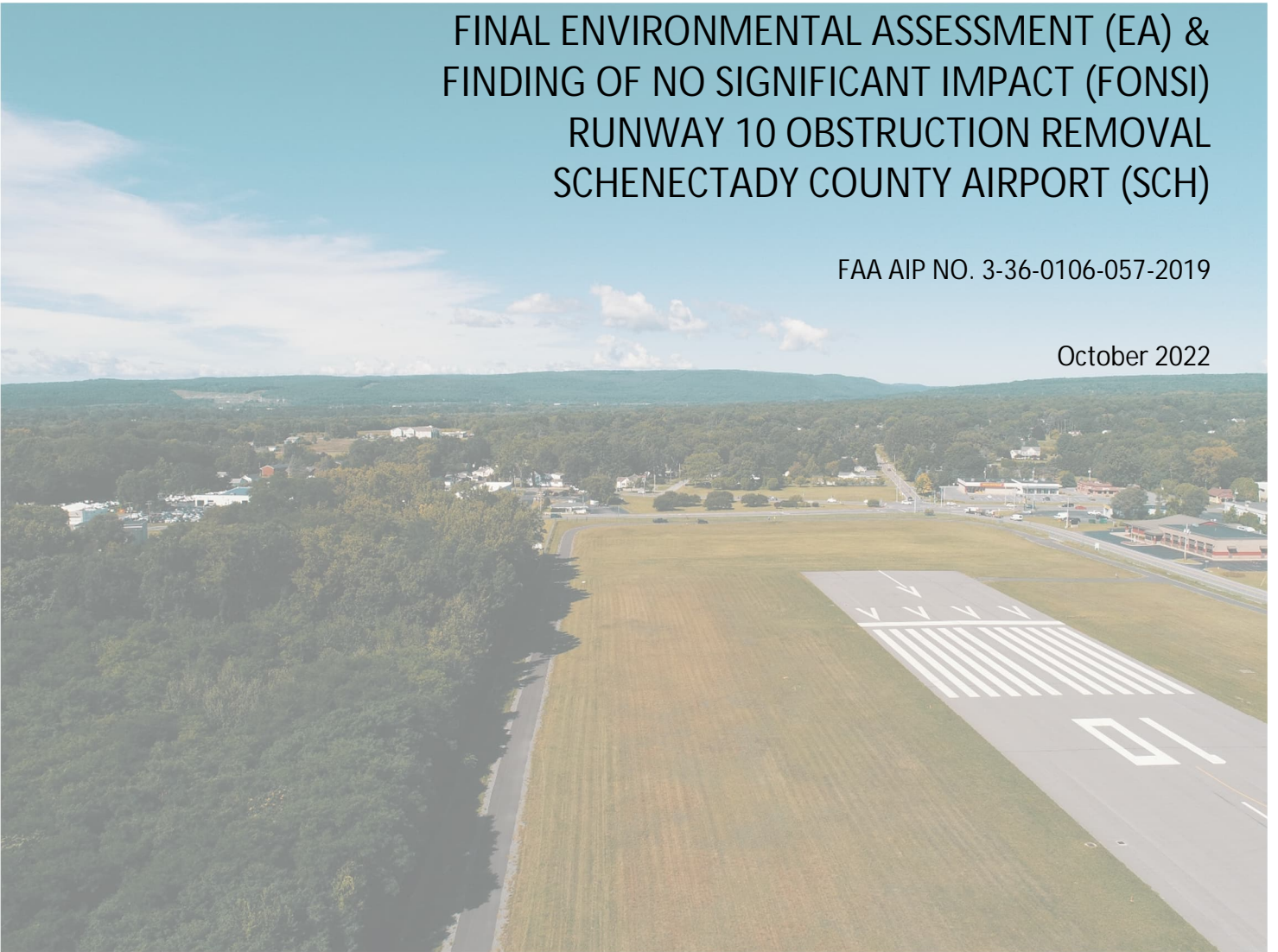


FINAL ENVIRONMENTAL ASSESSMENT (EA) & FINDING OF NO SIGNIFICANT IMPACT (FONSI) RUNWAY 10 OBSTRUCTION REMOVAL SCHENECTADY COUNTY AIRPORT (SCH)

FAA AIP NO. 3-36-0106-057-2019

October 2022



Prepared for:
Schenectady County, New York



Prepared By:
CHA Consulting, Inc.

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION (FAA)**

FINDING OF NO SIGNIFICANT IMPACT (FONSI)

Location

Schenectady County Airport (SCH)
Schenectady, NY

Project Description

The proposed project consists of removing vegetative obstructions to the TERPS Obstacle Clearance Surface (OCS) 4 and a portion of the Part 77 Transitional Surface for Runway 10 at SCH, along with associated easement purchases and fee simple land acquisitions. All of the OCS 4 obstructions are on private property off-airport, except for one tree that is located on-airport property.

The proposed project involves:

- Acquisition of 4 parcels of land (approximately 3.4 acres) located approximately 500 feet south of the Runway 10-28 centerline to enable obstruction removal;
- Acquisition of easements on 36 privately-owned parcels (33.8 acres of land) in the Runway 10 approach to enable obstruction removal;
- Removal of vegetative obstructions to the OCS 4 surface in the Runway 10 approach,; and
- Removal of vegetative obstructions to a portion of the Part 77 Transitional Surface, located approximately 500 feet south of the Runway 10-28 centerline.

Proposed Federal Action

The federal action is the provision of federal funding for obstruction removal from OCS 4 of Runway 10, and a portion of the Part 77 Transitional Surface alongside Runway 10, at SCH, including associated land and easement acquisition. On November 24, 2021, the FAA determined, under Section 163 of the FAA Reauthorization Act of 2018, that it does not have authority to approve or disapprove changes to the ALP for this project, and that a release of obligations is not required for this project. The FAA still has a responsibility to comply with NEPA for a request for federal funding or other Federal approvals for the project.

Background

All airports must maintain clear runway approaches. The proposed project will remove obstructions to enhance safety. SCH has requested federal funding for the proposed project.

In 2015, SCH conducted a comprehensive Airport Master Plan, which identified several off-airport tree obstructions to Runway 10, based on treetop elevation data from 2011. The obstructions are both on airport property and off airport property on private residential property, and penetrate both the 20:1 TERPS airspace surface for the current instrument approach procedure (visibility minimum of 1 ¾ statute mile and no vertical guidance) and the 34:1 Part 77 Approach Surface. Additionally, trees that penetrate the Part 77 Transitional Surface alongside the runway have historically caused wind turbulence for aircraft on final approach to Runway 10.

As part of this EA, an updated tree height survey was conducted for the Runway 10 approach and was used to identify recent tree growth and update obstacle penetration data.

Runway 10-28 at SCH is 4,850 feet in length and contains a 200-foot displaced threshold on Runway 10, resulting in a Landing Distance Available (LDA) of 4,650 feet. The Runway 10 threshold is displaced in order to mitigate obstructions related to the vehicular traffic lights at the five-way intersection of Ballston Road, Freemans Bridge Road (U.S. Route 50), Saratoga Road (U.S. Route 50), Airport Road, and Worden Road. These traffic lights cannot be lowered to remove the displacement. Further runway displacement to mitigate vegetative obstructions would be needed if the proposed project is not implemented, resulting in reduced available landing distance on Runway 10.

Purpose and Need

The purpose and need of the proposed project is to improve airport safety and enable the continued use of the instrument approach by removing identified tree obstructions within the FAA approach and transitional surfaces to Runway 10.

Alternatives

Four alternatives were considered:

1. No Action;
2. Clear Obstructions Penetrating the TERPS Obstacle Clearance Surface (OCS) 4 and a portion of the Part 77 Transitional Surface;
3. Clear Obstructions to Part 77 Approach Surface; and
4. Increasing the Existing Displaced Threshold of Runway 10.

Alternative 2 was designated as the preferred alternative as it best met the proposed project's purpose and need. In this alternative, all TERPS OCS 4 obstructions to Runway 10 would be removed, along with an area of trees that penetrate the Part 77 Transitional Surface alongside Runway 10.

Alternative 3 would remove all tree obstructions to the Part 77 Approach Surface. Part 77 surfaces are generally the most encompassing for approach protection. As a result, it would also assure clearance of other airspace surfaces (e.g., TERPS/OCS, PAPI Obstacle Clearance Surface, etc.). However, this alternative would include potentially significant impacts based on the large area involved and the number of residents and properties affected. This alternative is not feasible due to the substantial time and cost involved, and the number of easement agreements needed with private parties.

Alternative 4 would further displace the threshold of Runway 10, which already has a 200-foot displaced threshold. This alternative does not meet the purpose and need, nor does it meet all of the Airport Sponsor's goals, as reducing the available landing length would diminish the existing capability of the Airport.

Alternatives 3 and 4 were dismissed from consideration because they did not meet the purpose and need, or were not reasonable and feasible.

Discussion

The attached October 2022 Environmental Assessment (EA) addresses the effects of the proposed project on the quality of the human and natural environment, and is made a part of this Finding. The following impact analysis highlights the more thorough analysis presented in the EA document.

Air Quality

The proposed project area is located in Schenectady County, which is a part of the Hudson Valley Intrastate Air Quality Control Region. According to the EPA, Schenectady County is in attainment for all criteria pollutants; therefore, a General Conformity analysis is not required. The proposed project was evaluated using the FAA's Aviation Emissions and Air Quality Handbook. The proposed project does not include the installation of any emission sources, and would not cause permanent increases in air or local traffic. The estimated emissions are well below the *de minimis* thresholds for all pollutants; therefore, there would be no significant impact on air quality from the proposed project.

Biological Resources

The USFWS Information for Planning and Conservation (IPaC) website was reviewed for federally listed species. The website indicated that there are no threatened, endangered, or candidate species listed for the project areas. According to the New York State Department of Environmental Conservation (NYSDEC) Environmental Resource Mapper (ERM), there are no state-threatened or endangered species known to occur within the project area. Any tree cutting will be completed between November and March to avoid the migratory bird breeding season, as cutting within this timeframe is the preferred approach to minimize potential impacts. Therefore, the proposed project would have no significant impacts to biological resources.

Department of Transportation Act, Section 4(f)

A review of on-line mapping and field reconnaissance indicates there is one publicly owned park near the project area. Veterans Memorial Park, a 1.5-acre park owned by Schenectady County, is located approximately 600 feet from the end of Runway 10. There is no tree removal proposed within the park, and the park will remain accessible throughout the project. Additionally, the proposed project would not impact the visual character of this resource. Therefore, the proposed project would have no significant impact on Section 4(f) resources.

Historical, Architectural, Archaeological, and Cultural Resources

According to the State Historic Preservation Office's (SHPO) Cultural Resources Information Service (CRIS) website, there are no historic or cultural resources on or in the immediate vicinity of the Airport. However, CRIS does identify the project areas and the surrounding area as being located within an archaeologically sensitive area. Given the amount of ground disturbance in the area from roadway construction, residential neighborhoods, local businesses, and the Airport itself, the SHPO determined on October 29, 2020 that historic properties would not be affected by the proposed project. Therefore, the proposed project would have no significant impact on Historical, Architectural, Archaeological, and Cultural Resources.

Visual Effects

The proposed project areas are located within the Runway 10 approach and on the south side of the runway end. The existing visual character of the residential neighborhood within the Runway 10 approach and the small commercial area to the south is inconsistent and varied. Therefore, the proposed project would have no significant impact on visual resources.

Water Resources

Wetlands resources were identified within the project areas via the NYSDEC Freshwater Wetlands Map and the USFWS National Wetlands Inventory (NWI) map, along with a September 2020 wetlands delineation. Resources identified include one wetland (Wetland A) and one Water of the U.S. (Horstman Creek, a perennial stream designated by the NYSDEC as Class C/ Standard C). The proposed project does not involve the removal of any trees within the Wetland A. The proposed project does not propose any fill within wetlands or waters of the United States, and sedimentation and erosion controls would be incorporated into the design plans, so a Section 404 permit would not be required from the USACE; Additionally, since there are no state wetlands or associated 100-foot adjacent areas within the project areas, an Article 24 Freshwater Wetlands permit would not be required from the NYSDEC.

The FEMA flood zone map shows Zone A (100-year floodplain), associated with Horstman Creek, within a portion of the project area. Approximately six tree groupings located within the 100-year floodplain would be removed as part of the proposed project. These tree groups would be cut, the stump would be ground down, and the ground would be lightly graded and seeded. These tree groups represent a small number of trees and the ground disturbance would be minimal. The existing ground elevations would not change. The remaining vegetation will minimize any potential runoff and erosion, and sedimentation controls will be used. No impacts to Horstman Creek or the 100-year floodplain are anticipated.

The proposed project is over the Schenectady-Niskayuna sole source aquifer. However, no new impervious surfaces or drainage changes are proposed. Given the nature of the proposed action, impacts on the aquifer are not anticipated.

Therefore, the proposed project would have no significant impact on water resources.

Other Impact Categories

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

Public Involvement

A Notice of Public Availability was published in *The Daily Gazette* on August 13 and 20, 2022. The Draft EA was made available for public review at the Schenectady County Engineering & Public Works Department, and on the website of Schenectady County Airport (<https://www.schenectadycounty.com/airport>), for thirty days after publication of the notice of availability. Additionally, a virtual public meeting was held on August 31, 2022. Comments were received from various interested parties and focused on easements and costs of tree

removal. All comments have been considered and addressed in the Final EA. None of the comments, when considered individually or aggregately, resulted in significant changes to the proposed action.

Mitigation Measures

No significant impacts or permanent impacts have been identified. Mitigation measures to be undertaken as part of the obstruction removal process include:

1. Construction contract provisions shall contain the provisions of AC 150/5370- "Standards for specifying construction of Airports" item P-156, temporary air pollution, soil erosion siltation control and AC 150/5230-5B, "Airport Drainage";
2. All necessary permits for construction of the proposed action and associated mitigation shall be obtained prior to construction;
3. In undeveloped locations and wetland areas, tree stumps would be left in place to minimize ground disturbance and potential erosion. No equipment would be permitted within delineated wetlands and hand trimming and removal would be required;
4. In developed residential locations, if requested by landowners, tree stumps may be removed (via grinding), with minor grading and seeding, removal of woodchips, and general restoration (i.e., clean-up).; and
5. Tree removal will only occur between the months of November and March to avoid migratory bird breeding season.

CONCLUSION AND APPROVAL:

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

Recommended:

Environmental Specialist
New York Airports District Office

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ZACHARY DELAUNE
Date: 2023.02.02 11:37:49 -05'00'

Date

Approved:

EVELYN J MARTINEZ

Manager
New York Airports District Office

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Date

Disapproved:

Manager
New York Airports District Office

Date



FINAL ENVIRONMENTAL ASSESSMENT

RUNWAY 10 OBSTRUCTION REMOVAL

Schenectady County Airport
Schenectady, New York

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

OCTOBER 2022

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

A handwritten signature in black ink, reading "Jonathan Z. DeLaune".



Digitally signed by JONATHAN ZACHARY
DELAUNE

Date: 2023.02.02 14:23:09 -05'00'

Responsible FAA Official

Date

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APPENDIX	TITLE
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B	Threatened and Endangered Species Documentation
C	Cultural and Historic Resources Documentation
D	Environmental Constraints Mapping
E	Farmland Correspondence
F	Wetland Delineation Report
G	Draft EA Public Involvement
H	NY SEQR Documentation

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Cover photo source: CHA, 2020.

LIST OF ACRONYMS

ABBREVIATION	MEANING
AAC	Aircraft Approach Category
AC	Advisory Circular
ACEIT	Airport Construction Emissions Inventory Tool
ACS	American Community Survey
ADG	Airplane Design Group
AIP	Airport Improvement Program
ALP	Airport Layout Plan
ANG	Air National Guard
APE	Area of Potential Effect
APU	Auxiliary Power Units
APV	Approach Procedure with Vertical Guidance
ARC	Airport Reference Code
ASOS	Automated Surface Observation System
CAA	Clean Air Act
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act
CEQ	Council on Environmental Quality
CFR	Code of Federal Regulations
CO	Carbon Monoxide
CWA	Clean Water Act
dB	Decibels
degF	Degrees Fahrenheit
DME	Distance Measuring Equipment
DNL	Day-Night Average Noise Level
DOI	U.S. Department of the Interior
DOT	Department of Transportation
DPF	Diesel Particulate Filters
EA	Environmental Assessment (Federal)
EJ	Environmental Justice
EO	Executive Order
EPA	U.S. Environmental Protection Agency
FAA	Federal Aviation Administration
FEMA	Federal Emergency Management Agency
FMV	Fair Market Value
FPPA	Farmland Protection Policy Act
GPS	Global Positioning Systems
GSE	Ground Service Equipment
HATh	Height Above Threshold
IFR	Instrument Flight Rules
ILS	Instrument Landing Systems
IMC	Instrument Meteorologic Conditions
INM	Integrated Noise Model
LDA	Landing Distance Available
LIRL	Low Intensity Runway Lights

ABBREVIATION	MEANING
MIRL	Medium Intensity Runway Lights
MUTCD	Manual of Uniform Traffic Control Devices
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act of 1969
NHPA	National Historic Preservation Act
NLR	Noise Level Reduction
NO ₂	Nitrogen Dioxide
NOAA	National Oceanic and Atmospheric Administration
NOX	Nitrogen Oxides
NPA	Non-Precision Approach
NPDES	National Pollutant Discharge Elimination System
NPIAS	National Plan of Integrated Airport Systems
NRCS	Natural Resource Conservation Service
NRHP	National Register of Historic Places
NYPA	New York Power Authority
NYSCC	New York State Canal Corporation
NYSDEC	New York State Department of Environmental Conservation
NYSDOT	New York State Department of Transportation
NYSOPRHP	New York State Office of Parks, Recreation and Historic Preservation
NWI	National Wetlands Inventory
OCS	Obstacle Clearance Surface
O ₃	Ozone
PA	Precision Approach
PAPI	Precision Approach Path Indicator
Pb	Lead
PM	Particulate Matter
RCRA	Resource Conservation and Recovery Act
RDC	Runway Design Code
ROC	Greater Rochester International Airport
SCR	Selective Catalytic Reduction
SEQR	State Environmental Quality Review
SIP	State Implementation Plans
SO ₂	Sulfur Dioxide
SPDES	State Pollutant Discharge Elimination System
SWPPP	Stormwater Pollution Prevention Plan
TAF	Terminal Area Forecast
TERPS	Terminal Instrument Procedures
USACE	U.S. Army Corps of Engineers
USC	United States Code
USDA	U.S. Department of Agriculture
USDOT	U.S. Department of Transportation
USFWS	U.S. Fish & Wildlife Service
USGS	U.S. Geological Survey
UST	Underground Storage Tank
VFR	Visual Flight Rules

ABBREVIATION	MEANING
VGSI	Visual Guidance Slope Indicator
VOC	Volatile Organic Compounds

1 INTRODUCTION

This Environmental Assessment (EA) documents the evaluation of potential impacts associated with proposed tree removal and/or tree cutting at the Schenectady County Airport (SCH or “the Airport”), which is owned and operated by Schenectady County, New York (Sponsor). The Sponsor’s Proposed Action addresses tree obstruction removal for Runway 10 associated with the Code of Federal Regulations (CFR) Title 14, Part 77, *Safe, Efficient Use, and Preservation of the Navigable Airspace* (Part 77) and published *U.S. Standards for Terminal Instrument Procedures* (TERPS), which both define the airspace surrounding runways. Objects that penetrate the airspace are classified as airspace obstructions and should be removed to accommodate approaching and departing aircraft more safely. As the airspace surfaces extend well beyond the Airport’s property boundary, the Proposed Action includes on and off-airport obstruction removal and mitigation, all of which are reviewed in this EA.

In 2015, SCH conducted a comprehensive Airport Master Plan that was approved by the Federal Aviation Administration (FAA). The associated Airport Layout Plan (ALP) drawing set included Inner Approach Surface Drawings and identified several off-airport tree obstructions to Runway 10 located on private residential properties. The Master Plan/ALP identified both 20:1 TERPS and 34:1 Part 77 Approach Surface Penetrations to Runway 10, based on treetop elevation data from 2011. As part of this EA, an updated tree height survey was conducted for the Runway 10 approach and was used to identify recent tree growth and the potential removals.

FAA Order 8260.3D, *U.S. Standards for TERPS*, prescribes standardized methods for designing and evaluating instrument flight procedures, including non-precision approaches applicable to Runway 10 at SCH as further described in Section 1.2. FAA Advisory Circular (AC) 150/5300-13A provides guidance on implementing FAA Order 8260.3D in regard to the safe clearance of approach and departure surfaces, as further described in Section 1.2.

This EA was prepared to satisfy the requirements of the National Environmental Policy Act (NEPA) of 1969 in order to address potential impacts associated with the proposed tree obstruction removal while providing the opportunity for public involvement and comments. The study was conducted in accordance with FAA guidelines, including:

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

Compliance with NEPA and other federal special purpose laws is required for all federal actions, including the use of Airport Improvement Program funds, which are anticipated to fund a portion of the Proposed Action. On November 24, 2021, the FAA issued their determination of their approval authority based on the requirements included in Section 163 of the FAA Reauthorization Act of 2018.

This EA includes the following chapters:

- Introduction
- Purpose and Need
- Alternatives Analysis and Proposed Action
- Affected Environment & Environmental Consequences
- Public Outreach
- List of Preparers

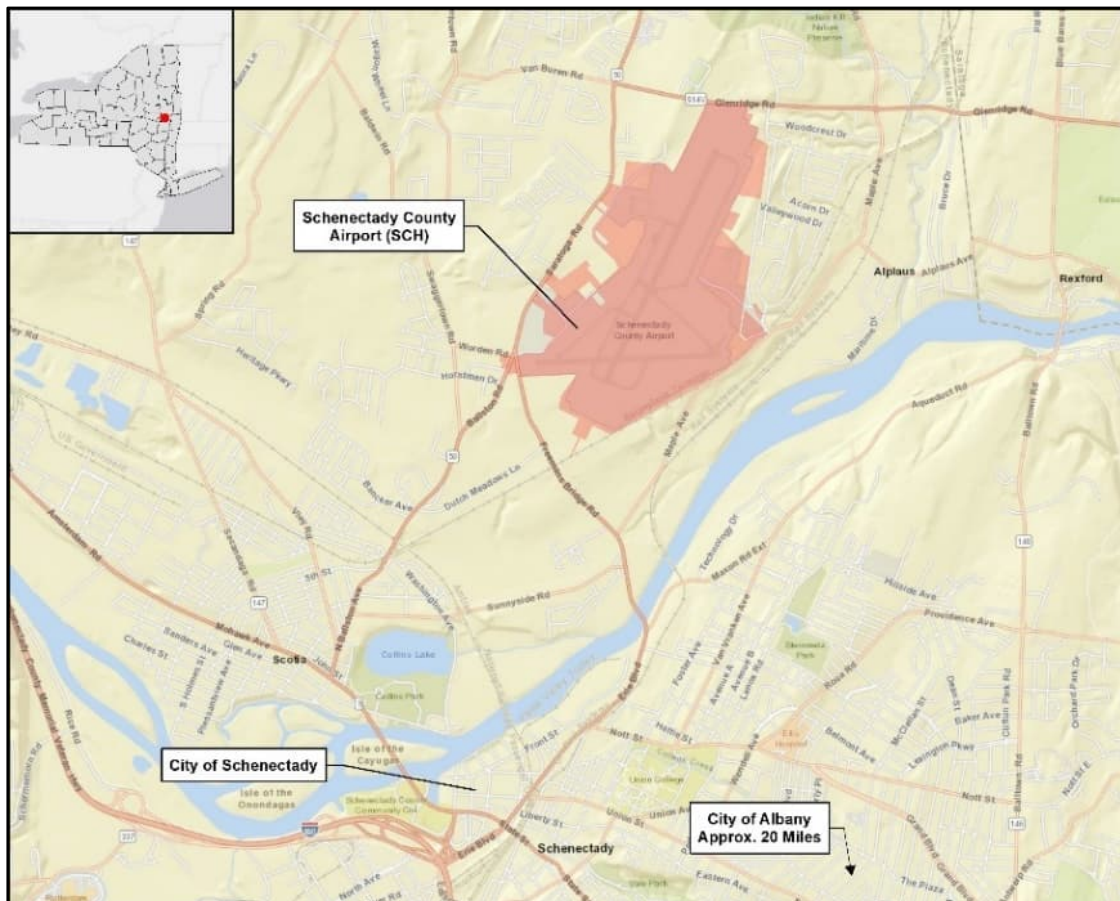
1.1 PROJECT LOCATION AND EXISTING/SUBJECT FACILITIES

The Airport is a public use commercial airport that is owned and operated by Schenectady County. Covering approximately 650 acres, the Airport is located approximately two miles north of the City of Schenectady and is accessible via Airport Road from State Route 50, as shown in Figure 1-1. According to the FAA Terminal Area Forecast (TAF) for the fiscal year 2019, the Airport had a total of 55,499 operations consisting of 31,460 local operations (57% of total operations) and 24,039 itinerant operations (43% of total operations). All local operations were civilian. Itinerant operations consisted of General Aviation (13,129 operations or 55%), Military (7,410 operations or 24%), and Air Taxi & Commuter (3,500 operations or 21%).

The Airport operates two runways: Runway 4-22 and Runway 10-28 (Figure 1-2). Runway 4-22 is the Airport's primary runway, with Runway 10-28 being its intersecting crosswind runway. The subject of this EA is limited to the proposed tree obstruction removal associated with the Runway 10 approach and 500 feet south of its centerline near the approach.

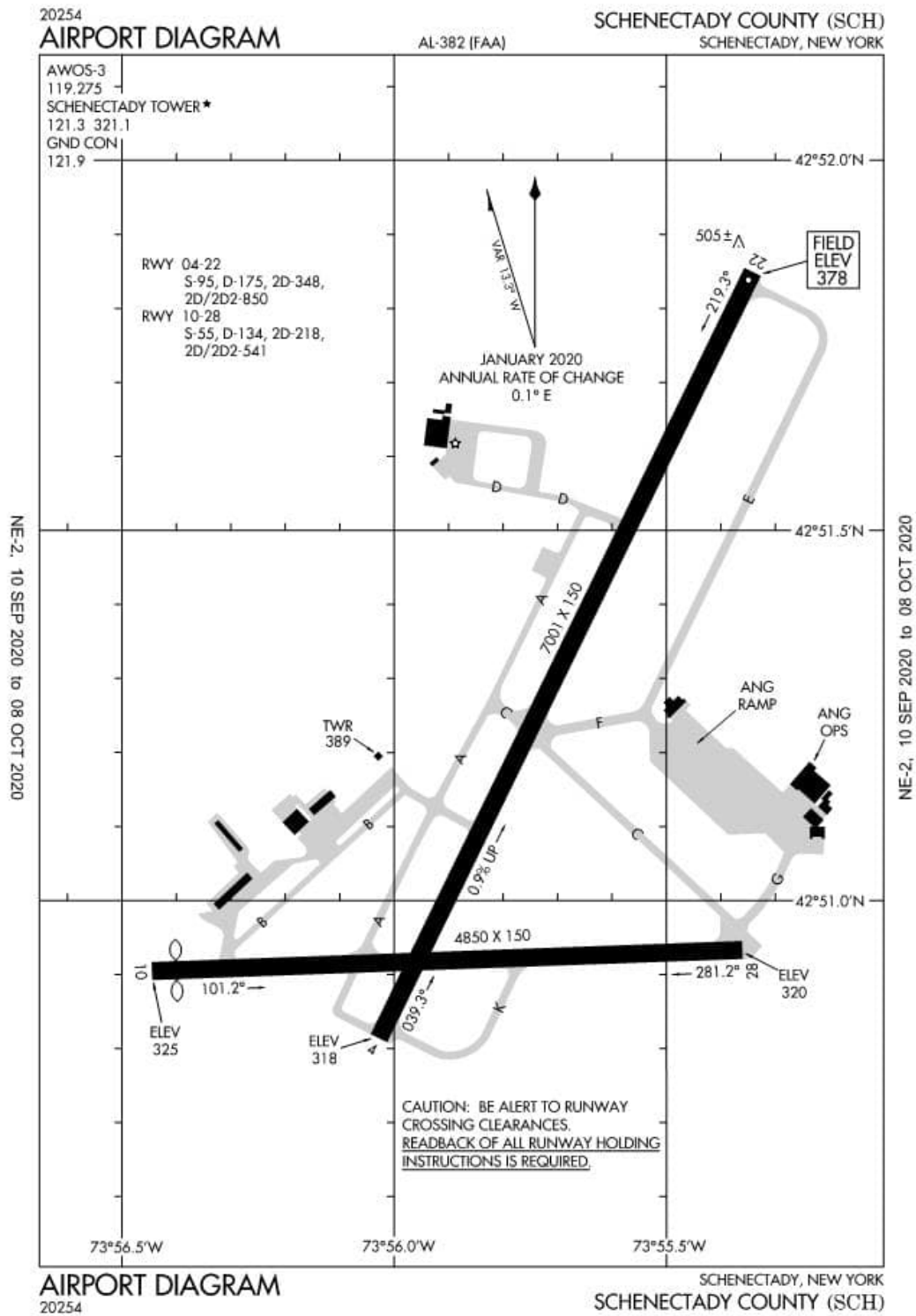
Runway 10-28 is paved grooved asphalt with dimensions 4,850 feet long by 150 feet wide. Runway 10 has a 200-foot displaced threshold. Runway 10-28 is accessible from Taxiway B serving the GA terminal area, Taxiway A serving as a partial parallel taxiway to Runway 4-22, Taxiway C and G serving the Stratton Air National Guard (ANG) Base, and Taxiway K serving as a runway end connector on the east side that connects to Runway 4 from Runway 10-28. Runway 10 is a non-precision approach equipped with RNAV (GPS) and a 2-unit precision approach path indicator (PAPI-2) for visual slope guidance.

Figure 1-1: Regional Location



Source: CHA, 2020.

Figure 1-2: Airport Diagram



Source: FAA, 2020.

1.2 FAA DESIGN STANDARDS

The design, or critical, aircraft is defined as the most demanding aircraft operating or projected to operate on an airport's runway, taxiway, or apron. According to the FAA AC 150/5000-17: *Critical Aircraft and Regular Use Determination*, the design, or critical, aircraft can be either a specific aircraft model or a composite of several aircraft, and it must account for a minimum of 500 annual local or itinerant operations, excluding touch-and-go operations.

The FAA categorizes aircraft by maximum certificated takeoff weight to provide the most relevant airport design standards relative to the critical aircraft. The categories applicable to the Airport are large and small aircraft, which are defined in the FAA AC 150/5300-13A, *Airport Design* as:

- Large aircraft is an aircraft with a maximum certificated takeoff weight of more than 12,500 lb.
- Small aircraft is an aircraft with a maximum certificated takeoff weight of 12,500 lb. or less.

Runway 10-28 at SCH is designated for large aircraft. Runway type is one design standard, among many others, that uses these aircraft categories to define specific design standards relative to the design aircraft. To maximize the utility of a runway, the FAA specifies that a runway must be designed according to its critical aircraft's approach visibility category. The four approach visibility categories, or approach types, include visual that provides no horizontal or vertical guidance, non-precision approach (NPA) that provides only horizontal guidance, approach procedure with vertical guidance (APV), and precision approach (PA) that provides both horizontal and vertical guidance. According to FAA AC 150/5300-13A, these approach visibility categories are defined as:

- Visual runways are designed to support only Visual Flight Rules (VFR) operations; the FAA defines VFR as having a cloud ceiling greater than 3,000 feet above ground level and visibility greater than five miles. These runways are unlighted or lighted with at least low or medium intensity runway lights (LIRL and MIRL, respectively) and have only visual (basic) runway markings. Visual runways are not designed to handle or anticipated to handle any Instrument Flight Rule (IFR) operations now or in the future, except circling approaches; the FAA defines IFR as having a cloud ceiling less than 1,000 feet above ground level and/or visibility less than three miles.
- NPA runways are designed to handle straight-in IFR approach operations to visibilities of 3/4 statute mile or greater and with only lateral guidance. These runways are lighted using at least LIRL or MIRL and have non-precision runway markings. NPA runways are generally at least 3,200 feet in length. At SCH, Runway 10 is an NPA runway.
- APV runways are designed to handle IFR approach operations where the navigation system provides vertical guidance and visibilities as low as 3/4 statute mile. These runways must be at least 3,200 feet in length and have at least MIRL with non-precision runway markings.
- PA runways are designed to handle IFR approach operations supporting instrument approach with Height Above Threshold (HATh) lower than 250 feet and visibility lower than 3/4 statute mile. Runways with Instrument Landing Systems (ILS) are considered PA regardless of the visibility minimums. These runways must be at least 4,200 feet in length, be lighted by HIRL, and have precision runway markings.

Table 1-1 summarizes the design aircraft, runway type, approach type, and visibility minimum for Runway 10.

Table 1-1: Runway End Summary

RUNWAY END	DESIGN AIRCRAFT	RUNWAY TYPE	APPROACH TYPE	VISIBILITY MINIMUM
10	Gulfstream IV	Large	NPA	1 ¼ Statute Mile

Source: SCH ALP, CHA, 2020.

Airspace Obstructions – Part 77

Overall airspace obstructions include penetrations to several defined airspace surfaces but predominantly include the CFR Title 14, Part 77 surfaces and TERPS surfaces, which define the airspace surrounding runways. Part 77 surfaces are more restrictive than TERPS surfaces as they are generally flatter and wider, resulting in a greater number of penetrations, which are discussed below.

Part 77 is used to determine obstructions to air navigation and communication facilities. These are commonly referred to as “imaginary surfaces” and are established with relation to the airport and to each runway. The size of each such imaginary surface is based on the category of each runway according to the type of approach available or planned for that runway. The slope and dimensions of the approach surface applied to each end of a runway are determined by the most precise approach procedure existing or planned for that runway end. The definitions of Part 77 imaginary surfaces are listed below and shown in

Figure 1-3. Table 1-2 summarizes the CFR Title 14, Part 77 surface dimensions for Runway 10 at SCH.

Horizontal Surface

The horizontal surface is established 150 feet above the airport elevation. The perimeter of the horizontal surface is created by swinging arcs of specified radii from the center of each end of the primary surface of each runway of each airport and connecting the adjacent arcs by lines tangent to those arcs.

Conical Surface

The conical surface extends outward and upward from the periphery of the horizontal surface at a slope of 20 to 1 for a horizontal distance of 4,000 feet.

Primary Surface

The primary surface is longitudinally centered on a runway and extends 200 feet beyond each end of that runway. The elevation of any point on the primary surface is the same as the elevation of the nearest point on the runway centerline.

Approach Surface

The approach surface is longitudinally centered on the extended runway centerline and extends outward and upward from each end of the primary surface. An approach surface is applied to each end of each runway based upon the type of approach available or planned for that runway end.

