643 | https://parks.ny.gov/shpo
CRIS: https://cris.parks.ny.gov

Who sent this email?

This email is a notification from the New York State Cultural Resource Information System (CRIS). CRIS is an online service administered by the New York State Division for Historic Preservation, also known as the New York State Historic Preservation Office (SHPO), which is a division of New York State Parks, Recreation & Historic Preservation.

This message pertains to a submission for a consultation project. Please see SHPO's Environmental Review web page for more information about the consultation process.

Why did I receive this email?

The contact list for the project includes your email address.

What do I need to do?

1. Go to the effect finding page: https://cris.parks.ny.gov/?type=PR&id=MOAGDDR42Q2V
2. Sign into CRIS or proceed as a guest.

3. View or download the effect finding letter.

What will happen next?

If you submit additional information for this project, you will receive an “Unrequested Submission Received” email notification. SHPO will process the new information.

What else can I do?

Please see the following help topics for more information about managing submissions and projects in CRIS:

- View and Download Effect Finding Letters
- Submit New Information for an Existing Project
- Authenticated User Home Page

Where can I get help?

Please visit the CRIS Online Help System: https://cris.parks.ny.gov/CRISHelp

If you still have questions about CRIS, please contact CRIS Help at CRISHelp@parks.ny.gov.

For any other questions, please call SHPO at 518-237-8643.

New York State
Parks, Recreation and
Historic Preservation

KATHY HOCHUL
Governor

ERIK KULLESEID
Commissioner

October 30, 2023

Taylor Koutropoulos
Assistant Project Manager
201 N Illinois St.
Indianapolis, IN 46204

Re: FAA
Colonel Eileen Collins Blvd. Land Release Environmental Assessment
23PR09060

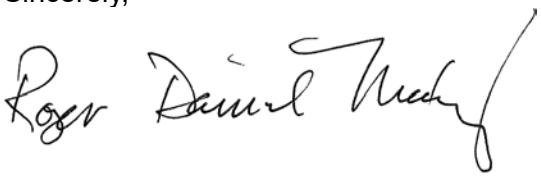
Dear Taylor Koutropoulos:

Thank you for requesting the comments of the State Historic Preservation Office (SHPO). We have reviewed the project in accordance with Section 106 of the National Historic Preservation Act of 1966. These comments are those of the SHPO and relate only to Historic/Cultural resources. They do not include potential environmental impacts to New York State Parkland that may be involved in or near your project. Such impacts must be considered as part of the environmental review of the project pursuant to the National Environmental Policy Act and/or the State Environmental Quality Review Act (New York Environmental Conservation Law Article 8).

Based upon this review, it is the opinion of the New York SHPO that no historic properties, including archaeological and/or historic resources, will be affected by this undertaking.

If further correspondence is required regarding this project, please be sure to refer to the OPRHP Project Review (PR) number noted above.

Sincerely,



R. Daniel Mackay

Deputy State Historic Preservation Officer
Division for Historic Preservation

rev: B. Russell

COUNTY OF ONONDAGA

DEPARTMENT OF TRANSPORTATION

J. RYAN McMAHON, II
County Executive

6230 E. MOLLOY ROAD
EAST SYRACUSE, NEW YORK 13057
Phone: 315.435.3205 Fax: 315.435.5744
ongov.net

MARTIN E. VOSS
Commissioner

10/31/2023

CHA Consulting, Inc.
201 N. Illinois St.
Suite 800
Indianapolis, IN 46204
Attn: Taylor Koutropoulos

Re: Early Coordination for Environmental Assessment
Col. Eileen Collins Boulevard Land Release
Syracuse Hancock International Airport (SYR)
Onondaga County DOT Response

Ms. Koutropoulos,

The Onondaga County Department of Transportation (OCDOT) has reviewed the early coordination packet (dated 10/26/2023) for the Col. Eileen Collins Boulevard Land Release at the Syracuse Hancock International Airport.

The OCDOT's jurisdictional limits along Col. Eileen Collins Boulevard (CR 78) extends approximately 0.6 miles easterly from the intersection with South Bay Road (CR 208).

Due to the potential increase in traffic along Col. Eileen Collins Boulevard, our only concern is the impacts to our traffic signal system at the Col. Eileen Collins Boulevard/South Bay Road intersection. A traffic study should be done to identify if any future mitigation is necessary at this intersection..

Sincerely,

James E Fensken

James E. Fensken, P.E.
Acting Deputy Commissioner Onondaga County DOT

JEF: jef
Cc. Martin Voss, Commissioner Onondaga County DOT
File O/R

Koutropoulos, Taylor

From: Bjorness, Joan E (DOT) <Joan.Bjorness@dot.ny.gov>
Sent: Monday, November 27, 2023 2:56 PM
To: Koutropoulos, Taylor
Cc: Baldwin, Julie A. (DOT)
Subject: [--EXTERNAL--]: NYSDOT Environmental Assessment Response - Syracuse Regional Airport Authority Land Use
Attachments: NYSDOT SEQR SRAA Land Use Hancock International Airport 11.27.2023.pdf

Dear Ms. Koutropoulos,

Attached is the New York State Department of Transportation's response to the notice on behalf of the Syracuse Regional Airport Authority preparation of an Environmental Assessment for land owned at Hancock International Airport, Syracuse, NY.

Should you have any questions, please contact Julie Baldwin, (315) 428-4408, or email, Julie.Baldwin@dot.ny.gov.

Thank you,

Joan Bjorness

Joan Bjorness
Program Aide
Planning & Program Management Group

New York State Department of Transportation, Central New York Region
333 E. Washington Street, Syracuse, NY 13202
(315) 428-4102 | fax (315) 428-4417 | Joan.Bjorness@dot.ny.gov
www.dot.ny.gov

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

KATHY HOCHUL
Governor

MARIE THERESE DOMINGUEZ
Commissioner

DAVID P. SMITH, P.E.
Regional Director

November 27, 2023

Ms. Taylor Koutropoulos
CHA Consulting, Inc.
201 N. Illinois Street
Suite 800
Indianapolis, IN 46204
Via: tkoutropoulos@chasolutions.com

Dear Ms. Koutropoulos:

DRAFT ENVIRONMENTAL ASSESSMENT
42 ACRE PROPERTY FOR DEVELOPMENT
HANCOCK INTERNATIONAL AIRPORT, CITY
OF SYRACUSE, ONONDAGA COUNTY

New York State Department of Transportation (NYSDOT) has received your correspondence regarding the preparation of an Environmental Assessment by the Syracuse Regional Airport Authority encompassing 42 acres of land proposed for release as a possible future development site.

Thank you for the information concerning this project. NYSDOT has no further comments at this time.

We would like to receive the final Environmental Assessment (EA) and/or the Finding of No Significant Impact (FONSI) when available. Please provide these documents electronically to Julie.Baldwin@dot.ny.gov.

Very truly yours,

David N. Roth
Director, Planning and Program Management

By

Julie Baldwin
Senior Transportation Analyst

JB:DR:jb

cc: File 33-23-23

U.S. Department
of Transportation
**Federal Aviation
Administration**

New York Airports District Office
1 Aviation Plaza, Suite 111
Jamaica, NY 11434
Telephone: 718-995-5770
Fax: 718-995-5790

December 5, 2023

Chief Sidney Hill
Onondaga Nation
Dyohdihwasne'ha
Administration Building
4040 Route 11
Onondaga Nation
Nedrow, NY 13120

Re: **Invitation for Government-to-Government Tribal Consultation pursuant to Executive Order 13175 and FAA Order 1210.20**
Environmental Assessment for Col. Eileen Collins Blvd Land Release
Syracuse Hancock International Airport (SYR)

Dear Chief Hill:

The Syracuse Regional Airport Authority (SRAA) is preparing an Environmental Assessment (EA) for approval by the Federal Aviation Administration (FAA) to release approximately 42 acres of property at the Syracuse Hancock International Airport (SYR) located north of Colonel Eileen Collins Boulevard (see attached figures). The land proposed for release is currently zoned Office and Light Industrial by the Town of Salina. Future development may consist of hotel, gas station, and other commercial uses and may require a zoning change to Planned Commercial District. Although the only federal action is a land use change from aeronautical to non-aeronautical use, the EA will evaluate potential development as a connected action prior to the release of land.

If you feel that this action may have significant, unique or substantial direct effects on your tribe or on the relationship or distribution of power between your tribe and the Federal government, we invite you to engage in government-to-government consultation with the FAA pursuant to Executive Order 13175 and FAA Order 1210.20, in addition to the Section 106 process.

The EA process will analyze alternatives, undertake studies, and disclose the potential for environmental impacts that could directly or indirectly occur if the land release or commercial development does occur. Any development would be through a negotiated land lease with the SRAA. The development will most likely be commercial in nature and will be consistent with the Town of Salina's zoning and ordinance provisions, avoid regulated environmentally sensitive locations, and provide provisions for stormwater facilities.

The EA document will be prepared in accordance with the National Environmental Policy Act (NEPA) and FAA Orders 1050.1F, *Policies and Procedures* and 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. On behalf of the SRAA, we are sending you this early coordination packet to solicit early comments regarding potential environmental, social, or economic issues for consideration when preparing this EA. You are asked to study the enclosed information and provide written evaluation of the potential impacts upon resources that are under your jurisdiction within 30-days of receipt of this letter and attachments. If no reply has been received within 30-days, it will be indicated in the EA document that your agency has no comment on the project. Please send any written comments to the following address:

Attn: Taylor Koutropoulos
CHA Consulting, Inc.
201 N. Illinois St.
Suite 800
Indianapolis, IN 46204

Please let us know if you would like to participate in consultation. If you would like to receive additional information regarding this undertaking, please contact Ms. Koutropoulos at the above address, or me at edward.knoesel@faa.gov, telephone 917-951-9112. Thank you.

Sincerely,

EDWARD CLARKE KNOESEL
Digitally signed by EDWARD CLARKE KNOESEL
Date: 2023.12.05 16:21:10 -05'00'

Ed Knoesel
Environmental Protection Specialist
Federal Aviation Administration

Airport Location Map

Syracuse Hancock International Airport
Col. Eileen Collins Blvd. Land Release
Onondaga County, NY

N

Scale 1" = 2,500'

CHA Project No. 077036

Sources: Esri, DigitalGlobe, GeoEye, i-cubed, USDA FSA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community • Photo Date: 2023

Date Saved: 10/19/2023 • Author: E.Butterfield

N

Project Area Map

Syracuse Hancock International Airport
Col. Eileen Collins Blvd. Land Release
Onondaga County, NY

Scale 1" = 600'

CHA Project No. 077036

Sources: Esri, DigitalGlobe, GeoEye, i-cubed, USDA FSA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community • Photo Date: 2023

Date Saved: 10/18/2023 • Author: E.Butterfield

NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION

Division of Fish and Wildlife, New York Natural Heritage Program
625 Broadway, Fifth Floor, Albany, NY 12233-4757
P: (518) 402-8935 | F: (518) 402-8925
www.dec.ny.gov

December 11, 2023

Nicole Frazer
CHA
III Winners Circle
Albany, NY 12205

Re: Syracuse Hancock International Airport Land Release
County: Onondaga Town/City: Salina

Dear Nicole Frazer:

In response to your recent request, we have reviewed the New York Natural Heritage Program database with respect to the above project.

Enclosed is a report of rare or state-listed animals and plants, and significant natural communities that our database indicates occur in the vicinity of the project site.

For most sites, comprehensive field surveys have not been conducted; the enclosed report only includes records from our database. We cannot provide a definitive statement as to the presence or absence of all rare or state-listed species or significant natural communities. Depending on the nature of the project and the conditions at the project site, further information from on-site surveys or other sources may be required to fully assess impacts on biological resources.

The presence of the plants and animals identified in the enclosed report may result in this project requiring additional review or permit conditions. For further guidance, and for information regarding other permits that may be required under state law for regulated areas or activities (e.g., regulated wetlands), please contact the NYS DEC Region 7 Office, Division of Environmental Permits, at dep.r7@dec.ny.gov.

Sincerely,

Heidi Krahling
Environmental Review Specialist
New York Natural Heritage Program

828

The following state-listed animals have been documented in the vicinity of the project site.

The following list includes animals that are listed by NYS as Endangered, Threatened, or Special Concern; and/or that are federally listed.

For information about any permit considerations for your project, please contact the Permits staff at the NYSDEC Region 7 Office at dep.r7@dec.ny.gov, 315-426-7438.

The following species have been documented within 1/4 mile (Northern Harrier) and 1/3 mile (Upland Sandpiper) of the project site.

COMMON NAME	*SCIENTIFIC NAME*	*NY STATE LISTING*	*FEDERAL LISTING*	
Birds				
Northern Harrier *Breeding*	*Circus hudsonius*	Threatened		6412
Upland Sandpiper *Breeding*	*Bartramia longicauda*	Threatened		10956

This report only includes records from the NY Natural Heritage database.

Information about many of the listed animals in New York, including habitat, biology, identification, conservation, and management, are available online in Natural Heritage's Conservation Guides at www.guides.nynhp.org, and from NYSDEC at www.dec.ny.gov/animals/7494.html.

United States Department of the Interior

FISH AND WILDLIFE SERVICE
New York Ecological Services Field Office
3817 Luker Road
Cortland, NY 13045-9385
Phone: (607) 753-9334 Fax: (607) 753-9699
Email Address: fw5es_nyfo@fws.gov

In Reply Refer To: December 14, 2023
Project code: 2024-0006117
Project Name: Syracuse Hancock International Airport Land Release

Federal Nexus: yes
Federal Action Agency (if applicable): Federal Aviation Administration

Subject: Federal agency coordination under the Endangered Species Act, Section 7 for 'Syracuse Hancock International Airport Land Release'

Dear Simon Davies:

This letter records your determination using the Information for Planning and Consultation (IPaC) system provided to the U.S. Fish and Wildlife Service (Service) on December 14, 2023, for 'Syracuse Hancock International Airport Land Release' (here forward, Project). This project has been assigned Project Code 2024-0006117 and all future correspondence should clearly reference this number. **Please carefully review this letter. Your Endangered Species Act (Act) requirements may not be complete.**

Ensuring Accurate Determinations When Using IPaC

The Service developed the IPaC system and associated species' determination keys in accordance with the Endangered Species Act of 1973 (ESA; 87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.) and based on a standing analysis. All information submitted by the Project proponent into IPaC must accurately represent the full scope and details of the Project.

Failure to accurately represent or implement the Project as detailed in IPaC or the Northern Long-eared Bat Rangewide Determination Key (DKey), invalidates this letter. ***Answers to certain questions in the DKey commit the project proponent to implementation of conservation measures that must be followed for the ESA determination to remain valid.***

Determination for the Northern Long-Eared Bat

Based upon your IPaC submission and a standing analysis completed by the Service, your project has reached the determination of "May Affect, Not Likely to Adversely Affect" the northern long-eared bat. Unless the Service advises you within 15 days of the date of this letter that your

IPaC-assisted determination was incorrect, this letter verifies that consultation on the Action is complete and no further action is necessary unless either of the following occurs:

- new information reveals effects of the action that may affect the northern long-eared bat in a manner or to an extent not previously considered; or,
- the identified action is subsequently modified in a manner that causes an effect to the northern long-eared bat that was not considered when completing the determination key.

15-Day Review Period

As indicated above, the Service will notify you within 15 calendar days if we determine that this proposed Action does not meet the criteria for a “may affect, not likely to adversely affect” (NLAA) determination for the northern long-eared bat. If we do not notify you within that timeframe, you may proceed with the Action under the terms of the NLAA concurrence provided here. This verification period allows the identified Ecological Services Field Office to apply local knowledge to evaluation of the Action, as we may identify a small subset of actions having impacts that we did not anticipate when developing the key. In such cases, the identified Ecological Services Field Office may request additional information to verify the effects determination reached through the Northern Long-eared Bat DKey.

Other Species and Critical Habitat that May be Present in the Action Area

The IPaC-assisted determination for the northern long-eared bat does not apply to the following ESA-protected species and/or critical habitat that also may occur in your Action area:

- Indiana Bat *Myotis sodalis* Endangered
- Monarch Butterfly *Danaus plexippus* Candidate

You may coordinate with our Office to determine whether the Action may affect the species and/or critical habitat listed above. Note that reinitiation of consultation would be necessary if a new species is listed or critical habitat designated that may be affected by the identified action before it is complete.

If you have any questions regarding this letter or need further assistance, please contact the New York Ecological Services Field Office and reference Project Code 2024-0006117 associated with this Project.

Action Description
You provided to IPaC the following name and description for the subject Action.

1. Name

Syracuse Hancock International Airport Land Release

2. Description

The following description was provided for the project 'Syracuse Hancock International Airport Land Release':

> The project is a land release from aeronautical use.

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@43.11483905,-76.12579508743114,14z

DETERMINATION KEY RESULT

Based on the answers provided, the proposed Action is consistent with a determination of “may affect, but not likely to adversely affect” for the Endangered northern long-eared bat (*Myotis septentrionalis*).

QUALIFICATION INTERVIEW

1. Does the proposed project include, or is it reasonably certain to cause, intentional take of the northern long-eared bat or any other listed species?

   Note: Intentional take is defined as take that is the intended result of a project. Intentional take could refer to research, direct species management, surveys, and/or studies that include intentional handling/encountering, harassment, collection, or capturing of any individual of a federally listed threatened, endangered or proposed species?

   No

2. The proposed action does not intersect an area where the northern long-eared bat is likely to occur, based on the information available to U.S. Fish and Wildlife Service as of the most recent update of this key. If you have data that indicates that northern long-eared bats are likely to be present in the action area, answer "NO" and continue through the key.

   Do you want to make a no effect determination?

   No

3. Does any component of the action involve construction or operation of wind turbines?

   Note: For federal actions, answer ‘yes’ if the construction or operation of wind power facilities is either (1) part of the federal action or (2) would not occur but for a federal agency action (federal permit, funding, etc.).

   No

4. Is the proposed action authorized, permitted, licensed, funded, or being carried out by a Federal agency in whole or in part?

   Yes

5. Is the Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), or Federal Transit Administration (FTA) funding or authorizing the proposed action, in whole or in part?

   No

6. Are you an employee of the federal action agency or have you been officially designated in writing by the agency as its designated non-federal representative for the purposes of Endangered Species Act Section 7 informal consultation per 50 CFR § 402.08?

   Note: This key may be used for federal actions and for non-federal actions to facilitate section 7 consultation and to help determine whether an incidental take permit may be needed, respectively. This question is for information purposes only.

   Yes

7. Is the lead federal action agency the Environmental Protection Agency (EPA) or Federal Communications Commission (FCC)? Is the Environmental Protection Agency (EPA) or Federal Communications Commission (FCC) funding or authorizing the proposed action, in whole or in part?

   No

8. Is the lead federal action agency the Federal Energy Regulatory Commission (FERC)?

   No

9. Have you determined that your proposed action will have no effect on the northern long-eared bat? Remember to consider the effects of any activities that would not occur but for the proposed action.

   If you think that the northern long-eared bat may be affected by your project or if you would like assistance in deciding, answer “No” below and continue through the key. If you have determined that the northern long-eared bat does not occur in your project’s action area and/or that your project will have no effects whatsoever on the species despite the potential for it to occur in the action area, you may make a “no effect” determination for the northern long-eared bat.

   Note: Federal agencies (or their designated non-federal representatives) must consult with USFWS on federal agency actions that may affect listed species [50 CFR 402.14(a)]. Consultation is not required for actions that will not affect listed species or critical habitat. Therefore, this determination key will not provide a consistency or verification letter for actions that will not affect listed species. If you believe that the northern long-eared bat may be affected by your project or if you would like assistance in deciding, please answer “No” and continue through the key. Remember that this key addresses only effects to the northern long-eared bat. Consultation with USFWS would be required if your action may affect another listed species or critical habitat. The definition of Effects of the Action can be found here: https://www.fws.gov/media/northern-long-eared-bat-assisted-determination-key-selected-definitions

   No

10. Have you contacted the appropriate agency to determine if your action is near any known northern long-eared bat hibernacula?

    Note: A document with links to Natural Heritage Inventory databases and other state-specific sources of information on the locations of northern long-eared bat hibernacula is available here. Location information for northern long-eared bat hibernacula is generally kept in state natural heritage inventory databases – the availability of this data varies by state. Many states provide online access to their data, either directly by providing maps or by providing the opportunity to make a data request. In some cases, to protect those resources, access to the information may be limited.

