Appendix A.

AIRPORT LAYOUT PLAN

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U. S. Department
of Transportation

**Federal Aviation
Administration**

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

August 26, 2015

Mr. Robert Hagemann
County Administrator
County of Jefferson
County Government Building
Watertown, New York 13601-2567

**Re: Watertown International Airport, Watertown, New York (ART)
Airport Layout Plan Approval
2014-AEA-1320-NRA
AIP # 3-36-0120-35-11**

Dear Mr. Hagemann:

We have reviewed the revised Airport Layout Plan (ALP) for Watertown International Airport submitted to this office and it appears that our comments/concerns have been satisfactorily addressed. Based on this fact, we have determined that the ALP is acceptable and we approve the Airport Layout Plan (ALP) for Watertown International Airport.

Approval of this Airport Layout Plan (ALP) by the FAA does not in any way constitute a commitment on the part of the United States to participate in any recommended development. Necessary justification shall be provided for those items of development for which Federal participation is requested. The FAA's participation in eligible project costs, of course, will be subject to availability of Airport Improvement Program (AIP) funding.

The approval indicated by my signature is given subject to the condition that every item of airport development identified on the Airport Layout Plan (ALP) may not be undertaken without appropriate environmental review and issuance of a formal written environmental finding by the Federal Aviation Administration.

An airspace case number 2014-AEA-1320-NRA for this ALP approval was coordinated with other FAA lines of business. The results will be forwarded under separate correspondence.

It should be noted that the Airport Layout Plan (ALP) may necessitate revisions when unanticipated development or changing conditions occur. Please note, that prior to undertaking any construction that would require an ALP revision, this office must be contacted for prior approval. Accordingly, the Airport Layout Plan (ALP) should be revised and include a note on the Revision Table on the Airport Layout Plan (ALP). The revised Airport Layout Plan (ALP) should then be forwarded to the FAA for review and approval as was done for this Airport Layout Plan (ALP). The exception to this process would be small changes that can be recorded as a "Pen & Ink" change on copies of the Airport Layout Plan (ALP) now in hand. Those exceptions would be authorized on a case-by-case basis.

Also, please note that the following statement is required to be placed on all Airport Layout Plans; it has been placed by the New York District Office on the Watertown International Airport Layout Plan (ALP) and is incorporated into this Airport Layout Plan (ALP) approval letter:

"FAA's approval of this Airport Layout Plan (ALP) represents acceptance of the general location of future facilities depicted. During the preliminary design phase, the airport Sponsor is required

to resubmit for approval the final locations, heights and exterior finishes of structures. FAA concern is obstructions, impact on electronic aids or adverse effect on controller view of aircraft approaches and ground movement areas which could adversely affect the safety, efficiency or utility of the airport."

Attached for your records are two (2) copies of the Airport Layout Plan (ALP) for Watertown International Airport as approved by the New York Airports District Office.

Please note that electronic copies of this approval letter and approved Airport Layout Plan (ALP) are being provided to the New York State Department of Transportation, Aviation Bureau.

Should you have any questions regarding this Airport Layout Plan (ALP) approval, please contact Mr. David Carlin of my staff at (718) 995-5762.

Sincerely,

Evelyn Martinez
Manager
New York Airports District Office

cc: Ed Buckley, NYS DOTw/updated ALP

AIRPORT DATA TABLE

AIRPORT DATA	EXISTING	PROPOSED
AIRPORT ELEVATION (MSL)	328'	331.50
ARP (NAD 83) LATTITUDE	N 43°59'30.76"	N 43°59'30.6"
LONGITUDE	W 76°01'14.35"	W 76°01'9.95"
MEAN MAXIMUM TEMPERATURE	80° F	80° F
AIRPORT/TERMINAL NAVAIDS	SEG CIRCLE, WINDCONE, REIL, PAPI, AWOS	SEG CIRCLE, WINDCONE, REIL, PAPI, AWOS
MAGNETIC VARIATION	10°13' W	10°13' W
DATE OF MAGNETIC VARIATION	FEB. 2011	FEB. 2011
NPIAS SERVICE LEVEL	GENERAL AVATION	COMMERCIAL
STATE SERVICE LEVEL	COMMERCIAL SERVICE	COMMERCIAL SERVICE
WIND COVERAGE CROSSWIND	13 KTS	16 KTS
VFR	96.96%	99.57%
IFR	98.03%	99.85%
ALL WEATHER	97%	99.58%
AIRPORT REFERENCE CODE	C-II	D-II
DESIGN AIRCRAFT	EMB 140	CRJ 200LR
TAXIWAY LIGHTING	MITL	MITL
TAXIWAY MARKING	CENTERLINE, HOLDLINES	CENTERLINE, HOLDLINES

FAA'S APPROVAL OF THIS AIRPORT LAYOUT PLAN (ALP) REPRESENTS ACCEPTANCE OF THE GENERAL LOCATION OF FUTURE FACILITIES DEPICTED. DURING THE PRELIMINARY DESIGN PHASE, THE AIRPORT OWNER IS REQUIRED TO RESUBMIT FOR APPROVAL THE FINAL LOCATIONS, HEIGHTS AND EXTERIOR FINISH OF STRUCTURES. FAA CONCERN IS OBSTRUCTIONS, IMPACT ON ELECTRONIC AIDS OR ADVERSE EFFECTS ON CONTROLLER VIEW OF AIRCRAFT APPROACH AND GROUND MOVEMENT AREAS WHICH COULD ADVERSELY AFFECT THE SAFETY, EFFICIENCY OR UTILITY OF THE AIRPORT.

RUNWAY SAFETY AREA DETERMINATION

RUNWAY END	STANDARD RSA LENGTH BEYOND RWY	ACTUAL RSA LENGTH	ACTUAL RSA VIOLATIONS TO RSA ALONG SIDE RWY	RSA DETERMINATION	DATE APPROVED
07	1000'	785'	NONE	DECLARED DISTANCE	
25	1000'	1000'	NONE	DECLARED DISTANCE	
10	1000'	1000'	GRADING	STANDARD	
28	1000'	1000'	GRADING	STANDARD	

DECLARED DISTANCES

RUNWAY END	TORA	TODA	ASDA	LDA
07	4999'	4999'	4599'	4599'
25	4999'	4999'	4999'	4999'
10	7000'	7000'	7000'	7000'
28	7000'	7000'	7000'	7000'

LEGEND

EXISTING	DESCRIPTION	PROPOSED
	RUNWAY CENTERLINE	
	RUNWAY SAFETY AREA (RSA)	
	RUNWAY OBJECT FREE AREA (ROFA)	
	RUNWAY PROTECTION ZONE (RPZ)	
	BUILDING RESTRICTION LINE (BRL)	
	AIRPORT REFERENCE POINT (ARP)	
	BUILDINGS	
	AIRPORT PROPERTY LINE	
	OTHER PROPERTY LINES	
	FENCE	
	PAVEMENT (ROADS)	
	TREE LINE	
750	GROUND CONTOURS	750
	WETLANDS	
	EASEMENT	

FACILITIES TABLE

EXISTING

#	FACILITY NAME
1	BUILDING
2	TERMINAL
3	HANGAR/ESB
4	MAINTENANCE HANGAR
5	VAULT
6	BEACON
7	MAINTENANCE
8	FUEL FARM
9	T-HANGAR
10	T-HANGAR
11	BUSINESS CENTER
12	FAA LOCALIZER BUILDING
13	AWOS/GLIDESLOPE

400' 0 200' 400' 800'
SCALE

MAGNETIC NORTH 10° 13' W (2011) — TRUE NORTH

RUNWAY PROTECTION ZONE
RUNWAY END 10
ELEV.=309.01
LAT: N43°59'32.15"
LONG: W76°01'50.35"
PROPOSED LOCALIZER
FUTURE APPROACH LIGHTING
OBSTRUCTION REMOVAL
RUNWAY SAFETY AREA IMPROVEMENTS, GRADING, ROCK EXCAVATION, DRAINAGE RELOCATION
RUNWAY PROTECTION ZONE
RUNWAY END 7
ELEV.=310.3
LAT: N43°59'16.23"
LONG: W76°01'47.79"
LAND ACQUSITION
MALSR
AWOS GLIDESLOPE
MUCKELLUNGE CREEK
FUTURE SRE BUILDING 75'X60'
FUTURE GA PARKING
(4) FUTURE 120'X120' HANGARS
FUTURE CUSTOMER PARKING
FUTURE FUEL FARM EXPANSION
FUTURE CELL LOT
SELF CONTAINED SANITARY TREATMENT PLANT
FUTURE COMMERCIAL DEVELOPMENT
FUTURE EMPLOYEE PARKING
FUTURE HANGAR
FUTURE CARGO HANGAR
BRL (25')
FUTURE APRON
EXISTING PAPI (TYP.)
EXISTING REIL (TYP.)
EXISTING ASPHALT RUNWAY 7-25 (4999' X 150') (53° TRUE)
A.R.P.
F.A.R.P. PROPOSED ASPHALT RUNWAY 10-28 (7000' X 150') (93° TRUE)
PROPOSED GLIDESCOPE
EXISTING WINDCONE (TYP.)
EXISTING RUNWAY DISTANCE REMAINING SIGNS EVERY 1000'(TYP.)
FUTURE (2) PRIVATE HANGARS DEVELOPMENT 60'X60'
BUSINESS CENTER
FUTURE RENTAL PARKING
FUTURE TERMINAL EXPANSION
FUTURE TAXIWAY B RELOCATION
(2) RELOCATED T-HANGARS
RUNWAY PROTECTION ZONE
ADDITIONAL T-HANGAR
LOCALIZER
APPLY DECLARED DISTANCES
FUTURE FUEL FARM EXISTING T-HANGARS TO BE RELOCATED
FUTURE APRON EXPANSION
FUTURE CONNECTOR TAXIWAY
VISIBILITY ZONE
UPGRADE RUNWAY LIGHTS TO HIRL
RUNWAY SAFETY AREA IMPROVEMENTS, GRADING, ROCK EXCAVATION, DRAINAGE RELOCATION
RUNWAY END 25
ELEV.=323.80
LAT: N43°59'45.62"
LONG: W76°00'52.86"
FUTURE ACCESS ROAD/FENCE
RUNWAY PROTECTION ZONE
PROPOSED LOCALIZER
RUNWAY END 28
ELEV.=328.00
LAT: N43°59'29.09"
LONG: W76°00'28.39"
RELOCATED PAPI
PROPOSED GLIDESCOPE
FUTURE 1000' RUNWAY 28 EXTENSION
PROPOSED RUNWAY END 28
ELEV.=331.5
LAT: N43°59'28.59"
LONG: W 76°00'14.73"
RELOCATED REIL
FUTURE APPROACH LIGHTING
OBSTRUCTION REMOVAL

APPROVAL SIGNATURES

SPONSOR		DATE 7/15/15
STATE	for G.M.	DATE 7/17/15
FAA		DATE 8/26/15

MODIFICATION TO DESIGN STANDARDS

NO.	STANDARD MODIFIED	FAA DESIGN STANDARD	EXISTING CONDITIONS	PROPOSED ACTION	DATE APPROVED

RUNWAY DATA TABLE

RUNWAY DATA	RUNWAY 10-28 EXISTING	RUNWAY 10-28 PROPOSED
EFFECTIVE GRADIENT (%)	0.315%	0.32%
MAXIMUM GRADE CHANGE	-18.9'	-22.4'
WIND COVERGE (%)	92.41% (13 KTS)	98.83% (16 KTS)
MAX. ELEVATION (MSL)	328'	331.50'
RUNWAY LENGTH	6,000'	7,000'
RUNWAY WIDTH	150'	150'
DISPLACED THRESHOLD	NONE	NONE
USABLE RUNWAY LENGTH	6,000'	7,000'
SURFACE TYPE	ASPHALT	ASPHALT
PAVEMENT STRENGTH	DT 90,000 #	DT 180,000 #
APPROACH SURFACE SLOPE	34:1	RWY 10: 50:1 RWY 28: 50:1
APPROACH MINIMUMS	1 MILE	RWY 10: 1/2 MILE RWY 28: 1/2 MILE
VISUAL APPROACH AIDS	PAPI, REILS (RWY 10), WINDCONE, SEG CIR	PAPI, REILS, WINDCONE, SEG CIR, MALSR
INSTRUMENT APPROACH AIDS	VOR/DME, AWOS	VOR/DME, AWOS, ILS
RUNWAY LIGHTING	MIRL	HIRL
RUNWAY MARKING	NP	P
AIRPORT REFERENCE CODE (ARC)	C-II	D-II
CRITICAL AIRCRAFT	EMB 140	CRJ 200LR
RUNWAY OBJECT FREE AREA: LENGTH	1000'	1000'
RUNWAY OBJECT FREE AREA: WIDTH	800'	800'
RUNWAY SAFETY AREA: LENGTH	1000'	1000'
RUNWAY SAFETY AREA: WIDTH	500'	500'
OBJECT FREE ZONE (OFZ)	400'	400'
PART 77 CATEGORY	NP	RWY 10: P RWY 28: P
RUNWAY END COORDINATES (NAD 83)	10 / 28	10 / 28
LATTITUDE	N43° 59' 32.15" / N43° 59' 29.09"	N43° 59' 32.15" / N43° 59' 28.59"
LONGITUDE	W76° 01' 50.35" / W76° 00' 28.39"	W76° 01' 50.35" / W76° 00' 14.73"
RUNWAY END ELEVATIONS (MSL)	309.01' / 328.00'	309.1' / 331.50'
DISPLACED THRESHOLD ELEVATION (MSL)	N/A / N/A	N/A / N/A
TDZ ELEVATION (MSL)	317.9' / 328.00'	317.9' / 331.50'
LINE OF SIGHT VIOLATIONS	NONE	NONE
RUNWAY CATEGORY	NON-UTILITY	NON-UTILITY

RUNWAY DATA TABLE

RUNWAY DATA	RUNWAY 07-25 EXISTING	RUNWAY 07-25 PROPOSED
EFFECTIVE GRADIENT (%)	0.27%	0.27%
MAXIMUM GRADE CHANGE	13.5'	13.5'
WIND COVERGE (%)	95.96% (13 KTS)	99.26% (16 KTS)
MAX. ELEVATION (MSL)	323.8'	323.8'
RUNWAY LENGTH	4,999'	4,999'
RUNWAY WIDTH	150'	150'
DISPLACED THRESHOLD	NONE	NONE
USABLE RUNWAY LENGTH	4,999'	4,999'
SURFACE TYPE	ASPHALT	ASPHALT
PAVEMENT STRENGTH	DT:90,000#	DT:180,000#
APPROACH SURFACE SLOPE	RWY 7: 50:1 RWY 25: 20:1	RWY 7: 50:1 RWY 25: 34:1
APPROACH MINIMUMS	RWY 7: 1/2 MILE	RWY 7: 1/2 MILE, RWY 25 > 1 MILE
VISUAL APPROACH AIDS	PAPI, WINDCONE, SEG CIR, MALSR	PAPI, WINDCONE, SEG CIR, MALSR
INSTRUMENT APPROACH AIDS	VOR/DME, AWOS, ILS	VOR/DME, AWOS, ILS
RUNWAY LIGHTING	HIRL	HIRL
RUNWAY MARKING	RWY 7: P, RWY 25: NP	RWY 7: P, RWY 25: NP
AIRPORT REFERENCE CODE (ARC)	C-II	D-II
CRITICAL AIRCRAFT	EMB 140	CRJ 200LR
RUNWAY OBJECT FREE AREA: LENGTH	1000'	1000'
RUNWAY OBJECT FREE AREA: WIDTH	800'	800'
RUNWAY SAFETY AREA: LENGTH	1000'	1000'
RUNWAY SAFETY AREA: WIDTH	500'	500'
OBJECT FREE ZONE (OFZ)	400'	400'
PART 77 CATEGORY	RWY 7: P RWY 25: NP	RWY 7: P RWY 25: NP
RUNWAY END COORDINATES (NAD 83)	07 / 25	07 / 25
LATTITUDE	N43°59'16.23" / N43°59'45.62"	N43°59'16.23" / N43°59'45.62"
LONGITUDE	W76°01'47.79" / W76°00'52.86"	W76°01'47.79" / W76°00'52.86"
RUNWAY END ELEVATIONS (MSL)	310.3' / 323.8'	310.3' / 323.8'
DISPLACED THRESHOLD ELEVATION (MSL)	N/A / N/A	N/A / N/A
TDZ ELEVATION (MSL)	318.7' / 323.8'	318.7' / 323.8'
LINE OF SIGHT VIOLATIONS	NONE	NONE
RUNWAY CATEGORY	NON-UTILITY	NON-UTILITY

SOURCE: WETLAND FROM DEC/STATE MAPPING
EXCEPT RUNWAY 28 AND TERMINAL AREA: FIELD NOTED

Passero Associates
Engineering • Architecture
www.passero.com

Stamp:

Client:
County of Jefferson
195 Arsenal Street
Watertown, NY, 13601

Passero Associates
242 W. Main Street, Suite 100, Rochester, New York 14614
(585) 325-1000 Fax: (585) 325-1691
Certificate of Authorization # 3428
Principal-in-Charge: Wayne F.Wegman, P.E.
Project Manager: Shawn R. Bray, P.E.
Designed by: L.M.C., J.J.E.

Revisions

No.	Date	By	Description
1	05/14	LC	EASEMENTS RWY 10, 28, 7, PROPERTY ACQ, DATA TABLE AIRCRAFT

UNAUTHORIZED ALTERATIONS OR ADDITIONS TO THIS DRAWING IS IN VIOLATION OF STATE EDUCATION LAW ARTICLE 145 SECTION 7209 AND ARTICLE 147 SECTION 7307. THESE PLANS ARE COPYRIGHT PROTECTED ©

Proposed Airport Layout Plan

Airport Layout Plan and Master Plan Update

Watertown (ART) International Airport

Town/City: Hounsfield
County: Jefferson State: New York

Project No.
20060401.0015

Drawing No. 3 | Sheet No. -

Date
January 2013

Z:\2006\20060401\20060401.0015\Drawing\Airport\20060401-15 03 proposed ALP with MALSR land.dwg, 7/14/2015 1:44:10 PM, wstan

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Appendix B.

2015 EA FONSI/ROD & 2020 WR/ROD

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Federal Aviation
Administration

New York Airports District Office
159-30 Rockaway Blvd
Jamaica, New York 11434
Telephone: 718-995-5770
Fax: 718-995-5790

August 25, 2015

Mr. Robert M. Hagemann
Jefferson County Administrator
195 Arsenal Street
Watertown, NY 13601

Re: Watertown International Airport (ART)
Environmental Assessment – Runway/Taxiway Extension &
Terminal Area Development
Environmental Determination

Dear Mr. Hagemann:

The Federal Aviation Administration (FAA) has recently approved the Environmental Assessment (EA) and made a Finding of No Significant Impact/Record of Decision (FONSI/ROD) for the *Runway/Taxiway Extension & Terminal Area Development* Projects at Watertown International Airport (ART). A copy of the signed FONSI/ROD and the EA signature page are enclosed.

This Federal environmental approval is a determination by the Approving Official that the requirements imposed by applicable environmental statutes and regulations have been satisfied by a FONSI/ROD.

In compliance with Council on Environmental Quality (CEQ) regulations 1501.4(e)(1) and 1506.6, we require that your office make the final EA with Signature Page and FONSI/ROD available to the affected public, and announce such availability through appropriate media in the area. The announcement shall indicate the availability of the document for examination and note the appropriate location of general public access where the document may be found (i.e., your office, local libraries, public buildings, etc.). We request that a copy of such announcement be sent to the NYADO when it is issued. Given your intent to implement this project in the very near future, this announcement should happen as soon as possible.

Finally, your attention is directed to the mitigating measures that were made a condition of approval of the FONSI/ROD. These measures must be taken by the airport sponsor in order to meet the terms of the FONSI/ROD. Please note that this correspondence represents the formal Federal Environmental Finding; additional coordination with the FAA may be necessary for this project with regard to an Airport Layout Plan Approval, Airspace Review, and any potential funding eligibility.

The process of making these environmental determinations is that of a partnership between yourself, as airport sponsor, and the other contributing parties, both public and private. We thank you for your effort and cooperation.

Please contact our office if you have any questions.

Sincerely,

Evelyn Martinez
Manager, New York Airports District Office

Enclosures (2)

cc: G. Sussey, ART
L. Cheung, Passero Associates
A. Brooks, FAA
D. Carlin, FAA
R. Levine, FAA
G. Butler, FAA
L. Kyker, FAA
T. Rooks, FAA
K. Thompson, FAA

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT
RECORD OF DECISION

Location
Watertown International Airport (ART)
Hounsfield, Jefferson County, New York

1. Introduction

This Finding of No Significant Impact/Record of Decision (FONSI/ROD) sets out the Federal Aviation Administration's (FAA) consideration of environmental and other factors for Airport Layout Plan (ALP) approval for the proposed Runway/Taxiway Extension and Terminal Area Development at Watertown International Airport (ART). The FAA arrived at the determinations and approvals presented in this FONSI/ROD by considering public comments and reviewing the environmental analysis in the *Runway/Taxiway Extension and Terminal Area Development* Final Environmental Assessment (FEA) dated July 2015. The FAA must comply with the National Environmental Policy Act of 1969 (NEPA) before being able to take the federal actions necessary to allow the proposals described in the FEA (the Proposed Action) to be accomplished at ART. In accordance with Title 40, Code of Federal Regulation (C.F.R.) § 1501.3 of the President's Council on Environmental Quality Regulations (CEQ), the implementing federal regulations for NEPA, the FAA supervised preparation of the aforementioned FEA. The FEA was prepared in accordance with the requirements of NEPA as discussed in FAA Orders 5050.4B, *Airport Environmental Handbook*, 1050.1E, *Environmental Impacts: Policies and Procedures,* and the *Desk Reference for Airports Actions*. The FEA is included herein by reference.

2. Background (Refer to Chapter 1 of the FEA)

ART is a public use facility, owned and operated by Jefferson County. ART was originally constructed with two 5,000 foot bi-directional, intersecting runways, designated as Runway 7-25 and Runway 10-28. The airport today continues to maintain two intersecting runways with different dimensions. Runway 10-28, the primary runway, has overall dimensions of 6,000 feet by 150 feet, with a parallel taxiway on the north side of the runway, while Runway 7-25 has overall dimensions of 4,999 feet by 150 feet, with a full-length paved parallel taxiway on the northwest side of the runway. Runway 7-25 is equipped with an instrument landing system (ILS) and a medium intensity approach lighting system (MALSR) to Runway 7; as well as a Global Positioning System (GPS) based and Very High Frequency Omnidirectional Radio Range (VOR) based non-precision approaches to Runway 7. Runway 25 is a visual runway. Both Runway 10 and 28 have GPS-based non-precision instrument approaches.

American Eagle began operations under an Essential Air Service (EAS) contract at ART in November 2011 using a 44-seat Embraer Regional Jet (ERJ140) aircraft. American Eagle provided two non-stop, round-trip flights per day, Monday through Friday, and one round-trip flight on Saturday and Sunday between ART and Chicago O'Hare International Airport (ORD). In November 2013, American Airlines (American) reached an agreement with the United States Department of Transportation (US DOT) to continue service between ART and ORD under an EAS contract, Docket DOT-OST-2013-0188, providing service through January 31, 2016 using

the ERJ140, 44-seat regional jet, and introducing an additional departure on Sunday evenings that was not part of the EAS contract, for a total of 13 non-stop round trips per week to ORD. In January 2014, after the merger between American Airlines, and US Airways, route structure changes were proposed. On May 8, 2014 Air Wisconsin took over operation of the EAS contract for the newly merged companies, providing 14 flights per week, using a Bombardier Canadair Regional Jet (CRJ200). However, when snow and ice contamination of the runway may occur at ART, the fleet would shift to a smaller 37-seat Bombardier Dash 8-100 given the limited runway length and operational limitations for landing the CRJ200 under these conditions.

3. **Proposed Action Description** (Refer to Chapter 1, and 2, of the FEA)

The Proposed Action includes the following components:

- Construct 1,000 foot extension to Runway 28 and Parallel Taxiway "A" Extension with associated markings, edge lighting and drainage improvements.
- Construct Taxiway "A" connector (400' x 50'), approximately 2,800 feet from the existing Runway 28 end (or 3,800 feet from the proposed runway end), prior to the intersection of Runway 10-28 and Runway 7-25.
- Upgrade Airport from C-II to D-II standards.
- Upgrade Runway 10-28 runway lights to high intensity runway lights (HIRL).
- Relocate Runway 28 Precision Approach Path Indicators (PAPI) and Runway End Identifier Lights (REIL) 1,000 feet to the east on previously disturbed airport property. The PAPI will be located on left side of Runway 28, approximately 909 feet from the proposed runway end; while the REILs will be located off new Runway 28 end.
- Install an ILS and MALSR Approach Lighting System (2,400' in length) to Runway 28.
- Remove tree obstructions:
  - Clearing and Grubbing: approximately 0.4 acres of trees at the Runway 10 end Object Free Area (OFA); and 1.8 acres of trees at the Runway 28 end OFA
  - Obstruction Removal: approximately 28.4 acres within the Runway 10 approach Runway Protection Zones (RPZ); and 28.6 acres to the Runway 28 approach RPZ.
- Fee acquisition of approximately 0.4 acres to the Runway 10 end OFA, and 8.0 acres to the Runway 28 end OFA, and relocation of the perimeter access road. Easement acquisition of approximately 49.8 acres for the Runway 10 RPZ and 62.7 acres for the Runway 28 RPZ.
- Remove 1,000 linear feet (LF) of existing 8' fence, and install 1,800 LF of new 8' fence, with 3 rows of barbed wire, around proposed Runway 28 end.
- Construct perimeter access road around Runway 28 extension (2,500 LF x 15 LF).
- Expand terminal building approximately 20,000 square feet, and install a self-contained (packaged) sanitary treatment plant on airport property in the northwest corner along Route 12F.
- Expand paved parking for approximately 300 vehicle parking spaces (passengers, car rental and employee), from the existing 155 vehicle parking spaces.
- Construct airport access road (3,000 LF x 24 LF) from Route 12F.
- Expand general aviation apron 358,000 square feet (SF).
- Construct 75' x 60' snow removal equipment (SRE) building.

- Construct two 60' x 60' conventional hangars.
- Construct 10-bay T-hangar with taxilane.
- Install an above-ground 100 low-lead (LL) fuel tank.
- Improve Runway 10-28 Runway Safety Area (RSA) including grading 409,000 SF and upgrading drainage.
- Redesign and publish new approach procedures to the Runway 28 end (less than 3/4-mile visibility minimum).

4. Necessary Federal Actions

The FAA's actions, relative to the Proposed Action, include making a determination of compliance with CEQ regulations (40 C.F.R. Parts 1500-1508), and other applicable federal statutes, rules, regulations and approvals. The FAA findings within which these determinations are made are found in Section 10, "Federal Agency Findings" of this FONSI/ROD. The FAA must also take the following federal actions:

1. Unconditional approval of the updated ALP to depict the Proposed Action pursuant to § 47107(a)(16);

2. Determinations and approvals of the effects of this Proposed Action upon the safe and efficient utilization of navigable airspace pursuant to 49 U.S.C. § 40103(b), 49 U.S.C. § 44718, and 14 C.F.R. Parts 77 and 157;

3. Approval for relocation, installation, and/or upgrade of various navigational aids;

4. Designation of controlled airspace and revised routing, including navigational aids and flight procedures (14 C.F.R. Part 71);

5. Maintaining continued close coordination with Jefferson County, and appropriate FAA program offices, as required, for safety during construction;

6. Determination under 49 U.S.C. § 47107 relating to the eligibility of the Proposed Action for federal funding under the Airport Improvement Program (AIP), and/or approval of an application to use Passenger Facility Charges (PFCs) under 49 U.S.C. § 40117 (this FONSI/ROD does not determine eligibility or availability of potential funds);

7. Determination that Proposed Action conforms to FAA design criteria, federal regulations, and grant agreements (14 C.F.R. Parts 77, 150, 152);

8. Determination under 49 U.S.C. §§ 40101(d)(1) and 47105(b)(3) as to whether the Proposed Action maintains and enhances safety and security, and meets applicable design and engineering standards set forth in FAA Advisory Circulars;

9. Determination under 49 U.S.C. § 44502(b) that the Proposed Action is reasonably necessary for use in air commerce or in the interests of national defense; and

10. Approval of appropriate amendments to the ART Airport Certification Manual (ACM), as required, pursuant to 49 U.S.C. § 44706.

Purpose and Need (Refer to Chapter 1 of the FEA)

The purpose of the Proposed Action is to provide additional runway length and support facilities to accommodate the existing needs of the fleet mix operating at ART. Air Wisconsin, currently the commercial air carrier flying the existing Essential Air Service route between Watertown and Philadelphia, operates the CRJ200. This is the critical aircraft for ART. The Proposed Action includes: extending Runway 10-28 and parallel taxiway, including associated marking and lighting improvements; changing flight procedures associated with the changed threshold location for Runway 28, and expanding the terminal building to accommodate the scheduled air carrier needs. The Proposed Action also includes improvements to the general aviation development area to support business jet and private pilot aircraft users.

The extended runway will more safely accommodate the operations of the critical aircraft under all weather conditions, without the operator having to incur weight penalties, or change fleet when snow and ice contamination occurs. The Proposed Action will also provide the necessary terminal facilities to accommodate passenger loads and fulfill security requirements. Additionally, the improvements to the general aviation area will provide additional space to better serve the transient business aircraft that operate into and out of ART.

5. **Alternatives** (Refer to Chapter 2 of the FEA)

A total of three alternatives, plus the No Build Alternative were considered in the FEA for the Runway 10-28 extension. A brief description of the No Build and the other three alternatives is as follows:

The No Build alternative is provided as a baseline to compare the potential environmental impacts from the Proposed Action. It assumes there will be no runway extension, nor changes to the existing NAVAIDs; terminal/automobile parking expansion, or improvements to the general aviation area. The existing non-precision instrument approaches would not be improved. This alternative does not meet future facility needs. Runway 7-25 will remain at 4,999 feet long, and Runway 10-28 will remain at 6,000 feet long. No additional landside development will occur and the existing demands will not be met.

The first alternative considered is a 1,000' extension to the Runway 10 end. This alternative would require property acquisition to accommodate the taxiway extension. This alternative was not progressed because resource field analysis was incomplete due to inability to access the property that would have to be acquired. Specifically, the current property owner denied requests to access the property. However, analysis of the property that would be involved with this alternative, and that was accessible, indicates wetlands might be present in the area; substantial fill would be required for construction; archeological resources are present; and the lands would require rezoning.

The second alternative considered is a 1,000' extension to the Runway 28 end. The construction for this alternative would occur entirely on airport property; however, land and easement acquisition would be required for the changes to the OFA and RPZ. This alternative would provide the runway length needed to safely accommodate the commercial airline operator under all weather conditions, and also provide the necessary terminal facilities to address passenger loads and security requirements. This will also provide the general aviation area additional space to better serve the transient business aircraft.

The third alternative considered is a split runway extension of 250' to the Runway 10 end and 750' to the Runway 28 end. This alternative was developed to accommodate the runway length on airport property while minimizing land acquisition. This alternative was dismissed from evaluation due to similar environmental issues with the extension to the Runway 10 end. Additionally, the construction of this alternative would significantly impact operations to Runway 10-28.

Based on the screening analysis, two alternatives were carried forward for detailed evaluation - the No Build alternative, and the 1,000 foot extension to the Runway 28 end.

7.0 Environmental Consequences (Refer to Chapter 4 of the FEA)

This section of the FONSI/ROD summarizes the environmental consequences of the No Build Alternative and the 1000' foot extension to the Runway 28 end. Where an alternative would result in an environmental impact, FAA determined whether that impact would be significant based upon FAA impact thresholds and guidelines in FAA Order 1050.1E Appendix A, FAA Order 5050.4B, and the Desk Reference for Airport Actions.

The following impact analysis provides highlights of the more thorough analysis presented in the FEA. It is the FAA's finding that the Proposed Action will not have any significant environmental impacts.

7.1 Air Quality (Refer to Chapter 4.1 of the FEA)

ART is located in Jefferson County, New York, and based on Environmental Protection Agency (EPA) standards set in 2007, does not meet the 8-hour standards for healthful levels of ozone, and the USEPA has designated Jefferson County as a moderate non-attainment area for ozone (O_3). Jefferson County is considered to be in attainment (compliant) with all other federally regulated air pollutants. As such, the General Conformity Rule applies and a General Conformity evaluation is required for the Proposed Action.

The Proposed Action includes an analysis in changes to direct aircraft emissions associated with the change in the fleet mix operating at ART. Currently, the EAS Carrier at ART operates both the CRJ200 and Bombardier Dash-8 depending on the time of year and weather conditions. The Proposed Action would accommodate service of the CRJ200 in all weather conditions all year long. Ground support equipment, auxiliary power units; construction emissions, additional parking facilities, roadways and stationary sources were also evaluated. The FAA Emissions and Dispersion Modeling System was used to analyze the projected increase to pollutants associated with the Proposed Action. O_3 cannot be directly modeled; therefore, volatile organic compounds (VOCs) and nitrogen oxides (NO_x) are modeled since they are precursors that ultimately contribute to O_3 pollution. The results of the emissions inventory demonstrate the net increase attributable to the Proposed Action for the forecasted increased operations, additional vehicles and additional terminal space is 0.489 tons per year (tpy) of VOCs and 2.932 tpy of NO_x. These increases are below the applicable *de minimus* thresholds of 50 tpy and 100 tpy respectively. Therefore, a Conformity Determination is not necessary and the requirements of the General Conformity Rule are met. The analysis demonstrates that the Proposed Action does not have the potential to cause significant adverse air quality impacts.

7.2 Coastal Resources (Refer to Chapter 4.2 of the FEA)

According to the department of State Office of Planning and Development New York State (NYS) Coastal Boundary website, the Proposed Action lies 6,600 feet east of the limits of the

landward coastal boundary. The Proposed Action also lies outside the Dexter Marsh Wildlife Management Area (WMA), which is approximately two miles west of the airport, and Black River protection areas, which is approximately one mile northwest of the project area. The proposed project does not have a direct impact on the Dexter Marsh WMA. ART is located outside the Coastal Management Zone, and there are no coastal barriers near the airport; therefore, there will be no impact from the Proposed Action.

7.3 **Compatible Land Use** (Refer to Chapter 4.3 of the FEA)

The noise analysis described in Section 4.13 - Noise, of the FEA, includes the change in noise levels due to the increase in operations as well as the changes in noise contours resulting from the Proposed Action. The analysis concludes no significant adverse impacts from noise would result from the No Build or Proposed Action. The study also analyzed the noise levels at sensitive land use sites around the airport, and found none of the noise-sensitive sites would exceed noise exposures of 65 decibels (dB) Day-Night Average Sound Exposure Level (DNL). Therefore, none of these sites would be considered incompatible with airport operations. The 65 dB DNL contour remains on-airport property, with the exception of a small area (less than approximately 0.1acre) north of the terminal area. This is the same area as shown in the No Build alternative and is currently undeveloped; therefore, the noise is compatible with existing land use.

Construction associated with physical runway and taxiway extension, including lighting and relocation of NAVAIDs (PAPI and REILs), and general aviation and terminal development of the Proposed Action would occur entirely on airport property that is properly zoned industrial. However, the new object free area associated with the runway extension, construction of a perimeter road, and installation of approach lighting system and service road, would extend onto Agricultural-Residential zoned land. The Proposed Action may require a modification to zoning, or a special use permit from the Town of Hounsfield for the construction of the approach lighting and service road. The affected lands are currently undeveloped.

Based on the analysis, the Proposed Action would not result in adverse land use impacts from noise, however the Proposed Action would likely require a rezoning or special use permit for lands currently zoned Agricultural and Residential to accommodate the runway object free area, construction of a perimeter road, installation of the ILS components and the approach lighting system. This rezoning will not significantly alter the use of the undeveloped lands from its existing state and thus is not likely to cause adverse impacts.

Land Acquisition Status

In 2009, an EA was completed for ART for a 1,000 foot runway extension on Runway 10-28. This project resulted in the current runway length of 6,000'. At the time, ART identified property requiring acquisition within the safety surfaces for the extension. In 2013, Jefferson County initiated the eminent domain proceedings to acquire lands off Runway 10-28. The lands include property that was identified and analyzed in the 2009 FEA as needed for RPZ protection. The land consists of both fee and easement acquisitions.

For the Proposed Action, additional land, over and above that which was previously identified in the 2009 FEA, is needed. The proposed installation of the MALSR on the Runway 28 end will reduce the visibility minimums, and therefore, increase the size of the RPZ for Runway 28. The land off Runway 28 is needed for the County to meet the RSA, RPZ, and OFA design standards. The lands off Runway 7 and 10 are needed to meet the OFA design standards and to secure the

RPZ. At its own risk, Jefferson County took actions to incorporate the land required for the Proposed Action, as part of the eminent domain proceedings process for the lands identified in the 2009 FEA. The risk assumed by Jefferson County was that if the FAA did not approve the Proposed Action that is the subject of the current FEA, Jefferson County would not be able to seek federal funding for reimbursement of the costs associated with the acquisition of land other than beyond those parcels identified in the 2009 FEA.

In total, Jefferson County obtained title and easement rights to the following parcels in March 2015:

- Fee acquisition of approximately 8.4 acres for the Runway 10 and 28 RSA and OFA, and Runway 28 access road relocation.
- Easement of approximately 118.4 acres for the RPZs for Runway 7, 10 and 28:
    - 26.7 acres for the RPZs for Runway 7, 10 and 28 from the 2009 FEA; and,
    - 91.7 acres for the RPZs for Runway 10 and 28 in this FEA.

Land acquisition for the purpose of FAA assisted airport development must be accomplished in accordance with Title 49 C.F.R. Part 24, which implements the *Uniform Relocation Assistance and Real Property Acquisition Policies Act* (Uniform Act). The Uniform Act standardizes real property acquisition policies and requires the uniform and equitable treatment of persons relocated due to a Federally-assisted project. There are no structures located within the lands that are proposed to be acquired in fee and easement acquisition; therefore, no residences will need to be relocated. Currently, Jefferson County is continuing eminent domain proceedings to establish "just compensation" valuations for the affected landowners.

7.4 **Construction Impacts** (Refer to Chapter 4.4 of the FEA)

Specific operations during construction that could create adverse environmental impacts include equipment noise, dust, and air and water pollution from erosion. A typical construction season at ART is June 1st through October 31st. The season is short due to the harsh winter conditions the area experiences each year. It is anticipated the construction for the proposed projects would be as follows:

- The runway/taxiway extension and associated markings, lighting, along with the relocation of Runway 28 PAPI and REILs would occur over a period of six to nine months.
- Construction of the terminal building and parking lot improvements likely will occur after the runway/taxiway extension has been completed and is likely to take twelve to fifteen months.
- Construction of the ILS/MALSR is proposed to occur after the runway extension has been completed and likely occur over a nine to twelve month period.
- General aviation development would occur on an as-needed basis and likely would occur during a single construction season.

The total time for construction for the proposed projects is estimated to be approximately 3 years. The general aviation development is projected to occur within that 3-year time frame, as needed.

Potential construction impacts are usually limited to a short-term duration, using diesel-powered equipment, and occurring during normal daytime working hours. The normal construction operations associated with the Proposed Action are consistent with historic projects, with no significant impacts.

A Storm Water Pollution Prevention Program (SWPPP) will be prepared and kept on file with the airport and the New York State Department of Environmental Conservation (NYSDEC) during the construction phases. No long term impacts are anticipated to result from the construction of the Proposed Action.

Impacts to air during construction are generally attributed to construction equipment emissions. These emissions will be limited to small amounts for a short duration of time, and the contractor will be required to control dust in the work area. The air quality analysis for the proposed project included construction emissions. Together with anticipated emissions from changes to the fleet mix operating at ART, emissions attributable to the Proposed Action have been shown to not exceed *de minimis* levels. A tree inventory will be considered for areas of obstruction removal to determine if an offset is required for loss of carbon sink. Local traffic patterns will not be adversely affected by construction. Construction vehicles will traverse State Route 12F to bring material to the airport; most construction will occur on airport property.

The use of Best Management Practices by the contractor will ensure that there will be no increase in impacts to air or water quality, and any such impacts will be controlled and limited by compliance with the mitigation measures set forth in this FONSI/ROD under the heading "Conditions of Approval/Mitigation Measures,", including the FAA's Advisory Circular 150/5370-10G - *Standards for Specifying Construction of Airports*, Item P-156, Temporary Air and Water Pollution, Soil Erosion, and Siltation Control; Advisory Circular 150/530-2F - *Operational Safety on Airports During* Construction; and Advisory Circular 150/5320-5D - *Airport Drainage Design*.

7.5 Department of Transportation Act: Section 4(f) (Refer to Chapter 4.5 of the FEA)

The Proposed Action being considered in the FEA includes construction on airport property and land acquisition within the runway protection zones. These lands do not meet the criteria of Section 4(f) as they are privately held, undeveloped lands, and not publicly owned park, recreation area, refuge, or historic sites. Therefore there is no physical taking of Section 4(f) lands.

In accordance with FAA Order 1050.1E and FAA Order 5050.4B, constructive use is evaluated by determining if the impacts will substantially impair a Section 4(f) resource. If there will be no substantial impairment to the 4(f) resource, the action will not constitute a constructive use and will not invoke Section 4(f) of the DOT Act. Substantial impairment occurs only when the features of the resource that contribute to its significance or enjoyment are substantially diminished. A single Section 4(f) resource is located within the Study Area, the Dexter Marsh WMA. The Dexter Marsh WMA is located two miles west of the airport, and provides hiking trails, bird watching facilities, hunting areas, fishing and camping. Based on the FAA's Land Use Compatibility Guidelines (see Appendix E), the recreational uses at Dexter Marsh WMA are compatible with noise levels up to 70 DNL.

In order to determine if changes in noise levels resulting from the Proposed Action would result in a substantial impairment to Section 4(f) resources, a point noise analysis was completed as

part of the noise analysis. Under the No Build alternative the DNL at Dexter Marsh WMA would be 55.8 dB. The Proposed Action would reduce the noise level to 55.6 dB. Based on this review, there will be no taking of Section 4(f) lands, and there will be no constructive use of Section 4(f) lands.

7.6 **Farmland** (Refer to Chapter 4.6 of the FEA)

The Farmland Protection Policy Act (FPPA) of 1984 (7 USC Sections 4201-4209, as amended) provides statutory framework for considering important farmlands in Federal decisions. FPPA regulates actions with the potential to convert existing important farmlands to nonagricultural uses. The identification of both active farmland and areas of prime, unique and locally important agricultural soil types adjacent to the airport properly allow for an assessment of farmland impacts, as identified by 7 CFR Part 657 and 658.

Active farmlands around the airport are located in Jefferson County Agricultural District #3. This district does not include the airport property, or the lands immediately around the airport property, thus there would be no impact from the Proposed Action on any farmlands within the Agricultural District. On airport development for the terminal area will occur on udorthents soils, which are formed in cut and fill areas previously disturbed by human activities. Based on this review, the Proposed Action would not have an adverse impact on farmlands.

7.7 **Fish, Wildlife, and Plants** (Refer to Chapter 4.7 of the FEA)

Construction of a runway and taxiway extension on Runway 28, as well as the relocation of the PAPI and REILs for Runway 28 would be on airport lands that have been previously cleared and graded under previous projects and currently grass. Relocation of the perimeter road, fence, and installation of an approach lighting system would occur on undisturbed lands. Most landside development would occur on open, undeveloped land. An ecological evaluation of rare, threatened, and endangered species for the Proposed Action was conducted, and can be found in Appendix H of the FEA.

Correspondence with the US Fish and Wildlife Service (USFWS), and the NYSDEC, Division of Fish, Wildlife and Marine Resources indicates potential endangered plant and animal species near the airport (see Appendix D of the FEA). The USFWS identified three potential endangered species: the bald eagle, which has been delisted; the Indiana Bat, and the Piping Plover. The Indiana Bat hibernates in caves during the winter months and spends summers in wooded areas (usually associated with rivers and lakes), under exfoliating bark and in crevices of trees, while the Piping Plover's habitat is sandy areas. NYSDEC indicated there are possible rare animal species and rare plant species near the airport: Henslow's Sparrow (bird), Short-eared owl (bird), Back's Sedge (plant) and Troublesome Sedge (plant).

On November 20 and 26, 2012, and again on June 20, 2013, field investigations were conducted for those areas where the proposed Runway 28 approach lighting system, relocated perimeter security road, and fence line would be located. As a result of these field investigations (see Appendix H of the FEA), it has been established that there is an absence of suitable habitat for endangered or threatened species in the approach lighting system project area.

Similar field investigations were conducted on September 27, 2011 for the terminal area development area. The investigation did not locate any specimens. The area for the runway extension, including the relocation areas of the PAPI and REILs was completed as part of the 2009 FEA, and no endangered or threatened species habitat were found to exist.

Coordination was effected with, and an email response was received from the USFWS on November 21, 2012 (see Appendix D of the FEA). The response noted that USFWS had no new information on listed species for the site but that discussions should be included in the document regarding the Indiana Bat. Details are included in Section 4.7, Fish, Wildlife, and Plants, of the FEA.

The NYSDEC response on December 6, 2012, referenced a 2009 decision that no additional survey for endangered/threatened avian species for an extension to the east is warranted. The December 2012 letter can be found in Appendix D of the FEA, while the 2009 decision letter can be found in Appendix H of the FEA. Construction of an extension to Runway 28 and the terminal area development will not have an impact on rare, endangered and threatened species.

7.8 Hazardous Materials, Pollution Prevention & Solid Waste (Refer to Chapter 4.9 of the FEA)

Hazardous materials consist of waste and substances, as defined in 40 CFR Part 261 and Part 302 respectively. Land acquisition included an environmental due diligence audit of each property, in accordance with FAA Order 1050.19B. There are no hazardous waste sites listed in the area of ART. A review of the EPA National Priorities List website indicated there are several sites in the City of Watertown, but none in the Town of Hounsfield. A review of the NYSDEC website for spill incidents records from 2000-2012 indicated all spill records have been satisfactorily closed. There are no solid waste sites within 10,000 feet of the airport.

Solid waste generated from the terminal building expansion would be trucked to Development Authority of North Country Landfill, approximately 11 miles southeast of the Airport.

A new fuel facility, which will be located approximately 500 feet northwest of Runway 25, on the north side of the existing T-hangars, will be constructed to meet NYSDEC petroleum bulk storage secondary containment regulations. Construction documents will consider recycling or construction or deconstruction materials, when applicable. Based on this review, there is no adverse impact to hazardous waste/toxic substances from the Proposed Action.

7.9 Historic, Architectural, Archaeological, & Cultural Resources (Refer to Chapter 4.10 of the FEA)

The State Historic Preservation Office (SHPO) website indicates an archeological sensitive area near ART. Cultural Resource studies have been conducted for the airport for Runway 28 and the general aviation expansion areas. Additional study was completed by the Rochester Museum and Science Center in 2011 for the landside elements. This Phase 1A report concluded that Phase 1B archaeological work be completed for all undisturbed areas. Subsequently, portions of the general aviation area were evaluated in 2012, resulting in no artifacts found. Similarly in November 2012, Archaeological Consulting Experts conducted a Phase 1B for the remaining general aviation development area and Runway 28 approach lighting system, also resulting in no artifacts found. Submittal of these reports to SHPO has resulted in correspondence dated March 4, 2013 that states "*No Effect*" to historic, architectural, archaeological and cultural resources from the Proposed Action.

The Onondaga Nation and the Oneida Indian Nation were contacted by the FAA on November 15, 2012 (see Appendix D of the FEA). No return correspondence was received from either Nation. Neither of these Nations have land holdings in the study area; therefore, the Native American Graves Protection and Repatriation Act is not applicable to the Proposed Action.

A previously identified historic site on the National Register of Historic Places (NRHP) is the Conklin Farm, which is located on Evans Road, approximately one mile southeast of the airport. The Conklin Farm will not be impacted by the Proposed Action, as it is outside the project area. Since there is no impact to the NRHP, and no resources were found during site investigations, there will be no impacts to Historic, Architectural, Archaeological, and Cultural Resources as a result of the Proposed Action.

7.10 Light Emissions and Visual Impacts (Refer to Chapter 4.11 of the FEA)

Light Emissions: The Proposed Action includes additional runway and taxiway edge lights, relocation of the Runway 28 PAPI and REILs, and the installation of a MALSR. The runway and taxiway edge lighting is new, while the PAPI and REIL replace existing lights. The runway lighting will be upgraded to HIRL's in preparation for the future precision approach. There are a few residences offset from the extended Runway 28 centerline which would be in line with the flight path associated with the MALSR. The closest residence is approximately one mile from the proposed Runway 28 end. In between the runway end and the residence are some trees that would remain and continue to act as a natural visual screen. Additionally, the MALSR lights are angled into the approach segment and will be tied into the pilot controlled lighting system limiting the illumination duration. It is unlikely the low wattage runway and taxiway edge lights would impact areas around the airport.

The landside development will increase the ambient light around the north part of the airport. Some of these lights will be virtually unnoticeable as the surrounding area is already lit. The additional parking lot lights will be sufficient foot candles to amply light the parking facility, but not so much as to be intrusive to the neighbors to the north of the airport.

Visual Impacts: The visual setting of the airport is scattered development along Route 12F to the north, with limited development to the east, west and south of the airport. The topography of the airport setting and adjacent areas is relatively flat. There are also significant trees and vegetation buffering the runway extension improvements from nearby public view sheds. Some trees will be removed to ensure clear approaches, but the majority of trees will remain to act as a natural barrier. Proposed buildings and parking lots will be consistent with existing infrastructure and not alter the visual setting by incorporating landscaping improvements. The project will not significantly impact the existing visual setting.

The existing Runway 28 end is not visible from any of the surrounding roadways as there are extensive trees that provide coverage from Route 12F to the north and along Evans Road to the east. The sightlines resulting from the extension on Runway 28 will not be affected as the majority of the trees and vegetation buffering sightlines between typical public view locations and the runway extension will remain as a natural barrier. Sightlines from nearby roads and structures will therefore remain relatively unchanged.

The proposed improvements meet current FAA design standards and are typical for airports of this size and function. Future building improvements will be architecturally consistent with existing structures and lie within the same general area of other existing structures. The Proposed Action will not result in significant light emissions and visual impacts.

7.11 Natural Resources & Energy Supply (Refer to Chapter 4.12 of the FEA)

The commercial service aircraft, as well as the business jet aircraft, burn Jet-A fuel. The installation of the 100LL fuel tank will be a self-contained facility, inclusive of secondary

containment for the use of existing general aviation users of the airport. A slab foundation would be in place for the tank to sit on. Proper permitting from the NYSDEC will be obtained for bulk petroleum storage. This unit will be self-service; so impacts would consist of expanding telephone and electrical power to the unit. Both sources are already on airport property.