Transitional Surface

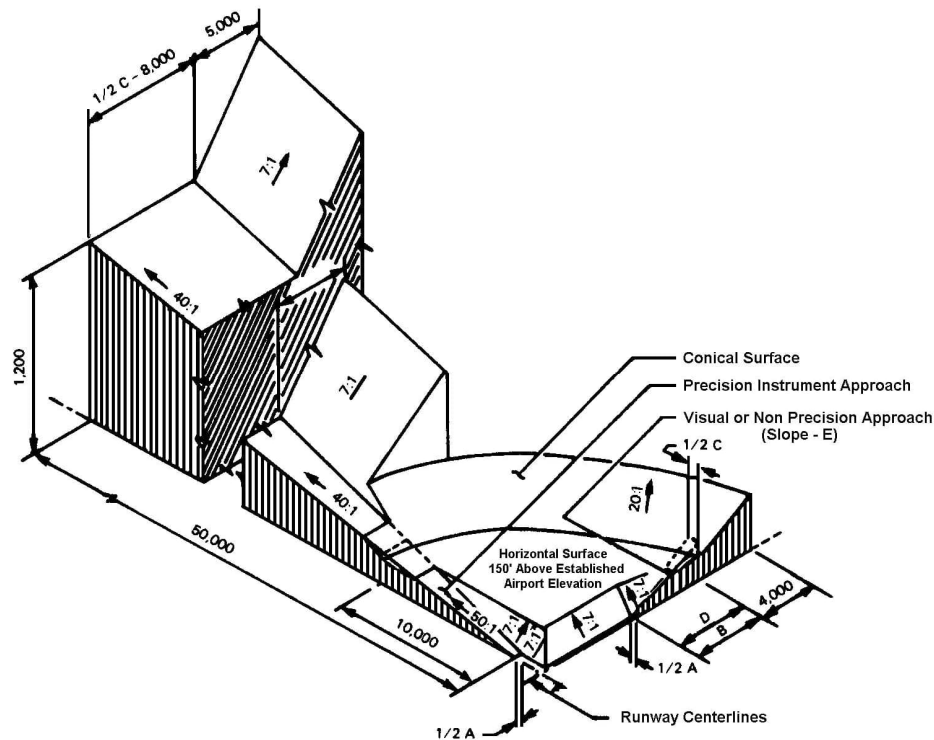
The transitional surface extends outward and upward at right angles to the runway centerline and the runway centerline. A transitional surface is extended at a slope of 7 to 1 from the sides of the primary surface and the sides of the approach surfaces.

Table 1-2: Part 77 Surface Dimensions

SURFACE	RUNWAY 10
Primary Surface Width	500 feet
Horizontal Surface Radius	10,000 feet
Approach Surface Width at End	3,500 feet
Approach Surface Length	10,000 feet
Approach Procedure	Non-Precision
Approach Slope	34:1

Source: CFR Title 14, Part 77, CHA, 2020.

Figure 1-3: Part 77 Surfaces Diagram



Source: National Oceanic and Atmospheric Administration, National Geodetic Survey, retrieved from <https://www.ngs.noaa.gov/AERO/3dpart77.html>, date unknown.

Airspace Obstructions – TERPS

In addition to Part 77, TERPS are used by the FAA to develop all instrument approaches and other procedures to an airport and to reduce obstructions where possible. These procedures are used by aircraft when visibility and cloud ceilings are low. TERPS are defined in FAA Order 8260.3B and include numerous approach and departure surfaces surrounding runways. As the TERPS surfaces can be complex and differ from the Part 77 surfaces, the FAA has provided overall airport design standards for obstruction clearing beyond any runway.

These obstruction clearing standards are defined in FAA AC 150/5300-13A, Table 3-2 and determine the minimum obstruction removal required for any runway end. Table 3-2 is anticipated to be updated in future FAA AC

150/5300-13B. Until that update is completed and released by the FAA, they have issued FAA Engineering Brief No. 99A (EB99A) (July 24, 2020), which includes these updated standards. As such, this EA includes the updated standards defined in FAA EB99A, as presented in Table 1-3.

The clearing standards outlined in FAA EB99A are designed to protect the use of runway ends in both visual and instrument meteorological conditions and establish a runway end's approach surface, referred to as the Obstacle Clearance Surface (OCS). The OCS is a trapezoidal area that extends away from the runway end along its centerline at a specific slope, starting point, and dimension relative to the applicable OCS(s) described in FAA EB99A. Each runway end has only one applicable OCS between OCS 1-5; however, if the runway end provides, or is expected to provide, an instrument approach with vertical guidance, then the OCS 6 is required in addition to the applicable OCS 1-5. With a visibility minimum of 1 ¾ statute mile and no instrument approach with vertical guidance, only the OCS 4 is applicable to Runway 10. The OCS 4 requires a 20:1 approach surface slope as shown in Table 1-3 and further described in Section 3.1.2.

Table 1-3: EB99A Obstacle Clearing Surface Standards

OCS	RUNWAY TYPE	APPROACH SLOPE
1	Approach end of runways expected to serve small airplanes with approach speeds less than 50 knots. (Visual runways only, day/night).	15:1
2	Approach end of runways expected to serve small airplanes with approach speeds of 50 knots or more. (Visual runways only, day/night).	20:1
3	Approach end of runway expected to serve large airplanes. (Visual runways only, day/night).	20:1
4	Approach end of runways expected to accommodate instrument approaches having visibility greater than or equal to 3/4 statute mile.**	20:1
5	Approach end of runways expected to accommodate instrument approaches having visibility minimums less than 3/4 statute mile.	34:1
6*	Approach end of runways expected to accommodate instrument approaches with vertical guidance.	30:1
* Required in addition to the applicable approach surface established within the table for ILS, GLS, LPV, LNAV/VNAV, and RNP lines of minima.		
** Marking and lighting of obstacle penetrations to this surface or the use of a Visual Guidance Slope Indicator (VGSI) may avoid displacing the threshold.		

Source: FAA Engineering Brief No. 99A, 2020, CHA, 2020.

FAA EB99A also defines a departure surface that can be evaluated for any runway that commonly accommodates aircraft departures under Instrument Meteorologic Conditions (IMC). For these runways, OCS 7 defines the dimensions and size of the departure surface. It is noted that the departure surface is not required to be cleared; however, the FAA uses penetrations to the surface to restrict departures during poor weather conditions.

When the applicable OCS contains obstructions, an alternative that is sometimes considered is displacing the landing threshold. This process involves moving the runway's landing point a certain distance from the end of the runway, which is called a displaced threshold. As the threshold is moved, so is the associated OCS, and subject tree obstruction may no longer be penetrations. An advantage of this option is to reduce or eliminate the need for tree clearing. However, the disadvantage is the resulting reduction in landing distance available for aircraft.

Runway 10-28 at SCH is 4,850 feet in length and contains a 200-foot displaced threshold on Runway 10, resulting in a Landing Distance Available (LDA) of 4,650 feet. The Runway 10 threshold is displaced in order to mitigate obstructions related to the traffic lights at the five-way intersection of Ballston Road, Freemans Bridge Road (U.S. Route 50), Saratoga Road (U.S. Route 50), Airport Road, and Worden Road. These traffic lights cannot be lowered,

which would remove the displacement of the Runway 10 threshold. In contrast, by providing additional displacement of the landing threshold on Runway 10 to mitigate obstructions would further reduce the landing length and further impact operations at SCH, as discussed in Section 3.2.

1.2.1 Requested Federal Actions

Environmental approval of the project is required to support Airport Improvement Program (AIP) grant-in-aid funding for the proposed improvements. On November 24, 2021, the FAA determined, under Section 163 of the FAA Reauthorization Act of 2018, that it does not have authority to approve or disapprove changes to the ALP for this project, and that a release of obligations is not required for this project. The FAA still has a responsibility to comply with NEPA for a request for federal funding or other Federal approvals for the project.

The following federal actions will be required as part of the project:

- Federal environmental approval of further processing of an application for federal assistance to implement those AIP eligible projects

1.2.2 Timeframe of the Proposed Action

The Airport expects to submit a Final EA and receive an environmental finding in the Spring of 2022. The Sponsor intends to apply for FAA AIP Fiscal Year (FY) 2023 funding, which may include obtaining access agreements, aviation easement negotiations, and design for the tree cutting or removal. The actual tree trimming, or removal is expected to take place in FY 2024.

2 PURPOSE AND NEED

Purpose: The purpose of the proposed project is to enhance airport operations by removing identified tree obstructions currently within the FAA approach surfaces to Runway 10, as well as removing trees within the transitional surface area that are causing turbulence for pilots on final approach. The removal of these trees will improve Airport compliance with FAA design standards and regulations regarding clear airspace consistent with grant assurance 20 while enhancing the overall safety for aircraft operations.

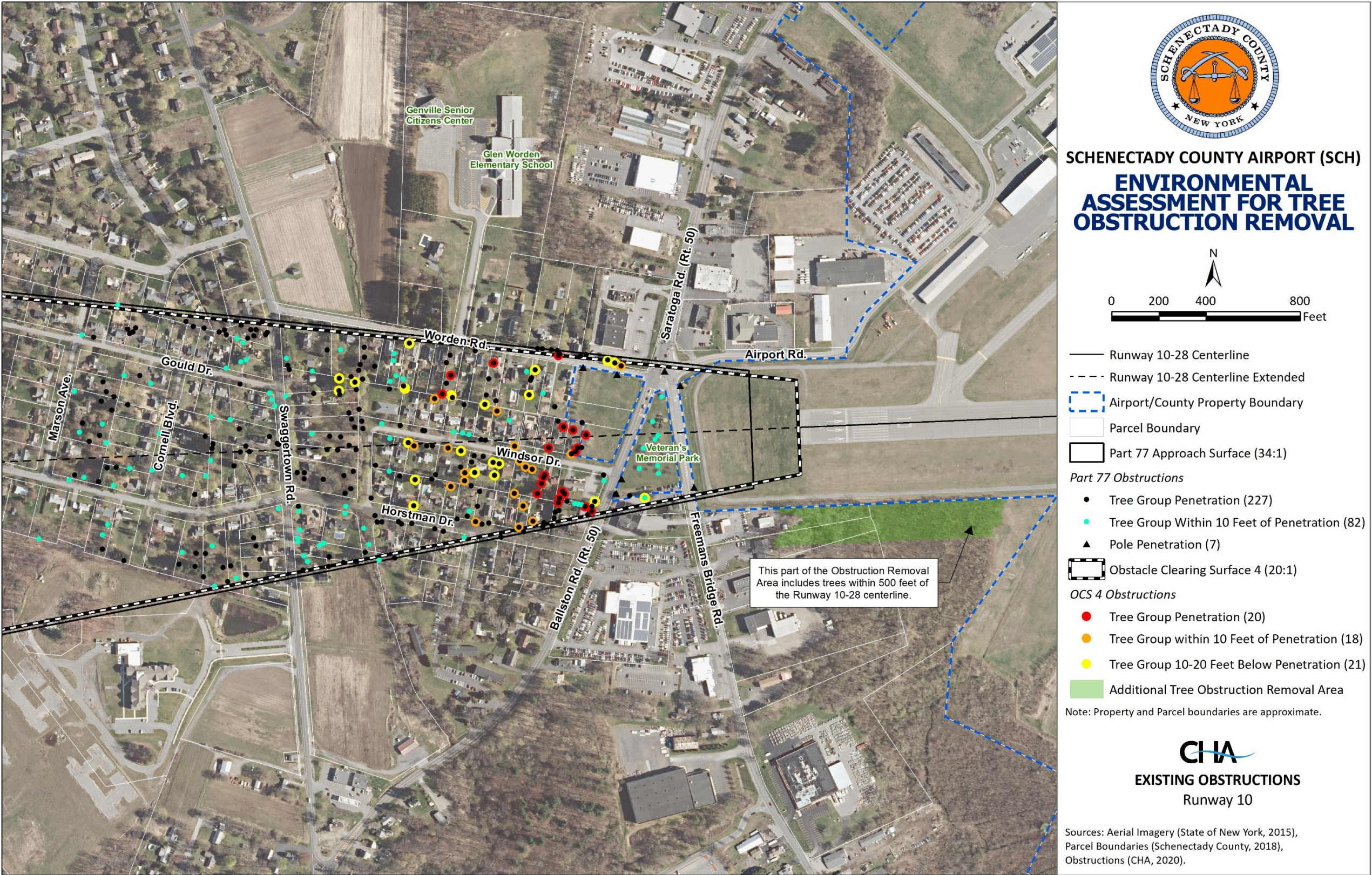
Need: The project is needed as there are numerous trees within the Runway 10 approach which penetrate established airspace surfaces. The FAA has established airspace and design criteria to provide for safe aircraft operations. In 2015, SCH conducted a comprehensive Airport Master Plan and ALP that identified existing obstructions to Runway 10, including design criteria prescribed in CFR Title 14, Part 77 and TERPS. The data was based on treetop elevations from 2011 and updated in 2020 for this EA (Figure 2-1). The need for the proposed tree obstruction removal is to improve compliance with FAA design standards by providing clear airspace to Runway 10, as well as mitigating existing currents on final approach to Runway 10 caused by trees within the transitional surface.

View of Existing Runway 10 Approach



Source: CHA, 2020.

Figure 2-1 – Existing Obstructions to Part 77 and TERPS Surfaces



3 ALTERNATIVES ANALYSIS AND PROPOSED ACTION

This chapter of the EA addresses the potential alternatives for the proposed tree obstruction removal within the Runway 10 approach at SCH. The Airport Master Plan and ALP approved in 2015 identified areas of tree obstructions to the approach surfaces to Runway 10 based on treetop elevation data from 2011 and updated in 2020 for this EA. The ideal alternative from an aeronautical standpoint would be to remove all penetrations to the Part 77 surfaces and TERPS surfaces (OCSs). However, as part of this study's scoping process, it was determined that this approach would be impractical due to property rights and environmental concerns. Other alternatives would need to be developed.

NEPA and FAA Orders 5050.4B and 1050.1F require the consideration of alternatives commensurate with the purpose and need statement. The intent is to evaluate various options that address the recognized need so that potential environmental impacts can be analyzed and compared. This chapter presents the various options considered and the various options deemed impracticable. It should be noted that an option's impracticability was not used as a screening criterion. Where appropriate, removal methods and site-specific procedures are also discussed.

3.1 ALTERNATIVES UNDER CONSIDERATION

Alternatives for the proposed action were developed to meet the purpose and need, as discussed in Section 2. Several alternatives were considered to clear the airspace within the Runway 10 approach to address the FAA design standards. These alternatives are described in the following sections.

3.1.1 Alternative 1: No-Action Alternative

Pursuant to Section 1501.14(d) of Council of Environmental Quality (CEQ) regulations, a No-Action Alternative is included as part of the analysis. The No-Action Alternative retains all tree obstructions, with the Airport taking no action to address airspace hazards. The existing trees would continue to remain as penetrations to the local airspace. As this option would not remove tree obstructions to provide clear airspace, it is not desirable from the perspective of the flying public. Mitigating obstructions to the airspace is an important mission of the Airport and FAA. In fact, addressing obstructions to the airspace is required by the FAA as part of its grant assurances. Although this alternative fails to meet the purpose and need of this EA to remove obstructions to provide clear airspace for airport users and satisfy FAA requirements or obligations, it serves as the baseline for comparison to the build alternatives.

The No-Action Alternative has the least potential impact on the environment and effect on property owners. This option also has no implementation costs. Airports developed or improved with federal funds are obligated to prevent the growth or establishment of obstructions in the approaches to the Airport and take reasonable actions to remove existing obstructions. This requirement is discussed in the FAA Airport Compliance Manual (FAA Order 5190.6B), which sets forth policies and procedures to be followed by public airports. This requirement is also listed in federal grant assurance No. 20, Hazard Removal and Mitigation of the Airport Improvement Program (AIP), per Federal Statute 49 U.S.C., Section 47101, that states “[Airport Sponsors] will take appropriate action to assure that such terminal airspace as is required to protect instrument and visual operations to the airport (including established minimum flight altitudes) will be adequately cleared and protected by removing, lowering, relocating, marking, or lighting or otherwise mitigating existing airport hazards and by preventing the establishment or creation of future airport hazards.”

The following box summarizes some of the potential advantages and disadvantages of the No-Action Alternative.

Alternative 1: No-Action Alternative	
Goal: This option minimizes environmental impacts as it takes no action to remove, lower, mark, or mitigate existing or potential future airspace tree obstructions.	
Description: Obstructions have been identified beyond Runway 10. These obstructions to the airspace would remain in place and potentially increase in size and penetration with additional tree growth.	
Advantages	Disadvantages
<ul style="list-style-type: none"> • No wetland impacts (temporary or permanent) • No impacts to parkland • No impacts or disturbance to property owners • No project costs • 	<ul style="list-style-type: none"> • Retains obstructions to the airspace regarding Runway 10 • Does not improve compliance with FAA design standards or grant assurances • Risks future FAA funding for improvements to the Airport

3.1.2 Alternative 2: Clear Obstacle Clearance Surface Only (Sponsor's Proposed Action)

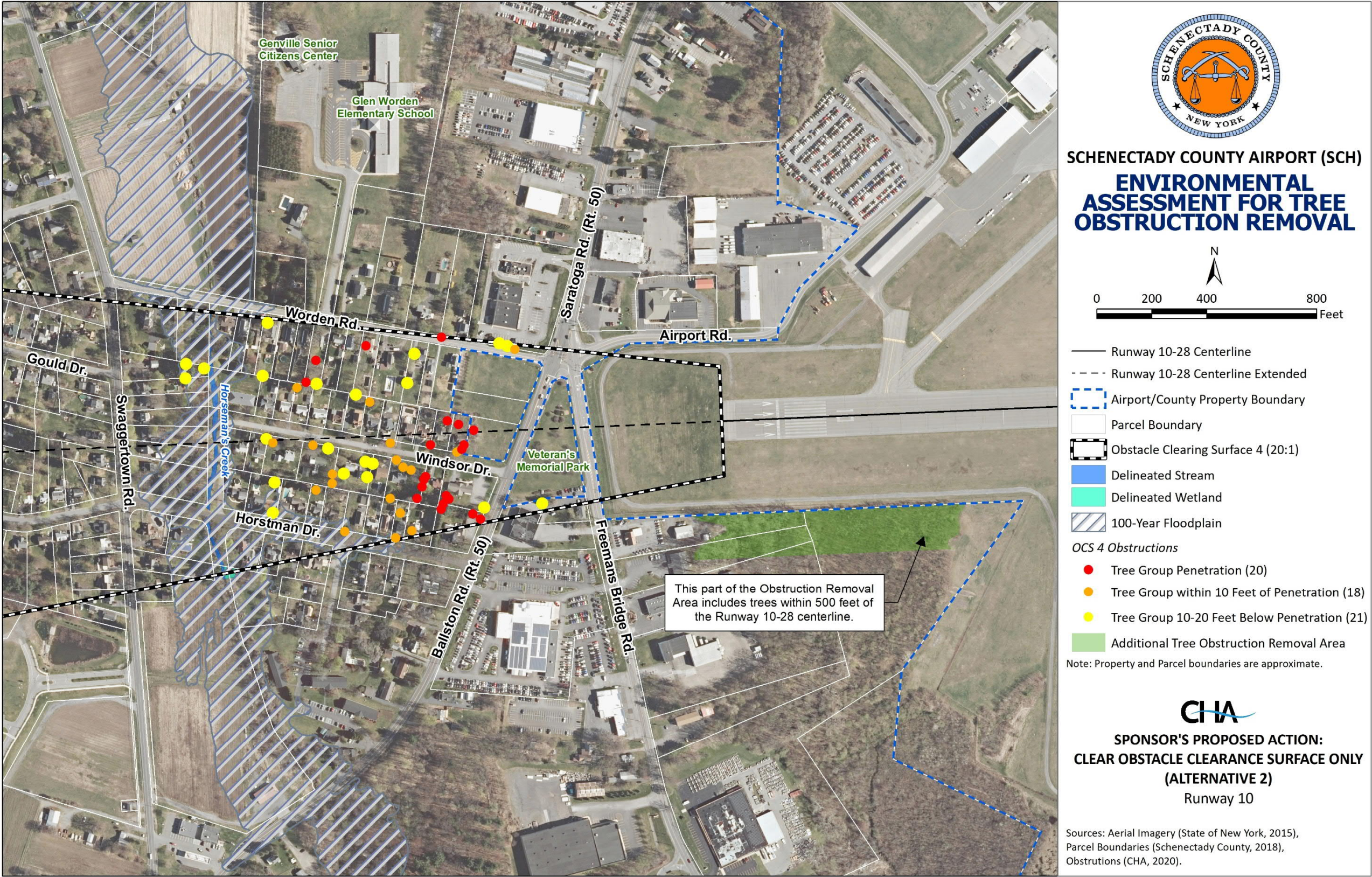
Alternative 2, which is the Sponsor's Proposed Action, will clear obstructions that currently penetrate the OCS 4 as well as obstructions that are currently 1 to 20 feet below of the OCS 4 surface. It is the Sponsor's intent to remove each tree obstruction; however, if a landowner would like the tree trimmed/topped instead of cutting the tree and removing the stump, an analysis of the individual tree would be completed during the easement negotiation phase.

Alternative 2 focuses on clearing obstructions to the OCS 4 rather than the Part 77 Approach Surface because OCSs are steeper in slope (20:1 vs. 34:1, respectively), which reduces the clearing area size and number of obstructions to be cleared. By focusing on clearing obstructions to the OCS 4, private property impacts and the overall tree cutting and/or removal will be limited to approximately 36 privately-owned parcels; whereas in comparison, this number would increase to approximately 95 privately-owned parcels if the Airport pursued clearing obstructions to the Part 77 Approach Surface. The FAA has recognized that off airport clearing of the Part 77 Approach Surface can be a considerable endeavor and is often impractical due to environmental impacts, costs, and property owner considerations. As such, the FAA Airport Design Manual (draft FAA AC 150/5300-13B that encompasses FAA EB99A) states that the OCSs may be used by an airport sponsor to address the most critical obstructions and maintain an acceptable margin of safety for TERPS. Therefore, Alternative 2 would focus on clearing obstructions to the OCS 4 – not the Part 77 Approach Surface.

Unrelated to the Runway 10 Approach Surface, Alternative 2 includes the cutting or removal of trees 500 feet south of the Runway 10-28 centerline within four private parcels (approximately 3.4 acres), which the Sponsor would like to acquire fee simple. According to the ALP, there are Part 77 transitional surface penetrations within the area identified for removal.

As illustrated in Figure 3-1, tree groups that penetrate the OCS 4 are shown as red dots (approximately 20); tree groups that are within 10 feet of penetrating the OCS 4 are shown as orange dots (approximately 18); and tree groups that are below 10 feet but within 20 feet of penetrating the OSC 4 are shown as yellow dots (approximately 21), resulting in a total number of 59 tree group obstructions. At this time, most of the 59 obstruction points identified by the obstruction survey are believed to be individual trees; however, there are some areas where there may be more than one tree at a specific location. This will be confirmed during the aviation easement phase when each tree will be surveyed to verify the property owner.

Figure 3-1 – Alternative 2: Clear Obstacle Clearance Surface Only (Sponsor’s Proposed Action)



All of the OCS 4 tree obstructions to be removed under Alternative 2 are located on privately owned property, with the exception of one obstruction, which is located on County-owned property. To access the obstruction removals on privately owned properties, the Airport will seek permanent 'avigation' easements from affected property owners. Avigation easements refer to a permanent conveyance of airspace from a property owner to the Airport, granting the Airport the right to overfly the property and remove obstructions to a defined airspace surface. These easements involve appraisals, negotiation with the individual property owner, and acquisition of the perpetual rights to remove existing tree obstructions and prevent future obstructions. If a landowner declines to enter into an agreement with the Sponsor to remove the obstructions on his/her property, the obstruction would most likely remain, which could have impacts to the Runway 10 approach minimums in the future. When the Draft EA Notice of Availability is published, the impacted landowners will be contacted via letter letting them know how to obtain a copy of the Draft EA. To reduce potential activities on private properties, small trees and underbrush that are not in danger of becoming obstructions in the near future would be retained. In addition, the following provisions would be part of Alternative 2:

- In undeveloped locations and wetland areas, tree stumps would be left in place to minimize ground disturbance and potential erosion. No equipment would be permitted within delineated wetlands and hand trimming and removal would be required.
- In developed residential locations, if requested by landowners, tree stumps may be removed (via grinding), with minor grading and seeding, removal of woodchips, and general restoration (i.e., clean-up). The only stumps to be removed are trees on private residential property in proximity to homes, where requested. The locations are unknown at this time, but the number of stumps to be removed will be minimal.
- On airport and other public properties, additional clearing may be considered to remove all trees over 10 feet in height to reduce the need for periodic maintenance of tree growth. Small trees and understory would be retained.

Sample: selective removal of trees to reduce impacts to sensitive properties.



Overall, the tree obstruction removal approach and methods would vary based on site conditions, environmental sensitivity, and land use, with the detailed methodology determined during the design and permitting process. Removals are typically conducted during dryer periods of the years or winter (November through March) and when partly frozen ground reduces temporary construction impacts. Winter removals are also beneficial to reduce impacts to bat, bird, and plant species. The following box summarizes some of the potential advantages and disadvantages of Alternative 2.

Alternative 2: Clear Obstacle Clearance Surface 4 Only (Sponsor's Proposed Action)	
Goal: This option removes tree obstructions to the OCS 4 beyond Runway 10 and trees 500 feet south of the Runway 10-28 centerline.	
Description: This tree cutting, or removal alternative is intended to clear obstructions to the OCS 4 and trees within 500 feet south of the Runway 10-28 centerline while minimizing the impact to off-airport properties and the natural environment.	
Advantages	Disadvantages
<ul style="list-style-type: none"> • Clears tree obstructions from the OCS 4 beyond Runway 10 • Clears trees within 500 feet south of the Runway 10-28 centerline • Satisfies TERPS standards • Improves safety for the aircraft operating at SCH • Streamlines the project schedule and reduces costs • No impact to Veteran's Memorial Park 	<ul style="list-style-type: none"> • Property access is required with property owners. This will be a perpetual avigation easement over the property. • Tree obstructions to the Part 77 Approach Surface that are not concurrently obstructions to the OCS 4 will remain

3.2 ALTERNATIVES CONSIDERED AND DISMISSED

This section includes a brief description of alternatives considered but dismissed because they were deemed impracticable or not meeting the purpose and need.

- Clear Part 77 Approach Surface – Removing all tree obstructions to the Part 77 Approach Surface would satisfy FAA requirements and improve compliance to provide clear airspace. Part 77 surfaces are generally the most encompassing for approach protection. As a result, it would also assure clearance of other airspace surfaces (e.g., TERPS/OCS, PAPI Obstacle Clearance Surface, etc.). However, this alternative would include potentially significant impacts based on the large area involved and the number of residents and properties affected, as shown in Figure 2-1. There would also be potential for Section 4(f) impacts with the removal of trees to Veteran's Memorial Park and the potential need to modify utility poles. The time involved to complete this alternative would be substantial, to the point that the successful completion is questionable due to the number of agreements needed with private parties. Therefore, this alternative was eliminated from consideration as it is considered impracticable.
- Reduce Runway 10 Landing Distance Available – The displacement of a runway's landing location (i.e., threshold) is often used to reduce the number of tree penetrations to OCSs. Currently, Runway 10 has a 200-foot displaced threshold. Adding additional displaced threshold length could reduce the need for tree clearing. However, displaced thresholds reduce the landing length available for airport users. The existing landing length is needed to maintain Airport operations according to its approved Airport Master Plan. As such, this alternative was considered but dismissed. Further reducing the available landing length would diminish the existing capability of the Airport.

3.3 SPONSOR'S PROPOSED ACTION

Based on the evaluation identified in this section and review by the Airport and FAA, Alternative 2: Clear Obstacle Clearance Surface Only has been chosen as the "Preferred Alternative" for the Airport and the Sponsor's Proposed

Action within this EA (refer back to Figure 3-1). The Sponsor's Proposed Action within the Runway 10 approach will clear tree groups that are existing penetrations to the FAA's 20:1 OCS (approximately 20), tree groups within 10 feet of the surface (approximately 18), and tree groups within 10 to 20 feet of the surface (approximately 21). The obstruction clearing will remove the tree, grind the stump, and topsoil and seed; however, in undeveloped locations, tree stumps would be left in place. The proposed tree removal on the south side of the runway end will include clear-cutting but not grubbing (i.e., retention of the stumps and root balls) of all trees, and the understory will be retained.

The Airport identified Alternative 2 as the most practical solution. This alternative balances the Airport's needs and safety while considering environmental considerations, minimizing both cost and private property disturbance, and meeting the purpose and need to provide clear airspace and improve compliance with FAA design standards and regulations. The review considered land use, access, ownership, wetlands, general environmental conditions, and the fact that the No-Action Alternative would not meet the purpose and need.

The remainder of this EA document focuses on the evaluation of potential impacts of the Sponsor's Proposed Action. The goal of the evaluation is to enable the FAA to determine if the impacts of the Sponsor's Proposed Action are significant or could be implemented without significant impact.

4 AFFECTED ENVIRONMENT & ENVIRONMENTAL CONSEQUENCES

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

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

4.1 AIR QUALITY

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

4.1.1 Affected Environment

The project area is located in Schenectady County, which is a part of the Hudson Valley Intrastate Air Quality Control Region [40 CFR 81, Subpart B, §81.129]. According to the EPA, Schenectady County is in attainment for all criteria pollutants; therefore, a General Conformity analysis under 40 CFR 93, Subpart B is not required. The study area is limited to the areas of proposed tree clearing.

Based on the Automated Surface Observation System (ASOS) data at the airport, the average high temperature is 60 degrees fahrenheit (degF), and the average low temperature is 43 degF. The wind is predominantly from the northwest and the average wind speed is 7 miles per hour. The airport elevation is approximately 335 feet above

sea level. The area immediately surrounding the airport is relatively flat. The local meteorological and topographical conditions are not expected to hinder the dispersal of emissions.

4.1.2 Environmental Consequences

Two primary regulations apply to air quality: NEPA and the CAA. The need for an air quality assessment to satisfy NEPA depends on the nature of the project, the project area's nonattainment status, and the size of the airport. The CAA amendments of 1990 include provisions to ensure that emissions from federally funded actions within nonattainment areas comply with the goals and objectives of the State Implementation Plans (SIP) for the state where the project is located. Under the NEPA, the impact of a proposed action on air quality must be assessed by evaluating the impact of the proposed action on the NAAQS. According to the FAA's Emissions and Air Quality Handbook, Version 3, an operational emissions inventory is designed to quantify the amounts of criteria pollutant emissions associated with operational activity in the proposed project/action. The results are typically expressed in tons/year segregated by pollutant type, emission source [e.g., aircraft engines, Auxiliary Power Units (APU), and Ground Service Equipment (GSE)], and alternative. There will be no changes in operations, GSE equipment, APU usage, or the number of people traveling to/from the Airport due to the Sponsor's Proposed Action. Therefore, an air quality assessment for NEPA is not required.

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

4.1.2.1 No-Action Alternative

No tree obstruction removal would occur with this alternative; therefore, there would be no impact on air quality.

4.1.2.2 Sponsor's Proposed Action

The Sponsor's Proposed Action was evaluated using the FAA's Aviation Emissions and Air Quality Handbook, Version 3. The project does not include the installation of any emission sources and would not cause permanent increases in air or local traffic. Temporary increases in emissions from construction equipment were estimated using the Airport Construction Emissions Inventory Tool (ACEIT) published by the Airport Cooperative Research Program in Report 102¹. Emissions of lead will not occur. Although the general conformity analysis under 40 CFR 93, Subpart B is not required, the *de minimis* thresholds at §93.153 can be used to evaluate the significance of the temporary construction emissions. The estimated emissions and significance thresholds are shown in Table 4-1.

Table 4-1: Construction Emissions Analysis

	CO	NO _x	VOC	PM ₁₀	PM _{2.5}	SO ₂
Estimated Construction Emissions (tons)	1.55	0.40	0.36	0.07	0.06	0.002
<i>De minimis</i> Threshold (tons/year)	100	100	50	100	100	100

¹ <http://www.trb.org/ACRP/Blurbs/170234.aspx>

Source: CHA Analysis, 2020

The estimated emissions are well below the thresholds for all pollutants; therefore, there would be no significant impact on air quality from the Sponsor's Proposed Action. The detailed air quality evaluation and emission estimate are located in Appendix A.

Temporary Construction Impacts

As part of the proposed project, there may be temporary air quality impacts during construction. These potential impacts would be limited to short-term increases in fugitive dust, particulates, and localized pollutant emissions from construction vehicles and equipment. All construction equipment would be properly maintained and outfitted with emission-reducing exhaust equipment. Diesel construction vehicles typically use selective catalytic reduction (SCR) and/or diesel particulate filters (DPF) to control emissions as required by EPA emission standards. In addition, the construction soil and erosion control plan would mitigate potential impacts from fugitive dust.

4.2 BIOLOGICAL RESOURCES

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

4.2.1 Affected Environment

The USFWS Information for Planning and Conservation (IPaC) website was reviewed for federally listed species. The website indicated that there are no threatened, endangered, or candidate species listed for the project areas. Additionally, no critical habitats were identified within the project areas (Appendix B). Based on a review of the National Oceanic and Atmospheric Administration (NOAA) National Marine Fisheries Service Essential Fish Habitat (EFH) Mapper, there are no EFHs, Habitat Areas of Particular Concern, or EFH areas protected from fishing located within the project areas. According to the New York State Department of Environmental Conservation (NYSDEC) Environmental Resource Mapper (ERM), there are no state-threatened or endangered species known to occur within the project area (Appendix B).

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

- Bald Eagle (*Haliaeetus leucocephalus*)
- Snowy Owl (*Bubo scandiacus*)
- Short-billed Dowitcher (*Limnodromus griseus*)
- Bobolink (*Dolichonyx oryzivorus*)
- Canada Warbler (*Cardellina canadensis*)
- Golden-winged Warbler (*Vermivora chrysoptera*)
- Prairie Warbler (*Dendroica discolor*)
- Wood Thrush (*Hylocichla mustelina*)

The project area within the Runway 10 approach primarily consists of residential neighborhoods with scattered trees and maintained lawns. Within the residential area there is a perennial stream with a small emergent wetland adjacent to the stream. The project area to the south is mostly forested commercial property. A field investigation was completed by CHA on September 29, 2020 to document the habitats within the project areas. Vegetative community types within the project areas are described according to *Ecological Communities of New York State*,

Second Edition (Edinger 2014)² and *Classification of Wetlands and Deepwater Habitats of the United States* (Cowardin 1979)³. Vegetative communities identified within the project areas consist of shallow emergent marsh, mowed lawn, mowed lawn with trees, mowed roadside/pathway and successional southern hardwoods.

4.2.2 Environmental Consequences

A significant impact would occur when the USFWS determines that a federal action would likely jeopardize the continued existence of any federally listed endangered or threatened species or result in the destruction or adverse modification of critical habitat. This section presents the Sponsor's Proposed Action's potential to affect threatened and/or endangered flora or fauna occurring within the project study area.

4.2.2.1 No-Action Alternative

The No-Action Alternative would not affect federally protected species, critical habitat, essential fish habitat, or migratory birds.

4.2.2.2 Sponsors Proposed Action

As discussed in Section 3, the proposed obstruction removal within the Runway 10 approach will remove tree groups that are existing penetrations to the FAA's 20:1 obstacle clearance surface (approximately 20), tree groups within 10 feet of the surface (approximately 18), and tree groups within 10 to 20 feet of the surface (approximately 21). The obstruction clearing will remove the tree, grind the stump, and topsoil and seed. The proposed tree removal on the south side of the runway end will include clear-cutting but not grubbing (i.e., retention of the stumps and root balls) of all trees, and the understory will be retained.

The USFWS IPaC website indicated that there are no federally threatened, endangered, or candidate species listed and no critical habitats within the project area. There are no EFHs, Habitat Areas of Particular Concern, or EFH areas protected from fishing located within the project areas. The NYSDEC ERM also indicated no state-threatened or endangered species are mapped within the project areas (Appendix B). Therefore, it has been concluded that there would be no impact to these resources.

As noted above, CHA completed a field investigation to document the habitats within the project areas. The communities consist of shallow emergent marsh, mowed lawn, mowed lawn with trees, mowed roadside/pathway and successional southern hardwoods. Of the eight species of migratory birds listed as "Birds of Conservation Concern" in Section 4.2.1, no suitable habitat is present within the project areas for the snowy owl, bald eagle, both warblers, and the short-billed dowitcher. The snowy owl is a transient and although occasionally seen in New York, it will use available habitat as necessary for resting and foraging. A more open habitat would likely improve foraging options for this species. The bald eagle would also be a transient within this area. The short billed dowitcher is a shorebird, so its habitat is not present within the project areas. In addition, habitat for bobolink is grasslands, prairie and golden winged warblers prefer shrubby habitats and the Canada warbler prefers coniferous or deciduous forest with mossy and shrubby understory. No impact to these habitat types are proposed.