    Yes

11. Is any portion of the action area within 0.5-mile radius of any known northern long-eared bat hibernacula? If unsure, contact your local Ecological Services Field Office.

    No

12. Does the action area contain any caves (or associated sinkholes, fissures, or other karst features), mines, rocky outcroppings, or tunnels that could provide habitat for hibernating northern long-eared bats?

    No

13. Is suitable summer habitat for the northern long-eared bat present within 1000 feet of project activities?
    (If unsure, answer "Yes.")

    Note: If there are trees within the action area that are of a sufficient size to be potential roosts for bats (i.e., live trees and/or snags ≥3 inches (12.7 centimeter) dbh), answer "Yes". If unsure, additional information defining suitable summer habitat for the northern long-eared bat can be found at: https://www.fws.gov/media/northern-long-eared-bat-assisted-determination-key-selected-definitions

    Yes

14. Will the action cause effects to a bridge?

    No

15. Will the action result in effects to a culvert or tunnel?

    No

16. Does the action include the intentional exclusion of northern long-eared bats from a building or structure?

    Note: Exclusion is conducted to deny bats' entry or reentry into a building. To be effective and to avoid harming bats, it should be done according to established standards. If your action includes bat exclusion and you are unsure whether northern long-eared bats are present, answer "Yes." Answer "No" if there are no signs of bat use in the building/structure. If unsure, contact your local U.S. Fish and Wildlife Services Ecological Services Field Office to help assess whether northern long-eared bats may be present. Contact a Nuisance Wildlife Control Operator (NWCO) for help in how to exclude bats from a structure safely without causing harm to the bats (to find a NWCO certified in bat standards, search the Internet using the search term "National Wildlife Control Operators Association bats"). Also see the White-Nose Syndrome Response Team's guide for bat control in structures

    No

17. Does the action involve removal, modification, or maintenance of a human-made structure (barn, house, or other building) **known or suspected to contain roosting bats?**

    No

18. Will the action directly or indirectly cause construction of one or more new roads that are open to the public?

    Note: The answer may be yes when a publicly accessible road either (1) is constructed as part of the proposed action or (2) would not occur but for the proposed action (i.e., the road construction is facilitated by the proposed action but is not an explicit component of the project).

    Yes

19. Will any new road go through any area of contiguous forest that is greater than or equal to 10 acres in total extent?

    Note: "Contiguous forest" of 10 acres or more may includes areas where multiple forest patches are separated by less than 1,000 feet of non-forest if the forested patches, added together, comprise at least 10 acres.

    No

20. Will any new road pass between two patches of contiguous forest that are each greater than or equal to 10 acres in extent and are separated by less than 1,000 feet? Northern long-eared bats may cross a road by flying between forest patches that are up to 1,000 feet apart.

    Note: "Contiguous forest" of 10 acres or more may includes areas where multiple forest patches are separated by less than 1,000 feet of non-forested area if the forested patches, added together, comprise at least 10 acres.

    No

21. Will the action include or cause any construction or other activity that is reasonably certain to increase average daily traffic on one or more existing roads?

    Note: For federal actions, answer ‘yes’ when the construction or operation of these facilities is either (1) part of the federal action or (2) would not occur but for an action taken by a federal agency (federal permit, funding, etc.). .

    Yes

22. Will the increased vehicle traffic occur on any road that lies between any two areas of contiguous forest that are each greater than or equal to 10 acres in extent and are separated by less than 1,000 feet? Northern long-eared bats may cross a road by flying between forest patches that are up to 1,000 feet apart.

    Note: "Contiguous forest" of 10 acres or more may includes areas where multiple forest patches are separated by less than 1,000 feet of non-forested area if the forested patches, added together, comprise at least 10 acres.

    No

23. Will the proposed action involve the creation of a new water-borne contaminant source (e.g., leachate pond pits containing chemicals that are not NSF/ANSI 60 compliant)?

    No

24. Will the proposed action involve the creation of a new point source discharge from a facility other than a water treatment plant or storm water system?

    No

25. Will the proposed action involve blasting?

    No

26. Will the action involve military training (e.g., smoke operations, obscurant operations, exploding munitions, artillery fire, range use, helicopter or fixed wing aircraft use)?

    No

27. Will the proposed action involve the use of herbicides or pesticides other than herbicides (e.g., fungicides, insecticides, or rodenticides)?

    No

28. Will the action include or cause activities that are reasonably certain to cause chronic nighttime noise in suitable summer habitat for the northern long-eared bat? Chronic noise is noise that is continuous or occurs repeatedly again and again for a long time.

    Note: Additional information defining suitable summer habitat for the northern long-eared bat can be found at: https://www.fws.gov/media/northern-long-eared-bat-assisted-determination-key-selected-definitions

    No

29. Does the action include, or is it reasonably certain to cause, the use of artificial lighting within 1000 feet of suitable northern long-eared bat roosting habitat?

    Note: Additional information defining suitable roosting habitat for the northern long-eared bat can be found at: https://www.fws.gov/media/northern-long-eared-bat-assisted-determination-key-selected-definitions

    Yes

30. Will the action use only downward-facing, full cut-off lens lights (with same intensity or less for replacement lighting)
    when installing new or replacing existing permanent lights? Or for those transportation agencies using the Backlight, Uplight, Glare (BUG) system developed by the Illuminating Engineering Society, will all three ratings (backlight, uplight, and glare) be as close to zero as is possible, with a priority of "uplight" of 0?

    Yes

31. Will the action direct any temporary lighting away from suitable northern long-eared bat roosting habitat during the active season?

    Note: Active season dates for northern long-eared bat can be found here: https://www.fws.gov/media/inactive-season-dates-swarming-and-staging-areas.

    Yes

32. Will the action include tree cutting or other means of knocking down or bringing down trees, tree topping, or tree trimming?

    Yes

33. Have you contacted the appropriate agency to determine if the action area overlaps with a known northern long-eared bat conservation buffer / known summer habitat (3-mile buffers around northern long-eared bat captures or detections; 1.5 mile buffer around known roosts)) or spring staging/fall swarming buffer (within 5 miles of known hibernacula)?

    Note: A web page with links to state Natural Heritage Inventory databases and other sources of information on the locations of northern long-eared bat roost trees can be found here. Location information for northern long-eared bat maternity roost trees and swarming areas is generally kept in state natural heritage inventory databases – the availability of this data varies state-by-state. Many states provide online access to their data, either directly by providing maps or by providing the opportunity to make a data request. In some cases, to protect those resources, access to the information may be limited. If you'd like to assume presence of northern long-eared bats, answer "No".

    Yes

34. Does the action area overlap with a known spring staging/fall swarming buffer (within 5 miles of known hibernacula)?

    No

35. Does the action area overlap with a known northern long-eared bat conservation buffer (3-mile buffer around northern long-eared bat captures or detections; 1.5-mile buffer around known roost trees)?

    Answer yes to this question if you also answered 'yes' above to the question "Do you have post-white nose syndrome occurrence data that indicates that northern long-eared bats (NLEB) are likely to be present in the action area?"

    No

36. Has a presence/probable absence summer bat survey targeting the northern long-eared bat following the Service's Range-wide Indiana Bat and Northern Long-Eared Bat Survey Guidelines been conducted within the project area? If unsure, answer "No."

    No

37. Does the action include emergency cutting or trimming of hazard trees in order to remove an imminent threat to human safety or property? See hazard tree note at the bottom of the key for text that will be added to response letters

    Note: A "hazard tree" is a tree that is an immediate threat to lives, public health and safety, or improved property and has a diameter breast height of six inches or greater.

    No

38. Are any of the trees proposed for cutting or other means of knocking down, bringing down, topping, or trimming suitable for northern long-eared bat roosting (i.e., live trees and/or snags ≥3 inches dbh that have exfoliating bark, cracks, crevices, and/or cavities)?

    Yes

39. [Semantic] Does your project intersect a known sensitive area for the northern long-eared bat?

    Note: The map queried for this question contains proprietary information and cannot be displayed. If you need additional information, please contact your state agency or USFWS field office

    Automatically answered
    No

40. Will all tree cutting/trimming or other knocking or bringing down of trees be restricted to the inactive season for the northern long-eared bat?

    Note: Inactive Season dates for summer habitat outside of staging and swarming areas can be found here: https://www.fws.gov/media/inactive-season-dates-swarming-and-staging-areas.

    Yes

41. Will the action cause trees to be cut, knocked down, or otherwise brought down across an area greater than 10 acres?

    No

42. Will the action cause trees to be cut, knocked down, or otherwise brought down in a way that would fragment a forested connection (e.g., tree line) between two or more forest patches of at least 5 acres?

    The forest patches may consist of entirely contiguous forest or multiple forested areas that are separated by less than 1000’ of non-forested area. A project will fragment a forested connection if it creates an unforested gap of greater than 1000’.

    No

43. Will the action result in the use of prescribed fire?

    No

44. Will the action cause noises that are louder than ambient baseline noises within the action area?

    No

PROJECT QUESTIONNAIRE

Enter the extent of the action area (in acres) from which trees will be removed - round up to the nearest tenth of an acre. For this question, include the entire area where tree removal will take place, even if some live or dead trees will be left standing.

2.6

In what extent of the area (in acres) will trees be cut, knocked down, or trimmed during the inactive (hibernation) season for northern long-eared bat? **Note:** Inactive Season dates for spring staging/fall swarming areas can be found here: https://www.fws.gov/media/inactive-season-dates-swarming-and-staging-areas

2.6

In what extent of the area (in acres) will trees be cut, knocked down, or trimmed during the active (non-hibernation) season for northern long-eared bat? **Note:** Inactive Season dates for spring staging/fall swarming areas can be found here: https://www.fws.gov/media/inactive-season-dates-swarming-and-staging-areas

0

Will all potential northern long-eared bat (NLEB) roost trees (trees ≥3 inches diameter at breast height, dbh) be cut, knocked, or brought down from any portion of the action area greater than or equal to 0.1 acre? If all NLEB roost trees will be removed from multiple areas, select 'Yes' if the cumulative extent of those areas meets or exceeds 0.1 acre.

Yes

Enter the extent of the action area (in acres) from which all potential NLEB roost trees will be removed. If all NLEB roost trees will be removed from multiple areas, entire the total extent of those areas. Round up to the nearest tenth of an acre.

2.6

For the area from which all potential northern long-eared bat (NLEB) roost trees will be removed, on how many acres (round to the nearest tenth of an acre) will trees be allowed to regrow? Enter '0' if the entire area from which all potential NLEB roost trees are removed will be developed or otherwise converted to non-forest for the foreseeable future.

0

Will any snags (standing dead trees) ≥3 inches dbh be left standing in the area(s) in which all northern long-eared bat roost trees will be cut, knocked down, or otherwise brought down?

No

Will all project activities by completed by April 1, 2024?

No

IPAC USER CONTACT INFORMATION

Agency: Syracuse city
Name: Simon Davies
Address: 201 N. Illinois Street
Address Line 2: Suite 800
City: Indianapolis
State: IN
Zip: 46204
Email sdavies@chacompanies.com
Phone: 3176947654

LEAD AGENCY CONTACT INFORMATION

Lead Agency: Federal Aviation Administration

United States Department of the Interior

FISH AND WILDLIFE SERVICE
New York Ecological Services Field Office
3817 Luker Road
Cortland, NY 13045-9385
Phone: (607) 753-9334 Fax: (607) 753-9699
Email Address: fw5es_nyfo@fws.gov

In Reply Refer To: December 27, 2023
Project code: 2024-0006117
Project Name: Syracuse Hancock International Airport Land Release

Federal Nexus: yes
Federal Action Agency (if applicable): Federal Aviation Administration

Subject: Technical assistance for 'Syracuse Hancock International Airport Land Release'

Dear Taylor Koutropoulos:

This letter records your determination using the Information for Planning and Consultation (IPaC) system provided to the U.S. Fish and Wildlife Service (Service) on December 27, 2023, for “Syracuse Hancock International Airport Land Release” (here forward, Project). This project has been assigned Project Code 2024-0006117 and all future correspondence should clearly reference this number.

The Service developed the IPaC system and associated species’ determination keys in accordance with the Endangered Species Act of 1973 (ESA; 87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.) and based on a standing analysis. All information submitted by the Project proponent into the IPaC must accurately represent the full scope and details of the Project. Failure to accurately represent or implement the Project as detailed in IPaC or the Northeast Determination Key (Dkey), invalidates this letter. ***Answers to certain questions in the DKey commit the project proponent to implementation of conservation measures that must be followed for the ESA determination to remain valid.***

To make a no effect determination, the full scope of the proposed project implementation (action) should not have any effects (either positive or negative effect(s)), to a federally listed species or designated critical habitat. Effects of the action are all consequences to listed species or critical habitat that are caused by the proposed action, including the consequences of other activities that are caused by the proposed action. A consequence is caused by the proposed action if it would not occur but for the proposed action and it is reasonably certain to occur. Effects of the action may occur later in time and may include consequences occurring outside the immediate area involved in the action. (See § 402.17). Under Section 7 of the ESA, if a federal action agency makes a no effect determination, no further consultation with, or concurrence from, the Service is

required (ESA §7). If a proposed Federal action may affect a listed species or designated critical habitat, formal consultation is required (except when the Service concurs, in writing, that a proposed action "is not likely to adversely affect (NLAA)" listed species or designated critical habitat [50 CFR §402.02, 50 CFR§402.13]).

The IPaC results indicated the following species is (are) potentially present in your project area and, based on your responses to the Service's Northeast DKey, you determined the proposed Project will have the following effect determinations:

Species	Listing Status	Determination
Indiana Bat (*Myotis sodalis*)	Endangered	May affect

Consultation with the Service is not complete. Further consultation or coordination with the Service is necessary for those species or designated critical habitats with a determination of "May Affect". Please contact our New York Ecological Services Field Office to discuss methods to avoid or minimize potential adverse effects to those species or designated critical habitats.

In addition to the species listed above, the following species and/or critical habitats may also occur in your project area and are not covered by this conclusion:

- Monarch Butterfly *Danaus plexippus* Candidate
- Northern Long-eared Bat *Myotis septentrionalis* Endangered

Please Note: If the Action may impact bald or golden eagles, additional coordination with the Service under the Bald and Golden Eagle Protection Act (BGEPA) (54 Stat. 250, as amended, 16 U.S.C. 668a-d) by the prospective permittee may be required. Please contact the Migratory Birds Permit Office, (413) 253-8643, or PermitsR5MB@fws.gov, with any questions regarding potential impacts to Eagles.

If you have any questions regarding this letter or need further assistance, please contact the New York Ecological Services Field Office and reference the Project Code associated with this Project.

Action Description
You provided to IPaC the following name and description for the subject Action.

1. Name

Syracuse Hancock International Airport Land Release

2. Description

The following description was provided for the project 'Syracuse Hancock International Airport Land Release':

> The project is a land release from aeronautical use.

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@43.11483905,-76.12579508743114,14z

QUALIFICATION INTERVIEW

1. As a representative of this project, do you agree that all items submitted represent the complete scope of the project details and you will answer questions truthfully?

   Yes

2. Does the proposed project include, or is it reasonably certain to cause, intentional take of listed species?

   Note: This question could refer to research, direct species management, surveys, and/or studies that include intentional handling/encountering, harassment, collection, or capturing of any individual of a federally listed threatened, endangered, or proposed species.

   No

3. Is the action authorized, permitted, licensed, funded, or being carried out by a Federal agency in whole or in part?

   Yes

4. Is the Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), or Federal Transit Administration (FTA) the lead agency for this project?

   No

5. Are you including in this analysis all impacts to federally listed species that may result from the entirety of the project (not just the activities under federal jurisdiction)?

   Note: If there are project activities that will impact listed species that are considered to be outside of the jurisdiction of the federal action agency submitting this key, contact your local Ecological Services Field Office to determine whether it is appropriate to use this key. If your Ecological Services Field Office agrees that impacts to listed species that are outside the federal action agency's jurisdiction will be addressed through a separate process, you can answer yes to this question and continue through the key.

   Yes

6. Are you the lead federal action agency or designated non-federal representative requesting concurrence on behalf of the lead Federal Action Agency?

   Yes

7. Is the lead federal action agency the Environmental Protection Agency (EPA) or Federal Communications Commission (FCC)?

   No

8. Is the lead federal action agency the Federal Energy Regulatory Commission (FERC)?

   No

9. Will the proposed project involve the use of herbicide where listed species are present?

   No

10. Are there any caves or anthropogenic features suitable for hibernating or roosting bats within the area expected to be impacted by the project?

    No

11. Does any component of the project associated with this action include structures that may pose a collision risk to **birds** (e.g., land-based or offshore wind turbines, communication towers, high voltage transmission lines, any type of towers with or without guy wires)?

    Note: For federal actions, answer ‘yes’ if the construction or operation of wind power facilities is either (1) part of the federal action or (2) would not occur but for a federal agency action (federal permit, funding, etc.).

    No

12. Does any component of the project associated with this action include structures that may pose a collision risk to **bats** (e.g., land-based wind turbines)?

    Note: For federal actions, answer ‘yes’ if the construction or operation of wind power facilities is either (1) part of the federal action or (2) would not occur but for a federal agency action (federal permit, funding, etc.).

    No

13. Will the proposed project result in permanent changes to water quantity in a stream or temporary changes that would be sufficient to result in impacts to listed species?

    For example, will the proposed project include any activities that would alter stream flow, such as water withdrawal, hydropower energy production, impoundments, intake structures, diversion structures, and/or turbines? Projects that include temporary and limited water reductions that will not displace listed species or appreciably change water availability for listed species (e.g. listed species will experience no changes to feeding, breeding or sheltering) can answer "No". Note: This question refers only to the amount of water present in a stream, other water quality factors, including sedimentation and turbidity, will be addressed in following questions.

    No

14. Will the proposed project affect wetlands where listed species are present?

    This includes, for example, project activities within wetlands, project activities within 300 feet of wetlands that may have impacts on wetlands, water withdrawals and/or discharge of contaminants (even with a NPDES).

    No

15. Will the proposed project activities (including upland project activities) occur within 0.125 miles of the water's edge of a stream or tributary of a stream where listed species may be present?

    No

16. Will the proposed project directly affect a streambed (below ordinary high water mark (OHWM)) of the stream or tributary where listed species may be present?

    No

17. Will the proposed project bore underneath (directional bore or horizontal directional drill) a stream where listed species may be present?

    No

18. Will the proposed project involve a new point source discharge into a stream or change an existing point source discharge (e.g., outfalls; leachate ponds) where listed species may be present?

    No

19. Will the proposed project involve the removal of excess sediment or debris, dredging or in-stream gravel mining where listed species may be present?

    No

20. Will the proposed project involve the creation of a new water-borne contaminant source where listed species may be present?

    Note New water-borne contaminant sources occur through improper storage, usage, or creation of chemicals. For example: leachate ponds and pits containing chemicals that are not NSF/ANSI 60 compliant have contaminated waterways. Sedimentation will be addressed in a separate question.

    No

21. Will the proposed project involve perennial stream loss, in a stream of tributary of a stream where listed species may be present, that would require an individual permit under 404 of the Clean Water Act?

    No

22. Will the proposed project involve blasting where listed species may be present?

    No

23. Will the proposed project include activities that could negatively affect fish movement temporarily or permanently (including fish stocking, harvesting, or creation of barriers to fish passage).

    No

24. Will the proposed project involve earth moving that could cause erosion and sedimentation, and/or contamination along a stream or tributary of a stream where listed species may be present?

    Note: Answer "Yes" to this question if erosion and sediment control measures will be used to protect the stream.

    No

25. Will earth moving activities result in sediment being introduced to streams or tributaries of streams where listed species may be present through activities such as, but not limited to, valley fills, large-scale vegetation removal, and/or change in site topography?

    No

26. Will the proposed project involve vegetation removal within 200 feet of a perennial stream bank where aquatic listed species may be present?

    No

27. Will erosion and sedimentation control Best Management Practices (BMPs) associated with applicable state and/or Federal permits, be applied to the project? If BMPs have been provided by and/or coordinated with and approved by the appropriate Ecological Services Field Office, answer "Yes" to this question.

    Yes

28. Is the project being funded, lead, or managed in whole or in part by U.S Fish and Wildlife Restoration and Recovery Program (e.g., Partners, Coastal, Fisheries, Wildlife and Sport Fish Restoration, Refuges)?