The terminal building expansion would result in a slight increase in natural resources for construction of the terminal building and parking lot, and a long term increase in energy consumption to meet the additional electrical load. National Grid is the provider of electric power to the airport, and is not expecting the increase in power demand to exceed supply. Construction documents will consider green building features for the terminal expansion for interior lighting and finishes. The Proposed Action would not have a significant adverse impact on natural resources and energy supply.

7.12 **Noise** (Refer to Chapter 4.13 of the FEA)

Airport development actions have the potential to cause or contribute to changes in community noise levels. As such, a detailed noise analysis was conducted and noise contours were developed (see Appendix E of the FEA). This analysis includes fixed wing aircraft as well as civil and military helicopter operations. The modeling examined the base year 2012 (No Action) using general aviation and military fleet; as well as the existing commercial air carrier utilizing the ERJ145, conducting 1,248 annual operations. The forecasts for 2022 (Runway 28 extension), modeled general aviation and military fleet; as well as commercial air carrier utilizing the CL601, representing the CRJ200, conducting 1,976 forecasted annual operations (under the increasing share scenario, from Appendix B1 in the FEA, to estimate worse case future noise impacts).

With the recent growth in operations to 14 flights per week, the total existing operations of 1,456 lie below the limits of the future noise contour, which maintains the noise levels on airport property, thus it is reasonable to assume the existing operational level is within the noise limits set by the higher operational level. Various noise sensitive sites within a five nautical mile radius were analyzed against the existing and proposed aircraft operations to determine noise impacts that may occur with no extension, and with a 1,000 foot runway extension to Runway 28.The contours change very slightly from the existing condition, with the majority of the 65 dB DNL contour remaining on airport property, with the exception of a small area (less than approximately 0.1 acres) north of the terminal area. This is the same area as the no build alternative. This area is undeveloped; therefore no significant impact is anticipated from the Proposed Action.

Changes to noise levels at noise sensitive receptors are all within 0.1 dB, and below the 65 dB DNL, thus there is no significant impact from noise at these locations. There are a few residences offset from the extended Runway 28 centerline. The closest residence is approximately one mile from the proposed Runway 28 end. The Proposed Action will not result in adverse noise impacts as the noise contours lie entirely on airport property.

7.13 **Secondary (Induced) Impacts** (Refer to Chapter 4.14 of the FEA)

Based on the analysis conducted in the various sections of this chapter, the Proposed Action will not cause significant noise, land use or social/socioeconomic impacts or place a significant demand on public services, such as police and fire. Since the introduction of American Eagle, there has been a positive economic impact to the surrounding community in terms of additional

employees and support personnel, however the foreseeable increase from the Proposed Action is unlikely to cause significant population movement and growth.

Surface Transportation: The Proposed Action includes establishing a more defined entrance into and out of the airport, as well as a circulation roadway system to better serve the passengers. The internal roadway will be on-airport property and will not affect State Route 12F. The defined entrance will improve surface transportation by providing appropriate turning lanes internally on-airport property. The anticipated increase in traffic accessing the airport can be accommodated by the existing two-lane State Route 12F, which has adequate capacity, and will not alter the existing service level of this road, which will remain at a level of service of A (see Appendix I in the FEA). The Proposed Action will not result in adverse impacts to surface transportation.

7.14 Socioeconomic, Environmental Justice, & Children's Health & Safety Risk (Refer to Chapter 4.15 of the FEA)

Socioeconomic Impacts: The Proposed Action, for the runway extension and the installation of an approach lighting system, would not result in the relocation of residents, relocation of businesses, or disruption of local traffic patterns. Additionally, the terminal building expansion, automobile parking and other landside elements, will occur wholly on airport property.

In 2013, Jefferson County initiated the eminent domain proceedings for lands off Runways 10, 28 and 7, which includes land from the 2009 FEA. The Uniform Act standardizes real property acquisition policies and requires the uniform and equitable treatment of persons relocated due to a Federally-assisted project. There are no structures located within the lands that are proposed to be acquired in fee and easement acquisition; therefore, no residences will need to be relocated. The County is continuing eminent domain proceedings to establish "just compensation" valuation for affected landowners. The Proposed Action will not cause an adverse socioeconomic impact to the community.

Environmental Justice: According to U.S. Census data (see Appendix I of the FEA), the areas adjacent to the airport within the Town of Hounsfield have a 1.5 percent minority population compared with Jefferson County's 11.9 percent; therefore, the community would not be considered a predominately minority community. The percent of individuals below poverty level in the Town of Hounsfield is 7.3 percent, which is less than Jefferson County as a whole (15.1 percent). Therefore, the community around the airport is not considered a low-income community.

Impacts due to aircraft noise, air quality, direct and induced socioeconomic effects, water quality, and effects to cultural or community cohesion, traffic, and history often affect low-income or minority populations. As demonstrated in this FEA, the Proposed Action will not cause significant impacts to the above mentioned environmental resources. Therefore, there will not be a disproportionate adverse impact resulting from the Proposed Action experienced by the minority and low-income communities. No adverse environmental justice impacts will result from implementation of the Proposed Action.

Children's Health and Safety:
Specific risks to children's health, for this type of project, typically relate to ozone impacts, lead and asbestos. The terminal expansion will require alterations to the existing building. An asbestos survey and abatement was completed in 2007 for the terminal building. The asbestos

abatement was completed for the majority of the building in 2007 in advance of the terminal building rehabilitation project. The only remaining asbestos materials in the terminal building are the floor tiles under the FAA owned equipment on the second floor, which will not be disturbed as part of the proposed project.

Impacts to air quality, that could affect ozone, were reviewed previously in this chapter. The air quality impacts are below the de minims levels. Implementation of the Proposed Action will not create environmental health risks or safety risks to children.

7.15 Water Quality (Refer to Chapter 4.16 of the FEA)

In 2012 the airport was connected to the public water supply, which then abandoned its well source. This 8" public water main increased the capacity and reliability of potable water and fire supply. The Proposed Action has the potential to minimally increase water usage at the Airport due to the increase in the number of weekly passengers (approximately 100 to 150), resulting in a demand of approximately 1,500 gallons per day. The existing water supply has the capacity to provide 559 gallons per minute, sufficient for the projected demand (see Appendix I of the FEA).

Surface Water: A review of the Jefferson County Geographic Information Systems database identified the surface waters around the airport to be Black River to the north, and Muskellunge Creek to the South. Only Muskellunge Creek is on airport property and flows under an abandoned taxiway and southwesterly around the end of abandoned Runway 1-19. Ground contours indicate the water flows in a southwesterly direction following Muskellunge Creek and flowing into Lake Ontario.

Subsurface Water: The EPA website indicates no known sole source aquifers in the airport vicinity; subsequently, there is no impact to drinking water supply.

Stormwater: Airports are required to obtain discharge permits for storm water or other industrial wastewaters through the National Pollutant Discharge Elimination System (NPDES) program or equivalent state program. In New York, the NYSDEC State Pollutant Discharge Elimination System (SPDES) is applicable at airports. Chemical deicing materials are used at the airport in limited quantities, composed of a mix between Type I and Type IV fluids, used only during snow conditions. The existing level of Type I and IV fluids used are below the 100,000 gallon threshold. The existing deicing area run-off drains into a pond sized to accommodate the projected deicing operations by collecting the fluid and allowing it to biodegrade. Aircraft will continue to be fueled and de-iced in the same locations as existing aircraft with the same precautionary measures as currently prescribed by ART.

A Stormwater Permit for Construction Activity is required from the NYSDEC for construction of any work disturbing more than one acre of land. Construction permits require water quality and quantity limits be complied with, per permit conditions. Construction projects requiring NYSDEC permit compliance include the proposed runway extension, taxiway extension, general aviation apron, terminal building, automobile parking, airport access road, SRE building and hangars, accounting for an increased impervious surface of 700,000 SF. Construction of these projects will include appropriately sized storm drainage systems and meet state and federal guidelines. The Proposed Action would not significantly impact storm water quality and quantity. Provisions for containing fuel spills and glycol runoff would not be modified. Proposed access roads and parking areas should consider porous pavement, if possible, to offset

loss of imperious surface, based on geotechnical reports conducted during the design phase. However, the bedrock elevations may not support porous pavement design.

Currently, the Airport uses a septic system with distribution to an absorption field to handle its sanitary needs. The adsorption field is approximately 650 feet north of the existing terminal building. While the existing system can accommodate the existing enplanements, additional bathrooms in the terminal building will increase the quantity of greywater/blackwater. Therefore a self-contained sanitary treatment plant is proposed. This system is proposed at the westerly airport boundary of the NYS Route 12F frontage. The site is the low elevation area of the terminal development area and will support gravity flow sewage conveyance from the terminal area. A NYS Department of Health permit is required for the construction of any sewage treatment or sewage conveyance facility. Permit approval requires professional engineering services for the design of these facilities. Sewage flow rates are expected to increase by about three gallons per day per passenger using the enplaned and deplaned passenger forecast activity.

An appropriately sized sewage treatment package plant will be installed to accommodate the long term sewage flow. This treatment plant also requires NYSDEC approval and will comply with requirements of these two agencies. Recent information indicates that the Town may be extending the existing sewer line past the airport property. If this is accomplished the Airport's expansion will be included in the service volume and tie into the new service, at which time a self-contained system would not be required at the airport.

The construction associated with the proposed passenger terminal expansion would occur on areas that are currently paved and impervious and will consider green building features to offset quantity of water usage. There would be no dredging or filling of waterways. Only the grading of the runway object free area and portion of the approach lighting system for Runway 28 would affect wetlands and is discussed below in Section 7.16. Future projects will continue to incorporate controls, such as swales, detention basins or infiltration chambers, during construction; and other best practice mitigation measures to avoid significant impacts to water quality. The Proposed Action will not have a significant impact on drinking water, surface water resources, stormwater, sanitary wastewater, or groundwater resources.

7.16 **Wetlands** (Refer to Chapter 4.17 of the FEA)

A review of the National Wetland Inventory Maps (NWI) indicates there are suspected wetlands east of Runway 28 near the airport that may be impacted by the Proposed Action. The NYSDEC regulates wetlands over 12.4 acres and all disturbance activities within 100 feet of a state regulated wetland is subject to permitting. The NYSDEC wetland maps show a wetland southeast of the airport. The state regulated wetland is along Evans Road and outside the impact area of the Proposed Action.

Field wetland delineation was conducted January 30, 2013 for the Proposed Action including the following areas: the Runway 28 extension, the approach lighting system, terminal development area, and landside roadway and automobile parking. The results of the field work concluded there are no wetlands in the proposed development area for the terminal/general aviation or automobile parking area.

However, there are two wetlands off the Runway 28 end which are approximately 2.25 acres in total, Wetlands G and H. These wetlands would be impacted by the grading and tree clearing of the OFA and grading for the access road to, and installation of, the approach lighting system. Of

the approximately 2.25 acres, roughly 0.36 acres of Wetland G will be filled for the proposed perimeter road relocation, and the proposed fence relocation; approximately 0.74 acres of Wetland H will be filled for the RSA, the proposed perimeter road relocation, installation of an access road to the proposed MALSR lights, and for the proposed fence relocation.

Avoidance through redesign of the proposed relocation of the perimeter road and installation of an access road to the approach lights minimized the impacts to Wetland H to approximately 0.67 acres, from approximately 0.74 acres. This will be completed in coordination with the USACE under the permitting process. The construction of the graded object free area is fixed by design standard locations and thus there is no practicable alternative to construction within the wetlands. All practicable measures to minimize harm have been included. Off-site wetland banking will be used to offset wetland impacts from Duck's Unlimited's In-lieu-fee Program.

The U.S. Army Corp of Engineers (USACE) issued a Preliminary Jurisdictional Determination (JD) on September 16, 2013. An Individual Permit will be required and obtained during the design phase to include avoidance and other mitigation measures to offset the approximately 1.1 acres of loss.

7.17 **Cumulative Impacts** (Refer to Chapter 4.20 of the FEA)

Cumulative impacts examine works conducted both at the airport and within the surrounding environment going back three years and looking forward five years. On August 11, 2009 the FAA evaluated, dated, and signed an EA and issued a FONSI for a project entitled "*Runway/Taxiway Extension, Watertown International Airport, Hounsfield, New York*". Actions included extending Runway 10-28, and the associated Taxiway A, 1,000 feet, and construction of a 155,000 sf general aviation apron. The conclusion of the 2009 FEA determined the actions had no significant impacts after mitigation measures were enacted. Since the 2009 FEA, work at the airport has consisted of: reconstruction of Runway 10 area west of the Runway 7-25 intersection; installation of security fencing around the airport perimeter; rehabilitation of the south hangar; reconstruction and extension of Runway 28, area east of the Runway 7-25 intersection; terminal building renovations; reconstruction of Taxiway A; and land acquisition. The airport has also undertaken normal facility upgrades as the airport transitions from ARC C-II to ARC D-II. The 155,000 sf apron space included in the 2009 FEA was never constructed. Other County projects that have occurred in this time frame have included mainly construction/expansion to retail businesses and associated parking lots. Individually none of these projects had significant impacts, and when viewed cumulatively, it is not likely that the current runway/taxiway extension and terminal building expansion will adversely affect the environment.

On November 10, 2011 the FAA evaluated, dated, and signed an EA and issued a FONSI/ROD for a project entitled "*Proposed Amendment of American Eagle Airlines, Inc. Operations Specifications to Allow Scheduled Passenger Jet Service and Expansion of the Existing Passenger Terminal Building at Watertown International Airport Jefferson County, New York.*" The conclusion of the 2011 FEA determined that the action had no significant impacts from the introduction of a new air carrier service, or the 1,600 square foot terminal building expansion. The 1,600 square foot terminal building expansion has since been completed and American Airlines commenced service in mid-November 2011.

The Town of Hounsfield also extended the public water supply to service the airport in 2013, providing increased capacity to the airport.

On June 5, 2013 the FAA evaluated and signed an EA and issued a FONSI for the construction of a 14,400 square foot bulk metal hangar business operating center, and a 37,000 SF expansion to the adjacent apron. No significant impacts were identified.

Reasonably foreseeable actions for the next five years consist of; design/construction of the 1,000 foot runway and taxiway extension with associated lighting and relocation of the Runway 28 PAPI and REILs; installation of ILS components and approach lighting system; construction of the automobile parking lot and roadway; terminal building expansion and additional 358,000 SF of apron and hangars in the general aviation area. These projects have been evaluated in the FEA, with minor impacts to wetlands revealed.

Other County projects include a $6 million reconstruction of Factory Street in the City of Watertown and the continuation of housing developments throughout the County. These projects are not in the vicinity of the airport; therefore, there will be no impact on resources when considered with the proposed project that will exceed established thresholds of significance.

The cumulative impact of the Proposed Action, when added to the past, present and future actions, would collectively be insignificant. The effects that could occur from other community projects are expected to occur with or without the Proposed Action. The Proposed Action is consistent with the long-range planning goals for ART.

8.0 Conditions of Approval/Mitigation Measures (Refer to Chapter 4 of the FEA)

FAA has adopted all practicable means to avoid or minimize the adverse environmental impacts of the Proposed Action. FAA is conditioning approval of the Proposed Action upon the implementation by Jefferson County, of the measures articulated below, through the airport layout plan and through any future federal funding. FAA may also take appropriate steps through contract plans, specifications, grant assurances, and special grant conditions to ensure these measures are undertaken. FAA will further monitor the implementation of these mitigation measures as necessary to assure they are carried out as Proposed Action commitments, as required by the CEQ.

1. Construction contract specifications developed for the Proposed Action shall contain the provisions of FAA's Advisory Circular 150/5370-10G - *Standards for Specifying Construction of Airports*, Item P-156, Temporary Air and Water Pollution, Soil Erosion, and Siltation Control; Advisory Circular 150/530-2F - *Operational Safety on Airports During* Construction; and Advisory Circular 150/5320-5D - *Airport Drainage Design*.

2. All required regulatory permits shall be obtained prior to construction of the Proposed Action, including a NYSDEC General Permit for Stormwater Discharge (SWPPP) and a USACE Individual permit for avoidance and other mitigation measures to offset the approximately 1.1 acres of wetland loss.

3. Continued close coordination with ART, Jefferson County and appropriate FAA program offices, as required, for safety during construction (14 C.F.R. Part 77); and

4. Approval of appropriate amendments to the ART Airport Certification Manual (ACM), as required, pursuant to 49 U.S.C. § 44706.

5. All cut trees will be transported in accordance with all applicable NYSDEC regulations.

6. Jefferson County will complete a tree inventory for areas of obstruction removal and work with the EPA to determine if an offset is required for loss of carbon sink.

7. In a letter dated August 20, 2015 to the FAA New York Airports District Office, the Jefferson County Planning Department will work with the Town of Hounsfield to ensure that the necessary re-zoning and/or permitting will be completed to accommodate the runway object free area, construction of a perimeter road, installation of the ILS components and the approach lighting system. Additionally, the FAA requires Jefferson County to ensure that land acquisitions be accomplished in accordance with the Uniform Act, its implementing regulations (49 C.F.R. Part 24), and FAA Advisory Circular 150/5100-17 "Land Acquisition and Relocation Assistance for Airport Improvement Program Assisted Projects."

9.0 Public Involvement (Refer to Chapter 4.22 of the EA)

Meetings with airport, public, and County personnel were held in October 2012, January 2013 and December 2013. A Notice of Availability of the Draft EA was published in the Watertown Daily Times on August 1, 2014 for review and comment by the public. The document was available at ART and the Flower Memorial Library for the public, and sent to USFWS, NYSDEC and the EPA for review and comment. The comment period expired on August 31, 2014 and only one comment was received from the EPA, the public and other agencies did not respond or comment. The EPA offered comments regarding the alternatives analysis, air quality analysis, tree replacement, removal of the fencing materials and green building features for the terminal building expansion (see Appendix J of the FEA). These comments were summarized and responded to in Appendix J, and also incorporated into the FEA.

10.0 Federal Agency Findings

In accordance with all applicable laws, the FAA makes the following findings for the Proposed Action based on all appropriate information and analyses contained in the FEA and other portions of the Administrative Record for the FEA:

A. The Proposed Action is reasonably consistent with existing plans of public agencies for development of areas surrounding the airport. (49 U.S.C. § 47106(a)(1)). The FAA is satisfied that the Proposed Action is consistent with plans (existing at the time the Proposed Action is approved) of public agencies for development of areas surrounding the airport based on coordination efforts with public agencies as indicated in Appendix D of the FEA. Jefferson County projects include a $6 million reconstruction of Factory Street in the City of Watertown and the continuation of housing developments throughout the County. These projects are not in the vicinity of the airport.

B. The interest of the communities in or near where the Proposed Action may be located were given fair consideration. (49 U.S.C. § 47106(b)(2)). The FAA is satisfied that the interests of the communities in or near where the Proposed Action will be located were given fair consideration as demonstrated by the FEA. Meetings with airport, public, and county personnel were held in October 2012, January 2013, and December 2013. A Notice of Availability of the Draft EA was published in the Watertown Daily Times on August 1, 2014 for review and comment by the public. The document was available at ART and the Flower Memorial Library for the public,

and sent to USFWS, NYSDEC and the EPA for review and comment. The comment period expired on August 31, 2014 and only one comment was received from the EPA, the public and other agencies did not respond or comment. The EPA offered comments regarding the alternatives analysis, air quality analysis, tree replacement, removal of the fencing materials, and green building features for the terminal building expansion. The letter is located in Appendix J of the FEA, and a response letter to EPA's comments is also located in Appendix J. A summary of these comments and responses has been incorporated in the FEA thorough appropriate text.

C. **The airport sponsor has taken, and will continue to take all necessary actions, including the adoption of zoning laws, to ensure the land uses in the airport vicinity are compatible with airport operations.** (49 U.S.C. §47107(a)(10)). The FAA is satisfied that the Proposed Action is consistent with Jefferson County's responsibilities under 49 U.S.C. §47107(a)(10). Specifically, the Proposed Action would likely require a rezoning or special use permit from the Town of Hounsfield for lands currently zoned Agricultural and Residential, to accommodate the runway object free area, construction of a perimeter road, installation of the ILS components and the approach lighting system. In a letter dated August 20, 2015 to the FAA New York Airports District Office, Jefferson County has committed that it will coordinate and work with the Town of Hounsfield to ensure that all necessary steps are taken to complete the appropriate rezoning and/or obtaining the necessary permits. Analysis in the FEA demonstrates that this rezoning will not significantly alter the use of the undeveloped lands from their existing state and thus is not likely to cause adverse impacts.

D. **The FAA has given this Proposed Action the independent and objective evaluation required by the Council on Environmental Quality (40 C.F.R. Section 1506.5).** The FAA's review and ultimate decision process included the FAA's rigorous exploration and objective evaluation of reasonable alternatives and probable environmental consequences, regulatory agency and Native American consultations, as required, and public involvement. FAA furnished guidance and participated in the preparation of the FEA by providing input, advice and expertise throughout the planning and technical analyses, along with administrative direction and legal review. FAA has independently evaluated the FEA and takes responsibility for its scope and content.

E. **The Proposed Action conforms with requirements of the Clean Air Act (CAA) and its amendments (42 U.S.C. 7401-7671); its emissions are *de minimis*, and a General Conformity Determination (40 C.F.R. Parts 51 and 93) is not required.** ART is located in the Town of Hounsfield, Jefferson County, NY. At the time of this environmental analysis, Jefferson County was in nonattainment for 8-hour ozone and in attainment for all other criteria pollutants. The EPA refers to ART as being located within the Ozone Transport Area, a single transport region for ozone, comprised of, among others, the state of New York. The Proposed Action includes the analysis in changes to direct aircraft emissions associated with the change in the fleet mix, ground support equipment, and auxiliary power units. The FEA also contains analysis for construction emissions, additional parking facilities, roadways and stationary sources.

The Air Quality analysis demonstrates that the Proposed Action would not: cause or contribute to any new violation of any standard in any area; increase the frequency or severity of any existing violation of any standard in any area; or delay timely attainment of any standard or any required interim emission reductions or other milestones in any area. Furthermore, effective April 6, 2014, the EPA established a final rule for implementing the 2008 ozone national ambient air quality standards (NAAQS) that were promulgated on March 12, 2008.

Jefferson County is no longer in nonattainment for 8-hour ozone. Therefore, pursuant to FAA Order 1050.1E, and based on coordination with the USEPA (Appendix J, FEA), the FAA has determined that since the Proposed Action's total emissions are below *de minimis* thresholds, and the County is no longer considered nonattainment, it is unlikely that it would cause significant adverse impacts to air quality.

F. **The FAA finds that the Proposed Action conforms to the Avoidance, Minimization, and/or Compensation of Harm to Wetlands in accordance with Executive Order 11990 and the Clean Water Act.** The USACE issued a Preliminary JD on September 16, 2013. An Individual Permit will be required and obtained during the design phase, to include avoidance and other mitigation measures to offset the approximately 1.1 acres of loss. Avoidance through redesign of the proposed relocation of the perimeter road and installation of an access road to the approach lights minimized the impacts to Wetland H to approximately 0.67 acres, from approximately 0.74 acres. Wetland avoidance and impact mitigation will be completed in coordination with the USACE under the permitting process. The construction of the graded object free area is fixed by design standard locations and thus there is no practicable alternative to construction within the wetlands. All practicable measures to minimize harm have been included. Wetland banking will be used to offset wetland impacts.

G. **The Proposed Action does not include a direct physical or constructive use of any resources protected under 49 U.S.C. § 303(c) (Section 4(f) of the DOT Act), including any resources subject to the requirements of Section 106 of the National Historic Preservation Act.** A single Section 4(f) resource is located within the Study Area, the Dexter Marsh WMA. The Dexter Marsh WMA is located two miles west of the airport, and provides hiking trails, bird watching facilities, hunting areas, fishing and camping. There will be no taking of Section 4(f) lands, and there will be no constructive use of Section 4(f) lands associated with the Proposed Action.

H. **The Proposed Action does not result in any harm to Federal or state threatened and endangered species or their habitat. (Section 7(c) of the Endangered Species Act of 1974, U.S.C. § 1531, as amended).** Although the presence of the Federally-listed endangered Indiana Bat and Piping Plover were identified within the vicinity of the airport, the USFWS determined they are not present in the areas impacted by the Proposed Action. Therefore, the Proposed Action will not result in any harm to Federal or state threatened and endangered species.

Decision and Order

The FAA recognizes its responsibilities under NEPA and its implementing CEQ regulations, and its own directives. Recognizing these responsibilities, I have carefully considered the FAA's

goals and objectives in relation to the various aeronautical aspects of the *Runway/Taxiway Extension and Terminal Area Development Proposed Action at Watertown International Airport* as discussed in the FEA, and I have used the environmental process to make a more informed decision. This review included the purposes and needs to be served by this Proposed Action, alternative means of achieving them, the environmental impacts of these alternatives, and the mitigation and conditions necessary to preserve and enhance the human environment.

This decision is based on a comparative examination of environmental impacts, operational factors, and economic factors for each of the alternatives. The FEA provides a fair and full discussion of the impacts of the Proposed Action. The NEPA process included appropriate planning and design for avoidance and minimization of impacts, as required by NEPA, the CEQ regulations, other special purpose environmental laws, and appropriate FAA environmental directives and guidance.

The FAA has determined that environmental and other relevant concerns presented by interested agencies and the general public have been addressed in the FEA. The FAA believes that with respect to the Proposed Action, there are no outstanding environmental issues within FAA jurisdiction to be studied or NEPA requirements that have not been met. In making this determination, the FAA must decide whether to approve the federal actions necessary for Proposed Action implementation. FAA approval signifies that applicable federal requirements relating to airport development planning have been met and permits Jefferson County to proceed with development and possibly compete for funds for eligible items. Not approving these actions would prevent Jefferson County from proceeding with the airport development.

After careful and thorough consideration of the facts contained herein and subsequent to my review of the FEA and all of its related materials, the undersigned finds that the proposed Federal action is consistent with existing national environmental policies and objectives as set forth in Section 101 of 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 102(2)(C) of NEPA.

This decision does not constitute a commitment of funds under the AIP; however, it does fulfill the environmental prerequisites for future AIP funding determinations associated with AIP-eligible Proposed Action components (49 U.S.C. § 47107).

Accordingly, pursuant to the authority delegated to me by the Administrator of the FAA, I find that the actions summarized in this FONSI/ROD are reasonably supported and approved. I hereby direct that action be taken together with the necessary related and collateral actions, to carry out the agency actions noted above. Specifically:

1. Unconditional approval of the updated ALP to depict the Proposed Action pursuant to § 47107(a)(16);

2. Determinations, and approvals of, the effects of this Proposed Action upon the safe and efficient utilization of navigable airspace pursuant to 49 U.S.C. § 40103(b), 49 U.S.C. § 44718, and 14 C.F.R. Parts 77 and 157;

3. Approval of the relocation, installation, and/or upgrade of various navigational aids;

4. Designation of controlled airspace and revised routing, including navigational aids and flight procedures (14 C.F.R. Part 71);

5. Maintain continued close coordination with Jefferson County, and appropriate FAA program offices, as required, for safety during construction;

6. Determination under 49 U.S.C. § 47107 relating to the eligibility of the Proposed Action for federal funding under the Airport Improvement Program (AIP), and/or approval of an application to use Passenger Facility Charges (PFCs) under 49 U.S.C. §40117 (this FONSI/ROD does not determine eligibility or availability of potential funds);

7. Determination that the Proposed Action conforms to FAA design criteria, federal regulations, and grant agreements (14 C.F.R. Parts 77, 150, 152);

8. Determination under 49 U.S.C. § 40101(d)(1) and 47105(b)(3) that the Proposed Action maintains and enhances safety and security, and meets applicable design and engineering standards set forth in FAA Advisory Circulars;

9. Determination under 49 U.S.C. § 44502(b) that the Proposed Action is reasonably necessary for use in air commerce or in the interests of national defense; and

10. Approval of appropriate amendments to the ART Airport Certification Manual (ACM), as required, pursuant to 49 U.S.C. § 44706.

Approved: _____ 8/25/2015

Carmine Gallo
Regional Administrator
Federal Aviation Administration
Eastern Region

Date

Right of Appeal

This FONSI/ROD presents the Federal Aviation Administration's findings, final decision and approvals for the actions identified, including those taken under the provisions of Title 49 of the United States Code, Subtitle VII, Parts A and B. This decision constitutes a final order of the Administrator.

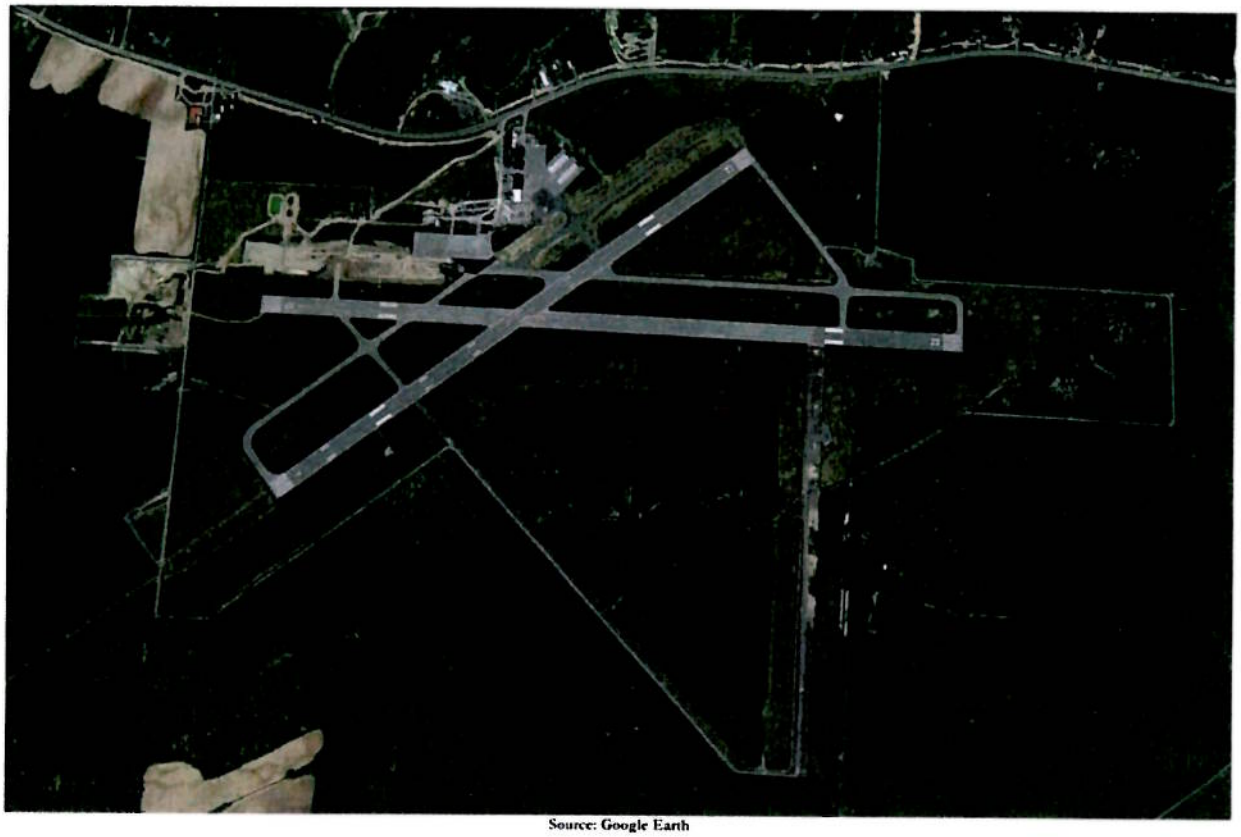
Any party having a substantial interest may appeal this order to the United States Court of Appeals for the District of Columbia Circuit or in the court of appeals of the United States for the circuit in which the person resides or has its principal place of business, upon petition filed within 60 days after entry of this order in accordance with 49 U.S.C. § 46110.

Any party seeking to stay the implementation of this ROD must file an application with the FAA prior to seeking judicial relief, as provided in Rule 18(a) of the Federal Rules of Appellate Procedure.

FINAL
ENVIRONMENTAL ASSESSMENT

FOR

RUNWAY/TAXIWAY EXTENSION AND TERMINAL AREA DEVELOPMENT
WATERTOWN INTERNATIONAL AIRPORT (ART)
TOWN OF HOUNSFIELD, JEFFERSON COUNTY, NEW YORK



Source: Google Earth

JULY 2015

PREPARED FOR:
JEFFERSON COUNTY
195 ARSENAL STREET - 2nd FLOOR
WATERTOWN, N.Y. 13601

PREPARED BY:
PASSERO ASSOCIATES
242 WEST MAIN STREET, SUITE 100
ROCHESTER, NY 14614

This Environmental Assessment becomes a Federal document when evaluated, signed and dated by the Responsible FAA official.

Responsible FAA Official

8/5/15
Date

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
EASTERN REGION

WRITTEN RE-EVALUATION AND RECORD OF DECISION FOR THE ENVIRONMENTAL ASSESSMENT FOR THE RUNWAY/TAXIWAY EXTENSION AND TERMINAL AREA DEVELOPMENT PROJECT AT WATERTOWN INTERNATIONAL AIRPORT

HOUNSFIELD, NEW YORK

MARCH 31, 2020

Introduction

In 2015, Jefferson County requested that the Federal Aviation Administration (FAA) approve the Airport Layout Plan (ALP) and provide federal assistance for the Runway/Taxiway Extension and Terminal Area Development Projects at Watertown International Airport (ART). The airport prepared and issued an Environmental Assessment (EA) and the FAA issued a Finding of No Significant Impact/Record of Decision (FONSI/ROD) approving such projects on August 25, 2015.

The 2015 EA analyzed the environmental impacts of several airport development projects, including fee acquisition of approximately 8.4 acres and avigation easement acquisition of approximately 112.5 acres across several identified parcels. Since the issuance of the FONSI/ROD, two parcels where avigation easements were to be acquired became subject to legal proceedings under the New York State Eminent Domain Procedure Law. This changed the land acquisition from avigation easement to land-in-fee for the 52.63-acre and 2.83-acre parcels off the departure end of Runway 28. In addition, the County decided to acquire newly-identified 5–acre parcel within the Runway 10 Departure Surface.

In response to the County's changes to the Proposed Action contained within the 2015 EA, the FAA reviewed the March 2020 Technical Report: *Watertown International Airport Land Acquisition,* which assessed the changes in potential impacts from those depicted in the 2015 EA and the 2015 FONSI/ROD. This Written Reevaluation and Record of Decision (WR/ROD) of the 2015 EA was prepared to evaluate the potential changes in environmental impacts associated with the changes to the proposed action discussed in the 2015 EA and to determine if a supplement to the 2015 EA should be prepared. This WR/ROD identifies the FAA's decision and the associated Federal Actions. The 2015 EA and FONSI/ROD and the Technical Report are incorporated by reference.

FAA Written Re-Evaluations

To ensure compliance with NEPA, the FAA evaluates the potential change in environmental impacts, regarding the proposed changes, in order to determine if a supplemental EA is required. This WR/ROD is based on guidance provided by FAA Environmental Orders 1050.1F and 5050.4B. Both orders reference re-evaluating NEPA documents when there are new circumstances or information relevant to environmental concerns that are presented after the FAA has issued an EA or Environmental Impact Statement (EIS).

The FAA orders, mentioned above, provide guidance for circumstances under which it is necessary to supplement an EA. FAA Order 1050.1F, paragraph 9-2 provides that when there are changes in the proposed action, or new information relevant to environmental concerns, the FAA may prepare a written re-evaluation that will either conclude the contents of previously prepared environmental documents remain valid or that significant changes require the preparation of a supplement of new EA.

FAA Order 1050.1F, paragraph 9-2(c) states "A new of supplemental EA or EIS need not be prepared if a written re-evaluation indicates that:

(1) The proposed action conforms to plans or projects for which a prior EA and FONSI have been issues or a prior EIS has been filed and there are no substantial changes in the action that are relevant to environmental concerns;

(2) Data and analyses contained in the previous EA and FONSI or EIS are still substantially valid and there are no significant new circumstances or information relevant to environmental concerns and bearing on the proposed action or its impacts; and

(3) Pertinent conditions and requirements of the prior approval have been, or will be, met in the current action."

Per FAA Order 5050.4B, paragraph 1402(b): A supplement to the Final EA for a project is required if:

"(1) The airport sponsor or FAA makes substantial changes in the proposed action that could affect the action's environmental effects; or

(2) Significant new changes, circumstances or information relevant to the proposed action, its affected environmental, or its environment impacts becomes available"

Background

The FAA issued a FONSI/ROD on August 25, 2015, which approved the following projects associated with Runway 28:

1) Construct 1,000 foot extension to Runway 28 and Parallel Taxiway "A" Extension with associated markings, edge lighting and drainage improvements;
2) Construct Taxiway "A" connector (400'X 50'), approximately 2,800 feet from the existing Runway 28 end, prior to the intersection of Runway 10-28 and Runway 7-25;
3) Upgrade Runway 10-28 runway lights to high intensity runway lights;
4) Relocation of Runway 28 PAPI and REILs 1,000 feet to the east on previously disturbed airport property on the left side of Runway 28;
5) Install ILS and MALSR Approach Lighting System to Runway 28;
6) Clearing Grubbing: 0.4 +/- acres of trees at the Runway 10 end Object Free Area (OFA); and 1.8 +/- acres trees at the Runway 28 end OFA, Obstruction Removal: 28.4 +/- acres to Runway 10 end Runway Protection Zones (RPZ) for Runway 10 approach end, and 28.6 +/- acres to the Runway 28 end RPZ for the Runway 28 approach end;
7) Fee acquisition of 0.4+/- acres to the Runway end 10 OFA, and 8.0 +/- acres to the Runway 28 end OFA and relocation of the perimeter access road. Easement acquisition of 49.8+/- acres to the Runway 10 RPZ for the Runway 10 approach end, and 62.7 +/- acres to the Runway 28 RPZ.
8) Remove 1,000 linear feet (LF) of existing 8' fence, and install 1,800 LF of new 8' fence, with 3 rows of barbed wire, around proposed runway 28 end; and
9) Construct perimeter access road around Runway 28 extension (2,500 LF x 15 LF).

The FONSI/ROD also approved the following airport projects:

1) Expand terminal building approximately 20,000 square feet, including installation of a self-contained (packaged) sanitary treatment plant on airport property in northwest corner along Route 12F;
2) Expand paved parking for approximately 300 vehicle parking spaces (passengers, car rental and employee);
3) Construct airport access road (3,000 LF x 24 LF) from Route 12F;
4) Expand general aviation apron 358,000 square feet;
5) Construct 75' x 60' snow removal equipment (SRE) building;
6) Construct (2) 60' x 60' conventional hangar;
7) Construct 10-bay T-hangar with taxilane;
8) Install above ground 100 LL fuel tank;
9) Improve Runway 10-28 Runway Safety Area (RSA) including grading 409,000 square feet (SF) and upgrading drainage;
10) Redesign and publication of new approach procedures to the Runway 28 end (<3/4-mile visibility minimum).

Description of the Changes to the Proposed Action

The land acquisitions have since undergone minor changes from the 2015 EA and FONSI/ROD. Two parcels of 52.63 acres and 2.83 acres off the departure end of Runway 28 have been changed from avigation easement to land-in-fee and the acquisition of a new 5-acre parcel has been included. The land will be acquired through a land-in-fee agreement and would provide the ability to maintain safety and security of the Runway 28 RPZ and to give the County the ability to remove obstructions within the Runway 10 departure surface. The basis for FAA's WR/ROD is the Technical Report prepared by Jefferson County. The Technical Report analyzes and compares potential impacts associated with the changes to the proposed action in comparison to the potential impacts of the projects approved in the 2015 EA. A copy of the Technical Report is located in Appendix A of this WR/ROD.

Proposed Agency Actions

The FAA actions involved in the implementation of the Proposed Action for the ART Runway/Taxiway Extension and Terminal Area Development include the following:

1. Unconditional Approval of the updated ALP to depict the Proposed Action, including changes to land acquisition at ART, pursuant to §47107(a)(16);

2. Determinations and approvals of the effects of this Proposed Action upon the safe and efficient utilization of navigable airspace pursuant to 49 U.S.C. § 40103(b), 49 U.S.C. §44718, and 14 C.F.R. Parts 77 and 157;

3. Approval for relocation, installation, and/or upgrade of various navigational aids;

4. Designation of controlled airspace and revised routing, including navigational aids and flight procedures (14 C.F.R. Part 71);

5. Maintaining continued close coordination with Jefferson County, and appropriate FAA program offices, as required, for safety during construction;

6. Determination under 49 U.S.C. § 47107 relating to the eligibility of the Proposed Action for federal funding under the Airport Improvement Program (AIP), and/or approval of an application to use Passenger Facility Charges (PFCs) under 49 U.S.C. §40117 (this WR/ROD does not determine eligibility or availability of potential funds);

7. Determination that Proposed Action conforms to FAA design criteria, federal regulations, and grant agreements (14 C.F.R. Parts 77, 150, 152);

8. Determination under 49 U.S.C. §§ 4010I(d)(l) and 47105(b)(3) as to whether the Proposed Action maintains and enhances safety and security, and meets applicable design and engineering standards set forth in FAA Advisory Circulars;

9. Determination under 49 U.S.C. § 44502(b) that the Proposed Action is reasonably necessary for use in air commerce or in the interests of national defense; and

10. Approval of appropriate amendments to the ART Airport Certification Manual (ACM), as required, pursuant to 49 U.S.C. § 44706.

Summary of Changes to Environmental Impacts and Mitigations

This section describes the affected environment and anticipated impacts associated with the Proposed Design Changes.

Affected Environment

The 2015 EA described the existing environment and conditions. The environmental setting has not changed since the 2015 EA

Environmental Consequences of the Proposed Action

The potential changes to impacts depicted in the 2015 EA associated with the changes to the Proposed Action are presented in Chapter 4 of the attached Technical Report. The impacts associated with the Proposed Action incorporating all changes to land acquisition are similar in nature to those impacts presented in the 2015 EA. Thus, impacts to all resources will remain essentially the same as those that were presented in the 2015 EA and FONSI/ROD.

Mitigation Measures

The changes to the Proposed Action analyzed in the Technical Report will not materially change the impacts as described in the 2015 EA. As no significant adverse impacts will result upon implementation of the Proposed Action incorporating all changes to land acquisition, no changes to the mitigation measures identified in the 2015 EA are proposed.

Public Involvement

Public Involvement activities were conducted in accordance NEPA, 42 U.S.C. §4321 et seq., and the CEQ regulations, 40 C.F.R. parts 1500-150, and are summarized below.

A Notice of Availability and Request for Comment for the Technical Report was made available to the public for 30 days, starting November 18, 2019, until December 17, 2019. The public

notice was published in the Watertown Daily Times newspaper. No public comments were received. More information regarding the public notice is made available in Appendix D of the Technical Report.

Conclusion

In response to Jefferson County's request, the FAA reviewed and analyzed the March 2020 Technical Report on Land Acquisition at ART. The Technical Report analyzed potential impacts associated with changes to the Proposed Action for the Runway/Taxiway Extension and Terminal Area Development in comparison to those depicted in the original 2015 EA and FONSI/ROD. Subsequent to this review and analysis, the FAA prepared this WR/ROD.

Based on FAA Order 1050.1F, paragraph 9-2(c), the FAA concludes that a new or supplemental EA need not be prepared; this WR/ROD indicates that:

> "(1) The proposed action conforms to plans or projects for which a prior EA and FONSI have been issued and there are no substantial changes in the action that are relevant to environmental concerns;
>
> (2) Data and analyses contained in the previous EA and FONSI are still substantially valid and there are no significant new circumstances or information relevant to environmental concerns and bearing on the proposed action or its impacts; and
>
> (3) Pertinent conditions and requirements of the prior approval have been, or will be, met in the current action."

Based on FAA Order 5050.4B, paragraph 1402 b., FAA concludes that a supplement to the EA for this project is not required since the airport sponsor did not make substantial changes to the proposed action that could affect the action's environmental effects and there are no significant new changes, circumstances or information relevant to the proposed action, its affected environment, or its environmental impacts.

Therefore, as discussed above and in accordance with FAA Order 1050.1F, *Policies and Procedures for Assessing Environmental Impacts*, and FAA Order 5050.4B, *NEPA Implementing Instructions for Airport Actions*, preparation of a new or Supplemental EA is not required.

Federal Agency Findings

The 2015 EA and FONSI/ROD contained eight Federal Findings pertaining to the Runway/Taxiway Extension and Terminal Area Development Projects that were approved. Those findings were:

A: The Proposed Action is reasonably consistent with existing plans of public agencies for development of areas surrounding the airport. (49 U.S.C. §47106(a)(1));

B: The interest of the communities in or near where the Proposed Action may be located were given fair consideration. (49 U.S.C. §47106(b)(2));

C: The airport sponsor has taken, and will continue to take all necessary actions, including the adoption of zoning laws, to ensure the land uses in the airport vicinity are compatible with airport operations. (49 U.S.C. §47107(a)(10));

D: The FAA has given this Proposed Action the independent and objective evaluation required by the Council on Environmental Quality (40 C.FR. Section 1506.5);

E: The Proposed Action conforms with requirements of the Clean Air Act (CAA) and its amendments (42 U.S.C. 7401-7671); its emissions are *dem minimis*, and a General Conformity Determination (40 C.F.R. Parts 51 and 93) is not required;

F: The FAA finds that the Proposed Action conforms to the Avoidance, Minimization, and/or Compensation of Harm to Wetlands in accordance with Executive Order 11990 and the Clean Water Act;

G: and the Proposed Action does not include a direct physical or constructive use of any resources protected under 49 U.S.C. §303(c) (Section 4(f) of the DOT Act), including any resources subject to the requirements of Section 106 of the National Historic Preservation Act; and

H: The Proposed Action does not result in any harm to Federal or state threatened and endangered species or their habitat, (Section 7(c) of the Endangered Species Act of 1974, U.S.C § 1531, as amended).

As this WR/ROD for the Proposed Action demonstrates, there are no substantial changes relevant to environmental concerns to the project that was the subject of the 2015 EA. Additionally, the proposed land acquisition changes do not result in any significant new circumstances or information relevant to environmental concerns. Therefore all eight Findings of the August 2015 FONSI/ROD remain valid.

Decision and Order

This WR/ROD was prepared pursuant to FAA Orders 1050.1F, *Environmental Impacts: Policies and Procedures*, and 5050.4B, *National Environmental Policy Act Implementing Instructions for Airport Actions*, Paragraph 1401. This WR/ROD along with the FAA's 2015 FONSI/ROD constitute the FAA's decisions with regard to the Runway/Taxiway Extension and Terminal Area Development Projects at ART. The FAA has independently evaluated the information contained in the 2015 EA and the March 2020 Technical Report and takes full responsibility for the scope and content that addresses the FAA actions.

I have carefully and thoroughly considered the facts contained in the 2015 EA and FONSI/ROD, the March 2020 Technical Report, and this Written Re-evaluation of the 2015 EA and FONSI/ROD. Based on that information, I find the proposed Federal Actions are consistent with existing national environmental policies and objectives of Section 101(a) of the *National Environmental Policy Act of 1969* (NEPA). I also find the proposed Federal Actions with the required mitigation as presented in the August 2015 EA and FONSI/ROD and the March 2020 Technical Report will not significantly affect the quality of the human environment or include any condition requiring any consultation pursuant to Section 102(2)(C) of NEPA.

Accordingly, pursuant to the authority delegated to me by the Administrator of the FAA, I find that the actions summarized in this WR/ROD are reasonably supported and approved. I hereby direct that action be taken together with the necessary related and collateral actions, to carry out the agency actions noted above. Specifically:

1. Unconditional Approval of the updated ALP to depict the Proposed Action, including changes to land acquisition at ART, pursuant to §47107(a)(16);

2. Determinations and approvals of the effects of this Proposed Action upon the safe and efficient utilization of navigable airspace pursuant to 49 U.S.C. § 40103(b), 49 U.S.C. §44718, and 14 C.F.R. Parts 77 and 157;

3. Approval for relocation, installation, and/or upgrade of various navigational aids;

4. Designation of controlled airspace and revised routing, including navigational aids and flight procedures (14 C.F.R. Part 71);

5. Maintaining continued close coordination with Jefferson County, and appropriate FAA program offices, as required, for safety during construction;

6. Determination under 49 U.S.C. § 47107 relating to the eligibility of the Proposed Action for federal funding under the Airport Improvement Program (AIP), and/or approval of an application to use Passenger Facility Charges (PFCs) under 49 U.S.C. §40117 (this WR/ROD does not determine eligibility or availability of potential funds);

7. Determination that Proposed Action conforms to FAA design criteria, federal regulations, and grant agreements (14 C.F.R. Parts 77, 150, 152);

8. Determination under 49 U.S.C. §§ 4010I(d)(l) and 47105(b)(3) as to whether the Proposed Action maintains and enhances safety and security, and meets applicable design and engineering standards set forth in FAA Advisory Circulars;

9. Determination under 49 U.S.C. § 44502(b) that the Proposed Action is reasonably necessary for use in air commerce or in the interests of national defense; and

10. Approval of appropriate amendments to the ART Airport Certification Manual (ACM), as required, pursuant to 49 U.S.C. § 44706.

Approved: DAVID A FISH Digitally signed by DAVID A FISH Date: 2020.04.07 14:41:16 -04'00'

David Fish — Date
Airports Division Manager
Federal Aviation Administration
Eastern Region

Disapproved: _____ _____

David Fish — Date
Airports Division Manager
Federal Aviation Administration
Eastern Region

Right of Appeal

This Written Re-evaluation/Record of Decision (WR/ROD) presents the Federal Aviation Administration's findings, final decision and approvals for the actions identified, including those taken under the provisions of Title 49 of the United States Code, Subtitle VII, Parts A and B. This decision constitutes a final order of the Administrator.

Any Party having substantial interest may appeal this order to the United States Court of Appeals for the District of Columbia Circuit or in the court of appeals of the United States for the circuit in which the person resides or has its principal place of business, upon petition filed within 60 days after entry of this order in accordance with 49 U.S.C § 46110.

Any party seeking to stay the implementation of this ROD must file an application with the FAA prior to seeking judicial relief, as provided in Rule 18(a) of the Federal Rules of Appellate Procedure.

Appendix C.

SEQR ENVIRONMENTAL ASSESSMENT FORM

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Instructions for Completing Part 1

Part 1 is to be completed by the applicant or project sponsor. Responses become part of the application for approval or funding, are subject to public review, and may be subject to further verification.