The wood thrush, a bird species, can be found in mature deciduous and mixed forests and will also nest in suburban areas where trees are large enough; therefore, the wood thrush could nest in the residential area. However, not all trees would be removed within the residential project area and vicinity; therefore, habitat for the wood thrush would remain in the residential area. The wood thrush could also be found in the forested area

² Edinger, G. J., D. J. Evans, S. Gebauer, T. G. Howard, D. M. Hunt, and A. M. Olivero (editors). 2014. *Ecological Communities of New York State*. Second Edition. A revised and expanded edition of Carol Reshke's *Ecological Communities of New York State*. New York Natural Heritage Program, New York State Department of Environmental Conservation, Albany, NY.

³ Cowardin, L. M., V. Carter, F. C. Golet, E. T. LaRoe, 1979. *Classification of wetlands and deepwater habitats of the United States*. U. S. Department of the Interior, Fish and Wildlife Service, Washington, D.C.

proposed to be cut on the south side of the Runway 10 end; however, although the trees would be cut, the understory would remain. Various small tracts of forested habitat in the vicinity are not part of the project and could provide habitat to the wood thrush; therefore, habitat in the project vicinity for the wood thrush would remain available. In addition to habitat remaining outside of the project areas, as discussed below, the tree cutting is not proposed within the breeding season of the wood thrush which is May 10th to August 31st.

The Proposed Action would not cause a long-term or permanent impact on migratory birds. There would be no adverse impacts to special status species or their habitats, nor would there be substantial impacts on native species' habitats or populations. There would be no adverse impacts on a migratory bird species' reproductive success rates, natural mortality rates, non-natural mortality, or ability to sustain the minimum population levels required for population maintenance. Suitable habitat for most of the migratory birds does not exist within the proposed impact areas; therefore, those species will not be displaced by this project. For some species, the tree removal project could improve the habitat over time by reducing tree cover.

Any tree cutting will be completed between November and March to avoid the breeding season, as cutting within this timeframe is the preferred approach to minimize potential impacts. Therefore, there would be no significant impact to migratory birds.

4.3 CLIMATE

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

4.3.1 Affected Environment

The study area is limited to the areas of proposed tree clearing. The study areas are within the Runway 10 approach and on the south side of the runway end. The study area within the Runway 10 approach is solely residential, while the study area on the south side of the runway end is primarily forested with a small area of commercial property.

4.3.2 Environmental Consequences

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

4.3.2.1 No-Action Alternative

The No-Action Alternative will have no impact on climate.

4.3.2.2 Sponsor's Proposed Action

The project does not include the installation of any emission sources and would not cause permanent increases in air or local vehicular traffic. As previously discussed, the temporary increase in emissions from construction equipment were estimated as part of the Air Quality analysis in Section 4.1. Emissions of CO₂, CH₄, and N₂O result from the use of combustion equipment. Emissions of HFC, PFC and SF₆ will not occur.

The GHG emissions from construction activity were estimated as 255 tons; however, there are currently no significance thresholds for GHG emissions. The Capital District Regional Planning Commission completed a greenhouse gas inventory for 2010 and estimated total greenhouse gas emissions of 1.68 million tons per year for

Schenectady County. The Sponsor's Proposed Action would result in GHG emissions that are 0.02% of county-wide emissions; therefore, there would be no impact on climate. Additionally, this is a temporary emission, whereas the Capital District Regional Planning Commission's inventory includes estimates for yearly (ongoing) emissions. Therefore, no significant impacts are anticipated.

4.4 COASTAL RESOURCES

The Federal Coastal Zone Management Act (CZMA) of 1972 established the Federal Coastal Zone Management Program to encourage and assist states in preparing and implementing management programs to "*preserve, protect, develop, and, where possible, to restore or enhance the resources of the nation's coastal zone.*"

4.4.1 Affected Environment

There are no areas within Schenectady County that have been designated as coastal zones pursuant to the CZMA. The New York State Coastal Management Program protects the state's valuable natural and man-made resources. Based on a review of the New York State Coastal Boundary Map, the project areas are not located within a designated coastal zone. Additionally, based on a review of the Coastal Barrier Resources System Mapper, the project areas are not within an area mapped as coastal barrier. Since there are no coastal resources present, no further analysis is required.

4.5 DEPARTMENT OF TRANSPORTATION ACT, SECTION 4(F)

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

4.5.1 Affected Environment

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

- Public Parks & Recreation Areas: A review of on-line mapping and field reconnaissance indicates there is one publicly owned park in the vicinity of the project area. Veterans Memorial Park, a 1.5-acre park owned by Schenectady County, is located approximately 600 feet from the end of Runway 10.
- Wildlife Management Areas: Based on mapping resources (www.wilderness.net and www.nationalatlas.gov), there are no national forests, wildlife management areas, or wilderness areas near the project area.
- Historic Sites: Section 106 of the National Historic Preservation Act of 1966 (NHPA), as amended, affords protection of historic sites that are on or eligible for inclusion in the NRHP. According to correspondence received from the New York State Office of Parks, Recreation and Historic Preservation (NYSOPRHP), there are no NRHP listed or eligible resources that will be affected by the project (Appendix C).

4.5.2 Environmental Consequences

According to FAA Order 1050.1F Desk Reference, "*a Section 4(f) use would occur if the proposed action or alternative(s) would involve an actual physical taking of Section 4(f) property through purchase of land or a*

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

4.5.2.1 *No-Action Alternative*

No tree obstruction removal would occur with this alternative; therefore, there would be no impact on Section 4(f) lands.

4.5.2.2 *Sponsor's Proposed Action*

Although Veteran's Memorial Park is in the vicinity of the project area, there is no tree removal proposed within the park, and the park will remain accessible throughout the project. Additionally, the Sponsor's Proposed Action would not impact the visual character of this resource. Therefore, the project will have no significant impact on 4(f) lands due to the obstruction removal, and no formal Section 4(f) consultation is required.

4.6 FARMLANDS

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

4.6.1 *Affected Environment*

According to the Web Soil Survey from the Natural Resource Conservation Service (NRCS) (Appendix D), there are no soil types identified as farmland of statewide importance mapped in the potential affected area's vicinity. Fredon silt loam (Fr) has been identified as prime farmland if drained within a tiny portion of the project area to the west of the runway end (southwest corner). The remaining soils within the project areas are rated as not prime farmland. Based on a review of the 2010 Census Bureau Map of Urbanized Areas, the project areas are mapped as urban.

4.6.2 *Environmental Consequences*

The NRCS within the USDA has established guidelines under the FPPA for federal activities that involve directly undertaking, financing, or approving a project that would impact farmland soils. The guidelines recognize that farmland quality varies based on soil conditions and place a higher value on soils with high productivity potential. To preserve these highly productive soils, the NRCS classifies soil types as prime farmland, farmland of statewide importance, farmland of local importance, or unique farmland. The NRCS requires that soils in these categories be given proper consideration before converting them to non-farming uses by federal programs. The NRCS policy and procedures on prime and unique farmland are published in the Federal Register (Volume 43, No. 21, January 31, 1978). The project was analyzed using this information to determine its impact.

4.6.2.1 *No-Action Alternative*

No tree obstruction removal would occur with this alternative; therefore, there would be no impact on prime or unique farmlands.

4.6.2.2 *Sponsor's Proposed Action*

As previously discussed, the project areas are mapped as "urban" by the U.S. Census Bureau. Based on this information, the NRCS indicated in a letter dated April 24, 2020, that the proposed project is exempt from review and does not require the submission of a Farmland Conversion Impact Rating Form AD-1006 (Appendix E). The Proposed Action would not involve the conversion of farmland to non-agricultural uses, and it would not include any development activities, new impervious areas, or acquisition of property. Therefore, there would be no impact on farmland, and no additional evaluation is necessary.

4.7 HAZARDOUS MATERIALS, SOLID WASTE, AND POLLUTION PREVENTION

This section provides an impact analysis of hazardous materials, solid waste, and pollution prevention. The analysis considers impacts as defined by the FAA's thresholds of significance contained in the FAA Order 1050.1F Desk Reference: *"a significant impact for hazardous materials, pollution prevention, and solid waste is one where the proposed action or connected action involves property on or eligible for the EPA's National Priority List (NPL)."*

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

4.7.1 Affected Environment

In an effort to identify potentially contaminated areas within the project areas, environmental databases were reviewed to determine if any documented concerns were identified within or immediately abutting the limits of the tree removal areas. Sanborn Fire Insurance Maps and historic aerial photographs were also reviewed to evaluate historical uses of the lands within the project areas presenting possible contamination sources. In addition, a visual site inspection of the project areas was conducted by CHA in September 2020.

A review of Sanborn Maps and historic aerial photographs indicated that the area within the project limits was residential property since at least 1950. Neighboring properties were developed from farmland to residential and commercial mix usage. The properties within the limits of the tree removal area for the Runway 10 approach consist mainly of residential properties. The majority of the parcels within the project limits have private sewer systems and use the public water supply. Several residences use fuel oil as the fuel source for their heating systems; however, none of the fuel oil tanks were outside the structures, so they do not represent potential sources of impact on soils in the area.

The properties adjacent to the tree removal area on the southside of the runway end are commercial in nature. One is being used as an auto dealer at 178 Freemans Bridge Road. Based on review of the Environmental Data Resources, Inc. Radius Map Report, there are no reports of spills or other releases associated with that property. While some solid waste (concrete blocks, metal, truck cap, and old tires) was observed during the visual site inspection in September 2020 on the west end of this tree removal area, there are no indications of the potential for contamination or a release of any kind in this area. No potential areas of concern were identified within the project limits during the data review and site inspection completed for this project.

4.7.2 Environmental Consequences

The FAA has not established a significance threshold for hazardous materials, solid waste, or pollution prevention. The Sponsor's Proposed Action and the No Action were reviewed to determine if the following would occur violate hazardous waste or solid waste regulations, produce a significant amount of hazardous waste, impact a contaminated site, or impact the human health and environment. Based upon the review of federal and state environmental regulatory agency databases, historic Sanborn Maps, historic aerial photographs, and the

observations recorded during a field inspection of the site, it has been determined that no areas of concern relative to the potential to encounter hazardous materials or contaminated subsurface matrices were identified.

4.7.2.1 *No-Action Alternative*

No tree obstruction removal would occur with this alternative; therefore, there would be no impact associated with hazardous materials.

4.7.2.2 *Sponsor's Proposed Action*

The Sponsor's Proposed Action, in and of itself, does not create hazardous materials or result in direct impacts on the environmental status of soils or groundwater in proximity to each specific tree removal location. In particular, the tree removal in the area on the southside of the runway will include clear-cutting but no grubbing, and all stumps, root balls, and understory will remain, making ground disturbance very minimal. No potential areas of concern were identified. There will be no impacts to potentially contaminated soil or groundwater. Therefore, there would be no significant impact associated with hazardous waste.

Solid waste generated would be limited to timber and associated vegetative matter. Tree removal activities would be conducted by a licensed and insured tree removal contractor. With the exception of limited vegetative matter that may be spread on site for decomposition, all materials, such as salvageable timber (lumber), firewood, and woodchips for landscaping or pellets, would be recycled, removed, or transported off site by the contractor, as specified in the design plan. No significant solid waste impacts are anticipated.

The Sponsor's Proposed Action would not violate regulations, does not involve a known contaminated site, would not produce hazardous waste, would have limited solid waste generation, and would not adversely affect human health and the environment. Therefore, as stated above would have no significant impact.

4.8 HISTORICAL, ARCHITECTURAL, ARCHAEOLOGICAL, AND CULTURAL RESOURCES

Section 106 of the NHPA of 1966 protects properties that are listed or determined to be eligible for inclusion in the NRHP. The NHPA requires federal agencies to consider the effects of their undertakings on historic properties and to consult with the State Historic Preservation Office (SHPO) and other parties to develop and evaluate alternatives and modifications to the undertaking that could avoid or minimize potential impacts to historic resources. The New York State Office of Parks, Recreation, & Historic Preservation (NYSOPRHP) is the SHPO in New York responsible for maintaining historical, archaeological, and cultural resources sites throughout the state.

4.8.1 *Affected Environment*

The Areas of Potential Effect (APE) has been identified as the limits of the project areas located within the Runway 10 approach and the south side of the runway end (Appendix D). According to the SHPO Cultural Resources Information System (CRIS), there are no historic or cultural resources on or in the immediate vicinity of the Airport. However, CRIS does map the project areas and the surrounding area as located within an archaeologically sensitive area (Appendix C). Given the amount of ground disturbance in the area from roadway construction, residential neighborhoods, local businesses, and the Airport itself, the NYSOPRHP determined historic properties would not be affected by the Sponsor's Proposed Action. Refer to Section 4.8.2.2 for further information. Based on a review of the NYSOPRHP Map of Indian Nation Areas of Interest, Schenectady County falls within areas for the Mohawk and Mohican Indian Nations. Therefore, these Indian Nations have been identified as having the potential to attach cultural significance to resources within the APE.

4.8.2 *Environmental Consequences*

Section 106 of the NHPA requires federal agencies to review the potential effects of a proposed project on cultural resources. Through consultation, agencies identify historic properties within or adjacent to the project area and

find ways to avoid, minimize, or mitigate the potential effects on the identified resource while accommodating the proposed project.

[4.8.2.1 No-Action Alternative](#)

The No-Action Alternative would not impact historical, architectural, archaeological, or cultural resources as this alternative would not include any tree removal.

[4.8.2.2 Sponsor's Proposed Action](#)

Early coordination with SHPO was initiated to determine the impacts on historical or cultural resources as a result of the Sponsor's Proposed Action. Correspondence with SHPO, dated October 29, 2020, states they have reviewed the project and determined historic properties would not be affected by the Sponsor's Proposed Action. A copy of the correspondence with SHPO has been included in Appendix C. The project does not include grubbing and will not disturb Native lands; therefore further coordination and analysis is not necessary.

The project will not affect eligible or listed historic architectural or archaeological resources; therefore, pursuant to 36 CFR 800.11(d), the FAA issued a finding of No Adverse Effect for the Sponsor's Proposed Action on March 23, 2021. In accordance with 36 CFR §800.8(3) (c), the EA will use the NEPA process to fulfill the requirements of Section 106. As such, the public notice for the Draft EA will serve as the notice of availability for the No Adverse Effect finding. If any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, construction in the immediate area should be stopped, and the SHPO will be notified immediately.

[4.9 LAND USE](#)

Potential impacts from airport actions that may affect land use compatibility (besides noise) are the disruption of communities, relocation of residences and business, and induced socio-economic impacts.

[4.9.1 Affected Environment](#)

The project areas are within the Runway 10 approach and on the south side of the runway end (Appendix D). The project area within the Runway 10 approach is solely residential, while the proposed project area on the south side of the runway end is primarily forested with a small area of commercial property. Veteran's Memorial Park, a 1.5-acre, County-owned park, is located between Ballston Road and Freemans Bridge Road, approximately 600 feet from the end of Runway 10.

The project areas are within the Town of Glenville, as shown on the United States Geological Survey (USGS) topographic map and aerial location map (Appendix D). According to the 2016 Town of Glenville's Land Use Map, the land uses within the project areas are Public Services (0.5 acres), Wild, Forested, Conservation Lands and Public Parks (1.7 acres), Residential (21.1 acres), Commercial (5.6 acres), Agricultural (0.2 acres), and Vacant Land (2 acres) (Appendix D).

According to the 2018 Town of Glenville's Official Zoning Map, the project areas are zoned as Airport Zoning, Public Park Lands, Suburban Residential, and General Business.

[4.9.2 Environmental Consequences](#)

The assessment of potential land use and planning effects of the No-Action Alternative and the Sponsor's Proposed Action focuses on identifying applicable federal, regional, state, and local land use plans and policies and assessing the alternatives' consistency to these plans and policies. The CEQ regulations require discussing environmental impacts, including possible conflicts between the Proposed Action and the objectives of federal, regional, state, and local land use plans, policies, and controls for the area concerned. Where an inconsistency exists, the NEPA document should describe the extent to which the agency (FAA) would reconcile its actions.

4.9.2.1 *No-Action Alternative*

Under the No-Action Alternative, none of the proposed tree removal would occur. The existing land use within the project area would remain unchanged.

4.9.2.2 *Sponsor's Proposed Action*

Based on a review of the Town of Glenville Comprehensive Plan (October 2017), the Sponsor's Proposed Action will not impact traffic-related initiatives, impact future land uses, or change future land uses. No changes in land use are proposed. The Airport will seek permanent 'avigation' easements from affected private property owners. For the tree removal area to the south of the runway, the Airport anticipates acquiring a portion of the land by fee simple purchase.

The Sponsor's Proposed Action would not change the existing land uses within the project areas or alter airport operations or flight patterns. The effects of tree removal on other environmental issues have been evaluated in this EA and have been found to have no significant impacts. Although not well defined in NEPA or other state environmental review processes, these environmental issues tend to collectively account for community character and quality of life within a community or neighborhood. They can lead to discussions of land use compatibility. The Sponsor's Proposed Action represents a maintenance activity, not a change in land use. The fact that the obstruction removal has been demonstrated in this EA not to result in any significant impacts on environmental and social-cultural resources further supports the fact that this action will not impact land use compatibility or community character and quality of life. Therefore, there would be no significant impact on land uses or zoning.

4.10 NATURAL RESOURCES & ENERGY SUPPLY

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

4.10.1 *Affected Environment*

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

4.10.2 *Environmental Consequences*

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

4.10.2.1 *No-Action Alternative*

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

[*4.10.2.2 Sponsor's Proposed Action*](#)

As discussed above, the Sponsor's Proposed Action's energy demands are expected to be minimal as an increase in the demand for energy supplies would only occur during the tree removal and be limited to transportation and construction vehicles and equipment. Therefore, the project would not impact local or regional supplies. There would be no significant impact on natural resources and energy supply.

4.11 NOISE & NOISE COMPATIBLE LAND USE

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

[*4.11.1 Affected Environment*](#)

The 2014 Airport Master Plan Update included a noise evaluation conducted to determine if noise generated by the Airport exceeds levels outlined for land use compatibility by federal standards (per 14 CFR Part 150). The noise evaluation identified baseline noise levels for the year 2011 and projected noise levels per the master plan development and activity forecast for 2031. The project areas within the Runway 10 approach were all below 65dB and, therefore, compatible.

As previously stated, the project areas are mostly residential within the approach to Runway 10. The affected environments that could be impacted by noise generated by the Sponsor's Proposed Action are the residential neighborhood where the tree removal will occur, Veteran's Memorial Park, and the Glen Worden Elementary School and Glenville Senior Citizens Center, which are both approximately 700 feet north of the project areas. No other sensitive areas have been identified. The adjacent roads and the development all contribute to the ambient noise of typical suburban areas. Suburban areas, such as those within the project areas, are subject to many noise sources, including construction noise associated with the construction of all types and maintenance activities on roads and other infrastructure. Daytime noise levels in these areas can range from 60-80 decibels.

[*4.11.2 Environmental Consequences*](#)

According to the FAA Order 1050.1F Desk Reference, it may be necessary to include noise sources other than aircraft departures and arrivals in the noise analysis. This need can be determined by examining the action and determining the potential impacts caused by noise other than departing/arriving aircraft. Some examples are taxiing, construction noise, noise from related roadway work, and roadway noise.

[*4.11.2.1 No-Action Alternative*](#)

No tree removal would occur as part of the No-Action Alternative; therefore, there would be no impacts associated with noise.

[*4.11.2.2 Sponsor's Proposed Action*](#)

The proposed project does not create any nonconforming land use, change any runway end location, or recommend any runway extension. The project does not change the fleet mix of aircraft operating at the airport or the frequency of aircraft operations. As such, no additional noise analysis is required in addition to the active and existing noise plan approved for the Airport.

As with any construction project, construction equipment and construction traffic would temporarily generate noise. Noise levels and potential adverse effects due to construction activities would vary depending on the type

of equipment, duration of operation, and time of operation. Noise levels generated by typical construction equipment are shown in Table 4-2. For comparison, Table 4-3 shows noise levels generated by common sources.

Table 4-2: Noise Levels of Typical Construction Equipment

EQUIPMENT	TYPICAL NOISE LEVELS (dBA at 50 FEET)
Front Loaders	85
Backhoes, Excavators	80-85
Tractors, Dozers	83-89
Graders, Scrapers	85-89
Trucks	88
Cranes (movable derrick)	83-88
Jack Hammers, Rock Drills	98
Compactors	82
Drill Rigs	70-85

Source: CHA, 2020

Table 4-3: Common Noise Levels

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

Source: CHA, 2020

There is a potential that the nearby residential area, Veteran's Memorial Park, Glen Worden Elementary School, and Glenville Senior Citizens Center would experience short-term noise impacts during times when the Sponsor's Proposed Action is under construction (i.e., tree removal activities). The noise from construction would be temporary. The tree removal would take place Monday through Friday from the hours of 7:00 AM to 5:00 PM. Work would not occur on Saturdays, Sundays, and state and federal holidays nor from 5:00 PM to 7:00 AM without permission from the municipality. The project is short term and is anticipated to take approximately four weeks. Additionally, all construction equipment and vehicles would be properly maintained, equipped with functional mufflers, and tuned to minimize the potential for noise. Upon project completion, ambient noise levels would return to pre-existing conditions.

The Sponsor's Proposed Action will not introduce new sources of ground-level noise, as operations at the Airport will remain unchanged. The residential area does not contain dense stands of trees that would have any effect on noise. The tree removal at the south side of the runway end would involve clear-cutting; however, this is unlikely

to significantly affect ambient noise from existing ground-level airport operations since the understory will remain and trees typically have little impact overall on noise abatement. Distance is the primary factor in noise reduction, and the distance between on-ground airport operations and existing residences will not change as a result of this project. No significant adverse impacts are anticipated.

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

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

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

4.12.1 Affected Environment

The first step in complying with EO 12898 is to identify if minority or low-income populations occur within or in close proximity to the project area such that the action could impact them. The CEQ regulations have defined an area as predominately minority if the minority population is 50 percent (50%) or greater. According to the EPA Environmental Screening and Mapping Tool (EJSCREEN), the project area is covered by three census Block Groups (360930324022, 360930324023, and 360930324043). As shown in Table 4-4, all three Block Groups fall below the thresholds of minority population or low-income cohorts required to trigger an environmental justice analysis.

Table 4-4: Project Area Block Groups

BLOCK GROUP	TOTAL POPULATION	MINORITY POPULATION (%)	LOW-INCOME POPULATION (%)
360930324022	1,477	25%	8%
360930324023	651	6%	20%
360930324043	2,573	10%	14%

Source: EPA EJSCREEN, 2019 Version

The U.S. Census Bureau follows the Office of Management and Budget's Statistical Policy Directive 14, which determines the poverty threshold using a set of income thresholds that vary by family size and composition. If a family's total income is less than the threshold, that family, and every individual in it, is considered low-income. The poverty threshold established by the U.S. Census Bureau in 2019 for a four-person household, with two people being children under the age of 18, was used to determine the low-income populations. The average poverty threshold is \$25,926. The census tracts (324.02 and 324.04) within the project areas were used in this analysis. A

summary of the estimated median household income and mean household income is provided in Table 4-5. The data indicates the census tracts within the project areas are not considered low-income.

Table 4-5: Summary of Estimated ACS Income Levels

GEOGRAPHY	MEDIAN HOUSEHOLD INCOME	MEAN HOUSEHOLD INCOME
Town of Glenville	\$75,018	\$86,440
Census Tract 324.02	\$82,571	\$92,098
Census Tract 324.04	\$82,016	\$98,300

In addition to the EJSCREEN tool, the NYSDEC Map of Potential Environmental Justice Areas in Schenectady County was reviewed. The project areas are not within a potential Environmental Justice area.

There is a residential area within the project limits. The American Community Survey (ACS) data was reviewed for Block Group 3, Census Tract 324.04, which includes that residential area. The data was reviewed to identify how many children live in that census tract as well as their ages. The population by age group is shown in the table below.

Table 4-6: Population by Age Group

TOTAL POPULATION	NUMBER/ PERCENT
Age under 5	33/ 1.2%
Age 5-9	310/ 11.6%
Age 10-14	152/ 5.7%
Age 15-19	75/ 2.8%

The Glen Worden Elementary School is located approximately 700 feet north of the western project area.

4.12.2 Environmental Consequences

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

4.12.2.1 No-Action Alternative

The No-Action Alternative will not impact economic growth in the area, disrupt or divide established communities, cause the relocation of residences or businesses, disturb local traffic patterns, or affect the community tax base. There would not be disproportionately high and adverse human health or environmental impacts to minority and low-income populations or children attributable to construction associated with the No-Action Alternative.

4.12.2.2 Sponsor's Proposed Action

Socioeconomics

Social impacts can consist of a wide range of considerations, as discussed below. The social and economic concerns are always specific to a proposed action and may include impacts such as displacement of residents, neighborhood disruption, tax base reduction, school population changes, change in public services, and other community concerns. Socioeconomic impacts are typically defined as disruptions to surrounding communities, including shifts in patterns of population movement and growth, changes in public service demands, loss of tax revenue, and changes in employment and economic activity stemming from airport development. These impacts may result from the closure of roads, increased traffic congestion, acquisition of business districts or neighborhoods, and/or disproportionately affecting low income or minority populations.

There would be no residential land acquisition, population displacement, or neighborhood disruption due to the project. Property values are unlikely to be impacted by tree removal; therefore, there would be no impact on any sector's tax base or tax revenue. A permanent avigation easement is not expected to impact property values; however, this cannot be determined until appraisals are completed, as each property will be different depending on the location and the amount of trees on the given property. The Fair Market Value (FMV) of each easement will properly mitigate any temporary impact to the overall property value and the future housing market will determine ultimate property values. With no displacement impact on populations, there would be no impact on school populations.

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

Environmental Justice

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

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

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

Children's Environmental Health and Safety Risks

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

4.13 VISUAL EFFECTS

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

4.13.1 Affected Environment

4.13.1.1 Light Emissions

The project areas are located within the Runway 10 approach and on the south side of the runway end. The project area within the Runway 10 approach is residential and has limited existing lighting. Existing lighting along Horstman Drive and Windsor Road is limited to small-scale residential fixtures. There are no streetlights within the neighborhood. Cobra-style streetlights are found along Ballston Road and at the intersection of Ballston Road,

Freemans Bridge Road, and Worden Road. The south side of the runway end is primarily forested with a small area of commercial property. Existing lighting is again limited to smaller-scale building-mounted fixtures. Veteran's Memorial Park is located between Ballston Road and Freemans Bridge Road and does not have existing lighting.

4.13.1.2 Visual Resources & Character

The existing visual character of the affected environment is closely tied to the land use in the area. As previously discussed, the Runway 10 approach is characterized by residential land use. The residential streets do not have sidewalks, medians, or formalized street lighting. Large canopy trees are found in both the front and back yards of properties throughout the neighborhood. Both Horstman Drive and Windsor Road have utility poles and lines that run along the southern side of the street. Street trees below and adjacent to the utility poles have been cut back and trimmed. Despite the consistent land use in this area, the tree canopy in both front and back yards is patchy and contributes to a varied visual character throughout the neighborhood. The existing visual character within this area can be seen in the images.

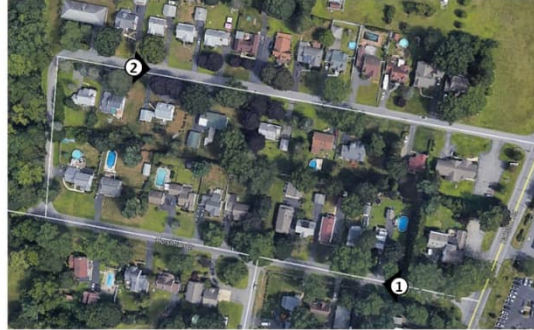
The south side of the Runway 10 end is primarily forested with a small area of commercial property. The varied land uses in this area results in an inconsistent visual character.

4.13.2 Environmental Consequences

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

4.13.2.1 No-Action Alternative

The project areas have a reasonable ambient light environment and a visual character that is dominated by the Airport, local roadways, and scattered commercial and residential areas. Under the No-Action Alternative, no tree removal would occur. Subsequently, no impacts to the existing visual character or light environment would occur.



Key Map
Shows location of photos shown below. Also note the existing patchy nature of tree canopy throughout the neighborhood.



Image 1
View of Horstman Drive. Note utility poles along south (left) side of the road. Inconsistent overhead tree canopy.



Image 2
View of Windsor Drive. Note utility poles along south (right) side of the road. Inconsistent overhead tree canopy.

4.13.2.2 *Sponsor's Proposed Action*

Light Emissions

The Sponsor's Proposed Action would not result in light emissions. No new airport lighting or modifications to existing lighting are proposed. Much of the existing canopy associated with the trees to be removed does not provide screening from street lighting from Ballston Road. The existing vegetation that is lower is not being removed and will continue to provide screening from roadway lighting.

Visual Resources & Character

Visual resources and visual character impacts are typically related to a decrease in an area's aesthetic quality, resulting from development, construction, or demolition. An analysis of visual impacts considers whether the alternatives would affect, obstruct, alter, or remove visual resources, including buildings, historic sites, or other landscape features such as topography or vegetation, which are visually important or have unique characteristics. According to FAA Order 1050.1F Desk Reference, the significant determination is dependent on the following criteria:

- Would the action have the potential to affect the area's visual character, including the uniqueness and aesthetic value?
- Would the action have the potential to contrast with the visual resources in the area?
- Would the action have the potential to block or obstruct the views of visual resources?

The Sponsor's Proposed Action is not anticipated to impact the project area's visual resources or visual character. The only notable visual resource within the project area is Veteran's Memorial Park, located between Ballston Road and Freemans Bridge Road, approximately 600 feet from the end of Runway 10. Veteran's Memorial Park does not contain tall trees that may impact the Runway 10 approach. As such, the Proposed Action would not impact the visual character of this resource.

As previously discussed, the existing visual character of the residential neighborhood within the Runway 10 approach and the small commercial area to the south is inconsistent and varied. Within the residential area, the proposed tree removals would further create a patchwork of tree canopy, and as such, the proposed visual character of the neighborhood would remain varied. The proposed tree removals near the commercial area to the south of the runway would not impact this area's visual character. No significant visual impacts to the project areas are anticipated due to the tree obstruction removal project.

4.14 WATER RESOURCES

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

4.14.1 Affected Environment

4.14.1.1 *Wetlands*

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

Prior to visiting the project areas, the NYSDEC Freshwater Wetlands Map and the USFWS National Wetlands Inventory (NWI) map were reviewed (Appendix D). No NYSDEC freshwater wetlands or 100-foot buffers are mapped within the project areas. However, there is a state wetland mapped to the north of the project area. It is identified as wetland S-104 and is a Class I wetland. A review of the NWI map indicates the project area is transected by a perennial stream (Horstman Creek/ R5UBH). No other mapped features are present within the project area; however, there are mapped wetlands south of the project area identified as Palustrine, Forested, Broadleaved Deciduous, Seasonally Flooded/Saturated (PFO1E), Palustrine, Scrub-shrub, Broadleaved Deciduous, Seasonally Flooded/Saturated (PSS1E), and PFO1E/SS1E.

CHA completed a wetland delineation on September 29, 2020, to understand the extent of the wetland resources within the project areas (Appendix F). Wetlands were delineated pursuant to the United States Army Corps of Engineers (USACE) 1987 Wetland Delineation Manual and current regional supplement.

The wetland boundaries were determined in the field based on the three parameter approach, whereby an area is a wetland if it exhibits vegetation adapted to wet conditions (hydrophytes), hydric soil indicators, and the presence or evidence of water at or near the soil surface during the growing season (hydrology). The delineated features within the project areas include one wetland (Wetland A) and one water of the U.S. (Horstman Creek, identified as Stream S).

Wetland A is a small emergent wetland that is fringe to perennial Stream S. It is dominated by jewelweed (*Impatiens palida*) and also contains species such as beggar ticks (*Bidens frondosa*), sensitive fern (*Onoclea sensibilis*), silky dogwood (*Cornus amomum*), box elder (*Acer negundo*), multiflora rose (*Rosa multiflora*), river bank grape (*Vitis riparia*), and Virginia creeper (*Parthenocissus quinquefolia*). Observed hydrology indicators included saturation (A3) and a positive FAC-Neutral Test (D5). The hydric soil indicator is redox dark surface (F6). Wetland A is federally jurisdictional due to its direct connection to a perennial stream.

4.14.1.2 Floodplains

EO 11988 defines floodplains as the “lowland and relatively flat areas adjoining inland and coastal waters, including flood-prone areas of offshore islands, including at a minimum, the area subject to a one percent or greater chance of flooding in a given year.” EO 11988 intends to ensure that floodplains and floodways are kept clear of obstructions and facilities that could restrict or increase flow rates or volumes during flood conditions. Encroachment is defined as any action that would cause the 100-year water surface profile to rise by one foot or more. The 100-year floodplain has been adopted by the Federal Emergency Management Agency (FEMA) as the base flood for floodplain management. Both federal and state laws regulate development within floodplains and floodways.

According to FEMA’s Flood Insurance Rate Maps (FIRM), dated January 8, 2014, (Panel Number 36093 C01520 D), a portion of the project area is located within the 100-year floodplain associated with Horstman Creek (Appendix D).

4.14.1.3 Surface & Groundwater

The only surface water within the project areas is Horstman Creek, a perennial stream designated by the NYSDEC as Class C/ Standard C. According to the NYSDEC, the best usage of Class C waters is fishing. The waters are suitable for fish and wildlife circulation. The water quality should also be suitable for primary and secondary contact recreation. Horstman Creek (Stream S) is a tributary of the Kromme Kill, which is a tributary of the Mohawk River. The Mohawk River is a component of the NYS Canal and, therefore, is a TNW. As a result of these downstream connections, Stream S is federally jurisdictional.

The EPA and the NYSDEC regulate non-point sources of water pollution. Under the National Pollutant Discharge Elimination System (NPDES), projects involving an acre or more of disturbance are required to provide water quality treatment for runoff in accordance with established guidelines. States are offered the opportunity to

administer this program, provided the regulations they promulgate are the same as or more stringent than the federal regulations. New York has adopted this program and requires all projects disturbing one or more acres of land to comply with the State Pollutant Discharge Elimination System (SPDES) General Construction Permit.

Based on a review of the EPA's Sole Source Aquifer mapper, the project areas are located over the Schenectady-Niskayuna sole source aquifer.

[4.14.1.4 Wild & Scenic Rivers](#)

The Wild and Scenic Rivers Act (PL 90-542, as amended) was implemented to facilitate the protection of rivers possessing *"outstandingly remarkable scenic, recreational, geological, fish and wildlife, historic, cultural, or any other similar values."* The U.S. Department of the Interior (DOI) maintains a national inventory of river segments that appear to qualify for inclusion in the National Wild and Scenic River System.

According to the National Park Service National Rivers Inventory website, there are no river segments designated as Wild and Scenic Rivers in the vicinity of the project areas. According to the NYSDEC list of Wild, Scenic and Recreational Rivers, no state-designated rivers are in the vicinity of the project areas.

[4.14.2 Environmental Consequences](#)

FAA Order 1050.1F specifies the consideration of surface waters, groundwater, wetlands, floodplains, and Wild and Scenic Rivers. As previously stated, Wild and Scenic Rivers are not present near the project areas.

[4.14.2.1 No-Action Alternative](#)

The No-Action Alternative would not involve tree removal, stump removal, grading, or changes within the project areas; therefore, no construction impacts to wetlands, floodplains, surface waters, or groundwater would occur.