    No

29. [Semantic] Does the project intersect the Virginia big-eared bat critical habitat?

    Automatically answered
    No

30. [Semantic] Does the project intersect the Indiana bat AOI?

    Automatically answered
    Yes

31. Is the action area within 0.5 mile radius of any known hibernacula (caves or mines) openings or underground features?

    Note: If you are unsure, contact the appropriate Ecological Services Field Office before continuing through the key.

    No

32. Are trees present within the action area?

    Note: If there are trees within the action area that are of a sufficient size to be potential roosts for bats (i.e., live trees and/or snags ≥5 inches dbh (12.7 centimeter), answer "Yes". If you are unsure, answer “Yes.” Or refer to Appendix A of the Range-wide Indiana Bat and Northern Long-Eared Bat Survey Guidelines for definitions and an assessment form that will assist you in determining if suitable habitat is present within your project's action area. Suitable summer habitat for Indiana bat 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 such as emergent wetlands and adjacent edges of agricultural fields, old fields and pastures. This includes forests and woodlots containing potential roosts (i.e., live trees and/or snags ≥5 inches dbh (12.7 centimeter) that have exfoliating bark, cracks, crevices, and/or hollows), as well as linear features such as fencerows, riparian forests, and other wooded corridors. These wooded areas may be dense or loose aggregates of trees with variable amounts of canopy closure. Individual trees may be considered suitable habitat when they exhibit the characteristics of a potential roost tree and are located within 1,000 feet (305 meters) of other forested/wooded habitat

    Yes

33. Is the action area within known occupied Indiana bat habitat? Known occupied Indiana bat habitat includes established conservation buffers (10-mile buffer around Phase 1 or Phase 2 hibernacula, 5-mile buffer around Phase 3 or Phase 4 hibernacula; 5-mile buffer around Indiana bat captures or detections; 2.5-mile buffer around known roosts).

    No

34. Has a presence/probable absence bat survey following the Service's Range-wide Indiana Bat and Northern long-eared Bat Survey Guidelines been conducted within the action area?

    No

35. Does the project involve removal or modification of a human-made structure (barn, house, or other building) known or suspected to contain roosting bats?

    Note: Most maintenance and general human disturbance in and around structures will not affect Indiana bats as bats roosting in human structures are adjusted to a certain level of routine noise and are generally expected to roost away from areas with excessive disturbance. Answer 'no' if the proposed action will not include disturbance to human structures known or suspected to contain roosting bats or if the structure does not offer suitable roosting habitat for northern long-eared bats. If unsure, answer 'yes.'

    No

36. Does the project include removal/modification of an existing bridge or culvert?

    No

37. Will the project include tree cutting, other means of knocking down or bringing down trees, or tree trimming?

    Yes

38. Does the project include emergency cutting or trimming of hazard trees in order to remove an imminent threat to human safety or property?

    No

39. Will the proposed project result in the removal of any known or potential Indiana bat roost trees?

    Note: Suitable Indiana bat roost trees are live trees and/or snags ≥5 inches dbh that have exfoliating bark, cracks, crevices, and/or cavities.

    Yes

40. [Semantic] Does the project intersect the Indiana bat critical habitat?

    Automatically answered
    No

41. [Semantic] Does the project intersect the candy darter critical habitat?

    Automatically answered
    No

42. [Semantic] Does the project intersect the diamond darter critical habitat?

    Automatically answered
    No

43. [Semantic] Does the project intersect the Big Sandy crayfish critical habitat?

    Automatically answered
    No

44. [Hidden Semantic] Does the project intersect the Guyandotte River crayfish critical habitat?

    Automatically answered
    No

45. Do you have any other documents that you want to include with this submission?

    No

PROJECT QUESTIONNAIRE

1. Approximately how many acres of trees would the proposed project remove?

   2.56

2. Approximately how many total acres of disturbance are within the disturbance/ construction limits of the proposed project?

   42

3. Briefly describe the habitat within the construction/disturbance limits of the project site.

   managed grass, existing pavement, landscape trees and small forested area

IPAC USER CONTACT INFORMATION

Agency: Syracuse city
Name: Taylor Koutropoulos
Address: 201 N. Illinois St.
City: Indianapolis
State: IN
Zip: 46204
Email tkoutropoulos@chacompanies.com
Phone: 2198809871

LEAD AGENCY CONTACT INFORMATION

Lead Agency: Federal Aviation Administration

Phone Memorandum

To: Tim Sullivan, USFWS

From: Taylor Koutropoulos & Simon Davies, CHA

Date: January 3, 2024

Re: Northeast Determination Key

The following statements are representative of the USFWS's communication during the phone call:

- The "May Affect" determination is based on mapping that is not available to the public as part of the Determination Key.
- To secure a "May Affect, Not Likely to Adversely Affect" determination, the Airport would need to submit a statement in writing committing to removing the trees (those in the forested area and those along the street), if needed, outside of the active season for the Indiana Bat.
- The statement should be signed and emailed to tim_r_sullivan@fws.gov.
- The Habitat Assessment performed as part of the project should be attached to the email.
- Upon completion, the USFWS would issue a letter indicating the updated determination.
- The FAA would have to agree to the determination.
- If TOY restrictions are not an option, emergent surveys could be done to determine that Indiana Bats are not present. Survey would need to review all suitable trees.
- If details of the commercial development change or become clearer, the Determination Key can be updated and the determination may change.

Phone Memorandum

To: Mark Lafavor, Town of Salina

From: Taylor Koutropoulos, CHA

Date: January 3, 2024

Re: Past, Present, and Reasonably Foreseeable Projects

The Town of Salina has not undertaken and does not plan to undertake any projects within the GSA.

Projects by other entities that are known to the Town include the following:

Future projects

- Millionaire is talking about extending the parking lot along air cargo road in 2024 (Tax parcel 0580113); they would extend to the west on the other side of the road that connected to Eileen Collins Blvd.
- Millionaire may extend the parking lot located at 110 Air Cargo Road

Past projects

- EV chargers at 137 north constellation way for rental cars (2023)
- New parking lot for the airport (Tax parcel 0580110.0) right next to old hotel (2023)
- Tax parcel (0580108.0) parking lot that exits at entrance off of Eileen Collins parkway

United States Department of the Interior

FISH AND WILDLIFE SERVICE
3817 Luker Road
Cortland, New York 13045

February 21, 2024

H. Jason Terreri, Executive Director
Syracuse Regional Airport Authority
1000 Col. Eileen Collins Blvd.
Syracuse, NY 13212

Re: Project Code 2024-0006117, Syracuse Hancock International Airport, Land Release

Dear H. Jason Terreri:

This responds to your January 9, 2024, correspondence regarding a proposed land release from aeronautical to nonaeronautical use on a parcel of land within the Syracuse Hancock International Airport property in the Town of Salina, Onondaga County, New York. The proposed project will consist of releasing approximately 42 acres of land for commercial/mixed-use development purposes in the future. The project area consists mostly of mowed grass, roads and commercial and aeronautical development. This project is anticipated to remove approximately 0.54 acre of deciduous forest and approximately 37 trees along the Colonel Eileen Collins Boulevard.

As you are aware, Federal agencies, such as the Federal Aviation Administration (FAA), have responsibilities under section 7(a)(2) of the Endangered Species Act (ESA) (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq*.) to consult with the U.S. Fish and Wildlife Service (Service) regarding projects that may affect federally listed species or designated critical habitat, and confer with the Service regarding projects that are likely to jeopardize federally proposed species or adversely modify proposed critical habitat. The FAA is providing approval for this project and the Syracuse Regional Airport Authority is acting as the non-federal designated representative for ESA consultation on behalf of FAA.

On October 18, 2023, FAA requested an official species (OSL) list through the Service's Information for Planning and Consultation (IPaC) program. The OSL included the federally listed Indiana bat (*Myotis sodalis*; Endangered; IBAT), Northern long-eared bat (*Myotis*

septentrionalis, Endangered; NLEB), as well as the monarch butterfly[1] (*Danaus plexippus*; Candidate). Due to the candidate status, there is no requirement to consult with the Service regarding the monarch butterfly.

FAA then completed IPaC's Northern Long-Eared bat Range-wide Determination Key for that species and received a "not likely to adversely affect" determination. For the IBAT, the FAA used the Northeast Region Determination Key and received a "may affect" determination, which means additional review of the proposed project is needed by our office. In an electronic correspondence dated January 16, 2024, FAA submitted additional information to further assess the project effects on the IBAT and determined that the proposed project "may affect, but is not likely to adversely affect," this species given that tree cutting will occur between November 1 and March 31, while bats are in hibernation. The Service concurs with your determination.

No further coordination or consultation under the ESA is required with the Service at this time. Should project plans change, or if additional information on listed or proposed species or critical habitat becomes available, this determination may be reconsidered. The most recent compilation of federally listed and proposed endangered and threatened species in New York is available for your information. Until the proposed project is complete, we recommend that you check our website regularly from the date of this letter to ensure that listed species presence/absence information for the proposed project is current.*

Any additional information regarding the proposed project and its potential to impact listed species should be coordinated with both this office and with the New York State Department of Environmental Conservation, Region 7, Syracuse Office.

Thank you for the opportunity to review this project. If you require additional information or assistance, please contact Tim Sullivan at 607-753-9334 or tim_r_sullivan@fws.gov. Future correspondence with us on this project should reference project file 2024-0006117.

Sincerely,

Ian Drew
Field Supervisor

*Additional information referred to above may be found on our website at:
https://www.fws.gov/office/new-york-ecological-services-field/new-york-project-reviews

cc: NYSDEC, Syracuse, NY (Env. Permits), dep.r7@dec.ny.gov

[1] While the monarch butterfly may be identified through the IPaC program, there are no section 7 consultation requirements for candidate species. We encourage all federal agencies and NFRs to take advantage of any opportunity they may have to conserve the species. We also continue to encourage our federal partners and NFRs to consider incorporating habitat restoration or enhancement measures into project plans that benefits the monarch butterfly and other pollinators. For more information, please visit:
https://www.fws.gov/initiative/pollinators/monarchs.

APPENDIX C

Habitat Assessment

Threatened & Endangered Species Habitat Assessment Report

Syracuse Hancock International Airport Land Release

Town of Salina
Onondaga Co., New York

CHA Project Number: 077036

Prepared for:
Syracuse Regional Airport Authority
1000 Col. Eileen Collins Blvd.
Syracuse, NY 13212

Prepared by:

III Winners Circle
Albany, New York 12205
Phone: (518) 453-4500
Fax: (518) 453-4773

December 18, 2023

V:\Projects\ANY\K6\077036.000\08_Reports\Ecology\Habitat Assessment \Habitat Assessment Report

SIGNATURE PAGE

This report has been prepared and reviewed by the following qualified personnel employed by CHA.

Report Prepared By:

Nicole Frazer
Principal Scientist

Report Reviewed By:

Christopher Einstein, PWS
Principal Scientist

TABLE OF CONTENTS

LIST OF ATTACHMENTS

LIST OF ACRONYMS & ABBREVIATIONS

AC	Acre
CHA	CHA Consulting, Inc.
dbh	Diameter at Breast Height
IPaC	Information for Planning and Consultation
NHP	Natural Heritage Program
NYSDEC	New York State Department of Environmental Conservation
SYR	Syracuse Hancock International Airport
USFWS	U.S. Fish and Wildlife Service

1.0 INTRODUCTION

CHA Consulting, Inc. (CHA) was retained to perform a threatened and endangered species review and habitat assessment for 46 acres of land for inclusion in an Environmental Assessment that is being completed for the release of airport property at the Syracuse Hancock International Airport (SYR) in the Town of Salina, Onondaga County, New York. The property is located north of Colonel Eileen Collins Boulevard. A Project Area Map and a USGS Project Location Map are provided as Attachment A. This report documents the resources within the review area.

2.0 PROPOSED WORK

The proposed project entails the release of land that is currently located on airport property for future development of a non-aeronautical use. It is anticipated that the future development would include commercial development of the entire area.

3.0 RESOURCE REVIEW & ONSITE HABITATS

The United States Fish and Wildlife Service (USFWS) Information, Planning and Consultation (IPaC) project review process was used to obtain an Official Species List of Federally listed endangered and threatened species to determine whether any federally listed endangered, threatened, or candidate species are known to occur near the project area. A copy of the Official Species List (dated October 18, 2023) is provided under Attachment B. The list identified that there are no critical habitats present within the project area, and that the following federally protected species may occur in the proposed project vicinity:

- Indiana bat (*Myotis sodalis*) – Endangered
- Northern long-eared bat (*Myotis septentrionalis)* – Endangered
- Monarch butterfly (*Danaus plexippus*) – Candidate

A request was sent to the NY Natural Heritage Program (NHP) for information on the presence of state-listed or proposed endangered or threatened species and critical wildlife habitat in the vicinity of the project area. Their December 11, 2023, response (Attachment B) identified:

- Upland sandpiper (*Bartramia longicauda*), Threatened, documented 1/3 mile of the project area.
- Northern harrier (*Circus hudsonius*)- Threatened, documented 1/4 mile of the project area.

CHA completed a field investigation on November 7, 2023, to review the habitats of the project area. Site photographs are provided as Attachment C.

Vegetative communities are described according to *Ecological Communities of New York State, Second Edition* (Edinger 2014)[1] and *Classification of Wetlands and Deepwater Habitats of the United States* (Cowardin 1979)[2].

The project area is composed of numerous habitats such as mowed lawn with trees (photo 1), mowed lawn (airfield) (photos 2-4), emergent wetland (shallow emergent marsh) (photo 5), successional shrubland (photo 6) and successional northern hardwoods (photos 7-8). Refer to Attachment D for a Habitat Assesment Map.

4.0 SPECIES HABITAT REQUIREMENTS & IMPACTS ASSESSMENT

4.1 INDIANA BAT

Required Habitats

According to the USFWS[3]:

- Indiana bats have been documented using caves (and their associated sinkholes, fissures, and other karst features), as well as anthropogenic features such as mines and tunnels as winter hibernation habitat (i.e. hibernacula).

  Suitable summer habitat for Indiana bats 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 such as emergent wetlands and adjacent edges of agricultural fields, old fields and pastures. This includes forests and woodlots containing potential roosts (i.e., live trees and/or snags ≥ 5 inches diameter at breast height (dbh) (12.7 centimeters) that have exfoliating bark, cracks, crevices, and/or hollows), as well as linear features such as fencerows, riparian forests, and other wooded corridors. These wooded areas may be dense or loose aggregates of trees with variable amounts of canopy closure. Individual trees may be considered suitable habitat when they exhibit characteristics of a potential roost tree and are located within 1,000 feet (305 meters) of other forested/wooded habitat.

[1] Edinger, G. J., D. J. Evans, S. Gebauer, T. G. Howard, D. M. Hunt, and A. M. Olivero (editors). 2014. *Ecological Communities of New York State. Second Edition. A revised and expanded edition of Carol Reshke's Ecological Communities of New York State*. New York Natural Heritage Program, New York State Department of Environmental Conservation, Albany, NY.

[2] Cowardin, L. M., V. Carter, F. C. Golet, E. T. LaRoe, 1979. *Classification of wetlands and deepwater habitats of the United States*. U. S. Department of the Interior, Fish and Wildlife Service, Washington, D.C.

[3] United States Department of the Interior Fish and Wildlife Service. March 2020. *Range-Wide Indiana Bat Survey Guidelines*. 65 pp.

Impact Assessment

No caves, mines or other potential hibernating structures were observed within the project area. Therefore, the project is expected to have no effect on potential hibernacula.

With the assumption that the entire project area will be developed, approximately 0.54 acres (AC) of successional northern hardwood forest (approximately 66 trees and 16 snags) in the northwest corner of the project area and individual trees (approximately 37) along Colonel Eileen Collins Boulevard may be cut to accommodate the future build out of the project area. These areas contain trees ≥ 5 inch dbh that may provide suitable roosting structure for bats. It is assumed that tree removal will be conducted during the winter (November 1 to March 31) when bats are hibernating. Bat habitat assessment datasheets for each of these areas have been provided in Attachment E.

The NHP letter did not identify any hibernacula or known maternal roost trees within or in the vicinity of the project area. Based on this information as well as proposing winter cutting, CHA recommends an effect determination of May Affect, Not Likely to Adversely Affect for the Indiana bat.

4.2 NORTHERN LONG-EARED BAT

Required Habitats

According to the USFWS[4]:

- Northern long-eared bats spend winter hibernating in caves and mines. After hibernation ends in late March or early April, most northern long-eared bats migrate to summer roosts. The active season is the period between emergence and hibernation from April 1 – October 31. Overall, this species is not considered to be a long-distance migrant (typically 40-50 miles) although known migratory distances vary greatly between 5 and 168 miles. 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 fencerows, 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

[4] U.S. Fish and Wildlife Service. Midwest Regional Office. 2016. *Programmatic Biological Opinion on Final 4(d) Rule for the Northern Long-Eared Bat and Activities Excepted from Take Prohibitions.* U.S. Fish and Wildlife Service Regions 2, 3, 4, 5, and 6. Bloomington, Minnesota.

(≥ 3 inches dbh). They are known to use a wide variety of roost types, using tree species based on presence of cavities and crevices or presence of peeling bark. They have also been occasionally found roosting in structures like buildings, barns, sheds, houses and bridges.

According to the NHP[5]:

- Northern myotis are typically associated with mature interior forest (Carroll et al. 2002) and tend to avoid woodlands with significant edge habitat (Yates and Muzika 2006). Northern myotis may most often be found in cluttered or densely forested areas including in uplands and at streams or vernal pools (Brooks and Ford 2005). Northern myotis may use small openings or canopy gaps as well. In one study in northwestern South Carolina, detection of northern myotis was best predicted in mature stands but also in areas with sparse vegetation (Loeb and O'Keefe 2006). Some research suggests that northern myotis forage on forested ridges and hillsides rather than in riparian or floodplain forests (Harvey et al. 1999). Captures from NY suggest that northern myotis may also be found using younger forest types (NYSDEC unpublished data). Northern myotis select day roosts in dead or live trees under loose bark, or in cavities and crevices, and may sometimes use caves as night roosts (U.S. Fish and Wildlife Service 2013). They may also roost in buildings or behind shutters. A variety of tree species are used for roosting. The structural complexity of surrounding habitat and availability of roost trees may be important factors in roost selection (Carter and Feldhamer 2005). Roosts of female bats tend to be large diameter, tall trees, and in at least some areas, located within a less dense canopy (Sasse and Pekins 1996). Northern myotis hibernates in caves and mines where the air temperature is constant, preferring cooler areas with high humidity (U.S. Fish and Wildlife Service 2013).

Impact Assessment

No caves, mines or other potential hibernating structures were observed within the project area. Therefore, the project is expected to have no effect on potential hibernacula.

With the assumption that the entire project area will be developed, approximately 0.54 acres (AC) of successional northern hardwood forest (approximately 66 trees and 16 snags) in the northwest corner of the project area and individual trees (approximately 37) along Colonel Eileen Collins Boulevard may be cut to accommodate the future build out of the project area. These areas contain trees ≥ 3 inch dbh that may provide suitable roosting structure for bats. It is assumed that tree removal will be conducted during the winter (November 1 to March 31)

[5] New York Natural Heritage Program. 2023. Online Conservation Guide for Myotis septentrionalis. Available from: https://guides.nynhp.org/northern-long-eared-bat/. Accessed November 28, 2023.

when bats are hibernating. Bat habitat assessment datasheets for each of these areas have been provided in Attachment E.

The NHP letter did not identify any hibernacula or known maternal roost trees within or in the vicinity of the project area. Based on this information as well as proposing winter cutting, CHA recommends an effect determination of May Affect, Not Likely to Adversely Affect for the northern long-eared bat.

4.3 MONARCH BUTTERFLY

According to the USFWS[6]:

- During the breeding season, monarchs lay their eggs on their obligate milkweed host plant (primarily *Asclepias* spp.), and larvae emerge after two to five days. Larvae develop through five larval instars (intervals between molts) over a period of 9 to 18 days, feeding on milkweed and sequestering toxic cardenolides as a defense against predators. The larva then pupates into chrysalis before enclosing 6 to 14 days later as an adult butterfly. There are multiple generations of monarchs produced during the breeding season, with most adult butterflies living approximately two to five weeks; overwintering adults enter reproductive diapause (suspended reproduction) and live six to nine months.