Complete Part 1 based on information currently available. If additional research or investigation would be needed to fully respond to any item, please answer as thoroughly as possible based on current information; indicate whether missing information does not exist, or is not reasonably available to the sponsor; and, when possible, generally describe work or studies which would be necessary to update or fully develop that information.

Applicants/sponsors must complete all items in Sections A & B. In Sections C, D & E, most items contain an initial question that must be answered either "Yes" or "No". If the answer to the initial question is "Yes", complete the sub-questions that follow. If the answer to the initial question is "No", proceed to the next question. Section F allows the project sponsor to identify and attach any additional information. Section G requires the name and signature of the applicant or project sponsor to verify that the information contained in Part 1is accurate and complete.

A. Project and Applicant/Sponsor Information.

<table>
<tr><td colspan="3">Name of Action or Project:
Watertown International Airport Land Acquisition and Obstruction Removal</td></tr>
<tr><td colspan="3">Project Location (describe, and attach a general location map):
Watertown International Airport and adjacent properties. See attached Proposed Action, Figure 1-3.</td></tr>
<tr><td colspan="3">Brief Description of Proposed Action (include purpose or need):
The Proposed Action consists of the following elements, which are necessary to meet the overall purpose creating unobstructed navigation for Runways 7-25 and 10-28 and land use control at the Airport:
• Removal of approximately 52 acres of vegetation obstructions on and off-airport property on all four runway ends, departure and/or transitional surfaces, ROFA, and the MALSR line of sight
• Enhance existing easements, approximately 82.52 acres, in the ROFA and RPZ on the Runway 25 end
• Acquire existing easements, approximately 17.47 acres, in the RPZ, and departure surfaces for the Runway 25 end
• Acquire easements, approximately 49.9 acres, in the departure and transitional surfaces for the Runway 28 end
• Acquire land, other than existing easements, approximately 139.2 acres, in the RPZ and departure and transitional surfaces for the Runway 7, 10, and 28 ends</td></tr>
<tr><td rowspan="2">Name of Applicant/Sponsor:
Jefferson County/Watertown International Airport</td><td colspan="2">Telephone: (315) 786-6002</td></tr>
<tr><td colspan="2">E-Mail: gsussey@co.jefferson.ny.us</td></tr>
<tr><td colspan="3">Address: 22525 Airport Drive</td></tr>
<tr><td>City/PO: Dexter</td><td>State: NY</td><td>Zip Code: 13601</td></tr>
<tr><td rowspan="2">Project Contact (if not same as sponsor; give name and title/role):
Grant W. Sussey, Airport Manager</td><td colspan="2">Telephone: (315) 786-6002</td></tr>
<tr><td colspan="2">E-Mail: gsussey@co.jefferson.ny.us</td></tr>
<tr><td colspan="3">Address:
same as applicant/sponsor</td></tr>
<tr><td>City/PO:</td><td>State:</td><td>Zip Code:</td></tr>
<tr><td rowspan="2">Property Owner (if not same as sponsor):
Project involves land/easement acquisition of properties (see attached list with contact info)</td><td colspan="2">Telephone:</td></tr>
<tr><td colspan="2">E-Mail:</td></tr>
<tr><td colspan="3">Address:</td></tr>
<tr><td>City/PO:</td><td>State:</td><td>Zip Code:</td></tr>
</table>

B. Government Approvals

B. Government Approvals, Funding, or Sponsorship. ("Funding" includes grants, loans, tax relief, and any other forms of financial assistance.)

Government Entity	If Yes: Identify Agency and Approval(s) Required	Application Date (Actual or projected)
a. City Counsel, Town Board, or Village Board of Trustees ☐Yes ☑No		
b. City, Town or Village Planning Board or Commission ☐Yes ☑No	Town Land Division Approval	
c. City, Town or Village Zoning Board of Appeals ☐Yes ☑No		
d. Other local agencies ☐Yes ☐No		
e. County agencies ☑Yes ☐No	Jefferson County Legislature & Jefferson County IDA Land Division/Acquisition Approval	2022
f. Regional agencies ☐Yes ☑No		
g. State agencies ☐Yes ☐No	NYSDOT Funding, NYSDEC: SPDES, NYSHPO: Letter of No Affect	
h. Federal agencies ☑Yes ☐No	FAA Funding & NEPA Approval	Spring 2021

i. Coastal Resources.

i. Is the project site within a Coastal Area, or the waterfront area of a Designated Inland Waterway? ☑Yes ☐No

ii. Is the project site located in a community with an approved Local Waterfront Revitalization Program? ☐Yes ☑No

iii. Is the project site within a Coastal Erosion Hazard Area? ☐Yes ☑No

C. Planning and Zoning

C.1. Planning and zoning actions.

Will administrative or legislative adoption, or amendment of a plan, local law, ordinance, rule or regulation be the only approval(s) which must be granted to enable the proposed action to proceed? ☐Yes ☑No

- **If Yes,** complete sections C, F and G.
- **If No,** proceed to question C.2 and complete all remaining sections and questions in Part 1

C.2. Adopted land use plans.

a. Do any municipally- adopted (city, town, village or county) comprehensive land use plan(s) include the site where the proposed action would be located? ☑Yes ☐No

If Yes, does the comprehensive plan include specific recommendations for the site where the proposed action would be located? ☑Yes ☐No

b. Is the site of the proposed action within any local or regional special planning district (for example: Greenway; Brownfield Opportunity Area (BOA); designated State or Federal heritage area; watershed management plan; or other?) ☑Yes ☐No

If Yes, identify the plan(s):

Black River Watershed Management Plan

c. Is the proposed action located wholly or partially within an area listed in an adopted municipal open space plan, or an adopted municipal farmland protection plan? ☐Yes ☑No

If Yes, identify the plan(s):

C.3. Zoning

a. Is the site of the proposed action located in a municipality with an adopted zoning law or ordinance. ☑ Yes ☐ No
If Yes, what is the zoning classification(s) including any applicable overlay district?
Airport - Industrial; proposed acquisition - Agricultural/Residential, Marine, and Multi-Use

b. Is the use permitted or allowed by a special or conditional use permit? ☐ Yes ☑ No

c. Is a zoning change requested as part of the proposed action? ☐ Yes ☑ No
If Yes,
i. What is the proposed new zoning for the site? _____

C.4. Existing community services.

a. In what school district is the project site located? General Brown

b. What police or other public protection forces serve the project site?
Jefferson County Sheriff, NYS Troopers

c. Which fire protection and emergency medical services serve the project site?
Hounsfield, Sackets Harbor Fire Company

d. What parks serve the project site?
Black River Bay Campgrounds, Village of Dexter parks and boat launch located to the NW and Dexter Marsh located to the SW

D. Project Details

D.1. Proposed and Potential Development

a. What is the general nature of the proposed action (e.g., residential, industrial, commercial, recreational; if mixed, include all components)? Industrial. Protection of airport safety areas and airspace. Some existing uses of acquisition will remain, such as agriculture.

b. a. Total acreage of the site of the proposed action? 290 acres
b. Total acreage to be physically disturbed? 52 acres
c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor? 1,925 acres

c. Is the proposed action an expansion of an existing project or use? ☑ Yes ☐ No
i. If Yes, what is the approximate percentage of the proposed expansion and identify the units (e.g., acres, miles, housing units, square feet)? % 14 Units: acres

d. Is the proposed action a subdivision, or does it include a subdivision? ☑ Yes ☐ No
If Yes,
i. Purpose or type of subdivision? (e.g., residential, industrial, commercial; if mixed, specify types)
land division for protection of airport safety area and airspace
ii. Is a cluster/conservation layout proposed? ☐ Yes ☑ No
iii. Number of lots proposed? 3
iv. Minimum and maximum proposed lot sizes? Minimum _____ Maximum _____

e. Will the proposed action be constructed in multiple phases? ☐ Yes ☑ No
i. If No, anticipated period of construction: _____ months
ii. If Yes:
- Total number of phases anticipated _____
- Anticipated commencement date of phase 1 (including demolition) _____ month _____ year
- Anticipated completion date of final phase _____ month _____year
- Generally describe connections or relationships among phases, including any contingencies where progress of one phase may determine timing or duration of future phases: _____

f. Does the project include new residential uses? ☐Yes ☑No

If Yes, show numbers of units proposed.

	One Family	Two Family	Three Family	Multiple Family (four or more)
Initial Phase	_____	_____	_____	_____
At completion of all phases	_____	_____	_____	_____

g. Does the proposed action include new non-residential construction (including expansions)? ☐Yes ☑No

If Yes,

i. Total number of structures _____

ii. Dimensions (in feet) of largest proposed structure: _____height; _____width; and _____ length

iii. Approximate extent of building space to be heated or cooled: _____ square feet

h. Does the proposed action include construction or other activities that will result in the impoundment of any liquids, such as creation of a water supply, reservoir, pond, lake, waste lagoon or other storage? ☐Yes ☑No

If Yes,

i. Purpose of the impoundment: _____

ii. If a water impoundment, the principal source of the water: ☐ Ground water ☐ Surface water streams ☐Other specify:

_____

iii. If other than water, identify the type of impounded/contained liquids and their source.

_____

iv. Approximate size of the proposed impoundment. Volume: _____ million gallons; surface area: _____ acres

v. Dimensions of the proposed dam or impounding structure: _____ height; _____ length

vi. Construction method/materials for the proposed dam or impounding structure (e.g., earth fill, rock, wood, concrete):

_____

D.2. Project Operations

a. Does the proposed action include any excavation, mining, or dredging, during construction, operations, or both? (Not including general site preparation, grading or installation of utilities or foundations where all excavated materials will remain onsite) ☐Yes ☑No

If Yes:

i .What is the purpose of the excavation or dredging? _____

ii. How much material (including rock, earth, sediments, etc.) is proposed to be removed from the site?

- Volume (specify tons or cubic yards): _____
- Over what duration of time? _____

iii. Describe nature and characteristics of materials to be excavated or dredged, and plans to use, manage or dispose of them.

_____

_____

i*v.* Will there be onsite dewatering or processing of excavated materials? ☐Yes ☐No

If yes, describe. _____

_____

v. What is the total area to be dredged or excavated? _____acres

vi. What is the maximum area to be worked at any one time? _____ acres

vii. What would be the maximum depth of excavation or dredging? _____ feet

viii. Will the excavation require blasting? ☐Yes ☐No

ix. Summarize site reclamation goals and plan: _____

_____

_____

b. Would the proposed action cause or result in alteration of, increase or decrease in size of, or encroachment into any existing wetland, waterbody, shoreline, beach or adjacent area? ☑Yes ☐No

If Yes:

i. Identify the wetland or waterbody which would be affected (by name, water index number, wetland map number or geographic description): federally regulated wetlands on and off-airport property for tree obstruction removal.

_____

ii. Describe how the proposed action would affect that waterbody or wetland, e.g. excavation, fill, placement of structures, or alteration of channels, banks and shorelines. Indicate extent of activities, alterations and additions in square feet or acres:

Tree obstruction removal in wetlands includes minimal ground disturbance, no excavation or filling activities, and stumps will be left in place.

iii. Will the proposed action cause or result in disturbance to bottom sediments? ☐ Yes ☑ No

If Yes, describe: _____

iv. Will the proposed action cause or result in the destruction or removal of aquatic vegetation? ☐ Yes ☑ No

If Yes:

- acres of aquatic vegetation proposed to be removed: _____
- expected acreage of aquatic vegetation remaining after project completion: _____
- purpose of proposed removal (e.g. beach clearing, invasive species control, boat access): _____
- proposed method of plant removal: _____
- if chemical/herbicide treatment will be used, specify product(s): _____

v. Describe any proposed reclamation/mitigation following disturbance: _____

c. Will the proposed action use, or create a new demand for water? ☐ Yes ☑ No

If Yes:

i. Total anticipated water usage/demand per day: _____ gallons/day

ii. Will the proposed action obtain water from an existing public water supply? ☐ Yes ☐ No

If Yes:

- Name of district or service area: _____
- Does the existing public water supply have capacity to serve the proposal? ☐ Yes ☐ No
- Is the project site in the existing district? ☐ Yes ☐ No
- Is expansion of the district needed? ☐ Yes ☐ No
- Do existing lines serve the project site? ☐ Yes ☐ No

iii. Will line extension within an existing district be necessary to supply the project? ☐ Yes ☐ No

If Yes:

- Describe extensions or capacity expansions proposed to serve this project: _____
- Source(s) of supply for the district: _____

iv. Is a new water supply district or service area proposed to be formed to serve the project site? ☐ Yes ☐ No

If, Yes:

- Applicant/sponsor for new district: _____
- Date application submitted or anticipated: _____
- Proposed source(s) of supply for new district: _____

v. If a public water supply will not be used, describe plans to provide water supply for the project: _____

vi. If water supply will be from wells (public or private), what is the maximum pumping capacity: _____ gallons/minute.

d. Will the proposed action generate liquid wastes? ☐ Yes ☑ No

If Yes:

i. Total anticipated liquid waste generation per day: _____ gallons/day

ii. Nature of liquid wastes to be generated (e.g., sanitary wastewater, industrial; if combination, describe all components and approximate volumes or proportions of each): _____

iii. Will the proposed action use any existing public wastewater treatment facilities? ☐ Yes ☑ No

If Yes:

- Name of wastewater treatment plant to be used: _____
- Name of district: _____
- Does the existing wastewater treatment plant have capacity to serve the project? ☐ Yes ☐ No
- Is the project site in the existing district? ☐ Yes ☐ No
- Is expansion of the district needed? ☐ Yes ☐ No

- Do existing sewer lines serve the project site? ☐Yes ☐No
- Will a line extension within an existing district be necessary to serve the project? ☐Yes ☐No

If Yes:

- Describe extensions or capacity expansions proposed to serve this project: _____

iv. Will a new wastewater (sewage) treatment district be formed to serve the project site? ☐Yes ☑No

If Yes:

- Applicant/sponsor for new district: _____
- Date application submitted or anticipated: _____
- What is the receiving water for the wastewater discharge? _____

v. If public facilities will not be used, describe plans to provide wastewater treatment for the project, including specifying proposed receiving water (name and classification if surface discharge or describe subsurface disposal plans):

_____

vi. Describe any plans or designs to capture, recycle or reuse liquid waste: _____

e. Will the proposed action disturb more than one acre and create stormwater runoff, either from new point sources (i.e. ditches, pipes, swales, curbs, gutters or other concentrated flows of stormwater) or non-point source (i.e. sheet flow) during construction or post construction? ☑Yes ☐No

If Yes:

i. How much impervious surface will the project create in relation to total size of project parcel?

_____ Square feet or 0 acres (impervious surface)

_____ Square feet or 0 acres (parcel size)

ii. Describe types of new point sources. Not Applicable. Project involves vegetation removal only

iii. Where will the stormwater runoff be directed (i.e. on-site stormwater management facility/structures, adjacent properties, groundwater, on-site surface water or off-site surface waters)?

Existing stormwater runoff patterns will remain unchanged.

- If to surface waters, identify receiving water bodies or wetlands: _____
- Will stormwater runoff flow to adjacent properties? ☑Yes ☐No

iv. Does the proposed plan minimize impervious surfaces, use pervious materials or collect and re-use stormwater? ☑Yes ☐No

f. Does the proposed action include, or will it use on-site, one or more sources of air emissions, including fuel combustion, waste incineration, or other processes or operations? ☑Yes ☐No

If Yes, identify:

i. Mobile sources during project operations (e.g., heavy equipment, fleet or delivery vehicles)

Temporary use of vegetation removal equipment during removal of obstructions

ii. Stationary sources during construction (e.g., power generation, structural heating, batch plant, crushers)

iii. Stationary sources during operations (e.g., process emissions, large boilers, electric generation)

g. Will any air emission sources named in D.2.f (above), require a NY State Air Registration, Air Facility Permit, or Federal Clean Air Act Title IV or Title V Permit? ☐Yes ☑No

If Yes:

i. Is the project site located in an Air quality non-attainment area? (Area routinely or periodically fails to meet ambient air quality standards for all or some parts of the year) ☐Yes ☐No

ii. In addition to emissions as calculated in the application, the project will generate:

- _____Tons/year (short tons) of Carbon Dioxide (CO_2)
- _____Tons/year (short tons) of Nitrous Oxide (N_2O)
- _____Tons/year (short tons) of Perfluorocarbons (PFCs)
- _____Tons/year (short tons) of Sulfur Hexafluoride (SF_6)
- _____Tons/year (short tons) of Carbon Dioxide equivalent of Hydroflourocarbons (HFCs)
- _____Tons/year (short tons) of Hazardous Air Pollutants (HAPs)

h. Will the proposed action generate or emit methane (including, but not limited to, sewage treatment plants, landfills, composting facilities)? ☐Yes ☑No

If Yes:

i. Estimate methane generation in tons/year (metric): _____

ii. Describe any methane capture, control or elimination measures included in project design (e.g., combustion to generate heat or electricity, flaring): _____

_____

i. Will the proposed action result in the release of air pollutants from open-air operations or processes, such as quarry or landfill operations? ☐Yes ☑No

If Yes: Describe operations and nature of emissions (e.g., diesel exhaust, rock particulates/dust):

_____

_____

j. Will the proposed action result in a substantial increase in traffic above present levels or generate substantial new demand for transportation facilities or services? ☐Yes ☑No

If Yes:

i. When is the peak traffic expected (Check all that apply): ☐ Morning ☐ Evening ☐Weekend ☐ Randomly between hours of _____ to _____.

ii. For commercial activities only, projected number of truck trips/day and type (e.g., semi trailers and dump trucks): _____

_____

iii. Parking spaces: Existing _____ Proposed _____ Net increase/decrease _____

iv. Does the proposed action include any shared use parking? ☐Yes ☐No

v. If the proposed action includes any modification of existing roads, creation of new roads or change in existing access, describe:

_____

vi. Are public/private transportation service(s) or facilities available within ½ mile of the proposed site? ☐Yes ☐No

vii Will the proposed action include access to public transportation or accommodations for use of hybrid, electric or other alternative fueled vehicles? ☐Yes ☐No

viii. Will the proposed action include plans for pedestrian or bicycle accommodations for connections to existing pedestrian or bicycle routes? ☐Yes ☐No

k. Will the proposed action (for commercial or industrial projects only) generate new or additional demand for energy? ☐Yes ☑No

If Yes:

i. Estimate annual electricity demand during operation of the proposed action: _____

_____

ii. Anticipated sources/suppliers of electricity for the project (e.g., on-site combustion, on-site renewable, via grid/local utility, or other):

_____

iii. Will the proposed action require a new, or an upgrade, to an existing substation? ☐Yes ☐No

l. Hours of operation. Answer all items which apply.

i. During Construction:

- Monday - Friday: 7am-5pm
- Saturday: N/A
- Sunday: N/A
- Holidays: N/A

ii. During Operations:

- Monday - Friday: N/A
- Saturday: _____
- Sunday: _____
- Holidays: _____

m. Will the proposed action produce noise that will exceed existing ambient noise levels during construction, operation, or both? ☑ Yes ☐ No

If yes:

i. Provide details including sources, time of day and duration:

Ambient noise levels may be exceeded during construction only when aircraft are not active. Vegetation removal equipment will be used on weekdays with hours limited from 7am - 5pm, only. Project duration is five months.

ii. Will the proposed action remove existing natural barriers that could act as a noise barrier or screen? ☑ Yes ☐ No

Describe: Height appropriate trees will be planted in vegetation removal areas along State Route 12F to provide screening.

n. Will the proposed action have outdoor lighting? ☐ Yes ☑ No

If yes:

i. Describe source(s), location(s), height of fixture(s), direction/aim, and proximity to nearest occupied structures:

ii. Will proposed action remove existing natural barriers that could act as a light barrier or screen? ☑ Yes ☐ No

Describe: Height appropriate trees will be planted in vegetation removal areas along State Route 12F to provide screening.

o. Does the proposed action have the potential to produce odors for more than one hour per day? ☐ Yes ☑ No

If Yes, describe possible sources, potential frequency and duration of odor emissions, and proximity to nearest occupied structures:

p. Will the proposed action include any bulk storage of petroleum (combined capacity of over 1,100 gallons) or chemical products 185 gallons in above ground storage or any amount in underground storage? ☐ Yes ☑ No

If Yes:

i. Product(s) to be stored

ii. Volume(s) _____ per unit time _____ (e.g., month, year)

iii. Generally, describe the proposed storage facilities:

q. Will the proposed action (commercial, industrial and recreational projects only) use pesticides (i.e., herbicides, insecticides) during construction or operation? ☐ Yes ☑ No

If Yes:

i. Describe proposed treatment(s):

ii. Will the proposed action use Integrated Pest Management Practices? ☐ Yes ☐ No

r. Will the proposed action (commercial or industrial projects only) involve or require the management or disposal of solid waste (excluding hazardous materials)? ☑ Yes ☐ No

If Yes:

i. Describe any solid waste(s) to be generated during construction or operation of the facility:

- Construction: woody debris tons per unknown (unit of time)
- Operation : not applicable tons per _____ (unit of time)

ii. Describe any proposals for on-site minimization, recycling or reuse of materials to avoid disposal as solid waste:

- Construction: cut trees will be chucked and left in place in wetland areas for habitat. remaining trees removed will be sold for lumber, pulpwood or mulch
- Operation: not applicable

iii. Proposed disposal methods/facilities for solid waste generated on-site:

- Construction: Cut lumber will be transfered to the nearest facility as determined by the contractor
- Operation:

s. Does the proposed action include construction or modification of a solid waste management facility? ☐ Yes ☑ No

If Yes:

i. Type of management or handling of waste proposed for the site (e.g., recycling or transfer station, composting, landfill, or other disposal activities): _____

ii. Anticipated rate of disposal/processing:

- _____ Tons/month, if transfer or other non-combustion/thermal treatment, or
- _____ Tons/hour, if combustion or thermal treatment

iii. If landfill, anticipated site life: _____ years

t. Will the proposed action at the site involve the commercial generation, treatment, storage, or disposal of hazardous waste? ☐ Yes ☑ No

If Yes:

i. Name(s) of all hazardous wastes or constituents to be generated, handled or managed at facility: _____

ii. Generally describe processes or activities involving hazardous wastes or constituents: _____

iii. Specify amount to be handled or generated _____ tons/month

iv. Describe any proposals for on-site minimization, recycling or reuse of hazardous constituents: _____

v. Will any hazardous wastes be disposed at an existing offsite hazardous waste facility? ☐ Yes ☐ No

If Yes: provide name and location of facility: _____

If No: describe proposed management of any hazardous wastes which will not be sent to a hazardous waste facility:

E. Site and Setting of Proposed Action

E.1. Land uses on and surrounding the project site

a. Existing land uses.

i. Check all uses that occur on, adjoining and near the project site.

☐ Urban ☑ Industrial ☐ Commercial ☑ Residential (suburban) ☑ Rural (non-farm)
☑ Forest ☑ Agriculture ☐ Aquatic ☐ Other (specify): _____

ii. If mix of uses, generally describe:

Airport land use and a mix of residential, agricultural, and vacant woodland/shrubland adjacent to the airport

b. Land uses and covertypes on the project site.

Land use or Covertype	Current Acreage	Acreage After Project Completion	Change (Acres +/-)
• Roads, buildings, and other paved or impervious surfaces	4	4	0
• Forested	97.3	45.3	-52
• Meadows, grasslands or brushlands (non-agricultural, including abandoned agricultural)	117.5	169.5	+52
• Agricultural (includes active orchards, field, greenhouse etc.)	55.5	55.5	0
• Surface water features (lakes, ponds, streams, rivers, etc.)	0	0	0
• Wetlands (freshwater or tidal)	15.7	15.7	0
• Non-vegetated (bare rock, earth or fill)			
• Other Describe: _____			

c. Is the project site presently used by members of the community for public recreation? ☐ Yes ☑ No

i. If Yes: explain: _____

d. Are there any facilities serving children, the elderly, people with disabilities (e.g., schools, hospitals, licensed day care centers, or group homes) within 1500 feet of the project site? ☑ Yes ☐ No

If Yes,

i. Identify Facilities:

Airport Christian Fellowship

e. Does the project site contain an existing dam? ☐ Yes ☑ No

If Yes:

i. Dimensions of the dam and impoundment:

- Dam height: _____ feet
- Dam length: _____ feet
- Surface area: _____ acres
- Volume impounded: _____ gallons OR acre-feet

ii. Dam's existing hazard classification: _____

iii. Provide date and summarize results of last inspection:

_____

_____

f. Has the project site ever been used as a municipal, commercial or industrial solid waste management facility, or does the project site adjoin property which is now, or was at one time, used as a solid waste management facility? ☐ Yes ☑ No

If Yes:

i. Has the facility been formally closed? ☐ Yes ☐ No

- If yes, cite sources/documentation: _____

ii. Describe the location of the project site relative to the boundaries of the solid waste management facility:

_____

_____

iii. Describe any development constraints due to the prior solid waste activities: _____

_____

g. Have hazardous wastes been generated, treated and/or disposed of at the site, or does the project site adjoin property which is now or was at one time used to commercially treat, store and/or dispose of hazardous waste? ☐ Yes ☑ No

If Yes:

i. Describe waste(s) handled and waste management activities, including approximate time when activities occurred:

_____

_____

h. Potential contamination history. Has there been a reported spill at the proposed project site, or have any remedial actions been conducted at or adjacent to the proposed site? ☐ Yes ☑ No

If Yes:

i. Is any portion of the site listed on the NYSDEC Spills Incidents database or Environmental Site Remediation database? Check all that apply: ☐ Yes ☐ No

☐ Yes – Spills Incidents database Provide DEC ID number(s): _____

☐ Yes – Environmental Site Remediation database Provide DEC ID number(s): _____

☐ Neither database

ii. If site has been subject of RCRA corrective activities, describe control measures:_____

_____

_____

iii. Is the project within 2000 feet of any site in the NYSDEC Environmental Site Remediation database? ☑ Yes ☐ No

If yes, provide DEC ID number(s): V00525

iv. If yes to (i), (ii) or (iii) above, describe current status of site(s):

site is located on the north side of the Black River on Bridge Street, outside of the project site watershed/drainage area and therefore, would not have an impact.

v. Is the project site subject to an institutional control limiting property uses? ☐ Yes ☑ No

- If yes, DEC site ID number: _____
- Describe the type of institutional control (e.g., deed restriction or easement): _____
- Describe any use limitations: _____
- Describe any engineering controls: _____
- Will the project affect the institutional or engineering controls in place? ☐ Yes ☐ No
- Explain: _____

E.2. Natural Resources On or Near Project Site

a. What is the average depth to bedrock on the project site? >6 feet

b. Are there bedrock outcroppings on the project site? ☑ Yes ☐ No
If Yes, what proportion of the site is comprised of bedrock outcroppings? 0-3 %

c. Predominant soil type(s) present on project site:

RhA	30 %
NoA	15 %
GbB	13 %

d. What is the average depth to the water table on the project site? Average: 2.5 feet

e. Drainage status of project site soils:

☑ Well Drained:	13 % of site
☑ Moderately Well Drained:	40 % of site
☑ Poorly Drained	47 % of site

f. Approximate proportion of proposed action site with slopes:

☑ 0-10%:	97 % of site
☑ 10-15%:	2 % of site
☑ 15% or greater:	1 % of site

g. Are there any unique geologic features on the project site? ☐ Yes ☑ No
If Yes, describe: _____

h. Surface water features.

i. Does any portion of the project site contain wetlands or other waterbodies (including streams, rivers, ponds or lakes)? ☑ Yes ☐ No

ii. Do any wetlands or other waterbodies adjoin the project site? ☑ Yes ☐ No

If Yes to either *i* or *ii*, continue. If No, skip to E.2.i.

iii. Are any of the wetlands or waterbodies within or adjoining the project site regulated by any federal, state or local agency? ☑ Yes ☐ No

iv. For each identified regulated wetland and waterbody on the project site, provide the following information:

- Streams: Name 847-41, 847-40 Classification C
- Lakes or Ponds: Name _____ Classification _____
- Wetlands: Name Federal Waters, NYS Wetland, Federal Waters, Fe... Approximate Size NYS Wetland (in a...
- Wetland No. (if regulated by DEC) W-1

v. Are any of the above water bodies listed in the most recent compilation of NYS water quality-impaired waterbodies? ☐ Yes ☑ No

If yes, name of impaired water body/bodies and basis for listing as impaired: _____

i. Is the project site in a designated Floodway? ☐ Yes ☑ No

j. Is the project site in the 100-year Floodplain? ☐ Yes ☑ No

k. Is the project site in the 500-year Floodplain? ☐ Yes ☑ No

l. Is the project site located over, or immediately adjoining, a primary, principal or sole source aquifer? ☐ Yes ☑ No
If Yes:

i. Name of aquifer: _____

m. Identify the predominant wildlife species that occupy or use the project site:

Deer	Fox	Cottontail, turkey
Amphibians	Songbirds	Birds of Prey
small mammals (mice, voles, etc.)	Snakes	Turtles

n. Does the project site contain a designated significant natural community? ☐ Yes ☑ No

If Yes:

i. Describe the habitat/community (composition, function, and basis for designation): _____

ii. Source(s) of description or evaluation: _____

iii. Extent of community/habitat:

- Currently: _____ acres
- Following completion of project as proposed: _____ acres
- Gain or loss (indicate + or -): _____ acres

o. Does project site contain any species of plant or animal that is listed by the federal government or NYS as endangered or threatened, or does it contain any areas identified as habitat for an endangered or threatened species? ☑ Yes ☐ No

If Yes:

i. Species and listing (endangered or threatened): back's sedge

Lake Sturgeon, Indiana Bat, Northern Long-eared Bat, Short-eared Owl, Henslow's Sparrow

p. Does the project site contain any species of plant or animal that is listed by NYS as rare, or as a species of special concern? ☐ Yes ☑ No

If Yes:

i. Species and listing: _____

q. Is the project site or adjoining area currently used for hunting, trapping, fishing or shell fishing? ☑ Yes ☐ No

If yes, give a brief description of how the proposed action may affect that use: _____

hunting occurs on property proposed for acquisition and will be allowed following acquisition by County

E.3. Designated Public Resources On or Near Project Site

a. Is the project site, or any portion of it, located in a designated agricultural district certified pursuant to Agriculture and Markets Law, Article 25-AA, Section 303 and 304? ☐ Yes ☑ No

If Yes, provide county plus district name/number: _____

b. Are agricultural lands consisting of highly productive soils present? ☑ Yes ☐ No

i. If Yes: acreage(s) on project site? 110 acres

ii. Source(s) of soil rating(s): NRCS Web Soil Survey

c. Does the project site contain all or part of, or is it substantially contiguous to, a registered National Natural Landmark? ☐ Yes ☑ No

If Yes:

i. Nature of the natural landmark: ☐ Biological Community ☐ Geological Feature

ii. Provide brief description of landmark, including values behind designation and approximate size/extent: _____

d. Is the project site located in or does it adjoin a state listed Critical Environmental Area? ☐ Yes ☑ No

If Yes:

i. CEA name: _____

ii. Basis for designation: _____

iii. Designating agency and date: _____

e. Does the project site contain, or is it substantially contiguous to, a building, archaeological site, or district which is listed on the National or State Register of Historic Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places? ☑ Yes ☐ No

If Yes:

i. Nature of historic/archaeological resource: ☐ Archaeological Site ☐ Historic Building or District

ii. Name: Conklin Farm

iii. Brief description of attributes on which listing is based:

farm building complex listed on National Register of Historic Places is located approximately 0.5 miles south of the project site on Evans Road.

f. Is the project site, or any portion of it, located in or adjacent to an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory? ☑ Yes ☐ No

g. Have additional archaeological or historic site(s) or resources been identified on the project site? ☐ Yes ☑ No

If Yes:

i. Describe possible resource(s): _____

ii. Basis for identification: _____

h. Is the project site within fives miles of any officially designated and publicly accessible federal, state, or local scenic or aesthetic resource? properties with proposed easement enhancement and acquisition abut the Black River and the Byway on Route 12F. ☑ Yes ☐ No

If Yes:

i. Identify resource: Black River Trail Scenic Byway, Great Lakes Seaway Trail, Olympic Trail

ii. Nature of, or basis for, designation (e.g., established highway overlook, state or local park, state historic trail or scenic byway, etc.): scenic byways

iii. Distance between project and resource: 0.01, 0.01, 2.1 miles.

i. Is the project site located within a designated river corridor under the Wild, Scenic and Recreational Rivers Program 6 NYCRR 666? ☐ Yes ☑ No

If Yes:

i. Identify the name of the river and its designation: _____

ii. Is the activity consistent with development restrictions contained in 6NYCRR Part 666? ☐ Yes ☐ No

F. Additional Information

Attach any additional information which may be needed to clarify your project.

If you have identified any adverse impacts which could be associated with your proposal, please describe those impacts plus any measures which you propose to avoid or minimize them.

G. Verification

I certify that the information provided is true to the best of my knowledge.

Applicant/Sponsor Name Jefferson County/Grant W. Sussey Date _____

Signature _____ Title Airport Manager

PRINT FORM

EAF Mapper Summary Report

Saturday, November 14, 2020 11:08 AM

Disclaimer: The EAF Mapper is a screening tool intended to assist project sponsors and reviewing agencies in preparing an environmental assessment form (EAF). Not all questions asked in the EAF are answered by the EAF Mapper. Additional information on any EAF question can be obtained by consulting the EAF Workbooks. Although the EAF Mapper provides the most up-to-date digital data available to DEC, you may also need to contact local or other data sources in order to obtain data not provided by the Mapper. Digital data is not a substitute for agency determinations.

B.i.i [Coastal or Waterfront Area]	Yes
B.i.ii [Local Waterfront Revitalization Area]	No
C.2.b. [Special Planning District]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h [DEC Spills or Remediation Site - Potential Contamination History]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h.i [DEC Spills or Remediation Site - Listed]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h.i [DEC Spills or Remediation Site - Environmental Site Remediation Database]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h.iii [Within 2,000' of DEC Remediation Site]	Yes
E.1.h.iii [Within 2,000' of DEC Remediation Site - DEC ID]	V00525
E.2.g [Unique Geologic Features]	No
E.2.h.i [Surface Water Features]	Yes
E.2.h.ii [Surface Water Features]	Yes
E.2.h.iii [Surface Water Features]	Yes - Digital mapping information on local and federal wetlands and waterbodies is known to be incomplete. Refer to EAF Workbook.
E.2.h.iv [Surface Water Features - Stream Name]	847-41, 847-40
E.2.h.iv [Surface Water Features - Stream Classification]	C
E.2.h.iv [Surface Water Features - Wetlands Name]	Federal Waters, NYS Wetland
E.2.h.iv [Surface Water Features - Wetlands Size]	NYS Wetland (in acres):26.6

E.2.h.iv [Surface Water Features - DEC Wetlands Number]	W-1
E.2.h.v [Impaired Water Bodies]	No
E.2.i. [Floodway]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.2.j. [100 Year Floodplain]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.2.k. [500 Year Floodplain]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.2.l. [Aquifers]	No
E.2.n. [Natural Communities]	No
E.2.o. [Endangered or Threatened Species]	Yes
E.2.o. [Endangered or Threatened Species - Name]	Lake Sturgeon, Indiana Bat, Northern Long-eared Bat, Short-eared Owl, Henslow's Sparrow
E.2.p. [Rare Plants or Animals]	No
E.3.a. [Agricultural District]	No
E.3.c. [National Natural Landmark]	No
E.3.d [Critical Environmental Area]	No
E.3.e. [National or State Register of Historic Places or State Eligible Sites]	Yes - Digital mapping data for archaeological site boundaries are not available. Refer to EAF Workbook.
E.3.e.ii [National or State Register of Historic Places or State Eligible Sites - Name]	Conklin Farm
E.3.f. [Archeological Sites]	Yes
E.3.i. [Designated River Corridor]	No

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Appendix D.

AGENCY CORRESPONDENCE

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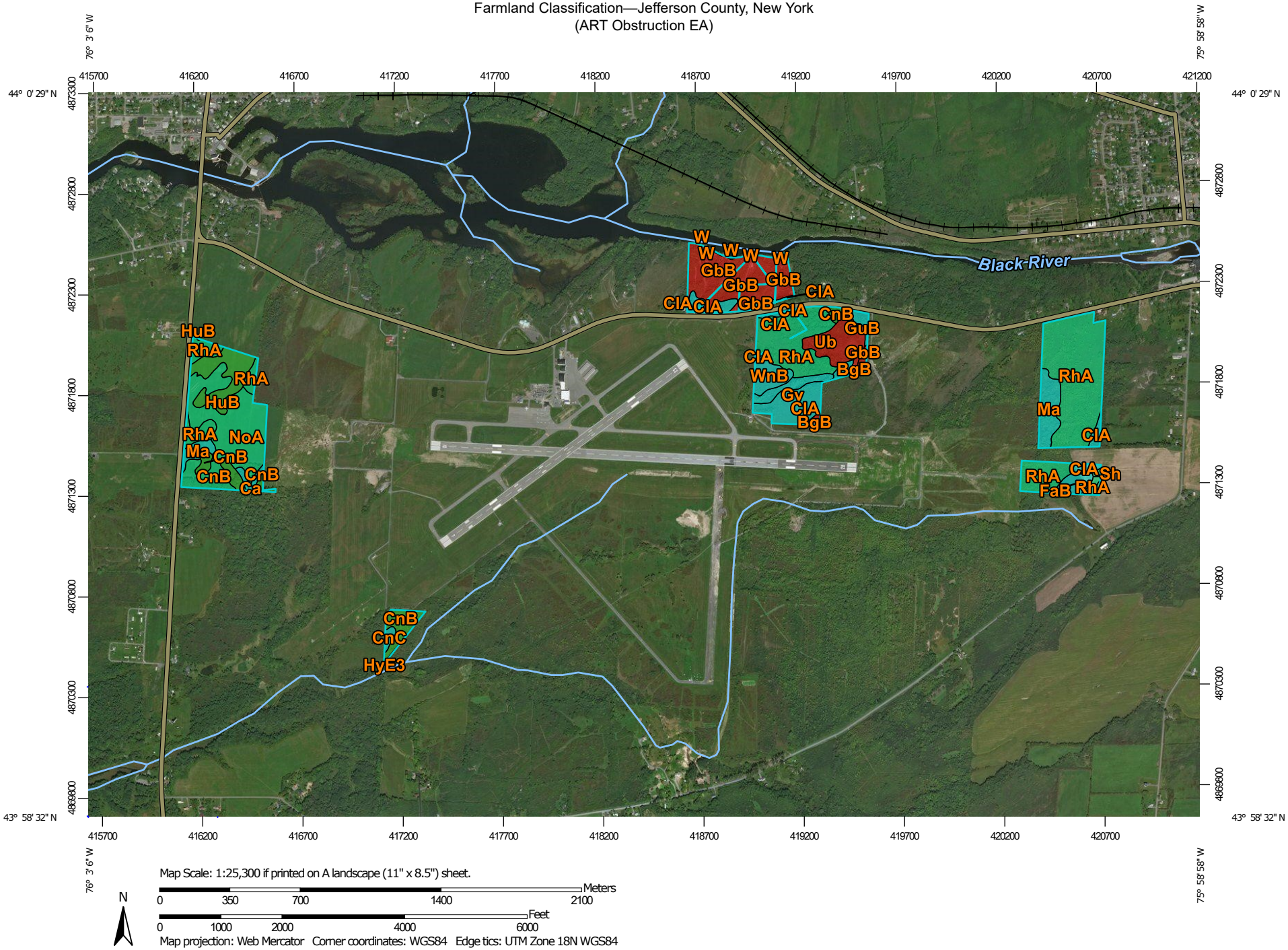
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44° 0' 29" N
43° 58' 32" N
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4869800
Black River
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BgB
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HuB
RhA
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Map Scale: 1:25,300 if printed on A landscape (11" x 8.5") sheet.
N
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700
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2100
Feet
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2000
4000
6000
Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 18N WGS84

MAP LEGEND

Area of Interest (AOI)

- Area of Interest (AOI)

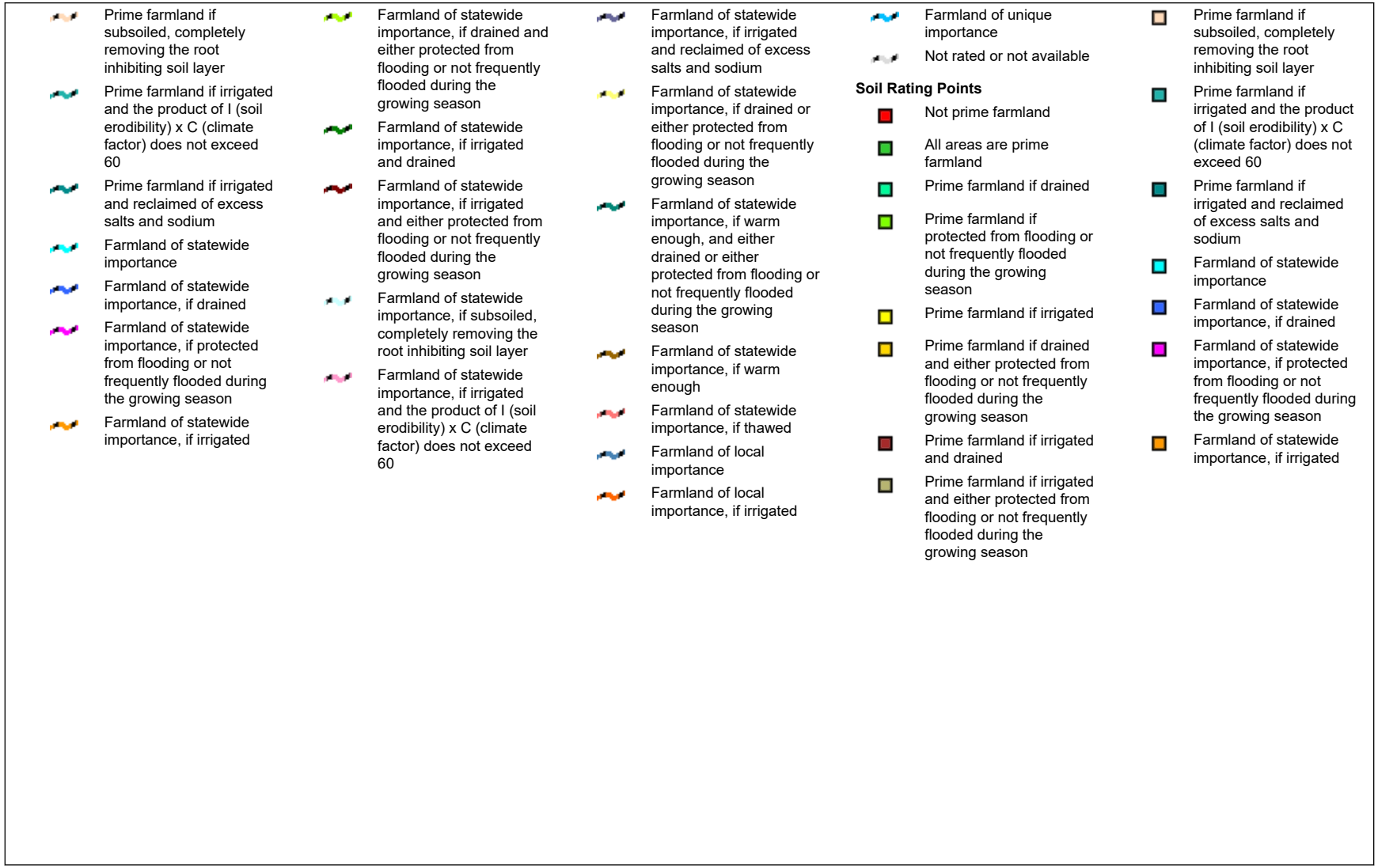
Soils

Soil Rating Polygons

- Not prime farmland
- All areas are prime farmland
- Prime farmland if drained
- Prime farmland if protected from flooding or not frequently flooded during the growing season
- Prime farmland if irrigated
- Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season
- Prime farmland if irrigated and drained
- Prime farmland if irrigated and either protected from flooding or not frequently flooded during the growing season
- Prime farmland if subsoiled, completely removing the root inhibiting soil layer
- Prime farmland if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60
- Prime farmland if irrigated and reclaimed of excess salts and sodium
- Farmland of statewide importance
- Farmland of statewide importance, if drained
- Farmland of statewide importance, if protected from flooding or not frequently flooded during the growing season
- Farmland of statewide importance, if irrigated
- Farmland of statewide importance, if drained and either protected from flooding or not frequently flooded during the growing season
- Farmland of statewide importance, if irrigated and drained
- Farmland of statewide importance, if irrigated and either protected from flooding or not frequently flooded during the growing season
- Farmland of statewide importance, if subsoiled, completely removing the root inhibiting soil layer
- Farmland of statewide importance, if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60
- Farmland of statewide importance, if irrigated and reclaimed of excess salts and sodium
- Farmland of statewide importance, if drained or either protected from flooding or not frequently flooded during the growing season
- Farmland of statewide importance, if warm enough, and either drained or either protected from flooding or not frequently flooded during the growing season
- Farmland of statewide importance, if warm enough
- Farmland of statewide importance, if thawed
- Farmland of local importance
- Farmland of local importance, if irrigated
- Farmland of unique importance
- Not rated or not available

Soil Rating Lines

- Not prime farmland
- All areas are prime farmland
- Prime farmland if drained
- Prime farmland if protected from flooding or not frequently flooded during the growing season
- Prime farmland if irrigated
- Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season
- Prime farmland if irrigated and drained
- Prime farmland if irrigated and either protected from flooding or not frequently flooded during the growing season


Prime farmland if subsoiled, completely removing the root inhibiting soil layer
Prime farmland if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60
Prime farmland if irrigated and reclaimed of excess salts and sodium
Farmland of statewide importance
Farmland of statewide importance, if drained
Farmland of statewide importance, if protected from flooding or not frequently flooded during the growing season
Farmland of statewide importance, if irrigated
Farmland of statewide importance, if drained and either protected from flooding or not frequently flooded during the growing season
Farmland of statewide importance, if irrigated and drained
Farmland of statewide importance, if irrigated and either protected from flooding or not frequently flooded during the growing season
Farmland of statewide importance, if subsoiled, completely removing the root inhibiting soil layer
Farmland of statewide importance, if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60
Farmland of statewide importance, if irrigated and reclaimed of excess salts and sodium
Farmland of statewide importance, if drained or either protected from flooding or not frequently flooded during the growing season
Farmland of statewide importance, if warm enough, and either drained or either protected from flooding or not frequently flooded during the growing season
Farmland of statewide importance, if warm enough
Farmland of statewide importance, if thawed
Farmland of local importance
Farmland of local importance, if irrigated
Farmland of unique importance
Not rated or not available
Soil Rating Points
Not prime farmland
All areas are prime farmland
Prime farmland if drained
Prime farmland if protected from flooding or not frequently flooded during the growing season
Prime farmland if irrigated
Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season
Prime farmland if irrigated and drained
Prime farmland if irrigated and either protected from flooding or not frequently flooded during the growing season
Prime farmland if subsoiled, completely removing the root inhibiting soil layer
Prime farmland if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60
Prime farmland if irrigated and reclaimed of excess salts and sodium
Farmland of statewide importance
Farmland of statewide importance, if drained
Farmland of statewide importance, if protected from flooding or not frequently flooded during the growing season
Farmland of statewide importance, if irrigated

- Farmland of statewide importance, if drained and either protected from flooding or not frequently flooded during the growing season
- Farmland of statewide importance, if irrigated and drained
- Farmland of statewide importance, if irrigated and either protected from flooding or not frequently flooded during the growing season
- Farmland of statewide importance, if subsoiled, completely removing the root inhibiting soil layer
- Farmland of statewide importance, if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60
- Farmland of statewide importance, if irrigated and reclaimed of excess salts and sodium
- Farmland of statewide importance, if drained or either protected from flooding or not frequently flooded during the growing season
- Farmland of statewide importance, if warm enough, and either drained or either protected from flooding or not frequently flooded during the growing season
- Farmland of statewide importance, if warm enough
- Farmland of statewide importance, if thawed
- Farmland of local importance
- Farmland of local importance, if irrigated
- Farmland of unique importance
- Not rated or not available

Water Features

- Streams and Canals

Transportation

- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background

- Aerial Photography

The soil surveys that comprise your AOI were mapped at 1:15,800.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Jefferson County, New York
Survey Area Data: Version 20, Jun 11, 2020

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Dec 31, 2009—Apr 1, 2017

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Farmland Classification

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
BgB	Benson-Galoo complex, very rocky, 0 to 8 percent slopes	Not prime farmland	1.4	0.6%
Ca	Canandaigua silt loam	Farmland of statewide importance	1.6	0.7%
ClA	Chaumont silty clay, 0 to 3 percent slopes	Farmland of statewide importance	20.8	8.9%
CnB	Collamer silt loam, 3 to 8 percent slopes	All areas are prime farmland	11.1	4.7%
CnC	Collamer silt loam, 8 to 15 percent slopes	Farmland of statewide importance	1.0	0.4%
FaB	Farmington loam, 0 to 8 percent slopes	Farmland of statewide importance	3.6	1.5%
GbB	Galoo-Rock outcrop complex, 0 to 8 percent slopes	Not prime farmland	31.4	13.4%
GuB	Groton variant gravelly loam, 0 to 8 percent slopes	Farmland of statewide importance	1.6	0.7%
Gv	Guffin clay	Farmland of statewide importance	4.3	1.8%
HuB	Hudson silt loam, 3 to 8 percent slopes	All areas are prime farmland	12.0	5.1%
HyE3	Hudson and Vergennes soils, 15 to 35 percent slopes, severely eroded	Not prime farmland	0.0	0.0%
Ma	Madalin silt loam, 0 to 3 percent slopes	Farmland of statewide importance	10.9	4.6%
NoA	Niagara silt loam, 0 to 3 percent slopes	Prime farmland if drained	36.5	15.5%
RhA	Rhinebeck silt loam, 0 to 3 percent slopes	Prime farmland if drained	80.0	34.1%
Sh	Shaker fine sandy loam	Prime farmland if drained	0.6	0.2%
Ub	Udorthents,smoothed	Not prime farmland	11.8	5.0%
W	Water	Not prime farmland	0.3	0.1%
WnB	Wilpoint silty clay loam, 3 to 8 percent slopes	Farmland of statewide importance	6.0	2.6%
Totals for Area of Interest			**234.8**	**100.0%**

Description

Farmland classification identifies map units as prime farmland, farmland of statewide importance, farmland of local importance, or unique farmland. It identifies the location and extent of the soils that are best suited to food, feed, fiber, forage, and oilseed crops. NRCS policy and procedures on prime and unique farmlands are published in the "Federal Register," Vol. 43, No. 21, January 31, 1978.