[4.14.2.2 Sponsor's Proposed Action](#)

[Wetlands](#)

Wetlands would be significantly impacted if the Sponsor's Proposed Action were to:

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

The Sponsor's Proposed Action does not involve the removal of any trees within the Wetland A. The wetland would be identified on any removal plans, and the contractor would be responsible for locating their staging area to avoid the wetland. Sedimentation and erosion controls would be incorporated into the design plans.

A Section 404 permit would not be required from the USACE; therefore, no consultation with the USACE has occurred. The project does not propose any fill within wetlands or waters of the United States. Additionally, since there are no state wetlands or associated 100-foot adjacent areas within the project areas, an Article 24 Freshwater Wetlands permit would not be required from the NYSDEC.

[Floodplains](#)

The FEMA flood zone map shows Zone A (100-year floodplain), associated with Horstman Creek, within a portion of the project area (Figure 3-1 and Appendix D). Approximately six tree groupings located within the 100-year floodplain are anticipated to be removed as part of the Sponsor's Proposed Action. These tree groups are located in the residential area would be cut, the stump ground, and top soiled/seeded. This is a small number of trees and

the ground disturbance would be minimal. The existing ground elevations would not change. The remaining vegetation will minimize any potential runoff and erosion and sedimentation controls will be used.

The individual tree removal within the floodplain, would not have a significant effect on runoff rates. The proposed tree removal will be selective in the floodplain, and the remaining vegetation will minimize runoff. In addition, as a general rule, runoff in close proximity to a waterbody reaches the stream or river ahead of the peak runoff coming from the upstream watershed. Therefore, even if there is additional runoff due the loss some of the trees, it is highly unlikely that it would contribute to the peak flow or have any impact on the 100-year flood elevation.

The Sponsor's Proposed Action would not result in development or impermeable surfaces and will not result in fill within the floodplain or otherwise restrict the floodplain such that flood elevations would rise. Therefore, there would be no significant impact to the floodplain. The Sponsor's Proposed Action would not cause notable adverse impacts on natural and beneficial floodplain values.

Surface & Ground Water

Pursuant to FAA Order 1050.1F, Desk Reference, a significant impact on surface waters or groundwater would exist if the action were to impact water quality standards established by federal, state, local, or tribal regulatory agencies or contaminate the public drinking water supply, including an aquifer used for public water supply.

There would be no impact on Horstman Creek. There would be no increase in impervious surfaces resulting from the Sponsor's Proposed Action as the proposed removal techniques will minimize soil exposure.

As previously stated, the Sponsor's Proposed Action is over the Schenectady-Niskayuna sole source aquifer. However, no new impervious surfaces or drainage changes are proposed. Given the nature of the proposed action, impacts on the aquifer are not anticipated.

Erosion and sedimentation of all exposed soils during tree removal would be minimized by the use of erosion and sedimentation control measures for tree removal, including temporary silt fence, check dams, straw mulch, and geotextile fabric on steeper slopes, as necessary. These measures are to be employed until the impacted areas are stabilized and vegetative coverage is adequate to minimize erosion. Adherence to the soil and erosion control plan as required in the Stormwater Pollution Prevention Plan (SWPPP) would mitigate any potential impacts. The SWPPP would be prepared prior to construction.

4.15 SUMMARY OF CONSEQUENCES

Table 4-6 summarizes the anticipated impacts and key issues associated with the Sponsor's Proposed Action. The project is not anticipated to result in any significant impacts or environmental concerns.

Table 4-7: Summary of Potential Impacts and Key Issues

IMPACT CATEGORY	SPONSOR'S PROPOSED ACTION POTENTIAL IMPACT	NO-ACTION ALTERNATIVE POTENTIAL IMPACT
Air Quality	The estimated emissions are well below the thresholds for all pollutants. As a result, there would be no impact on air quality.	No Significant Impact
Biological Resources	The USFWS and NMFS identified no federally listed species, critical habitat, or essential fish habitat. Review of the NYSDEC ERM indicated no state threatened or endangered species are known to occur within the project areas. Tree cutting will be completed between	No Significant Impact

IMPACT CATEGORY	SPONSOR'S PROPOSED ACTION POTENTIAL IMPACT	NO-ACTION ALTERNATIVE POTENTIAL IMPACT
	November and March to avoid the breeding season of migratory birds.	
Climate	The project does not include the installation of any emission sources and would not cause permanent increases in air or local traffic. Temporary increases in emissions from construction equipment are not significant and would have no significant impact on climate.	No Significant Impact
Coastal Resources	There are no coastal resources within the project areas.	No Significant Impact
Department of Transportation Act, Section 4(f)	There would be no tree removal within Veteran's Memorial Park. No impacts to 4(f) lands are proposed.	No Significant Impact
Farmlands	No conversion of farmland to non-agricultural uses is proposed.	No Significant Impact
Hazardous Materials, Solid Waste, and Pollution Prevention	The project would not violate regulations, does not involve a known contaminated site, would not produce hazardous waste, would have limited solid waste generation, and would not adversely affect human health and the environment. Therefore, there would be no significant impact.	No Significant Impact
Historical, Architectural, Archaeological, and Cultural Resources	NYSOPRHP has indicated that no historic properties, including archaeological and/or historic resources, will be affected by this undertaking. The FAA issued a No Adverse Effect finding on March 23, 2021	No Significant Impact
Land Use	The project would not cause a change in land use and is consistent with local zoning. No land use impacts are anticipated.	No Significant Impact
Natural Resources and Energy Supply	The project would require a limited amount of natural resources and energy during tree cutting activities. No significant or permanent impacts to these resources will occur.	No Significant Impact
Noise and Noise-Compatible Land Use	Nearby residents could experience short-term noise impacts during construction. These impacts would take place from Monday through Friday from the hours of 7:00 AM to 5:00 PM. Work would not occur on Saturdays, Sundays, and state and federal holidays or from 5:00 PM to 7:00 AM without permission from the municipality. Additionally, construction equipment would be properly maintained. No significant adverse impacts are anticipated.	No Significant Impact
Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks	The project would not result in any changes to land uses, the delivery of public services, or the availability of jobs. No impacts to an environmental justice area or to children's health or safety are proposed.	No Significant Impact

IMPACT CATEGORY	SPONSOR'S PROPOSED ACTION POTENTIAL IMPACT	NO-ACTION ALTERNATIVE POTENTIAL IMPACT
Visual Effects	The project would not create any light emissions or impact the project area's visual resources and visual character.	No Significant Impact
Water Resources	<p>No impact on the stream is proposed, no tree cutting within wetland is proposed, and the project areas are not near New York State mapped wetlands. Therefore, no NYSDEC or USACE permits are required.</p> <p>A small number of trees are proposed to be cut within the floodplain; however, there would be no impact on flood elevations. There would be no impact on the sole source aquifer. There would be no increase in impervious surfaces, and the proposed removal techniques will minimize soil exposure.</p> <p>There would be no impact on any designated Wild and Scenic Rivers.</p> <p>No significant water quality impacts will occur due to adherence with an SWPPP that will be prepared prior to construction.</p>	No Significant Impact

5 PUBLIC OUTREACH

This draft document was released for public review in August 2022 and advertised in the following publications:

- The Daily Gazette
- County website

The text of the draft release notice advertisement is provided below. The Airport and the Schenectady County Engineering & Public Works Department were provided a copy of the release notice, along with a copy of the Draft EA. The release notice includes the website link to download the Draft EA from the County website. A virtual public meeting was held on August 31, 2022 and the comment period closed on September 15, 2022. Appendix G of the Final EA contains affidavits of the meeting advertisements and copies of all written comments received.

Text of Draft EA release notice advertisement:

SCHENECTADY COUNTY AIRPORT
NOTICE OF AVAILABILITY
Draft Environmental Assessment
Runway 10 Obstruction Removal Project

In accordance with the National Environmental Policy Act (NEPA), NOTICE IS HEREBY GIVEN that copies of a Draft Environmental Assessment (EA) for an Obstruction Removal Project for Runway 10 at Schenectady County Airport are available for public review and comment. The Draft EA identifies the proposed action, portrays project alternatives, and presents an evaluation of potential environmental impacts. The Draft EA can be viewed and downloaded from the County website at the following link: <https://schenectadycounty.com/airport>. Copies of the Draft EA are also available to be reviewed at the Schenectady County Engineering & Public Works Department, 100 Keller Avenue, Schenectady NY. Please call (518) 356-5340 ext. 3237 to schedule an appointment.

A virtual public meeting will be held from 6:00 to 7:00 P.M on Wednesday August 31, 2022. The virtual public meeting will be conducted using the Microsoft Teams platform. Instructions to access the meeting will be posted on <https://schenectadycounty.com/airport>. Public comments on the Draft EA may be submitted by mail to the address below or to the following email address Airportprojects@schenectadycounty.com. Comments must be received by close of business on September 15, 2022, to be considered in the Final EA.

Attn: Airport Draft EA Public Comment
Schenectady County Engineering & Public Works
100 Keller Avenue
Schenectady, NY 12306

6 LIST OF PREPARERS

The following individuals prepared this EA on behalf of the Sponsor.

CHA Companies, Inc.

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APPENDIX A
Air Quality Documentation

Schenectady County Airport – Off-Site Tree Obstruction Removal Environmental Assessment Air Quality Documentation

The proposed Project was evaluated under the Aviation Emissions and Air Quality Handbook (Handbook) published by the Federal Aviation Administration (FAA)¹. The air quality assessment process is outlined in Section 4.

The first step of the process is to determine the need for the assessment based on four factors:

1. Project Definition
2. FAA Involvement
3. Emissions Increase
4. Ambient Air Quality

1. Project Definition

The purpose of the project is to remove off-site tree obstructions at the Schenectady County Airport (SCH) in Glenville, NY. Trees will be removed from the western end of Runway 10-28. The project will not cause permanent increases in air or local traffic.

2. FAA Involvement

The project is being partially funded through the FAA's Airport Improvement Program.

3. Emissions Increase

Although the project will not increase the airport capacity, temporary increases in emissions will occur during construction activities.

4. Ambient Air Quality

The airport is located in Schenectady County, NY. Schenectady County is designated by the Environmental Protection Agency (EPA) as being in attainment with all National Ambient Air Quality Standards and a General Conformity analysis under 40 CFR 93, Subpart B is not required.

Using these four factors and the flowchart in Figure 4-3 of the Handbook, the level of assessment required was determined to be an emission inventory.

Emission Inventory Methodology

The project will not cause permanent increases in air or local traffic. Only emissions from construction activities will be caused as a result of the project.

Emissions from construction activities were estimated using the Airport Construction Emissions Inventory Tool (ACEIT) published by the Airport Cooperative Research Program in Report 102².

¹https://www.faa.gov/regulations_policies/policy_guidance/envir_policy/airquality_handbook/media/Air_Quality_Handbook_Appendices.pdf

²<http://www.trb.org/ACRP/Blurbs/170234.aspx>

ACEIT estimates the construction equipment activity that will be required based on the type and amount of construction being performed. This activity is used with emission factors for construction and other mobile vehicles to estimate the emissions that will result during construction of the project.

ACEIT has been configured with default construction equipment assignments based on the type of construction activity being performed. For tree removal, ACEIT assumes the use of an aerial lift, chipper/stump grinder, dump truck, chain saw, and pickup truck. ACEIT assumes that 8 hours of equipment use is required for every 7.7 trees removed. The number of trees removed was conservatively estimated to be 500 trees. The estimated equipment runtime is used with the equipment engine size and EPA emission factors to estimate the emissions.

The estimated equipment types and activities may be edited by the user. For the purposes of this analysis the default options were used, with one exception. ACEIT was not calculating the estimated on-road vehicle miles traveled (VMT) for trucks hauling materials from the project site. The VMT for on-road trucks was conservatively estimated as 2,500 miles.

Emission Inventory Results

The project will not cause permanent increases in air or local traffic. Temporary increases in emissions from construction activities were estimated using the ACEIT application and are shown in the table below. The exemption thresholds from 40 CFR 93, Subpart B are shown for reference.

Contaminants included in the analysis were nitrogen oxides (NO_x), carbon monoxide (CO), volatile organic compounds (VOC), sulfur dioxide (SO₂), particulate matter less than 10 microns (PM₁₀), particulate matter less than 2.5 microns (PM_{2.5}), carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O).

Contaminant	NO _x	CO	VOC	SO ₂	PM ₁₀	PM _{2.5}	CO ₂	CH ₄	N ₂ O
Emissions (tons/yr)	0.40	1.55	0.36	0.002	0.07	0.06	255	0.002	0.0003
Exemption Threshold	100	100	50	100	100	100	N/A	N/A	N/A

The estimated emissions from construction activities are not significant and support the determination of a Finding of No Significant Impact (FONSI) for the project.

APPENDIX B

Threatened and Endangered Species Documentation



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:

September 17, 2020

Consultation Code: 05E1NY00-2020-SLI-1590

Event Code: 05E1NY00-2020-E-13161

Project Name: Schenectady County Airport Off Airport Obstruction Tree Removal

Subject: Updated 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: 05E1NY00-2020-SLI-1590

Event Code: 05E1NY00-2020-E-13161

Project Name: Schenectady County Airport Off Airport Obstruction Tree Removal

Project Type: ** OTHER **

Project Description: The proposed project entails the removal of trees.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/place/42.848337299927664N73.94567357607426W>



Counties: Schenectady, NY

Endangered Species Act Species

There is a total of 0 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 Fisheries¹, 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.

Critical habitats

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

Environmental Resource Mapper




Base Map: Topographical [Using this map](#)

Search

Tools

Layers and Legend

☐ All Layers

- ☐ ★ Unique Geological Features
- ☐ Waterbody Classifications for Rivers/Streams 
- ☐ Waterbody Classifications for Lakes
- ☐ State Regulated Freshwater Wetlands (Outside of the Adirondack Park)
 - ☐ State Regulated Wetland Checkzone 
- ☒ Significant Natural Communities
 - ☐ Natural Communities Near This Location 
- ☒ Rare Plants or Animals

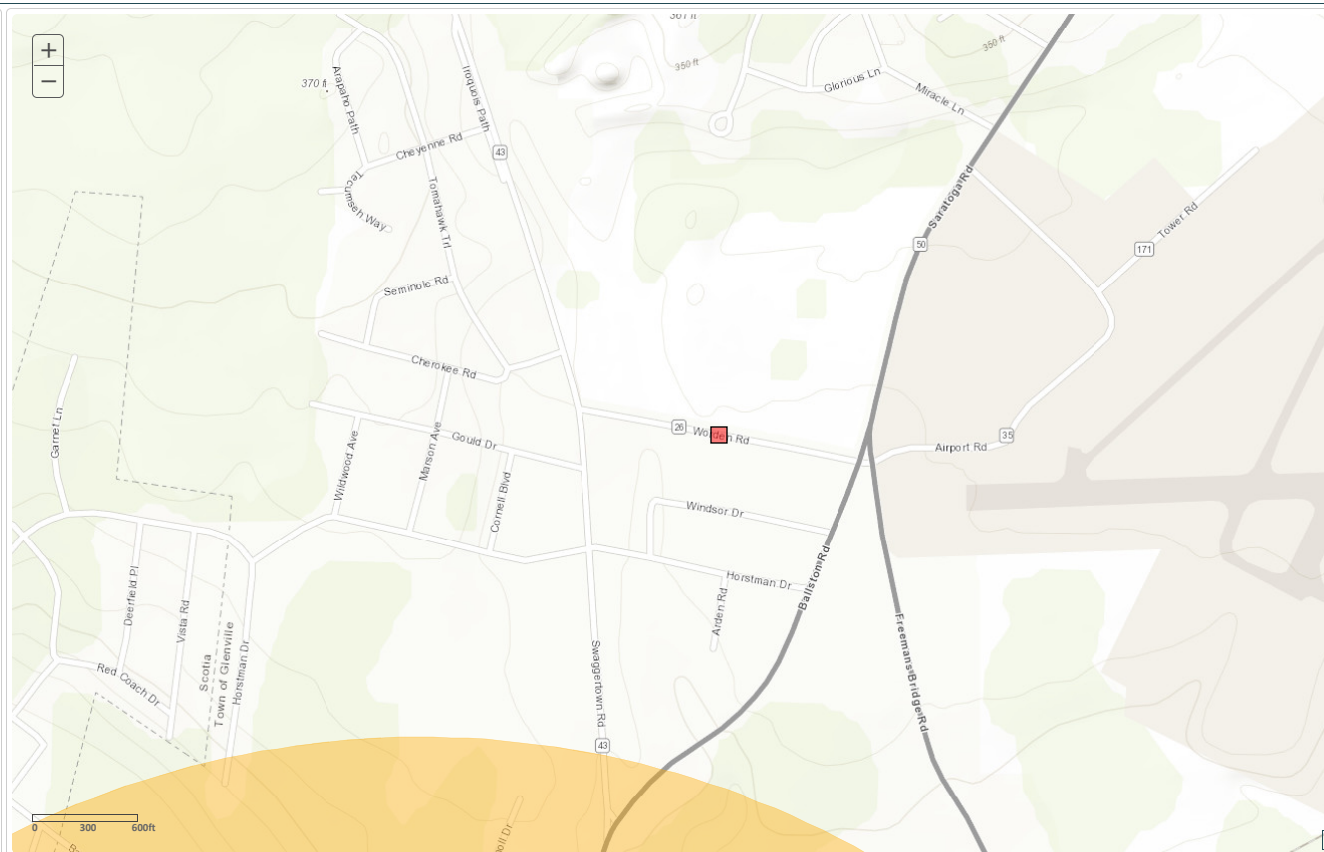
Other Wetland Layers

Reference Layers

Tell Me More...

Need A Permit?

Contacts



IPaC Information for Planning and Consultation **U.S. Fish & Wildlife Service**

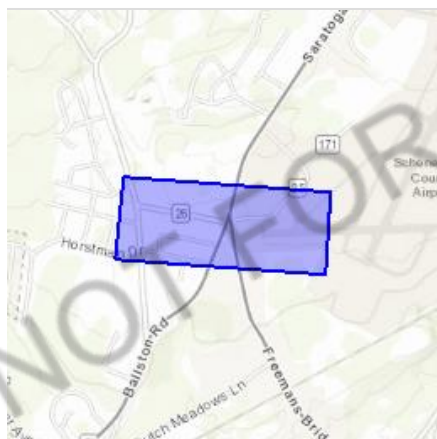
IPaC resource list

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

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

Location

Schenectady County, New York



Local office

New York Ecological Services Field Office

☎ (607) 753-9334

📠 (607) 753-9699

3817 Luker Road

Cortland, NY 13045-9385

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

Endangered species

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

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

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

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

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

Listed species

¹ and their critical habitats are managed by the [Ecological Services Program](#) of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries²).

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

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

THERE ARE NO ENDANGERED SPECIES EXPECTED TO OCCUR AT THIS LOCATION.

Migratory birds

Certain birds are protected under the Migratory Bird Treaty Act

¹ and the Bald and Golden Eagle Protection Act².

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

1. The [Migratory Birds Treaty Act](#) of 1918.
2. The [Bald and Golden Eagle Protection Act](#) of 1940.

Additional information can be found using the following links:

- Birds of Conservation Concern <http://www.fws.gov/birds/management/managed-species/birds-of-conservation-concern.php>
- Measures for avoiding and minimizing impacts to birds <http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php>
- Nationwide conservation measures for birds <http://www.fws.gov/migratorybirds/pdf/management/nationwidestandardconservationmeasures.pdf>

The birds listed below are birds of particular concern either because they occur on the [USFWS Birds of Conservation Concern](#) (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ [below](#). This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the [E-bird data mapping tool](#) (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found [below](#).

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

NAME

BREEDING SEASON (IF A BREEDING SEASON IS INDICATED FOR A BIRD ON YOUR LIST, THE BIRD MAY BREED IN YOUR PROJECT AREA SOMETIME WITHIN THE TIMEFRAME SPECIFIED, WHICH IS A VERY LIBERAL ESTIMATE OF THE DATES INSIDE WHICH THE BIRD BREEDS ACROSS ITS ENTIRE RANGE. "BREEDS ELSEWHERE")

INDICATES THAT THE BIRD DOES
NOT LIKELY BREED IN YOUR
PROJECT AREA.)

Bald Eagle *Haliaeetus leucocephalus*

This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.

<https://ecos.fws.gov/ecp/species/1626>

Breeds Dec 1 to Aug 31

Bobolink *Dolichonyx oryzivorus*

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Breeds May 20 to Jul 31

Canada Warbler *Cardellina canadensis*

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Breeds May 20 to Aug 10

Golden-winged Warbler *Vermivora chrysoptera*

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

<https://ecos.fws.gov/ecp/species/8745>

Breeds May 1 to Jul 20

Prairie Warbler *Dendroica discolor*

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Breeds May 1 to Jul 31

Short-billed Dowitcher *Limnodromus griseus*

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

<https://ecos.fws.gov/ecp/species/9480>

Breeds elsewhere

Snowy Owl *Bubo scandiacus*

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Breeds elsewhere

Wood Thrush *Hylocichla mustelina*

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Breeds May 10 to Aug 31

Probability of Presence Summary

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

Probability of Presence (■)

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

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

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

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

Breeding Season (■)

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

Survey Effort (|)

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

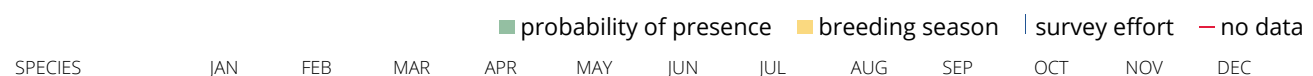
To see a bar's survey effort range, simply hover your mouse cursor over the bar.

No Data (—)

A week is marked as having no data if there were no survey events for that week.

Survey Timeframe

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



Warbler
grewide (CON)
Bird of
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Sw-winged
grewide (CON)
Bird of
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Warbler
grewide (CON)
Bird of
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Wood Thrush
 BCC Rangewide (CON)
 (This is a Bird of
 Conservation Concern
 (BCC) throughout its
 range in the
 continental USA and
 Alaska.)

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

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

What does IPaC use to generate the migratory birds potentially occurring in my specified location?

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

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

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the [AKN Phenology Tool](#).

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

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

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

How do I know if a bird is breeding, wintering, migrating or present year-round in my project area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may refer to the following resources: [The Cornell Lab of Ornithology All About Birds Bird Guide](#), or (if you are unsuccessful in locating the bird of interest there), the [Cornell Lab of Ornithology Neotropical Birds guide](#). If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

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

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

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

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the [Northeast Ocean Data Portal](#). The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review.

Alternately, you may download the bird model results files underlying the portal maps through the [NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf](#) project webpage.

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

What if I have eagles on my list?

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

Proper Interpretation and Use of Your Migratory Bird Report

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

Facilities

National Wildlife Refuge lands

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

THERE ARE NO REFUGE LANDS AT THIS LOCATION.

Fish hatcheries

THERE ARE NO FISH HATCHERIES AT THIS LOCATION.

Wetlands in the National Wetlands Inventory

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

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

This location overlaps the following wetlands:

RIVERINE
[R5UBH](#)

A full description for each wetland code can be found at the [National Wetlands Inventory website](#)

Data limitations

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

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

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

Data exclusions

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

Data precautions

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

NOT FOR CONSULTATION

APPENDIX C

Cultural and Historic Resources Documentation



October 26, 2020

Mr. Michael F. Lynch, P.E., AIA
Director, Division for Historic Preservation
Historic Preservation Field Service Bureau
New York State Office of Parks, Recreation and Historic Preservation
Peebles Island, P.O. Box 189
Waterford, New York 12188-0189

**RE: Schenectady County Airport
Off Airport Obstruction Tree Removal
Town of Glenville, Schenectady County, NY
CHA Project No.: 052475**

Dear Mr. Lynch:

On behalf of the County of Schenectady, CHA is submitting a request for Section 106 review of the off-airport obstruction tree removal associated with Runway 10 of the Schenectady County Airport. Refer to Attachment A for a USGS Project Location Map and Attachment B for an aerial of the project areas. The tree removal is proposed in order to maintain navigable airspace beyond the end of the runway.

The proposed project requires approval and funding from the Federal Aviation Administration (FAA).

The proposed obstruction removal within the Runway 10 approach will remove trees that are existing penetrations to the FAA's 20:1 obstacle clearance surface (approximately 20 tree groups), as well as trees within 10 feet of the surface (approximately 18 tree groups). The obstruction clearing will remove the tree, grind the stump, and topsoil and seed.

The proposed tree removal on the south side of the runway end will include clear cutting, but not grubbing (i.e., retention of the stumps and root balls) of all trees and the understory will be retained. Veteran's Memorial Park is within the project limits; however, no trees are proposed to be cut within the park. Refer to Attachment C for further details.

The Areas of Potential Effect (APE) have been identified as the project limits located west and south of Runway 10. The project area to the west of the runway end is residential and the project area to the south of the runway is undeveloped forested area and a small area of commercial property. Refer to Attachment D for representative site photographs of the project areas.

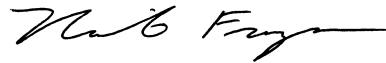
The New York State Office of Parks, Recreation and Historic Preservation (NYSOPRHP) Cultural Resource Information System (CRIS) was reviewed (Attachment E). The CRIS indicates that the project

areas are within area designated as archeologically sensitive. No National Register listed or eligible properties are mapped within or adjacent to the project areas.

Impacts to cultural resources are not anticipated since there are no listed or eligible properties within or adjacent to the project area and since the method of tree removal involves minimal ground disturbance.

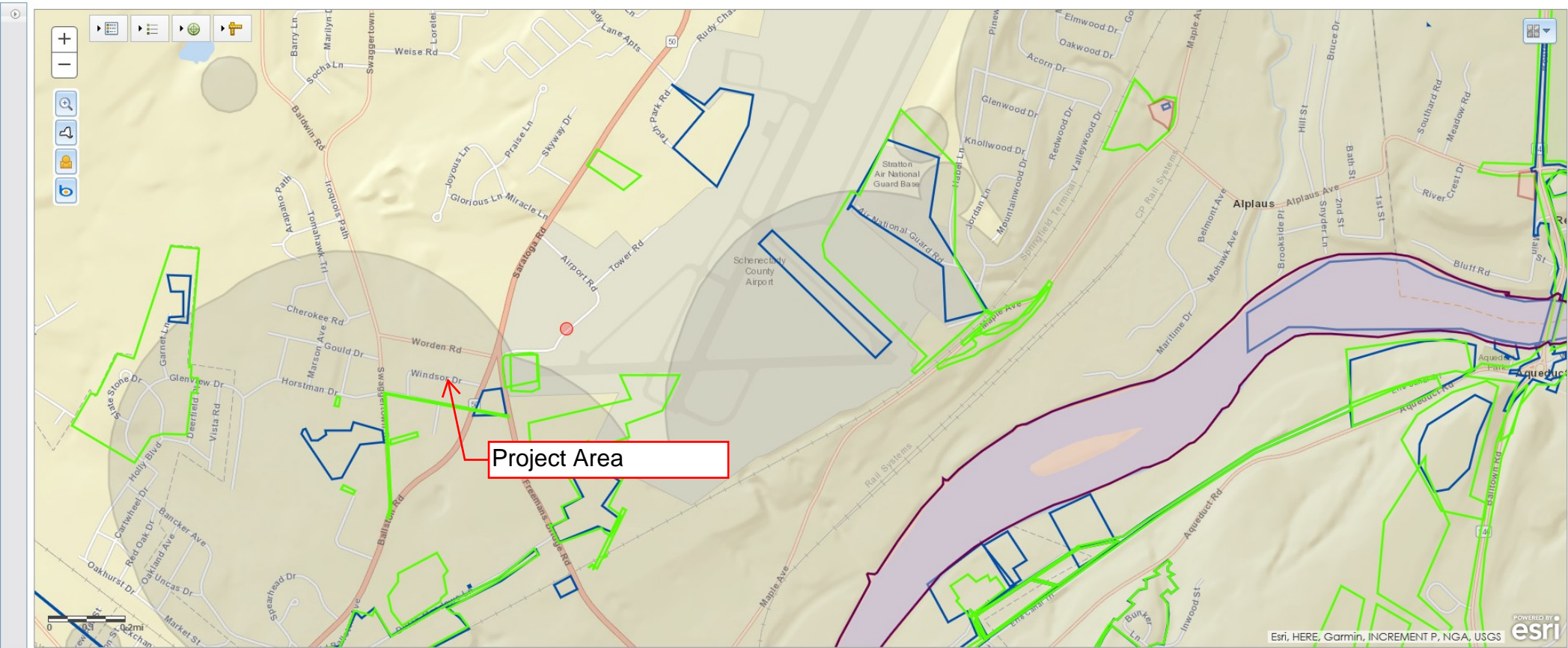
We hope the information contained herein is sufficient for you to complete your review. Should you have any questions, please contact me at 518-453-8211 or nfrazer@chacompanies.com.

Sincerely,



Nicole E. Frazer
Senior Scientist

CC (via email): Mark Heckroth- CHA
Peter Knutson- Schenectady County





**Parks, Recreation,
and Historic Preservation**

ANDREW M. CUOMO
Governor

ERIK KULLESEID
Commissioner

October 29, 2020

Nicole Frazer
Senior Scientist
CHA
III Winners Circle
Albany, NY 12205

Re: FAA
Schenectady County Airport Off Airport Obstruction Tree Removal
Town of Glenville, Schenectady County, NY
20PR06731

Dear Nicole Frazer:

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,

A handwritten signature in black ink, appearing to read "R. Daniel Mackay".

R. Daniel Mackay

Deputy State Historic Preservation Officer
Division for Historic Preservation



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

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

March 23, 2021

Mr. Daniel Mackay
Deputy State Historic Preservation Officer
Division for Historic Preservation
New York State Office of Parks, Recreation and Historic Preservation
Peebles Island, P.O. Box 189
Waterford, New York 12188-0189

**RE: Section 106 Finding of No Adverse Effect on the National Historic Landmark
Schenectady County Airport
Off Airport Tree Obstruction Removal
Town of Glenville, Schenectady County, NY
OPRHP Project Review: 20PR06731**

Dear Mr. Mackay:

On October 26, 2020 CHA contacted SHPO on behalf of Schenectady County regarding a proposed airport tree obstruction removal associated with Runway 10 at Schenectady County Airport. At that time, the Area of Potential Effects (APE) had been identified as the project limits. A review of Cultural Resource Information System (CRIS) indicated that the east side of the project was within a designated archeological sensitive area. The APE was reviewed by SHPO and in a letter dated October 29, 2020. SHPO indicated that no historic properties, including archaeological and/or historic resources, will be affected by Proposed Project. However, since then, as part of the Federal Aviation Administration's (FAA's) Section 106 review and pursuant to 36 CFR § 800.4, the FAA has undertaken efforts for the off airport tree obstruction removal project.

The project consists of removing obstructions in order to maintain airport safety. Tree removal will include clearing of all trees penetrating the TERPS surface and trees up to 20 feet below the surface. In order to minimize impacts, no grubbing (i.e., retention of the stumps and root balls) will be completed and small trees and understory will be retained. On private residential areas, removal will utilize the same approach; however if requested by land owners, removal of the tree stumps with minor grading and seeding, removal of woodchips, and general restoration will be completed. The obstruction removal will not take any property and would not have adverse effects to the activities, features, or attributes that qualify the park protection under Section 4(f).

Please review this finding of no adverse effect on historic properties, in accordance with 35 C.F.R. §800.5(b) and provide either your concurrence or non-concurrence within the 30 day regulatory time frame. Any objections to this finding must be in writing and specify the reasons for the disagreement.

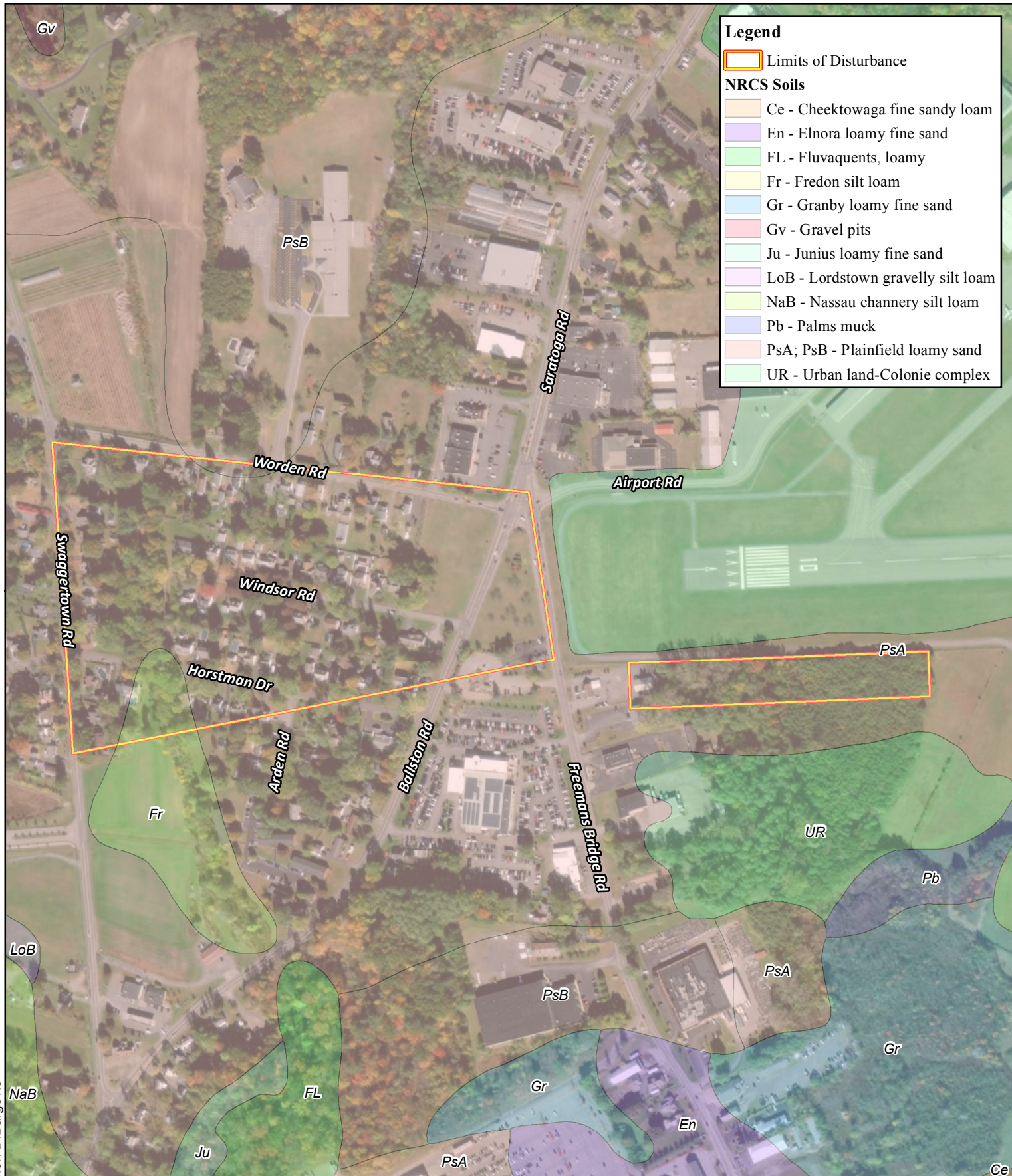
If you have questions or concerns regarding this finding or the sufficiency of documentation, please contact the undersigned at (718) 995-5746 or by email at madelyn.t.sheehan@faa.gov.