Impact Assessment

Milkweed plants were not observed throughout most of the project area. An area of common milkweed (*Asclepias syriaca*) was observed in the northwest portion of the mowed project area. A GPS point was taken to note the vicinity of this patch. Refer to Attachment D for this location. The patch extends around this point. Vegetation removal in this area could impact milkweed, and if present, monarch caterpillars. However, the impact would be minimal considering the low numbers of scattered milkweed plants noted. Therefore, CHA recommends an effects determination of No Jeopardy to monarch butterfly.

The monarch butterfly is listed as a candidate species, and it currently does not have any protection under Endangered Species Act Section 7. Consultation or conference (formal or informal) with USFWS is not required at this time.

[6] U.S. Fish and Wildlife Service. 2020. Monarch (*Danaus plexippus*) Species Status Assessment Report. V2.1 96 pp + appendices.

4.4 UPLAND SANDPIPER

Habitat Description

According to the NHP[7]:

- This species prefers large areas of short grass for courtship and feeding with taller grasses that are adjacent or interspersed for brood cover and nesting. "In the northeastern U.S., airfields currently provide the majority of suitable habitat, though grazed pastures and grassy fields also are used."

According to TheCornellLab[8]:

- Upland sandpipers' nest in grasslands, agricultural fields, fallow fields, hay or other crop fields, grazed and un-grazed pastures and sometimes road edges. Nests are set on the ground in dense vegetation. Where the upland sandpipers are declining in eastern North America, peatlands, blueberry barrens and airports have small populations. During migration, this species frequents pastures, airfields and agricultural fields.

Impact Assessment

A majority of the project area is mowed and does not contain habitat that would be suitable for nesting, however, the project area could be used during migration. The New York State Department of Environmental Conservation (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.[9] The airport has large areas of airfield that would remain available for use during migration. Refer to Attachment A for the Airport Location Map. Therefore, CHA recommends an effect determination of no effect for upland sandpiper.

4.5 NORTHERN HARRIER

Habitat Description

According to the NHP[10]:

- Northern harriers utilize various areas such as freshwater and salt marshes, open grasslands and shrubland. Nests are usually placed in dense cover on the ground.

[7] New York Natural Heritage Program. 2023. Online Conservation Guide for *Bartramia longicauda*. Available from: https://guides.nynhp.org/upland-sandpiper/. Accessed October 31, 2023.
[8] TheCornellLab. 2023. All About Birds. Upland Sandpiper. Available from: https://www.allaboutbirds.org/guide/Upland_Sandpiper/lifehistory. Accessed November 28, 2023.
[9] New York State Department of Conservation. 2023. Birds. Available from: https://www.dec.ny.gov/animals/271. Accessed November 28, 2023.
[10] New York Natural Heritage Program. 2023. Online Conservation Guide for *Circus hudsonius*. Available from: https://guides.nynhp.org/northern-harrier/. Accessed October 31, 2023.

According to the NYSDEC[11]:

- During winter and migratory periods, communal flocks roost on the ground in agricultural fields, salt marshes and abandoned fields. Breeding occurs in both freshwater and brackish marshes, meadows, cultivated fields, tundra, and fallow grasslands.

Impact Assessment

A majority of the project area is mowed and does not contain habitat that would be suitable for nesting. Northern harriers could/may use the mowed habitats for foraging, however, it 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. Refer to Attachment A for the Airport Location Map. Therefore, CHA recommends an effect determination of no effect for northern harrier.

[11] New York State Department of Environmental Conservation. 2023. Northern Harrier Fact Sheet. Available from: https://www.dec.ny.gov/animals/7090.html. Accessed November 28, 2023.

Attachment A

N

Project Area Map

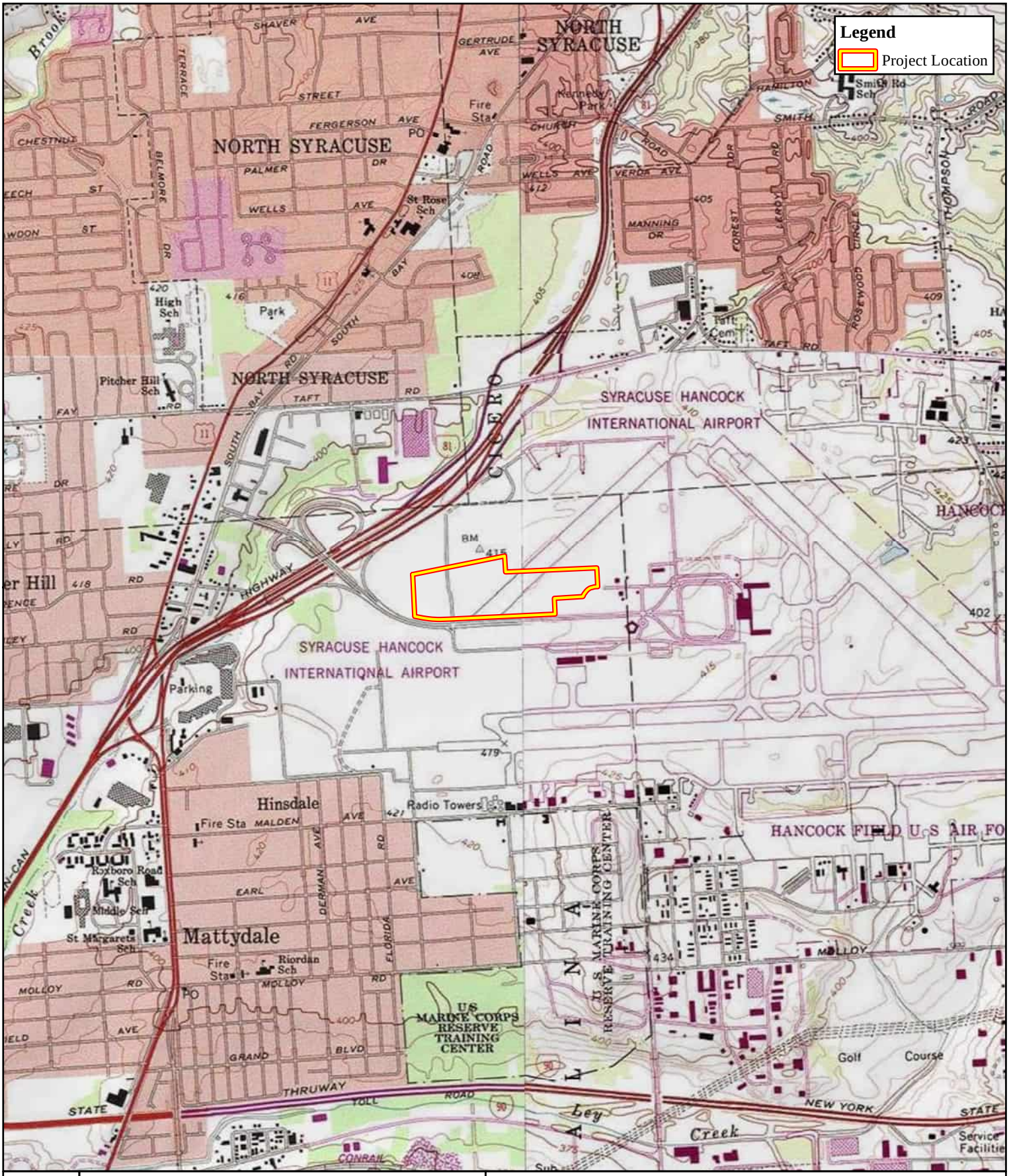
Syracuse Hancock International Airport
Col. Eileen Collins Blvd. Land Release
Onondaga County, NY

Scale 1" = 600'

CHA Project No. 077036

Sources: Esri, DigitalGlobe, GeoEye, i-cubed, USDA FSA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community • Photo Date: 2023

Date Saved: 10/18/2023 • Author: E.Butterfield



N

USGS Project Location Map

Syracuse Hancock International Airport
Col. Eileen Collins Blvd. Land Release
Onondaga County, NY

Scale 1" = 2,000'

CHA Project No. 077036

Service Layer Credits: Copyright:© 2013 National Geographic Society, i-cubed
Syracuse West (1979), Syracuse East (1979),

Date Saved: 10/19/2023 • Author: E.Butterfield

N

Airport Location Map

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

Onondaga County, NY

Scale 1" = 2,500'

CHA Project No. 077036

Sources: Esri, DigitalGlobe, GeoEye, i-cubed, USDA FSA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community • Photo Date: 2023

Date Saved: 10/19/2023 • Author: E.Butterfield

Attachment B

United States Department of the Interior

FISH AND WILDLIFE SERVICE
New York Ecological Services Field Office
3817 Luker Road
Cortland, NY 13045-9385
Phone: (607) 753-9334 Fax: (607) 753-9699
Email Address: fw5es_nyfo@fws.gov

In Reply Refer To: October 18, 2023
Project Code: 2024-0006117
Project Name: Syracuse Hancock International Airport Land Release

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)

(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

https://www.fws.gov/sites/default/files/documents/endangered-species-consultation-handbook.pdf

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts see https://www.fws.gov/program/migratory-bird-permit/what-we-do.

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures see https://www.fws.gov/library/collections/threats-birds.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit https://www.fws.gov/partner/council-conservation-migratory-birds.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. **Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.**

Attachment(s):

- Official Species List

OFFICIAL SPECIES LIST

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

New York Ecological Services Field Office
3817 Luker Road
Cortland, NY 13045-9385
(607) 753-9334

PROJECT SUMMARY

Project Code: 2024-0006117
Project Name: Syracuse Hancock International Airport Land Release
Project Type: Acquisition of Lands
Project Description: The project is a land release.
Project Location:

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@43.11483905,-76.12579508743114,14z

Counties: Onondaga County, New York

ENDANGERED SPECIES ACT SPECIES

There is a total of 3 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

---

1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

MAMMALS

NAME	STATUS
Indiana Bat *Myotis sodalis* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/5949	Endangered
Northern Long-eared Bat *Myotis septentrionalis* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9045	Endangered

INSECTS

NAME	STATUS
Monarch Butterfly *Danaus plexippus* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9743	Candidate

CRITICAL HABITATS

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

IPAC USER CONTACT INFORMATION

Agency: CHA
Name: Nicole Frazer
Address: III Winners Circle
City: Albany
State: NY
Zip: 12054
Email nfrazer@chacompanies.com
Phone: 5184538211

NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION

Division of Fish and Wildlife, New York Natural Heritage Program
625 Broadway, Fifth Floor, Albany, NY 12233-4757
P: (518) 402-8935 | F: (518) 402-8925
www.dec.ny.gov

December 11, 2023

Nicole Frazer
CHA
III Winners Circle
Albany, NY 12205

Re: Syracuse Hancock International Airport Land Release
County: Onondaga Town/City: Salina

Dear Nicole Frazer:

In response to your recent request, we have reviewed the New York Natural Heritage Program database with respect to the above project.

Enclosed is a report of rare or state-listed animals and plants, and significant natural communities that our database indicates occur in the vicinity of the project site.

For most sites, comprehensive field surveys have not been conducted; the enclosed report only includes records from our database. We cannot provide a definitive statement as to the presence or absence of all rare or state-listed species or significant natural communities. Depending on the nature of the project and the conditions at the project site, further information from on-site surveys or other sources may be required to fully assess impacts on biological resources.

The presence of the plants and animals identified in the enclosed report may result in this project requiring additional review or permit conditions. For further guidance, and for information regarding other permits that may be required under state law for regulated areas or activities (e.g., regulated wetlands), please contact the NYS DEC Region 7 Office, Division of Environmental Permits, at dep.r7@dec.ny.gov.

Sincerely,

Heidi Krahling
Environmental Review Specialist
New York Natural Heritage Program

828

The following state-listed animals have been documented in the vicinity of the project site.

The following list includes animals that are listed by NYS as Endangered, Threatened, or Special Concern; and/or that are federally listed.

For information about any permit considerations for your project, please contact the Permits staff at the NYSDEC Region 7 Office at dep.r7@dec.ny.gov, 315-426-7438.

The following species have been documented **within 1/4 mile (Northern Harrier) and 1/3 mile (Upland Sandpiper) of the** project site.

COMMON NAME	SCIENTIFIC NAME	NY STATE LISTING	FEDERAL LISTING	
Birds				
Northern Harrier Breeding	Circus hudsonius	Threatened		6412
Upland Sandpiper Breeding	Bartramia longicauda	Threatened		10956

This report only includes records from the NY Natural Heritage database.

Information about many of the listed animals in New York, including habitat, biology, identification, conservation, and management, are available online in Natural Heritage's Conservation Guides at www.guides.nynhp.org, and from NYSDEC at www.dec.ny.gov/animals/7494.html.

Attachment C

Photo 1-mowed lawn with trees- facing south toward Colonel Eileen Collins Boulevard

Photo 2- Mowed lawn (airfield)- facing west from the southeast side of the project area

SITE PHOTOGRAPHS

Syracuse Hancock International Airport
Town of Salina, Onondaga Co., NY

Photo 3- Mowed lawn (airfield)- facing north from the south side of the project area

Photo 4- Mowed lawn (airfield)- facing east from the west side of the project area

SITE PHOTOGRAPHS

Syracuse Hancock International Airport
Town of Salina, Onondaga Co., NY

Photo 5- Emergent wetland (shallow emergent marsh) facing northeast

Photo 6-Successional shrubland- northwest corner of the project area facing west

SITE PHOTOGRAPHS

Syracuse Hancock International Airport
Town of Salina, Onondaga Co., NY

Photo 7- Successional northern hardwoods- northwest corner of the project area facing south

Photo 8- Successional northern hardwoods- northwest corner of the project area facing north

CHA

SITE PHOTOGRAPHS

Syracuse Hancock International Airport
Town of Salina, Onondaga Co., NY

Photo 9- tree with small cavity

Photo 10- snag

SITE PHOTOGRAPHS

Syracuse Hancock International Airport
Town of Salina, Onondaga Co., NY

Photo 11- snag

Photo 12- snag

SITE PHOTOGRAPHS

Syracuse Hancock International Airport
Town of Salina, Onondaga Co., NY

Attachment D

Date Saved: 11/27/2023 • Author: Cole Scrivner

N

Scale 1" = 200'

CHA Project No. 077036

Habitat Assessment Map

Syracuse Hancock International Airport
Col. Eileen Collins Blvd. Land Release
Onondaga County, NY

Sources: Esri, DigitalGlobe, GeoEye, i-cubed, USDA FSA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community. National Wetlands Inventory produced by the U.S. Fish and Wildlife Service • Photo Date: 2023

Attachment E

BAT HABITAT ASSESSMENT DATASHEET

Project Name: Syracuse Hancock International Airport Date: 11/7/23

Township/Range/Section: Town of Salina

Lat Long/UTM/ Zone: 43-06-52.42N/76-07-31.90W Surveyor: N. Frazer/ C. Scrivner

Brief Project Description

The project entails the release of land from aeronautical to non-aeronautical use.

Project Area

	Total Acres	Forest Acres	Open Acres
Project	46	2 (mowed lawn with trees)	airfield ~33

Proposed Tree Removal (ac)	Completely cleared	Partially cleared (will leave trees)	Preserve acres- no clearing
	*2		

* Based on development of entire project area.Approximately 37 trees in a 2 acre area.

Vegetation Cover Types

Pre-Project	Post-Project
mowed lawn with trees, mowed lawn (airfield), emergent wetland (PEM), successional shrubland, successional northern hardwoods	TBD- non-aeronautical development of entire site.

Landscape within 5 mile radius

Flight corridors to other forested areas?

Area in the vicinity of the project area is airport and developed area.

Describe Adjacent Properties (e.g. forested, grassland, commercial or residencial development, water sources)

Airfield/airport facilities, commercial, roadway, forested

Proximity to Public Land

What is the distance (mi.) from the project area to forested public lands (e.g., national or state forests, national or state parks, conservation areas, wildlife management areas)?

Cicero Swamp Wildlife Management Area- ~3.2 miles,
Onondaga Lake Park ~3.9 miles,
Three Rivers Wildlife Management Area ~ 10.5 miles,
Three Mile Bay Wildlife Management Area ~ 9.8 miles,
Montezuma Wildlife Refuge ~31 miles,
Bear Swamp State Forest and Deruyter State Forest ~24 miles,
Kettlebail State Forest ~20 miles, Tioughnioga Wildlife Management area ~24 miles.

Use additional sheets to assess discrete habitat types at multiple sites in a project area

Include a map depicting locations of sample sites if assessing discrete habitats at multiple sites in a project area. A single sheet can be used for multiple sample sites if habitat is the same.

Sample Site Description

Sample Site No.(s): 1

Mowed lawn with trees along Colonel Eileen Collins Blvd.

Water Resources at Sample Site

Stream Type (# and length)	Ephemeral: 0	Intermittent: 0	Perennial: 0	Describe existing condition of water sources: small mowed PEM in a depression
Pools/Ponds (# and size)	0	Open and accessible to bats? n/a		
Wetlands (approx. ac.)	Permanent: 0.17	Seasonal:		

Forest Resources at Sample Site

Closure/Density	Canopy (> 50'): area is	Midstory (20-50'): mowed with trees	Understory (<20'):	1=1-10%, 2=11-20%, 3=21-40%, 4=41-60%, 5=61-80%, 6=81-100%
Dominant Species of Mature Trees	Thornless honey locust			
% Trees w/ Exfoliating Bark	0			
Size Composition of Live Trees (%)	Small (3-8 in): 5	Med (9-15 in): 14	Large (>15 in): 81	
No. of Suitable Snags		0		

Standing dead trees with exfoliating bark, cracks, crevices, or hollows. Snags without these characteristics are not considered suitable.

IS THE HABITAT SUITABLE FOR INDIANA BATS? no

IS THE HABITAT SUITABLE FOR NORTHERN LONG-EARED BATS? no

Additional Comments:

This area is a row of trees along a roadway. One living tree has a small cavity.

Attach aerial photo of project site with all forested areas labeled and a general description of the habitat

A aerial and site photographs are included in the Habitat Assessment report.

Photographic Documentation: habitat shots at edge and interior from multiple locations; understory/midstory/canopy; examples of potential suitable snags and live trees; water sources

BAT HABITAT ASSESSMENT DATASHEET

Project Name: Syracuse Hancock International Airport Date: 11/7/23

Township/Range/Section: Town of Salina

Lat Long/UTM/ Zone: 43-06-52.42N/76-07-31.90W Surveyor: N. Frazer/ C. Scrivner

Brief Project Description

The project entails the release of land from aeronautical to non-aeronautical use.

Project Area

	Total Acres	Forest Acres	Open Acres
Project	46	0.54	airfield ~33

	Completely cleared	Partially cleared (will leave trees)	Preserve acres- no clearing
Proposed Tree Removal (ac)	*0.54		

* Based on development of entire project area.

Vegetation Cover Types

Pre-Project	Post-Project
mowed lawn with trees, mowed lawn (airfield), emergent wetland (PEM), successional shrubland, successional northern hardwoods	TBD-non-aeronautical development of entire site.

Landscape within 5 mile radius

Flight corridors to other forested areas?

Area in the vicinity of the project area is airport and developed area.

Describe Adjacent Properties (e.g. forested, grassland, commercial or residencial development, water sources)

Airfield/airport facilities, commercial, roadway, forested

Proximity to Public Land

What is the distance (mi.) from the project area to forested public lands (e.g., national or state forests, national or state parks, conservation areas, wildlife management areas)?

Cicero Swamp Wildlife Management Area- ~3.2 miles,
Onondaga Lake Park ~3.9 miles,
Three Rivers Wildlife Management Area ~ 10.5 miles,
Three Mile Bay Wildlife Management Area ~ 9.8 miles,
Montezuma Wildlife Refuge ~31 miles,
Bear Swamp State Forest and Deruyter State Forest ~24 miles,
Kettlebail State Forest ~20 miles, Tioughnioga Wildlife Management area ~24 miles.

Use additional sheets to assess discrete habitat types at multiple sites in a project area

Include a map depicting locations of sample sites if assessing discrete habitats at multiple sites in a project area
A single sheet can be used for multiple sample sites if habitat is the same

Sample Site Description

Sample Site No.(s): 2

Successional northern hardwoods- northwest corner of project area.