Rating Options

Aggregation Method: No Aggregation Necessary

Tie-break Rule: Lower

NEW YORK STATE OF OPPORTUNITY. | Parks, Recreation, and Historic Preservation

ANDREW M. CUOMO
Governor

ERIK KULLESEID
Commissioner

April 01, 2020

Erica Major
Planner
McFarland Johnson
49 Court St., Suite 240
Binghamton, NY 13901

Re: FAA
Watertown International Airport (ART) Land Acquisition and Obstruction Removal AE
22529 Airport Dr, Town of Hounsfield, Jefferson County, NY
20PR02189

Dear Erica Major:

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

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Appendix E.

THREATENED AND ENDANGERED SPECIES

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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
http://www.fws.gov/northeast/nyfo/es/section7.htm

In Reply Refer To: November 14, 2020
Consultation Code: 05E1NY00-2021-SLI-0460
Event Code: 05E1NY00-2021-E-01376
Project Name: Watertown International Airport - Acquisition and Obstruction Removal

Subject: List of threatened and endangered species that may occur in your proposed project location, and/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 (ESA) of 1973, as amended (16 U.S.C. 1531 *et seq.*). This list can also be used to determine whether listed species may be present for projects without federal agency involvement. 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 ESA, 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 ECOS-IPaC site at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list. If listed, proposed, or candidate species were identified as potentially occurring in the project area, coordination with our office is encouraged. Information on the steps involved with assessing potential impacts from projects can be found at: http://www.fws.gov/northeast/nyfo/es/section7.htm

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/

eagle_guidance.html). Additionally, wind energy projects should follow the Services wind energy guidelines (http://www.fws.gov/windenergy/) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm; http://www.towerkill.com; and http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html.

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 ESA. Please include the Consultation Tracking Number 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

Consultation Code: 05E1NY00-2021-SLI-0460

Event Code: 05E1NY00-2021-E-01376

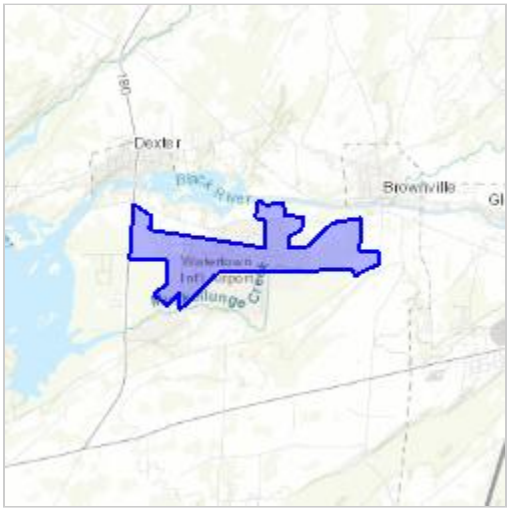
Project Name: Watertown International Airport - Acquisition and Obstruction Removal

Project Type: LAND - ACQUISITION

Project Description: Land/easement acquisition, existing easement enhancement, and vegetative obstruction removal to provide a safe airport airspace and airport land use control over safety areas and departure, approach, and transitional surfaces.

Project Location:

Approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/place/43.991578717665035N76.01497153859927W



Counties: Jefferson, NY

Endangered Species Act Species

There is a total of 2 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.

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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 is outside 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	Threatened

Critical habitats

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

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

April 15, 2020

Erica Major
McFarland Johnson
49 Court St., Suite 240
Binghamton, NY 13901

Re: Watertown International Airport Obstruction Removal EA
County: Jefferson Town/City: Hounsfield

Dear Ms. Major:

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 6 Office, Division of Environmental Permits, at dep.r6@dec.ny.gov.

Sincerely,

Heidi Krahling
Environmental Review Specialist
New York Natural Heritage Program

The following state-listed animals have been documented at or 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 or are candidates for federal listing.

For information about any permit considerations for your project, please contact the Permits staff at the NYSDEC Region 6 Office at dep.r6@dec.ny.gov, (315) 785-2245.

The following species have been documented at the project site.

COMMON NAME	SCIENTIFIC NAME	NY STATE LISTING	FEDERAL LISTING	
Birds				
Short-eared Owl *Breeding*	*Asio flammeus*	Endangered		7280
Henslow's Sparrow *Breeding*	*Ammodramus henslowii*	Threatened		2823

The following species has been documented within 1 mile of the project site.

COMMON NAME	SCIENTIFIC NAME	NY STATE LISTING	FEDERAL LISTING	
Birds				
Bald Eagle *Breeding*	*Haliaeetus leucocephalus*	Threatened		4875

The following species has been documented within 1.5 miles (hibernaculum) within 2 miles (maternity colony) of the project site. Individual animals may travel 2.5 miles from documented locations. The main impact of concern is the cutting or removal of potential roost trees.

COMMON NAME	SCIENTIFIC NAME	NY STATE LISTING	FEDERAL LISTING	
Mammals				
Indiana Bat *Hibernaculum and maternity colony*	*Myotis sodalis*	Endangered	Endangered	3122

The following species has been documented within 1.35 miles of the project site. Additional locations have been documented within 2 miles. Individual animals may travel 5 miles from documented locations. The main impact of concern is the cutting or removal of potential roost trees.

COMMON NAME	SCIENTIFIC NAME	NY STATE LISTING	FEDERAL LISTING	
Mammals				
Northern Long-eared Bat *Hibernaculum*	*Myotis septentrionalis*	Threatened	Threatened	14207

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

If any rare plants or animals are documented during site visits, we request that information on the observations be provided to the New York Natural Heritage Program so that we may update our 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.

New York Natural Heritage Program

Report on Rare Animals, Rare Plants, and Significant Natural Communities

The following rare plant and rare animals have been documented in the vicinity of the project site.

We recommend that potential impacts of the proposed project on these species be addressed as part of any environmental assessment or review conducted as part of the planning, permitting and approval process, such as reviews conducted under SEQR. Field surveys of the project site may be necessary to determine whether a species currently occurs at the site, particularly for sites that are currently undeveloped and may still contain suitable habitat. Final requirements of the project to avoid, minimize, or mitigate potential impacts are determined by the lead permitting agency or the government body approving the project.

The following plant is listed as Threatened by New York State, and so is a vulnerable natural resource of conservation concern.

COMMON NAME	*SCIENTIFIC NAME*	*NY STATE LISTING*	*HERITAGE CONSERVATION STATUS*
Vascular Plants			
Back's Sedge	*Carex backii*	Threatened	Imperiled in NYS

Documented within 100 yards of the northern portion of the project site. 2004-06-08: This site is on the south side of the Black River between Dexter and Brownville in a limestone/woodland forest. 11839

The following animals, while not listed by New York State as Endangered or Threatened, are rare in New York and are of conservation concern.

COMMON NAME	*SCIENTIFIC NAME*	*NY STATE LISTING*	*HERITAGE CONSERVATION STATUS*
Fish			
Iowa Darter	*Etheostoma exile*	Unlisted	Imperiled in NYS

Documented within 0.5 mile downstream of the project site in Muskalonge Creek, 2016-03-13: The fish were caught in a small section of the creek directly under a bridge. There is a 10-20 m strip of woods along the edge of the creek. 12387

Bridle Shiner	*Notropis bifrenatus*	Unlisted	Imperiled in NYS

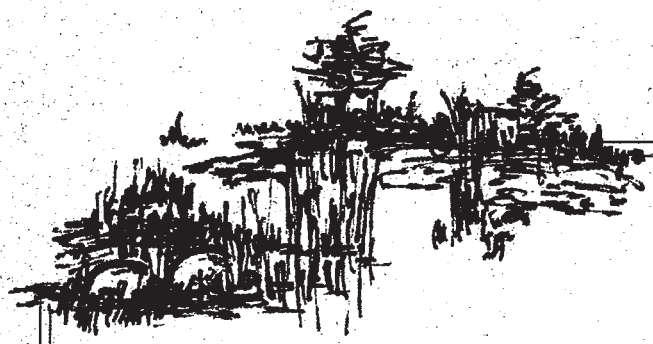
Documented within 0.5 mile downstream of the project site in Muskalonge Creek, 2015-07-06: The fish were found from the Muskalonge Bay to County Route 180 in Hounsfield. 12387

NOTE: The area along Muskalonge Creek and Bay is also a state-significant Waterfowl Winter Concentration Area.

This report only includes records from the NY Natural Heritage database. For most sites, comprehensive field surveys have not been conducted, and we cannot provide a definitive statement as to the presence or absence of all rare or state-listed species. 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.

If any rare plants or animals are documented during site visits, we request that information on the observations be provided to the New York Natural Heritage Program so that we may update our database.

Information about many of the rare animals and plants in New York, including habitat, biology, identification, conservation, and management, are available online in Natural Heritage's Conservation Guides at www.guides.nynhp.org, from NatureServe Explorer at www.natureserve.org/explorer, and from USDA's Plants Database at http://plants.usda.gov/index.html (for plants).



ECOLOGICAL EVALUATION OF RARE, THREATENED, AND ENDANGERED SPECIES

Watertown International Airport Runway Expansion Project

Town of Hounsfield Jefferson County, New York

Prepared For:

Passero Associates
100 Liberty Pole Way
Rochester, New York 14604

Prepared By:

Environmental Resources, LLC
33 Kress Hill Drive
Spencerport, New York 14559

December 18, 2008

TABLE OF CONTENTS

APPENDICIES

INTRODUCTION

Environmental Resources, LLC (ERS) conducted an assessment of the above site located as noted and just south of State Route 12F about five miles west of Interstate 81 (see Appendix A Figures 1 and 2) to determine the relative significance of the area's habitat and presence for rare, threatened, and endangered species and other species of concern as identified by New York Natural Heritage Program and U.S. Fish & Wildlife Service (Appendix A, Agency Correspondence). Specifically our evaluation included the following:

Common Name	Scientific Name	Status	Source
• Back's sedge	*Carex backii*	Threatened	NY Natural Heritage Program
• Troublesome sedge	*Carex molesta*	Threatened	NY Natural Heritage Program
• Henslow's sparrow	*Ammodramus henslowii*	Threatened	NY Natural Heritage Program
• Short-eared owl	*Asio flammeus*	Endangered	NY Natural Heritage Program
• Bald eagle	*Haliaeetus leucocephalus*	Deleted	US Fish and Wildlife Service
• Piping plover	*Charadrius melodus*	Endangered	US Fish and Wildlife Service
• Indiana bat	*Myotis sodalis*	Endangered	US Fish and Wildlife Service

Our assessment consisted of site inspections on October 8 and 24, 2008, and a literature review for information about the habitats and habits of the species.

SITE DESCRIPTION

The focus of this environmental assessment involves several study areas around and within the Watertown International Airport (WIA) boundary. The airport master plan proposes extensions of some runways and other expansion work in small areas of the site to promote efficient operation of the facility.

The WIA encompasses 1,172± acres with two principal 5,000-foot intersecting runways: 10-28 oriented generally east-west, and 7-25 oriented generally southwest to northeast. A north-south runway in the eastern portion of the facility is used only in unusual weather conditions. The facility is security-fenced and has perimeter access roads as well as taxiways for the runways. The majority of the WIA facility is under an extensive mowing management plan except some shrub/scrub lands exist in the southeast portion. Mowing obviously emphasizes visibility and appropriately reduces wildlife interaction with airport function.

To the east, south, and west, outside the perimeter fencing, much of the existing habitat is shrub/scrub and forest while especially in the runway extension areas are successional old-field communities of grasses and forbs, and seedling shrubs. The north side of the airport is mowed and in agricultural fields along with the airport administration, control, and auxiliary buildings. Farmsteads, rural roadside residential, and further agricultural fields are found north of Route 12F and to the northwest south of the road.

The specific study areas of our assessment concentrate principally as extension acreages at both ends of Runway 10-28 (17.7± acres to the west and 45.50± acres to the east); and the southwest extension of Runway 7-25 (56± acres). Other study areas include four smaller plots in and around the airports facilities operations and cumulatively total approximately seven-acres. The acreages of the study areas inside the perimeter fence are mowed grasses with limited shallow drainage swales, also usually mowed. Habitats are more natural outside the perimeter fence.

Runway 10-28 - East Extension Study Area

This study area consists of a 45± acres of upland that lies both within and outside the WIA perimeter fence. Areas outside (east) of the perimeter fence is characterized by level topography with a thick growth of common buckthorn (*Rhamnus cathartica*), gray dogwood (*Cornus racemosa*), silky dogwood (*C. amomum*), multiflora rose (*Rosa multiflora*), honeysuckle (*Lonicera sps.),* and scattered pockets of forbs (common strawberry-*Fragaria virginiana*), assorted grasses (timothy-*Phleum pratense*), and others. (Photo 1).

The majority of the study area inside the fence consists primarily of an old-field community that is mowed at least annually, thus vegetation characterizing this level area is limited to shrub stubble, assorted grasses, and forbs. (Photo 2 and 3). The exception to this is margin areas within the fence to the south and east, which exhibit successional shrub character similar to those areas described outside the fence.

Runway 10-28 - West Extension Study Area

This 18± acre study area shows some past disturbance including exposed bedrock scrapes, and brush and tree disposal. Also, here, are several small emergent wetlands that have developed as a result of grading changes and are characterized by silky dogwood, silky willow (*Salix sericea*), narrow-leaf cattail (*Typha angustifolia*), blunt spike-rush (*Eleocharis obtusa*), wool grass (*Scirpus cyperinus*), soft rush (*Juncus effusus*), and sensitive fern (*Onoclea sensibilis*). (Photo 4 and 5). Characteristic uplands in this area have a slight elevation rise, and include trees, shrubs, and forbs: quacking aspen (*Populus tremula*), eastern cottonwood (*P. deltoides*), gray dogwood, common buckthorn, timothy, strawberry, Queen Ann's lace (*Daucus carota*), white sweet clover (*Meliotus alba*), and vetch (*Vicia spp.).*

A small portion of this study area occurs within the WIA perimeter fence at the end of the runway (runway safety zone) and is characterized by upland grasses and forbs that are periodically mowed.

Runway 7-25 - Southwest Extension Study Area

The majority of this 56± acre area is a characterized by an extensive old-field community beginning to come into young shrubs. (Photo 6). It is level or gently rolling and appears to have periodic mowing to maintain the growth of woody vegetation. Forest surrounds the adjacent areas north, south, and east of this area. Airport center-line runway lighting is found through this area along with an access roadway and small support building. (see Photo 6). Vegetation characterizing this extension area includes eastern cottonwood, silky willow, gray dogwood, broadleaf meadowsweet (*Spiraea latifolia*), nannyberry (*Viburnum lentago*), and northern arrowwood (*V. recognitum*) saplings and shrubs. Characteristic herbaceous vegetation includes timothy , wild strawberry, rough goldenrod (*Solidago rugosa*), Canada goldenrod (*S. canadensis*), Queen Ann's lace, small white aster (*Aster vimineus*), and vetch. Many of the tree and shrub species are young specimens in the herb layer.

Runway 7-25 - southwest extension inside fence the WIA perimeter fence exhibits similar mowed old-field character as previously described. (Photo 7).

Administration Building Study Area

This study area consists of 1.10± acres encompassing the current facilities building, driveways, parking areas, and accesses to the airport proper. This currently is a developed area with limited lawn being the only green areas. (Photo 8).

North Aircraft Ramp/Taxiway Study Area

This 2.90± acre area is characterized by mowed grasses and forbs, and an expanded wetland swale of cattail, sedges, and sensitive fern. (Photo 9). This area receives general area drainage and carries it westerly through maintained ditches. Further airport facilities are proposed for this site.

2.80± Acre North Facilities Operations Study Area

This study area is located around the airport facilities operations buildings just off Route 12F and consists of a 2.71± acre and 0.10-acre area of mowed grasses and forbs. (Photo 10).

SPECIES OF CONCERN CHARACTERISTICS

Materials from concerned agencies and various literature reviews of the named species were addressed for their relevance to this study area.

Back's Sedge

This is a threatened species in New York State. It is found in dry, rocky, open, or shaded slopes, ridges, and barrens in hardwood and mixed or coniferous forests including pine plantations on acidic and calcareous substrates. Back's sedge is found in the surrounding vicinity along rims of gorges. In such settings, this species is apparently threatened by exotics such as common buckthorn, honeysuckle, and others.

Troublesome Sedge

Troublesome sedge is also a threatened species in New York. It adapts to a wide variety of habitats, including wet to dry-mesic prairies, open woodlands, swamps, thickets, abandoned fields, wet depressions in sunny areas, degraded wetlands, and roadside ditches. Obviously, this sedge is often found in habitats with a history of disturbance. It also has been found in the surrounding vicinity, again, near rims of gorges. Exotics also seem to threaten this species in spite of its appearance on disturbed sites.

Henslow's Sparrow

Henslow's sparrow is a threatened species in New York largely due to limited areas of desired habitat. It prefers extensive grasslands, either moist or dry, with scattered weeds and small shrubs. It is a secretive species preferring to run rather than fly. Efforts by State, Federal, and private groups to preserve extensive grasslands are management programs aimed at perpetuating this and other similar grassland species (bobolink, vesper sparrows, etc.).

Short-eared Owl

This species is an endangered species in New York. This is an owl found in open country including prairies, marshes, dunes, and tundra. Open treeless areas characterized as agricultural, savannah, and grassland allow the owl to characteristically fly 2 meters above the ground looking for voles and mice. They nest on the ground protected by grasses. Unusual in the owl species, this one principally forages during daylight into early evening. Its endangered status is enhanced by loss of habitat: marshes, bogs, and open grasslands.

Bald Eagle

The bald eagle was de-listed from the Federal list of Endangered and Threatened and other Candidate Species in August 2007. While no longer listed, this species is under complete State and Federal protection and concerns continue that project impacts that affect the species will be avoided. Principal desired habitat for bald eagles largely include remote or secluded lakes, large ponds, and sizeable streams and rivers where the birds can find their principal prey (fish), likely perching sites, and appropriate nesting sites. Eagles do not tolerate constant disturbance and will abandon areas where such activities occur.

Piping Plover

Piping plover is a sparrow-sized shore bird that nests and feeds along coastal sand and gravel beaches. It is an endangered species in New York and is found along beaches or sand flats on the Atlantic coast and the shores of the Great Lakes. The piping plover feeds on insects, marine worms, and crustaceans that they find between the high water "wrack line" and the water's edge.

Indiana Bat

While found throughout the eastern United States, this species hibernates in relatively few caves. Recent declines (despite improved cave protection) suggest ongoing loss/degradation of summer habitat including sites suitable for maternity colonies. Forested tracts in agriculturally dominated landscapes provide a myriad of sites (largely under loose bark of trees) for these maternity colonies.

WILDLIFE SPECIES OF THE STUDY AREA

Sites that have the varied habitats found here are a natural for the many indigenous and migratory species present in this area of New York. Waterfowl and shorebird habitat is essentially non-existent; however, an occasional great blue heron may be seen searching for mice in the open and agricultural fields or amphibians in the swale areas. Canada geese and ducks are also likely foragers in the winter wheat and other agricultural fields. Otherwise, the extensive shrub/scrub and forest areas surrounding the airport are obvious habitat for everything from mice, mink, raccoons, rabbits, fox, and deer to a myriad of songbirds and some raptors. The airport proper is much less appropriate due to the maintenance mowing and obvious airplane and auxiliary traffic.

RESULTS/CONCLUSIONS

While Back's sedge and Troublesome sedge are apparently found in the vicinity, our thorough evaluation of the sites habitat study areas failed to find any specimens. Other sedge species were located in the swales and fields of the site; however, none matched the characteristics of these species.

Grasslands within the existing fenced areas are mowed at least on an annual basis if not more often. Such habitats are not conducive to the presence of Henslow's sparrow. The constant disturbance of airport and airplane traffic further discourages this secretive species. Appropriate habitat may, however, be found associated with the southwesterly extension of Runway 7-25. Here, grassland is found in part connected northward to more grassland south of the westward extension of Runway 10-28 that may be compatible for the species. Since this acreage is limited, the disturbance level again is highly elevated, and other similar habitats are not nearby, our opinion is that the likelihood of Henslow's sparrows using this site is unlikely. None were seen during this assessment.

The discussion for the short-eared owl is essentially similar to that for Henslow's sparrow. The preferred habitat seems to be found outside the fenced area, however, it is limited in size, subject to constant disturbance, and not near similar acreage that would add to the territory thought to be of sufficient size to sustain the species. Therefore, it is unlikely that the owl would find this to be a preferred site.

The bald eagle prefers large territories that include bodies of water and a minimum of disturbance. The WIA simply does not meet the eagle's needs and actually is the opposite. Nesting habitat is lacking. No large bodies of water are on site. Airport and airplane activity are constant and continual in this area. Such disturbance would displace any attempt for eagles to establish here.

The eagle as a migratory species, may be seen in the area, may forage in nearby Black River, and certainly Lake Ontario, and do nest in areas of the Adirondacks, but would not find suitable habitat at WIA.

The piping plover does not find any of its life's needs met by the WIA and thus is not expected to be impacted at all by any developments here.

No hibernating caves for the Indiana bat are found in the vicinity of WIA. From the species range map, WIA is questionably within the area of its permanent residency. The concern for maternity roosting sites is not an issue on the study area because no appropriate forest sites are included. It is our professional opinion that Impacts on the Indiana bat from WIA runway extensions are not envisioned.

SUMMARY

The extension of 7-25 occupies potential habitat for Henslow's sparrow and short-eared owls; however, the acreage appears minimal, is not coincident or near other similar habitat (is enclosed by forest, shrub/scrub, and active airport), and is subject to current airport and airplane activity. Thus, while potentially appropriate habitat is present, it seems unlikely that the concerned species would occupy it.

Other wildlife species reside in the area; however, they have less restrictive habitat needs than those discussed above. Deer, fox, raccoon, skunk, songbirds, crows, red-tailed hawks, vultures, a myriad of insects, moles, shrews, mice, etc., find acceptable homes around the airport. Even these though are not encouraged and specifically are not compatible with most airport activities. Thus efforts are made to discourage their presence and rightfully so.

While the habitats of the study area provide appropriate territory and conditions for many wildlife species, it is our professional opinion that these habitats are not sufficient to provide the requirements for the species of concern mentioned above.

REFERENCES

Harlow, William M., 1946—Fruit Key and Twig Key to Trees and Shrubs, Dover Publications, Inc., 56 pages.

Newcomb, Lawrence, 1977—Wildflower Guide, Little, Brown and Co., New York, 490 pages.

Peterson, Roger Tory, 1980—A Field Guide to the Birds, Houghton, Mifflin Co. Boston, 384 pages.
New York Natural Heritage Program, 625 Broadway, Albany, New York, April 14, 2008.

United States Department of the Interior, Fish and Wildlife Service, *Federally Listed Endangered And Threatened and Candidate Species.*

United States Department of the Interior, Fish and Wildlife Service, Wetland Plants of the State of New York, 1986, 37 pages.

http://en.wikipedia.org/wiki/Piping_Plover

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http://www.illinoiswildflowers.info/grasses/plants/trouble_sedge.htm

http://msu.edu

http://plants.usda.gov

http://www.botany.wisc.edu/wisflora/pectures/xl

http://www.efloras.org

http://www.natureserve.org

APPENDIX A

Figures

Legend: Site Boundary

Source: USGS Quadrangle Map - Sackets Harbor, NY

Prepared By: *Environmental Resources, LLC*

FIGURE 1. SITE LCOATION

WATERTOWN INTERNATIONAL AIRPORT
(2008)

FIGURE 2.

APPENDIX B

Photographs

PHOTO 1. Representative view of scrub-shrub thicket community characterizing the eastern half of the 45± acre Runway 10-28 eastern extension study area.

PHOTO 2. Representative view of the mowed old-field community characterizing the western half of the Runway 10-28 eastern extension study area.

PHOTO 3. View looking east onto the Runway 10-28 eastern extension study area adjacent to the existing 10-28 runway.

PHOTO 4. View of wetlands having developed on the Runway 10-28 western extension study area. Note exposed bedrock ((background, center).

PHOTO 5. Representative view of successional old-field community characterizing the 17± acre Runway 10-28 western extension study area.

PHOTO 6. View of the successional old-field community characterizing Runway 7-52 extension study area. Evidence suggests this area to have routine mowing to maintain airfield safety. Note woodlands abutting the study area (right, left, and center background)

PHOTO 7. Runway 7-52 southwest extension study area within existing airport perimeter fence, characterized by mowed grasses.

PHOTO 8. View of 1.10± acre Administrative Building study area characterized by mowed grasses.

PHOTO 9. Representative view of North Aircraft Ramp/Taxiway study area, characterized by mowed grasses.

PHOTO 10. View of 2.80± acre North Facilties Operations study area characterized by mowed grasses.

APPENDIX C

Agency Correspondence

Passero Associates
Engineering Architecture

100 Liberty Pole Way
Rochester, NY 14604
www.passero.com
585-325-1000
585-325-1691 Fax

December 15, 2008

Mr. Lawrence Ambeau
Regional Permit Administrator
NYSDEC, Region 6
317 Washington St.
Watertown, NY 13601

Re: Watertown International Airport
Environmental Information Request

Dear Mr. Ambeau:

Can you provide me with environmental information I need for an Environmental Assessment for Watertown International Airport, located off Airport Road, off Route 12F, Town of Hounsfield, Jefferson County?

Passero Associates is assisting Jefferson County in preparing a Federal level Environmental Assessment to meet the requirements of the National Environmental Policy Act (NEPA). The proposed project includes a 1,000 foot runway and taxiway extension, and some terminal area development. The alternatives will examine an extension to Runway 7, 10 and 28, with only one extension as the development alternative (see Figures marked 1, 2 and 3). At this point in time we are seeking environmental information that will aid in narrowing the best alternative development plan by documenting all environmental categories that may be impacted and ascertain what environmental permits may be required, during the design phase, to be submitted to your agency.

We have reviewed the NYSDEC GIS websites for various resources maintained by the NYSDEC. There appears to be a creek, Muskellunge Creek and a NYSDEC wetland in the project vicinity. Muskalunge Creek has an associated floodplain (see Figure marked 4). According to federal wetland maps there is a single wetland between the runways that will not be impacted by any of the projects. The NYSDEC wetland would not be impacted by a 1,000 foot extension to the Runway 28 end, as the wetland, and its buffer, are outside the development boundary. Wetland delineation was conducted in October/November 2008 and five wetlands were found to be in the project areas, all less than 1 acre (see Figure marked 4). Terminal development area is open areas that have no wetlands. The airport lies outside the Sackets Harbor Coastal Zone. The EPA website revealed there are no sole source aquifers in the airport vicinity. The airport also does not lie within an MS-4. The proposed project will not affect any wild and scenic rivers in Jefferson County.

The NYSDEC website also indicates that there are some rare animal and plant species in the vicinity of the airport. The plant species exist along the northeast of the airport and are outside the project areas. The animal species encompass the airport. Correspondence from NYSDEC Division of Fish, Wildlife and Marine Resources, dated January 3, 2007 (see attachment marked 5) identified the species of significance to the state. These species, along with federally listed species, were examined in October 2008 during a field reconnaissance for the proposed project area. The findings revealed that there is *"potential habitat for the Henslow's sparrow and short eared owls however the acreage appears minimal and is not coincident or near other similar habitat, and is subject to current airport and airplane activity. Thus while potentially appropriate habitat is present, it seems unlikely that the concerned species would occupy it."* (Environmental Resources LLC)

Examining the EPA EnviroMapper for hazardous waste/toxic substances around the airport concluded that there were no sites in the vicinity of the airport. Additional research on the NYSDEC website for petroleum spills indicates that all spill reports have been closed (spill # 0002425, 0406539, 0406628, 0503529). If your records indicate additional resources that may be affected by the proposed project please forward that information. There also appears to be an active PBS (site # 6-441988) that expires in 2011.

A preliminary archeological field investigation suggests some historic sites may exist on the west end (off Runway 10). Additional field work is still ongoing.

We anticipate, during the design phase of the project, that we will notify your office for a 401 Water Quality Certification. If you have additional information about other permits that may be required to do work in these areas, please provide them to me.

I would appreciate receiving your environmental information by **January 18, 2009**. If you have any questions please call me at 585-325-1000, extension 201.

Sincerely,

Lisa M. Cheung
Airport Planner

Attachments

Cc: File

New York State Department of Environmental Conservation
Division of Fish, Wildlife & Marine Resources
New York Natural Heritage Program
625 Broadway, 5th floor, Albany, New York 12233-4757
Phone: (518) 402-8935 • **FAX:** (518) 402-8925
Website: www.dec.state.ny.

Denise M. Sheehan
Commissioner

January 3, 2007

Lisa M Cheung
Passero associates
100 Liberty Pole Way
Rochester, NY 14604

Dear Ms. Cheung:

In response to your recent request, we have reviewed the New York Natural Heritage Program database with respect to an Environmental Assessment for the proposed Watertown International Airport Master Plan, area as indicated on the map you provided, located Jefferson County.

Enclosed is a report of rare or state-listed animals and plants, significant natural communities, and other significant habitats, which our databases indicate occur, or may occur, on your site or in the immediate vicinity of your site. The information contained in this report is considered sensitive and should not be released to the public without permission from the New York Natural Heritage Program.

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 permits that may be required under state law for regulated areas or activities (e.g., regulated wetlands), please contact the appropriate NYS DEC Regional Office, Division of Environmental Permits, at the enclosed address.

For most sites, comprehensive field surveys have not been conducted; the enclosed report only includes records from our databases. We cannot provide a definitive statement on presence or absence of all rare or state-listed species or significant natural communities. This information should not be substituted for on-site surveys that may be required for environmental impact assessment.

Our databases are continually growing as records are added and updated. If this proposed project is still under development one year from now, we recommend that you contact us again so that we may update this response with the most current information.

Sincerely,

Tara Seoane

Tara Seoane, Information Services
NY Natural Heritage Program

Enc.

cc: Reg. 6, Wildlife Mgr.
Reg. 6, Fisheries Mgr.
Peter Nye, Endangered Species Unit, Albany

Jefferson County

Federally Listed Endangered and Threatened Species and Candidate Species

This list represents the best available information regarding known or likely County occurrences of Federally-listed and candidate species and is subject to change as new information becomes available.

Common Name	Scientific Name	Status
Bald eagle[1]	*Haliaeetus leucocephalus*	D
Indiana bat (W/S)	*Myotis sodalis*	E
Piping plover [Designated Critical Habitat]	*Charadrius melodus*	E

Status Codes: E=Endangered T=Threatened P=Proposed C=Candidate D=Delisted

W=Winter S=Summer

The bald eagle was delisted on August 8, 2007. While there are no ESA requirements for bald eagles after this date, the eagles continue to receive protection under the Bald and Golden Eagle Protection Act (BGEPA). Please follow the Service's May 2007 Bald Eagle Management Guidelines to determine whether you can avoid impacts under the BGEPA for your projects. If you have any questions, please contact the endangered species branch in our office.

Information current as of: 8/4/2008

Print Species List

New York State Department of Environmental Conservation
Division of Environmental Permits, Region 6
Dulles State Office Building, 317 Washington Street, Watertown, New York 13601-3787
Phone: (315) 785-2245 • **FAX:** (315) 785-2242
Website: www.dec.ny.gov

Alexander B. Grannis
Commissioner

January 29, 2009

Ms. Lisa M. Cheung
Airport Planner
Passero Associates
100 Liberty Pole Way
Rochester, New York 14604

RE: Watertown International Airport
Runway Extension Analysis
Environmental Information Request

Dear Ms. Cheung:

Mr. Lawrence Ambeau, Regional Permit Administrator asked that I respond to your inquiry request to this office dated December 15, 2008. I requested that our wildlife staff review the plans and I received the attached comments this date from Ms. Irene Mazzocchi, a biologist with our wildlife unit and our regional bird specialist. Irene indicates that there may be viable habitat on the project site that could support Henslow's sparrows, and Short-eared Owls. It is her recommendation that further field analysis be performed to establish the presence or absence of these species.

I did not identify any other areas of department jurisdiction or concern based on project design.

If you have any questions regarding this letter or attachments, please contact Irene directly at her Brownville Field Office at (315) 639-6122.

Sincerely,

Mark A. Wiggins

Mark A. Wiggins
Environmental Analyst II
Region 6

maw

cc: Irene Mazzocchi, Brownville

New York State Department of Environmental Conservation
Regional Director, Region 6
Dulles State Office Building
317 Washington Street, Watertown, New York 13601-3787
Phone: (315) 785-2239 • **Fax:** (315) 785-2242
Website: www.dec.ny.gov

Alexander B. Grannis
Commissioner

Ms. Lisa Chung
Passero Associates
100 Liberty Pole Way
Rochester, NY 14604

January 28, 2009

Dear Ms. Chung:

I recently reviewed your application for the expansion of the Watertown airport located in Jefferson County, New York. My understanding is that there are three alternatives proposed (#3, #4, and #5). In addition to the application you also sent me some photos and what appears to be a habitat assessment of the expansion areas. I based my review from the above mentioned information and was basically assessing any habitat that would possibly support threatened or endangered bird species in that area. In particular I am concerned about Short-eared Owl (*Asio flammeus*) wintering habitat and Henslow's Sparrow (*Ammodramus henslowii*) breeding habitat. From the photos and report, both alternatives #3 (photo 7) and #5 (photo 2) have habitat that may support these species of concern. Therefore I am recommending further studies to determine the presence or absence of these species.

In order to assess the presence or absence of the Henslow's Sparrow, I would recommend a grassland bird study. This would consist of several point counts conducted during the months of May, June and early July. I would also recommend some winter surveys for the Short-eared owl and can discuss the timing of those if you would like. I am attaching an outline of the protocol for such surveys. The acreage on the Watertown airport project is not extensive so there should not be too much of a time commitment for this effort. Please let me know if you have any questions.

Sincerely,

Irene Mazzocchi
Region 6 Wildlife Biologist
(315) 639-6122 Ext 201

ENVIRONMENTAL RESOURCES, LLC
CONSULTING SERVICES

February 20, 2009

Ms. Lisa Cheung
Passero Associates
100 Liberty Pole Way
Rochester, New York 14604

Re: Further Information about Presence of Endangered and Rare Species; Proposed Runway Extension of Watertown International Airport, Town of Watertown, Jefferson County.

Dear Ms. Cheung:

In a letter dated January 29, 2009, the Region #6 New York State Department of Environmental Conservation (NYSDEC) wildlife biologist Ms. Irene Mazzocchi, suggested further study of the Watertown International Airport (WIA) site regarding the possible presence of Henslow's sparrow (*Ammodramus henslowii*), short-eared owl (*Asio flammeus*), and their habitats. In response to that request please review the following extension of our *Ecological Evaluation of Rare, Threatened, and Endangered Species, Watertown International Airport Runway Extension Project* (December 18, 2008) for the study area and concerned species.

ERS's initial correspondence indicated potential habitat for both species may be present especially in the southwestern extension of Runway 7-25. However, that assessment further identified that this acreage was of limited size, subject to defined disturbance from routine (at least annual) mowing, subject to daily aircraft traffic and airport activities, and is generally surrounded by shrub and forest land and mowed lands (not adjacent to additional potential habitat). Our conclusion at that time was that these limitations essentially precluded the presence of and use by Henslow's sparrow and short-eared owl.

To further our contention that the study area is inappropriate for these species, please consider the following additional information.

A Species Management Abstract for Henslow's Sparrow, prepared by The Nature Conservancy (1999), is fully illustrative of reasons that our study area of WIA is not conducive for this sparrow species.

In the northeast, Henslow's sparrow populations have declined; they are sparse and localized in the mid-Atlantic and southern states. Loss of grassland breeding habitats is attributed to encroaching urbanization or natural succession to shrub lands and forest. Also, intensive production of row crops reduces or eliminates the use of hayfields and grazing land. Fragmentation of grasslands into patches less than 30 hectares (74.4 acres) may also preclude use.

Recommendations for habitat preservation for Henslow's sparrow indicate a minimum of 30 hectares be set aside at any such site. Management activities that enhance grassland productivity such as mowing, burning, and grazing should be encouraged, but not from mid-May through mid-August. Such activities are needed to maintain the grasslands but are detrimental to species populations in the short term.

One of the study areas in question is Runway 7-25 southwest extension area. The Runway 7-25 project site is only 56 acres in total, approximately one-third (20± acres) of which is inside the WIA perimeter fence and regularly mowed throughout the growing season. The area outside the fence is also mowed at least annually during the growing season. The Nature Conservancy abstract continues and cautions that management activities (mowing, burning, and grazing) should not occur over the entire area in any one breeding season. It indicates such disturbance reduces available habitat for one or two growing seasons. Even if rotational disturbance were instituted on the study area, the habitat acreage is much less than the minimum recommended. One researcher (Heckert, 1994) indicates that Henslow's sparrows in the east are rarely encountered on grassland fragments less than 100 hectares (248 acres).

Runway 10-28 eastern expansion study area as depicted in photo 2 of the original ecological evaluation report, consists of smaller acreages than that described above for Runway 7-25 and is entirely within the WIA perimeter fence, which is routinely mowed throughout the growing season.

Obviously, the above discussion of habitat requirements and management considerations do not consider the added disturbance of aircraft and airport activity. Certainly different researchers reflect different observations (habitat size, management, and disturbance). However, the less than minimal size, annual (at least) mowing, aircraft and airport activities, and habitat isolation lead us to conclude that this study area is inappropriate for and very unlikely to harbor Henslow's sparrow.

Researchers studying short-eared owls consistently reference large grassland or emergent marshes such as prairies, hayfields, fallow fields, small grain stubble, and marshes as being essential for breeding and wintering habitats for the species. Typical references such as ">250 acres" or "conserve large blocks of habitat >100 ha (248 acres)" or "50 ha (124 acres) or larger for breeding or wintering habitat" are common. In another example, smaller fragments as small as 75 acres can be utilized where the surrounding landscape is open habitat. These observations and recommendations certainly put in question the appropriateness of the areas of the WIA. This is the habitat itself; not considering other factors such as "away from human developments (sources of disturbance)", mowing, aircraft, etc.

Thus, again, our professional opinion is that the WIA is not a site that has or will foster appropriate habitat for Henslow's sparrows or short-eared owls. The existing habitat is much smaller that what is recommended, it is disturbed by a distinct mowing plan, it is not adjacent to other preferred habitats, and it is subject to aircraft and airport activity disturbances.

ERS will certainly be willing to conduct additional studies regarding the subject species. However, we feel it is not necessary due to the discussion above. Further, with the objective of this facility, the proposed development, the constraints of the existing habitat, and other factors at WIA, we suggest it is inappropriate to put these species in jeopardy by fostering their presence (if at all) under restricted conditions.

Sincerely,
Environmental Resources, LLC

for John R. Hauber
Wildlife Biologist

Gene Pellett
Wetlands Ecologist

References:

The Nature Conservancy, 1999, Species Management Abstract, Henslow's Sparrow, *Ammodramus henslowii*, 4245 North Fairfax Drive, Suite 100, Arlington, Va.
web4.msue.msu.edu/mnfi
www.birds.cornell. edu/allaboutbirds
www.fs.fed.us/r2/project/scp/assessment/short-earedowl
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www.natureserve.org/explorer
www.owlpages.com/owls
www.state.nj.us/dep/fsuo/ensp/

New York State Department of Environmental Conservation
Dulles State Office Building
317 Washington Street, Watertown, New York 13601-3787
Phone: (315) 785-2239 • **Fax:** (315) 785-2242
Website: www.dec.ny.gov

Alexander B. Grannis
Commissioner

April 21, 2009

Ms. Lisa Cheung
Airport Planner
Passero Associates
100 Liberty Pole Way
Rochester, NY 14604

Re: Watertown International Airport
Site Visit

Dear Ms. Cheung:

On 16 April 2009, Angelena Ross (NYSDEC Wildlife Biologist) and I met with Gene Pellett from Environmental Resources, LLC to tour the Watertown Airport proposed extension sites. As you are well aware, there are two proposed alternatives identified as Runway 7-25 southwest expansion and Runway 10-28 eastern expansion. During our site visit we observed several bird species of concern, particularly the Northern Harrier (*Circus cyaneus*), which is listed in New York State as threatened. Although this species was not recorded in the information you received from the NY Natural Heritage program, it is clear in their letter that the database is not complete, which is why "on site" surveys need to be conducted.

After visiting the site and noting the habitat make-up of the proposed expansions, we recommend that the Runway 10-28 extension be the selected alternative because the size and quality of grassland habitat at this site is not favorable for grassland bird species. At this time, if Runway 10-28 was chosen we would not require any further bird studies. However, if Runway 7-25 extension was the preferred alternative, we would recommend that grassland bird studies be conducted as outlined in my letter dated 28 January 2009. The grassland acreage at this site has the potential of supporting both breeding and/or foraging grassland bird species such as the Northern Harrier.

If you have any questions please free to contact me at (315) 639-6122 Ext 201.

Sincerely,

Irene Mazzocchi
Region 6 Wildlife Biologist

cc William Gordon
Larry Ambeau
Angelena Ross

FINAL GRASSLAND BIRD REPORT
IDA Airport Parcels
Proposed Western Parcel Development
Town of Hounsfield, New York
February 2016

For:

Jefferson County Industrial Development Agency
800 Starbuck Ave.
Watertown, New York. 13601

By:

B. LAING ASSOCIATES

ENVIRONMENTAL CONSULTING
www.blaingassociates.com

225 MAIN STREET – SUITE 205, NORTHPORT, NY 11768
631-261-7170 FAX: 631-261-7454
email: blaingassoc@optonline.net

F
Airport Park Development

B. LAING ASSOCIATES

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631-261-7170 FAX: 631-261-7454
email: blaingassoc@optonline.net

March 1, 2016

MAR - 7 2016

Mr. Donald Alexander,

Please find enclosed the final grassland bird report for the former Evan's parcel and the light industrial activity proposed there. This final report (for surveys in 2015) was requested by the NYSDEC at our 6/04/2015 meeting.

They had also requested that the stretch of preserved grassland along the southern edge of development be surveyed for grassland bird usage post-construction.

A copy of the enclosed report has been sent to Region 6 of the NYSDEC.

If you have any questions, please do not hesitate to contact us as provided in our letterhead above.

Thank you,

Taylor John Sturm
Technical Scientist

FINAL GRASSLAND BIRD REPORT
IDA – Airport Parcels
Proposed Western Parcel Development
Town of Hounsfield, New York
February 2016

TABLE OF CONTENTS

INTRODUCTION

In June and July 2014 and May through August 2015, B. Laing Associates, Inc. conducted surveys for breeding grassland and other bird species at the Jefferson County Industrial Development Agency (IDA) property, west of the Airport entry road on NYS Route 12F as well as the Jefferson County Industrial Development Agency (IDA) "Eastern Parcels", in the Town of Hounsfield in Jefferson County[1], New York. The Jefferson County Industrial Development Agency (IDA) western property is identified as Tax ID 81.00-1-5. It is 12.075 acres and was formerly occupied by a single residential dwelling, ancillary structures such as barns and sheds and a farm. The site is bordered on the north by Route 12F, on the west by Becker Road (a paper, abandoned, right-of-way) by the south by the Watertown International Airport's perimeter road and to the east by another parcel in agricultural use. The site has been in agriculture for many decades and is currently in use as a hay field.

The breeding bird surveys were conducted in accordance with the New York State Department of Conservation (NYSDEC) Region 6 Grassland Bird Survey Protocol (last updated 6/08/2009) for surveying in late spring/summer.

The overall objective was to determine the summer/breeding presence or absence, and site use by endangered (E), threatened (T) or bird species of special concern (SC) as listed by the NYSDEC. The "listed" grassland-habitat birds possibly occurring on or near this site by the State of New York are: Northern Harrier (*Circus cyaneus*) (T), Upland Sandpiper (*Bartramia longicauda*) (T), Short-eared Owl (*Asio flammeus*) (E), Henslow's Sparrow (*Ammodramus henslowii*) (T), Grasshopper Sparrow (*Ammodramus savannarum*) (SC), Vesper Sparrow (*Pooecetes gramineus*) (SC), and Sedge Wren (*Cistothorus platensis*) (T).

Findings, as well as potential impacts and habitat preservation are outlined in the following report.

[1] Numerous site inspections had occurred in the region in 2008 and 2009 by B. Laing Associates, Inc. personnel in association with other work and have also occurred in the summer and fall of 2014 and into the winter of 2015. The Watertown Airport also conducted bird species (associated with grassland habitats on their property, adjacent to the subject property (see below).

1.0 EXISTING CONDITION:

1.1 Subject Site

The subject site ("Former Evan's Parcel"), now owned by the Jefferson County Industrial Development Agency (IDA), is a 12.075 acre rural parcel formerly occupied by a hay field, a single residential dwelling and ancillary structures such as barns and sheds. The remainder of this lot has been mainly used as an agricultural (hay) field and therefore a majority of the site includes many grassland plant species. Upland species include Ryegrass (*Lolium sp.*), Reed Canarygrass (*Phalaris arundinacea*), Timothy-grass (*Phleum pratense*), etc. The few trees on-site exist in association with the abandoned (demolished at present) dwelling and barns. The trees include Blue Spruce (*Picea pungens*), Apple (*Malus sp.*) and Elm (*Ulmus americana*).

Two small wetland areas occur at the south east corner of the lot (see B. Laing Associates, Inc. Wetland Report). Species located in the two wetland areas are dominated by herbaceous species including Soft Rush[2] (*Juncus effusus*), Canadian Rush (*Juncus canadensis*), Fox Sedge (*Carex vulpinoidea*), as well as Goldenrods.

This site had been used for above-mentioned agriculture for years and, as such, has developed a grassland quality. This habitat is maintained[3] by yearly cutting and mowing. This agricultural maintenance has allowed the site to be used by a number of birds which have very narrow breeding and other habitat requirements provided by grasslands.

In June and July 2014 and May through August 2015, B. Laing Associates, Inc. conducted surveys for breeding grassland and other bird species at the former Jefferson County Industrial Development Agency (IDA) property, west of the Airport entry road on NYS Route 12F as well as the Jefferson County Industrial Development Agency (IDA) "Eastern Parcels", in the Town of Hounsfield in Jefferson County[4], New York.

The breeding bird surveys were conducted in accordance with the New York State Department of Conservation (NYSDEC) Region 6 Grassland Bird Survey Protocol (last updated 6/08/2009) for surveying in late spring/summer. This protocol states:

---

[2] A New York Natural Heritage Letter was received on June 25, 2014 for this property. It included references to the regional occurrences of the above bird species and two threatened Sedges (Back's and Troublesome, *Carex backii* and C. *molesta*) were mentioned. This report discusses the findings as they relate to the bird species. However, it is hereby noted that these sedges were searched for but are absent on-site.

[3] The site is maintained as a hay field and so, a grassland. If the site was agriculturally abandoned and allowed to follow a "natural" course of events, the site would undergo ecological succession and, within a short number of years, would be colonized by shrubs and eventually trees.

[4] Numerous site inspections had occurred in the region in 2008 and 2009 by B. Laing Associates, Inc. personnel in association with other work and have also occurred in the summer and fall of 2014 and into the winter of 2015. The Watertown Airport also conducted bird species (associated with grassland habitats on their property, adjacent to the subject property (see below).

During each survey event, the study area will be surveyed once in the evening and once in the morning. Each point count will be a variable circular plot survey centered on the observation point. Point counts are to be conducted for at least 5 minutes and all birds observed within approximately 100m will be recorded. Morning surveys will be conducted between one-half hour before sunrise until no later than 10:30am. Evening surveys will be conducted one hour before sunset until two hours after sunset.

The overall objective was to determine the summer/breeding presence or absence, and site use by endangered (E), threatened (T) or bird species of special concern (SC) as listed by the NYSDEC. The "listed" grassland-habitat birds possibly occurring on or near this site by the State of New York are: Northern Harrier (*Circus cyaneus*) (T), Upland Sandpiper (*Bartramia longicauda*) (T), Short-eared Owl (*Asio flammeus*) (E), Henslow's Sparrow (*Ammodramus henslowii*) (T), Grasshopper Sparrow (*Ammodramus savannarum*) (SC), Vesper Sparrow (*Pooecetes gramineus*) (SC), and Sedge Wren (*Cistothorus platensis*) (T).

The project site contained many birds one would expect on agricultural fields or grasslands as well as birds one would expect to find near suburban areas. Among them were good numbers of Red-winged blackbird (*Agelaius phoeniceus*), Eastern Meadowlark (*Sturnella magna*), Bobolink (*Dolichonyx oryzivorus*), American Kestrel (*Falco sparverius*), Savannah Sparrow (*Passerculus sandwichensis*), Barn Swallow (*Hirundo rustica*) and House Sparrow (*Passer domesticus).*The grassland species found on site can be expected to move freely back and forth to the southerly, Airport property.

A summary of birds observed, including those which are endangered and threatened, at this site can be found as a full list in Table 1.

1.2 Regional/Airport Site

Surveys were also conducted on "Eastern Parcels" also owned by the IDA. These properties exist as an amalgamation of lots east of Watertown International Airport, ultimately fronting on Route 12F. These lots are bordered on the east by Old Military Road, on the north by 12F and on the south and west by Watertown International Airport. See attached B. Laing Associates Figure 1.

These IDA eastern lots have a mix of habitats, including oak woodlands, poplar woodlands, and open areas as well as dense, shrubby thickets. These parcels have not been developed (they may have been, in part, used agriculturally) and, as such, have little to no "grassland-like" qualities. In spite of limited habitat, some grassland species were observed including Eastern Meadowlark, Savannah Sparrow, and Red-winged Blackbird in areas where the shrub habitat succession is in its early stages. This is likely due to the proximity of these "Eastern lots" to the Airport. However other species not typical of grassland such as Willow and Alder Flycatchers (*Empidonax traillii & E. alnorum*), Golden-winged Warbler (*Vermivora chrysoptera*), Rose-breasted Grosbeak (*Pheucticus ludovicianus*) and Pileated Woodpecker (*Dryocopus pileatus*) were present on the IDA's eastern lots due to the fact that the eastern parcels are largely scrub-shrub or forested.

Grassland birds were also observed on the land owned and maintained by Watertown International Airport (the airport). The airport's land must remain short and grassy to allow for un-obstructed, plane takeoffs and landings. The airport's large expanse of land spans from the project site to the IDA's eastern lots. As such, the grassland-like nature of the western property and the eastern, dominantly shrub-like property is contiguous with the grassland-like habitat of the airport. The grassland species found on the eastern lots and the proposed action site can be expected to move back and forth to the Airport property. Birds observed on the Airport's property included grassland birds such as American Kestrel, Grasshopper Sparrow and Eastern Meadowlark, as well as a variety of other birds such as Tree Swallow (*Tachycineta bicolor*), Barn Swallow and European Starling (*Sturnus vulgaris*).

A summary of birds observed, including those which are endangered and threatened, at the IDA's Eastern Parcels and the Airport can be found as a full list in Table 2.