Sincerely,

Madelyn Sheehan
Environmental Protection Specialist

Appendix D

Environmental Constraints Mapping



Date Saved: 9/18/2020 • Author: D.Bargovic



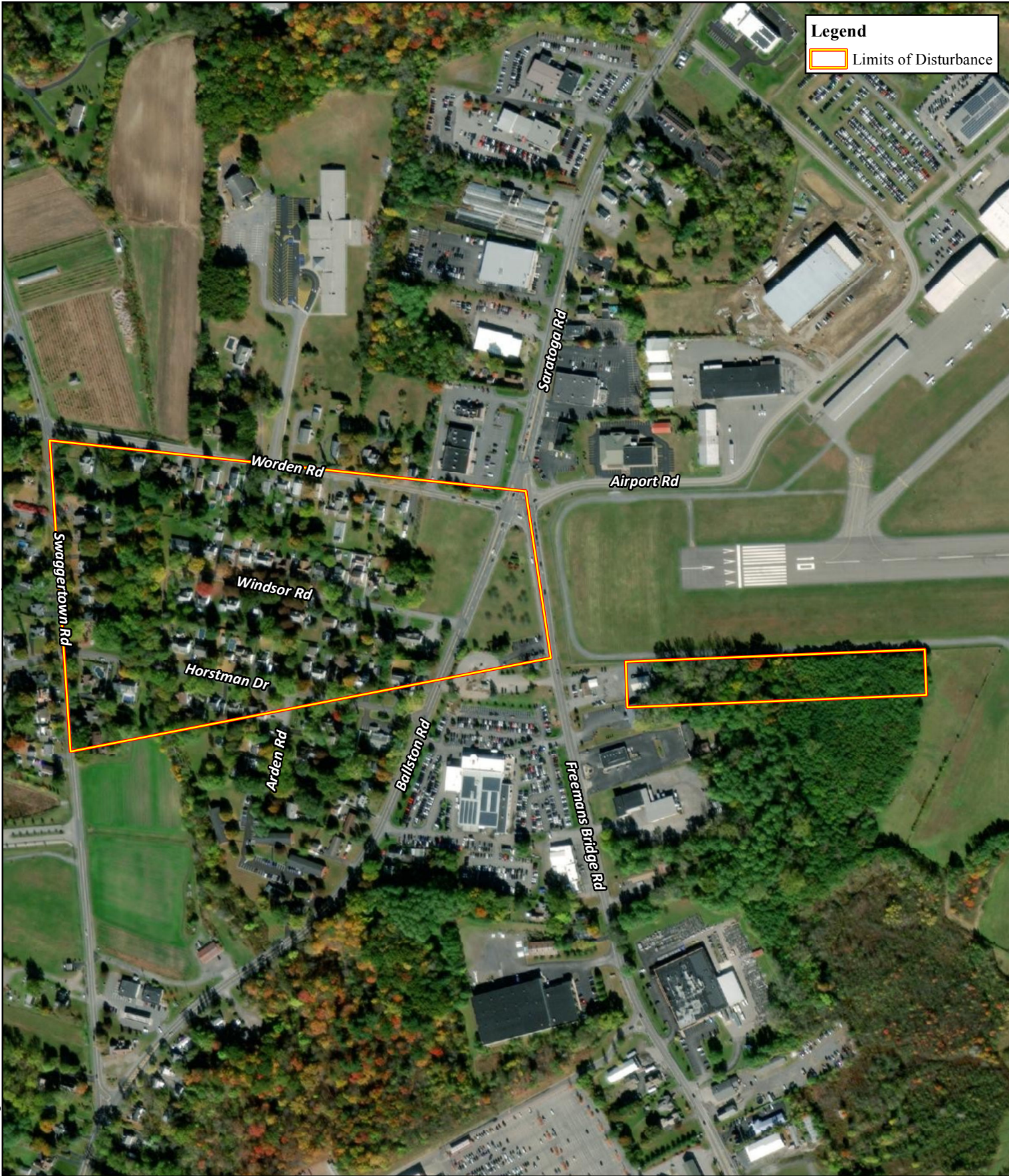
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CHA Project No.
052475

NRCS Soils Map

Schenectady County Airport (SCH) - Runway 10
Environmental Assessment for Tree Obstructions
Schenectady County, New York

Image Courtesy of the NYS Office of Information Technology
Services, GIS Program Office • Photo Date: 2017
Soil Data Courtesy of the Natural Resource Conservation Service



Legend
 Limits of Disturbance



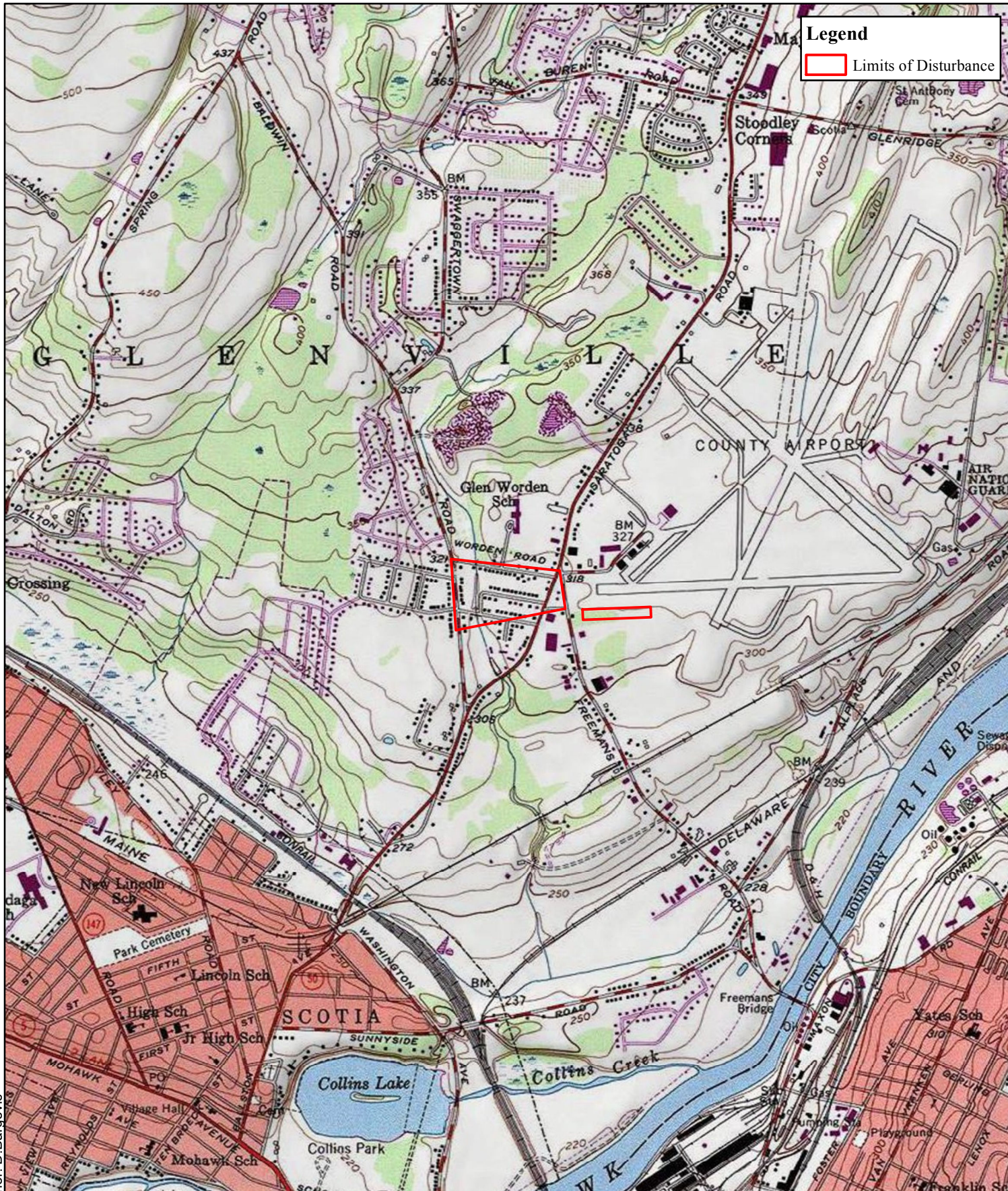
Scale 1" = 450'

CHA Project No.
052475

Aerial Location Map

Schenectady County Airport (SCH) - Runway 10
 Environmental Assessment for Tree Obstructions
 Schenectady County, New York

*Image Courtesy of the NYS Office of Information Technology
 Services, GIS Program Office
 Photo Date: 2017*



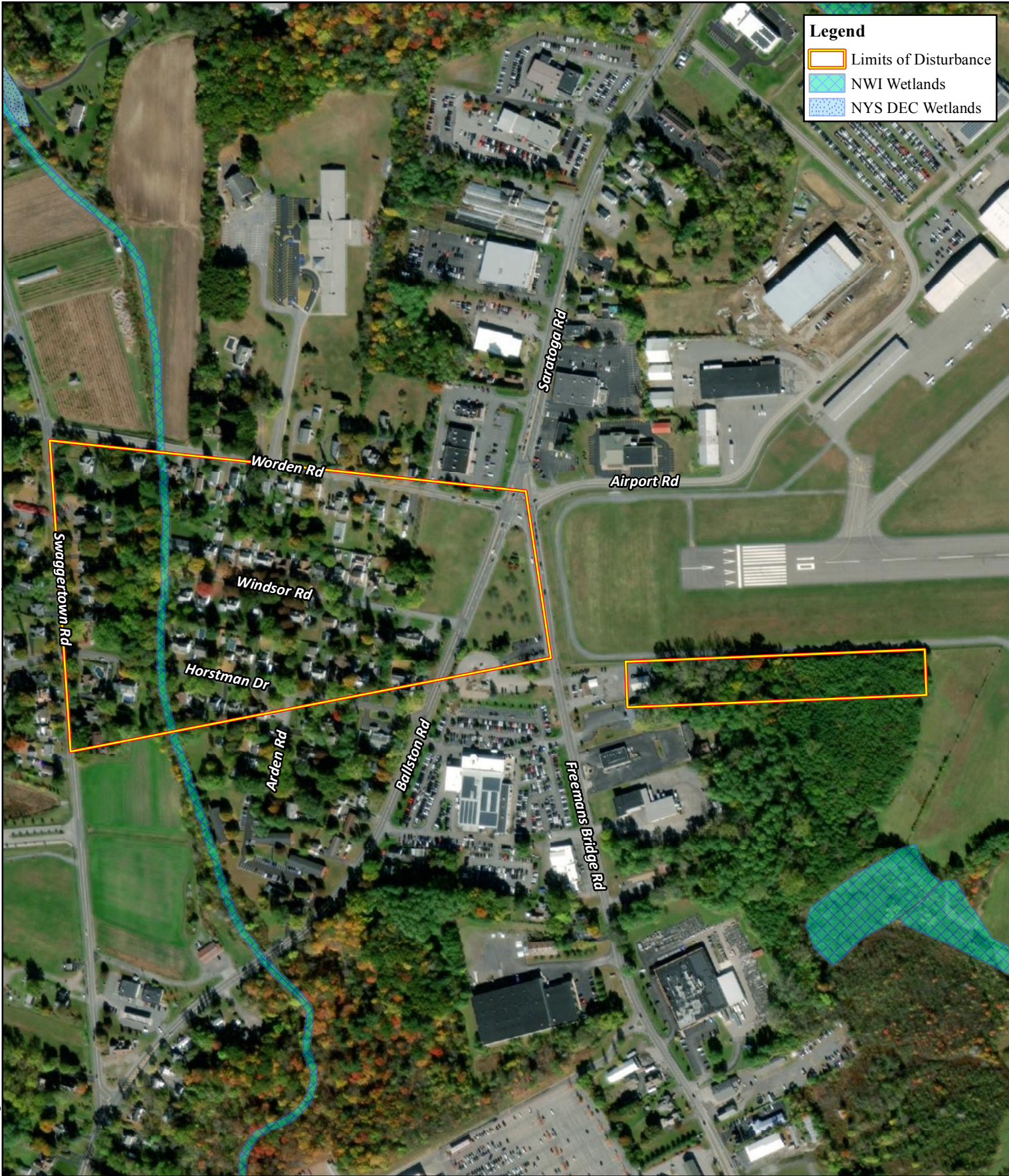
Scale 1" = 2000'

CHA Project No.
052475

USGS Project Location Map

Schenectady County Airport (SCH) - Runway 10
Environmental Assessment for Tree Obstructions
Schenectady County, New York

Service Layer Credits:
Copyright: © 2013 National Geographic Society, I-cubed
Schenectady USGS Quadrangles Date: 1980



Legend

- Limits of Disturbance
- NWI Wetlands
- NYS DEC Wetlands



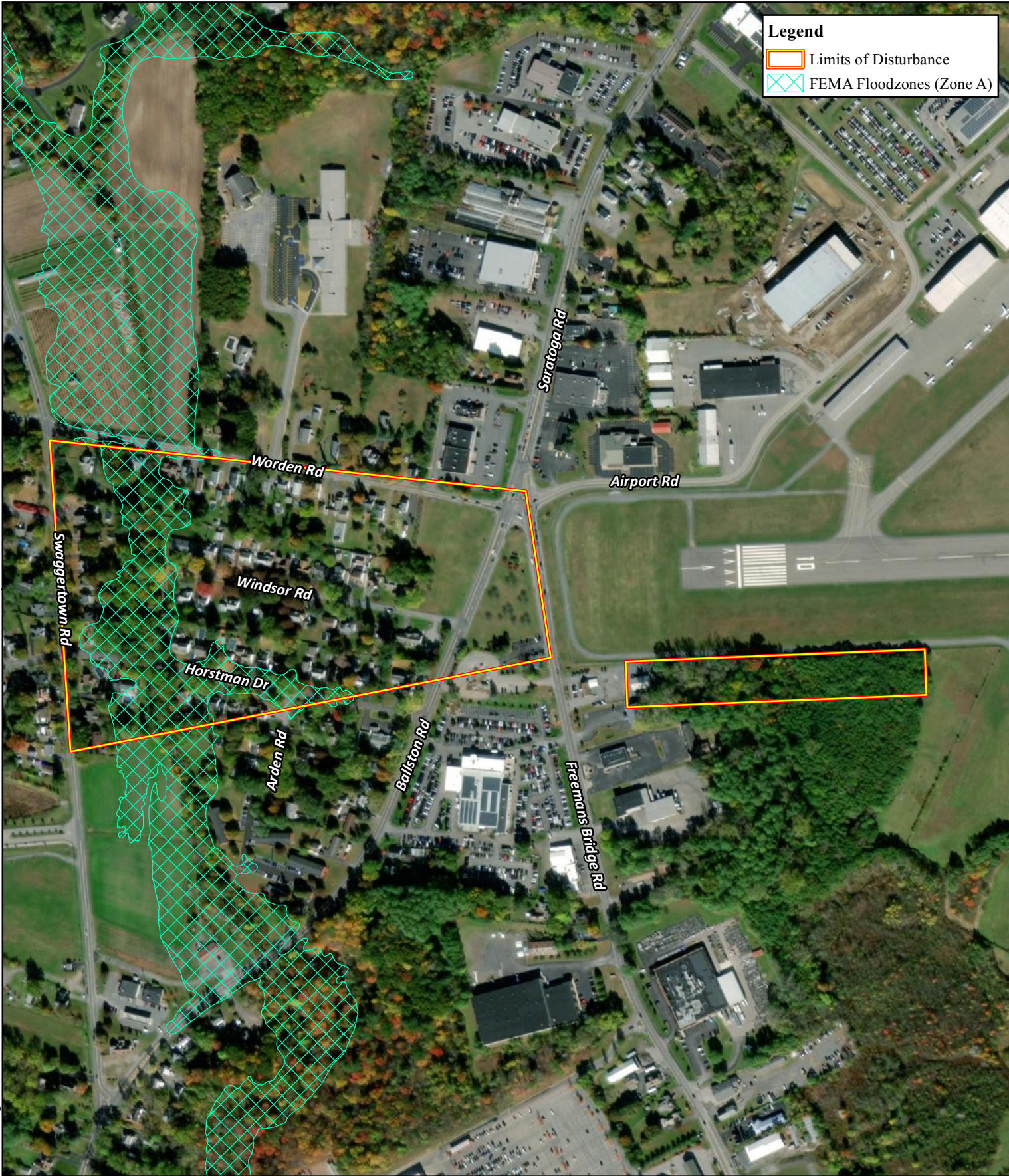
Wetlands Map

Schenectady County Airport (SCH) - Runway 10
 Environmental Assessment for Tree Obstructions
 Schenectady County, New York

Scale 1" = 450'

CHA Project No.
 052475

Image Courtesy of the NYS Office of Information Technology Services,
 GIS Program Office • Photo Date: 2017 • NWI Wetland data courtesy of the
 National Wetlands Inventory produced by the U.S. Fish and Wildlife Service



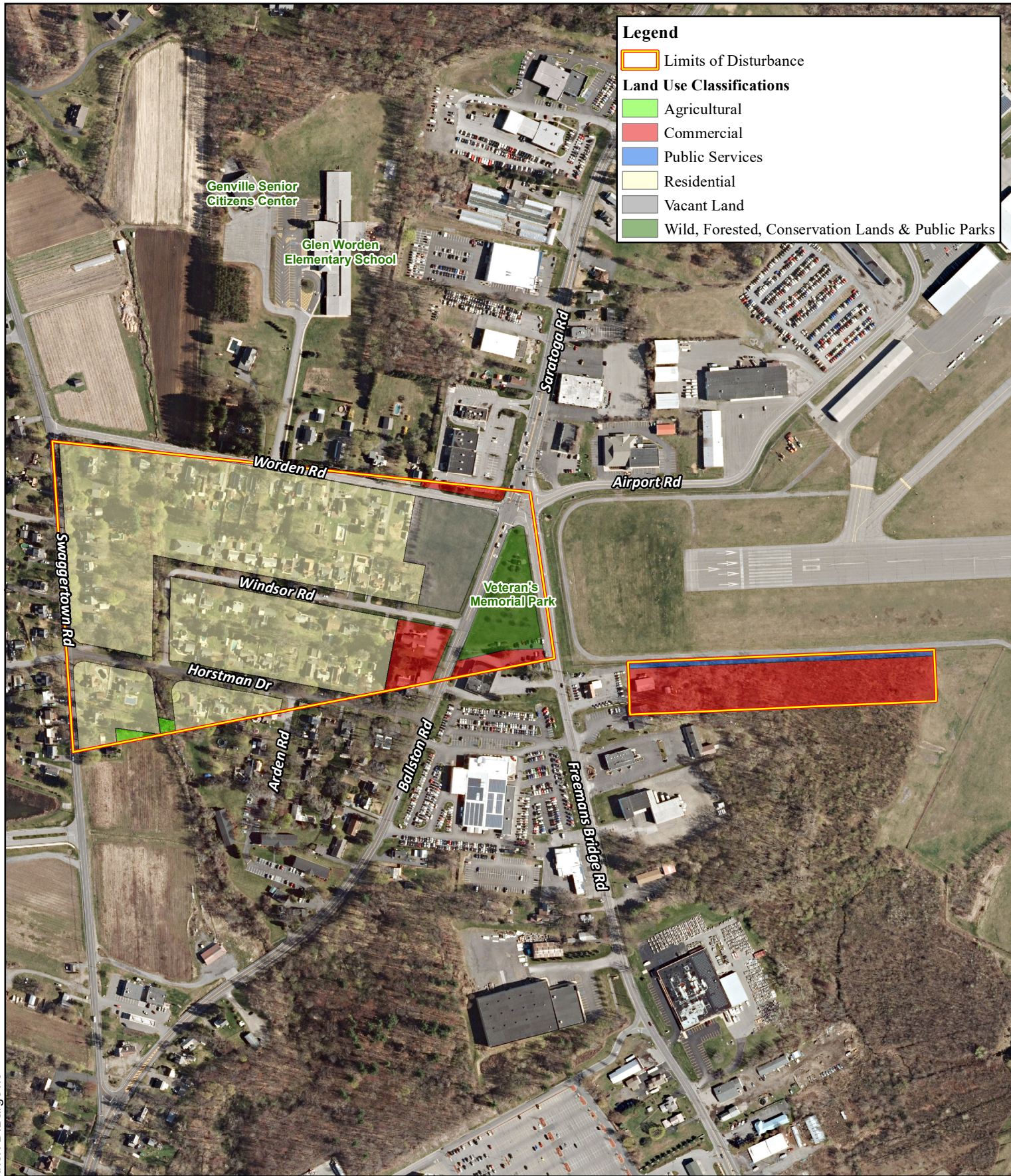
Scale 1" = 450'

CHA Project No.
052475

FEMA Floodzone Map

Schenectady County Airport (SCH) - Runway 10
Environmental Assessment for Tree Obstructions
Schenectady County, New York

Image Courtesy of the NYS Office of Information Technology
Services, GIS Program Office • Photo Date: 2017
Floodzones courtesy of the Federal Emergency Management Agency (FEMA)



Scale 1" = 450'

CHA Project No.
052475

Land Use Classifications

Schenectady County Airport (SCH) - Runway 10
Environmental Assessment for Tree Obstructions
Schenectady County, New York

Image Courtesy of the NYS Office of Information Technology Services,
GIS Program Office • Photo Date: 2017
Land Use data courtesy of Schenectady County, NY (2020)

APPENDIX E

Farmland Correspondence



Natural Resources
Conservation Service

April 24, 2020

441 South Salina St.
Suite 354
Syracuse, NY 13212
315-477-6506
kathryn.duncan@ny.usda.gov

Nicole Frazer
CHA Companies
575 Broadway Suite 301
Albany, NY 12207

Re: Tree Removal Project
NRCS FPPA review

To Whom it May Concern,

I have received the request dated April 24th with the information needed to complete a Farmland Conversion Impact Rating for the project cited above. The project is considered exempt because the location of the site. The site is within the boundaries of a census area that is designated as urban. That designation exempts the project from the Farmland Protection Policy Act.

In these cases, an AD-1006 or CPA-106 is not required for this project. Please provide this letter to USDA – Rural Development with your application information so they have the exemption on file.

If you have any questions about this determination, please feel free to contact me.

Kathryn Duncan
GIS Specialist

APPENDIX F
Wetland Delineation Report

Wetland Delineation Report

Schenectady County Airport Off Airport Obstruction Tree Removal Town of Glenville Schenectady County, New York

CHA Project Number: 052475

Prepared for:
*County of Schenectady
100 Kellar Avenue
Schenectady, New York 12306*

Prepared by:



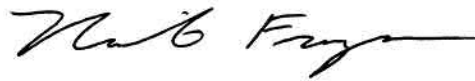
*III Winners Circle
Albany, NY, 12205
Phone: (518) 453-8211
Fax: (518) 453-4773*

November 10, 2020

SIGNATURE PAGE

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

Report Prepared By:



Nicole Frazer
Senior Scientist V

Report Reviewed By:



Christopher Einstein, PWS
Principal Scientist

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1.1	PROJECT AREA DESCRIPTION.....	1
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Appendix B	Wetland Delineation Map
Appendix C	Wetland Determination Data Forms
Appendix D	Site Photographs
Appendix E	Preliminary Jurisdictional Determination Form

LIST OF ACRONYMS & ABBREVIATIONS

BFD	Bankfull Depth
BFW	Bankfull Width
CWA	Clean Water Act
FEMA	Federal Emergency Management Agency
FWW	Freshwater Wetland
HUC	Hydrologic Unit Code
JD	Jurisdictional Determination
NRCS	Natural Resources Conservation Service
NWI	National Wetlands Inventory
NYSDEC	New York State Department of Environmental Conservation
TNW	Traditional Navigable Waters
USACE	United States Army Corps of Engineers
USFWS	United States Department of the Interior, Fish and Wildlife Service
USGS	United States Geological Survey

1.0 INTRODUCTION

The two project areas are associated with the approach to Runway 10 at the Schenectady County Airport, located in the Town of Glenville, Schenectady County, New York (Appendix A). The jurisdictional determination (JD) areas total 37.3 acres. The approximate center point coordinates of the project areas are Latitude 42° 50' 54.03"N; Longitude 73° 56' 47.12"W.

The purpose of this report is to document the wetland communities and their boundaries as well as streams within the project area. These areas have been identified on the Wetland Delineation Map (Appendix B). The report includes a general description of the project areas, their ecology, wetland description and is complimented by wetland determination data forms (Appendix C) and site photographs (Appendix D).

CHA was retained to delineate and describe the wetlands within the project areas that may be regulated by the United States Army Corps of Engineers (USACE) under Section 404 of the Clean Water Act (CWA). The wetland delineation was conducted by Nicole Frazer, Senior Scientist and Cole Scrivner, Scientist I on September 29, 2020.

1.1 PROJECT AREA DESCRIPTION

The project areas are located in the approach to Runway 10 of the Schenectady County Airport. The project area to the west of the runway end is residential and the project area to the south (rectangular area) of the runway end is primarily forested with a small area of commercial property. Within the project area to the west of the runway end there is a perennial stream and a small emergent wetland that is fringe to the stream.

2.0 METHODOLOGY

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

The wetland boundary was determined in the field based on the three parameter approach, whereby an area is a wetland if it exhibits vegetation adapted to wet conditions (hydrophytes), hydric soil

indicators, and the presence or evidence of water at or near the soil surface during the growing season (hydrology).

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

Data points were recorded along the wetland boundary. A wetland and upland data point was recorded to show the difference between the wetland and upland habitats. Wetland determination data forms corresponding to each point can be found in Appendix C.

Representative photographs of the wetland, stream and upland portions of the project area are provided in Appendix D.

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

3.0 INVESTIGATION RESULTS

3.1 RESOURCE REVIEW

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

- United States Geological Survey (USGS) 7.5-minute Topographic Map
- New York State Department of Environmental Conservation (NYSDEC) Freshwater Wetlands (FWW) Map
- United States Department of the Interior, Fish and Wildlife Service (USFWS), National

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

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

Wetlands Inventory (NWI) map

- Natural Resources Conservation Service (NRCS) Soil Survey for Schenectady County
- Federal Emergency Management Agency (FEMA) Flood Zone Map

Refer to Appendix A for each of these figures.

3.1.1 USGS Topographic Map

According to the USGS Topographic Map, the project areas lie west and south of the west end of Runway 10. These areas have flat topography.

3.1.2 NYSDEC Freshwater Wetlands Map

No mapped NYSDEC freshwater wetlands or 100-foot Adjacent Areas are within the project areas. However, mapped FWW S-104, a Class I wetland, is located to the north of the project areas.

3.1.3 National Wetland Inventory (NWI) Map

Review of the NWI map indicates the western project area is transected by a stream (Horstman Creek). Its Cowardin, et al (1979) classification is Riverine, Unknown Perennial, Unconsolidated Bottom, Permanently Flooded (R5UBH). This stream is connected to state wetland S-104 to the north (outside of the project limits). No other mapped features are present within the project areas, however, there are mapped wetlands south of the rectangular project area (south of the runway end) which are identified as Palustrine, Forested, Broad-Leaved Deciduous, Seasonally Flooded/Saturated (PFO1E), Palustrine Scrub-Shrub, Broad-Leaved Deciduous, Seasonally Flooded/Saturated (PSS1E) and PFO1E/SS1E.

3.1.4 Soil Survey Map

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

- Plainfield loamy sand (PsA), 0 to 3% slopes- This soil is an excessively drained. The depth to water table and restrictive feature are more than 80 inches.

- Plainfield loamy sand (PsB), 3 to 10% slopes- This soil is an excessively drained soil. The depth to water table and restrictive feature are more than 80 inches.
- Fredon silt loam (Fr), 0 to 3% slopes- This soil is poorly drained. The depth to water table is about 0 to 6 inches and the depth to restrictive feature is more than 80 inches.

3.1.5 FEMA Floodplain Map

Based on review of the Federal Emergency Management Agency (FEMA) Flood Zone Map, Zone A (100-year floodplain) is associated with Horstman Creek within a portion of the western project area.

3.1.6 Hydrology

The water quality of surface waters in New York State are classified by the NYSDEC as either “AA”, “A”, “B”, “C”, or “D”. A “T” used with the classification indicates that the stream supports, or may support, a trout population. All streams and water bodies with a classification of C(T) or higher are regulated by the NYSDEC. Horstman Creek is within the western project area. The creek has been designated by the NYSDEC as Class C/ Standard C.

The Hydrologic Unit Code (HUC) for the project areas is 020200041108 (Poentic Kill-Mohawk River).

Horstman Creek (Stream S) is a tributary of the Kromme Kill. The Kromme Kill is a tributary of the Mohawk River. The Mohawk River is a Traditional Navigable Water (TNW). The total distance water flows from the project areas to the Mohawk River is approximately 0.9 aerial miles (2.46 river miles).

3.2 FIELD INVESTIGATION

3.2.1 Vegetative Communities

Vegetative communities identified within the project areas consist of shallow emergent marsh, mowed lawn, mowed lawn with trees, mowed roadside/pathway and successional southern hardwoods.

3.2.2 Discussion of Wetland and Stream

The delineated wetland and stream are described below. Refer to Appendix B for the Wetland Delineation Map and Appendix E for the Preliminary Jurisdictional Determination Form.

Wetland A – This wetland is a small emergent wetland that is fringe to perennial Stream S. Wetland A is dominated by jewelweed (*Impatiens palida*) and also contains species such as beggar ticks (*Bidens frondosa*), sensitive fern (*Onoclea sensibilis*), silky dogwood (*Cornus amomum*), box elder (*Acer negundo*), multiflora rose (*Rosa multiflora*), river bank grape (*Vitis riparia*) and Virginia creeper (*Parthenocissus quinquefolia*). Observed hydrology indicators included saturation (A3) and a positive FAC-Neutral Test (D5). The hydric soil indicator is redox dark surface (F6).

The total size of Wetland A within the western project area is approximately 0.03 acres. Wetland A is federally jurisdictional due to its direct connection to a perennial stream.

Stream S (Horstman Creek)- The bankfull width (BFW) of the stream varies from approximately 5-12 feet and the bankfull depth (BFD) varies from approximately 1-2 feet. The stream is primarily shaded and the substrate consists of cobbles with some gravel and sand. The stream was flowing during the field investigation and is assumed to be perennial. A mix of riffle and pool areas are present. Some portions of the stream are edged with rock wall, one portion has stacked cinder blocks and another section has a concrete wall on one side of the stream. Natural stream bank is also present. No aquatic vegetation was noted. Minnows, water striders and a green frog were observed. Stream S is a tributary of the Kromme Kill that is tributary to the Mohawk River. As noted above, the Mohawk River is a TNW. The length of Stream S within the western project area is 964 linear feet. Stream S is federally jurisdictional.

3.2.3 Discussion of Terrestrial Communities

Mowed lawn- The mowed lawn areas contain grasses and species such as common plantain (*Plantago major*), English plantain (*Plantago lanceolata*), white clover (*Trifolium repens*), bedstraw (*Galium sp.*), red clover (*Trifolium pratense*) and dandelion (*Taraxacum officinale*). These areas have scattered trees that have less than 30 percent coverage. Some of the tree species include Norway maple (*Acer platanoides*), silver maple (*Acer saccharinum*), blue spruce (*Picea pungens*) and white pine (*Pinus strobus*).

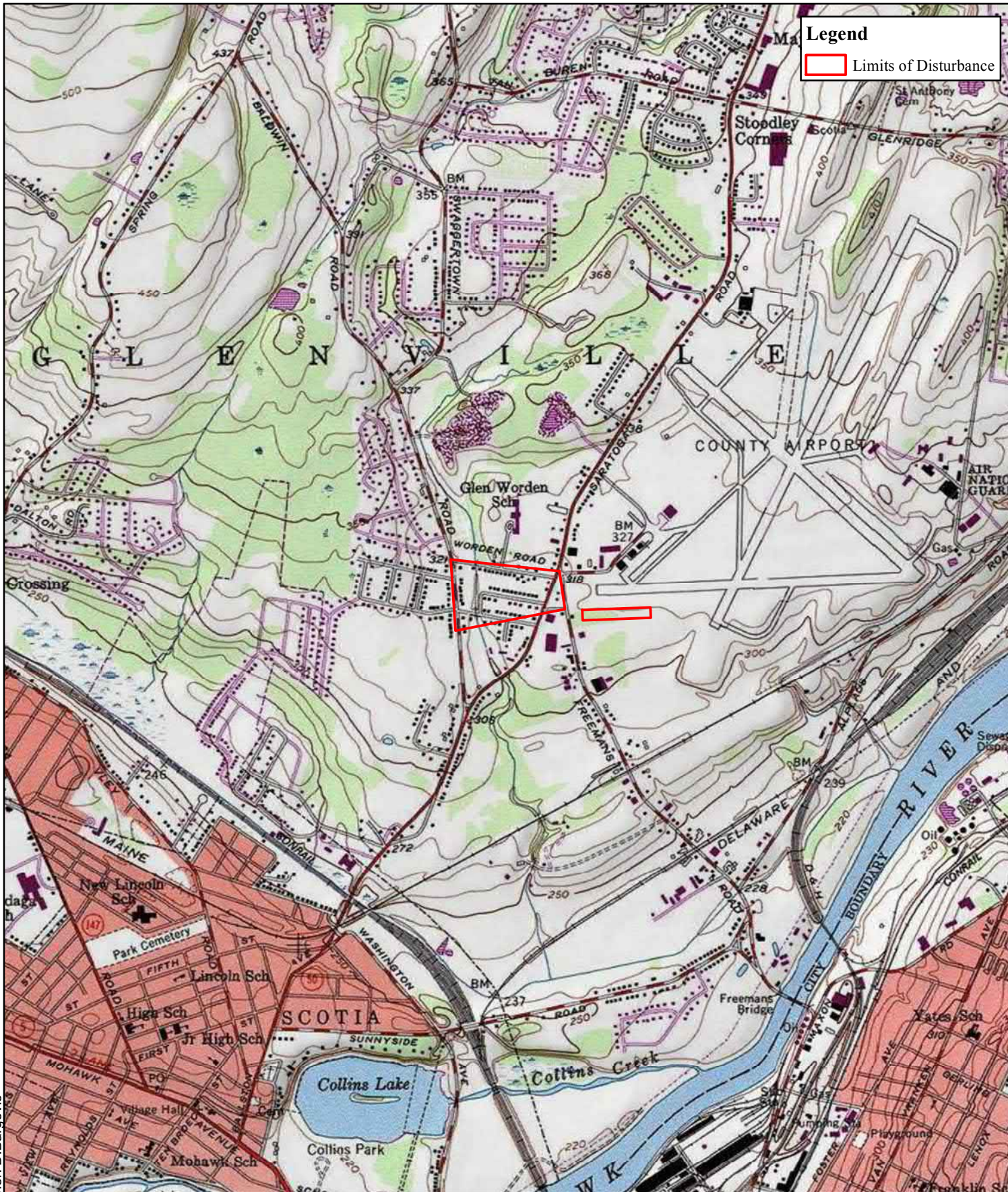
Mowed lawn with trees- These areas contain species such as grasses, white clover, dandelion and common plantain. These areas are shaded with at least 30% cover in trees. Some of these tree species

include blue spruce, Norway maple, silver maple, white pine, red pine (*Pinus resinosa*), callery pear (*Pyrus calleryana*), eastern red cedar (*Juniperus virginiana*), northern white cedar (*Thuja occidentalis*), Norway spruce (*Picea abies*), black walnut (*Juglans nigra*), scotch pine (*Pinus sylvestris*), box elder, crab apple (*Malus sp.*) and northern catalpa (*Catalpa speciosa*).

Mowed roadside/pathway- The mowed pathway contains species such as grasses, dandelion, English plantain, ground ivy (*Glechoma hederacea*), oriental bittersweet (*Celastrus orbiculatus*), wood sorrel (*Oxalis stricta*) and bedstraw.