Water Resources at Sample Site

Stream Type (# and length)	Ephemeral: 0	Intermittent: 0	Perennial: 0	Describe existing condition of water sources: small mowed PEM in a depression
Pools/Ponds (# and size)	0	Open and accessible to bats? n/a		
Wetlands (approx. ac.)	Permanent: 0.17	Seasonal:		

Forest Resources at Sample Site

Closure/Density	Canopy (> 50'): 1	Midstory (20-50'): 6	Understory (<20'): 6	1=1-10%, 2=11-20%, 3=21-40%, 4=41-60%, 5=61-80%, 6=81-100%
Dominant Species of Mature Trees	quaking aspen and black cherry			
% Trees w/ Exfoliating Bark	13 (snags only)			
Size Composition of Live Trees (%)	Small (3-8 in): 47	Med (9-15 in): 41	Large (>15 in): 12	
No. of Suitable Snags	~10			

Standing dead trees with exfoliating bark, cracks, crevices, or hollows. Snags without these characteristics are not considered suitable.

IS THE HABITAT SUITABLE FOR INDIANA BATS? yes

IS THE HABITAT SUITABLE FOR NORTHERN LONG-EARED BATS? yes

Additional Comments:

This area has a thick understory. There are 16 snags, 10 of which have potential bat habitat.Snag examples can be seen in the attached photographs.

Attach aerial photo of project site with all forested areas labeled and a general description of the habitat A aerial and site photographs are included in the Habitat Assessment report.

Photographic Documentation: habitat shots at edge and interior from multiple locations; understory/midstory/canopy; examples of potential suitable snags and live trees; water sources

APPENDIX D

Wetland Report

Wetland Delineation Report

Syracuse Hancock International Airport
Land Release

Town of Salina
Onondaga Co., New York

CHA Project Number: 077036

Prepared for:
Syracuse Regional Airport Authority
1000 Col. Eileen Collins Blvd.
Syracuse, NY 13212

Prepared by:

III Winners Circle
Albany, NY, 12205
Phone: (518) 453-8211
Fax: (518) 453-4773

November 20, 2023

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SIGNATURE PAGE

This report has been prepared and reviewed by the following qualified personnel employed by CHA.

Report Prepared By:

Nicole Frazer
Principal Scientist

Report Reviewed By:

Christopher Einstein, PWS
Principal Scientist

TABLE OF CONTENTS

LIST OF TABLES

LIST OF ATTACHMENTS

LIST OF ACRONYMS & ABBREVIATIONS

AC	Acres
CWA	Clean Water Act
FEMA	Federal Emergency Management Agency
FWW	Freshwater Wetland
HUC	Hydrologic Unit Code
JD	Jurisdictional Determination
NRCS	Natural Resources Conservation Service
NWI	National Wetlands Inventory
NYSDEC	New York State Department of Environmental Conservation
SF	Square Foot
SYR	Syacuse Hancock International Airport
TNW	Traditional Navigable Waters
USACE	United States Army Corps of Engineers
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey

1.0 INTRODUCTION

The project area is located on the west side of the Syacuse Hancock International Airport (SYR), in the Town of Salina, Onondaga County, New York (Attachment A). The jurisdictional determination (JD) area totals 46 acres. The approximate center point coordinates of the project area are Latitude 43° 06’ 52.42”N; Longitude 76° 07’ 31.90”W.

The purpose of this report is to document the wetland community and its boundary within the project area. The wetland has been identifed on the Wetland Delineation Map (Attachment B). The report includes a general description of the project area, ecology, wetland description and is complimented by wetland determination data forms (Attachment C) and site photographs (Attachment D).

CHA was retained to delineate and describe the wetlands within the project area that may be regulated by the United States Army Corps of Engineers (USACE) under Section 404 of the Clean Water Act (CWA). The wetland delineation was conducted by Nicole Frazer, Principal Scientist and Cole Scrivner, Environmental Scientist on November 7, 2023.

1.1 PROJECT AREA DESCRIPTION

The project area is within airport property. The project area consists of pavement, mowed lawn with trees, mowed lawn (airfield), emergent wetland (shallow emergent marsh), successional shrubland and successional northern hardwoods.

2.0 METHODOLOGY

The project area was evaluated in accordance with the procedures provided in the 1987 Corps of Engineers Wetland Delineation Manual and the Regional Supplement to the Corps of Engineers Wetland Manual: Northcentral and Northeast Region version 2.0 (January 2012). The "Routine Wetland Determination" method was used.

The wetland boundary was determined in the field based on the three-parameter approach, whereby an area is a wetland if it exhibits vegetation adapted to wet conditions (hydrophytes), hydric soil indicators, and the presence or evidence of water at or near the soil surface during the growing season (hydrology).

Coded surveyor's ribbons (e.g., flag code A-1, A-2, etc.) were placed along the wetland boundary based on observations of vegetation, soils and hydrologic conditions. Delineation flags were GPS located.

Data points were recorded along the wetland boundary. Wetland and upland data points were recorded to show the difference between the wetland and upland habitat. Additionally, points were taken to document the upland conditions of the successional northern hardwoods and successional shrubland community types in the northwest corner of the project area. Wetland determination data forms can be found in Attachment C.

Representative photographs of the wetland and upland portions of the project area are provided in Attachment D.

Vegetative community types within the project area are described according to *Ecological Communities of New York State, Second Edition* (Edinger 2014)[1] and *Classification of Wetlands and Deepwater Habitats of the United States* (Cowardin 1979)[2].

The Antecedent Precipitation Tool identified that the drought index (PDSI) was mild wetness and that the delineation was performed under drier than normal conditions (index score of 7) (Attachment E).

3.0 INVESTIGATION RESULTS

3.1 RESOURCE REVIEW

Prior to visiting the project area, various maps and other sources of background information were reviewed. These included the following:

- United States Geological Survey (USGS) 7.5-minute Topographic Map

[1] Edinger, G. J., D. J. Evans, S. Gebauer, T. G. Howard, D. M. Hunt, and A. M. Olivero (editors). 2014. *Ecological* Communities *of New York State.* Second Edition. A revised and expanded edition of Carol Reshke's *Ecological Communities of New York State*. New York Natural Heritage Program, New York State Department of Environmental Conservation, Albany, NY.

[2] Cowardin, L. M., V. Carter, F. C. Golet, E. T. LaRoe, 1979. *Classification of wetlands and deepwater habitats of the United States*. U. S. Department of the Interior, Fish and Wildlife Service, Washington, D.C.

- New York State Department of Environmental Conservation (NYSDEC) Freshwater Wetlands (FWW) Map
- United States Fish and Wildlife Service (USFWS), National Wetlands Inventory (NWI) map
- Natural Resources Conservation Service (NRCS) Soil Survey for Onondaga County
- Federal Emergency Management Agency (FEMA) Flood Zone Map

Refer to Attachment A for each of these figures.

3.1.1 USGS Topographic Map

According to the USGS Topographic Map, the project area is within the limits of the airport and is located along Colonel Eileen Collins Boulevard. The topography is flat.

3.1.2 NYSDEC Freshwater Wetlands Map

Review of the NYSDEC freshwater wetlands map did not identify any mapped state regulated wetlands or associated 100-foot Adjacent Areas within the project area.

3.1.3 National Wetland Inventory (NWI) Map

Review of the NWI map did not identify any mapped wetlands within the project area.

3.1.4 Soil Survey Map

Soil descriptions were obtained from the NRCS Web Soil Survey. This information was used in conjunction with on-site soil sampling to determine the presence of hydric soils. The following soils are mapped as occurring within the project area:

- Croghan loamy fine sand (CrB), 0-6% slopes- This soil is moderately well drained. The depth to water table is about 18 to 24 inches and the depth to restrictive feature is more than 80 inches. This soil is not rated as a hydric soil.

- Minoa fine sandy loam (MtA), 0-2 % slopes- This soil is somewhat poorly drained. The depth to water table is about 6 to 18 inches and the depth to restrictive feature is more than 80 inches. This soil is not rated as a hydric soil.

- Naumburg loamy fine sand (Na), 0-2% slopes- This soil is somewhat poorly drained and poorly drained. The depth to water table is about 6 to 12 inches and the depth to restrictive feature is more than 80 inches. The somewhat poorly drained soil is not rated as a hydric soil and the poorly drained soil is rated as a hydric soil.

- Urban land (Ub)- The information provided above for the other soil types, is not included in the soil survey for this soil type.

3.1.5 FEMA Floodplain Map

Based on review of the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map, no areas of 100-year floodplain are mapped within the project area.

3.1.6 Hydrology

The water quality of surface waters in New York State are classified by the NYSDEC 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 are navigable waters.

There are no streams within the project area. The nearest Traditional Navigable Water (TNW) is Onondaga Lake. The aerial miles from the project site to Onondaga Lake are approximately 3.6.

The Hydrologic Unit Codes (HUC) for the project area are 041402020902 (Mud Creek) and 041402011509 (Onondaga Lake).

3.2 FIELD INVESTIGATION

3.2.1 Vegetative Communities

Ecological communities within the project area include mowed lawn with trees, mowed lawn (airfield), emergent wetland (PEM), successional shrubland and successional northern hardwoods. Descriptions of these areas are provided below.

3.2.2 Discussion of Terrestrial Communities

Mowed lawn with trees – This mowed roadside area is along Colonel Eileen Collins Boulevard and is dominated by Kentucky blue grass (*Poa pratensis*) with a row of thornless honey locust trees (*Gleditsia triacanthos* var. *inermis*).

Mowed lawn (airfield)- These areas are associated with the airfield and are dominated by grasses such as Kentucky blue grass. Other species present in lesser occurrences include species such as bird's foot trefoil (*Lotus corniculatus*), queen Anne's lace (*Daucus carota*), English plantain (*Plantago lanceolata*), common plantain (*Plantago major*), white clover (*Trifolium repens*), red clover (*Trifolium pratense*), northern bedstraw (*Galium boreale*), cow vetch (*Viccia cracca*), dandelion (*Taraxacum officinale*), field mint (*Mentha arvensis*), strawberry (*Fragaria virginiana*), northern dewberry (*Rubus flagellaris*), sulphur cinquefoil (*Potentilla recta*), scouring rush (*Equisetum hymale*), yellow foxtail (*Setaria pumila*), spotted knapweed (*Centaurea stoebe*), white campion (*Silene latifolia*), butter-and-eggs (*Linaria vulgaris*), yarrow (*Achillea millefolium)*, chicory (*Cichorium intybus*), daisy fleabane (*Erigeron annuus*), white sweet clover (*Melilotus albus*) and hoary alyssum (*Berteroa incana*).

Successional shrubland-This area is located in the northwest corner of the project area. The dominant shrub in this area is quaking aspen (*Populus tremuloides*). Other shrub species present include gray dogwood (*Cornus racemosa*), morrow's honeysuckle (*Lonicera morrowii*), staghorn sumac (*Rhus typhina*), blackberry (*Rubus allegheniensis*) and black raspberry (*Rubus occidentalis*). The herbaceous layer contains species such as blackberry, morrow's honeysuckle and tall goldenrod (*Solidago altissima*).

Successional northern hardwoods- This area is also located in the northwest corner of the project area. The dominant trees in this area are quaking aspen and black cherry (*Prunus serotina*). Sugar maple (*Acer saccharum*) is also present in lesser occurrences. The shrub layer is dominated by quaking aspen and morrow's honeysuckle. Other shrubs present include black cherry, red oak (*Quercus rubra*), buckthorn (*Rhamnus cathartica*), staghorn sumac and gray dogwood. The herbaceous layer contains species such as tall goldenrod, morrow's honeysuckle and pokeweed (*Phytolacca americana*). Vines present include poison ivy (*Toxicodendron radicans*), summer grape (*Vitis aestivalis*) and bittersweet (*Celastrus orbiculatus*).

3.2.3 Discussion of Wetlands and Waterbodies

The identified wetland is described below. No waterbodies were identified within the project area. Refer to Attachment B for the Wetland Delineation Map.

Wetland A – Wetland A is an isolated shallow emergent marsh (PEM) that is dominated by path rush (*Juncus tenuis*) with lesser occurrences of yellow nut sedge (*Cyperus esculentus*).

Observed hydrology indicators included Surface Water (A1), Oxidized Rhizospheres on Living Roots (C3) and Geomorphic Position (D2). The hydric soil indicator is Depleted Below Dark Surface (A11).

The total size of Wetland A is approximately 0.17 acres. This wetland is a small depression, has no inlet or outlet and 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 a water defined as relatively permanent, standing or continuously flowing and does not have a continuous surface connection to those waters. Wetland A is presumed to be non-jurisdictional based on review of the current definition of Waters of the United States as described above.

4.0 SUMMARY

CHA delineated wetlands within an approximately 46-acre project area located in the Town of Salina, Onondaga County, New York. The following table provides the ecological community type for the wetland, size of the feature within the project area and the likely regulatory jurisdiction.

Table 4-1 – Wetlands

FEATURE	COMMUNITY TYPE	SIZE (SF/AC)	JURISDICTION
Wetland A	Shallow Emergent Marsh (PEM)	7,374 SF/ 0.17 AC	Non-jurisdictional
TOTAL		**7,374 SF/ 0.17 AC**	

Attachment A

N

Project Area Map

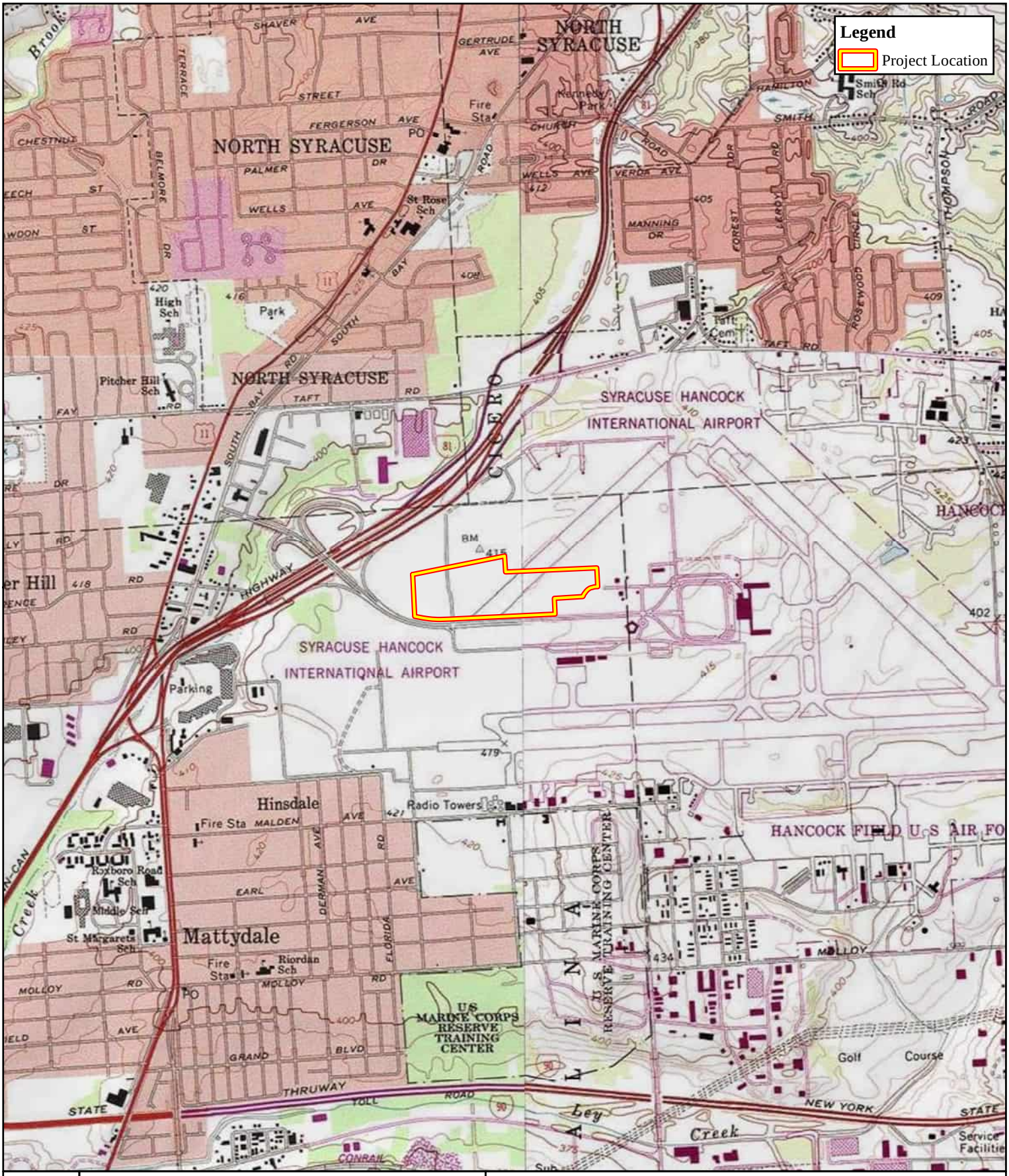
Syracuse Hancock International Airport
Col. Eileen Collins Blvd. Land Release
Onondaga County, NY

Scale 1" = 600'

CHA Project No. 077036

Sources: Esri, DigitalGlobe, GeoEye, i-cubed, USDA FSA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community • Photo Date: 2023

Date Saved: 10/18/2023 • Author: E.Butterfield



N

USGS Project Location Map

Syracuse Hancock International Airport
Col. Eileen Collins Blvd. Land Release
Onondaga County, NY

Scale 1" = 2,000'

CHA Project No. 077036

Service Layer Credits: Copyright:© 2013 National Geographic Society, i-cubed
Syracuse West (1979), Syracuse East (1979),

Date Saved: 10/19/2023 • Author: E.Butterfield

N

Wetlands Map

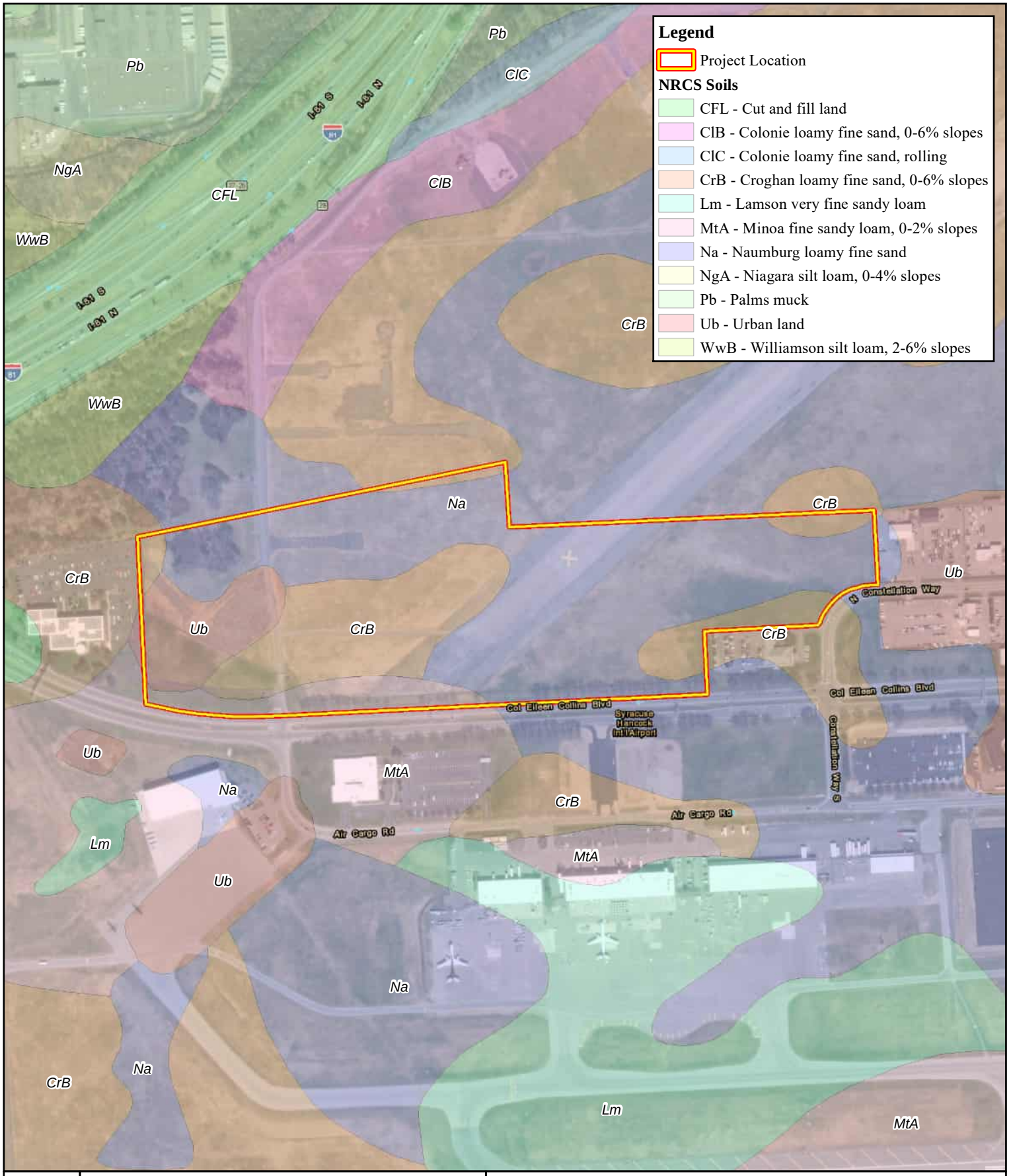
Syracuse Hancock International Airport
Col. Eileen Collins Blvd. Land Release
Onondaga County, NY