1.3 Survey/Endangered & Threatened Findings:

B. Laing Associates personnel conducted avian point and transect surveys twice daily in June and July 2014 and May through August 2015. Surveys were conducted at the project site (IDA western lot) as well as the eastern parcels. Birds observed on the airport, as well as surrounding areas (i.e., Route 12F), were also noted. The general behaviors of the birds at the time of the observations were also recorded (e.g., singing, flying over, foraging.)

The project site contained many birds one would expect on agricultural fields or grasslands. Among them were good numbers of Red-winged Blackbird, Eastern Meadowlark, Bobolink, American Kestrel, and Savannah Sparrow. Most of these "grassland birds" were singing or displaying which gives a good indication that they were indeed breeding on or near the project site or, at least, attempting to do so.

Of the seven (7) species of grassland birds that New York State lists as either Endangered, Threatened or of Special Concern within the region, only two (2) were observed during B. Laing Associates' surveys. These birds were the Grasshopper Sparrow which is of Special Concern and the Northern Harrier which is listed as Threatened in New York.

1.3.1 Grasshopper Sparrow

Grasshopper Sparrows are a common local breeder throughout much of the United States and southern Canada. Breeding range extends from southern Maine and New England south to northern Georgia, west to Texas and north to Montana, Idaho, and eastern Washington. The grasshopper sparrow depends on dense grasses for foraging and nesting cover. In New York State, it remains locally common where grassland habitat is available. Upland meadows, pastures, hayfields, and croplands are primary habitats for the grasshopper sparrow. In New York State, it is a Species of Special Concern.

According to the NYSDEC:

> By the mid 1900's...loss of lands used for agriculture paired with the growth of development... [took] its toll on grasshopper sparrow populations. In New York populations have declined considerably with the loss of grassland and agricultural habitat due to suburban land development and natural plant succession.

No Grasshopper Sparrows were observed on the project site (the proposed Light Industrial, IDA western lot). Grasshopper sparrows were observed nearby on the property belonging to the Airport, south of the subject site, as well on the southern edge of the eastern JCIDA lots. All individual Grasshopper sparrows were observed singing.

1.3.2 Northern Harrier

Northern Harriers breed in wide-open habitats ranging from Arctic tundra to prairie grasslands to fields and marshes. Their nests are concealed on the ground in grasses or wetland vegetation. In migration and winter, harriers typically move south away from areas that receive heavy snow cover, ending up in open habitats similar to those in which they breed. In New York, Harriers can be found hunting over grassland, farms, fields, marshes, dunes and other open areas. They are largely migratory but will breed in the New York. In New York State, it is a Threatened Species.

According to the NYSDEC:

> Significant [Northern Harrier] declines began in the 1950's and were attributed to factors such as loss of breeding habitat and effects of pesticides. Reforestation, filling in of wetlands, changes in land use, changes in agricultural practices and urban and industrial development all contributed to habitat losses.

Three Northern Harriers were spotted during the 2014 surveys, and all of which were flying over adjacent properties. On 6/11/2014, one Northern Harrier (female or immature male) was seen flying low, potentially hunting, in the evening over the eastern end of the Airport's property. In the morning of 7/14/2014, two Northern Harriers (either females or immature males) were seen flying about a quarter mile to the west of the project site. Both birds flew north (over Route 12F) and out of sight.

Two Northern Harriers were seen during the 2015 surveys. On 5/22/2015, a harrier was seen flying north, high over the JCIDA "Eastern Parcels." On 7/7/2015, another harrier (female or imm. male) was seen flying along the western property line of the subject parcel. It only made a brief appearance over the subject site before heading back west and out of site

To-date, no Northern Harriers have been seen actively foraging over, or using the subject site.

2.0 PROPOSED ACTION AND IMPACTS

2.1 Proposed Action

The Jefferson County Industrial Development Agency is proposing to develop the subject site and construct an airport-related, commercial use at the former Evan's Property on NYS Route 12F, Town of Hounsfield in Jefferson County.

The site is zoned as MU (Multi-Use) per Article III, Section 310 of the Town of Hounsfield Zoning Law. Per Article III, Section 420, this zone allows various "multi-family" residential or commercial uses including Single and Two-Family Dwellings, Agriculture, Mobile Homes. Under site plan review, the MU zone also allows commercial uses such as Small and Large Retail, Hotels/Motels, Light Industrial and Offices. The Proposed Action is considered a "Light Industrial Use," and so, conforms to the existing zoning in the Town and for this specific parcel.

The Proposed Action will construct a two story, commercial "warehouse-type" building on the site. The project may occur all at once or in two, approximately equal phases. The Proposed Action (including SEQR and other environmental assessments) assumes a "full" build out as described below and as provided in the current Town Zoning Code. If the building is built in phases, the ancillary structures will occur in proportion to the size of the building in that phase. For example, if half the building is built in the first phase, half the parking, berths, etc. will follow suit. The exception to this is that the utilities such as water and sanitary systems and the access/improvements along Route 12F will be built out fully with the first phase.

The proposed building will be square and ultimately total some 160,000 square feet of interior space (450 feet by 356 feet). The building will occupy some 30.4 percent of the site. Current zoning allows 50 percent coverage of the property by buildings. The building will be set a minimum of 40 feet from the front lot line, 25 feet from the eastern side lot line, 235 feet from the western side lot line and 245 feet from the southern lot line. These setbacks all meet and exceed the MU zoning requirements as provided in Article III, Section 420, Part D of the Town Zoning Law.

2.2 Impacts

The Proposed Action includes construction of the above-mentioned warehouse office, parking, and associated structures and driveways/access ways. The building will occupy approximately 160,000 square feet and so, 3.67 acres. The parking and truck berths will occupy 143,742 square feet and so, 3.3 acres. The reserve parking, storm water disposal system and sanitary disposal field will occupy 117,452 square feet and so, 2.68 acres. The total development will be 8.19 acres. Approximately 0.5 acres of the site is already developed. Thus, this Proposed Action will have a **net** impact of 7.69 acres of farmland (grassland bird habitat) removal/development. (See Table 3.)

During the 2014 and 2015 grassland bird surveys conducted by B. Laing Associates personnel, no birds listed by the NYSDEC as Endangered, Threatened or of Special Concern were observed

occupying, flying directly over or using (i.e. foraging on) the IDA's western lot (i.e., the project site). Therefore, any loss of "grassland" habitat to this site will have no direct, significant impact on Endangered, Threatened or Special Concern species. However, it will cause the loss of up to 7.69 acres of habitat for grassland bird species in general or "regional" sense.

The subject property and the region is not naturally grassland, and was converted from its mature state to a field for agricultural purposes. If this site was not developed, but rather "left alone" (i.e. if no action were taken), this site would undergo ecological succession within a matter of years. Within a decade, the "grassland" habitat would be populated by shrubs. It would then and eventually succeed to trees. This natural succession would eliminate any grassland habitat on-site anyway, even without development.

However, in spite of having no direct impact on a "listed" species, the JCIDA will still preserve 2.34 acres of grassland habitat (see section 3).

3.0 PRESERVATION

The proposed action will cause a loss of farmland or "grassland habitat" equal to 7.69 acres. Originally, it was proposed to mitigate 1.5 acres of grassland on nearby properties, but in a June 4th 2015 meeting with Region 6 of the NYSDEC, it was determined that no mitigation was necessary as there was minimal impact.

2.1 Grassland preservation on Subject Site

The Proposed Action on the IDA's western project site (former Evan's parcel) leaves some grassland habitat to be preserved and/or re-vegetated as mitigation. The preserved and/or re-vegetated property on site will exist as a single, 2.34 acre block at the southern-most section of the property. The site's wetlands on the southern property boundary will be avoided (preserved). At the conclusion of site construction, the reserve parking areas, the sanitary field and the storm water basins will be re-established in a field condition. Without counting the reserved parking, these areas total some 2.34 acres south of the proposed 7.69 acre "developed area." In these areas the upper soils will be spread with at least 3 inches of top soils (saved from site construction), raked and seeded to a hay field mixture of grasses. These locations will be allowed to mature back to a grassland condition. The wetland(s) will be untouched in the construction. The reserve parking areas, the sanitary field, the storm water basins and the wetland(s), will then be hayed or mowed after August 15 of each year to prevent ecological succession from taking place and to prevent the destruction of active nests or nestlings/fledglings. Save for the Airport perimeter road, which separates the Airport from the project site, this section of grassland preserved/re-vegetated on site will exist as grassland habitat contiguous with large expanse of grassland that dominates the Watertown International Airport. (See Table 3 and Figure 1).

4.0 CONCLUSION

The Proposed Action plans to create a light industrial development on a large portion of IDA's western lot (the former Evan's property) on NYS Route 12F and abutting Watertown International Airport's property, west of the Airport's entrance. This Proposed Action will impact/eliminate 7.69 acres of grassland, but will not significantly or directly impact any State (or Federally) "listed" species of concern per B. Laing Associates bird surveys in 2014 and 2015.

However, in general and regionally, 7.69 acres of grassland bird habitat will be lost as a result of the Proposed Action. Mitigation was originally proposed, but in a June 4th 2015 meeting with Region 6 of the NYSDEC, it was determined that no mitigation was necessary as there was minimal impact.

Appendix A
Tables and Figures

Table 1: Birds Observed on Project Site – 2014, 2015		
Common Name (Taxonomic)	**Scientific Name**	**Notes:**
Canada Goose	*Branta canadensis*	Flyover
Wood Duck	*Aix sponsa*	Flyover
Wild Turkey	*Meleagris gallopavo*	
American Bittern †	*Botaurus lentiginosus*	Flyover; Airport Basin
Turkey Vulture	*Cathartes aura*	Flyover
Osprey †	*Pandion haliaetus*	Flyover
Northern Harrier †	*Circus cyaneus*	Flyover West; Foraging
Killdeer	*Charadrius vociferus*	Alarm Call
Greater Yellowlegs	*Tringa melanoleuca*	Airport Basin; Flyover
Lesser Yellowlegs	*Tringa flavipes*	Airport Basin; Flyover
Ring-billed Gull	*Larus delawarensis*	Flyover
Caspian Tern	*Hydroprogne caspia*	Flyover
Mourning Dove	*Zenaida macroura*	Flyover
American Kestrel	*Falco sparverius*	Perched; Foraging
Eastern Wood-Pewee	*Contopus virens*	Perched; Singing
Willow Flycatcher	*Empidonax traillii*	Perched; Singing
Blue Jay	*Cyanocitta cristata*	Flyover; Calling
American Crow	*Corvus brachyrhynchos*	Flyover; Calling
Common Raven	*Corvus corax*	Flyover; Calling
Tree Swallow	*Tachycineta bicolor*	Foraging on site; Flyover
Barn Swallow	*Hirundo rustica*	Foraging on site; Flyover
American Robin	*Turdus migratorius*	Flyover
Gray Catbird	*Dumetella carolinensis*	Perched; Calling; Singing
European Starling	*Sturnus vulgaris*	
Cedar Waxwing	*Bombycilla cedrorum*	Flyover; Singing
Common Yellowthroat	*Geothlypis trichas*	Singing; Perched
Yellow Warbler	*Setophaga petechia*	Singing; Perched
Grasshopper Sparrow	*Ammodramus savannarum*	Singing; Perched
Chipping Sparrow	*Spizella passerina*	Singing; Heard Only
Savannah Sparrow	*Passerculus sandwichensis*	Singing; Perched
Song Sparrow	*Melospiza melodia*	Singing
Indigo Bunting	*Passerina cyanea*	Perched
Bobolink	*Dolichonyx oryzivorus*	Display; Singing
Red-winged Blackbird	*Agelaius phoeniceus*	Display; Singing
Eastern Meadowlark	*Sturnella magna*	Display; Singing
Common Grackle	*Quiscalus quiscula*	Flyover; Calling
American Goldfinch	*Spinus tristis*	Flyover; Calling
† indicates species listed by NYSDEC as special concern, threatened or endangered.		
* indicates species was confirmed to breed on site.		

Table 2: Birds Observed in **Proximity** to Project Site – 2014, 2015		
Common Name (Taxonomic)	**Scientific Name**	**Notes/Location:**
Canada Goose	*Branta canadensis*	Flyover – Eastern Parcels
Wood Duck	*Aix sponsa*	Flushed - Eastern Parcels
Mallard	*Anas platyrhynchos*	Flyover - Eastern Parcels
Ruffed Grouse	*Bonasa umbellus*	Display - Eastern Parcels
American Bittern †	*Botaurus lentiginosus*	Flyover - Eastern Parcels
Great Blue Heron	*Ardea herodias*	Flyover - Eastern Parcels
Northern Harrier †	*Circus cyaneus*	Flyover – E.P./Airport
Red-tailed Hawk	*Buteo jamaicensis*	Foraging; Vocal – E.P.
Killdeer	*Charadrius vociferus*	Eastern Parcels
American Woodcock	*Scolopax minor*	Display; Calling - E.P.
Ring-billed Gull	*Larus delawarensis*	Flyover - Eastern Parcels
Caspian Tern	*Hydroprogne caspia*	Flyover - Eastern Parcels
Feral Pigeon	*Columbia livia*	Flyover - Eastern Parcels
Mourning Dove	*Zenaida macroura*	Eastern Parcels
Chimney Swift	*Chaetura pelagica*	Foraging – Eastern Parcels
Ruby-throated Hummingbird	*Archilochus colubris*	Eastern Parcels
Downy Woodpecker	*Picoides pubescens*	Calling - Eastern Parcels
Hairy Woodpecker	*Picoides villosus*	Calling - Eastern Parcels
Northern Flicker	*Colaptes auratus*	Calling - Eastern Parcels
Pileated Woodpecker	*Dryocopus pileatus*	Calling; Drumming – E.P.
American Kestrel	*Falco sparverius*	Foraging – Airport
Eastern Wood-Pewee	*Contopus virens*	Singing - Eastern Parcels
Alder Flycatcher	*Empidonax alnorum*	Singing - Eastern Parcels
Willow Flycatcher	*Empidonax traillii*	Singing - Eastern Parcels
Eastern Phoebe	*Sayornis phoebe*	Singing; Foraging – E.P.
Great Crested Flycatcher	*Myiarchus crinitus*	Singing; Foraging – E.P.
Eastern Kingbird	*Tyrannus tyrannus*	Singing; Foraging – E.P.
Warbling Vireo	*Vireo gilvus*	Singing - Eastern Parcels
Red-eyed Vireo	*Vireo olivaceus*	Singing; Foraging – E.P.
Blue Jay	*Cyanocitta cristata*	Calling - Eastern Parcels
American Crow	*Corvus brachyrhynchos*	Flyover; Calling – E.P.
Common Raven	*Corvus corax*	Flyover; Calling – E.P.
Tree Swallow	*Tachycineta bicolor*	Foraging - Eastern Parcels
Barn Swallow	*Hirundo rustica*	Foraging - Eastern Parcels
Bank Swallow	*Riparia riparia*	Foraging; Flyover – E.P.
Black-capped Chickadee	*Poecile atricapillus*	Singing; Calling – E.P.
Tufted Titmouse	*Baeolophus bicolor*	Calling – E.P.
White-breasted Nuthatch	*Sitta carolinensis*	Foraging; Calling – E.P.

Table 2: Birds Observed in **Proximity** to Project Site – 2014, 2015 **CONTINUED**		
House Wren	*Troglodytes aedon*	Singing - Eastern Parcels
Eastern Bluebird	*Sialia sialis*	Eastern Parcels
Veery	*Catharus fuscescens*	Singing - Eastern Parcels
Wood Thrush	*Hylocichla mustelina*	Singing - Eastern Parcels
Gray Catbird	*Dumetella carolinensis*	Calling - Eastern Parcels
Brown Thrasher	*Toxostoma rufum*	Eastern Parcels
Northern Mockingbird	*Mimus polyglottos*	Eastern Parcels
European Starling	*Sturnus vulgaris*	Eastern Parcels
Cedar Waxwing	*Bombycilla cedrorum*	Flyover; Foraging – E.P.
Ovenbird	*Seiurus aurocapilla*	Singing - Eastern Parcels
Golden-winged Warbler † *	*Vermivora chrysoptera*	Singing - Eastern Parcels
Brewster's Warbler	*Vermivora chrys x cyanoptera*	Singing - Eastern Parcels
Blue-winged Warbler *	*Vermivora cyanoptera*	Singing - Eastern Parcels
Black-and-white Warbler	*Mniotilta varia*	Singing - Eastern Parcels
Common Yellowthroat *	*Geothlypis trichas*	Singing - Eastern Parcels
Yellow Warbler *	*Setophaga petechia*	Singing - Eastern Parcels
Chestnut-sided Warbler	*Setophaga pensylvanica*	Singing - Eastern Parcels
Black-throated Blue Warbler	*Setophaga caerulescens*	Perched - Eastern Parcels
Pine Warbler	*Setophaga pinus*	Foraging - Eastern Parcels
Grasshopper Sparrow †	*Ammodramus savannarum*	Singing – E.P./Airport
Chipping Sparrow *	*Spizella passerina*	Singing - Eastern Parcels
Field Sparrow *	*Spizella pusilla*	Singing - Eastern Parcels
White-crowned Sparrow	*Zonotrichia leucophrys*	Foraging - Eastern Parcels
Savannah Sparrow	*Passerculus sandwichensis*	Singing – Airport
Song Sparrow	*Melospiza melodia*	Eastern Parcels
Eastern Towhee *	*Pipilo erythrophthalmus*	Singing - Eastern Parcels
Scarlet Tanager	*Piranga olivacea*	Singing - Eastern Parcels
Northern Cardinal	*Cardinalis cardinalis*	Eastern Parcels
Rose-breasted Grosbeak *	*Pheucticus ludovicianus*	Singing - Eastern Parcels
Indigo Bunting	*Passerina cyanea*	Singing - Eastern Parcels
Red-winged Blackbird	*Agelaius phoeniceus*	East Parcels/Airport
Eastern Meadowlark	*Sturnella magna*	Display; Singing – Airport
Common Grackle	*Quiscalus quiscula*	Flyover - Eastern Parcels
Brown-headed Cowbird	*Molothrus ater*	Singing - Eastern Parcels
Baltimore Oriole	*Icterus galbula*	Eastern Parcels
American Goldfinch	*Spinus tristis*	Eastern Parcels
† indicates species listed by NYSDEC as special concern, threatened or endangered.		
* indicates species was confirmed to breed on site.		

Table 3: Existing and Proposed Acreages			
Evan's Property	**Existing**	**Proposed**	**Change**
Total Site	12.075	12.075	0
Previously Developed	0.5	8.19	+7.69
Grassland/Undeveloped	11.575	3.89	-7.69
Grassland Preservation	--	2.34	+ **2.34**

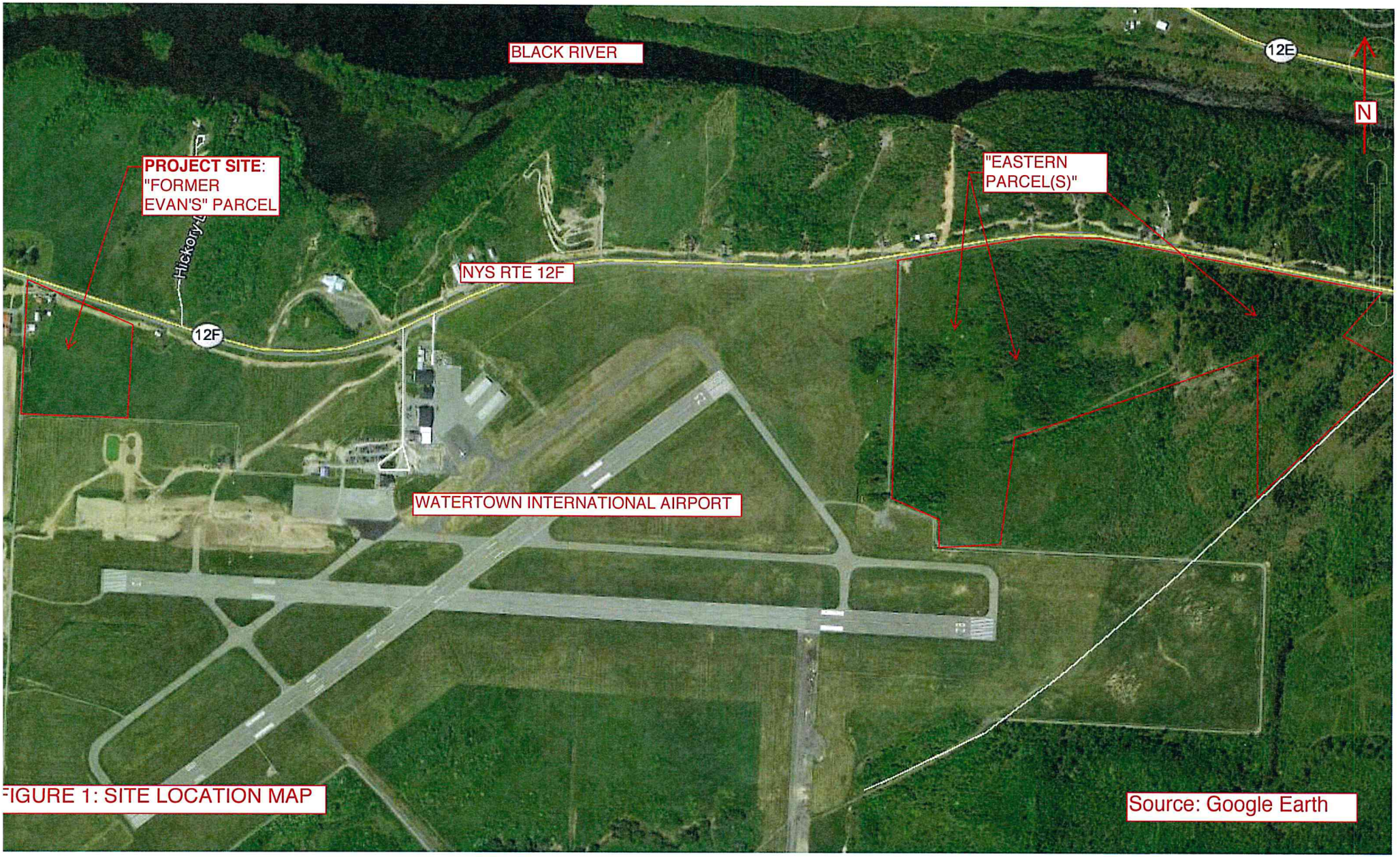

FIGURE 1: SITE LOCATION MAP

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Appendix F.

NETRONLINE ENVIRONMENTAL RADIUS REPORTS

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ART
watertown international airport, ny
prepared for:
Ref:

April 27, 2020

Environmental Radius Report

NETRONLINE

2055 E. Rio Salado Pkwy
Tempe, AZ 85381
480-967-6752

Summary

	< 1/4	1/4 - 1/2	1/2 - 1
National Priorities List (NPL)			
CERCLIS List			
CERCLIS NFRAP			
RCRA CORRACTS Facilities			
RCRA non-CORRACTS TSD Facilities			
Federal Institutional Control / Engineering Control Registry			
Emergency Response Notification System (ERNS)			
US Toxic Release Inventory			
US RCRA Generators (CESQG, SQG, LQG)	1		
US ACRES (Brownfields)			
US NPDES	1		
US Air Facility System (AIRS / AFS)			
NY Underground Storage Tanks		1	
NY Brownfields			
NY State Superfund Program			
NY Voluntary Cleanup Program			
NY Environmental Restoration Program			
NY Leaking USTs and Spills			

National Priorities List (NPL)

This database includes Proposed Sites, Final Sites and Deleted NPL Sites. The Superfund Program, administered under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) is an EPA Program to locate, investigate, and clean up the worst hazardous waste sites throughout the United States. The NPL (National Priorities List) is the list of national priorities among the known releases or threatened releases of hazardous substances, pollutants, or contaminants throughout the United States and its territories. The NPL is intended primarily to guide the EPA in determining which sites warrant further investigation.

The boundaries of an NPL site are not tied to the boundaries of the property on which a facility is located. The release may be contained with a single property's boundaries or may extend across property boundaries onto other properties. The boundaries can, and often do change as further information on the extent and degree of contamination is obtained.

This database returned no results for your area

CERCLIS List

The United States Environmental Protection Agency (EPA) investigates known or suspected uncontrolled or abandoned hazardous substance facilities under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). EPA maintains a comprehensive list of these facilities in a database known as the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS). These sites have either been investigated or are currently under investigation by the EPA for release or threatened release of hazardous substances. Once a site is placed in CERCLIS, it may be subjected to several levels of review and evaluation and ultimately placed on the National Priority List (NPL).

CERCLIS sites designated as "No Further Remedial Action Planned" (NFRAP) have been removed from CERCLIS. NFRAP sites may be sites where, following an intitial investigation, no contamination was found, contamination was removed quickly without the need for the site to be placed on the NPL, or the contamination was not serious enough to require Federal Superfund Action or NPL consideration.

This database returned no results for your area

CERCLIS NFRAP

As of February 1995, CERCLIS sites designated "No Further Remedial Action Planned" NFRAP have been removed from CERCLIS. NFRAP sites may be sites where, following an initial investigation, no contamination was found, contamination was removed quickly without the site being placed on the NPL, or the contamination was not serious enough to require Federal Superfund action or NPL consideration. EPA has removed these NFRAP sites from CERCLIS to lift unintended barriers to the redevelopment of these properties. This policy change is part of EPA"s Brownfields Redevelopment Program to help cities, states, private investors and affected citizens promote economic redevelopment of unproductive urban sites.

This database returned no results for your area

RCRA CORRACTS Facilities

The United States Environmental Protection Agency (EPA) regulates hazardous waste under the Resource Conservation and Recovery Act (RCRA). The EPA maintains the Corrective Action Report (CORRACTS) database of Resource Conservation and Recovery Act (RCRA) facilities that are undergoing "corrective action." A "corrective action order" is issued pursuant to RCRA Section 3008(h) when there has been a release of hazardous waste or constituents into the environment from a RCRA facility. Corrective actions may be required beyond the facility"s boundary and can be required regardless of when the release occurred, even if it predated RCRA.

This database returned no results for your area

RCRA non-CORRACTS TSD Facilities

The United States Environmental Protection Agency (EPA) regulates hazardous waste under the Resource Conservation and Recovery Act (RCRA). The EPA"s RCRA Program identifies and tracks hazardous waste from the point of generation to the point of disposal. The RCRA Facilites database is a compilation by the EPA of facilities that report generation, storage, transportation, treatment, or disposal of hazardous waste. RCRA Permitted Treatment, Storage, Disposal Facilities (RCRA-TSD) are facilities which treat, store and/or dispose of hazardous waste.

This database returned no results for your area

Federal Institutional Control / Engineering Control Registry

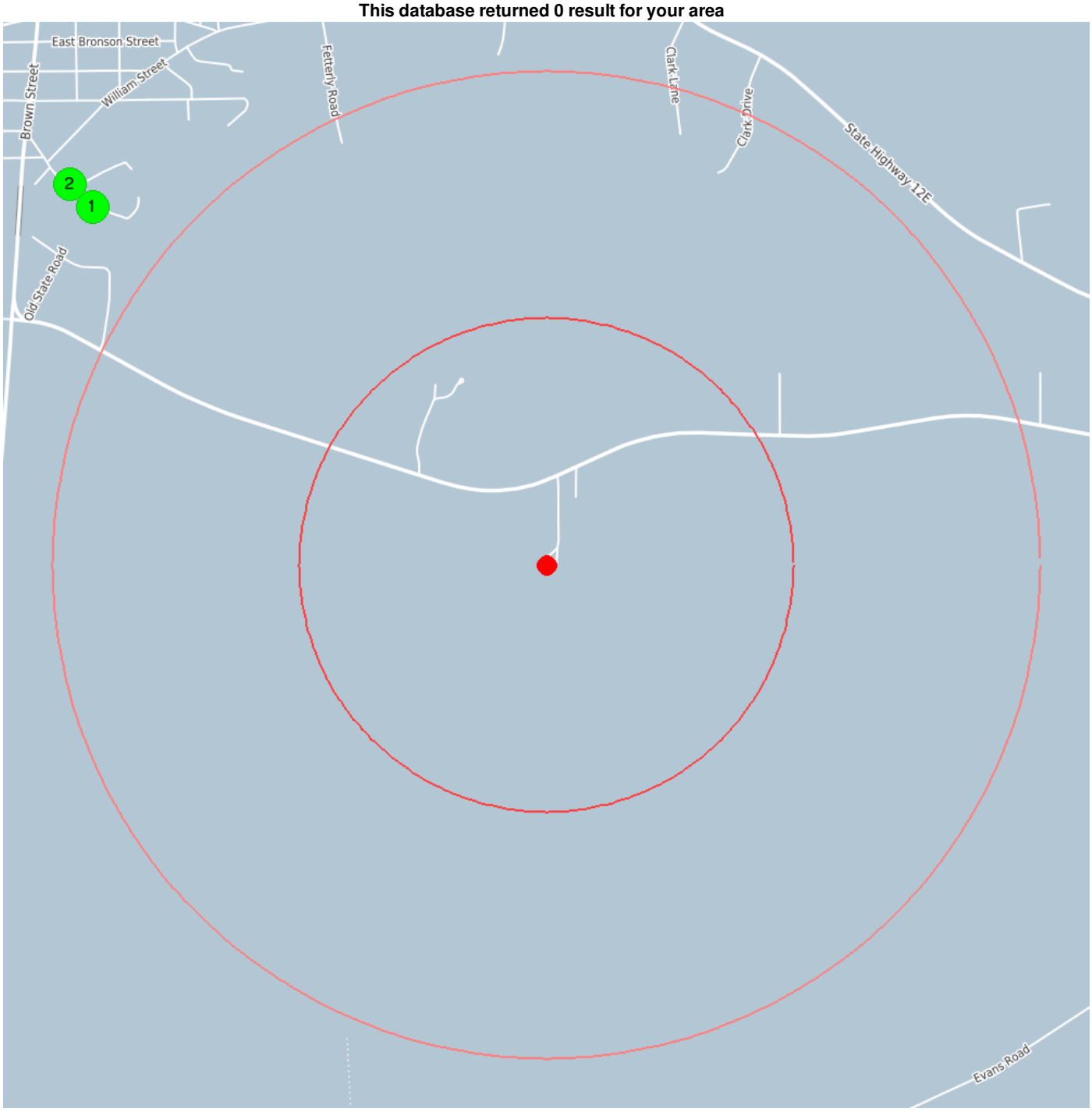
Federal Institutional Control / Engineering Control Registry

This database returned no results for your area

Emergency Response Notification System (ERNS)

The Emergency Response Notification System (ERNS) is a national computer database used to store information on unauthorized releases of oil and hazardous substances. The program is a cooperative effort of the Environmental Protection Agency, the Department of Transportation Research and Special Program Administration"s John Volpe National Transportation System Center and the National Response Center. There are primarily five Federal statutes that require release reporting: the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) section 103; the Superfund Amendments and Reauthorization Act(SARA) Title III Section 304; the Clean Water Act of 1972(CWA) section 311(b)(3); and the Hazardous Material Transportation Act of 1974(HMTA section 1808(b).

This database returned 0 result for your area



center 43.994228363037 -76.023429870605 0.5 mile 1.0 mile

Emergency Response Notification System (ERNS)

1	**Coordinates**	44.00472946465, -76.04191839695
	Distance to site	6181 ft / 1.171 mi NW
Incident		CALLER STATED THAT A HYDRAULIC LINE ON A HYDRO TURBAN BROKE AND RELEASED LESS THAN ONE QUART OF HYDRAULIC OIL INTO THE BLACK RIVER.
Incident Date		9/24/2012 11:30
Year Reported		2012
Address		300 LOCKE ST
City		DEXTER
State		NY
County		JEFFERSON
Zip Code		13634

2	**Coordinates**	44.00472946465, -76.04191839695
	Distance to site	6181 ft / 1.171 mi NW
Incident		CALLER STATED DUE TO AN EQUIPMENT FAILURE AT THE POWER PLANT FACILITY THERE WAS A SPILL OF HYDRAULIC FLUID.
Incident Date		10/15/2014 9:40
Year Reported		2014
Address		300 LOCKE ST
City		DEXTER
State		NY
County		JEFFERSON
Zip Code		13634

US Toxic Release Inventory

The Toxics Release Inventory (TRI) is a publicly available EPA database that contains information on toxic chemical releases and other waste management activities reported annually by certain covered industry groups as well as federal facilities. TRI reporters for all reporting years are provided in the file.

This database returned no results for your area

US RCRA Generators (CESQG, SQG, LQG)

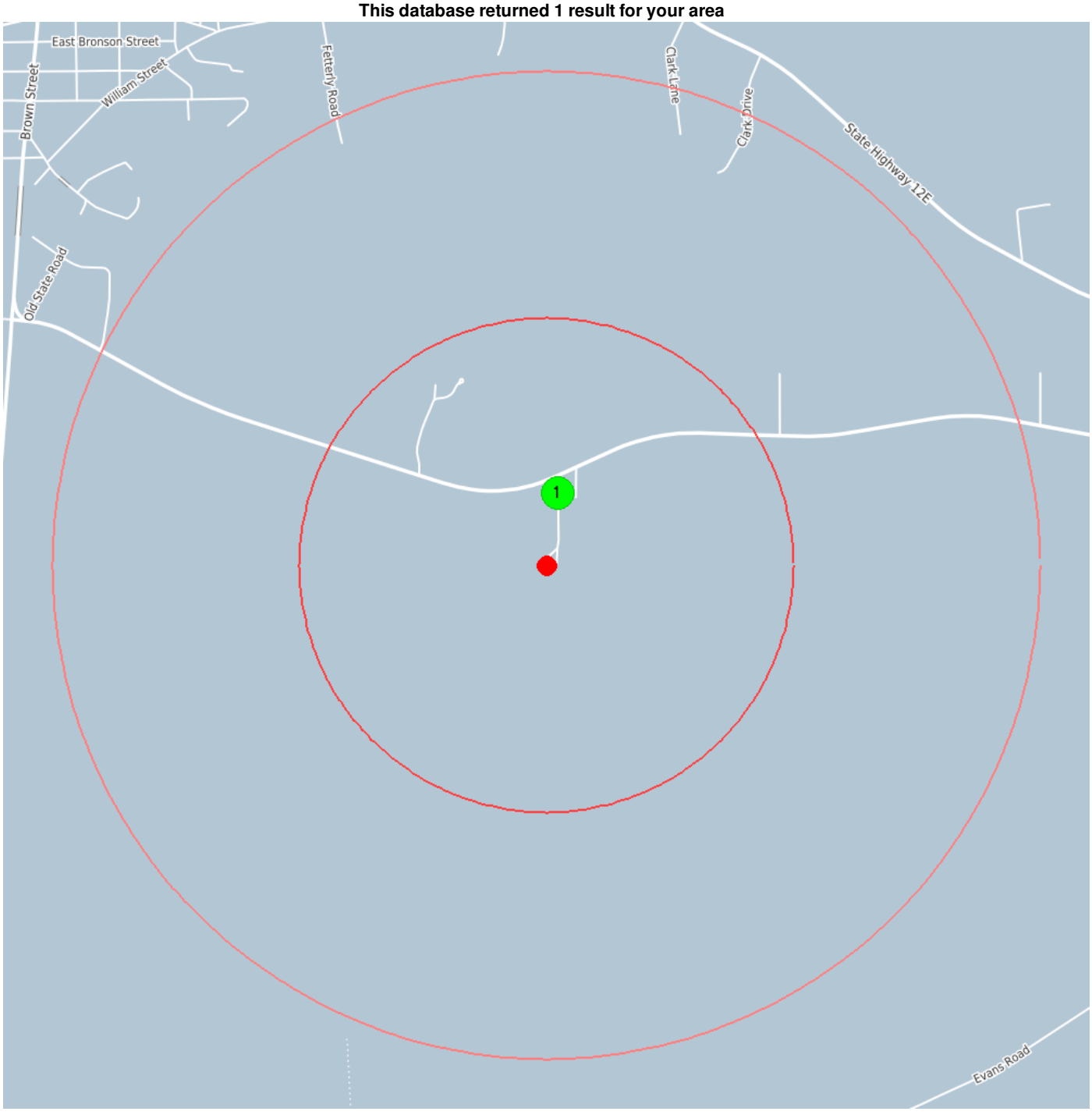
The United States Environmental Protection Agency (EPA) regulates hazardous waste under the Resource Conservation and Recovery Act (RCRA). EPA maintains a database of facilities, which generate hazardous waste or treat, store, and/or dispose of hazardous wastes.

Conditionally Exempt Small Quantity Generators (CESQG) generate 100 kilograms or less per month of hazardous waste, or 1 kilogram or less per month of acutely hazardous waste.

Small Quantity Generators (SQG) generate more than 100 kilograms, but less than 1,000 kilograms, of hazardous waste per month.

Large Quantity Generators (LQG) generate 1,000 kilograms per month or more of hazardous waste, or more than 1 kilogram per month of acutely hazardous waste.

This database returned 1 result for your area



center 43.994228363037 -76.023429870605 0.5 mile 1.0 mile

US RCRA Generators (CESQG, SQG, LQG)

1

Coordinates	43.996345, -76.022961
Distance to site	781 ft / 0.148 mi N

Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110017874996
EPA Identifier	110017874996
Primary Name	TSA AT WATERTOWN INTERNATIONAL ART
Address	22523 AIRPORT DR
City	DEXTER
County	JEFFERSON
State	NY
Zipcode	13634
Programs	RCRAINFO:NYR000125138
Program Interests	CESQG
Updated On	09-AUG-2010 07:58:57
Recorded On	29-JUN-2004 11:42:36

US ACRES (Brownfields)

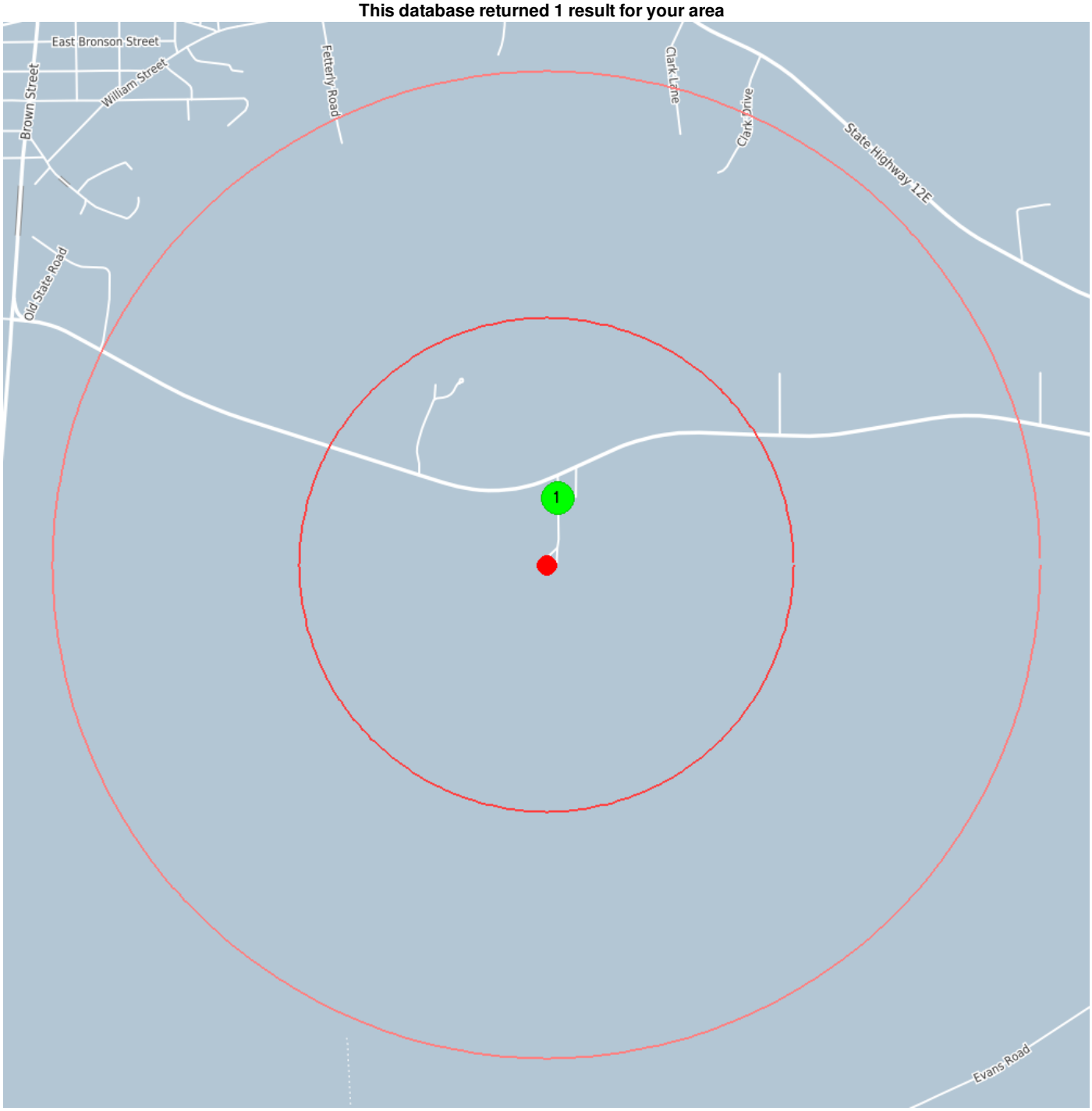
Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties protects the environment, reduces blight, and takes development pressures off greenspaces and working lands. The Assessment, Cleanup and Redevelopment Exchange System (ACRES) is an online database for Brownfields Grantees to electronically submit data directly to The United States Environmental Protection Agency (EPA)

This database returned no results for your area

US NPDES

The NPDES module of the Compliance Information System (ICIS) tracks surface water permits issued under the Clean Water Act. Under NPDES, all facilities that discharge pollutants from any point source into waters of the United States are required to obtain a permit. The permit will likely contain limits on what can be discharged, impose monitoring and reporting requirements, and include other provisions to ensure that the discharge does not adversely affect water quality.

This database returned 1 result for your area



center 43.994228363037 -76.023429870605 0.5 mile 1.0 mile

US NPDES

1	**Coordinates**	43.996202, -76.022964
	Distance to site	730 ft / 0.138 mi N

Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110043714656
EPA Identifier	110043714656
Primary Name	WATERTOWN INTERNATIONAL AIRPORT
Address	22529 AIRPORT DRIVE
City	DEXTER
County	JEFFERSON
State	NY
Zipcode	13634
SIC Codes	4512, 4522, 4581
SIC Descriptions	AIR TRANSPORTATION, NONSCHEDULED, AIR TRANSPORTATION, SCHEDULED, AIRPORTS, FLYING FIELDS, AND AIRPORT TERMINAL SERVICES
Programs	FIS:6-2238-00181, ICIS:2600011961, ICIS:3000005016, NPDES:NYR00F713, SFDW:NY2215926
Program Interests	ENFORCEMENT/COMPLIANCE ACTIVITY, FORMAL ENFORCEMENT ACTION, ICIS-NPDES NON-MAJOR, NON-TRANSIENT NON-COMMUNITY WATER SYSTEM, STATE MASTER, STORM WATER INDUSTRIAL
Updated On	07-DEC-2015 20:53:41
Recorded On	24-AUG-2011 15:39:40

US Air Facility System (AIRS / AFS)

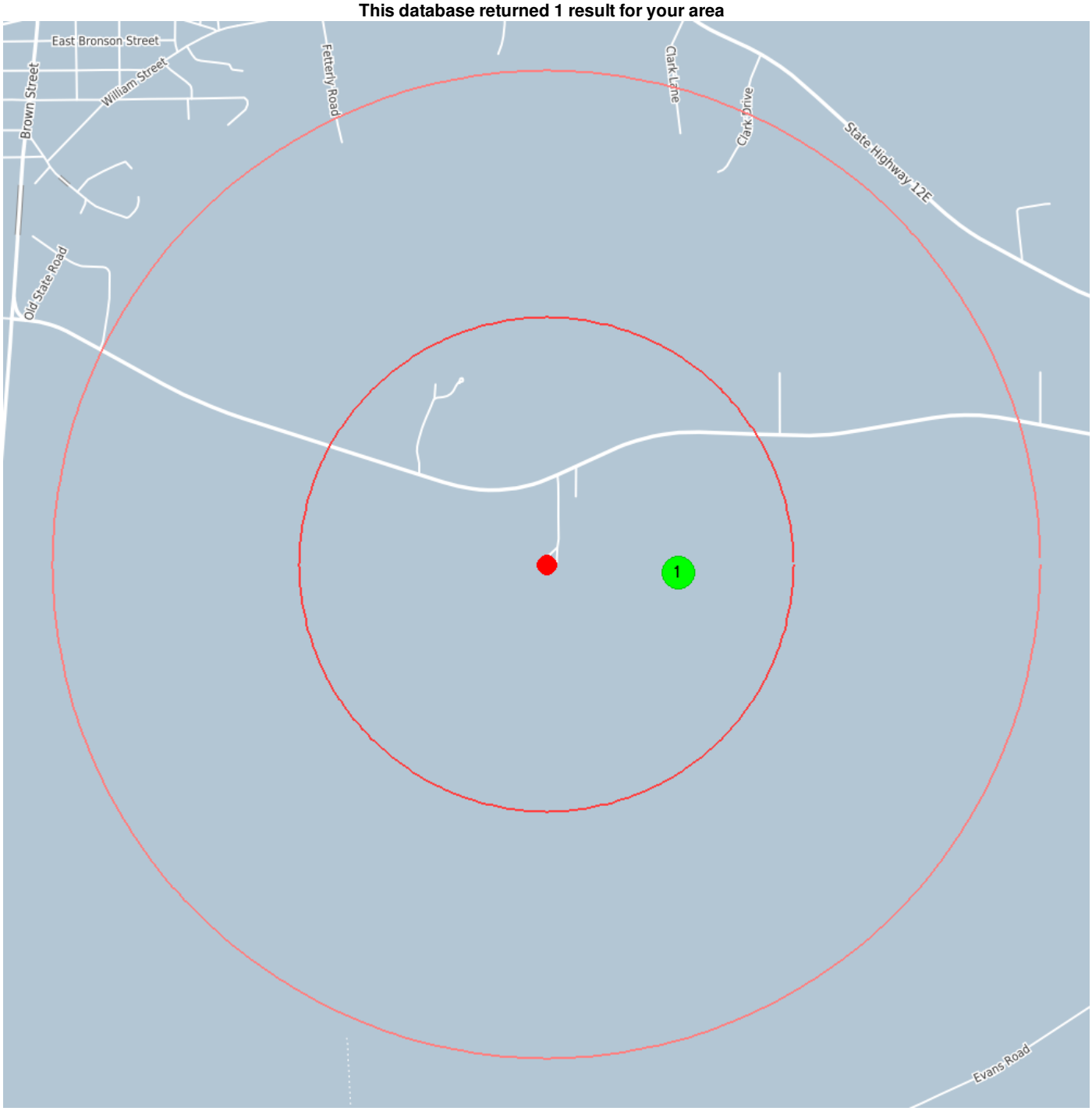
The Air Facility System (AIRS / AFS) contains compliance and permit data for stationary sources of air pollution (such as electric power plants, steel mills, factories, and universities) regulated by EPA, state and local air pollution agencies. The information in AFS is used by the states to prepare State Implementation Plans (SIPs) and to track the compliance status of point sources with various regulatory programs under Clean Air Act.

This database returned no results for your area

NY Underground Storage Tanks

Underground Storage Tanks (UST) containing hazardous or petroleum substances are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA). The New York Department of Environmental Conservation Quality (DEC) maintains a list of registered USTs.

This database returned 1 result for your area



center 43.994228363037 -76.023429870605 0.5 mile 1.0 mile

NY Underground Storage Tanks

1

Coordinates	43.994, -76.01806
Distance to site	1411 ft / 0.267 mi E

Facility Status	ACTIVE
Address	22529 AIRPORT DRIVE (OFF NYS RT 12F)
Zip Code	13634
Expiration Date	3/1/2016 12:00:00 AM
City	DEXTER
County	JEFFERSON
Facility Name	WATERTOWN INTERNATIONAL AIRPORT
Site Type	PBS
Site Number	6-441988

NY Brownfields

New York State Department of Environmental Conservation (DEC) maintains a database of contaminated and abandoned properties known as brownfield sites. Left untouched, brownfields pose environmental, legal and financial burdens on a community and its taxpayers. However, after cleanup, these sites can again become the powerful engines for economic vitality, jobs and community pride that they once were. Promoting site cleanups: New York offers incentives in the form of technical and financial assistance, as well as liability relief, to encourage the cleanup and reuse of contaminated sites. Incentive programs target both the public and private sector. DEC also oversees cleanups of inactive hazardous waste disposal sites and petroleum/chemical spills

This database returned no results for your area

NY State Superfund Program

The State Supefund Program (also known as The Inactive Hazardous Waste Disposal Site Remedial Program) is an enforcement program whose mission is to identify and characterize suspected inactive hazardous waste disposal sites and to investigate and remediate those sites found to pose a significant threat to public health and environment.

This database returned no results for your area

NY Voluntary Cleanup Program

New York established its Voluntary Cleanup Program (VCP) to address the environmental, legal and financial barriers that often hinder the redevelopment and reuse of contaminated properties. The Voluntary Cleanup Program was developed to enhance private sector cleanup of brownfields by enabling parties to remediate sites using private rather than public funds and to reduce the development pressures on "greenfield" sites.

New York's Voluntary Cleanup Program is a cooperative approach among the New York State Department of Environmental Conservation (Department), lenders, developers and prospective purchasers to investigate and/or remediate contaminated sites and return these sites to productive use. Under the Voluntary Cleanup Program, a volunteer performs remedial activities pursuant to one or more Department approved work plans. The volunteer agrees to remediate the site to a level which is protective of public health and the environment for the present or intended use of the property. Investigation and remediation is carried out under the oversight of the Department and the New York State Department of Health (DOH) and the volunteer pays the State's oversight costs. When the volunteer completes work, a release from liability from the Department is provided with standard reservations.