Successional southern hardwoods - These areas contain species such as eastern cottonwood (*Populus deltoides*), box elder, buckthorn (*Rhamnus cathartica*), silver maple, white ash (*Fraxinus americana*), quaking aspen (*Populus tremuloides*), Norway maple, red oak (*Quercus rubra*), black cherry (*Prunus serotina*), witch hazel (*Hamamelis virginiana*), thornless honey locust (*Gleditsia triacanthos f. inermis*), black walnut, tree of heaven (*Ailanthus altissima*), gray birch (*Betula populifolia*), Japanese knotweed (*Reynoutria japonica*), honeysuckle (*Lonicera sp.*), staghorn sumac (*Rhus typhina*), black raspberry (*Rubus occidentalis*), jumpseed (*Polygonum virginianum*), white snakeroot (*Ageratina altissima*), stickseed (*Hackelia virginiana*), oriental bittersweet, poison ivy (*Toxicodendron radicans*), clearweed (*Pilea sp.*), mugwort (*Artemisia vulgaris*), greater celandine (*Chelidonium majus*), garlic mustard (*Alliaria petiolata*), heart leaved aster (*Symphyotrichum cordifolium*), Virginia creeper and grape (*Vitis sp.*).

Appendix A



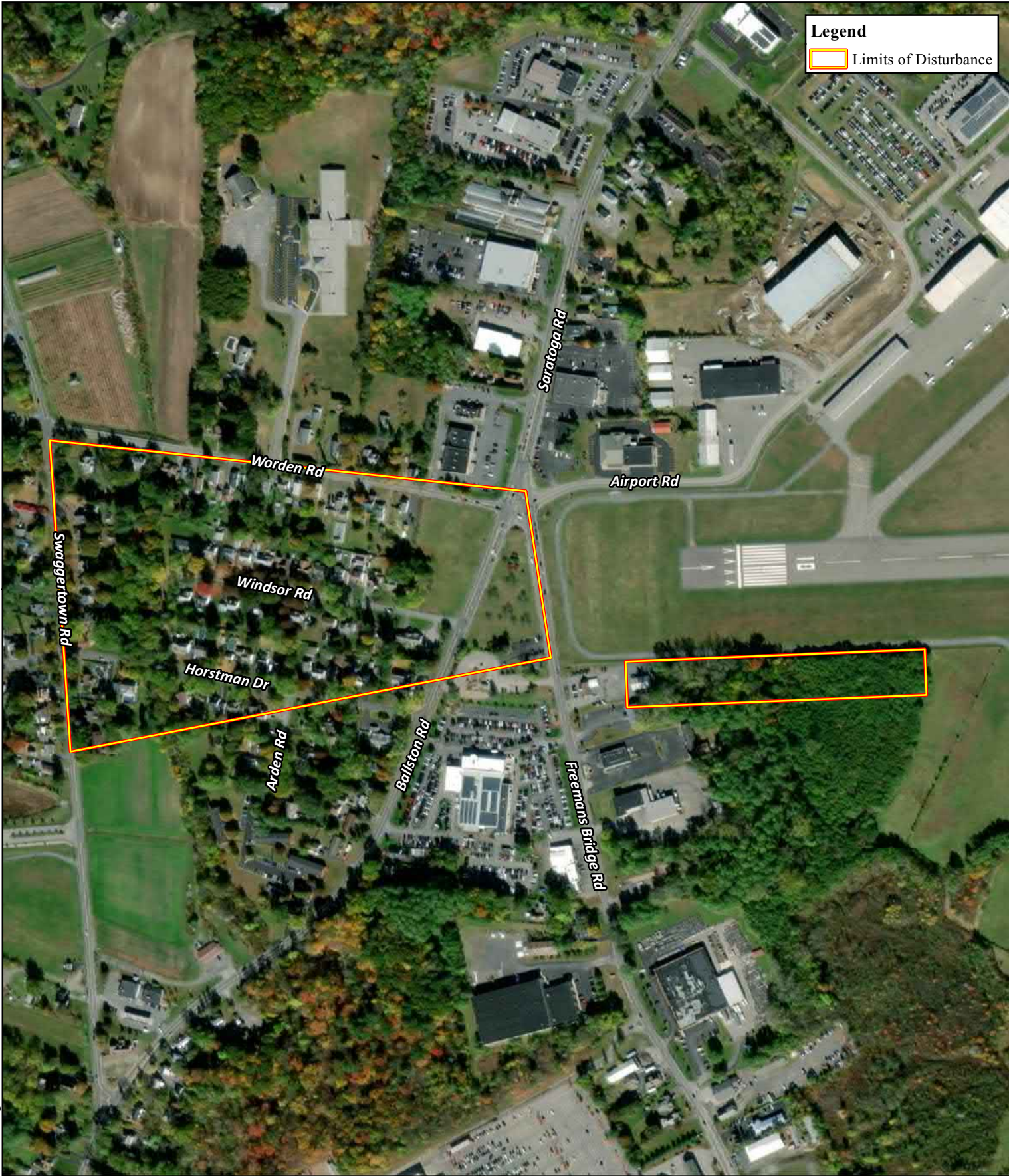
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CHA Project No.
052475

USGS Project Location Map

Schenectady County Airport (SCH) - Runway 10
Environmental Assessment for Tree Obstructions
Schenectady County, New York

Service Layer Credits:
Copyright: © 2013 National Geographic Society, I-cubed
Schenectady USGS Quadrangles Date: 1980



Legend
 Limits of Disturbance



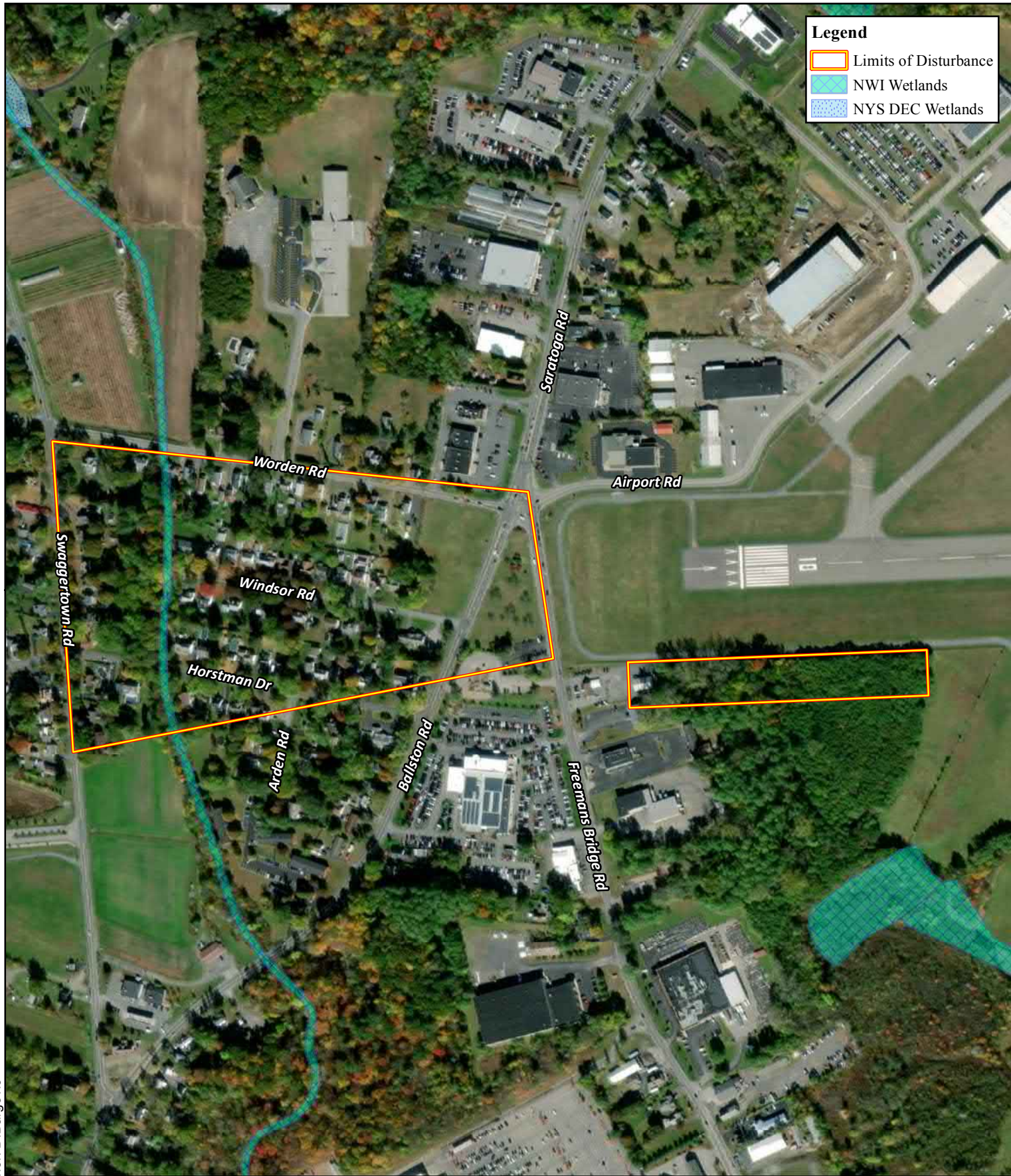
Scale 1" = 450'

CHA Project No.
052475

Aerial Location Map

Schenectady County Airport (SCH) - Runway 10
 Environmental Assessment for Tree Obstructions
 Schenectady County, New York

*Image Courtesy of the NYS Office of Information Technology
 Services, GIS Program Office
 Photo Date: 2017*



Legend

- Limits of Disturbance
- NWI Wetlands
- NYS DEC Wetlands

Date Saved: 9/18/2020 • Author: D. Bargovic



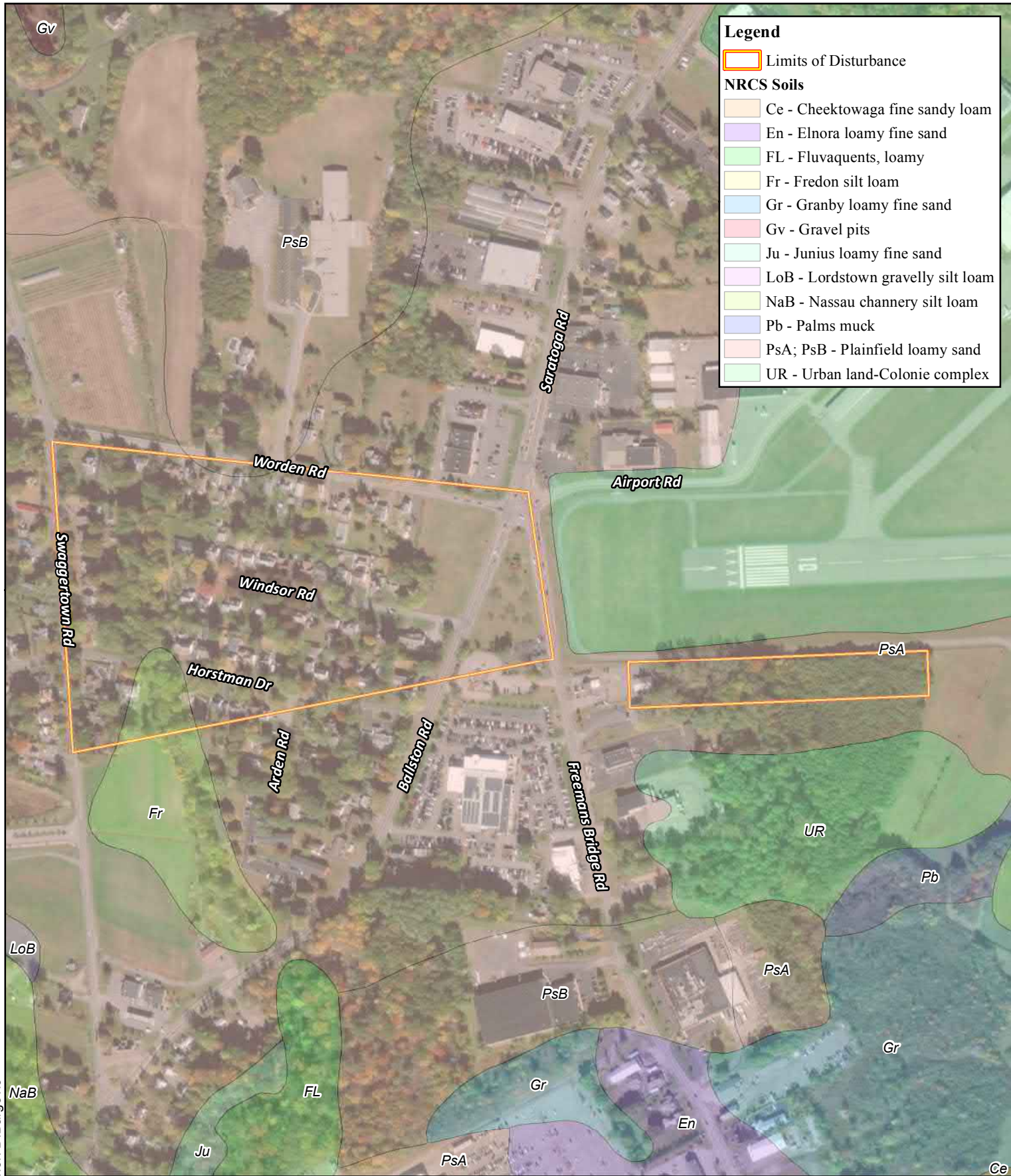
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CHA Project No.
052475

Wetlands Map

Schenectady County Airport (SCH) - Runway 10
Environmental Assessment for Tree Obstructions
Schenectady County, New York

Image Courtesy of the NYS Office of Information Technology Services,
GIS Program Office • Photo Date: 2017 • NWI Wetland data courtesy of the
National Wetlands Inventory produced by the U.S. Fish and Wildlife Service



Date Saved: 9/18/2020 • Author: D.Bargovic



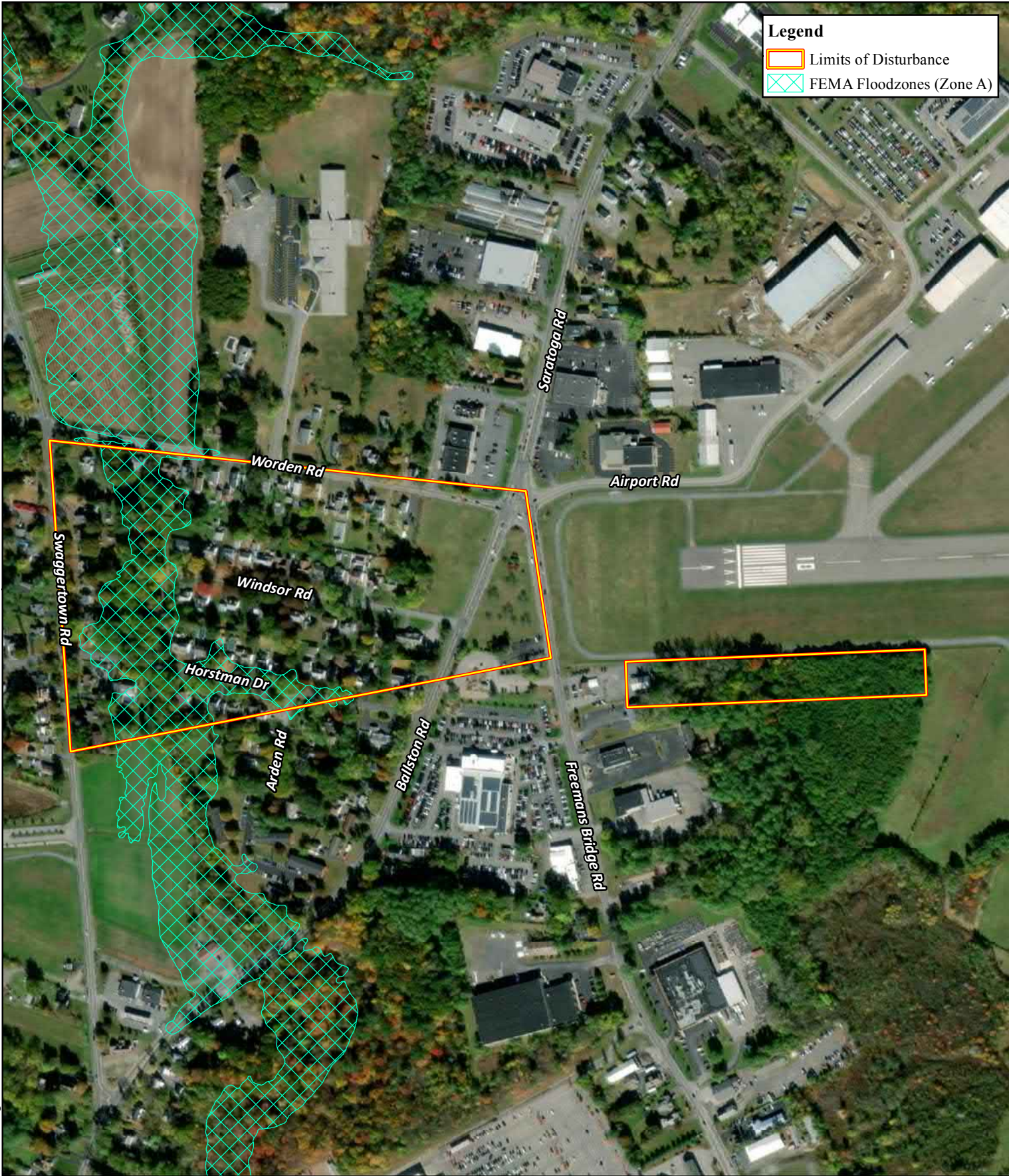
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CHA Project No.
052475

NRCS Soils Map

Schenectady County Airport (SCH) - Runway 10
Environmental Assessment for Tree Obstructions
Schenectady County, New York

Image Courtesy of the NYS Office of Information Technology
Services, GIS Program Office • Photo Date: 2017
Soil Data Courtesy of the Natural Resource Conservation Service



Date Saved: 9/18/2020 • Author: D.Bargovic



Scale 1" = 450'

CHA Project No.
052475

FEMA Floodzone Map

Schenectady County Airport (SCH) - Runway 10
Environmental Assessment for Tree Obstructions
Schenectady County, New York

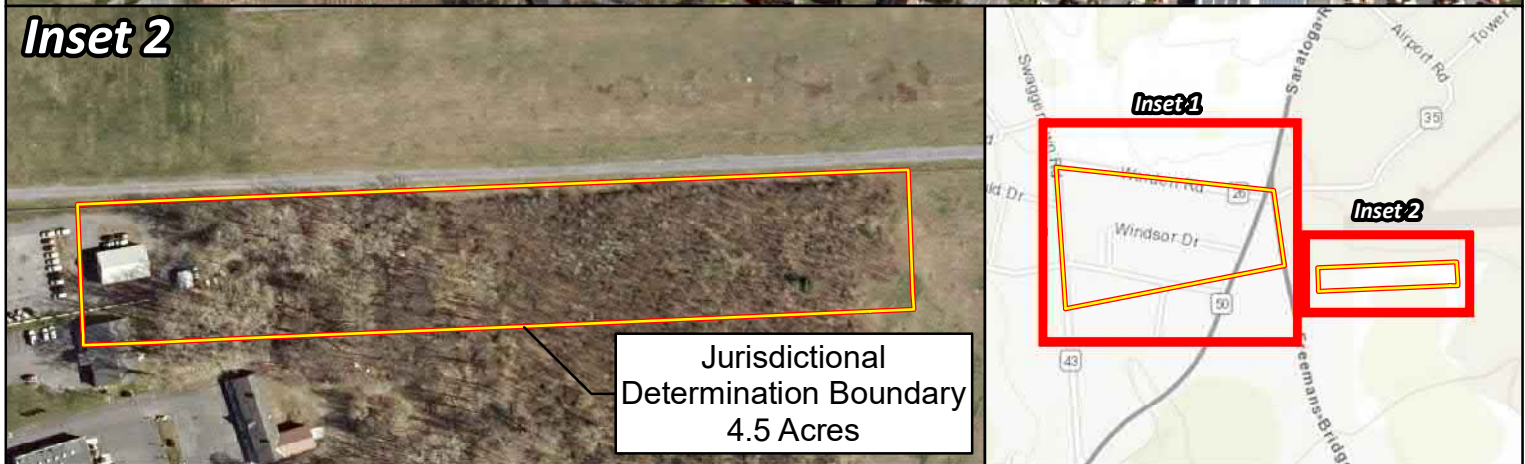
Image Courtesy of the NYS Office of Information Technology
Services, GIS Program Office • Photo Date: 2017
Floodzones courtesy of the Federal Emergency Management Agency (FEMA)

Appendix B

Inset 1



Inset 2



			Wetland Delineation Map Schenectady County Airport (SCH) - Runway 10 Environmental Assessment for Tree Obstructions Schenectady County, New York	
	0 100 200 400 Feet (Insets)	CHA Project No. 052475	Image Courtesy of the NYS Office of Information Technology Services, GIS Program Office • Photo Date: 2017	

Appendix C

WETLAND DETERMINATION DATA FORM – Northcentral and Northeast Region

Project/Site: Schenectady County Airport City/County: Glenville/ Schenectady Sampling Date: 9/29/20
 Applicant/Owner: County of Schenectady State: NY Sampling Point: Wet A-2
 Investigator(s): N. Frazer & C. Scrivner Section, Township, Range: _____
 Landform (hillside, terrace, etc.): flat Local relief (concave, convex, none): none Slope %: 0
 Subregion (LRR or MLRA): LRR R Lat: 42° 50' 49.07" Long: -73° 56' 51.03" Datum: _____
 Soil Map Unit Name: Ferdon silt loam (Fr) NWI classification: PEM

Are climatic / hydrologic conditions on the site typical for this time of year? Yes x No _____ (If no, explain in Remarks.)
 Are Vegetation _____, Soil _____, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? Yes x No _____
 Are Vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks.)

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

Hydrophytic Vegetation Present?	Yes <u>X</u>	No _____	Is the Sampled Area within a Wetland? Yes <u>X</u> No _____ If yes, optional Wetland Site ID: _____
Hydric Soil Present?	Yes <u>X</u>	No _____	
Wetland Hydrology Present?	Yes <u>X</u>	No _____	
Remarks: (Explain alternative procedures here or in a separate report.)			

HYDROLOGY

Wetland Hydrology Indicators: <u>Primary Indicators (minimum of one is required; check all that apply)</u> _____ Surface Water (A1) _____ Water-Stained Leaves (B9) _____ High Water Table (A2) _____ Aquatic Fauna (B13) <u>x</u> Saturation (A3) _____ Marl Deposits (B15) _____ Water Marks (B1) _____ Hydrogen Sulfide Odor (C1) _____ Sediment Deposits (B2) _____ Oxidized Rhizospheres on Living Roots (C3) _____ Drift Deposits (B3) _____ Presence of Reduced Iron (C4) _____ Algal Mat or Crust (B4) _____ Recent Iron Reduction in Tilled Soils (C6) _____ Iron Deposits (B5) _____ Thin Muck Surface (C7) _____ Inundation Visible on Aerial Imagery (B7) _____ Other (Explain in Remarks) _____ Sparsely Vegetated Concave Surface (B8)		<u>Secondary Indicators (minimum of two required)</u> _____ Surface Soil Cracks (B6) _____ Drainage Patterns (B10) _____ Moss Trim Lines (B16) _____ Dry-Season Water Table (C2) _____ Crayfish Burrows (C8) _____ Saturation Visible on Aerial Imagery (C9) _____ Stunted or Stressed Plants (D1) _____ Geomorphic Position (D2) _____ Shallow Aquitard (D3) _____ Microtopographic Relief (D4) <u>X</u> FAC-Neutral Test (D5)
Field Observations: Surface Water Present? Yes _____ No <u>x</u> Depth (inches): _____ Water Table Present? Yes _____ No <u>x</u> Depth (inches): _____ Saturation Present? Yes <u>x</u> No _____ Depth (inches): <u>12</u> (includes capillary fringe)		Wetland Hydrology Present? Yes <u>X</u> No _____
Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:		
Remarks: This wetland is adjacent to a perennial stream.		

VEGETATION – Use scientific names of plants.

 Sampling Point: Wet A-2

Tree Stratum (Plot size: <u>30'</u>)	Absolute % Cover	Dominant Species?	Indicator Status																	
1. <u>Acer negundo</u>	<u>15</u>	<u>Yes</u>	<u>FAC</u>	Dominance Test worksheet: Number of Dominant Species That Are OBL, FACW, or FAC: <u>4</u> (A) Total Number of Dominant Species Across All Strata: <u>5</u> (B) Percent of Dominant Species That Are OBL, FACW, or FAC: <u>80.0%</u> (A/B) Prevalence Index worksheet: <table style="width: 100%;"> <tr> <td style="width: 50%;">Total % Cover of:</td> <td style="width: 50%;">Multiply by:</td> </tr> <tr> <td>OBL species <u>0</u></td> <td>x 1 = <u>0</u></td> </tr> <tr> <td>FACW species <u>105</u></td> <td>x 2 = <u>210</u></td> </tr> <tr> <td>FAC species <u>20</u></td> <td>x 3 = <u>60</u></td> </tr> <tr> <td>FACU species <u>12</u></td> <td>x 4 = <u>48</u></td> </tr> <tr> <td>UPL species <u>0</u></td> <td>x 5 = <u>0</u></td> </tr> <tr> <td>Column Totals: <u>137</u> (A)</td> <td><u>318</u> (B)</td> </tr> <tr> <td colspan="2">Prevalence Index = B/A = <u>2.32</u></td> </tr> </table>	Total % Cover of:	Multiply by:	OBL species <u>0</u>	x 1 = <u>0</u>	FACW species <u>105</u>	x 2 = <u>210</u>	FAC species <u>20</u>	x 3 = <u>60</u>	FACU species <u>12</u>	x 4 = <u>48</u>	UPL species <u>0</u>	x 5 = <u>0</u>	Column Totals: <u>137</u> (A)	<u>318</u> (B)	Prevalence Index = B/A = <u>2.32</u>	
Total % Cover of:	Multiply by:																			
OBL species <u>0</u>	x 1 = <u>0</u>																			
FACW species <u>105</u>	x 2 = <u>210</u>																			
FAC species <u>20</u>	x 3 = <u>60</u>																			
FACU species <u>12</u>	x 4 = <u>48</u>																			
UPL species <u>0</u>	x 5 = <u>0</u>																			
Column Totals: <u>137</u> (A)	<u>318</u> (B)																			
Prevalence Index = B/A = <u>2.32</u>																				
2. _____	_____	_____	_____																	
3. _____	_____	_____	_____																	
4. _____	_____	_____	_____																	
5. _____	_____	_____	_____																	
6. _____	_____	_____	_____																	
7. _____	_____	_____	_____																	
	<u>15</u>	<u>=Total Cover</u>																		
Sapling/Shrub Stratum (Plot size: <u>15'</u>)																				
1. <u>Cornus amomum</u>	<u>15</u>	<u>Yes</u>	<u>FACW</u>	Hydrophytic Vegetation Indicators: <u>1</u> - Rapid Test for Hydrophytic Vegetation <u>X</u> 2 - Dominance Test is >50% <u>X</u> 3 - Prevalence Index is ≤3.0 ¹ <u>4</u> - Morphological Adaptations ¹ (Provide supporting data in Remarks or on a separate sheet) <u> </u> Problematic Hydrophytic Vegetation ¹ (Explain) ¹ Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.																
2. _____	_____	_____	_____																	
3. _____	_____	_____	_____																	
4. _____	_____	_____	_____																	
5. _____	_____	_____	_____																	
6. _____	_____	_____	_____																	
7. _____	_____	_____	_____																	
	<u>15</u>	<u>=Total Cover</u>																		
Herb Stratum (Plot size: <u>5'</u>)																				
1. <u>Impatiens pallida</u>	<u>90</u>	<u>Yes</u>	<u>FACW</u>	Definitions of Vegetation Strata: Tree – Woody plants 3 in. (7.6 cm) or more in diameter at breast height (DBH), regardless of height. Sapling/shrub – Woody plants less than 3 in. DBH and greater than or equal to 3.28 ft (1 m) tall. Herb – All herbaceous (non-woody) plants, regardless of size, and woody plants less than 3.28 ft tall. Woody vines – All woody vines greater than 3.28 ft in height. Hydrophytic Vegetation Present? Yes <u>X</u> No _____																
2. <u>Rosa multiflora</u>	<u>2</u>	<u>No</u>	<u>FACU</u>																	
3. _____	_____	_____	_____																	
4. _____	_____	_____	_____																	
5. _____	_____	_____	_____																	
6. _____	_____	_____	_____																	
7. _____	_____	_____	_____																	
8. _____	_____	_____	_____																	
9. _____	_____	_____	_____																	
10. _____	_____	_____	_____																	
11. _____	_____	_____	_____																	
12. _____	_____	_____	_____																	
	<u>92</u>	<u>=Total Cover</u>																		
Woody Vine Stratum (Plot size: <u>30'</u>)																				
1. <u>Vitis riparia</u>	<u>5</u>	<u>Yes</u>	<u>FAC</u>	Hydrophytic Vegetation Present? Yes <u>X</u> No _____																
2. <u>Parthenocissus quinquefolia</u>	<u>10</u>	<u>Yes</u>	<u>FACU</u>																	
3. _____	_____	_____	_____																	
4. _____	_____	_____	_____																	
	<u>15</u>	<u>=Total Cover</u>																		

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

SOIL

Sampling Point Wet A-2**Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)**

Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type ¹	Loc ²		
0-10	10YR 2/1	70	7.5YR 3/4	30	C	M	Loamy/Clayey	Prominent redox concentrations
10-11	10YR 3/1	80	10YR 3/6	15	C	M	Loamy/Clayey	Prominent redox concentrations
			10YR 5/1	5	D	M		
11-18	2.5Y 2.5/1	90	7.5YR 4/4	10	C	M	Loamy/Clayey	Prominent redox concentrations

¹Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains.²Location: PL=Pore Lining, M=Matrix.**Hydric Soil Indicators:**

<input type="checkbox"/> Histosol (A1)	<input type="checkbox"/> ? Polyvalue Below Surface (S8) (LRR R, MLRA 149B)
<input type="checkbox"/> Histic Epipedon (A2)	<input type="checkbox"/> Thin Dark Surface (S9) (LRR R, MLRA 149B)
<input type="checkbox"/> Black Histic (A3)	<input type="checkbox"/> High Chroma Sands (S11) (LRR K, L)
<input type="checkbox"/> Hydrogen Sulfide (A4)	<input type="checkbox"/> Loamy Mucky Mineral (F1) (LRR K, L)
<input type="checkbox"/> Stratified Layers (A5)	<input type="checkbox"/> Loamy Gleyed Matrix (F2)
<input type="checkbox"/> Depleted Below Dark Surface (A11)	<input type="checkbox"/> Depleted Matrix (F3)
<input type="checkbox"/> Thick Dark Surface (A12)	<input checked="" type="checkbox"/> X Redox Dark Surface (F6)
<input type="checkbox"/> Sandy Mucky Mineral (S1)	<input type="checkbox"/> Depleted Dark Surface (F7)
<input type="checkbox"/> Sandy Gleyed Matrix (S4)	<input type="checkbox"/> ? Redox Depressions (F8)
<input type="checkbox"/> Sandy Redox (S5)	<input type="checkbox"/> Marl (F10) (LRR K, L)
<input type="checkbox"/> Stripped Matrix (S6)	
<input type="checkbox"/> Dark Surface (S7)	

Indicators for Problematic Hydric Soils³:

<input type="checkbox"/> 2 cm Muck (A10) (LRR K, L, MLRA 149B)
<input type="checkbox"/> ? Coast Prairie Redox (A16) (LRR K, L, R)
<input type="checkbox"/> 5 cm Mucky Peat or Peat (S3) (LRR K, L, R)
<input type="checkbox"/> Polyvalue Below Surface (S8) (LRR K, L)
<input type="checkbox"/> Thin Dark Surface (S9) (LRR K, L)
<input type="checkbox"/> Iron-Manganese Masses (F12) (LRR K, L, R)
<input type="checkbox"/> Piedmont Floodplain Soils (F19) (MLRA 149B)
<input type="checkbox"/> Mesic Spodic (TA6) (MLRA 144A, 145, 149B)
<input type="checkbox"/> Red Parent Material (F21)
<input type="checkbox"/> Very Shallow Dark Surface (F22)
<input type="checkbox"/> Other (Explain in Remarks)

³Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.**Restrictive Layer (if observed):**Type: noneDepth (inches): **Hydric Soil Present?** Yes X No **Remarks:**

This data form is revised from Northcentral and Northeast Regional Supplement Version 2.0 to include the NRCS Field Indicators of Hydric Soils, Version 7.0, 2015 Errata. (http://www.nrcs.usda.gov/Internet/FSE_DOCUMENTS/nrcs142p2_051293.docx)

WETLAND DETERMINATION DATA FORM – Northcentral and Northeast Region

Project/Site: Schenectady County Airport City/County: Glenville/ Schenectady Sampling Date: 9/29/20
 Applicant/Owner: County of Schenectady State: NY Sampling Point: Upl A-2
 Investigator(s): N. Frazer & C. Scrivner Section, Township, Range: _____
 Landform (hillside, terrace, etc.): slight slope Local relief (concave, convex, none): convex Slope %: 2
 Subregion (LRR or MLRA): LRR R Lat: 42° 50' 49.07" Long: -73° 56' 51.03" Datum: _____
 Soil Map Unit Name: Fredon silt loam (Fr) NWI classification: n/a

Are climatic / hydrologic conditions on the site typical for this time of year? Yes x No _____ (If no, explain in Remarks.)
 Are Vegetation _____, Soil _____, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? Yes x No _____
 Are Vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks.)

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

Hydrophytic Vegetation Present? Yes _____ No <u>X</u>	Is the Sampled Area within a Wetland? Yes _____ No <u>X</u> If yes, optional Wetland Site ID: _____
Hydric Soil Present? Yes _____ No <u>X</u>	
Wetland Hydrology Present? Yes _____ No <u>X</u>	
Remarks: (Explain alternative procedures here or in a separate report.)	

HYDROLOGY

Wetland Hydrology Indicators: <u>Primary Indicators (minimum of one is required; check all that apply)</u> _____ Surface Water (A1) _____ Water-Stained Leaves (B9) _____ High Water Table (A2) _____ Aquatic Fauna (B13) _____ Saturation (A3) _____ Marl Deposits (B15) _____ Water Marks (B1) _____ Hydrogen Sulfide Odor (C1) _____ Sediment Deposits (B2) _____ Oxidized Rhizospheres on Living Roots (C3) _____ Drift Deposits (B3) _____ Presence of Reduced Iron (C4) _____ Algal Mat or Crust (B4) _____ Recent Iron Reduction in Tilled Soils (C6) _____ Iron Deposits (B5) _____ Thin Muck Surface (C7) _____ Inundation Visible on Aerial Imagery (B7) _____ Other (Explain in Remarks) _____ Sparsely Vegetated Concave Surface (B8)		<u>Secondary Indicators (minimum of two required)</u> _____ Surface Soil Cracks (B6) _____ Drainage Patterns (B10) _____ Moss Trim Lines (B16) _____ Dry-Season Water Table (C2) _____ Crayfish Burrows (C8) _____ Saturation Visible on Aerial Imagery (C9) _____ Stunted or Stressed Plants (D1) _____ Geomorphic Position (D2) _____ Shallow Aquitard (D3) _____ Microtopographic Relief (D4) _____ FAC-Neutral Test (D5)
Field Observations: Surface Water Present? Yes _____ No <u>x</u> Depth (inches): _____ Water Table Present? Yes _____ No <u>x</u> Depth (inches): _____ Saturation Present? Yes _____ No <u>x</u> Depth (inches): _____ (includes capillary fringe)		Wetland Hydrology Present? Yes _____ No <u>X</u>
Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:		
Remarks:		

VEGETATION – Use scientific names of plants.