Scale 1" = 600'

CHA Project No. 077036

Sources: Esri, DigitalGlobe, GeoEye, i-cubed, USDA FSA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community. National Wetlands Inventory produced by the U.S. Fish and Wildlife Service • Photo Date: 2023

Date Saved: 10/19/2023 • Author: E.Butterfield



Date Saved: 10/17/2023 • Author: E.Butterfield

N

NRCS Soils Map

Syracuse Hancock International Airport
Col. Eileen Collins Blvd. Land Release
Onondaga County, NY

Scale 1" = 500'

CHA Project No. 077036

Sources: Esri, DigitalGlobe, GeoEye, i-cubed, USDA FSA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community. Soil Data Courtesy of the Natural Resource Conservation Service • Photo Date: 2023

N

FEMA Floodzone Map

Syracuse Hancock International Airport
Col. Eileen Collins Blvd. Land Release
Onondaga County, NY

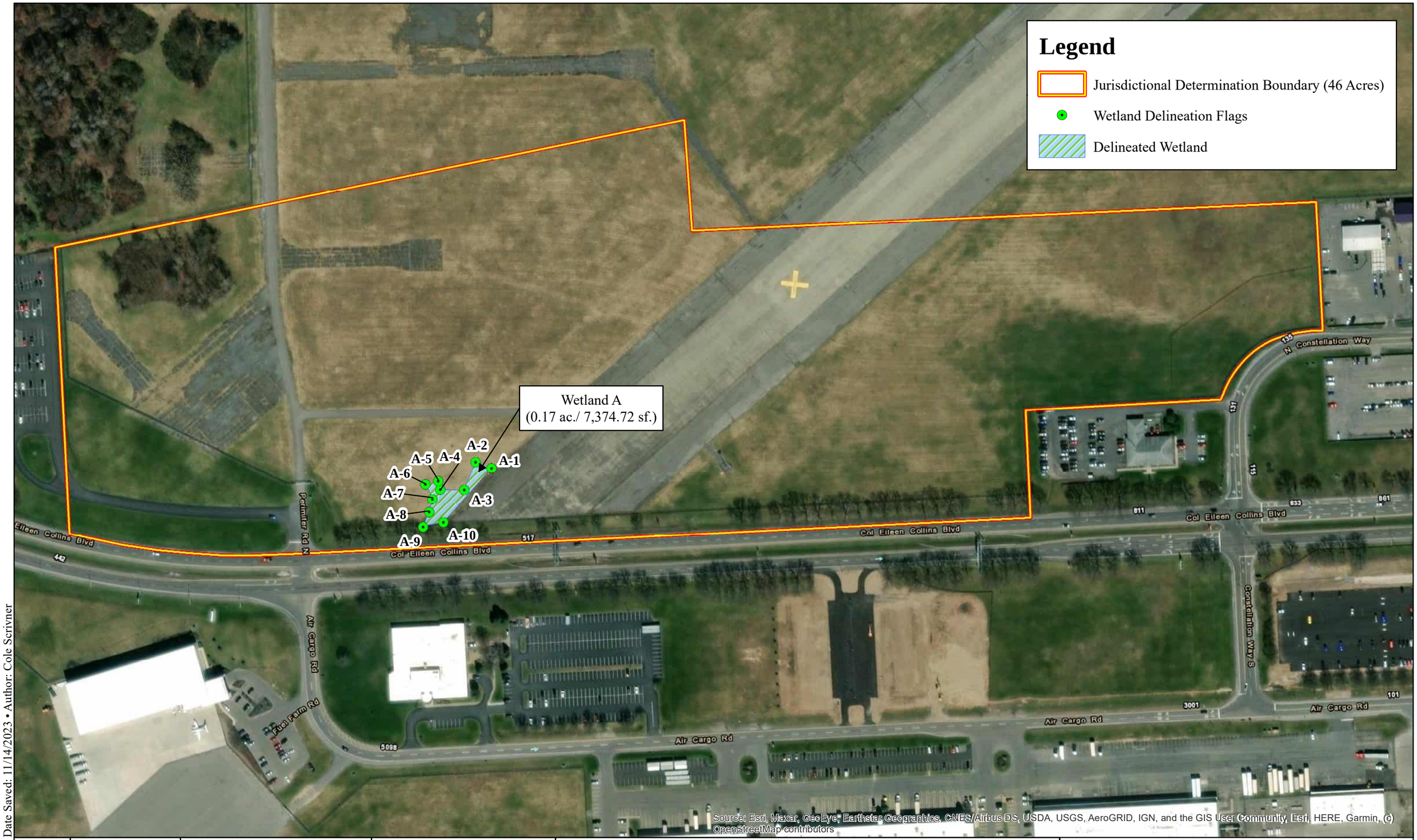
Scale 1" = 600'

CHA Project No. 077036

Sources: Esri, DigitalGlobe, GeoEye, i-cubed, USDA FSA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community. Floodzones courtesy of the Federal Emergency Managment Agency (FEMA) • Photo Date: 2023

Date Saved: 10/19/2023 • Author: E.Butterfield

Attachment B



Date Saved: 11/14/2023 • Author: Cole Scrivner

N

Scale 1" = 200'

CHA Project No. 077036

Wetland Delineation Map

Syracuse Hancock International Airport
Col. Eileen Collins Blvd. Land Release
Onondaga County, NY

Sources: Esri, DigitalGlobe, GeoEye, i-cubed, USDA FSA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community. National Wetlands Inventory produced by the U.S. Fish and Wildlife Service • Photo Date: 2023

Attachment C

U.S. Army Corps of Engineers
WETLAND DETERMINATION DATA SHEET – Northcentral and Northeast Region
See ERDC/EL TR-12-1; the proponent agency is CECW-CO-R

OMB Control #: 0710-0024, Exp: 11/30/2024
Requirement Control Symbol EXEMPT:
(Authority: AR 335-15, paragraph 5-2a)

Project/Site: Syracuse Hancock International Airport City/County: Salina/ Onondaga Sampling Date: 11/7/23

Applicant/Owner: Syracuse Regional Airport Authority State: NY Sampling Point: A-8 wet

Investigator(s): N. Frazer & C. Scrivner Section, Township, Range:

Landform (hillside, terrace, etc.): depression Local relief (concave, convex, none): concave Slope %: 0

Subregion (LRR or MLRA): LRR L Lat: 43.113783 Long: -76.127722 Datum: WGS84

Soil Map Unit Name: MtA- Minoa fine sandy loam NWI classification: PEM

Are climatic / hydrologic conditions on the site typical for this time of year? Yes x No ____ (If no, explain in Remarks.)

Are Vegetation ____, Soil ____, or Hydrology ____ significantly disturbed? Are "Normal Circumstances" present? Yes x No ____

Are Vegetation ____, Soil ____, or Hydrology ____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes X	No ____	**Is the Sampled Area within a Wetland?** **Yes** X **No** ____
Hydric Soil Present?	Yes X	No ____	If yes, optional Wetland Site ID:
Wetland Hydrology Present?	Yes X	No ____	

Remarks: (Explain alternative procedures here or in a separate report.)
Mowed isolated shallow emergent marsh.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

- X Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Water-Stained Leaves (B9)
- ___ Aquatic Fauna (B13)
- ___ Marl Deposits (B15)
- ___ Hydrogen Sulfide Odor (C1)
- X Oxidized Rhizospheres on Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ___ Surface Soil Cracks (B6)
- ___ Drainage Patterns (B10)
- ___ Moss Trim Lines (B16)
- ___ Dry-Season Water Table (C2)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Stunted or Stressed Plants (D1)
- X Geomorphic Position (D2)
- ___ Shallow Aquitard (D3)
- ___ Microtopographic Relief (D4)
- ___ FAC-Neutral Test (D5)

Field Observations:

Surface Water Present?	Yes x	No ____	Depth (inches): 0.5
Water Table Present?	Yes ____	No x	Depth (inches): ____
Saturation Present? (includes capillary fringe)	Yes ____	No x	Depth (inches): ____

Wetland Hydrology Present? **Yes** X **No** ____

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

VEGETATION – Use scientific names of plants.

Sampling Point: A-8 wet

Tree Stratum (Plot size: 30')	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
5.			
6.			
7.			
	=Total Cover		
Sapling/Shrub Stratum (Plot size: 15')			
1.			
2.			
3.			
4.			
5.			
6.			
7.			
	=Total Cover		
Herb Stratum (Plot size: 5')			
1. *Juncus tenuis*	75	Yes	FAC
2. *Cyperus esculentus*	18	No	FACW
3. *Poa pratensis*	10	No	FACU
4.			
5.			
6.			
7.			
8.			
9.			
10.			
11.			
12.			
	103 =Total Cover		
Woody Vine Stratum (Plot size: 30')			
1.			
2.			
3.			
4.			
	=Total Cover		

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 1 (A)

Total Number of Dominant Species Across All Strata: 1 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 100.0% (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	0	x 1 =	0
FACW species	18	x 2 =	36
FAC species	75	x 3 =	225
FACU species	10	x 4 =	40
UPL species	0	x 5 =	0
Column Totals:	103 (A)		301 (B)

Prevalence Index = B/A = 2.92

Hydrophytic Vegetation Indicators:

___ 1 - Rapid Test for Hydrophytic Vegetation

_X_ 2 - Dominance Test is >50%

_X_ 3 - Prevalence Index is ≤3.0[1]

___ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Definitions of Vegetation Strata:

Tree – Woody plants 3 in. (7.6 cm) or more in diameter at breast height (DBH), regardless of height.

Sapling/shrub – Woody plants less than 3 in. DBH and greater than or equal to 3.28 ft (1 m) tall.

Herb – All herbaceous (non-woody) plants, regardless of size, and woody plants less than 3.28 ft tall.

Woody vines – All woody vines greater than 3.28 ft in height.

Hydrophytic Vegetation Present? **Yes** X **No** ___

Remarks: (Include photo numbers here or on a separate sheet.)

SOIL

Sampling Point: A-8 wet

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	Matrix %	Redox Features Color (moist)	Redox Features %	Type[1]	Loc[2]	Texture	Remarks
0-7	10YR 2/1	100					Loamy/Clayey	with organics
7-18	10YR 4/1	82	10YR 5/4	10	C	M	Sandy	Distinct redox concentrations
			2.5YR 3/6	8	C	PL/M		Prominent redox concentrations

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains.

[2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5)
- X Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Mesic Spodic (A17) **(MLRA 144A, 145, 149B)**
- ___ Sandy Mucky Mineral (S1)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Dark Surface (S7)
- ___ Polyvalue Below Surface (S8) (**LRR R, MLRA 149B**)
- ___ Thin Dark Surface (S9) (**LRR R, MLRA 149B**)
- ___ High Chroma Sands (S11) (**LRR K, L)**
- ___ Loamy Mucky Mineral (F1) (**LRR K, L**)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ Marl (F10) (**LRR K, L**)
- ___ Red Parent Material (F21) **(MLRA 145)**

Indicators for Problematic Hydric Soils[3]:

- ___ 2 cm Muck (A10) (**LRR K, L, MLRA 149B**)
- ___ Coast Prairie Redox (A16) (**LRR K, L, R**)
- ___ 5 cm Mucky Peat or Peat (S3) (**LRR K, L, R**)
- ___ Polyvalue Below Surface (S8) (**LRR K, L**)
- ___ Thin Dark Surface (S9) (**LRR K, L**)
- ___ Iron-Manganese Masses (F12) (**LRR K, L, R**)
- ___ Piedmont Floodplain Soils (F19) (**MLRA 149B**)
- ___ Red Parent Material (F21) **(outside MLRA 145)**
- ___ Very Shallow Dark Surface (F22)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: none

Depth (inches): ___

Hydric Soil Present? **Yes** X **No** ___

Remarks:

U.S. Army Corps of Engineers
WETLAND DETERMINATION DATA SHEET – Northcentral and Northeast Region
See ERDC/EL TR-12-1; the proponent agency is CECW-CO-R

OMB Control #: 0710-0024, Exp: 11/30/2024
Requirement Control Symbol EXEMPT:
(Authority: AR 335-15, paragraph 5-2a)

Project/Site: Syracuse Hancock International Airport City/County: Salina/ Onondaga Sampling Date: 11/7/23

Applicant/Owner: Syracuse Regional Airport Authority State: NY Sampling Point: A-8 upl

Investigator(s): N. Frazer & C. Scrivner Section, Township, Range:

Landform (hillside, terrace, etc.): flat Local relief (concave, convex, none): none Slope %: 0

Subregion (LRR or MLRA): LRR L Lat: 43.113878 Long: -76.127907 Datum: WGS84

Soil Map Unit Name: CrB-Croghan loamy fine sand NWI classification: n/a

Are climatic / hydrologic conditions on the site typical for this time of year? Yes x No ____ (If no, explain in Remarks.)

Are Vegetation ____, Soil ____, or Hydrology ____ significantly disturbed? Are "Normal Circumstances" present? Yes x No ____

Are Vegetation ____, Soil ____, or Hydrology ____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes ____	No X	**Is the Sampled Area**
Hydric Soil Present?	Yes X	No ____	**within a Wetland?** **Yes** ____ **No** X
Wetland Hydrology Present?	Yes ____	No X	If yes, optional Wetland Site ID:

Remarks: (Explain alternative procedures here or in a separate report.)
Mowed airfield.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Water-Stained Leaves (B9)
- ___ Aquatic Fauna (B13)
- ___ Marl Deposits (B15)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres on Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ___ Surface Soil Cracks (B6)
- ___ Drainage Patterns (B10)
- ___ Moss Trim Lines (B16)
- ___ Dry-Season Water Table (C2)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Stunted or Stressed Plants (D1)
- ___ Geomorphic Position (D2)
- ___ Shallow Aquitard (D3)
- ___ Microtopographic Relief (D4)
- ___ FAC-Neutral Test (D5)

Field Observations:

Surface Water Present?	Yes ____	No x	Depth (inches): ____
Water Table Present?	Yes ____	No x	Depth (inches): ____
Saturation Present? (includes capillary fringe)	Yes ____	No x	Depth (inches): ____

Wetland Hydrology Present? **Yes** ____ **No** X

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

VEGETATION – Use scientific names of plants.

Sampling Point: A-8 upl

Tree Stratum (Plot size: 30')	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
5.			
6.			
7.			
	=Total Cover		
Sapling/Shrub Stratum (Plot size: 15')			
1.			
2.			
3.			
4.			
5.			
6.			
7.			
	=Total Cover		
Herb Stratum (Plot size: 5')			
1. *Poa pratensis*	90	Yes	FACU
2. *Galium boreale*	5	No	FAC
3. *Mentha arvensis*	10	No	FACW
4. *Plantago lanceolata*	5	No	FACU
5. *Taraxacum officinale*	2	No	FACU
6.			
7.			
8.			
9.			
10.			
11.			
12.			
	112 =Total Cover		
Woody Vine Stratum (Plot size: 30')			
1.			
2.			
3.			
4.			
	=Total Cover		

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 0 (A)

Total Number of Dominant Species Across All Strata: 1 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 0.0% (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	0	x 1 =	0
FACW species	10	x 2 =	20
FAC species	5	x 3 =	15
FACU species	97	x 4 =	388
UPL species	0	x 5 =	0
Column Totals:	112 (A)		423 (B)

Prevalence Index = B/A = 3.78

Hydrophytic Vegetation Indicators:

___ 1 - Rapid Test for Hydrophytic Vegetation

___ 2 - Dominance Test is >50%

___ 3 - Prevalence Index is ≤3.0[1]

___ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Definitions of Vegetation Strata:

Tree – Woody plants 3 in. (7.6 cm) or more in diameter at breast height (DBH), regardless of height.

Sapling/shrub – Woody plants less than 3 in. DBH and greater than or equal to 3.28 ft (1 m) tall.

Herb – All herbaceous (non-woody) plants, regardless of size, and woody plants less than 3.28 ft tall.

Woody vines – All woody vines greater than 3.28 ft in height.

Hydrophytic Vegetation Present? **Yes** ___ **No** X

Remarks: (Include photo numbers here or on a separate sheet.)

SOIL

Sampling Point: A-8 upl

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	Matrix %	Redox Features Color (moist)	Redox Features %	Type[1]	Loc[2]	Texture	Remarks
0-15	10YR 3/2	95	10YR 5/6	5	C	M	Sandy	Prominent redox concentrations

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains.

[2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Mesic Spodic (A17) **(MLRA 144A, 145, 149B)**
- ___ Sandy Mucky Mineral (S1)
- ___ Sandy Gleyed Matrix (S4)
- X Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Dark Surface (S7)
- ___ Polyvalue Below Surface (S8) (**LRR R, MLRA 149B**)
- ___ Thin Dark Surface (S9) (**LRR R, MLRA 149B**)
- ___ High Chroma Sands (S11) (**LRR K, L)**
- ___ Loamy Mucky Mineral (F1) (**LRR K, L**)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ Marl (F10) (**LRR K, L**)
- ___ Red Parent Material (F21) **(MLRA 145)**

Indicators for Problematic Hydric Soils[3]:

- ___ 2 cm Muck (A10) (**LRR K, L, MLRA 149B**)
- ___ Coast Prairie Redox (A16) (**LRR K, L, R**)
- ___ 5 cm Mucky Peat or Peat (S3) (**LRR K, L, R**)
- ___ Polyvalue Below Surface (S8) (**LRR K, L**)
- ___ Thin Dark Surface (S9) (**LRR K, L**)
- ___ Iron-Manganese Masses (F12) (**LRR K, L, R**)
- ___ Piedmont Floodplain Soils (F19) (**MLRA 149B**)
- ___ Red Parent Material (F21) **(outside MLRA 145)**
- ___ Very Shallow Dark Surface (F22)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: none

Depth (inches): ___

Hydric Soil Present? **Yes** X **No** ___

Remarks:

U.S. Army Corps of Engineers
WETLAND DETERMINATION DATA SHEET – Northcentral and Northeast Region
See ERDC/EL TR-12-1; the proponent agency is CECW-CO-R

OMB Control #: 0710-0024, Exp: 11/30/2024
Requirement Control Symbol EXEMPT:
(Authority: AR 335-15, paragraph 5-2a)

Project/Site: Syracuse Hancock International Airport City/County: Salina/ Onondaga Sampling Date: 11/7/23

Applicant/Owner: Syracuse Regional Airport Authority State: NY Sampling Point: forested upl

Investigator(s): N. Frazer & C. Scrivner Section, Township, Range:

Landform (hillside, terrace, etc.): flat Local relief (concave, convex, none): none Slope %: 0

Subregion (LRR or MLRA): LRR L Lat: 43.115469 Long: -76.129874 Datum: WGS84

Soil Map Unit Name: Na-Naumburg loamy fine sand NWI classification: n/a

Are climatic / hydrologic conditions on the site typical for this time of year? Yes x No ____ (If no, explain in Remarks.)