This database returned no results for your area

NY Environmental Restoration Program

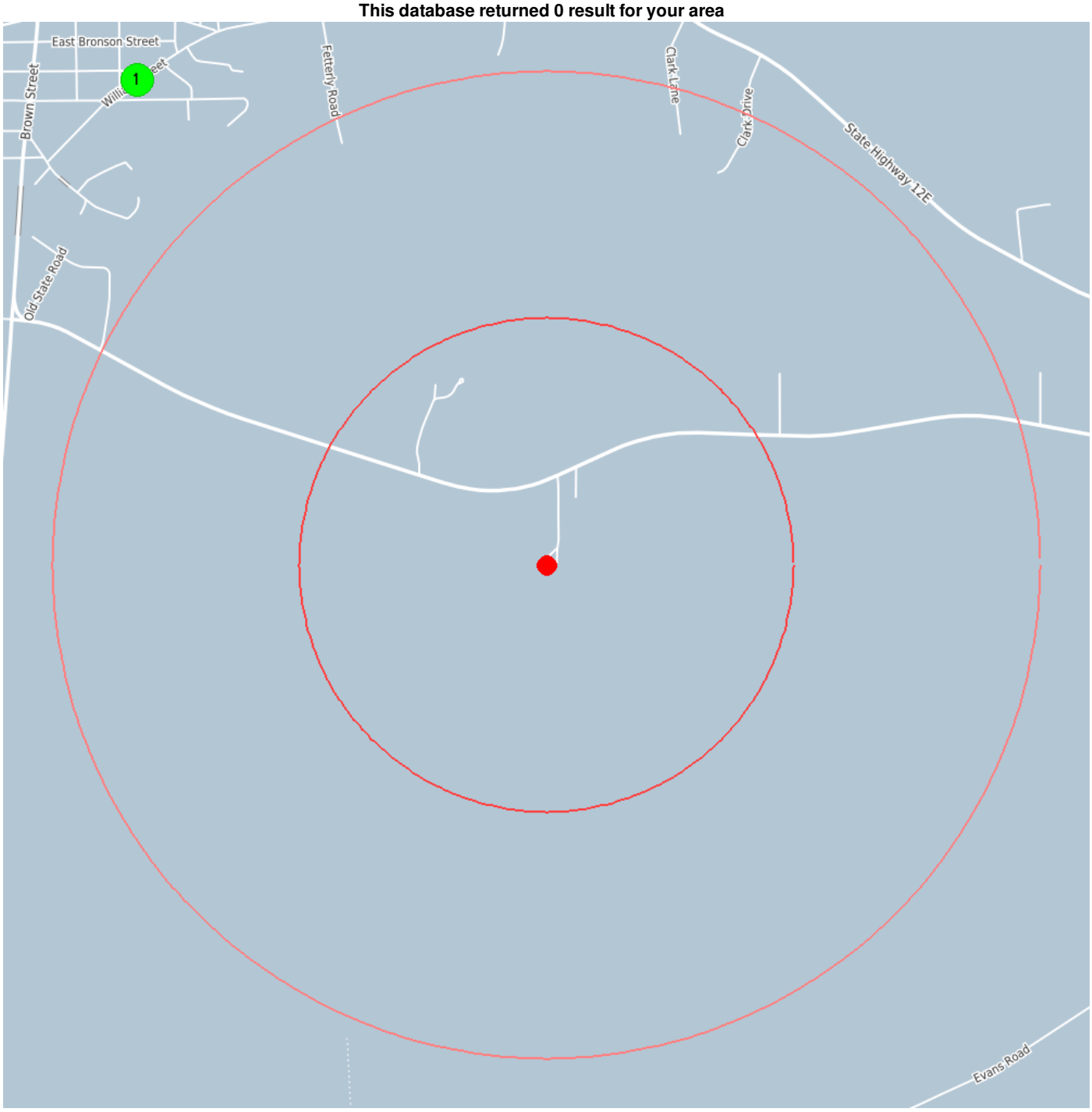
The Environmental Restoration Program (ERP) provides grants to municipalities to reimburse up to 90 percent of on-site eligible costs and 100 percent of off-site eligible costs for site investigation and remediation activities. Once remediated, the property may then be reused for commercial, industrial, residential or public use.

This database returned no results for your area

NY Leaking USTs and Spills

The New York Department of Environmental Conservation maintains a database of leaking underground storage tanks (LUST) and spills.

This database returned 0 result for your area



center 43.994228363037 -76.023429870605 0.5 mile 1.0 mile

1

Coordinates	44.00843, -76.040115
Distance to site	6782 ft / 1.285 mi NW

Spill Number	551339
Date Reported	11/25/2005
Spill Name	LAMON RES
County	Jefferson
City	DEXTER
Address	410 WILLIAM STREET

19300 Evans Road
19300 evans rd, hounsfield, ny
prepared for:
Ref:

April 27, 2020

Environmental Radius Report

NETRONLINE

2055 E. Rio Salado Pkwy
Tempe, AZ 85381
480-967-6752

Summary

	< 1/4	1/4 - 1/2	1/2 - 1
National Priorities List (NPL)			
CERCLIS List			
CERCLIS NFRAP			
RCRA CORRACTS Facilities			
RCRA non-CORRACTS TSD Facilities			
Federal Institutional Control / Engineering Control Registry			
Emergency Response Notification System (ERNS)			
US Toxic Release Inventory			2
US RCRA Generators (CESQG, SQG, LQG)			4
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US Air Facility System (AIRS / AFS)			2
NY Underground Storage Tanks			4
NY Brownfields			
NY State Superfund Program			
NY Voluntary Cleanup Program			1
NY Environmental Restoration Program			
NY Leaking USTs and Spills			3

National Priorities List (NPL)

This database includes Proposed Sites, Final Sites and Deleted NPL Sites. The Superfund Program, administered under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) is an EPA Program to locate, investigate, and clean up the worst hazardous waste sites throughout the United States. The NPL (National Priorities List) is the list of national priorities among the known releases or threatened releases of hazardous substances, pollutants, or contaminants throughout the United States and its territories. The NPL is intended primarily to guide the EPA in determining which sites warrant further investigation.

The boundaries of an NPL site are not tied to the boundaries of the property on which a facility is located. The release may be contained with a single property's boundaries or may extend across property boundaries onto other properties. The boundaries can, and often do change as further information on the extent and degree of contamination is obtained.

This database returned no results for your area

CERCLIS List

The United States Environmental Protection Agency (EPA) investigates known or suspected uncontrolled or abandoned hazardous substance facilities under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). EPA maintains a comprehensive list of these facilities in a database known as the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS). These sites have either been investigated or are currently under investigation by the EPA for release or threatened release of hazardous substances. Once a site is placed in CERCLIS, it may be subjected to several levels of review and evaluation and ultimately placed on the National Priority List (NPL).

CERCLIS sites designated as "No Further Remedial Action Planned" (NFRAP) have been removed from CERCLIS. NFRAP sites may be sites where, following an intitial investigation, no contamination was found, contamination was removed quickly without the need for the site to be placed on the NPL, or the contamination was not serious enough to require Federal Superfund Action or NPL consideration.

This database returned no results for your area

CERCLIS NFRAP

As of February 1995, CERCLIS sites designated "No Further Remedial Action Planned" NFRAP have been removed from CERCLIS. NFRAP sites may be sites where, following an initial investigation, no contamination was found, contamination was removed quickly without the site being placed on the NPL, or the contamination was not serious enough to require Federal Superfund action or NPL consideration. EPA has removed these NFRAP sites from CERCLIS to lift unintended barriers to the redevelopment of these properties. This policy change is part of EPA"s Brownfields Redevelopment Program to help cities, states, private investors and affected citizens promote economic redevelopment of unproductive urban sites.

This database returned no results for your area

RCRA CORRACTS Facilities

The United States Environmental Protection Agency (EPA) regulates hazardous waste under the Resource Conservation and Recovery Act (RCRA). The EPA maintains the Corrective Action Report (CORRACTS) database of Resource Conservation and Recovery Act (RCRA) facilities that are undergoing "corrective action." A "corrective action order" is issued pursuant to RCRA Section 3008(h) when there has been a release of hazardous waste or constituents into the environment from a RCRA facility. Corrective actions may be required beyond the facility"s boundary and can be required regardless of when the release occurred, even if it predated RCRA.

This database returned no results for your area

RCRA non-CORRACTS TSD Facilities

The United States Environmental Protection Agency (EPA) regulates hazardous waste under the Resource Conservation and Recovery Act (RCRA). The EPA"s RCRA Program identifies and tracks hazardous waste from the point of generation to the point of disposal. The RCRA Facilites database is a compilation by the EPA of facilities that report generation, storage, transportation, treatment, or disposal of hazardous waste. RCRA Permitted Treatment, Storage, Disposal Facilities (RCRA-TSD) are facilities which treat, store and/or dispose of hazardous waste.

This database returned no results for your area

Federal Institutional Control / Engineering Control Registry

Federal Institutional Control / Engineering Control Registry

This database returned no results for your area

Emergency Response Notification System (ERNS)

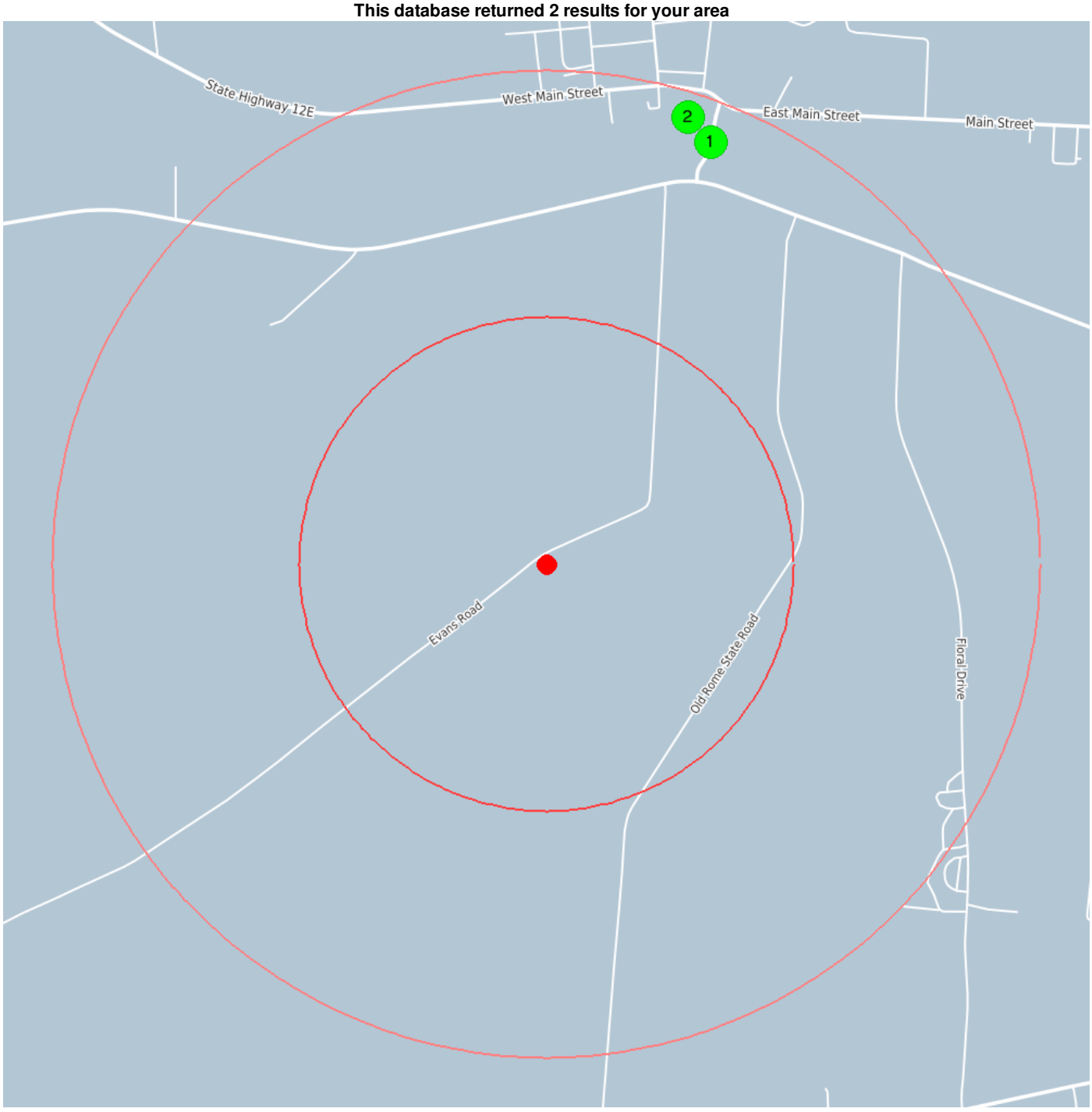
The Emergency Response Notification System (ERNS) is a national computer database used to store information on unauthorized releases of oil and hazardous substances. The program is a cooperative effort of the Environmental Protection Agency, the Department of Transportation Research and Special Program Administration"s John Volpe National Transportation System Center and the National Response Center. There are primarily five Federal statutes that require release reporting: the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) section 103; the Superfund Amendments and Reauthorization Act(SARA) Title III Section 304; the Clean Water Act of 1972(CWA) section 311(b)(3); and the Hazardous Material Transportation Act of 1974(HMTA section 1808(b).

This database returned no results for your area

US Toxic Release Inventory

The Toxics Release Inventory (TRI) is a publicly available EPA database that contains information on toxic chemical releases and other waste management activities reported annually by certain covered industry groups as well as federal facilities. TRI reporters for all reporting years are provided in the file.

This database returned 2 results for your area



center 43.98822 -75.98821 0.5 mile 1.0 mile

US Toxic Release Inventory

1	**Coordinates**	44.00058, -75.9815
	Distance to site	4840 ft / 0.917 mi NE

Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110002342153
EPA Identifier	110002342153
Primary Name	FLORELLE TISSUE CORPORATION
Address	1 BRIDGE STREET
City	BROWNVILLE
County	JEFFERSON
State	NY
Zipcode	13615
NAICS Codes	322130
SIC Codes	2621, 2630, 2631
SIC Descriptions	PAPER MILLS, PAPERBOARD MILLS
Programs	AIR:NY0000006223800014, AIRS/AFS:3604500012, FIS:6-2238-00014, NCDB:I02#199407198592 1, NPDES:NY0002658, RCRAINFO:NYD000336792, TRIS:13615BSCSCBRIDG
Program Interests	AIR SYNTHETIC MINOR, COMPLIANCE ACTIVITY, ICIS-NPDES MAJOR, STATE MASTER, TRI REPORTER, UNSPECIFIED UNIVERSE
Updated On	03-APR-2017 13:53:37
Recorded On	01-MAR-2000 00:00:00
NAICS Descriptions	PAPERBOARD MILLS.

2	**Coordinates**	44.001, -75.982
	Distance to site	4938 ft / 0.935 mi NE

Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110008054416
EPA Identifier	110008054416
Primary Name	FIBERMARK NORTH AMERICA INC
Address	101 BRIDGE ST
City	BROWNVILLE
County	JEFFERSON
State	NY
Zipcode	13615
NAICS Codes	322121, 322130
SIC Codes	2621, 2631, 2672, 9999
SIC Descriptions	PAPER MILLS, COATED AND LAMINATED PAPER, NOT ELSEWHERE CLASSIFIED, NONCLASSIFIABLE ESTABLISHMENTS, PAPERBOARD MILLS
Programs	AIR:NY0000006222600120, AIRS/AFS:3604500068, BR:NYD982188427, FIS:6-2226-00120, ICIS:7424268, NPDES:NYR00D317, RCRAINFO:NYD982188427, TRIS:13615FBRMRBRIDG
Program Interests	AIR SYNTHETIC MINOR, ENFORCEMENT/COMPLIANCE ACTIVITY, HAZARDOUS WASTE BIENNIAL REPORTER, ICIS-NPDES NON-MAJOR, SQG, STATE MASTER, STORM WATER INDUSTRIAL, TRI REPORTER
Updated On	07-OCT-2016 18:11:44
Recorded On	01-MAR-2000 00:00:00
NAICS Descriptions	PAPER (EXCEPT NEWSPRINT) MILLS., PAPERBOARD MILLS.

US RCRA Generators (CESQG, SQG, LQG)

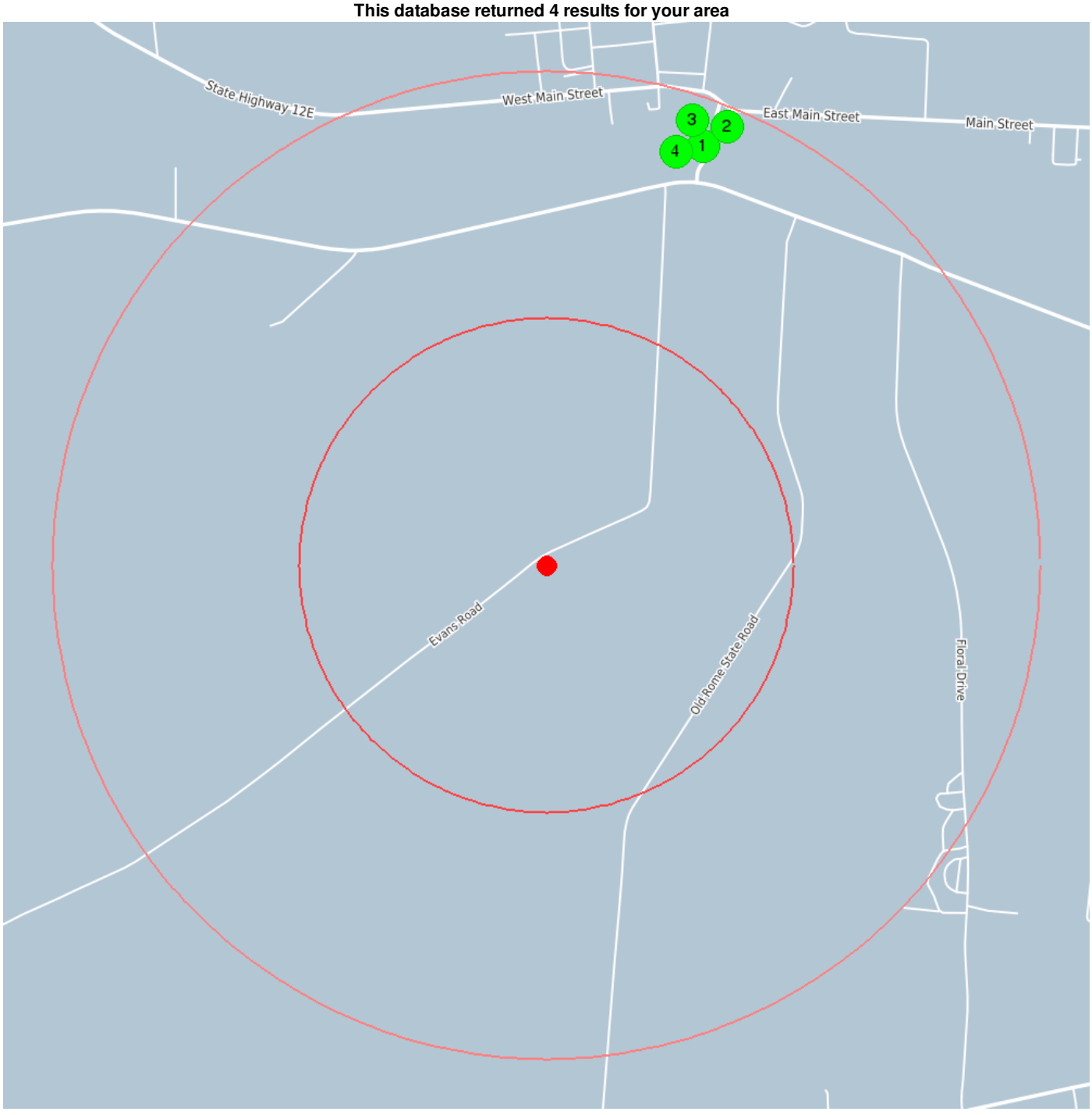
The United States Environmental Protection Agency (EPA) regulates hazardous waste under the Resource Conservation and Recovery Act (RCRA). EPA maintains a database of facilities, which generate hazardous waste or treat, store, and/or dispose of hazardous wastes.

Conditionally Exempt Small Quantity Generators (CESQG) generate 100 kilograms or less per month of hazardous waste, or 1 kilogram or less per month of acutely hazardous waste.

Small Quantity Generators (SQG) generate more than 100 kilograms, but less than 1,000 kilograms, of hazardous waste per month.

Large Quantity Generators (LQG) generate 1,000 kilograms per month or more of hazardous waste, or more than 1 kilogram per month of acutely hazardous waste.

This database returned 4 results for your area



center 43.98822 -75.98821 0.5 mile 1.0 mile

1

Coordinates	44.0005, -75.9818
Distance to site	4785 ft / 0.906 mi NE
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110008001731
EPA Identifier	110008001731
Primary Name	FUCILLO IMPORTS
Address	OUTER WASHINGTON ST
City	WATERTOWN
County	JEFFERSON
State	NY
Zipcode	13601
NAICS Codes	811112, 811121, 811192
Programs	RCRAINFO:NYD041340795
Program Interests	UNSPECIFIED UNIVERSE
Updated On	09-AUG-2010 10:16:27
Recorded On	01-MAR-2000 00:00:00
NAICS Descriptions	AUTOMOTIVE BODY, PAINT, AND INTERIOR REPAIR AND MAINTENANCE., AUTOMOTIVE EXHAUST SYSTEM REPAIR., CAR WASHES.

2

Coordinates	44.00058, -75.9815
Distance to site	4840 ft / 0.917 mi NE
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110002342153
EPA Identifier	110002342153
Primary Name	FLORELLE TISSUE CORPORATION
Address	1 BRIDGE STREET
City	BROWNVILLE
County	JEFFERSON
State	NY
Zipcode	13615
NAICS Codes	322130
SIC Codes	2621, 2630, 2631
SIC Descriptions	PAPER MILLS, PAPERBOARD MILLS
Programs	AIR:NY0000006223800014, AIRS/AFS:3604500012, FIS:6-2238-00014, NCDB:I02#199407198592 1, NPDES:NY0002658, RCRAINFO:NYD000336792, TRIS:13615BSCSCBRIDG
Program Interests	AIR SYNTHETIC MINOR, COMPLIANCE ACTIVITY, ICIS-NPDES MAJOR, STATE MASTER, TRI REPORTER, UNSPECIFIED UNIVERSE
Updated On	03-APR-2017 13:53:37
Recorded On	01-MAR-2000 00:00:00
NAICS Descriptions	PAPERBOARD MILLS.

3

Coordinates	44.00077, -75.98159
Distance to site	4896 ft / 0.927 mi NE
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110008095355
EPA Identifier	110008095355
Primary Name	NYSDOT BIN 3338900
Address	RTE 971H OVER BLACK RIVER
City	BROWNVILLE
County	JEFFERSON
State	NY
Zipcode	13615
Programs	RCRAINFO:NYR000025130
Program Interests	UNSPECIFIED UNIVERSE
Updated On	09-AUG-2010 07:54:16
Recorded On	01-MAR-2000 00:00:00

US RCRA Generators (CESQG, SQG, LQG)

4

Coordinates	44.001, -75.982
Distance to site	4938 ft / 0.935 mi NE

Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110008054416
EPA Identifier	110008054416
Primary Name	FIBERMARK NORTH AMERICA INC
Address	101 BRIDGE ST
City	BROWNVILLE
County	JEFFERSON
State	NY
Zipcode	13615
NAICS Codes	322121, 322130
SIC Codes	2621, 2631, 2672, 9999
SIC Descriptions	PAPER MILLS, COATED AND LAMINATED PAPER, NOT ELSEWHERE CLASSIFIED, NONCLASSIFIABLE ESTABLISHMENTS, PAPERBOARD MILLS
Programs	AIR:NY0000006222600120, AIRS/AFS:3604500068, BR:NYD982188427, FIS:6-2226-00120, ICIS:7424268, NPDES:NYR00D317, RCRAINFO:NYD982188427, TRIS:13615FBRMRBRIDG
Program Interests	AIR SYNTHETIC MINOR, ENFORCEMENT/COMPLIANCE ACTIVITY, HAZARDOUS WASTE BIENNIAL REPORTER, ICIS-NPDES NON-MAJOR, SQG, STATE MASTER, STORM WATER INDUSTRIAL, TRI REPORTER
Updated On	07-OCT-2016 18:11:44
Recorded On	01-MAR-2000 00:00:00
NAICS Descriptions	PAPER (EXCEPT NEWSPRINT) MILLS., PAPERBOARD MILLS.

US ACRES (Brownfields)

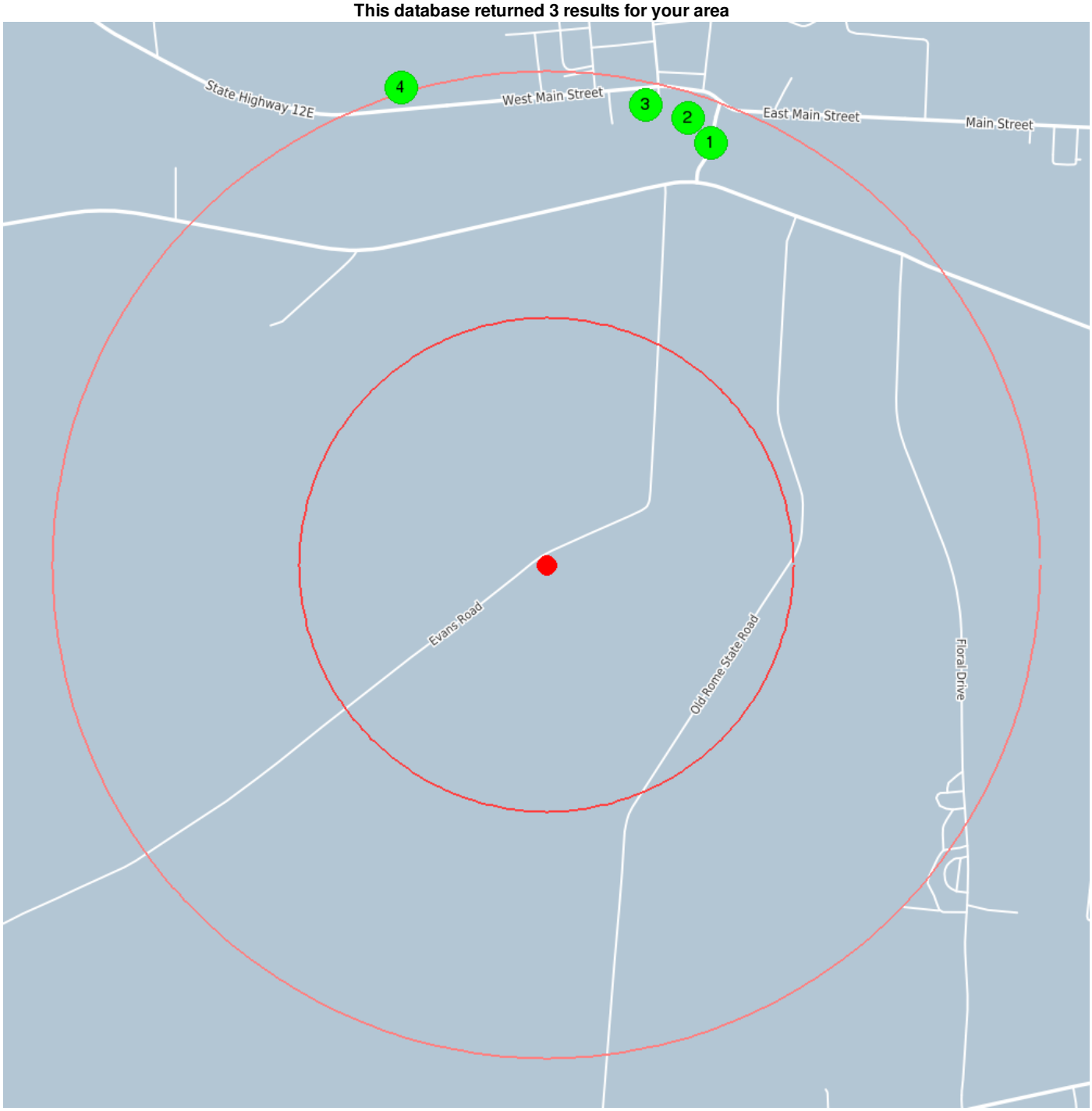
Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties protects the environment, reduces blight, and takes development pressures off greenspaces and working lands. The Assessment, Cleanup and Redevelopment Exchange System (ACRES) is an online database for Brownfields Grantees to electronically submit data directly to The United States Environmental Protection Agency (EPA)

This database returned no results for your area

US NPDES

The NPDES module of the Compliance Information System (ICIS) tracks surface water permits issued under the Clean Water Act. Under NPDES, all facilities that discharge pollutants from any point source into waters of the United States are required to obtain a permit. The permit will likely contain limits on what can be discharged, impose monitoring and reporting requirements, and include other provisions to ensure that the discharge does not adversely affect water quality.

This database returned 3 results for your area



center 43.98822 -75.98821 0.5 mile 1.0 mile

US NPDES

1

Coordinates	44.00058, -75.9815
Distance to site	4840 ft / 0.917 mi NE
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110002342153
EPA Identifier	110002342153
Primary Name	FLORELLE TISSUE CORPORATION
Address	1 BRIDGE STREET
City	BROWNVILLE
County	JEFFERSON
State	NY
Zipcode	13615
NAICS Codes	322130
SIC Codes	2621, 2630, 2631
SIC Descriptions	PAPER MILLS, PAPERBOARD MILLS
Programs	AIR:NY0000006223800014, AIRS/AFS:3604500012, FIS:6-2238-00014, NCDB:I02#199407198592 1, NPDES:NY0002658, RCRAINFO:NYD000336792, TRIS:13615BSCSCBRIDG
Program Interests	AIR SYNTHETIC MINOR, COMPLIANCE ACTIVITY, ICIS-NPDES MAJOR, STATE MASTER, TRI REPORTER, UNSPECIFIED UNIVERSE
Updated On	03-APR-2017 13:53:37
Recorded On	01-MAR-2000 00:00:00
NAICS Descriptions	PAPERBOARD MILLS.

2

Coordinates	44.001, -75.982
Distance to site	4938 ft / 0.935 mi NE
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110008054416
EPA Identifier	110008054416
Primary Name	FIBERMARK NORTH AMERICA INC
Address	101 BRIDGE ST
City	BROWNVILLE
County	JEFFERSON
State	NY
Zipcode	13615
NAICS Codes	322121, 322130
SIC Codes	2621, 2631, 2672, 9999
SIC Descriptions	PAPER MILLS, COATED AND LAMINATED PAPER, NOT ELSEWHERE CLASSIFIED, NONCLASSIFIABLE ESTABLISHMENTS, PAPERBOARD MILLS
Programs	AIR:NY0000006222600120, AIRS/AFS:3604500068, BR:NYD982188427, FIS:6-2226-00120, ICIS:7424268, NPDES:NYR00D317, RCRAINFO:NYD982188427, TRIS:13615FBRMRBRIDG
Program Interests	AIR SYNTHETIC MINOR, ENFORCEMENT/COMPLIANCE ACTIVITY, HAZARDOUS WASTE BIENNIAL REPORTER, ICIS-NPDES NON-MAJOR, SQG, STATE MASTER, STORM WATER INDUSTRIAL, TRI REPORTER
Updated On	07-OCT-2016 18:11:44
Recorded On	01-MAR-2000 00:00:00
NAICS Descriptions	PAPER (EXCEPT NEWSPRINT) MILLS., PAPERBOARD MILLS.

3

Coordinates	44.001694, -75.984139
Distance to site	5030 ft / 0.953 mi N
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110009149689
EPA Identifier	110009149689
Primary Name	BROWNVILLE (V) STP
Address	STATE STREET
City	BROWNVILLE
County	JEFFERSON
State	NY
Zipcode	13615
SIC Codes	4952
SIC Descriptions	SEWERAGE SYSTEMS
Programs	FIS:6-2226-00003, NPDES:NY0031232
Program Interests	ICIS-NPDES NON-MAJOR, NPDES PRETREATMENT PROGRAM, POTW, STATE MASTER
Updated On	03-MAY-2015 15:28:17
Recorded On	01-MAR-2000 00:00:00

US NPDES

4

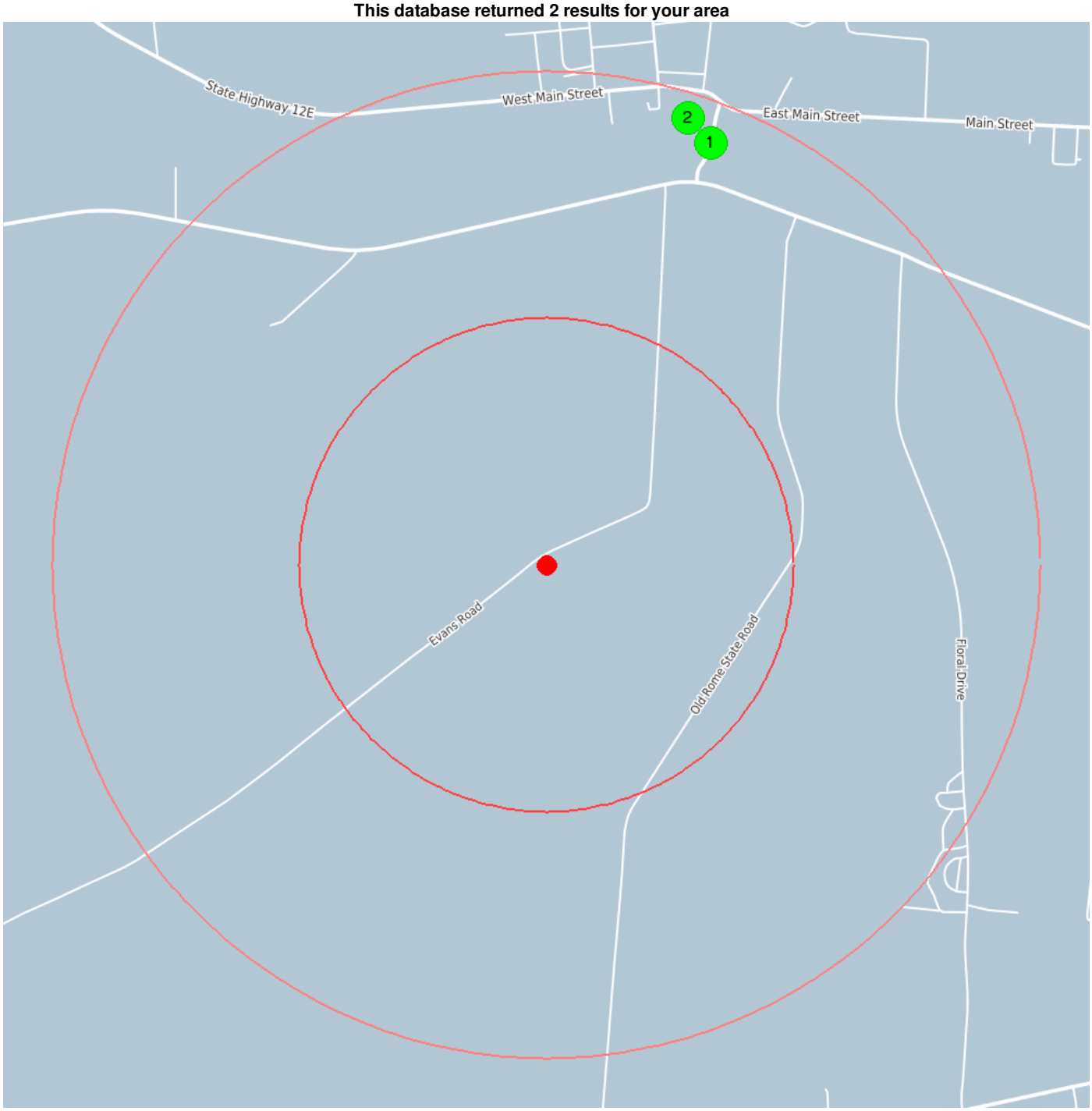
Coordinates	44.00222, -75.994122
Distance to site	5337 ft / 1.011 mi NW

Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110019316523
EPA Identifier	110019316523
Primary Name	TRAPP PROPERTY
Address	NYS ROUTE 12E
City	BROWNVILLE
County	JEFFERSON
State	NY
Zipcode	13615
SIC Codes	4959, 5541
SIC Descriptions	GASOLINE SERVICE STATIONS, SANITARY SERVICES, NOT ELSEWHERE CLASSIFIED
Programs	FIS:6-2226-00110, NPDES:NY0236560
Program Interests	ICIS-NPDES NON-MAJOR, STATE MASTER
Updated On	11-JAN-2016 10:25:13
Recorded On	19-NOV-2004 20:32:12

US Air Facility System (AIRS / AFS)

The Air Facility System (AIRS / AFS) contains compliance and permit data for stationary sources of air pollution (such as electric power plants, steel mills, factories, and universities) regulated by EPA, state and local air pollution agencies. The information in AFS is used by the states to prepare State Implementation Plans (SIPs) and to track the compliance status of point sources with various regulatory programs under Clean Air Act.

This database returned 2 results for your area



center 43.98822 -75.98821 0.5 mile 1.0 mile

1

Coordinates	44.00058, -75.9815
Distance to site	4840 ft / 0.917 mi NE
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110002342153
EPA Identifier	110002342153
Primary Name	FLORELLE TISSUE CORPORATION
Address	1 BRIDGE STREET
City	BROWNVILLE
County	JEFFERSON
State	NY
Zipcode	13615
NAICS Codes	322130
SIC Codes	2621, 2630, 2631
SIC Descriptions	PAPER MILLS, PAPERBOARD MILLS
Programs	AIR:NY0000006223800014, AIRS/AFS:3604500012, FIS:6-2238-00014, NCDB:I02#199407198592 1, NPDES:NY0002658, RCRAINFO:NYD000336792, TRIS:13615BSCSCBRIDG
Program Interests	AIR SYNTHETIC MINOR, COMPLIANCE ACTIVITY, ICIS-NPDES MAJOR, STATE MASTER, TRI REPORTER, UNSPECIFIED UNIVERSE
Updated On	03-APR-2017 13:53:37
Recorded On	01-MAR-2000 00:00:00
NAICS Descriptions	PAPERBOARD MILLS.

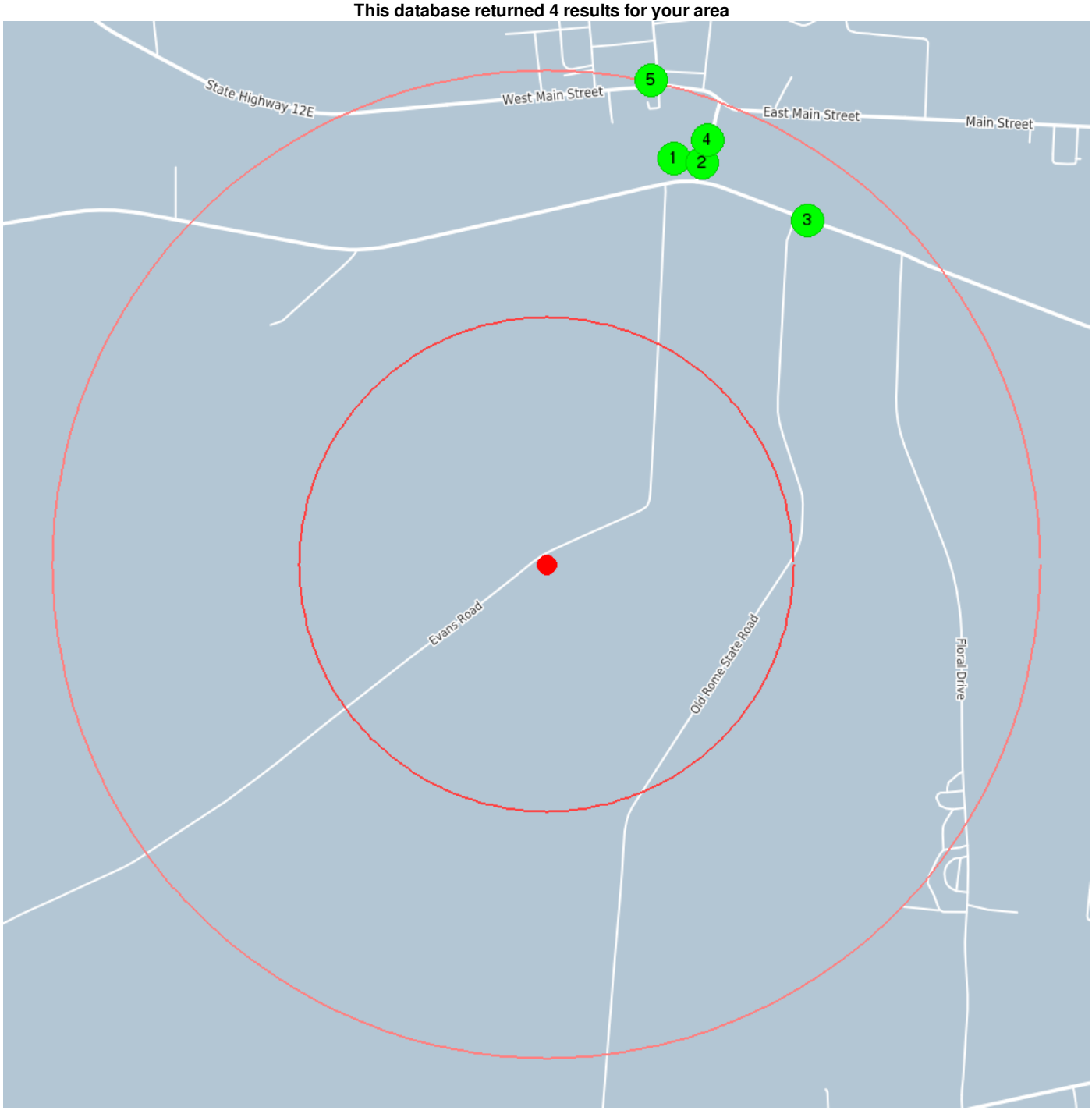
2

Coordinates	44.001, -75.982
Distance to site	4938 ft / 0.935 mi NE
Info URL	http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110008054416
EPA Identifier	110008054416
Primary Name	FIBERMARK NORTH AMERICA INC
Address	101 BRIDGE ST
City	BROWNVILLE
County	JEFFERSON
State	NY
Zipcode	13615
NAICS Codes	322121, 322130
SIC Codes	2621, 2631, 2672, 9999
SIC Descriptions	PAPER MILLS, COATED AND LAMINATED PAPER, NOT ELSEWHERE CLASSIFIED, NONCLASSIFIABLE ESTABLISHMENTS, PAPERBOARD MILLS
Programs	AIR:NY0000006222600120, AIRS/AFS:3604500068, BR:NYD982188427, FIS:6-2226-00120, ICIS:7424268, NPDES:NYR00D317, RCRAINFO:NYD982188427, TRIS:13615FBRMRBRIDG
Program Interests	AIR SYNTHETIC MINOR, ENFORCEMENT/COMPLIANCE ACTIVITY, HAZARDOUS WASTE BIENNIAL REPORTER, ICIS-NPDES NON-MAJOR, SQG, STATE MASTER, STORM WATER INDUSTRIAL, TRI REPORTER
Updated On	07-OCT-2016 18:11:44
Recorded On	01-MAR-2000 00:00:00
NAICS Descriptions	PAPER (EXCEPT NEWSPRINT) MILLS., PAPERBOARD MILLS.

NY Underground Storage Tanks

Underground Storage Tanks (UST) containing hazardous or petroleum substances are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA). The New York Department of Environmental Conservation Quality (DEC) maintains a list of registered USTs.

This database returned 4 results for your area



center 43.98822 -75.98821 0.5 mile 1.0 mile

1

Coordinates	44.00011, -75.98302
Distance to site	4546 ft / 0.861 mi NE
Facility Status	UNREGULATED
Address	BRIDGE STREET
Zip Code	13615
Expiration Date	12/9/2007 12:00:00 AM
City	BROWNVILLE
County	JEFFERSON
Facility Name	BROWNVILLE SPECIALTY PAPER PRODUCTS INC.
Site Type	CBS
Site Number	6-000179

2

Coordinates	44, -75.98187
Distance to site	4608 ft / 0.873 mi NE
Facility Status	ACTIVE
Address	101 BRIDGE STREET
Zip Code	13615
Expiration Date	8/31/2011 12:00:00 AM
City	BROWNVILLE V
County	JEFFERSON
Facility Name	FIBERMARK NORTH AMERICA; INC.
Site Type	PBS
Site Number	6-009520

3

Coordinates	43.99831, -75.97755
Distance to site	4623 ft / 0.876 mi NE
Facility Status	ACTIVE
Address	19853 NYS ROUTE 12F
Zip Code	13601
Expiration Date	12/14/2014 12:00:00 AM
City	WATERTOWN
County	JEFFERSON
Facility Name	NICE N EASY #2301
Site Type	PBS
Site Number	6-600471

4

Coordinates	44.00066, -75.98162
Distance to site	4856 ft / 0.920 mi NE
Facility Status	ACTIVE
Address	1 BRIDGE STREET
Zip Code	13615
Expiration Date	11/26/2013 12:00:00 AM
City	BROWNVILLE
County	JEFFERSON
Facility Name	BROWNVILLE SPECIALTY PAPER PRODUCTS; INC.
Site Type	PBS
Site Number	6-461822

5

Coordinates	44.00241, -75.98392
Distance to site	5297 ft / 1.003 mi N
Facility Status	ACTIVE
Address	101 WEST MAIN STREET
Zip Code	13615
Expiration Date	5/21/2012 12:00:00 AM
City	BROWNVILLE V
County	JEFFERSON
Facility Name	STEWART'S SHOPS #344
Site Type	PBS
Site Number	6-600654

NY Brownfields

New York State Department of Environmental Conservation (DEC) maintains a database of contaminated and abandoned properties known as brownfield sites. Left untouched, brownfields pose environmental, legal and financial burdens on a community and its taxpayers. However, after cleanup, these sites can again become the powerful engines for economic vitality, jobs and community pride that they once were. Promoting site cleanups: New York offers incentives in the form of technical and financial assistance, as well as liability relief, to encourage the cleanup and reuse of contaminated sites. Incentive programs target both the public and private sector. DEC also oversees cleanups of inactive hazardous waste disposal sites and petroleum/chemical spills

This database returned no results for your area

NY State Superfund Program

The State Supefund Program (also known as The Inactive Hazardous Waste Disposal Site Remedial Program) is an enforcement program whose mission is to identify and characterize suspected inactive hazardous waste disposal sites and to investigate and remediate those sites found to pose a significant threat to public health and environment.

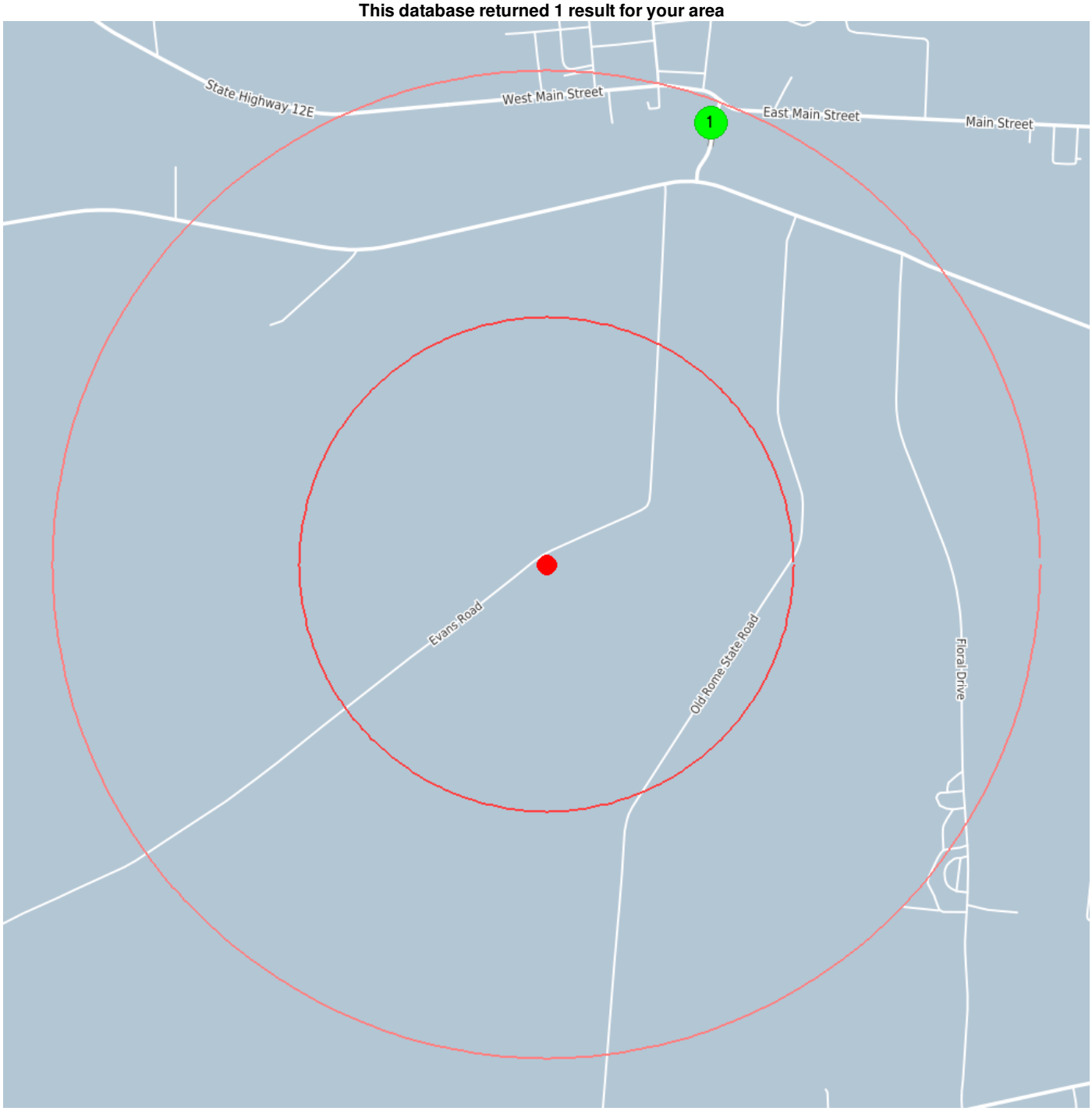
This database returned no results for your area

NY Voluntary Cleanup Program

New York established its Voluntary Cleanup Program (VCP) to address the environmental, legal and financial barriers that often hinder the redevelopment and reuse of contaminated properties. The Voluntary Cleanup Program was developed to enhance private sector cleanup of brownfields by enabling parties to remediate sites using private rather than public funds and to reduce the development pressures on "greenfield" sites.

New York's Voluntary Cleanup Program is a cooperative approach among the New York State Department of Environmental Conservation (Department), lenders, developers and prospective purchasers to investigate and/or remediate contaminated sites and return these sites to productive use. Under the Voluntary Cleanup Program, a volunteer performs remedial activities pursuant to one or more Department approved work plans. The volunteer agrees to remediate the site to a level which is protective of public health and the environment for the present or intended use of the property. Investigation and remediation is carried out under the oversight of the Department and the New York State Department of Health (DOH) and the volunteer pays the State's oversight costs. When the volunteer completes work, a release from liability from the Department is provided with standard reservations.