 Sampling Point: Upl A-2

Tree Stratum (Plot size: <u>30'</u>)	Absolute % Cover	Dominant Species?	Indicator Status																	
1. <u>Juglans nigra</u>	<u>8</u>	<u>Yes</u>	<u>FACU</u>	Dominance Test worksheet: Number of Dominant Species That Are OBL, FACW, or FAC: <u>3</u> (A) Total Number of Dominant Species Across All Strata: <u>8</u> (B) Percent of Dominant Species That Are OBL, FACW, or FAC: <u>37.5%</u> (A/B)																
2. <u>Acer negundo</u>	<u>3</u>	<u>Yes</u>	<u>FAC</u>																	
3. _____	_____	_____	_____																	
4. _____	_____	_____	_____																	
5. _____	_____	_____	_____																	
6. _____	_____	_____	_____																	
7. _____	_____	_____	_____																	
		<u>11</u>	=Total Cover																	
Sapling/Shrub Stratum (Plot size: <u>15'</u>)																				
1. <u>Rhamnus cathartica</u>	<u>5</u>	<u>Yes</u>	<u>FAC</u>	Prevalence Index worksheet: <table style="width: 100%;"> <tr> <th style="width: 50%;">Total % Cover of:</th> <th style="width: 50%;">Multiply by:</th> </tr> <tr> <td>OBL species <u>0</u></td> <td>x 1 = <u>0</u></td> </tr> <tr> <td>FACW species <u>0</u></td> <td>x 2 = <u>0</u></td> </tr> <tr> <td>FAC species <u>38</u></td> <td>x 3 = <u>114</u></td> </tr> <tr> <td>FACU species <u>42</u></td> <td>x 4 = <u>168</u></td> </tr> <tr> <td>UPL species <u>61</u></td> <td>x 5 = <u>305</u></td> </tr> <tr> <td>Column Totals: <u>141</u> (A)</td> <td><u>587</u> (B)</td> </tr> <tr> <td colspan="2">Prevalence Index = B/A = <u>4.16</u></td> </tr> </table>	Total % Cover of:	Multiply by:	OBL species <u>0</u>	x 1 = <u>0</u>	FACW species <u>0</u>	x 2 = <u>0</u>	FAC species <u>38</u>	x 3 = <u>114</u>	FACU species <u>42</u>	x 4 = <u>168</u>	UPL species <u>61</u>	x 5 = <u>305</u>	Column Totals: <u>141</u> (A)	<u>587</u> (B)	Prevalence Index = B/A = <u>4.16</u>	
Total % Cover of:	Multiply by:																			
OBL species <u>0</u>	x 1 = <u>0</u>																			
FACW species <u>0</u>	x 2 = <u>0</u>																			
FAC species <u>38</u>	x 3 = <u>114</u>																			
FACU species <u>42</u>	x 4 = <u>168</u>																			
UPL species <u>61</u>	x 5 = <u>305</u>																			
Column Totals: <u>141</u> (A)	<u>587</u> (B)																			
Prevalence Index = B/A = <u>4.16</u>																				
2. <u>Ailanthus altissima</u>	<u>5</u>	<u>Yes</u>	<u>UPL</u>																	
3. <u>Rubus occidentalis</u>	<u>15</u>	<u>Yes</u>	<u>UPL</u>																	
4. _____	_____	_____	_____																	
5. _____	_____	_____	_____																	
6. _____	_____	_____	_____																	
7. _____	_____	_____	_____																	
		<u>25</u>	=Total Cover																	
Herb Stratum (Plot size: <u>5'</u>)																				
1. <u>Glechoma hederacea</u>	<u>15</u>	<u>Yes</u>	<u>FACU</u>	Hydrophytic Vegetation Indicators: <u>1</u> - Rapid Test for Hydrophytic Vegetation <u>2</u> - Dominance Test is >50% <u>3</u> - Prevalence Index is ≤3.0 ¹ <u>4</u> - Morphological Adaptations ¹ (Provide supporting data in Remarks or on a separate sheet) <u> </u> Problematic Hydrophytic Vegetation ¹ (Explain) ¹ Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.																
2. <u>Poa pratensis</u>	<u>6</u>	<u>No</u>	<u>FACU</u>																	
3. <u>Oxalis stricta</u>	<u>5</u>	<u>No</u>	<u>FACU</u>																	
4. <u>Artemisia vulgaris</u>	<u>1</u>	<u>No</u>	<u>UPL</u>																	
5. <u>Hackelia virginiana</u>	<u>3</u>	<u>No</u>	<u>FACU</u>																	
6. <u>Parthenocissus quinquefolia</u>	<u>5</u>	<u>No</u>	<u>FACU</u>																	
7. <u>Vitis riparia</u>	<u>10</u>	<u>No</u>	<u>FAC</u>																	
8. <u>Chelidonium majus</u>	<u>40</u>	<u>Yes</u>	<u>UPL</u>																	
9. _____	_____	_____	_____																	
10. _____	_____	_____	_____																	
11. _____	_____	_____	_____																	
12. _____	_____	_____	_____																	
		<u>85</u>	=Total Cover																	
Woody Vine Stratum (Plot size: <u>30'</u>)																				
1. <u>Vitis riparia</u>	<u>20</u>	<u>Yes</u>	<u>FAC</u>	Definitions of Vegetation Strata: Tree – Woody plants 3 in. (7.6 cm) or more in diameter at breast height (DBH), regardless of height. Sapling/shrub – Woody plants less than 3 in. DBH and greater than or equal to 3.28 ft (1 m) tall. Herb – All herbaceous (non-woody) plants, regardless of size, and woody plants less than 3.28 ft tall. Woody vines – All woody vines greater than 3.28 ft in height.																
2. _____	_____	_____	_____																	
3. _____	_____	_____	_____																	
4. _____	_____	_____	_____																	
		<u>20</u>	=Total Cover																	

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

SOIL

Sampling Point UpI A-2

[illegible]

Appendix D



Photo 1-Stream S near flag S-1 facing south.



Photo 2- Stream S near flag S-1 facing north.



SITE PHOTOGRAPHS

**Schenectady County Airport
Off Airport Obstruction Tree Removal
Town of Glenville, Schenectady Co., NY**



Photo 3- Stream S near flag S-11 facing north.



Photo 4- Stream S near flag S-11 facing south.



SITE PHOTOGRAPHS

**Schenectady County Airport
Off Airport Obstruction Tree Removal
Town of Glenville, Schenectady Co., NY**



Photo 5- Stream S near flag S-33 facing north.



Photo 6- Stream S near flag S-33 facing south.



SITE PHOTOGRAPHS

**Schenectady County Airport
Off Airport Obstruction Tree Removal
Town of Glenville, Schenectady Co., NY**



Photo 7- Stream S near flag S-47 facing south.



Photo 8- Stream S near flag S-47 facing north.



SITE PHOTOGRAPHS

**Schenectady County Airport
Off Airport Obstruction Tree Removal
Town of Glenville, Schenectady Co., NY**



Photo 9-Wetland A near flag A-2.



Photo 10-Wetland A soils near flag A-2.



SITE PHOTOGRAPHS

**Schenectady County Airport
Off Airport Obstruction Tree Removal
Town of Glenville, Schenectady Co., NY**



Photo 11-Upland A near flag A-2.



Photo 12-Upland A soils near flag A-2.



SITE PHOTOGRAPHS

**Schenectady County Airport
Off Airport Obstruction Tree Removal
Town of Glenville, Schenectady Co., NY**

Appendix E

ATTACHMENT

PRELIMINARY JURISDICTIONAL DETERMINATION FORM

BACKGROUND INFORMATION

A. REPORT COMPLETION DATE FOR PRELIMINARY JURISDICTIONAL DETERMINATION (JD):

B. NAME AND ADDRESS OF PERSON REQUESTING PRELIMINARY JD:
County of Schenectady, 100 Kellar Avenue, Schenectady NY 12306-1126

C. DISTRICT OFFICE, FILE NAME, AND NUMBER: New York District

**D. PROJECT LOCATION(S) AND BACKGROUND INFORMATION:
(USE THE ATTACHED TABLE TO DOCUMENT MULTIPLE WATERBODIES
AT DIFFERENT SITES)**

State: NY County/parish/borough: Schenectady County/ Town of Glenville

Center coordinates of site:

Lat. 42-50-54.03 **Pick List**, Long. **Pick List**. -73-56-47.12

Universal Transverse Mercator:

Name of nearest waterbody: Horstman Creek

Identify (estimate) amount of waters in the review area:

Non-wetland waters: 964 linear feet

Cowardin Class: R5UBH

Stream Flow: Perennial

Wetlands: 0.03 acres.

Cowardin Class: PEM

Name of any water bodies on the site that have been identified as Section 10 waters:

Tidal: N/A

Non-Tidal: N/A

E. REVIEW PERFORMED FOR SITE EVALUATION (CHECK ALL THAT APPLY):

☐ Office (Desk) Determination. Date:

☐ Field Determination. Date(s):

1. The Corps of Engineers believes that there may be jurisdictional waters of the United States on the subject site, and the permit applicant or other affected party who requested this preliminary JD is hereby advised of his or her option to

request and obtain an approved jurisdictional determination (JD) for that site. Nevertheless, the permit applicant or other person who requested this preliminary JD has declined to exercise the option to obtain an approved JD in this instance and at this time.

2. In any circumstance where a permit applicant obtains an individual permit, or a Nationwide General Permit (NWP) or other general permit verification requiring “pre-construction notification” (PCN), or requests verification for a non-reporting NWP or other general permit, and the permit applicant has not requested an approved JD for the activity, the permit applicant is hereby made aware of the following: (1) the permit applicant has elected to seek a permit authorization based on a preliminary JD, which does not make an official determination of jurisdictional waters; (2) that the applicant has the option to request an approved JD before accepting the terms and conditions of the permit authorization, and that basing a permit authorization on an approved JD could possibly result in less compensatory mitigation being required or different special conditions; (3) that the applicant has the right to request an individual permit rather than accepting the terms and conditions of the NWP or other general permit authorization; (4) that the applicant can accept a permit authorization and thereby agree to comply with all the terms and conditions of that permit, including whatever mitigation requirements the Corps has determined to be necessary; (5) that undertaking any activity in reliance upon the subject permit authorization without requesting an approved JD constitutes the applicant’s acceptance of the use of the preliminary JD, but that either form of JD will be processed as soon as is practicable; (6) accepting a permit authorization (e.g., signing a proffered individual permit) or undertaking any activity in reliance on any form of Corps permit authorization based on a preliminary JD constitutes agreement that all wetlands and other water bodies on the site affected in any way by that activity are jurisdictional waters of the United States, and precludes any challenge to such jurisdiction in any administrative or judicial compliance or enforcement action, or in any administrative appeal or in any Federal court; and (7) whether the applicant elects to use either an approved JD or a preliminary JD, that JD will be processed as soon as is practicable. Further, an approved JD, a proffered individual permit (and all terms and conditions contained therein), or individual permit denial can be administratively appealed pursuant to 33 C.F.R. Part 331, and that in any administrative appeal, jurisdictional issues can be raised (see 33 C.F.R. 331.5(a)(2)). If, during that administrative appeal, it becomes necessary to make an official determination whether CWA jurisdiction exists over a site, or to provide an official delineation of jurisdictional waters on the site, the Corps will provide an approved JD to accomplish that result, as soon as is practicable. This preliminary JD finds that there “*may be*” waters of the United States on the subject project site, and identifies all aquatic features on the site that could be affected by the proposed activity, based on the following information:

SUPPORTING DATA. Data reviewed for preliminary JD (check all that apply

- checked items should be included in case file and, where checked and requested, appropriately reference sources below):

- ☒ Maps, plans, plots or plat submitted by or on behalf of the applicant/consultant:
- ☒ Data sheets prepared/submitted by or on behalf of the applicant/consultant.
- ☐ Office concurs with data sheets/delineation report.
- ☐ Office does not concur with data sheets/delineation report.
- ☐ Data sheets prepared by the Corps:
- ☐ Corps navigable waters' study: .
- ☐ U.S. Geological Survey Hydrologic Atlas: .
- ☐ USGS NHD data.
- ☐ USGS 8 and 12 digit HUC maps.
- ☒ U.S. Geological Survey map(s). Cite scale & quad name: 1" = 2000' Schenectady Quadrangle.
- ☒ USDA Natural Resources Conservation Service Soil Survey. Citation: NRCS Soil Survey for Schenectady County.
- ☒ National wetlands inventory map(s). Cite name: Schenectady Quadrangle.
- ☒ State/Local wetland inventory map(s): NYSDEC Freshwater Wetland Map
- ☒ FEMA/FIRM maps: Panel 36093C0152D
- ☐ 100-year Floodplain Elevation is: Not shown
- ☒ Photographs: ☒ Aerial (Name & Date): Photo Date 2017
or ☒ Other (Name & Date): Site Photographs taken by CHA on September 29, 2020.
- ☐ Previous determination(s). File no. and date of response letter:
- ☐ Other information (please specify):

IMPORTANT NOTE: The information recorded on this form has not necessarily been verified by the Corps and should not be relied upon for later jurisdictional determinations.

Signature and date of Corps
Project Manager
(REQUIRED)

Signature and date of
person requesting preliminary JD
(REQUIRED, unless obtaining
the signature is impracticable)

Aquatic Resources					
Feature	Latitude (decimal degrees)	Longitude (decimal degrees)	Type of Aquatic Resource	Estimated Amount of Aquatic Resource in Review Area	Geographic Authority
Wetland A	Center Point Coordinates		Wetland	0.03 acres	Section 404
	42.846965	-73.947507			
Stream S	Beginning Point Coordinates		Non- wetland	964 linear feet	Section 404
	42.849595	-73.947666			
	Ending Point Coordinates				
	42.846895	-73.947604			

APPENDIX G

Draft EA Public Involvement

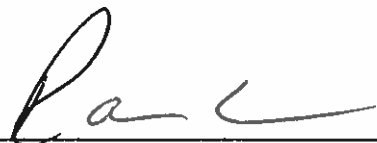
State of New York,
City and County of Schenectady,
ss.;

Randall W. Lewis of the City of Schenectady, being duly sworn, says that he is Principal Clerk in the office of the The Daily Gazette, Co. Inc. published in the City of Schenectady and that the notice/ advertisement, of which the annexed is a printed copy, has been regularly published in The Daily Gazette as follows:

2 insertion(s):

August 13, 2022

August 20, 2022

 (signature)

Randall W. Lewis (printed name)

NOTARY PUBLIC

Sworn to me on this 22nd day of August 2022

Heather E Walker NOTARY PUBLIC STATE OF NEW YORK Registration No. 01WA6422732 Qualified in Schenectady County Commission Expires 09/27/2025



**SCHENECTADY
COUNTY AIRPORT
NOTICE OF AVAILABILITY
Draft Environmental
Assessment
Runway 10 Obstruction
Removal Project**

In accordance with the National Environmental Policy Act (NEPA), NOTICE IS HEREBY GIVEN that copies of a Draft Environmental Assessment (EA) for an Obstruction Removal Project for Runway 10 at Schenectady County Airport are available for public review and comment. The Draft EA identifies the proposed action, portrays project alternatives, and presents an evaluation of potential environmental impacts. The Draft EA can be viewed and downloaded from the County website at the following link: <https://schenectadycounty.com/airport>. Copies of the Draft EA are also available to be reviewed at the Schenectady County Engineering & Public Works Department, 100 Keller Avenue, Schenectady NY. Please call (518) 356-5340 ext. 3237 to schedule an appointment.

A virtual public meeting will be held from 6:00 to 7:00 P.M. on Wednesday August 31, 2022. The virtual public meeting will be conducted using the Microsoft Teams platform. Instructions to access the meeting will be posted on <https://schenectadycounty.com/airport>. Public comments on the Draft EA may be submitted by mail to the address below or to the following email address Airportprojects@schenectadycounty.com.

Comments must be received by close of business on September 15, 2022, to be considered in the Final EA.

Attn: Airport Draft EA
Public Comment
Schenectady County
Engineering & Public
Works
100 Kellar Avenue
Schenectady, NY 12306
8/13,20 2472577

SCHEENECTADY COUNTY AIRPORT Runway 10 Obstruction Removal

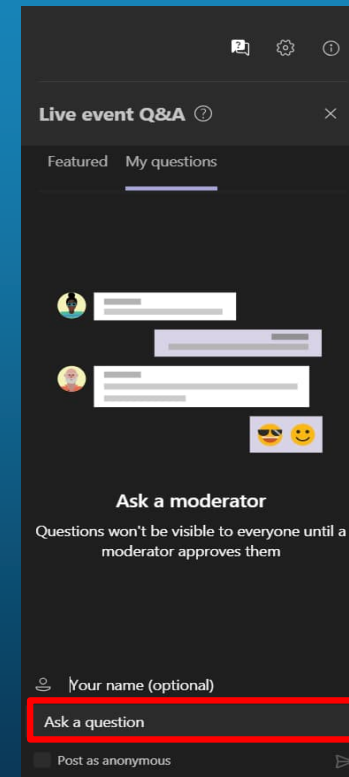
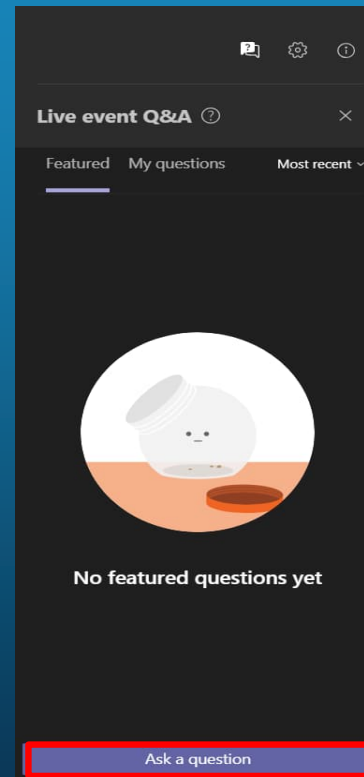
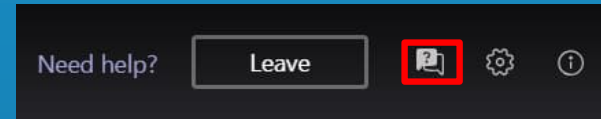
Draft Environmental Assessment Virtual Public Meeting

AUGUST 31, 2022



Q&A Feature

- Access the “Q&A” window in the upper right corner of the Live Event window
- Click the “Ask a question” button
- Enter your name, if desired.
- Type your question in the provided space



AGENDA



Environmental Assessment (EA) Process

Airspace and Runway Approaches

Tree Obstruction Removal Purpose & Need

Alternatives & Airport's Preferred Action

Environmental Considerations

Project Timeline

Comments and Questions



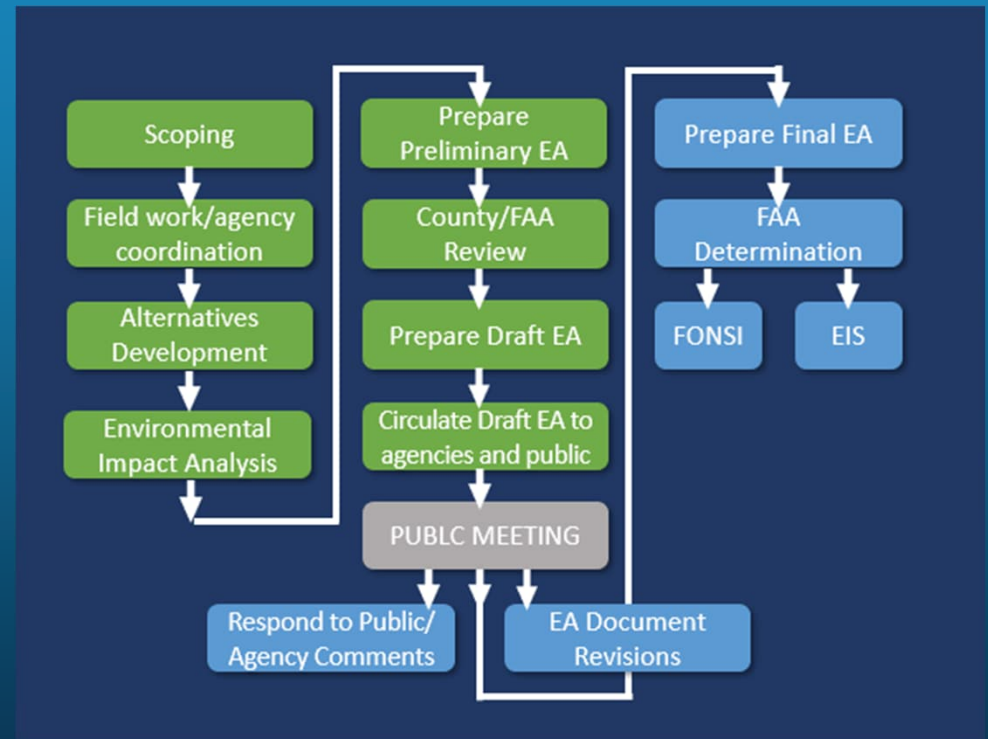
NATIONAL ENVIRONMENTAL POLICY ACT

- Signed into federal law in 1970
- Only applies to “federal actions”, which can be projects, policies, permitting, and licensing
- What’s a federal action?
 - Approval of an Airport Layout Plan
 - New or revised air traffic procedures
 - Grant funding under the Airport Improvement Program (AIP)



WHAT'S AN ENVIRONMENTAL ASSESSMENT (EA)?

- Concise document describing a project's potential impact
- Satisfies compliance with the NEPA
- Process Oriented



ROLES & RESPONSIBILITIES

- Schenectady County – Airport Sponsor
 - Responsible for development of EA (via Consultant)
 - Must obtain environmental approval prior to applying for federal assistance for design and construction
- Federal Aviation Administration (FAA) – Lead federal agency
 - Oversight during process
 - Reviews documentation & regulatory agency/public comments
 - Issues environmental finding



AIRPORT BACKGROUND

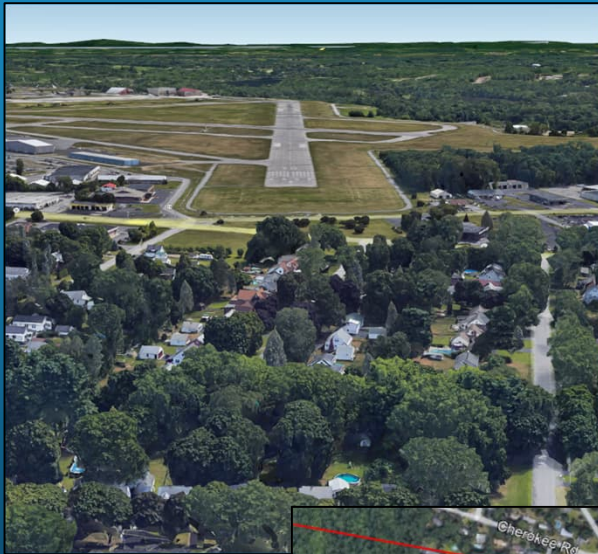


Airport Key Features:

- Approx. 650 acres of Airport property
- General Aviation & Military Use
- Average of 134 aircraft operations/day
- Two Active Runways
 - Runway 4-22 is the primary runway
 - Runway 10-28 is the crosswind runway



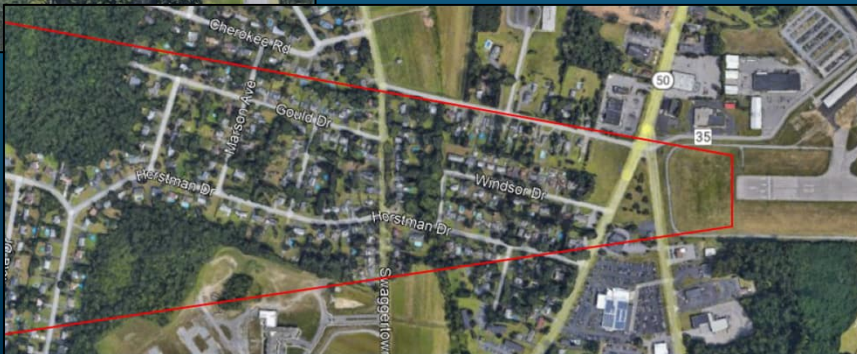
AIRSPACE & RUNWAY APPROACHES



Runway 10
Approach

Runway Design Surfaces

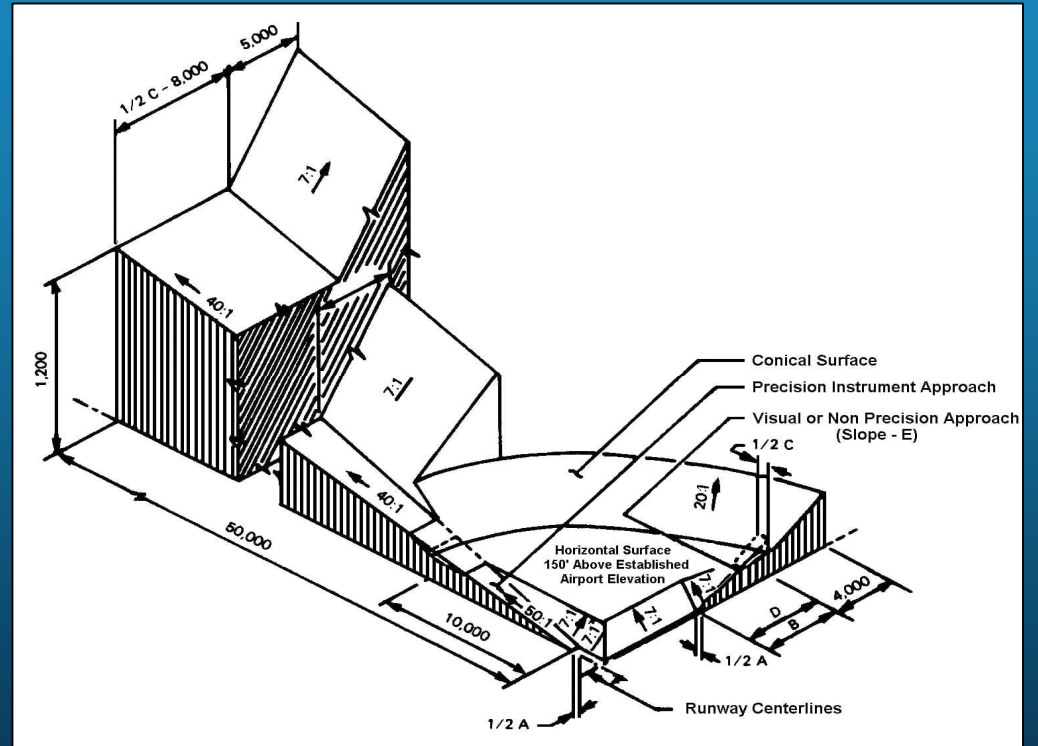
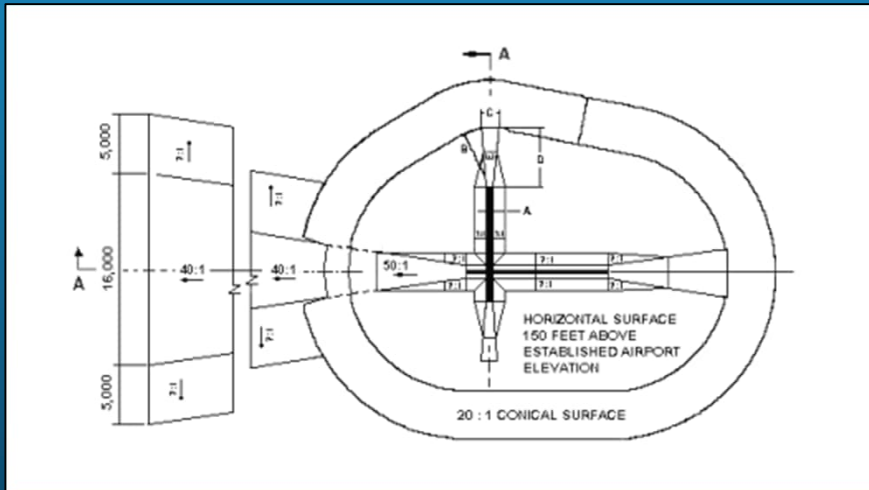
- Federal Air Regulations (FAR) Part 77 Surfaces
- Obstacle Clearance Surfaces



EA is limited to
obstruction removal
associated with the
Runway 10 approach



PART 77 SURFACES



OBSTACLE CLEARANCE SURFACES

OCS	RUNWAY TYPE	APPROACH SLOPE
1	Approach end of runways expected to serve small airplanes with approach speeds less than 50 knots. (Visual runways only, day/night).	15:1
2	Approach end of runways expected to serve small airplanes with approach speeds of 50 knots or more. (Visual runways only, day/night).	20:1
3	Approach end of runway expected to serve large airplanes. (Visual runways only, day/night).	20:1
4	Approach end of runways expected to accommodate instrument approaches having visibility greater than or equal to 3/4 statute mile.**	20:1
5	Approach end of runways expected to accommodate instrument approaches having visibility minimums less than 3/4 statute mile.	34:1
6*	Approach end of runways expected to accommodate instrument approaches with vertical guidance.	30:1

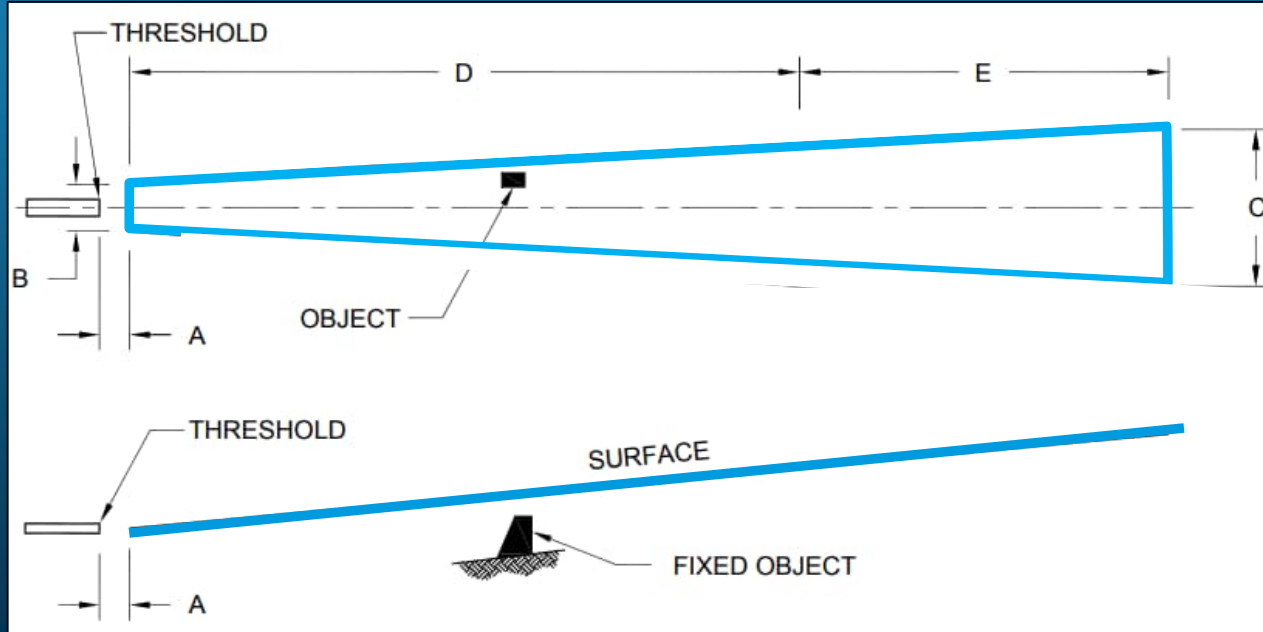
* Required in addition to the applicable approach surface established within the table for ILS, GLS, LPV, LNAV/VNAV, and RNP lines of minima.

** Marking and lighting of obstacle penetrations to this surface or the use of a Visual Guidance Slope Indicator (VGSI) may avoid displacing the threshold.