Are Vegetation ____, Soil ____, or Hydrology ____ significantly disturbed? Are "Normal Circumstances" present? Yes x No ____

Are Vegetation ____, Soil ____, or Hydrology ____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes ____	No X	**Is the Sampled Area**
Hydric Soil Present?	Yes ____	No X	**within a Wetland?** **Yes** ____ **No** X
Wetland Hydrology Present?	Yes ____	No X	If yes, optional Wetland Site ID:

Remarks: (Explain alternative procedures here or in a separate report.)
Successional northern hardwoods- northwest corner of project area.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Water-Stained Leaves (B9)
- ___ Aquatic Fauna (B13)
- ___ Marl Deposits (B15)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres on Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ___ Surface Soil Cracks (B6)
- ___ Drainage Patterns (B10)
- ___ Moss Trim Lines (B16)
- ___ Dry-Season Water Table (C2)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Stunted or Stressed Plants (D1)
- ___ Geomorphic Position (D2)
- ___ Shallow Aquitard (D3)
- ___ Microtopographic Relief (D4)
- ___ FAC-Neutral Test (D5)

Field Observations:

Surface Water Present?	Yes ____	No x	Depth (inches): ____
Water Table Present?	Yes ____	No x	Depth (inches): ____
Saturation Present? (includes capillary fringe)	Yes ____	No x	Depth (inches): ____

Wetland Hydrology Present? **Yes** ____ **No** X

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

VEGETATION – Use scientific names of plants.

Sampling Point: forested upl

Tree Stratum (Plot size: 30')	Absolute % Cover	Dominant Species?	Indicator Status
1. *Prunus serotina*	25	Yes	FACU
2. *Populus tremuloides*	40	Yes	FACU
3. *Acer saccharum*	5	No	FACU
4.			
5.			
6.			
7.			
	70	=Total Cover	
Sapling/Shrub Stratum (Plot size: 15')			
1. *Prunus serotina*	2	No	FACU
2. *Populus tremuloides*	20	Yes	FACU
3. *Quercus rubra*	2	No	FACU
4. *Rhamnus cathartica*	3	No	FAC
5. *Lonicera morrowii*	35	Yes	FACU
6. *Rhus typhina*	8	No	UPL
7. *Cornus racemosa*	15	No	FAC
	94	=Total Cover	
Herb Stratum (Plot size: 5')			
1. *Lonicera morrowii*	8	Yes	FACU
2. *Solidago altissima*	10	Yes	FACU
3. *Phytolacca americana*	5	Yes	FACU
4.			
5.			
6.			
7.			
8.			
9.			
10.			
11.			
12.			
	23	=Total Cover	
Woody Vine Stratum (Plot size: 30')			
1. *Toxicodendron radicans*	6	Yes	FAC
2. *Vitis aestivalis*	3	Yes	FACU
3.			
4.			
	9	=Total Cover	

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 1 (A)

Total Number of Dominant Species Across All Strata: 9 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 11.1% (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	0	x 1 =	0
FACW species	0	x 2 =	0
FAC species	24	x 3 =	72
FACU species	161	x 4 =	644
UPL species	11	x 5 =	55
Column Totals:	196 (A)		771 (B)

Prevalence Index = B/A = 3.93

Hydrophytic Vegetation Indicators:

___ 1 - Rapid Test for Hydrophytic Vegetation

___ 2 - Dominance Test is >50%

___ 3 - Prevalence Index is ≤3.0[1]

___ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Definitions of Vegetation Strata:

Tree – Woody plants 3 in. (7.6 cm) or more in diameter at breast height (DBH), regardless of height.

Sapling/shrub – Woody plants less than 3 in. DBH and greater than or equal to 3.28 ft (1 m) tall.

Herb – All herbaceous (non-woody) plants, regardless of size, and woody plants less than 3.28 ft tall.

Woody vines – All woody vines greater than 3.28 ft in height.

Hydrophytic Vegetation Present? **Yes** ___ **No** X

Remarks: (Include photo numbers here or on a separate sheet.)

VEGETATION Continued – Use scientific names of plants.

Sampling Point: forested upl

Tree Stratum	Absolute % Cover	Dominant Species?	Indicator Status
8.			
9.			
10.			
11.			
12.			
13.			
14.			
	70	=Total Cover	
Sapling/Shrub Stratum			
8. *Rubus allegheniensis*	6	No	FACU
9. *Rubus occidentalis*	3	No	UPL
10.			
11.			
12.			
13.			
14.			
	94	=Total Cover	
Herb Stratum			
13.			
14.			
15.			
16.			
17.			
18.			
19.			
20.			
21.			
22.			
23.			
24.			
	23	=Total Cover	
Woody Vine Stratum			
5.			
6.			
7.			
8.			
	9	=Total Cover	

Definitions of Vegetation Strata:

Tree – Woody plants 3 in. (7.6 cm) or more in diameter at breast height (DBH), regardless of height.

Sapling/shrub – Woody plants less than 3 in. DBH and greater than or equal to 3.28 ft (1 m) tall.

Herb – All herbaceous (non-woody) plants, regardless of size, and woody plants less than 3.28 ft tall.

Woody vines – All woody vines greater than 3.28 ft in height.

Remarks: (Include photo numbers here or on a separate sheet.)

SOIL

Sampling Point: forested upl

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth	Matrix		Redox Features					
(inches)	Color (moist)	%	Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-3	10YR 3/3	100					Sandy	
3-15	10YR 2/2	100					Sandy	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains.

[2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Mesic Spodic (A17) **(MLRA 144A, 145, 149B)**
- ___ Sandy Mucky Mineral (S1)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Dark Surface (S7)
- ___ Polyvalue Below Surface (S8) (**LRR R, MLRA 149B**)
- ___ Thin Dark Surface (S9) (**LRR R, MLRA 149B**)
- ___ High Chroma Sands (S11) (**LRR K, L)**
- ___ Loamy Mucky Mineral (F1) (**LRR K, L**)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ Marl (F10) (**LRR K, L**)
- ___ Red Parent Material (F21) **(MLRA 145)**

Indicators for Problematic Hydric Soils[3]:

- ___ 2 cm Muck (A10) (**LRR K, L, MLRA 149B**)
- ___ Coast Prairie Redox (A16) (**LRR K, L, R**)
- ___ 5 cm Mucky Peat or Peat (S3) (**LRR K, L, R**)
- ___ Polyvalue Below Surface (S8) (**LRR K, L**)
- ___ Thin Dark Surface (S9) (**LRR K, L**)
- ___ Iron-Manganese Masses (F12) (**LRR K, L, R**)
- ___ Piedmont Floodplain Soils (F19) (**MLRA 149B**)
- ___ Red Parent Material (F21) **(outside MLRA 145)**
- ___ Very Shallow Dark Surface (F22)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: none

Depth (inches): ____

Hydric Soil Present? **Yes** ____ **No** X

Remarks:

U.S. Army Corps of Engineers
WETLAND DETERMINATION DATA SHEET – Northcentral and Northeast Region
See ERDC/EL TR-12-1; the proponent agency is CECW-CO-R

OMB Control #: 0710-0024, Exp: 11/30/2024
Requirement Control Symbol EXEMPT:
(Authority: AR 335-15, paragraph 5-2a)

Project/Site: Syracuse Hancock International Airport City/County: Salina/ Onondaga Sampling Date: 11/7/23

Applicant/Owner: Syracuse Regional Airport Authority State: NY Sampling Point: Shrubland upl

Investigator(s): N. Frazer & C. Scrivner Section, Township, Range:

Landform (hillside, terrace, etc.): flat Local relief (concave, convex, none): none Slope %: o

Subregion (LRR or MLRA): LRR L Lat: 43.115438 Long: -76.135093 Datum: WGS84

Soil Map Unit Name: Na- Naumburg loamy fine sand NWI classification: n/a

Are climatic / hydrologic conditions on the site typical for this time of year? Yes x No ____ (If no, explain in Remarks.)

Are Vegetation ____, Soil ____, or Hydrology ____ significantly disturbed? Are "Normal Circumstances" present? Yes x No ____

Are Vegetation ____, Soil ____, or Hydrology ____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes ____	No X	**Is the Sampled Area**
Hydric Soil Present?	Yes ____	No X	**within a Wetland?** **Yes** ____ **No** X
Wetland Hydrology Present?	Yes ____	No X	If yes, optional Wetland Site ID:

Remarks: (Explain alternative procedures here or in a separate report.)
Successional shrubland-northwest corner of project area.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Water-Stained Leaves (B9)
- ___ Aquatic Fauna (B13)
- ___ Marl Deposits (B15)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres on Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ___ Surface Soil Cracks (B6)
- ___ Drainage Patterns (B10)
- ___ Moss Trim Lines (B16)
- ___ Dry-Season Water Table (C2)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Stunted or Stressed Plants (D1)
- ___ Geomorphic Position (D2)
- ___ Shallow Aquitard (D3)
- ___ Microtopographic Relief (D4)
- ___ FAC-Neutral Test (D5)

Field Observations:

Surface Water Present?	Yes ____	No x	Depth (inches): ____
Water Table Present?	Yes ____	No x	Depth (inches): ____
Saturation Present? (includes capillary fringe)	Yes ____	No x	Depth (inches): ____

Wetland Hydrology Present? **Yes** ____ **No** X

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

VEGETATION – Use scientific names of plants.

Sampling Point: Shrubland upl

Tree Stratum (Plot size: 30')	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
5.			
6.			
7.			
	=Total Cover		
Sapling/Shrub Stratum (Plot size: 15')			
1. *Populus tremuloides*	55	Yes	FACU
2. *Cornus racemosa*	15	No	FAC
3. *Lonicera morrowii*	15	No	FACU
4. *Rhus typhina*	8	No	UPL
5. *Rubus allegheniensis*	5	No	FACU
6. *Rubus occidentalis*	5	No	UPL
7.			
	103 =Total Cover		
Herb Stratum (Plot size: 5')			
1. *Lonicera morrowii*	5	Yes	FACU
2. *Solidago altissima*	5	Yes	FACU
3. *Rubus allegheniensis*	5	Yes	FACU
4.			
5.			
6.			
7.			
8.			
9.			
10.			
11.			
12.			
	15 =Total Cover		
Woody Vine Stratum (Plot size: 30')			
1.			
2.			
3.			
4.			
	=Total Cover		

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 0 (A)

Total Number of Dominant Species Across All Strata: 4 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 0.0% (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	0	x 1 =	0
FACW species	0	x 2 =	0
FAC species	15	x 3 =	45
FACU species	90	x 4 =	360
UPL species	13	x 5 =	65
Column Totals:	118 (A)		470 (B)

Prevalence Index = B/A = 3.98

Hydrophytic Vegetation Indicators:

___ 1 - Rapid Test for Hydrophytic Vegetation

___ 2 - Dominance Test is >50%

___ 3 - Prevalence Index is ≤3.0[1]

___ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Definitions of Vegetation Strata:

Tree – Woody plants 3 in. (7.6 cm) or more in diameter at breast height (DBH), regardless of height.

Sapling/shrub – Woody plants less than 3 in. DBH and greater than or equal to 3.28 ft (1 m) tall.

Herb – All herbaceous (non-woody) plants, regardless of size, and woody plants less than 3.28 ft tall.

Woody vines – All woody vines greater than 3.28 ft in height.

Hydrophytic Vegetation Present? **Yes** ___ **No** X

Remarks: (Include photo numbers here or on a separate sheet.)

SOIL

Sampling Point: Shrubland upl

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth	Matrix		Redox Features					
(inches)	Color (moist)	%	Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-3	10YR 3/3	100					Sandy	
3-15	10YR 2/2	100					Sandy	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains.

[2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Mesic Spodic (A17) **(MLRA 144A, 145, 149B)**
- ___ Sandy Mucky Mineral (S1)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Dark Surface (S7)
- ___ Polyvalue Below Surface (S8) (**LRR R, MLRA 149B**)
- ___ Thin Dark Surface (S9) (**LRR R, MLRA 149B**)
- ___ High Chroma Sands (S11) (**LRR K, L)**
- ___ Loamy Mucky Mineral (F1) (**LRR K, L**)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ Marl (F10) (**LRR K, L**)
- ___ Red Parent Material (F21) **(MLRA 145)**

Indicators for Problematic Hydric Soils[3]:

- ___ 2 cm Muck (A10) (**LRR K, L, MLRA 149B**)
- ___ Coast Prairie Redox (A16) (**LRR K, L, R**)
- ___ 5 cm Mucky Peat or Peat (S3) (**LRR K, L, R**)
- ___ Polyvalue Below Surface (S8) (**LRR K, L**)
- ___ Thin Dark Surface (S9) (**LRR K, L**)
- ___ Iron-Manganese Masses (F12) (**LRR K, L, R**)
- ___ Piedmont Floodplain Soils (F19) (**MLRA 149B**)
- ___ Red Parent Material (F21) **(outside MLRA 145)**
- ___ Very Shallow Dark Surface (F22)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: none

Depth (inches): ___

Hydric Soil Present? **Yes** ___ **No** X

Remarks:

Attachment D

Photo 1-Wetland A facing northeast.

Photo 2-Wetland A soils.

SITE PHOTOGRAPHS

Syracuse Hancock International Airport
Town of Salina, Onondaga Co., NY

Photo 3-Upland A facing northwest.

Photo 4-Upland A soils.

SITE PHOTOGRAPHS

Syracuse Hancock International Airport
Town of Salina, Onondaga Co., NY

Photo 5-Successional northern hardwoods facing east.

Photo 6- Successional northern hardwoods soils.

SITE PHOTOGRAPHS

Syracuse Hancock International Airport
Town of Salina, Onondaga Co., NY

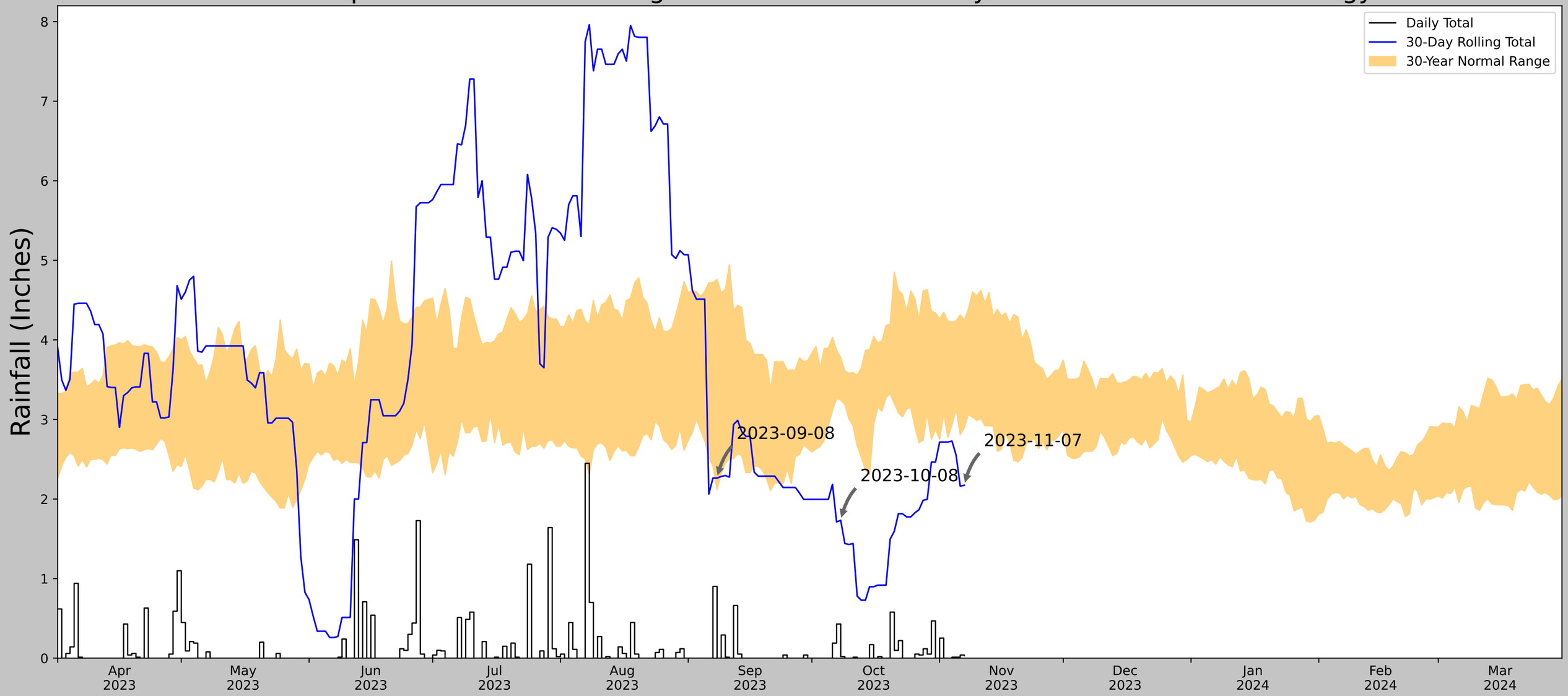
Photo 7-Successional shrubland facing west.

Photo 8- Successional shrubland soils.

SITE PHOTOGRAPHS

Syracuse Hancock International Airport
Town of Salina, Onondaga Co., NY

Attachment E



Coordinates	43.113783, -76.127722
Observation Date	2023-11-07
Elevation (ft)	415.116
Drought Index (PDSI)	Mild wetness (2023-10)
WebWIMP H_2O Balance	Wet Season

30 Days Ending	30^{th} %ile (in)	70^{th} %ile (in)	Observed (in)	Wetness Condition	Condition Value	Month Weight	Product
2023-11-07	2.897638	4.248425	2.173228	Dry	1	3	3
2023-10-08	3.245669	3.778347	1.732284	Dry	1	2	2
2023-09-08	2.122441	4.759449	2.26378	Normal	2	1	2
Result							Drier than Normal - 7

US Army Corps of Engineers

ERDC

Figures and tables made by the Antecedent Precipitation Tool Version 2.0

Developed by U.S. Army Corps of Engineers and U.S. Army Engineer Research and Development Center

Weather Station Name	Coordinates	Elevation (ft)	Distance (mi)	Elevation Δ	Weighted Δ	Days Normal	Days Antecedent
SYRACUSE HANCOCK INTL AP	43.1111, -76.1039	410.105	1.216	5.011	0.553	11347	89
SUNY ESF SYRACUSE	43.0344, -76.1344	568.898	5.519	158.793	3.36	4	0
SYRACUSE 2.7 S	43.0015, -76.1395	430.118	7.783	20.013	3.658	0	1
BREWERTON LOCK 23	43.2386, -76.1964	376.969	9.966	33.136	4.815	1	0

APPENDIX F

Traffic Analysis

Technical Memo

To: Taylor Koutropoulos, ENV SP
From: Sandeep Das, Traffic Project Manager
Date: 12/8/2023
Re: SYR Land Release Traffic Analysis

Existing Conditions

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

- Colonel Eileen Collins Blvd (CR 78)
- South Bay Rd (CR 208)
- State Route NY 936
- I-81

Access to the proposed site is provided primarily via Colonel Eileen Collins Blvd, which is also the existing access roadway for the Syracuse Hancock International Airport. On the City/County/Regional level, access to the proposed site will be primarily via Interstate I-90 & Interstate I-81 which has On and Off Ramps to Col. Eileen Collins Blvd via State Route 936. On the local level, access is also provided via South Bay Rd which connects directly to Col. Eileen Collins Blvd at a Signalized Intersection.

Roadway Network

Col Eileen Collins Blvd (CR 78) 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 Ln in the Central Terminal Area of the Syracuse Hancock International Airport. The western end of the roadway intersects with South Bay Road (CR 208). The roadway widens at key intersections to provide a turn lanes. This road provides convenient access between the site and the regional and interstate transportation network. The posted speed limit on Col Eileen Collins Blvd is 45 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.

South Bay Rd (CR 208) 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 Rd 0.5 miles south of the intersection with Col Eileen Collins Blvd. The northern stretch of the roadway connects to the Town of Cicero and the Oneida Lake. This roadway also connects E Taft Rd, a principal arterial on the north to the proposed site. The posted speed limit is 40 mph, the 50th percentile speed is 47 mph and the 85th percentile speed is 53mph. There are no sidewalks or separated bike lanes. Heavy vehicles comprise 4% of the AADT on this roadway.

There is one Interstate highway in the study area: I-81 which provides direct connection to Col Eileen Collins Blvd at Interchange 27, a partial cloverleaf interchange. This interchange is about 0.4 miles west of the project site.

There is one NY State highway in the study area: NY-936A/B which is a connector roadway between Interstate I-81 and Col Eileen Collins Blvd at Interchange 27. The On-ramp and Off-ramp from I-81 are connected directly to NY-936. This State route also connects E Taft Rd on the North to the proposed site.

Attachment I-A depicts the roadway network and their classifications in relation to the proposed land release site. Attachment I-A also provides intersection details within the study area.