This database returned 1 result for your area



center 43.98822 -75.98821 0.5 mile 1.0 mile

NY Voluntary Cleanup Program

1

Coordinates	44.0011648429456, -75.9815265577749
Distance to site	5037 ft / 0.954 mi NE

Object ID	608
Site Code	V00525
Site Name	FiberMark DSI Inc.(Former REXAM DSI Inc)
Program	Voluntary Cleanup Program
Site Class	A
Address	Bridge St.(North side of Block River)
Locality	Brownville
Zip Code	13615
County	Jefferson
Town	Brownville
Region	6

NY Environmental Restoration Program

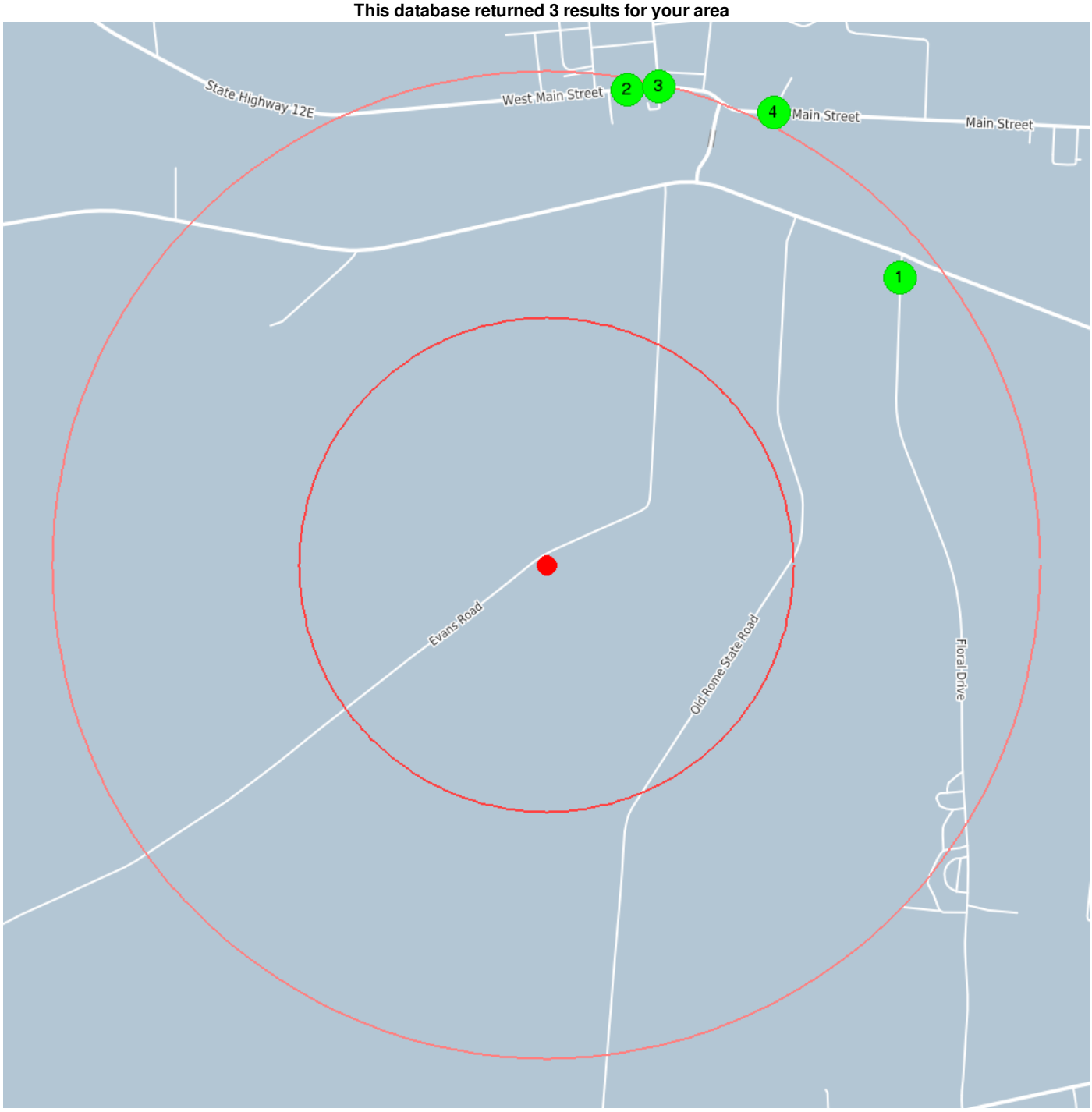
The Environmental Restoration Program (ERP) provides grants to municipalities to reimburse up to 90 percent of on-site eligible costs and 100 percent of off-site eligible costs for site investigation and remediation activities. Once remediated, the property may then be reused for commercial, industrial, residential or public use.

This database returned no results for your area

NY Leaking USTs and Spills

The New York Department of Environmental Conservation maintains a database of leaking underground storage tanks (LUST) and spills.

This database returned 3 results for your area



center 43.98822 -75.98821 0.5 mile 1.0 mile

1

Coordinates	43.996648, -75.973792
Distance to site	4875 ft / 0.923 mi NE

Spill Number	808617
Date Reported	10/30/2008
Spill Name	IN HOME
County	Jefferson
City	WATERTOWN
Address	21842 FLORAL DRIVE

2

Coordinates	44.002164, -75.984935
Distance to site	5158 ft / 0.977 mi N
Spill Number	111030
Date Reported	02/20/02
Spill Name	BROWNVILLE DINER
County	Jefferson
City	BROWNVILLE
Address	114 WEST MAIN ST

3

Coordinates	44.002245, -75.983644
Distance to site	5254 ft / 0.995 mi N
Spill Number	0909869
Date Reported	12/07/2009
Spill Name	STEWARTS SHOP 344
County	Jefferson
City	BROWNVILLE
Address	101 WEST MAIN ST

4

Coordinates	44.001476, -75.978943
Distance to site	5412 ft / 1.025 mi NE
Spill Number	8810052
Date Reported	03/29/89
Spill Name	INSCHERT RESIDENT
County	Jefferson
City	BROWNVILLE
Address	414 MAIN STREET

21738 NYS RT 180
21738 nys route 180, hounsfield, ny
prepared for:
Ref:

April 27, 2020

Environmental Radius Report

2055 E. Rio Salado Pkwy
Tempe, AZ 85381
480-967-6752

Summary

	< 1/4	1/4 - 1/2	1/2 - 1
National Priorities List (NPL)			
CERCLIS List			
CERCLIS NFRAP			
RCRA CORRACTS Facilities			
RCRA non-CORRACTS TSD Facilities			
Federal Institutional Control / Engineering Control Registry			
Emergency Response Notification System (ERNS)			
US Toxic Release Inventory			
US RCRA Generators (CESQG, SQG, LQG)			
US ACRES (Brownfields)			
US NPDES			
US Air Facility System (AIRS / AFS)			
NY Underground Storage Tanks			
NY Brownfields			
NY State Superfund Program			
NY Voluntary Cleanup Program			
NY Environmental Restoration Program			
NY Leaking USTs and Spills			

National Priorities List (NPL)

This database includes Proposed Sites, Final Sites and Deleted NPL Sites. The Superfund Program, administered under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) is an EPA Program to locate, investigate, and clean up the worst hazardous waste sites throughout the United States. The NPL (National Priorities List) is the list of national priorities among the known releases or threatened releases of hazardous substances, pollutants, or contaminants throughout the United States and its territories. The NPL is intended primarily to guide the EPA in determining which sites warrant further investigation.

The boundaries of an NPL site are not tied to the boundaries of the property on which a facility is located. The release may be contained with a single property's boundaries or may extend across property boundaries onto other properties. The boundaries can, and often do change as further information on the extent and degree of contamination is obtained.

This database returned no results for your area

CERCLIS List

The United States Environmental Protection Agency (EPA) investigates known or suspected uncontrolled or abandoned hazardous substance facilities under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). EPA maintains a comprehensive list of these facilities in a database known as the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS). These sites have either been investigated or are currently under investigation by the EPA for release or threatened release of hazardous substances. Once a site is placed in CERCLIS, it may be subjected to several levels of review and evaluation and ultimately placed on the National Priority List (NPL).

CERCLIS sites designated as "No Further Remedial Action Planned" (NFRAP) have been removed from CERCLIS. NFRAP sites may be sites where, following an intitial investigation, no contamination was found, contamination was removed quickly without the need for the site to be placed on the NPL, or the contamination was not serious enough to require Federal Superfund Action or NPL consideration.

This database returned no results for your area

CERCLIS NFRAP

As of February 1995, CERCLIS sites designated "No Further Remedial Action Planned" NFRAP have been removed from CERCLIS. NFRAP sites may be sites where, following an initial investigation, no contamination was found, contamination was removed quickly without the site being placed on the NPL, or the contamination was not serious enough to require Federal Superfund action or NPL consideration.
EPA has removed these NFRAP sites from CERCLIS to lift unintended barriers to the redevelopment of these properties. This policy change is part of EPA"s Brownfields Redevelopment Program to help cities, states, private investors and affected citizens promote economic redevelopment of unproductive urban sites.

This database returned no results for your area

RCRA CORRACTS Facilities

The United States Environmental Protection Agency (EPA) regulates hazardous waste under the Resource Conservation and Recovery Act (RCRA). The EPA maintains the Corrective Action Report (CORRACTS) database of Resource Conservation and Recovery Act (RCRA) facilities that are undergoing "corrective action." A "corrective action order" is issued pursuant to RCRA Section 3008(h) when there has been a release of hazardous waste or constituents into the environment from a RCRA facility. Corrective actions may be required beyond the facility"s boundary and can be required regardless of when the release occurred, even if it predated RCRA.

This database returned no results for your area

RCRA non-CORRACTS TSD Facilities

The United States Environmental Protection Agency (EPA) regulates hazardous waste under the Resource Conservation and Recovery Act (RCRA). The EPA"s RCRA Program identifies and tracks hazardous waste from the point of generation to the point of disposal. The RCRA Facilites database is a compilation by the EPA of facilities that report generation, storage, transportation, treatment, or disposal of hazardous waste. RCRA Permitted Treatment, Storage, Disposal Facilities (RCRA-TSD) are facilities which treat, store and/or dispose of hazardous waste.

This database returned no results for your area

Federal Institutional Control / Engineering Control Registry

Federal Institutional Control / Engineering Control Registry

This database returned no results for your area

Emergency Response Notification System (ERNS)

The Emergency Response Notification System (ERNS) is a national computer database used to store information on unauthorized releases of oil and hazardous substances. The program is a cooperative effort of the Environmental Protection Agency, the Department of Transportation Research and Special Program Administration"s John Volpe National Transportation System Center and the National Response Center. There are primarily five Federal statutes that require release reporting: the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) section 103; the Superfund Amendments and Reauthorization Act(SARA) Title III Section 304; the Clean Water Act of 1972(CWA) section 311(b)(3); and the Hazardous Material Transportation Act of 1974(HMTA section 1808(b).

This database returned no results for your area

US Toxic Release Inventory

The Toxics Release Inventory (TRI) is a publicly available EPA database that contains information on toxic chemical releases and other waste management activities reported annually by certain covered industry groups as well as federal facilities. TRI reporters for all reporting years are provided in the file.

This database returned no results for your area

US RCRA Generators (CESQG, SQG, LQG)

The United States Environmental Protection Agency (EPA) regulates hazardous waste under the Resource Conservation and Recovery Act (RCRA). EPA maintains a database of facilities, which generate hazardous waste or treat, store, and/or dispose of hazardous wastes.

Conditionally Exempt Small Quantity Generators (CESQG) generate 100 kilograms or less per month of hazardous waste, or 1 kilogram or less per month of acutely hazardous waste.

Small Quantity Generators (SQG) generate more than 100 kilograms, but less than 1,000 kilograms, of hazardous waste per month.

Large Quantity Generators (LQG) generate 1,000 kilograms per month or more of hazardous waste, or more than 1 kilogram per month of acutely hazardous waste.

This database returned no results for your area

US ACRES (Brownfields)

Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties protects the environment, reduces blight, and takes development pressures off greenspaces and working lands. The Assessment, Cleanup and Redevelopment Exchange System (ACRES) is an online database for Brownfields Grantees to electronically submit data directly to The United States Environmental Protection Agency (EPA)

This database returned no results for your area

US NPDES

The NPDES module of the Compliance Information System (ICIS) tracks surface water permits issued under the Clean Water Act. Under NPDES, all facilities that discharge pollutants from any point source into waters of the United States are required to obtain a permit. The permit will likely contain limits on what can be discharged, impose monitoring and reporting requirements, and include other provisions to ensure that the discharge does not adversely affect water quality.

This database returned no results for your area

US Air Facility System (AIRS / AFS)

The Air Facility System (AIRS / AFS) contains compliance and permit data for stationary sources of air pollution (such as electric power plants, steel mills, factories, and universities) regulated by EPA, state and local air pollution agencies. The information in AFS is used by the states to prepare State Implementation Plans (SIPs) and to track the compliance status of point sources with various regulatory programs under Clean Air Act.

This database returned no results for your area

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This database returned no results for your area

NY Leaking USTs and Spills

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This database returned no results for your area

Appendix G.

PHASE 1A CULTURAL RESOURCE ASSESSMENT

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Public Archaeology Facility Report

CULTURAL RESOURCE MANAGEMENT REPORT

PHASE 1A CULTURAL RESOURCE ASSESSMENT
WATERTOWN INTERNATIONAL AIRPORT PROJECT

TOWN OF HOUNSFIELD
JEFFERSON COUNTY
NEW YORK
MCD 04510

Prepared by:

DANIEL SEIB
PUBLIC ARCHAEOLOGY FACILITY

Prepared for:

MCFARLAND JOHNSON
620 HINESBURG ROAD, SUITE 230
SOUTH BURLINGTON, VT 05403

DECEMBER 9, 2019

Binghamton University, State University of New York
Binghamton, New York 13902-6000

MANAGEMENT SUMMARY

Project Name: Watertown International Airport Project, Phase 1A cultural resource assessment

SHPO Project Review Number (if available): N/A

Involved State and Federal Agencies (DEC, CORPS, FHWA, etc): DEC

Phase of Survey: Phase 1A Cultural Resource Assessment

Location: Town of Hounsfield
Minor Civil Divisions: 04510
County: Jefferson

Survey Area (Metric & English)
Length: Varies
Width: Varies
Depth: Unknown
Number of Acres: 38 ha **(**94 ac)

USGS 7.5 Minute Quadrangle Map: Sackets Harbor and Watertown

Results of Sensitivity Assessment

Prehistoric: Moderate sensitivity for resource procurement/processing sites across favorable landform types throughout the project APEs (obstruction removal areas).

Historic: Moderate sensitivity along the periphery of some obstruction removal areas, especially along NY 12F; low sensitivity elsewhere.

Phase 1A Assessment Recommendations:

Phase 1B testing is recommended throughout the project APEs (obstruction removal areas), with the exception of no testing in areas with steep slope (>15%) or areas of previous soil disturbance, as well as limited testing in those areas with soils that have water tables at 0-20 cm (0-6 in) below the surface. Assuming all recommended areas are tested, the estimated number of shovel test pits (STPs) would be 1100-1200 STPs based on a 15 meter (49 ft) testing interval throughout the project APEs. Additional radial STPs (4-arounds) may be needed at closer intervals around any STPs that produce precontact artifacts or a high number or diversity of historic artifacts to refine potential archaeological site areas.

Report Author: Daniel Seib / Public Archaeology Facility

Sponsor: McFarland Johnson

Date: December 9, 2019

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I. INTRODUCTION

This document summarizes a Phase 1A cultural resource assessment for obstruction areas on and adjacent to the Watertown International Airport for McFarland Johnson. The project is located in the Town of Hounsfield in Jefferson County, New York (Figure 1). The assessment was completed and prepared by Daniel Seib of the Public Archaeology Facility at Binghamton University under the supervision of Dr. Laurie Miroff. The Phase 1A assessment includes a summary of background research for environmental contexts and existing precontact and historic cultural resources within and near the current areas of potential effect (APEs). The results section includes recommended testing strategies (Phase 1B) for the obstruction removal areas of the airport project.

1.1 Summary of the Project APEs

The areas of potential effect (APEs) for the obstruction removal areas at the Watertown International Airport are located on lands on and surrounding the Watertown International Airport property in the Town of Hounsfield, Jefferson County, New York (Figure 2; Appendix III, p. 23; Photos 1-21, pp. 24-34). The APEs are located in the mostly undeveloped fields to the east, west, and south of the airport terminal and runways, as well as parcels along NY 12F to the north of the runways. An additional parcel is located to the southeast of the airport, on the south side of Evans Road. The proposed development includes land acquisitions, expansion of airport easements, and elimination of obstructions (Appendix II, p. 22). Areas of proposed soil disturbance are being assessed for potential precontact and historic resources (Appendix III, p. 23). The areas of proposed obstruction removal cover a total of 38 ha (94 ac).

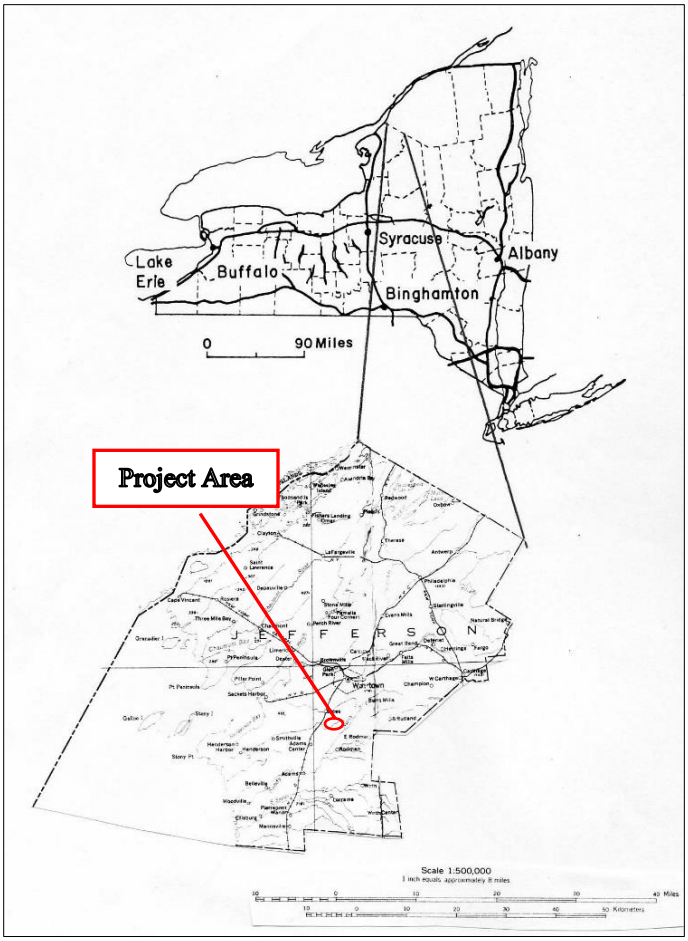

Figure 1. Location of the project APEs in Jefferson County, New York.

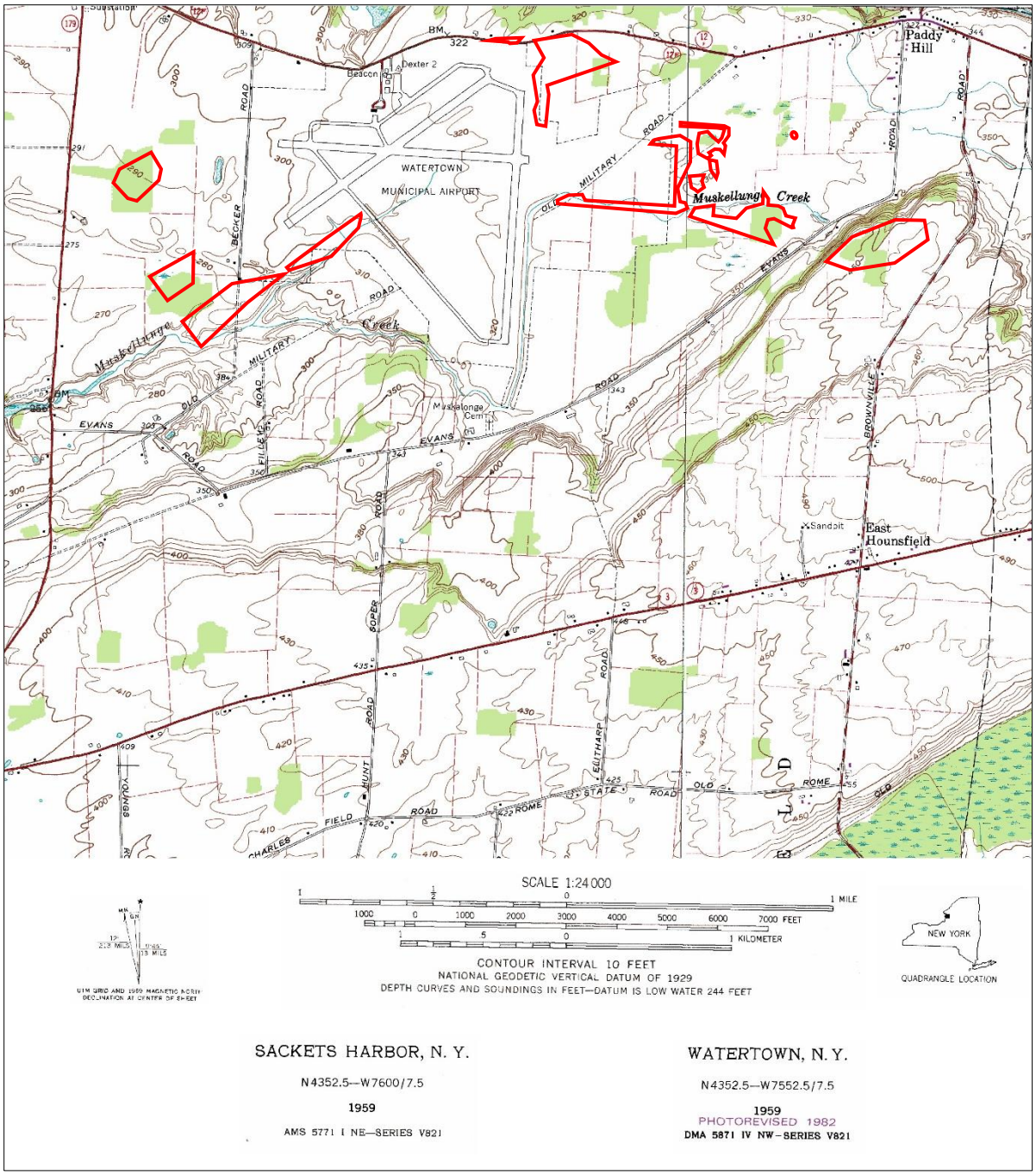

Figure 2. Location of the project APEs (obstruction removal areas) on the 1959 Sackets Harbor and 1959 (photorevised 1982) Watertown USGS topographic quadrangles.

II. BACKGROUND RESEARCH

A site files search conducted using the NYS Cultural Resource Information System (CRIS) identified one precontact site and 15 known historic sites within 1.6 km (1 mi) of the APEs (Table 1). None of the known sites are located within any of the project APEs. The Army Hospital site is a storehouse converted into a field hospital during the War of 1812, where a number of American war dead were buried and subsequently exhumed. They were reburied elsewhere. The remaining historic sites are 19th century sheet middens associated with residential farm structures, many of which were still extant on the 1959 Sackets Harbor and Watertown USGS topographic maps. While only one precontact site is located within the 1.6 km (1 mi) radius, a number of precontact sites are located just outside this boundary along the Black River. None of these precontact sites have temporal information associated with them.

Table 1. Site Files Summary (Confidential)

Site #	Site Name	Distance from PA / Distance from water / elevation / slope	Cultural Affiliation/Site Type	NR Eligibility
04510.000065	F. Meldon Site	15 m (50 ft) W / 286 m (938 ft)/ 100 m (327 ft) ASL / gentle	Historic: 19th century sheet midden	Not eligible
04510.000058	S. E. Livermore Historic Site	1 km (0.6 mi) W / 90 m (938 ft)/ 93 m (304 ft) ASL / gentle	Historic: 19th century sheet midden	Not eligible
04546.000092 / NYSM# 12441	R. Frazier Site	1.3 km (0.8 mi) N / 52 m (171 ft) / 95 m (305 ft) ASL / flat	Historic: mid-19th century sheet midden	Not eligible
04546.000091 NYSM# 12442	P. Mead Site	1.5 km (0.9 mi) N / 82 m (223 ft) / 100 m (330 ft) ASL / flat	Historic: mid-19th century sheet midden	Not eligible
04546.000096 16SR00341	Army Hospital	1.5 km (0.9 mi) N / 63 m (207 ft) / unknown ASL / unknown slope	Historic storehouse converted to military hospital during War of 1812. Associated cemetery reportedly moved but locals suggest removal was incomplete	Undetermined
04510.000046 09PR1599	Patrick/Becker Farmstead Historic Site	542 m (1,778 ft) NE / 320 m (1,050 ft) / 90 m (295 ft) ASL / moderate	Historic: 19th century sheet midden	Undetermined
04510.000051 09PR1686	W. Phillips Historic Site	920 m (3,018 ft) SW / 71 m (233 ft) / 82 m (268 ft) ASL / moderate	Historic: early 19th century sheet midden	Undetermined
04510.000053 09PR1686	J. Wilder 2 Historic Site	740 m (2,428 ft) SW / 92 m (302 ft) / 80 m (261 ft) ASL / gentle	Historic: mid-19th century sheet midden	Not eligible
04510.000052 09PR1686	J. Wilder 1 Historic Site	680 m (2.230 ft) SW / 160 m (525 ft) / 80 m (262 ft) ASL / gentle	Historic: mid-19th century sheet midden	Not eligible
04510.000057 09PR1686	C.W. Bates Farmstead	888 m (2,913 ft) NE / 100 m (328 ft) / 94 m (310 ft) ASL / gentle	Historic: mid-19th century sheet midden	Not eligible
04510.000064 09PR1686	J.E. Gilmore 2 Historic Site	780m (2,560 ft) N / 280 m (919 ft) / 91 m (300 ft) ASL / gentle	Historic: mid-19th century sheet midden	Not eligible
04510.000063 09PR1686	J.E. Gilmore Historic Site	816 m (2,677 ft) N / 280 m (919 ft) / 91 m (298 ft) ASL / gentle	Historic: mid-19th century sheet midden	Not eligible
04510.000056 09PR1686	J. Baker Historic Site	1 km (0.6 mi) N / 79 m (259 ft) / 88 m (290 ft) ASL / moderate	Historic: mid-19th century sheet midden	Undetermined
04510.000054 09PR1686	H. Murphy Historic Site	840 m (2,756 ft) N / 403 m (1,322 ft) / 90 m (296 ft) ASL / flat	Historic: early 19th century sheet midden	Not eligible
04510.000055 09PR1686	M. Bailey Historic Site	1 km (0.6 mi) N / 190 m (623 ft) / 89 m (293 ft) ASL / flat	Historic: mid-19th century sheet midden	Undetermined
NYS Museum 3439	No Info	1.4 km (0.9 mi) NW / 82 m (223 ft) / unknown ASL / unknown slope	Precontact: No information	Undetermined

2.1 Environmental Setting

The project area is within the Erie-Ontario Lowlands physiographic province and is primarily drained by the Black River, located approximately 350 m (1,150 ft) to the north of an obstruction removal area along NY 12F. Muskellunge Creek flows through the center of the cluster of obstruction removal areas to the west and southwest of

the airport, as well as to the east of the airport, and drains to the west into Black River Bay. The elevations of the APEs range between 88 and 140 m (290 and 460 ft) amsl. Portions of the project area have standing water and wetlands, especially alongside Muskellunge Creek.

Soils in the project area consist of the Benson, Canandaigua, Chaumont, Collamer, Farmington, Galoo, Guffin, Hudson, Vergennes, Madalin, Newstead, Niagra, Rheinbeck, and Wilpoint Series soils. Typical soil profiles for these soils are listed in Table 2 and Figure 3 (p. 7). Table 2 also identifies which soils require no testing, testing at 15 m (50 ft) intervals, and limited testing at 30 m (100 ft) intervals. None of these soils are typically found in flood plain contexts, and deeply buried horizons are not expected.

Table 2. Summary of Soil Types Within the Project Area

Name	Slope %	Soil Horizon Depth cm (in)	Color	Land Forms	Testing
Benson channery silt loam (BfF)	25-50%	Oi: 0-3 cm (0-1 in) A: 3-15 cm (1-6 in) Bw1: 15-28 cm (6-11 in) Bw2: 28-48 cm (11-19 in) R: 48 cm (19 in)	Humic layer Dark grayish-brown silt loam Brown channery silt loam Dark grayish-brown very channery silt loam Limestone	Somewhat excessively and excessively drained soils on glaciated uplands formed in loamy till.	No
Benson-Galoo complex (BgB)	0-8%	A: 0-10 cm (0-4 in) Bw: 10-18 cm (4-7 in) 2R: 18 cm (7 in)	Dark brown silt loam Reddish-brown channery silt loam Limestone	Very shallow, somewhat excessively to excessively drained soils formed in thin layer of till overlying limestone or calcareous sandstone bedrock.	Yes
Canandaigua silt loam (Ca)	0-3%	Ap: 0-20 cm (0-8 in) Bg1: 20-30 cm (8-12 in) Bg2: 30-48 cm (12-19 in) BC: 48-76 cm (19-30 in) C: 76-183 cm (30-72 in)	Dark grayish-brown silt loan Grayish-brown silt loam Brown silty clay Dark grayish-brown silty clay Grayish-brown silty clay	Very deep, poorly and very poorly drained soils formed in silty glacio-lacustrine sediments located on lowland lake plains and in depressional areas on glaciated uplands.	Limited
Chaumont silty clay (ClA)	0-3%	Ap: 0-13 cm (0-5 in) B1: 13-28 cm (5-11 in) B21t: 28-35 cm (11-14 in) B22t: 35-55 cm (14-22 in) B3: 55-68 cm (22-27 in) IIR: 68 cm (27 in)	Dark grayish-brown silty clay Grayish-brown clay Dark grayish-brown clay Dark grayish-brown clay Dark grayish-brown silty clay Limestone	Moderately deep, somewhat poorly drained soils formed in slowly or very slowly permeable clayey lacustrine sediments on bedrock controlled landforms.	Yes

Name	Slope %	Soil Horizon Depth cm (in)	Color	Land Forms	Testing
Collamer silt loam (CnB, 3-8%) (CnC, 8-15%)	3-15%	Ap: 0-30 cm (0-12 in) E/B: 30-46 cm (12-18 in) Bt/E: 46-58 cm (18-23 in) Bt1: 58-84 cm (23-33 in) C1: 84-114 cm (33-45 in) C2: 114-183 cm (45-72 in)	Dark grayish-brown silt loan Brown/dark yellowish-brown silt loam Dark yellowish-brown/pale brown silt loam Brown silt loam Light olive brown/yellowish-brown silt loam Dark yellowish-brown silt loam	Very deep, moderately well drained soils formed in silty glacio-lacustrine sediments on lake plains and till plains that have a thick mantle of lake sediments.	Yes
Farmington loam (FaB)	0-8%	Ap: 0-20 cm (0-8 in) Bw1: 20-36 cm (8-14 in) Bw2: 36-46 cm (14-18 in) 2R: 46 cm (18 in)	Dark grayish-brown silt loam Yellowish-brown silt loam Brown silty clay Dark grayish-brown silty clay	Shallow, well drained and somewhat excessively drained soils formed in till on glaciated uplands.	Yes
Galoo-Rock outcrop complex (GbB)	0-8%	A: 0-10 cm (0-4 in) Bw: 10-18 cm (4-7 in) 2R: 18 cm (7 in)	Dark brown silt loam Reddish-brown channery silt loam Limestone	Very shallow, somewhat excessively to excessively drained soils formed in thin layer of till overlying limestone or calcareous sandstone bedrock.	Yes
Guffin clay (Gv)	0%	Ap: 0-18 cm (0-7 in) B21: 18-32 cm (7-13 in) B22: 32-48 cm (13-19 in) B3: 48-56 cm (19-22 in) IIR: 56 cm (22 in)	Very dark gray/dark grayish-brown clay Dark grayish-brown clay Dark grayish-brown clay Dark grayish-brown to brown clay Limestone	Moderately deep, poorly drained and very poorly drained soils formed in very slowly permeable clayey lacustrine sediments on bedrock controlled landforms.	Limited
Hudson and Vergennes soils (HyE3)	15-35%	Ap: 0-20 cm (0-8 in) B/E: 20-25 cm (8-10 in) Bt: 25-56 cm (10-22 in) BC: 56-74 cm (22-29 in) C1: 74-94 cm (29-37 in) C2: 94-114 cm (37-45 in) C3: 114-196 cm (45-77 in)	Dark grayish-brown clay Grayish-brown clay Brown clay Dark grayish-brown clay Dark grayish-brown clay Brown clay Grayish-brown, grey, and brown clay	Very deep, moderately well drained soils on glacial lake plains.	No
Madalin silt loam (Ma)	0-3%	Ap: 0-20 cm (0-8 in) Btg1: 20-41 cm (8-16 in) Btg2: 41-64 cm (16-25 in) Btg3: 64-84 cm (25-33 in) C: 84-132 cm (33-52 in)	Very dark gray silt loam Dark grayish-brown silty clay loam Brown silty clay Dark grayish-brown silty clay Grayish-brown silt transitioning to clay	Very deep, poorly drained soils on lake plains and depressions in the uplands.	Limited
Newstead silt loam (Nn)	0-8%	Ap: 0-23 cm (0-9 in) Bw1: 23-36 cm (9-14 in) Bw2: 36-61 cm (14-24 in) 2Cg: 61-66 cm (24-26 in) 2R: 66 cm (26 in)	Very dark gray silt loan Dark yellowish-brown silt loam Brown flaggy silt loam Grayish-brown flaggy silt loam Limestone	Moderately deep, somewhat poorly drained soils formed in permeable till overlying limestone bedrock.	Yes

Name	Slope %	Soil Horizon Depth cm (in)	Color	Land Forms	Testing
Niagara silt loam (NoA)	0-3%	A: 0-13 cm (0-5 in) E: 13-36 cm (5-14 in) Bt1: 36-43 cm (14-17 in) Bt2: 43-79 cm (17-31 in) C: 79-183 cm (31-72 in)	Very dark grayish-brown silt loam Grayish brown silt loam Dark grayish-brown silt loam Dark grayish-brown silt loam Dark grayish-brown silt loam	Very deep, somewhat poorly drained soils formed in silty glacio-lacustrine deposits on lake plains and in valleys.	Yes
Rhinebeck silt loam (RhA)	0-3%	Ap: 0-23 cm (0-9 in) Eg: 23-36 cm (9-14 in) Bt1: 36-58 cm (14-23 in) Bt2: 58-81 cm (23-32 in) C1: 81-114 cm (32-45 in) C2: 114-183 cm (45-72 in)	Very dark grayish-brown silt loan Grayish-brown silty clay loam Light olive brown silty clay Light olive brown silty clay loam Brown silty clay loam Brown varved silt and clay	Very deep, somewhat poorly drained soils formed in clayey lacustrine sediments on glacial lake plains and uplands mantled with lake sediments.	Yes
Udorthents (Ub)	0-25%	A: 0-10 cm (0-4 in) B: 10-178 cm (4-70 in)	Varying colored gravelly sandy loam Varying colored very gravelly sandy loam	Excessively drained fill soils.	No
Wilpoint silty clay loam (WnB)	3-8%	Ap: 0-15 cm (0-6 in) Bt1: 15-23 cm (6-9 in) Bt2: 23-38 cm (9-15 in) Bt3: 38-56 cm (15-22 in) C: 56-74 cm (22-29 in) 2R: 74 cm (29 in)	Dark grayish-brown silty clay loam Dark brown silty clay Dark brown clay Dark grayish-brown clay Dark gray clay Limestone	Moderately deep, moderately well drained soils formed in slowly or very slowly permeable clayey lacustrine sediments on bedrock controlled landforms.	Yes

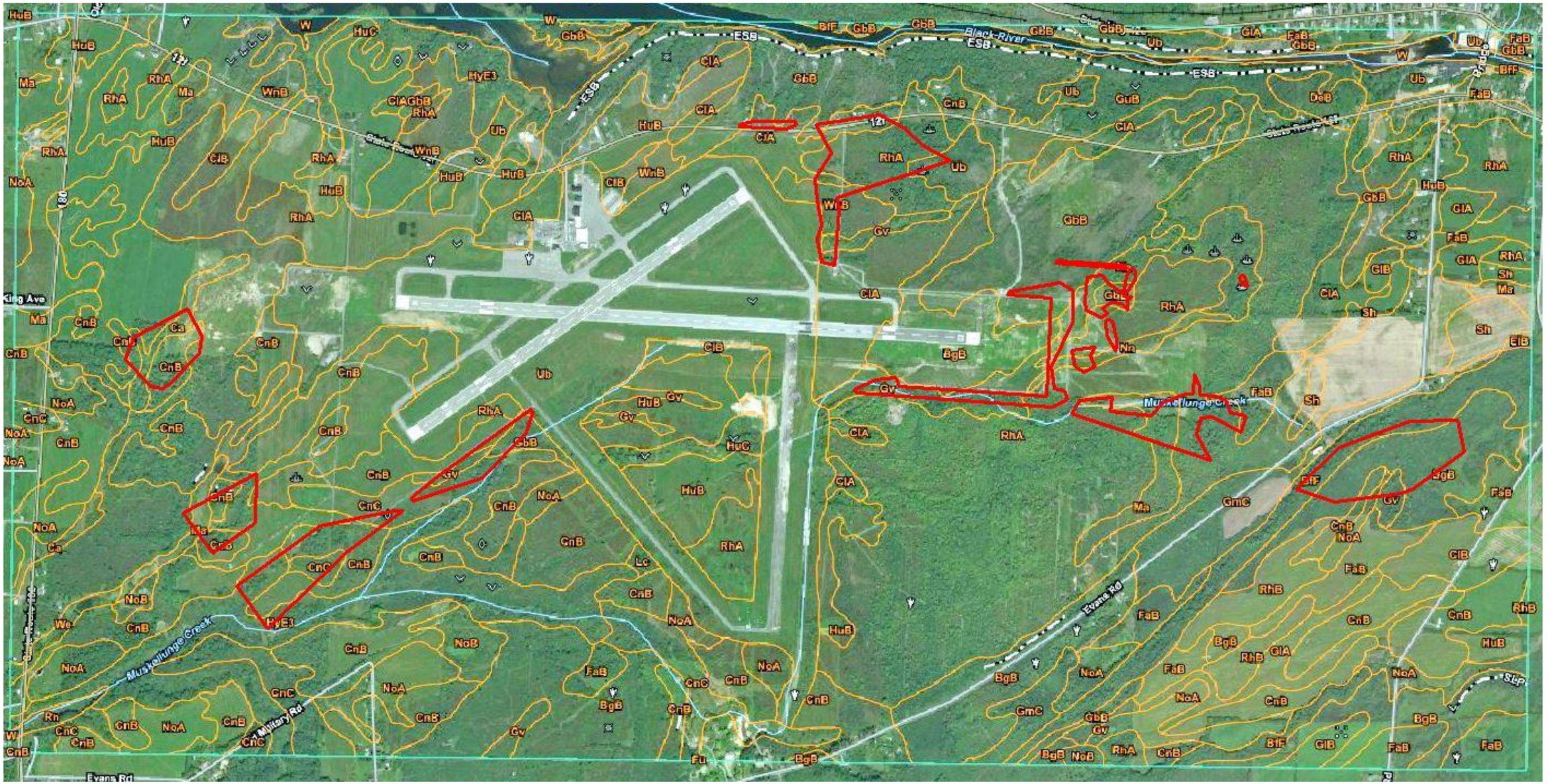

Figure 3. USDA Soil Survey Map with the project areas marked.
(Key: Benson channery silt loam (BfF), 25-50% slopes; Benson-Galoo complex (BgB), 0-8% slopes; Canandaigua silt loam (Ca), 0-3% slopes; Chaumont silty clay (ClA), 0-3% slopes; Collamer silt loam (CnB, 3-8% slopes)(CnC, 8-15% slopes); Farmington loam (FaB), 0-8% slopes; Galoo-Rock outcrop complex (GbB), 0-8% slopes; Guffin clay (Gv), 0% slopes; Hudson and Vergennes soils (HyE3), 15-35% slopes; Madalin silt loam (Ma), 0-3% slopes; Newstead silt loam (Nn), 0-8% slopes; Niagara silt loam (NoA), 0-3% slopes; Rhinebeck silt loam (RhA), 0-3% slopes; Udorthents (Ub), 0-25% slopes; Wilpoint silty clay loam (WnB), 3-8% slopes; W = Water.)

2.2 Precontact Period Context

The precontact period of New York State and the Northeast was characterized by two broad subsistence patterns, both of which influenced settlement and land use patterns, as well as material culture. The first, designated as the pre-agricultural hunter-gatherer, began with the arrival of highly mobile groups during the Paleo-Indian and Early-Middle Archaic periods around 10,000-4000 B.C. Mobility was an important adaptation, as these groups relied on gathered plants, game animals, and fish for their subsistence. These groups often followed herds of animals, or migrated from one resource-rich landform (e.g., upland wetlands) to another. Starting in the Late Archaic period and extending through the Middle Woodland (4000 B.C. to A.D. 900), hunter-gatherers became seasonally nomadic. People created relatively large base camps in major river or lake valleys, from which daily foragers would radiate outward in search of local resources. During seasons of resource dispersal, the camps would break up into smaller, more mobile units capable of foraging for themselves. Sites associated with hunter-gatherers include short-term camps and resource processing stations, as well as larger base camps and lithic scatters associated with the daily foragers of the seasonally nomadic groups.

Beginning around A.D. 900, the Late Woodland period is defined by the widespread shift towards agriculture as a subsistence base, along with the associated sedentism necessary for agricultural pursuits. While these groups continued to forage for plant and animal resources, they relied heavily on cultigens as a primary food source. Permanent villages developed in the region, along with a matrilineal kin structure. Later in the period, many groups began situating their villages on elevated landforms above major waterways. Few Woodland period sites have been found in the region of the project area (Abel 2002).

The area has been inhabited for at least 12,000 years by a wide variety of cultural groups utilizing the unique landscapes surrounding major waterways linking up with Lake Ontario. East of Lake Ontario, precontact peoples have lived in the area since about 10,800 B.C., with fluted Paleoindian bifaces of the Barnes type scattered through the area (Abel and Fuerst 1999). Despite individual isolated finds, no complete, intact sites have been found. These occupations continued into the Late Paleoindian period (9,500 B.C.), but were characterized mainly by lanceolate and Plano lithic cultures, instead of early Archaic groups as seen further to the south in New York State. The first well established cultural horizon in the area is the Laurentian Tradition, with numerous sites identified along the Black River and along the eastern shore of Lake Ontario. Woodland occupations are well represented in the area (Abel 2002; Abel and Fuerst 1999). The St. Lawrence Iroquois are noted as occupying this region, and had contact with the Neutral and Huron groups in Ontario as well as the Five Nations Iroquois (Haudenosaunee) in New York (Eisenstadt 2005).

Precontact Sensitivity Assessment

The physiographic location of the project area and proximity to the Black River suggest a moderate potential for precontact period cultural material, especially hunting camps surrounding the wetlands on the edges of Muskellunge Creek. While a search of the CRIS database only returned one precontact site within 1.6 km (1 mi) of the APEs, the presence of additional sites just beyond this range, primarily along the Black River, raises the possibility of human presence in this area for much of the precontact period. Unfortunately, none of these sites contained temporal data. The proximity of the APEs to the Black River increases the potential for villages or base camps, as well as the potential for resource procurement and processing sites within the individual APE project limits.

2.3 Historic Context

The project area is located midway between Watertown and Sackets Harbor in Jefferson County. To the east of the project area, Watertown was settled in 1800. Looking to utilize the water power of the Black River, Watertown was situated on its southern bank; a tributary that fed the river running right through the middle of the village. The western end of the village was 12 to 15 feet (3.7 to 4.6 m) higher than the eastern end, with a large depression in the middle of the village. Within a few years, significant infrastructure improvements were undertaken, including homes, stores, factories, and dams. By the 1860s, the city was heavily industrialized, with paper and textile mills dominating the landscape, but also with other factories churning out leather goods, flour, iron products, machinery, agricultural tools, lead pipe, and furniture. This industrial boom made Watertown very prosperous, leading to the construction of elegant mansions, churches, and public venues. This boom continued until the 1920s, when decreased demand for products and depletion of regional resources led to economic decline in the area (Eisenstadt 2005). Sackets Harbor,

to the west of the project area, was founded in 1801 as a commercial port and shipbuilding center on the shores of Lake Ontario. It served as a customs port starting in 1803, and served as a major military post, naval base, and ship building center during the War of 1812, with two battles fought there. Following the war, a number of small industries were established nearby, but did not continue into the 20th century (Eisenstadt 2005).

Outside of the village/city limits of Sackets Harbor and Watertown, agriculture, as well as dairying, was the principal interest in the region. Small settlements grew along the Black River, as those settlements used water power for mills and other small rural industries. In the vicinity of the project area, scattered farmsteads were built by the mid-19th century. These small- to moderate-sized farms were occupied by farmers and tenants through the mid-20th century. In 1948, the Watertown International Airport was constructed on the south side of NY 12F.

Historic Sensitivity Assessment

The earliest available map of St. Lawrence County is Levy's (1855) *Map of St. Jefferson County, New York* (Figure 4, p. 10). The map shows the obstruction removal APEs situated along the military road connecting Sackets Harbor with Brownsville. This military road was removed prior to the construction of the present-day airport, as were some portions of roads running perpendicular to NY 12F. Several structures are located along these roads, which are inside of the airport property now. Most of the project area depicted on the Levy map appears to be isolated farmsteads. While no map documented structures are located within any APEs, there are two unlabeled structures on the south side of NY 12F that appear to be located on the periphery of the obstruction removal Areas 5 and 6 (Appendix III, p. 23). The 1864 Beers *New Topographical Atlas of Jefferson County, New York* (Figure 5, p. 11) shows little change from the previous map, except that the unlabeled structures are labeled N. Savage to the west and P. Powers to the east. At the far western edge of the westernmost obstruction removal APE (Area 1- Appendix III, p. 23), there is a road extending east from the Ephram Wilder house that connects with the nearby APE; it is possible that this road extends to a barn or other outbuildings not identified on this map. The 1888 Robinson *Atlas of Jefferson County* map (Figure 6, p. 12) has the same configuration as the 1864 map, except that F. Savage is now the owner of the N. Savage house, and A. Foster is now the owner of the P. Powers house.

The 1895/1898 15' USGS quadrangle (Figure 7, p. 13) shows approximately the same configuration of roads surrounding the APEs. The house identified by A. Potter and A.A. Potter on the 1855 and 1864 maps now appears to be closer to the obstruction removal Area 4 (Appendix III, p. 23). Similarly, the house identified on the 1888 map as being owned by R. Power along the north side of the military road just north of the curve in the road appears much closer to the obstruction removal Area 8 (Appendix III, p. 23) on the 1895 map. The 1895 Sackets Harbor USGS map does not appear to match up well with the 1898 Watertown USGS map, and Figure 8 (p. 14) shows how the 1895 Sackets Harbor map appears to match more closely with the 1909 Watertown USGS map. In 1948, construction began on the Watertown International Airport, replacing a small airstrip along NY 12F (Figures 9-13, p. 15-19). The Watertown International Airport is represented on the 1959 Sackets Harbor and 1959 (photorevised 1982) Watertown 7.5' USGS quadrangles (Figure 2, p. 2). The airport replaced a large area of farmland, cut the military road, and necessitated the diversion of Muskellunge Creek to the south of the runways. Historic photos from the Watertown Airport (Figures 9-13, pp 15-19) show the development at the airport in the mid-20th century.

The probability for identifying historic archaeological sites is low for most of the project area. No historic standing structures are present immediately within the obstruction removal areas, but structures may be present along the periphery of some, especially along NY 12F. Much of the areas of the APEs was either undeveloped or historically used as farmland. There is also the possibility for encountering deposits from historic barns or outbuildings that are not map documented within the APEs. However, much of that area has been disturbed by the construction of the airport, buried utilities, and other modern development along NY 12F.