Traffic Volumes

Traffic volume data was compiled from the New York State Department of Transportation's (NYSDOT) Traffic Data Viewer online resource to identify Annual Average Daily Traffic (AADT) volumes and weekday AM and PM peak hour volumes along the study roadways. The historic traffic data, from 1977 to 2019, were also analyzed for an estimation of the overall AADT growth rate for the project study area, as shown in Appendix I-B. The existing traffic volumes along the study roadways are shown in Table 1 and the estimated projected volumes are shown in Table 2

Table 1: Existing Traffic Volumes

Road	Station ID	Count 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
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

Table 2: Projected Traffic Volumes						
Road	Station ID	2022 Projected AADT (NYSDOT Historic Data)	Study Area Overall Growth Rate	2030 Projected AADT with CAG	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 Dr 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 Dr EB	333100	2820	1%	3054	249	228
On-ramp - From Col Eileen Collins Dr 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

Traffic Operations

Since the purpose of this traffic study is to provide a planning level assessment of the existing roadway network condition and its operations, AADT data from New York State DOT (NYSDOT) Traffic Data Viewer was utilized and no turning movement counts (TMC) and automatic traffic recorder (ATR) counts were not 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 3 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 LOS C and LOS D operations. As can be seen from this Table, the existing volumes in the study area are much lower than the LOS C threshold, indicating 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 Level of Service for Arterial Roadway Segments based on the observed speeds.

CHA also analyzed the 2 signalized intersections in the vicinity of the proposed development site to estimate the existing capacity and performance of these intersections. Table 4 shows the existing Level of Service

and the Delay for the 2 signalized intersections. We would like to point out that these measures are an estimate since the underlying traffic volume data has been obtained from the NYSDOT Traffic Data viewer, rather than from performing Turning Movement Counts (TMC) at these intersections. Further detailed analysis with collected traffic data will be needed when the proposed development is being undertaken. But these results give an understanding of the current functioning of the intersections. The Col Eileen Collins Blvd 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 Blvd 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 and would most likely need some mitigation measures when the proposed development is operational. The off-ramps and on-ramps from Interstate I-81 needs to be analyzed for weaving operations because of additional truck traffic from the proposed development.

Table 3: Arterial Levels of Service

Raodway 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

TABLE 11-1. ARTERIAL LEVELS OF SERVICE

ARTERIAL CLASS	I	II	III
Range of Free Flow Speeds (mph)	45 to 35	35 to 30	35 to 25
Typical Free Flow Speed (mph)	40 mph	33 mph	27 mph
LEVEL OF SERVICE	AVERAGE TRAVEL SPEED (MPH)		
A	≥ 35	≥ 30	≥ 25
B	≥ 28	≥ 24	≥ 19
C	≥ 22	≥ 18	≥ 13
D	≥ 17	≥ 14	≥ 9
E	≥ 13	≥ 10	≥ 7
F	< 13	< 10	< 7

Source: Transportation Research Board, Highway Capacity Manual, Special Report 209 (Washington, D.C., 1994), pp. 11-4.

Table 4: Intersection Levels of Service						
Intersection	Total Estimated Intersection Volume (vph)		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

Traffic Safety

Crash history data was obtained from NYSDOT for the three-year period from March 1, 2020 to March 31, 2023 for the study area. The crash data showed a total of 80 crashes reported to have occurred within the study area over the three-year period. The findings showed that 9 crashes occurred at the 2 intersections within the study area, 6 at the South Bay and 3 at the Constellation Way intersections with Col Eileen Collins Blvd. The reason for these crashes was primarily "failure to yield right of way". The other crashes occurred primarily at the I-81 & NY936 ramps (41%) and at driveways & midblock locations on South Bay Rd and some at the Airport Garage exits. The crash study also indicated that there was 1 fatality and 1 non-fatal injury crashes which amounts 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 crashes were collision with roadside structures and animals. Appendix I-B depicts the crash severity at the intersections within the study area, as well as depicting the crash types at these intersections.

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

Sponsor's Proposed Action

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

It is anticipated that there would be an increase in traffic due to future development of the site. Although a specific plan or proposal has not been finalized at this time, a preliminary conceptual design plan has been developed showing that the site would support a mixed-use development comprising of hotels, restaurants, offices, light retail and gas station. 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 approximately 400,000 square foot development comprised of these general land use types could generate approximately over 10000

vehicle trips per day combined and 1200-1500 vehicle trips during peak hours. The potential enter/exit distribution of these trips are shown in Table 5.

Table 5: Proposed Mixed-use Development Trip Generation												
Land-use	Qty	Units	LUC	Average Weekday AM peak Trips (veh/hour)			Average Weekday PM peak Trips (veh/hour)			Average Weekend Trips (veh/hour)		
				Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Office	22950	SF	710	31	4	35	6	27	33	7	5	12
Bank Drive Through	5725	SF	912	33	24	57	60	60	120	77	74	151
Pharmacy Drive Through	15290	SF	881	30	27	57	78	78	157	66	68	134
Hotel	358	Rm.	310	92	72	165	108	103	211	144	113	258
Gas Station/ C-Store (Assumed 14 vehicle fueling positions based on ITE Trip Gen Rate)	7750	SF	945	221	221	442	188	188	377	204	213	417
Drive Through Convenience (Coffee)	2225	SF	937	97	94	191	43	43	87	98	98	196
Restaurant	23050	SF	932	121	99	221	127	81	209	132	126	258
Mixed Use 1st Fl Commercial 2nd Fl Office (Assumed 50:50 Strip Retail Plaza General Office Building)	43040	SF	822710	59	24	83	76	97	173	78	75	153
			Total =	685	566	1251	687	679	1366	805	772	1578

The traffic generated by any future development of the site will distribute through the transportation network based on the origin/destination patterns that would be associated with the characteristics of the development. This distribution will reduce the amount of site traffic on any 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, esp. employees working at the various business of the proposed development, would take the South Bay Rd to Col Eileen Collins Blvd route. The exact trip distribution and assignment exercise would need to be performed during the future traffic impact study. But it is safe to say that the traffic generated by a future development of the site is not anticipated to significantly change traffic patterns in the area.

As noted previously, the existing roadway network operates at very good levels of service. But the amount of traffic added to the system because of the future development of this site would be over 1000 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 of the additional 1000 new peak hour generated trips would access the proposed site via the Air Cargo Rd and Col Eileen Collins Blvd intersection. This is a STOP controlled intersection with good site geometrics and roadway conditions and as such signalization should be considered. Also, an additional access point to the proposed development site should 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 of aviation demand, enplanements are estimated to grow at 2% 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 Blvd 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 esp. during peak flight hours.

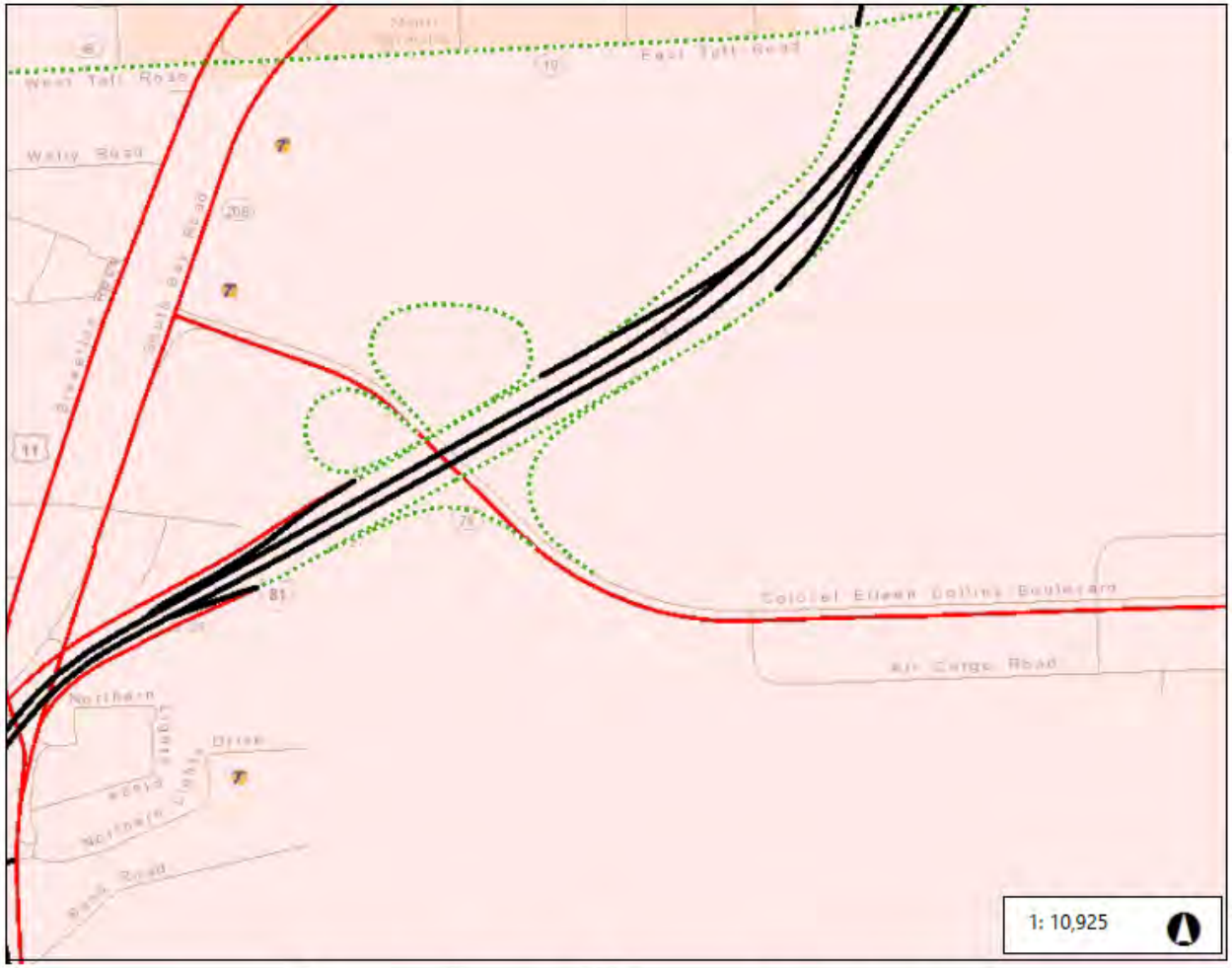
ATTACHMENT 1-A

Intersections in the Proposed Development Study Area

Intersection	Intersection Control	Approach	Direction	Movement Type	Lane Group								
					Left			Through			Right		
					# of Lanes	Width (ft)	Exclusive (Yes/No)	# of Lanes	Width	Shared (Yes/No)	# of Lanes	Width	Exclusive (Yes/No)
Col Eileen Collins Blvd & Constellation Way	Signalized	Eileen Collins	EB	Major	1	10	Yes	2	12	No	1	10	Yes
			WB	Major	1	10	Yes	2	12	No	1	10	Yes
		Constellation Way	NB	Minor	1	11	Yes	1	12	Yes	Shared w/ Thru Lane		
			SB	Minor	1	11	Yes	1	12	Yes	Shared w/ Thru Lane		
Col Eileen Collins Blvd & Air Cargo Rd	2-way STOP on NB-SB Approach & Median	Eileen Collins	EB	Major	1	11	Yes	2	12	No	Slip Lane		
			WB	Major	Shared w/Thru Lane			2	12	Yes	Shared w/Thru Lane		
		Air Cargo Rd	NB	Minor	NB Left and Through approach in the Median								
			SB	Minor	One (1) 22' wide Shared Thru-Right Lane. Left Turn approach in the Median								
Col Eileen Collins Blvd & South Bay Rd	Signalized	Eileen Collins	EB	Minor	One (1) 14' wide Shared Left-Thru-Right Driveway Lane								
			WB	Minor	1	12	Yes	No Through Lane			1	12	Yes
		South Bay Rd	NB	Major	No Left Turn			2	12	Yes	Slip Ramp/Lane		
			SB	Major	1	12	YES	2	12	No	Right Turn Upstream of Signal		

New York State Department of Transportation

Syracuse Airport Roadway Network



0.3 0 0.17 0.3 Miles

NAD_1983_UTM_Zone_18N

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

THIS MAP IS NOT TO BE USED FOR NAVIGATION

Legend

Functional Class

RURAL
- (01) Principal Arterial Interstate
- (02) Principal Arterial Expressway
- (04) Principal Arterial Other
- (06) Minor Arterial
- (07) Major Collector
- (08) Minor Collector

URBAN
- (11) Principal Arterial Interstate
- (12) Principal Arterial Expressway
- (14) Principal Arterial Other
- (16) Minor Arterial
- (17) Major Collector
- (18) Minor Collector

Urban Areas
- Interstate
- 900 Route
- US Highway
- State Highway
- County Touring
- County Highway

Notes

Please enter the notes

ATTACHMENT 1-B

Syracuse Airport Land Release ESA																	
Background Growth Rate Calculations																	
Station ID	Road Name	Begin	End	Municipality	AADT[1]												Simple Annual Growth Rate
					2022 (projected)	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011	2010	
331122	COL EILEEN COLN	AIRPORT BOUNDY	COLUMBIA LN	City of Syracuse	8657	0	8732	13238	0	0	0	0	0	0	6550	0	4.16%
333100	AIRPORT RD INTE	NY 936A NB	COL EILEEN COLLINS DR EB	Village of Salina	2820	0	0	0	2833	0	3225	0	0	0	0	2756	0.40%
333101	AIRPORT RD INTE	COL EILEEN COLLINS DR WB	NY 936A NB	Village of Salina	1900	0	0	0	1909	0	1828	0	0	0	0	1973	-0.46%
338054	SOUTH BAY RD	RT 936A	N SYRACUSE VL	Village of Clay	14367	0	0	0	14749	12546	0	0	0	13366	0	0	2.07%
333102	AIRPORT RD INTE	NY 936B SB	COL EILEEN COLLINS DR EB	Village of Salina	1944	0	0	0	1953	0	1718	0	0	0	0	1841	0.87%
333103	AIRPORT RD INTE	COL EILEEN COLLINS DR WB	NY 936B SB Ramp Ends	Village of Salina	2044	0	0	0	2054	0	2532	0	0	0	0	2296	-1.51%
336009	COL EILEEN COLN	S BAY RD	SYRACUSE AIRPORT	Village of Salina	6764	0	0	0	0	0	7069	0	0	0	0	6960	0.31%
Recommended Simple Annual Growth Rate Per Year =				0.84%													
				1%													

ATTACHMENT I-C

Location	Total Accidents	Rear End	Other	Overtaking	Unknown	Head On	Left Turn (Against Other Car)	Left Turn (With Other Car)	Right Turn (Against Other Car)	Right Turn (With Other Car)	Right Angle	Sideswipe
S Bay Rd	33	8	4	0	0	1	8	0	1	0	8	3
Col Eileen Collins Blvd	14	4	4	0	0	0	1	0	0	0	1	4
I-81 NB Exit 27	22	5	14	0	0	0	0	0	0	0	1	2
I-81 SB Exit 27	6	0	4	0	0	0	0	0	0	0	0	2
I-81 NB Exit 28	5	1	3	0	0	0	0	0	0	0	0	1

LEGEND:

REAR END
LEFT TURN (AGAINST OTHER CAR)
RIGHT ANGLE
HEAD ON
RIGHT TURN (AGAINST OTHER CAR)
SIDESWIPE
OTHER

GRID NORTH

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[INTERSECTION COLLISION TYPE
(Scale 1:600)

SYR EILEEN COLLINS BLVD EA

FIGURE
1

DATE: 11/23

Location	Total Accidents	Fatal	Injury Only	Property Damage Only	Property Damage & Injury	Non-Reportable
S Bay Rd	33	0	1	27	5	0
Col Eileen Collins Blvd	14	0	0	13	1	0
I-81 NB Exit 27	22	1	0	18	3	0
I-81 SB Exit 27	6	0	0	6	0	0
I-81 NB Exit 28	5	0	0	4	1	0

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]]NTERSECTION CRASH SEVERITY
(Scale 1:600)

SYR EILEEN COLLINS BLVD EA

FIGURE
2

DATE: 11/23

APPENDIX G

Draft EA Notice of Availability

SYRACUSE HANCOCK INTERNATIONAL AIRPORT
NOTICE OF AVAILABILITY AND REQUEST FOR COMMENTS
Draft Environmental Assessment
Colonel Eileen Collins Boulevard Land Consent

In accordance with the National Environmental Policy Act (NEPA), NOTICE IS HEREBY GIVEN that the Syracuse Regional Airport Authority is pursuing Federal Aviation Administration consent to non-aeronautical use of land located north of Colonel Eileen Collins Boulevard at the Syracuse Hancock International Airport (SYR). The Airport is pursuing potential private development of the non-aeronautical land. A Draft Environmental Assessment (EA) was prepared and is available for public review and comment. The Draft EA describes the proposed action, identifies project alternatives, and presents an evaluation of potential environmental impacts. The Draft EA can be viewed and downloaded from the SYR website at the following link: https://syrairport.org/sraa/public-and-legal-notices/. Copies of the Draft EA are also available for review at the Salina Free Library (100 Belmont Street, Mattydale, NY) and the Northern Onondaga Public Library North Syracuse Branch (100 Trolley Barn Lane, North Syracuse, NY). Public comments on the Draft EA may be submitted by mail to the address below or to the following email address: naira@syrairport.org. Comments must be received by close of business on May 15, 2024 to be considered in the Final EA.

Attn: Arjun Nair, C.M., ENV SP
Senior Airport Planner
Syracuse Regional Airport Authority
1000 Colonel Eileen Collins Blvd.
Syracuse, NY 13212

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State of New York, County of Onondaga ss. Pamela Gallagher, of the City of Syracuse, in said County, being duly sworn, doth depose and says: this person is the Principal Clerk in the office of THE POST-STANDARD, a public newspaper, published in the City of Syracuse, Onondaga County, New York and that the notice, is an accurate and true copy of the ad as printed in said newspaper, was printed and published in the regular edition and issue of said newspaper on the following days, viz.:

Post-Standard 04/14/2024, 04/21/2024

Pamela Gallagher
Principal Clerk
An Authorized Designee of the President, Timothy R. Kennedy
Subscribed and sworn to before me, this 25th day of April 2024

NOTARY PUBLIC

LOIS ROTCHFORD
NOTARY PUBLIC, STATE OF NEW YORK
Registration No. 01RO6395132
Qualified in Onondaga County
My Commission Expires 7/22/2027

FOR QUESTIONS CONCERNING THIS AFFIDAVIT,
PLEASE CONTACT PAMELA GALLAGHER AT
(315) 470-2051 OR Legals@Syracuse.com

Ad Number:0010853521-01

Date	Position	Description	P.O. Number	Ad Size
04/21/2024	Other Legals NY	SYRACUSE HANCOCK INTERNATIONAL AIRPORT NOTICE		1 x 54.00 CL

SYRACUSE HANCOCK INTERNATIONAL AIRPORT NOTICE OF AVAILABILITY AND REQUEST FOR COMMENTS Draft Environmental Assessment Colonel Eileen Collins Boulevard Land Consent In accordance with the National Environmental Policy Act (NEPA), NOTICE IS HEREBY GIVEN that the Syracuse Regional Airport Authority is pursuing Federal Aviation Administration consent to non-aeronautical use of land located north of Colonel Eileen Collins Boulevard at the Syracuse Hancock International Airport (SYR). The Airport is pursuing potential private development of the non-aeronautical land. A Draft Environmental Assessment (EA) was prepared and is available for public review and comment. The Draft EA describes the proposed action, identifies project alternatives, and presents an evaluation of potential environmental impacts. The Draft EA can be viewed and downloaded from the SYR website at the following link: https://syrairport.org/sraa/public-and-legal-notices/. Copies of the Draft EA are also available for review at the Salina Free Library (100 Belmont Street, Mattydale, NY) and the Northern Onondaga Public Library North Syracuse Branch (100 Trolley Barn Lane, North Syracuse, NY). Public comments on the Draft EA may be submitted by mail to the address below or to the following email address: naira@syrairport.org. Comments must be received by close of business on May 15, 2024 to be considered in the Final EA. Attn: Arjun Nair, C.M., ENV SP Senior Airport Planner Syracuse Regional Airport Authority 1000 Colonel Eileen Collins Blvd. Syracuse, NY 13212

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