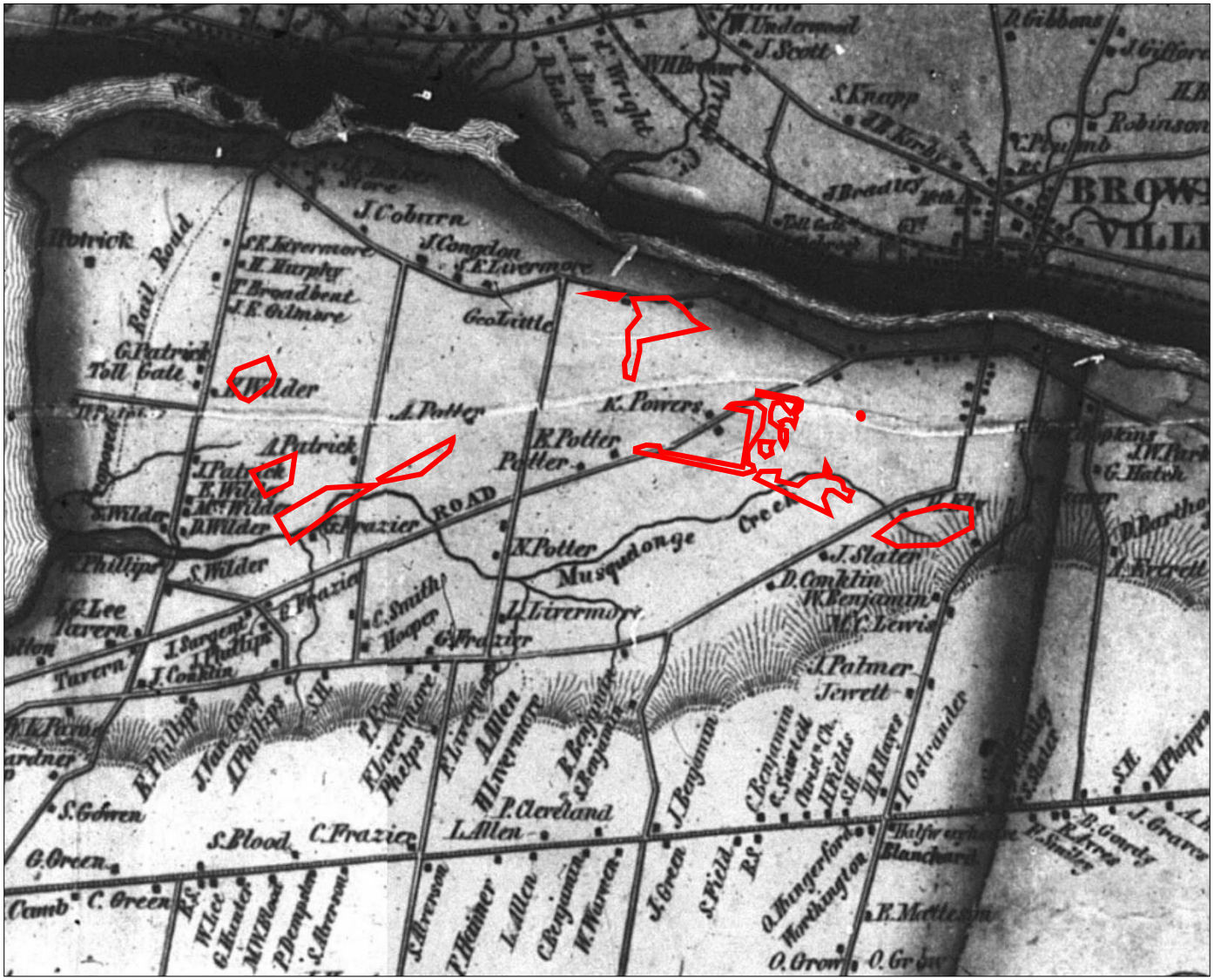

Figure 4. Approximate location of the APEs on the 1855 Levy *Map of Jefferson County, New York.*

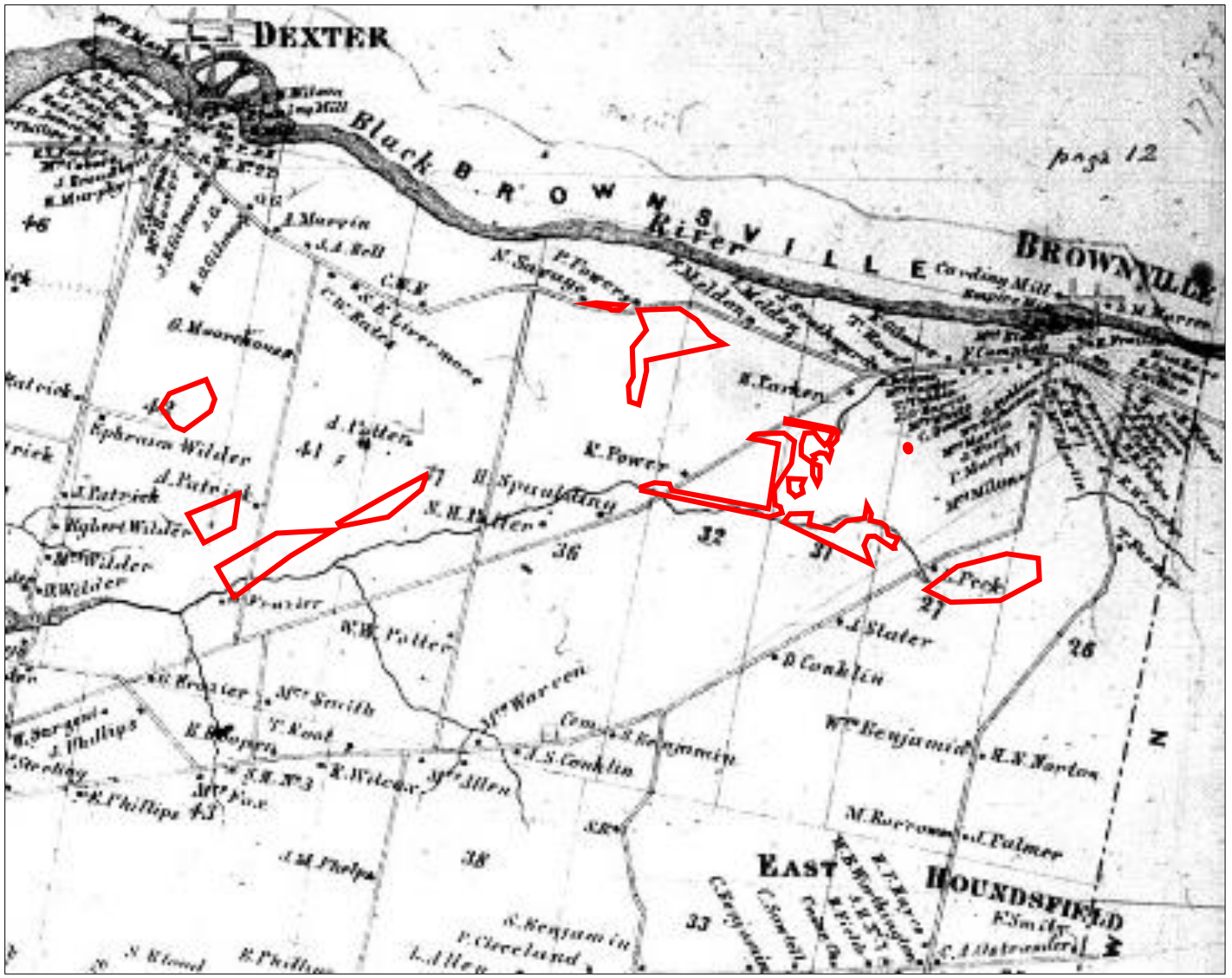

Figure 5. Location of the APEs on the 1864 Beers *New Topographical Atlas of Jefferson County, New York.*

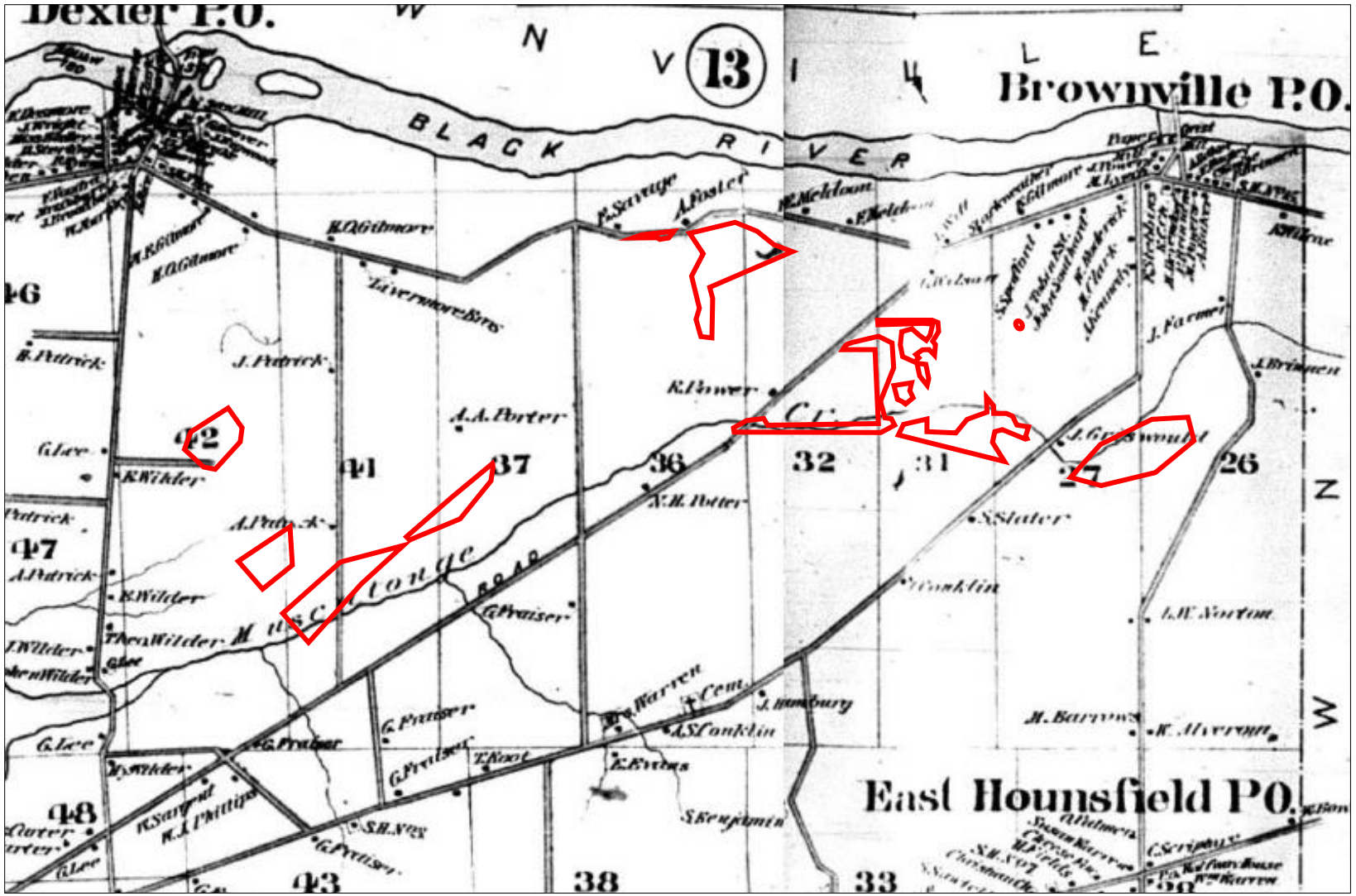

Figure 6. Location of the APEs on the 1888 Robinson *Atlas of Jefferson County*.

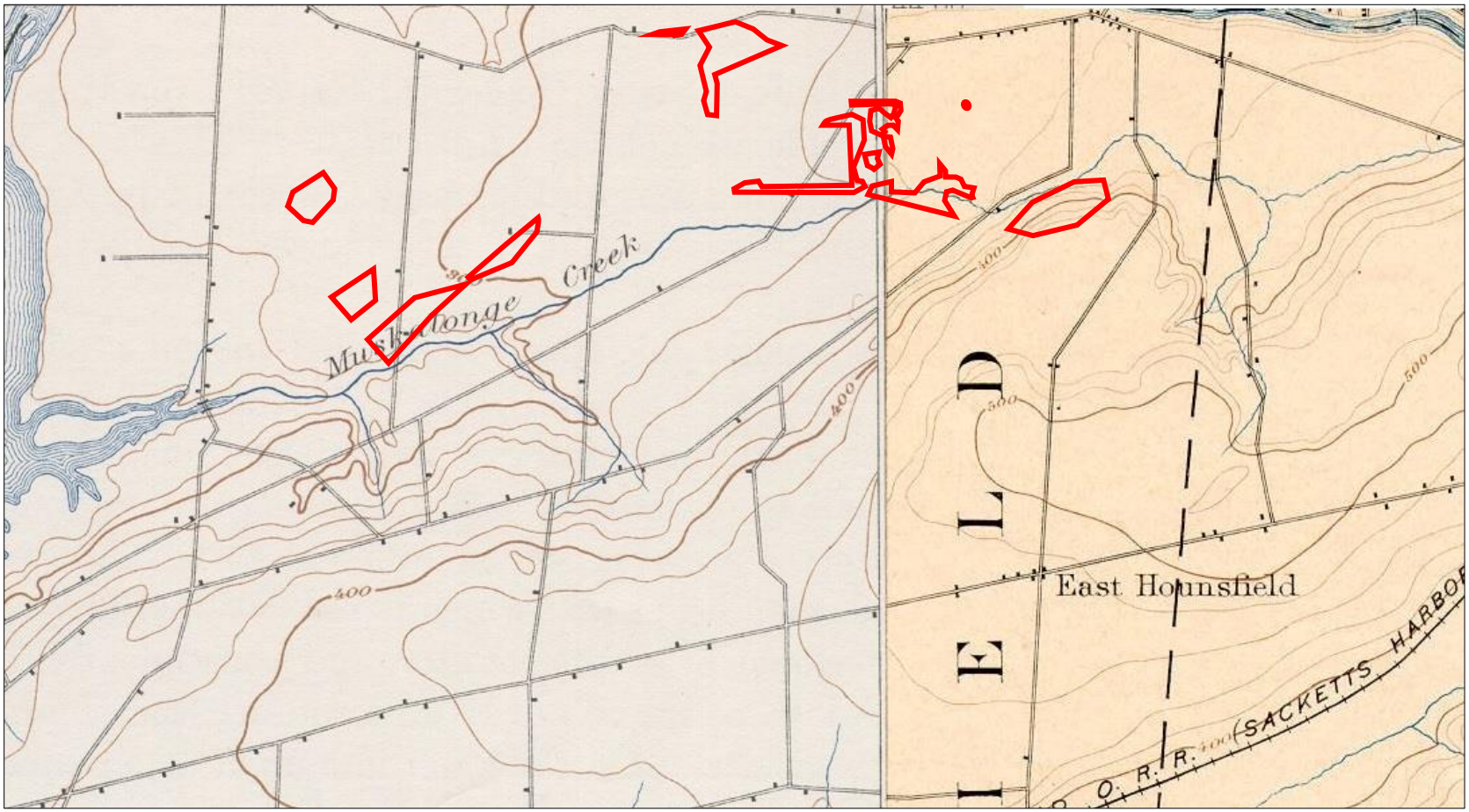

Figure 7. Location of APEs on the 1895 Sackets Harbor and 1898 Watertown, NY USGS 15' Quadrangles.

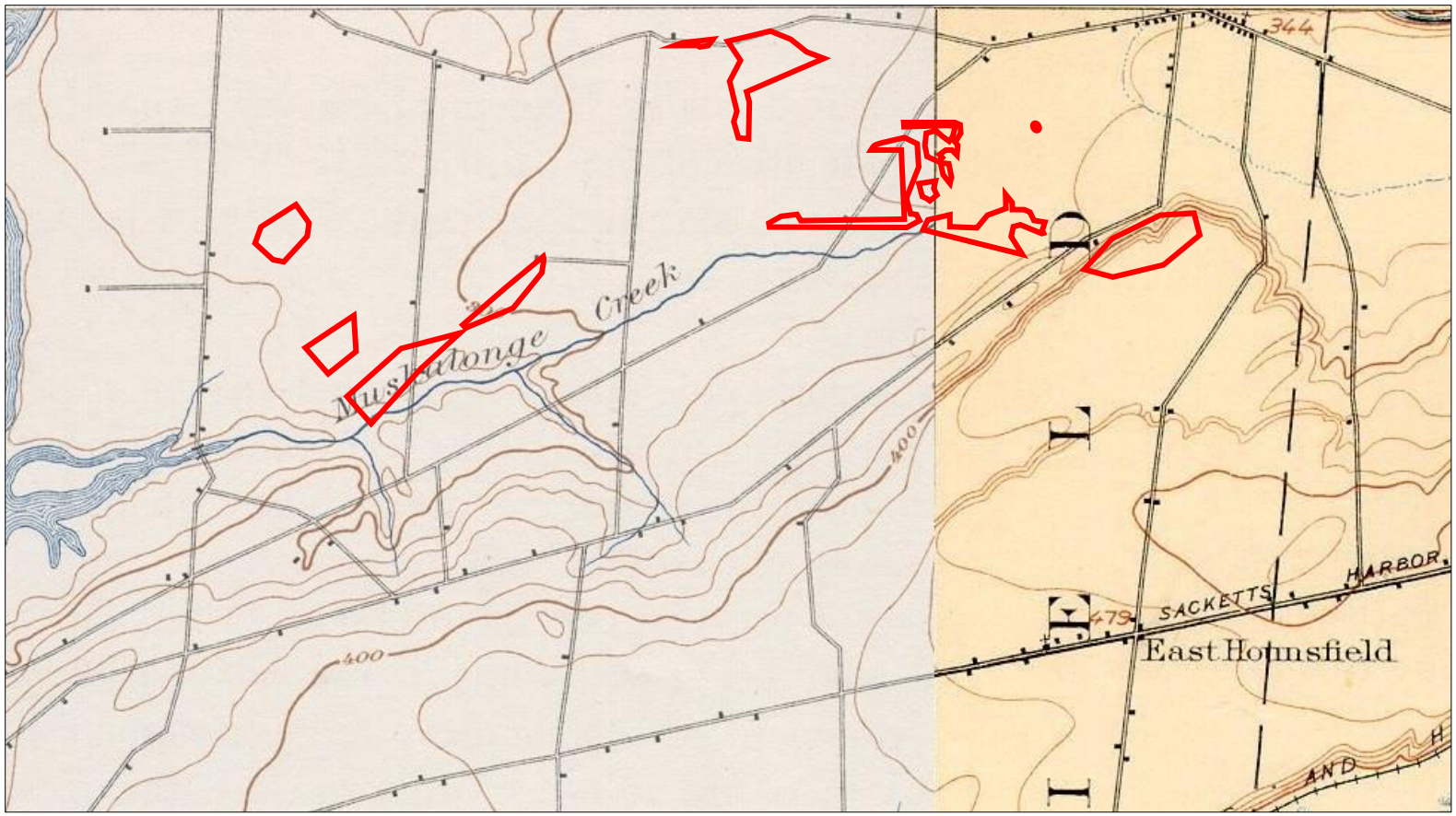

Figure 8. Location of APEs on the 1895 Sackets Harbor and 1909 Watertown, NY USGS 15' Quadrangles.

Figure 9. The airfield at Watertown International Airport prior to 1948, facing northwest. NY 12F is visible at the top of the photo.

Figure 10. June 1948 view prior to construction of the Administration Building at the Watertown Airport. Photo is probably facing south from NY 12F.

Figure 11. August 17, 1948 view of the airfield prior to construction of the new terminal. Photo facing south from NY 12F.

Figure 12. View of the terminal and airfields, December 1961, facing northeast from above the western edge of the APEs.

Figure 13. View of the terminal and airfields, December 1961, facing south from above the northern edge of the APEs.

III. ARCHAEOLOGICAL ASSESSMENT METHODOLOGY

3.1 Project Walkover/Field Visit

A walkover of the Watertown International Airport Project obstruction removal APEs was completed on November 12, 2019 to identify areas of slope and disturbance within the project areas and to determine the strategies for future subsurface testing. Photographs of the project areas were taken from different locations during the walkover to provide a visual representation of the environment and current landuse. Landuse in the APEs included overgrown fields, woodlands, and access roads. Areas adjacent to the airport facility were heavily disturbed, with intact soils disturbed during construction of runways and diversion of Muskellunge Creek to the south of the runways. The majority of the obstruction removal areas showed no visible ground disturbance.

IV. PHASE 1A SUMMARY AND RECOMMENDATIONS

4.1 Assessment Summary and Recommendations

The background research and walkover suggest that there is the potential for archaeological sites within the obstruction removal areas for the Watertown International Airport. Of the 38 ha (94 ac) across the obstruction removal areas, approximately 5.7 ha (14 ac) are located on steep slope and will not require archaeological testing. There are 1,025 m^2 (11,033.01ft^2; 0.1 ha [0.25 ac]) located in disturbed areas that may not require testing once disturbance is confirmed. Additionally, there are 7.2 ha (18 ac) that are located in poorly drained areas where the water table is 0-15 cm (0-6 in) below the surface and may require limited testing. Therefore, approximately 32.4 ha (80 ac) will require systematic subsurface archaeological testing, with potentially 7.2 ha (18.25 ac) of that total requiring some degree of limited testing (Appendix III, p. 23).

The Phase 1B testing would consist of a systematic subsurface survey. Archaeologists would excavate shovel test pits (STPs) at 15 meter (50 ft) intervals within all testable APE areas; in some areas of limited testing STPs would be excavated at approximately 30 m (100 ft) intervals (Appendix III, p. 23). Based on the acreage to test at the obstruction removal areas, the estimated number of STPs would be 1110-1200 STPs (Appendix III, p. 23). APE areas bounded by the access road surrounding the runways were probably disturbed during the runway construction and would require no testing once this is established. Due to the changing roads on historic maps, map documented structures (MDSs) may be encountered. If identified during the Phase 1B testing, additional STPs may be excavated at 7.5 m (25 ft) intervals in the vicinity of any MDSs. Additional radial STPs (4-arounds) may be needed at closer intervals around any STPs that produce precontact artifacts or a high number or diversity of historic artifacts to refine potential archaeological site areas.

APPENDIX I. REFERENCES CITED

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1895 Sackets Harbor NY 15 minute Quadrangle.
1898 Watertown, NY 15 minute Quadrangle.
1909 Watertown, NY 15 minute Quadrangle.

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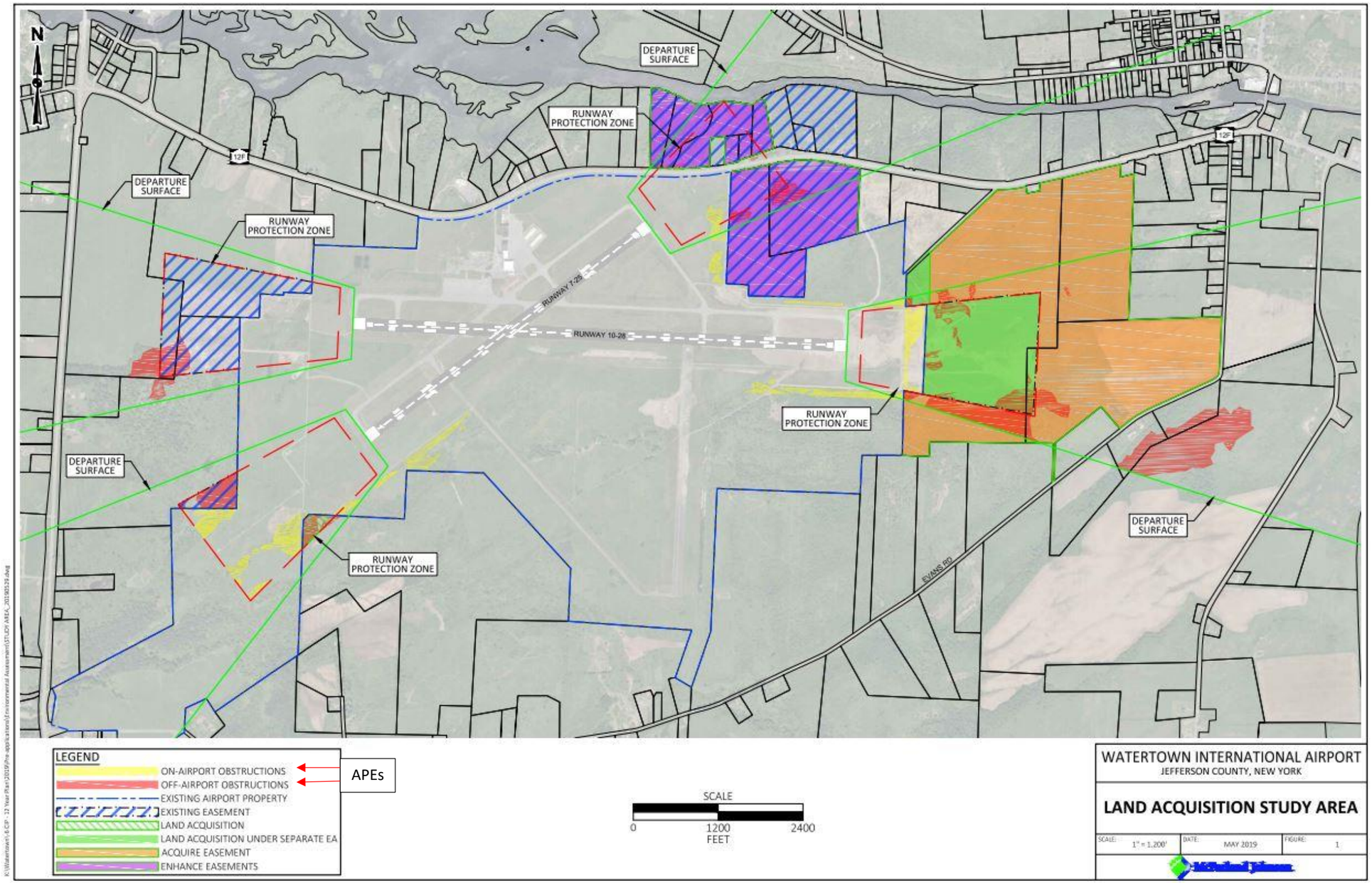
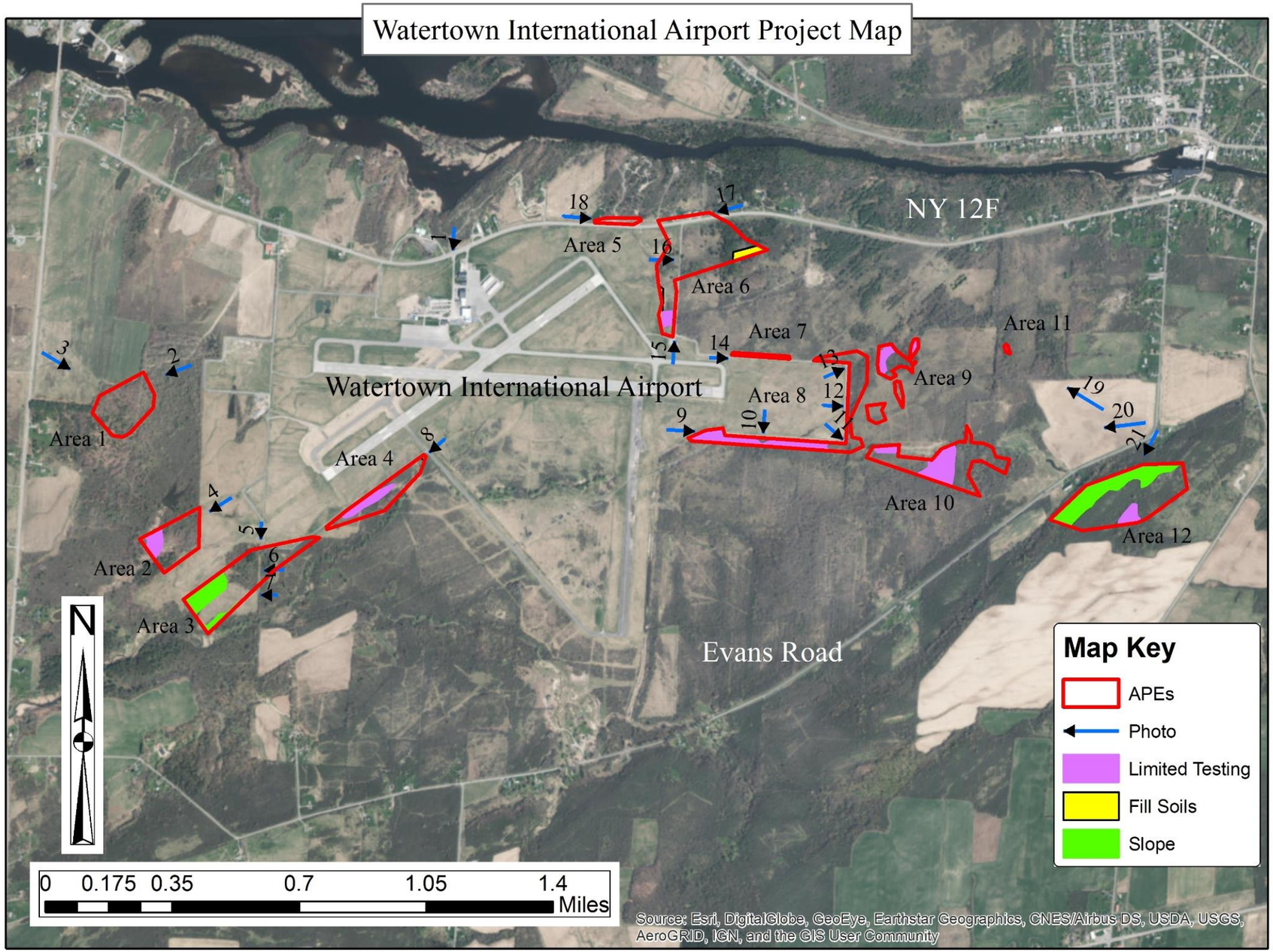
NYS GIS Clearinghouse (https://gis.ny.gov/)
USDA-NRCS Web Soil Survey (https://websoilsurvey.sc.egov.usda.gov)

APPENDIX II. CLIENT MAP



APPENDIX III. PROJECT MAP WITH OBSTRUCTION REMOVAL AREAS



APPENDIX IV. PROJECT AREA PHOTOS

Photo 1. View of the Watertown International Airport terminal from NY 12F, facing south.

Photo 2. View of Area 1, facing southwest.

Photo 3. View of Area 1, facing southeast.

Photo 4. View of Area 2, facing southwest.

Photo 5. View of Area 3, facing south.

Photo 6. View of typical vegetation within Area 3, facing west.

Photo 7. View of typical cleared area within Area 3, facing west.

Photo 8. View of Area 4, facing southwest.

Photo 9. View of the western end of Area 8, facing east.

Photo 10. View of typical vegetation within Area 8, facing south.

Photo 11. View of the eastern end of Area 8, facing southeast toward Area 10.

Photo 12. View of the eastern end of Area 8, facing east toward Area 9.

Photo 13. View of the eastern end of Area 8, facing northeast toward Area 9.

Photo 14. View of Area 7, facing east.

Photo 15. View of the southern end of Area 6, facing north.

Photo 16. View of the central portion of Area 6, facing east.

Photo 17. View of the northern portion of Area 6 along NY 12F, facing west.

Photo 18. View of Area 5 along NY 12F, facing east.

Photo 19. View toward Area 11, facing northwest.

Photo 20. View of the eastern edge of Area 10, facing west.

Photo 21. View of Area 12, facing southwest.

Appendix H.

PUBLIC PARTICIPATION

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Watertown International Airport

Land/Easement Acquisition & Obstruction Removal Landowner Meeting

McFarland Johnson

Agenda

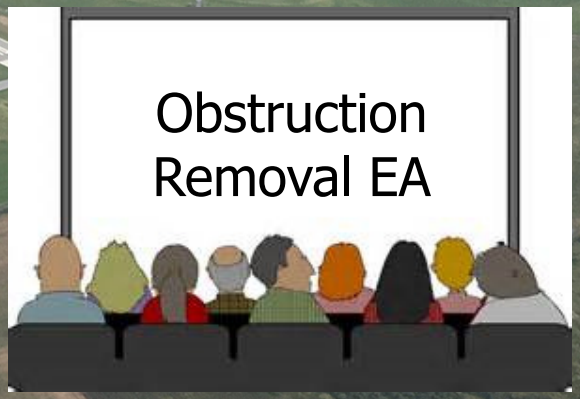
1. Purpose of Meeting
2. Overview of Environmental Assessment (EA) Process
3. Overview of Acquisitions & Obstructions
4. FAA Requirements & Guidelines
5. Timing and EA Schedule

WATERTOWN INTERNATIONAL AIRPORT

McFarland Johnson

Purpose of Meeting

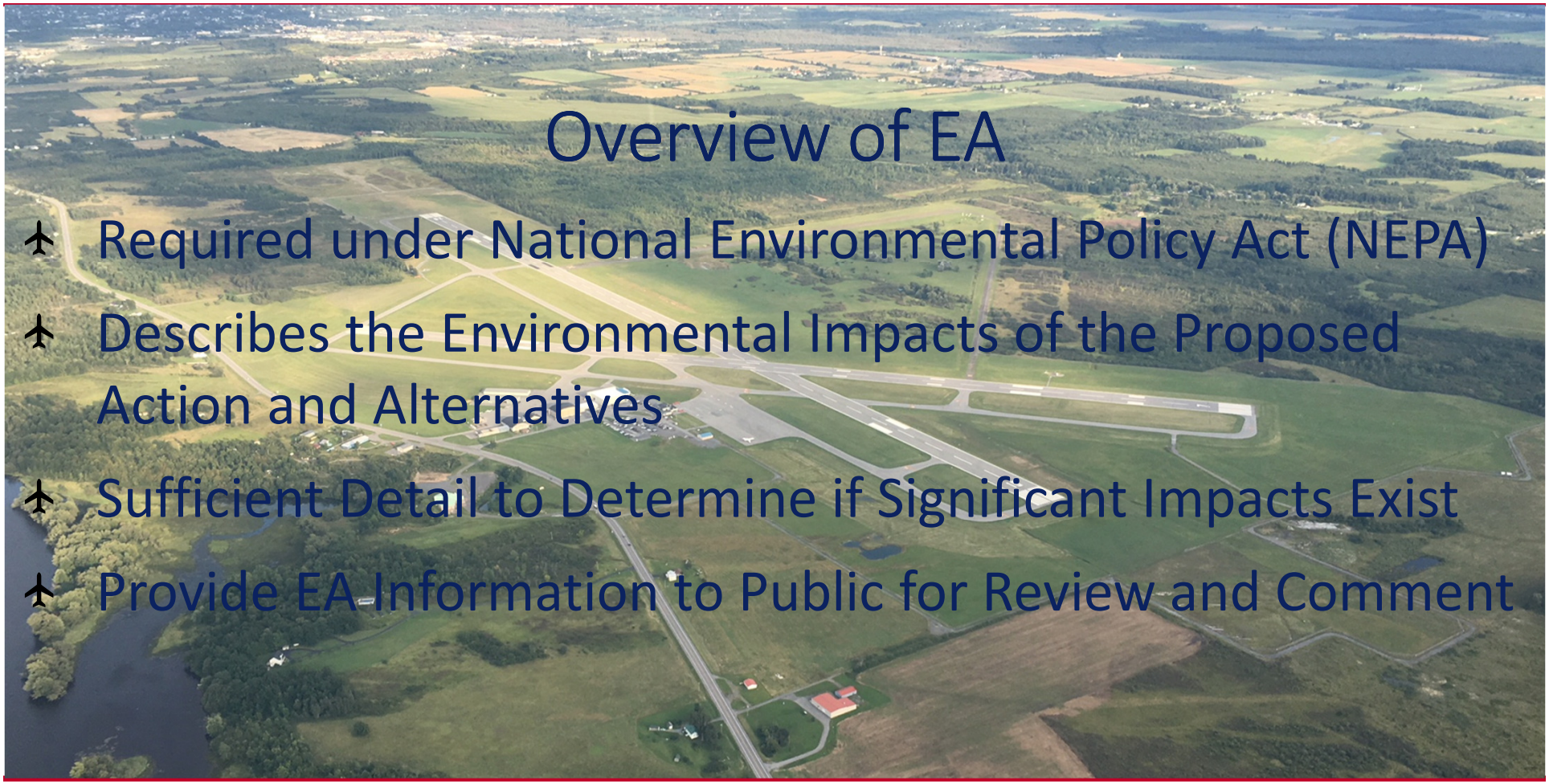
- Inform Affected Landowners
- Provide Background Information on Purpose of EA & Proposed Action
- Open Discussion with Affected Landowners



WATERTOWN INTERNATIONAL AIRPORT

McFarland Johnson

Environmental Assessment



Overview of EA

- Required under National Environmental Policy Act (NEPA)
- Describes the Environmental Impacts of the Proposed Action and Alternatives
- Sufficient Detail to Determine if Significant Impacts Exist
- Provide EA Information to Public for Review and Comment

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Contents of EA

1. **Purpose and Need:** Describes goals, objectives, and need for the project
2. **Alternatives:** Describes the alternatives considered for meeting the project objectives and the "no action" alternative.
3. **Affected Environment:** Describes the existing conditions in the project area.
4. **Environmental Consequences:** Analysis of impact categories.

EA Impact Categories*

- Air Quality
- Climate
- Construction Impacts
- Cultural Resources
- Cumulative Impacts
- Farmlands
- Land Us
- Natural Resources & Energy Supply
- Noise
- Socioeconomic Impacts
- Solid & Hazardous Wastes
- Threatened & Endangered Species
- Visual Impacts
- Water Resources

*List is not all inclusive.

In accordance with Federal Aviation Administration (FAA) Order 1050.1F Environmental Impacts: Policies and Procedures and 5050.4B NEPA Implementing Instructions for Airport Actions

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Purpose of Land Easement/Acquisition

1. Comply with FAA Safety Standards
   - Runway Protection Zone (RPZ)
   - Protect Airspace - Runway Approach, Departure, and Transitional Surfaces
   - Protect Approach Light Line of Sight
2. Comply with FAA Funding Requirements
3. Improve the Safety of the Airport for Airport Users and the Surrounding Community

Acquisition Types

1. Avigation Easement Acquisition:
   - Property easement is acquired from landowner by Jefferson County
   - Protects the use of airspace above a specified height and people and property on the ground
2. Fee Simple Land Acquisition:
   - County purchase of property
3. Enhance Easements:
   - Update/develop easement language for existing airport operations

Interests of property owner in mind: willing seller only acquisition; condemnation is NOT considered unless there is serious impact on airport operations.

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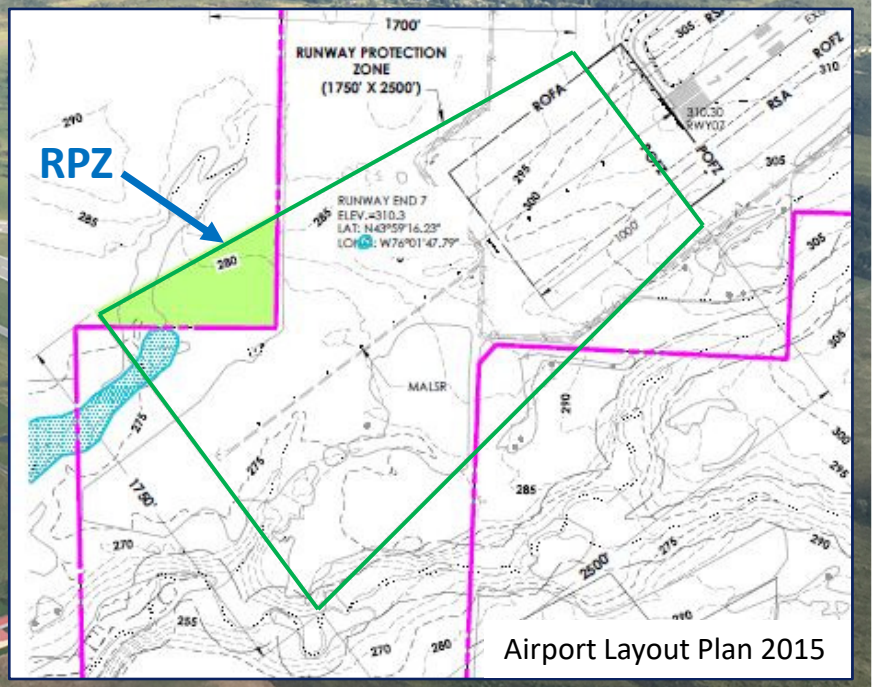
Runway Protection Zone

- **Runway Protection Zone (RPZ)** – *trapezoidal two-dimensional surface off each runway end*

- Intended to enhance the protection of the people and property on the ground

- FAA expects airport owners to take all possible measures to protect against and remove or mitigate incompatible land uses.



Airport Layout Plan 2015

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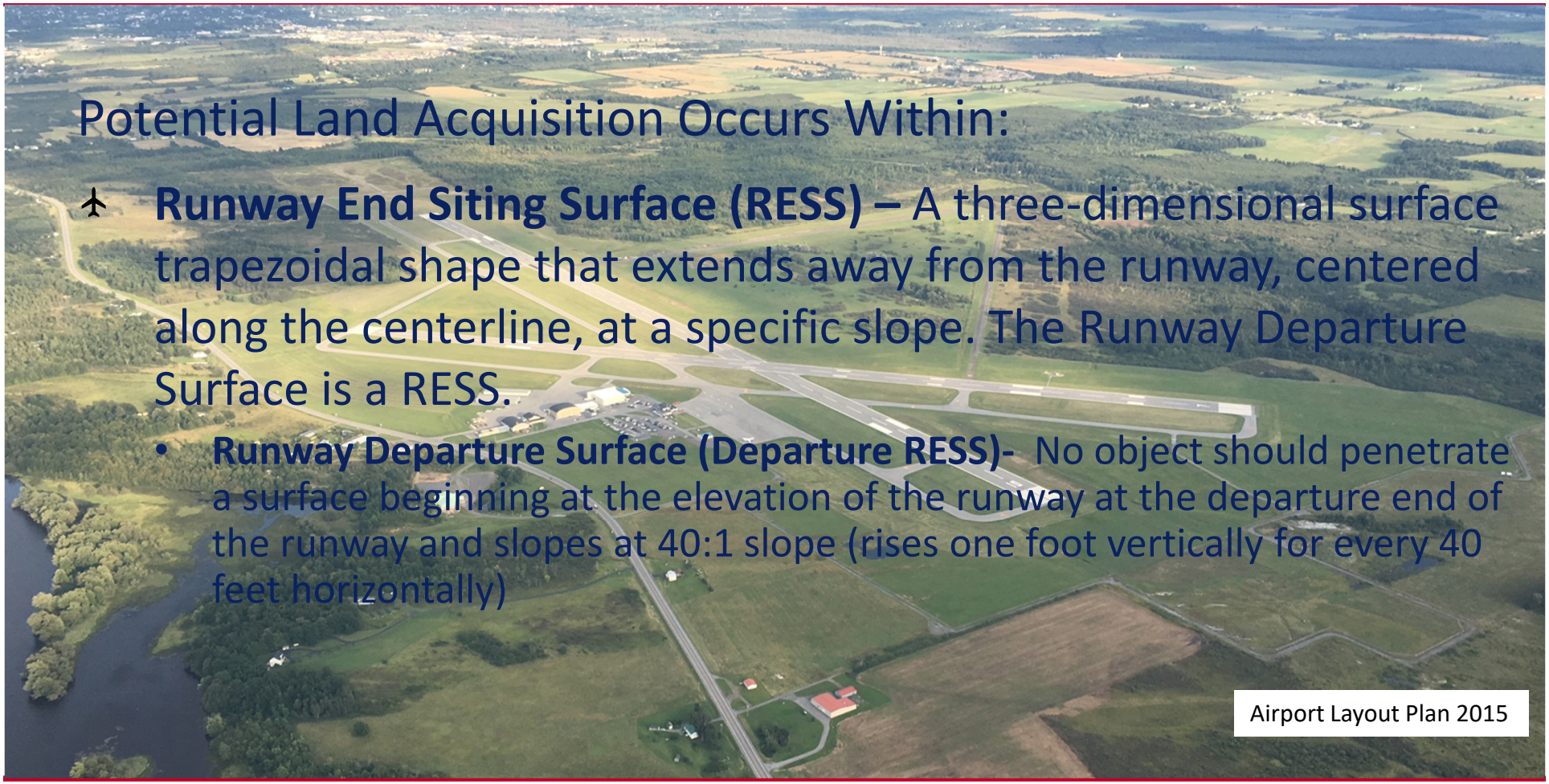
Need for Land Acquisition

Potential Land Acquisition Occurs Within:

- **Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights Line of Sight (MALSR LOS)**
  - MALSR LOS at ART measures 500’ in width by 1600’ in length
  - Ideal installation is all sequence flashing lights be in a horizontal plane with no obstruction penetrating the Runway Alignment Indicator Light (RAIL) plane.
  - Two tree obstructions are penetrating the Runway 28 MALSR LOS and require remedy to provide an obstruction free area.

Need for Land Acquisition



Potential Land Acquisition Occurs Within:

- **Runway End Siting Surface (RESS) –** A three-dimensional surface trapezoidal shape that extends away from the runway, centered along the centerline, at a specific slope. The Runway Departure Surface is a RESS.
  - **Runway Departure Surface (Departure RESS)-** No object should penetrate a surface beginning at the elevation of the runway at the departure end of the runway and slopes at 40:1 slope (rises one foot vertically for every 40 feet horizontally)

Airport Layout Plan 2015

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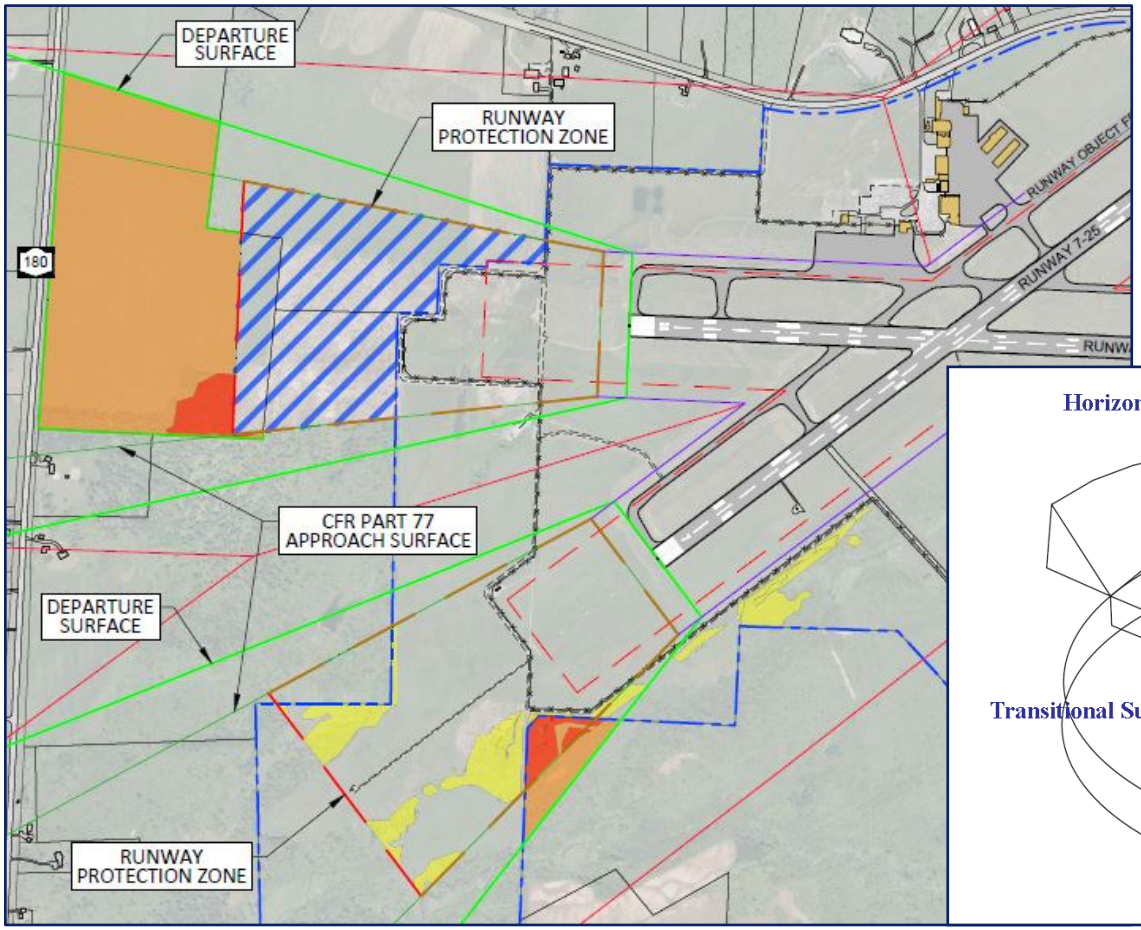
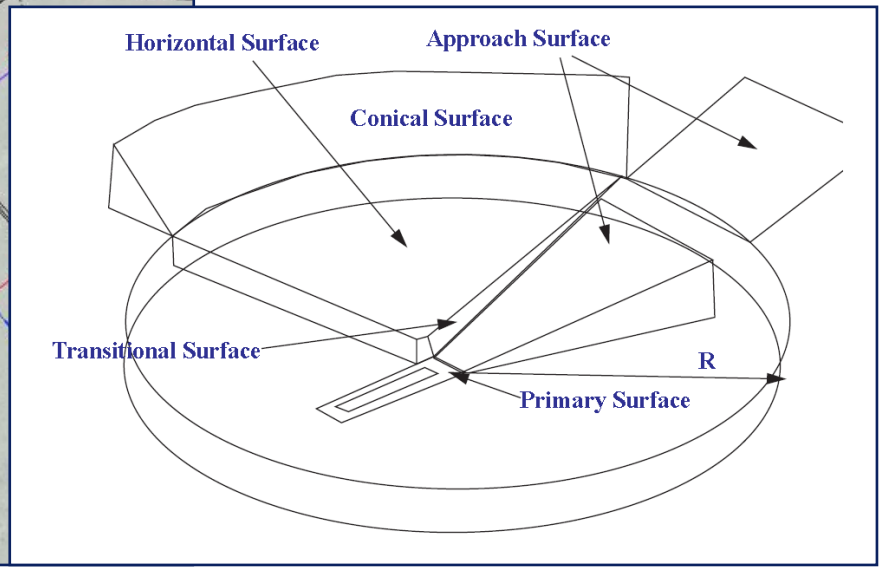
Runway End Siting Surfaces (RESS)





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Obstruction Information

How were obstructions determined?

- Ground survey controlled aerial photography combined with 3D mapping of the Airport
- Survey performed as part of the Airport Master Plan approved in 2015
- Treetop elevations were compared to airspace surface elevations
- Analysis identified objects/trees penetrating or within 10’ of the airspace surface (to account for growth)

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FAA's Requirements

- FAA authorizes grant funding for airport projects
- FAA grant obligations state that the Airport will assure airspace hazards are removed or otherwise mitigated
- FAA policy to maintain the operational use of established runways
- Protect runway approaches for safety purposes
- Approach and departure surfaces should be kept clear of obstructions
- ROFA, RPZ, Departure RESS, MALSR LOS standards must be met
- When obstructions to any of these surfaces occur, an obstruction removal plan must be prepared.
- FAA reviews/approves:
  - Obstruction Evaluation (included in the Master Plan Update approved in 2015)
  - NEPA Review (Environmental Assessment)

FAA Guidance

- FAA Advisory Circular (AC) 150/5100-17, *Land Acquisition and Relocation Assistance for Airport Improvement Program Assisted Projects*
- FAA AC 150/5300 13A, *Airport Design*
- FAA Order 5100.37, *Land Acquisition and Relocation for Airport Projects*
- FAA Order 5190.6B, *FAA Airport Compliance Manual*

Acquisition Process

1. NEPA
   - Complete the NEPA Process/Environmental Assessment
2. Survey
   - Survey and Plat of Proposed Acquisition
3. Appraisal
   - Fair Market Value Appraisal
   - NYSDOT Review of Appraisal
   - Phase 1 Environmental Site Assessment (fee acquisitions only)
4. Written Offer from County and Negotiations

All acquisitions in accordance with:

- Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970
- AC 150/5100-17, *Land Acquisition and Relocation Assistance for Airport Improvement Program Assisted Projects*

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Acquisition Process

- FAA "Land Acquisition for Public Airports" Brochure is Available
- Easement Language will be Tailored to the Specific Property
  - Land uses prohibited from the RPZ are residences and places of public assembly.
  - Use of property without allowing any structure or trees to penetrate the airspace surface or interfere with the movement of aircraft.

Next Steps of EA Process

- Continue EA Data Collection
- Visual Site Reconnaissance of Properties by Permission
- On-going Communication with Landowners
- Completion of EA/Public Meeting

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