AIRSPACE & RUNWAY APPROACHES

- Runway Design Surfaces (Obstacle Clearance Surfaces)



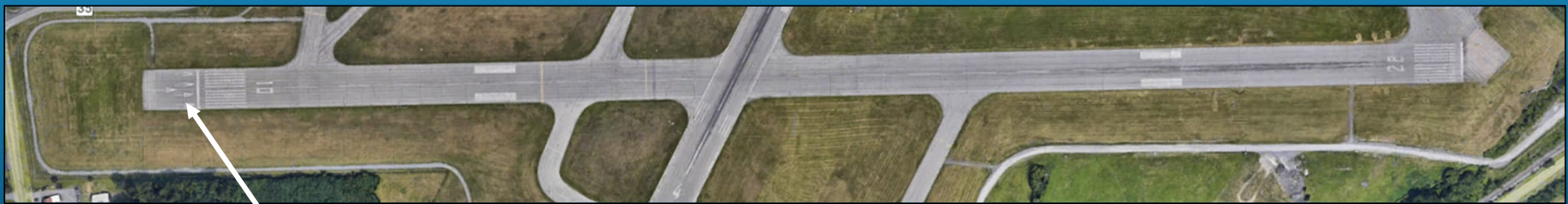
PURPOSE & NEED

- Enhance airport safety
- Compliance with FAA design standards
- Comply with Airport Improvement Program (AIP) Grant assurances
- Numerous trees within Runway 10 approach that are obstructions



Alternatives Considered & Dismissed

Reduce Runway 10 Landing Distance Available

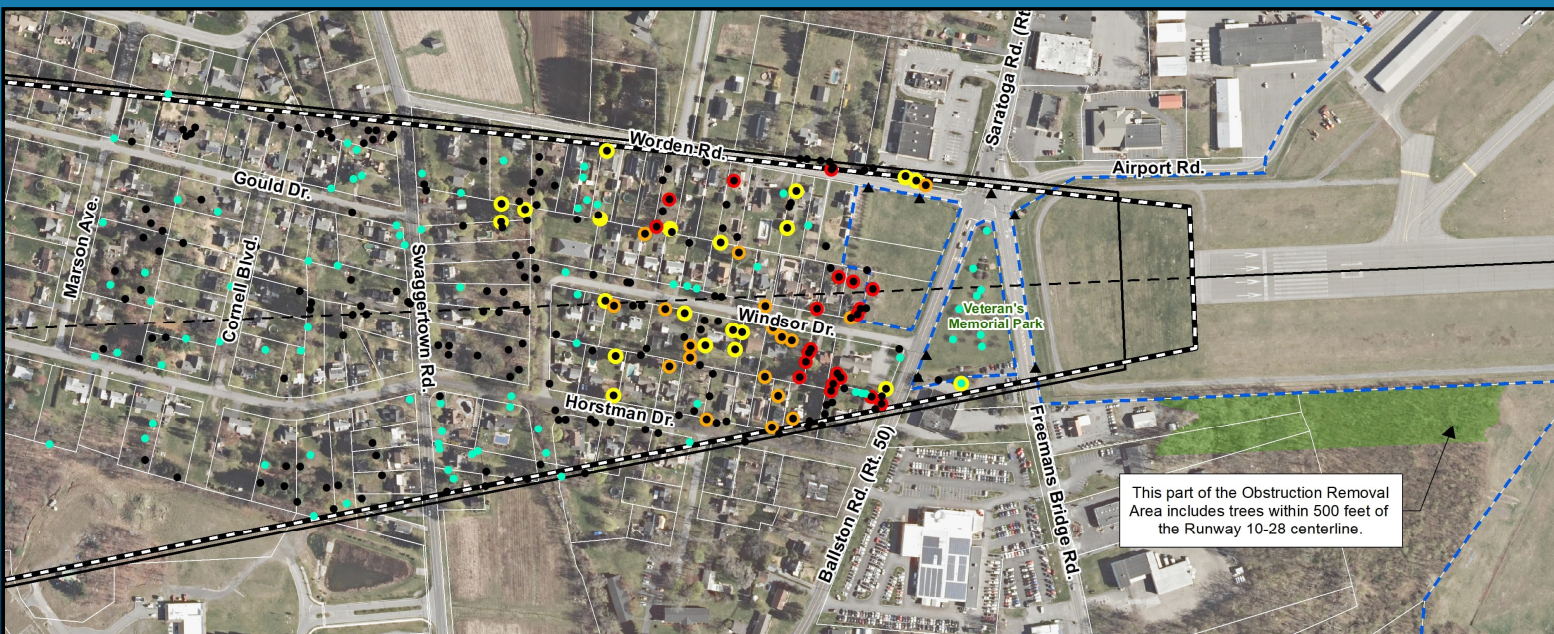


Runway 10 currently has a
200-foot displaced threshold



Alternatives Considered & Dismissed

Clear Part 77 Approach Surfaces



Part 77 Surface Obstructions

- Penetrates the surface (227)
- 1-10 feet below the surface (82)

OCS Obstructions

- Penetrates the surface (20)
- 1-10 feet below the surface (18)
- 10-20 feet below the surface (21)



SPONSOR'S PROPOSED ACTION



Obstacle Clearance Surface Obstructions

- Penetrates the surface (20)
- 1-10 feet below the surface (18)
- 10-20 feet below the surface (21)



SPONSOR'S PROPOSED ACTION

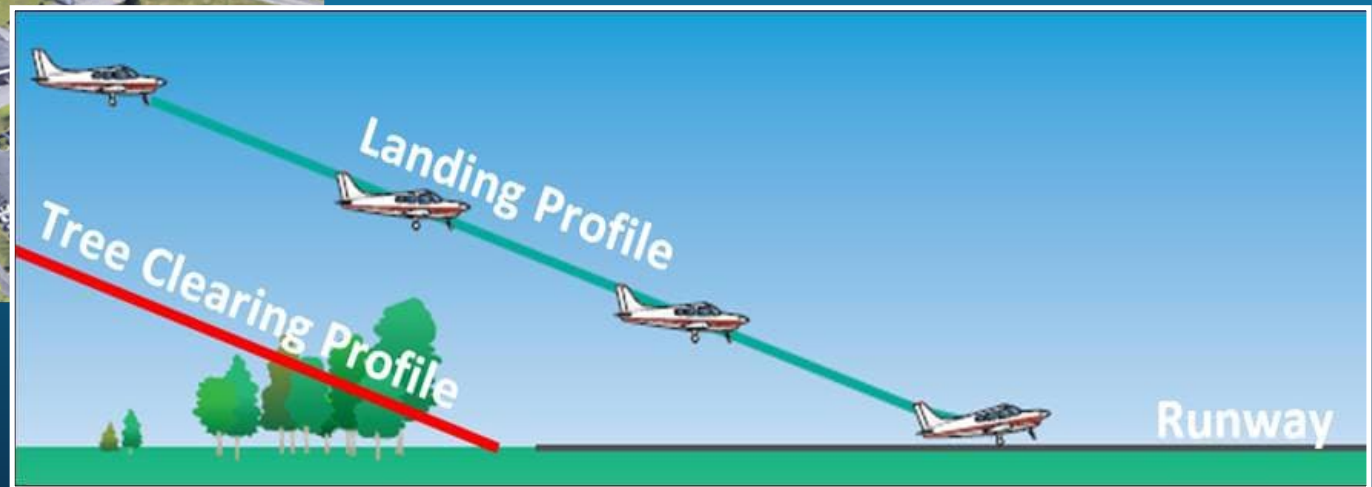
- Some select trees to the west of the Runway have grown to 70-90 feet in height, and now penetrate the Federally Regulated Airspace
- Schenectady County is required pursue removal of these trees for airport safety purposes
- Most of these tall trees are located on private residential properties
- This study is the first step to identify, evaluate, and ultimately remove the tall tree obstructions



SPONSOR'S PROPOSED ACTION



The Landing Profile is above the Tree Clearing Profile (i.e., Obstacle Clearance Surface)



PROPOSED TREE REMOVAL

- Individual/selective removal
NOT CLEAR CUTTING!
- Professional insured contractors
- Full-time construction inspection
- No cost to property owner
- Two stump grinding options for
landowners



PROPOSED TREE REMOVAL

- Option 1: Grind stump 2-3' below grade and sod
- Option 2: Grub & remove entire stump, which allows other trees/landscaping to be planted



TREE CLEARING EASEMENTS

Avigation Easements:

- The County purchases permanent easements for the right to remove tree obstructions
- Easements would not provide other rights (just airspace protection)
- The easement cost is paid to the property owner based on an appraisal



ENVIRONMENTAL RESOURCE CATEGORIES

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



BCC Rangewide (CON)



Bobolink
Dolichonyx oryzivorus

BCC Rangewide (CON)



Prairie Warbler
Dendroica discolor

ENVIRONMENTAL RESOURCES

Biological Resources

- USFWS/NMFS/NYSDEC - NO federal/state listed species, critical habitat, or essential fish habitat in study area
- USFWS - Birds of Conservation Concern
 - 8 species within the study area (includes bald eagle)
 - Field investigation to assess habitat types
 - Mitigation: Tree cutting limited to November through March to avoid breeding season of migratory birds



ENVIRONMENTAL RESOURCES

Historic & Cultural Resources

- No excavation
- NYS archaeologically sensitive area
- New York State Office of Parks, Recreation, and Historic Preservation (NYSOPRHP) determined resources would not be affected by the Sponsor's Proposed Action
- FAA issued a No Adverse Effect finding in March of 2021



DOT Act, Section 4(f)

- Veteran's Memorial Park located 600 ft. from Runway 10
- No tree removal in park; no impacts to visual character



ENVIRONMENTAL RESOURCES

Water Resources

Wetlands

- Wetland delineation was completed
- No tree removal in the wetland

Floodplain

- Part of study area within the 100-yr floodplain
- Tree removal in floodplain is minimal

Surface & Ground Water

- Hortsman Creek, perennial stream
- Schenectady-Niskayuna sole source aquifer



Mitigation Measures:

- Identify wetland on all plans; No staging in wetland
- Understory will remain
- Comply with SPDES General Construction Permit (erosion & sedimentation controls)



TEMPORARY IMPACTS

Air Emissions from Construction Equipment/Vehicles

- Conducted a construction emissions inventory
- Proper maintenance of equipment
- Emission reducing exhaust equipment
- Construction soil and erosion control plan to mitigate fugitive dust
- Emissions are well below thresholds (no impact)

Noise from Construction Equipment

- Limit work hours to Monday – Friday 7:00AM to 5:00 PM
- Properly maintain equipment/utilize mufflers

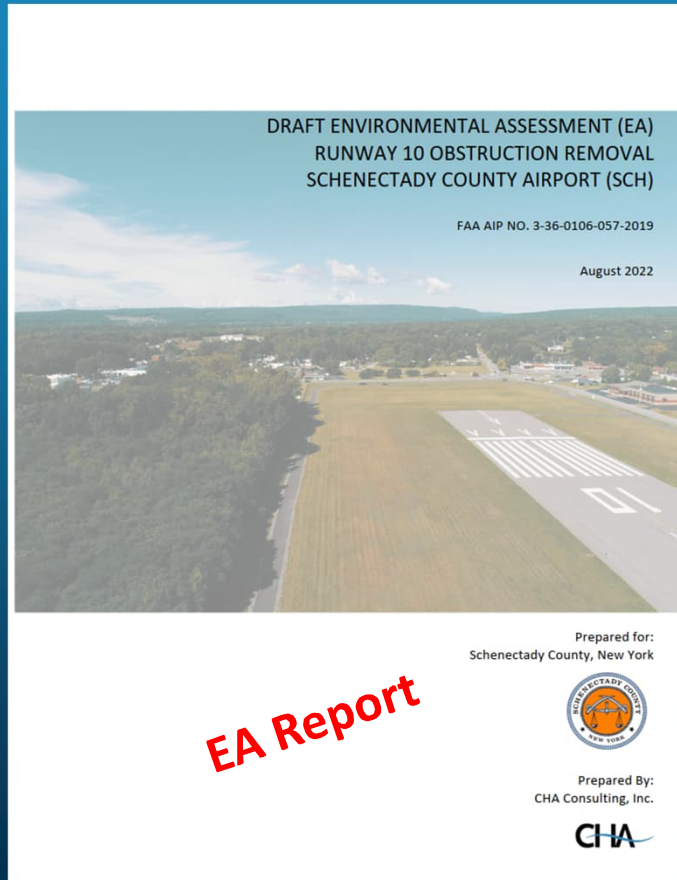


NO SIGNIFICANT IMPACTS ANTICIPATED

Therefore, it is anticipated that the FAA will issue a Finding of No Significant Impact (FONSI)



EA TIMELINE



- Review period: End September 15, 2022
- EA report is available for review at:
<https://www.schenectadycounty.com/airport>



- Submit comments by email to:
airportprojects@schenectadycounty.com



Frequently Asked Questions

Question: Is the Airport being expanded?

Answer: No. Trees have grown into the existing airspace and require thinning/removal of tall trees that are now obstructions to the existing runway.

Question: How are the tree removed?

Answer: A licensed tree contractor will use professional equipment to remove the trees, branches, etc. and restore the property, in coordination with the property owner and the specifications prepared. Certain areas may have different removal methods.

Question: Is there any cost to the property owner?

Answer: No. All costs, including any stump removal (if requested), clean up/restoration, grass/sod, is the responsibility of the Airport.



Frequently Asked Questions

Question: What is the schedule for tree removal?

Answer: Tree removal most likely will not begin to occur until 2024, if approvals and funding are obtained.

Question: Can the airport cut trees on my property without my permission?

Answer: No. The Airport must obtain an easement from the property owner before any removal.

Question: What is an avigation easement?

Answer: An avigation easement is permission granted by a property owner that gives someone other than the property owner a right related to the property. Easements are normally recorded with the property title and are valid with a new owner. The easement in this case would allow the airport to remove any objects (trees) that penetrate the FAA airspace surfaces, which would be identified in the easement.

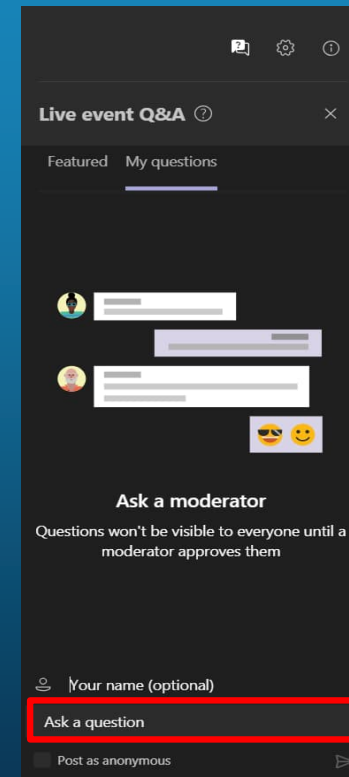
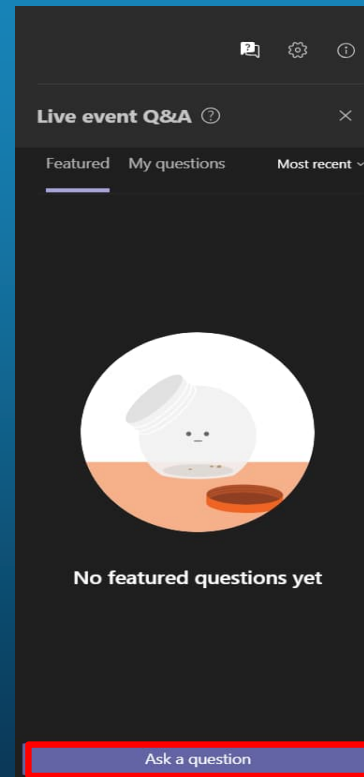
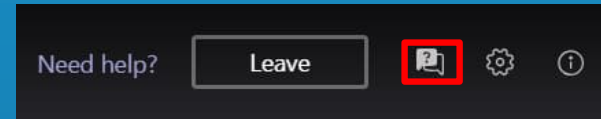


COMMENTS OR QUESTIONS



Q&A Feature

- Access the “Q&A” window in the upper right corner of the Live Event window
- Click the “Ask a question” button
- Enter your name, if desired.
- Type your question in the provided space



SCH Draft EA Public Meeting

August 31, 2022

Frequently Asked Questions:

1. Is the airport being expanded?

No. There are trees that have grown into the existing airspace for Runway 10 and require the removal of those trees that are now obstructions to that runway end.

2. How are the trees removed?

A licensed tree contractor will use professional equipment to remove the trees and branches, and restore the property, and that's all coordinated with you, the property owner, and according to the specifications that the design engineer prepares. There might be different ways on how those trees are removed, depending on landowner preference

3. Is there any cost to the property owner?

Absolutely not. All costs, including the stump removal if requested and the cleanup and restoration of the property, are the responsibility of the county and the airport.

4. What is the schedule?

Tree removal will likely not begin before 2024, depending upon approvals and FAA funding.

5. Can the airport cut trees on my property without my permission?

No, the county must obtain an easement from the landowner before any removal can take place.

6. What is an avigation easement?

The avigation easement is permission granted by the property owner that gives someone other than you, the landowner, rights related to the property. These easements are normally recorded with the property and are passed on to a new owner. The easement in this case allows the county to remove any trees that penetrate the FAA or airspace surfaces now and in the future.

Audience Questions:

1. There is a proposed condo project that appears to be just on the edge of the area you're targeting, it's the Horseman Berry Farm along Swaggertown Road, west of Swaggertown near Judson Meadows. Are you aware of this project, and if so, is it affected by this?

This is Paul McDonald. Yes, we're aware of it. Will have no effect on that property or any trees in that area. It's a little beyond what the project area would entail because the county has effectively tried to narrow the focus of the impact area to the smallest area possible. So, no is the answer.

2. You mentioned electrical poles earlier and I read on the website about the traffic lights at the Route 50 Freemans Bridge intersection are a concern. I understand that it is approved to be converted to a traffic circle. Will this project speed up the priority for the state to convert it from an intersection to a traffic circle?

This again is Paul McDonnell, not directly. It's a benefit to the airport and to safety by converting it to a traffic circle, or a roundabout as the state uses. Some reason for that is the traffic lights and poles that are there now are obstructions and have obstruction lights on top of the poles. Those should all be removed as part of that design, so the obstructions go away. There's also some benefit to convert to a roundabout in that you don't have long queues of traffic with all sorts of cars and people holding in that intersection area. But the two projects are independent so if the state roundabout project does not move forward, the county obstruction removal will move forward as planned. So, the projects are independent, although I certainly like the idea of the roundabout in that location versus the traffic lights with the poles.

3. If there is a tree on your list that we take down on our own before you get to it, can we get any financial compensation for paying for it ourselves?

The FAA would require any tree removal be competitively bid to receive any reimbursement; therefore, at this time, we believe the answer to be no.

4. Why was the meeting postponed previously?

I don't know why it was postponed. The county made that decision at the time, and I don't have a further answer.

5. How many people have attended this virtual meeting?

We have shown that there are nine attendees, excluding the presenters.

6. Will this video be posted online?

Yes. It will be posted online and available for everyone to see the recording, including these questions and answers.

7. Will this project allow the airport to eliminate the displaced threshold for Runway 10?

The answer is no. If the displaced threshold were to be relocated, the clearing surface would be lowered, and move closer to the homes. So, the county has decided they do not want to do that. Even if the roundabout is installed and the utility poles are removed, there is no plan to eliminate the displaced threshold. Airport users may have a benefit from removing the displaced threshold because there is more landing length available, but that is not in the FAA approved plan for this project. It's going to stay just where it is.

8. It sounds like owners will be compensated for their trees, so if desired, the money could be used to plant new trees. Will the county provide a list of trees that would grow to be better suited to the area and not grow so tall?

We get questions like that that on these types of projects. The FAA will not pay for replacement landscaping. Since the FAA and the county are purchasing the easement, the money received from the easement can be used by the property owner to do their own landscaping. We do not recommend that an owner plant a replacement tree because the easement would still be in place and the county could execute their right decades down the line to remove the tree again. Any replanting is the responsibility of the owner. Any repairs to the property associated with the removal of the tree and stump are considered eligible by the FAA to make the property whole.

9. Is there a way to find out if our property is one of the properties to be included in the tree cutting project?

Based on County tax records and our obstruction data, the following addresses have trees on their property which are obstructions. During preliminary design and easement negotiations, a surveyor will identify each tree to confirm its location

FID	COUNTY	MUNI_NAME	SWIS	PARCELADDR	PRINT_KEY	SBL	CT_NAME	CT_SWIS	LOC_ST_NBR	LOC_STREET
87	Schenectady	Glenville	422289	28 Windsor Dr	30.6-2-34	03000600020340000000	Glenville	422200	28	Windsor Dr
89	Schenectady	Glenville	422289	26 Horstman Dr	30.6-2-51	03000600020510000000	Glenville	422200	26	Horstman Dr
92	Schenectady	Glenville	422289	18 Horstman Dr	30.6-2-49	03000600020490000000	Glenville	422200	18	Horstman Dr
93	Schenectady	Glenville	422289	20 Windsor Dr	30.6-2-36	03000600020360000000	Glenville	422200	20	Windsor Dr
94	Schenectady	Glenville	422289	24 Windsor Dr	30.6-2-35	03000600020350000000	Glenville	422200	24	Windsor Dr
95	Schenectady	Glenville	422289	16 Windsor Dr	30.6-2-37	03000600020370000000	Glenville	422200	16	Windsor Dr
98	Schenectady	Glenville	422289	9 Windsor Dr	30.6-2-22	03000600020220000000	Glenville	422200	9	Windsor Dr
99	Schenectady	Glenville	422289	12 Windsor Dr	30.6-2-39	03000600020390000000	Glenville	422200	12	Windsor Dr
100	Schenectady	Glenville	422289	14 Windsor Dr	30.6-2-38	03000600020380000000	Glenville	422200	14	Windsor Dr
101	Schenectady	Glenville	422289	8 Horstman Dr	30.6-2-44	03000600020440000000	Glenville	422200	8	Horstman Dr
102	Schenectady	Glenville	422289	6 Horstman Dr	30.6-2-43	03000600020430000000	Glenville	422200	6	Horstman Dr
104	Schenectady	Glenville	422289	10 Horstman Dr	30.6-2-45	03000600020450000000	Glenville	422200	10	Horstman Dr
105	Schenectady	Glenville	422289	14 Horstman Dr	30.6-2-47	03000600020470000000	Glenville	422200	14	Horstman Dr
117	Schenectady	Glenville	422289	2 Horstman Dr	30.6-2-42	03000600020420000000	Glenville	422200	2	Horstman Dr
118	Schenectady	Glenville	422289	2 Windsor Dr	30.6-2-41	03000600020410000000	Glenville	422200	2	Windsor Dr
119	Schenectady	Glenville	422289	8 Windsor Dr	30.6-2-40	03000600020400000000	Glenville	422200	8	Windsor Dr
120	Schenectady	Glenville	422289	7 Windsor Dr	30.6-2-21	03000600020210000000	Glenville	422200	7	Windsor Dr
121	Schenectady	Glenville	422289	5 Windsor Dr	30.6-2-20	03000600020200000000	Glenville	422200	5	Windsor Dr
126	Schenectady	Glenville	422289	466 Ballston Rd	30.10-2-14	03001000020140000000	Glenville	422200	466	Ballston Rd
130	Schenectady	Glenville	422289	5-13 Saratoga Rd	30.6-1-15.11	03000600010150110000	Glenville	422200	5-13	Saratoga Rd
133	Schenectady	Glenville	422289	10 Worden Rd	30.6-1-16	03000600010160000000	Glenville	422200	10	Worden Rd
134	Schenectady	Glenville	422289	16 Worden Rd	30.6-1-17	03000600010170000000	Glenville	422200	16	Worden Rd
139	Schenectady	Glenville	422289	23 Worden Rd	30.6-2-12	03000600020120000000	Glenville	422200	23	Worden Rd
141	Schenectady	Glenville	422289	17 Worden Rd	30.6-2-14	03000600020140000000	Glenville	422200	17	Worden Rd
143	Schenectady	Glenville	422289	15 Windsor Dr	30.6-2-25	03000600020250000000	Glenville	422200	15	Windsor Dr
144	Schenectady	Glenville	422289	17 Windsor Dr	30.6-2-26	03000600020260000000	Glenville	422200	17	Windsor Dr
147	Schenectady	Glenville	422289	23 Windsor Dr	30.6-2-29	03000600020290000000	Glenville	422200	23	Windsor Dr
150	Schenectady	Glenville	422289	29 Worden Rd	30.6-2-9	03000600020090000000	Glenville	422200	29	Worden Rd
155	Schenectady	Glenville	422289	35 Worden Rd	30.6-2-6	03000600020060000000	Glenville	422200	35	Worden Rd
159	Schenectady	Glenville	422289	27 Windsor Dr	30.6-2-31	03000600020310000000	Glenville	422200	27	Windsor Dr
161	Schenectady	Glenville	422289	68 Swaggertown Rd	30.6-2-58	03000600020580000000	Glenville	422200	68	Swaggertown Rd
162	Schenectady	Glenville	422289	70 Swaggertown Rd	30.6-2-59	03000600020590000000	Glenville	422200	70	Swaggertown Rd

10. How will the protection of our septic leach fields from damage be handled?

If your property is on a septic system and has a leach field, it's likely not in the same location as these tall trees particularly if it's a functioning leach field. The access to the property will be coordinated with the landowner prior to anybody entering the property. If there is a functioning leach field on the property, that should be identified prior to the avigation easement and design process so that access can be routed around that leach field to prevent damage to the field itself.

11. One of the trees that I believe you identified spans the property line of our land and our neighbors. How does this complicate the situation?

A survey is part of the easement process to identify exactly where the trees are located because the aerial obstruction survey can, if the trees are clumped together, can pick up the canopy and not the actual tree. So, there might be a possibility that the tree is located on your neighbor's property rather than your own.

12. What about the tree on the town's property, not a private landowner?

The process is no different. The town can grant the county the right to remove those trees located in a town right of way. The FAA will have to determine if they would still require the county to purchase an easement from the town and that would be on a case-by-case basis. These situations will have to be addressed and answered during the easement acquisition process.

APPENDIX H
NY SEQR Documentation



Department of
Environmental
Conservation

ENB Region 4 Notices 1/13/2021

Negative Declaration

Greene County - The Town of Greenville Town Planning Board, as lead agency, has determined that the proposed Town of Greenville Water District # 1 Water Tank will not have a significant adverse environmental impact. The action involves the improvement to the Town of Greenville Water District which includes; expansion of the water district and a consolidation of the approved sources of water supply for the Water District into one permit for a total water withdrawal of up to 187,200 gallons per day; construction of new water main; construction of a new water tank and associated infrastructure which will include 0.217 acres of permanent impact and 0.01 acres of temporary impact to New York State Freshwater Wetland GR-103, a Class 2 Wetland. Proposed wetland mitigation will offset permanent impacts to the wetland. The project is located in the Town of Greenville, New York.

Contact: Paul Macko, Town of Greenville, 11159 NYS Route 32, Greenville, NY 12083, Phone: (518) 966-4108, E-mail: pmacko@townofgreenville.com.

Schenectady County - Schenectady County, as lead agency, has determined that the proposed Schenectady County Airport Off Airport Obstruction Tree Removal will not have a significant adverse environmental impact. The action involves proposed obstruction removal within the Runway 10 approach which will remove tree groups that are existing penetrations to the Federal Aviation Administration (FAA) 20:1 obstacle clearance surface (approximately 20), tree groups within 10 feet of the surface (approximately 18), as well as tree groups 10 to 20 feet of the surface (approximately 21). The obstruction clearing will remove the tree, grind the stump, and topsoil and seed. The proposed tree removal on the south side of the runway end will include clear cutting, but not grubbing (i.e., retention of the stumps and root balls) of all trees and the understory will be retained. Veteran's Memorial Park is within the project limits; however, no trees are proposed to be cut within the park. The project is located on the west and south of Runway 10 at the Schenectady County Airport in the Town of Glenville, New York.

Contact: Peter Knutson, Schenecatady County, 10 Kellar Avenue, Schenectady, NY 12306, Phone: (518) 356-5340, E-mail: Peter.Knutson@schenectadycounty.com.



December 4, 2020

To: Interested Agencies

**RE: Schenectady County Airport
Off Airport Obstruction Tree Removal
Town of Glenville, Schenectady County, New York
CHA File No.: 052475**

Schenectady County is proposing tree obstruction removal associated with Runway 10 of the Schenectady County Airport, in the Town of Glenville, Schenectady County, New York. The County is the only Involved SEQR agency for this project and will assume Lead Agency status. However, the County recognizes your potential interest in this project and is providing this notification and attached project information for your review.

The proposed obstruction removal within the Runway 10 approach will remove tree groups that are existing penetrations to the Federal Aviation Administration's (FAA) 20:1 obstacle clearance surface (approximately 20), tree groups within 10 feet of the surface (approximately 18), as well as tree groups 10 to 20 feet of the surface (approximately 21). The obstruction clearing will remove the tree, grind the stump, and topsoil and seed.

The proposed tree removal on the south side of the runway end will include clear cutting, but not grubbing (i.e., retention of the stumps and root balls) of all trees and the understory will be retained.

Enclosed you will find Part 1 of the Full Environmental Assessment Form, a project location map and the proposed tree clearing plan. If you have any questions, please contact me at 518-453-8211 or at nfrazer@chacompanies.com.

Sincerely,

A handwritten signature in black ink, appearing to read 'Nicole E. Frazer', written in a cursive style.

Nicole E. Frazer
Senior Scientist

CC (via email): Mark Heckroth, CHA
Paul McDonnell, CHA
Peter Knutson, Schenectady County

Full Environmental Assessment Form
Part 1 - Project and Setting

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 1 is accurate and complete.

A. Project and Applicant/Sponsor Information.

Name of Action or Project: Schenectady County Airport Off Airport Obstruction Tree Removal		
Project Location (describe, and attach a general location map): The project areas are located to the west and south of Runway 10 of the Schenectady County Airport in the Town of Glenville (see attached map).		
Brief Description of Proposed Action (include purpose or need): The purpose of the proposed project is to remove identified tree obstructions that are currently precluding clear airspace to Runway 10. Removal of these tree obstructions will improve Airport compliance with FAA design standards and regulations regarding clear airspace. The proposed obstruction removal within the Runway 10 approach will remove tree groups that are existing penetrations to the FAA 20:1 obstacle clearance surface (approximately 20), tree groups within 10 feet of the surface (approximately 18), as well as tree groups 10 to 20 feet of the surface (approximately 21). The obstruction clearing will remove the tree, grind the stump, and topsoil and seed. The proposed tree removal on the south side of the runway end will include clear cutting, but not grubbing (i.e., retention of the stumps and root balls) of all trees and the understory will be retained. Veteran's Memorial Park is within the project limits; however, no trees are proposed to be cut within the park. Refer to the attached plan for further details.		
Name of Applicant/Sponsor: County of Schenectady	Telephone: (518) 356-5340, ext. 3232 E-Mail: Peter.Knutson@schenectadycounty.com	
Address: 100 Kellar Avenue		
City/PO: Schenectady	State: NY	Zip Code: 12306
Project Contact (if not same as sponsor; give name and title/role):	Telephone:	
	E-Mail:	
Address:		
City/PO:	State:	Zip Code:
Property Owner (if not same as sponsor): See attached.	Telephone:	
	E-Mail:	
Address:		
City/PO:	State:	Zip Code:

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, <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No or Village Board of Trustees		
b. City, Town or Village <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Planning Board or Commission		
c. City, Town or <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Village Zoning Board of Appeals		
d. Other local agencies <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
e. County agencies <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Schenectady County	2022 (projected)
f. Regional agencies <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
g. State agencies <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
h. Federal agencies <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	FAA- funding	2022 (projected)
i. Coastal Resources. i. Is the project site within a Coastal Area, or the waterfront area of a Designated Inland Waterway? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No ii. Is the project site located in a community with an approved Local Waterfront Revitalization Program? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No iii. Is the project site within a Coastal Erosion Hazard Area? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> 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? However, the project would not impact planning initiatives. ☒ 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):

NYS Heritage Areas: Mohawk Valley Heritage Corridor

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):

Town of Glenville Open Space Plan & Schenectady County Agriculture & Farmland Protection Plan

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 Zoning, Public Park Lands, Suburban Residential and General Business

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? Scotia-Glenville Central School District

b. What police or other public protection forces serve the project site?

Town of Glenville Police Department

c. Which fire protection and emergency medical services serve the project site?

Alpaus, Beukendaal, East Glenville, Glenville Hill, Thomas Corners, West Glenville fire departments and Mohawk Ambulance

d. What parks serve the project site?

Veteran's Memorial Park

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)? Tree removal

b. a. Total acreage of the site of the proposed action? 37.4 acres

b. Total acreage to be physically disturbed? ~3.6 acres

c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor? ~732 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)? % _____ Units: _____

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)

ii. Is a cluster/conservation layout proposed? ☐ Yes ☐ No

iii. Number of lots proposed? _____

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? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, show numbers of units proposed.				
	<u>One Family</u>	<u>Two Family</u>	<u>Three Family</u>	<u>Multiple Family (four or more)</u>
Initial Phase	_____	_____	_____	_____
At completion	_____	_____	_____	_____
of all phases	_____	_____	_____	_____

g. Does the proposed action include new non-residential construction (including expansions)? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> 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? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes,	
i. Purpose of the impoundment: _____ ii. If a water impoundment, the principal source of the water: <input type="checkbox"/> Ground water <input type="checkbox"/> Surface water streams <input type="checkbox"/> 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? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No (Not including general site preparation, grading or installation of utilities or foundations where all excavated materials will remain onsite) 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. _____ _____ iv. Will there be onsite dewatering or processing of excavated materials? <input type="checkbox"/> Yes <input type="checkbox"/> 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? <input type="checkbox"/> Yes <input type="checkbox"/> 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? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes:	
i. Identify the wetland or waterbody which would be affected (by name, water index number, wetland map number or geographic description): _____ _____	

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:

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

<ul style="list-style-type: none"> • Do existing sewer lines serve the project site? _____ • Will a line extension within an existing district be necessary to serve the project? _____ <p>If Yes:</p> <ul style="list-style-type: none"> • Describe extensions or capacity expansions proposed to serve this project: _____ _____ 	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Yes <input type="checkbox"/> No
<p>iv. Will a new wastewater (sewage) treatment district be formed to serve the project site? _____</p> <p>If Yes:</p> <ul style="list-style-type: none"> • Applicant/sponsor for new district: _____ • Date application submitted or anticipated: _____ • What is the receiving water for the wastewater discharge? _____ 	<input type="checkbox"/> Yes <input type="checkbox"/> No
<p>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): _____ _____</p>	
<p>vi. Describe any plans or designs to capture, recycle or reuse liquid waste: _____ _____</p>	
<p>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? _____</p> <p>If Yes:</p> <p>i. How much impervious surface will the project create in relation to total size of project parcel?</p> <p style="margin-left: 40px;">_____ n/a Square feet or _____ acres (impervious surface)</p> <p style="margin-left: 40px;">_____ n/a Square feet or _____ acres (parcel size)</p> <p>ii. Describe types of new point sources. <u> n/a </u></p> <p>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)? _____ adjacent areas via sheet flow _____</p> <ul style="list-style-type: none"> • If to surface waters, identify receiving water bodies or wetlands: _____ _____ • Will stormwater runoff flow to adjacent properties? _____ 	
<p>iv. Does the proposed plan minimize impervious surfaces, use pervious materials or collect and re-use stormwater? _____</p>	
<p>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? _____</p> <p>If Yes, identify:</p> <p>i. Mobile sources during project operations (e.g., heavy equipment, fleet or delivery vehicles) _____</p> <p>ii. Stationary sources during construction (e.g., power generation, structural heating, batch plant, crushers) _____</p> <p>iii. Stationary sources during operations (e.g., process emissions, large boilers, electric generation) _____</p>	
<p>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? _____</p> <p>If Yes:</p> <p>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) _____</p> <p>ii. In addition to emissions as calculated in the application, the project will generate:</p> <ul style="list-style-type: none"> • _____ Tons/year (short tons) of Carbon Dioxide (CO₂) • _____ Tons/year (short tons) of Nitrous Oxide (N₂O) • _____ Tons/year (short tons) of Perfluorocarbons (PFCs) • _____ Tons/year (short tons) of Sulfur Hexafluoride (SF₆) • _____ Tons/year (short tons) of Carbon Dioxide equivalent of Hydrofluorocarbons (HFCs) • _____ Tons/year (short tons) of Hazardous Air Pollutants (HAPs) 	

<p>h. Will the proposed action generate or emit methane (including, but not limited to, sewage treatment plants, landfills, composting facilities)? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>If Yes:</p> <p style="margin-left: 20px;">i. Estimate methane generation in tons/year (metric): _____</p> <p style="margin-left: 20px;">ii. Describe any methane capture, control or elimination measures included in project design (e.g., combustion to generate heat or electricity, flaring): _____</p>			
<p>i. Will the proposed action result in the release of air pollutants from open-air operations or processes, such as quarry or landfill operations? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>If Yes: Describe operations and nature of emissions (e.g., diesel exhaust, rock particulates/dust): _____</p>			
<p>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? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>If Yes:</p> <p style="margin-left: 20px;">i. When is the peak traffic expected (Check all that apply): <input type="checkbox"/> Morning <input type="checkbox"/> Evening <input type="checkbox"/> Weekend <input type="checkbox"/> Randomly between hours of _____ to _____.</p> <p style="margin-left: 20px;">ii. For commercial activities only, projected number of truck trips/day and type (e.g., semi trailers and dump trucks): _____</p> <p style="margin-left: 20px;">iii. Parking spaces: Existing _____ Proposed _____ Net increase/decrease _____</p> <p style="margin-left: 20px;">iv. Does the proposed action include any shared use parking? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p style="margin-left: 20px;">v. If the proposed action includes any modification of existing roads, creation of new roads or change in existing access, describe: _____</p> <p style="margin-left: 20px;">vi. Are public/private transportation service(s) or facilities available within ½ mile of the proposed site? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p style="margin-left: 20px;">vii. Will the proposed action include access to public transportation or accommodations for use of hybrid, electric or other alternative fueled vehicles? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p style="margin-left: 20px;">viii. Will the proposed action include plans for pedestrian or bicycle accommodations for connections to existing pedestrian or bicycle routes? <input type="checkbox"/> Yes <input type="checkbox"/> No</p>			
<p>k. Will the proposed action (for commercial or industrial projects only) generate new or additional demand for energy? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>If Yes:</p> <p style="margin-left: 20px;">i. Estimate annual electricity demand during operation of the proposed action: _____</p> <p style="margin-left: 20px;">ii. Anticipated sources/suppliers of electricity for the project (e.g., on-site combustion, on-site renewable, via grid/local utility, or other): _____</p> <p style="margin-left: 20px;">iii. Will the proposed action require a new, or an upgrade, to an existing substation? <input type="checkbox"/> Yes <input type="checkbox"/> No</p>			
<p>l. Hours of operation. Answer all items which apply.</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 50%; vertical-align: top;"> <p>i. During Construction:</p> <ul style="list-style-type: none"> • Monday - Friday: _____ 7am-5pm • Saturday: _____ • Sunday: _____ • Holidays: _____ </td> <td style="width: 50%; vertical-align: top;"> <p>ii. During Operations:</p> <ul style="list-style-type: none"> • Monday - Friday: _____ • Saturday: _____ • Sunday: _____ • Holidays: _____ </td> </tr> </table>		<p>i. During Construction:</p> <ul style="list-style-type: none"> • Monday - Friday: _____ 7am-5pm • Saturday: _____ • Sunday: _____ • Holidays: _____ 	<p>ii. During Operations:</p> <ul style="list-style-type: none"> • Monday - Friday: _____ • Saturday: _____ • Sunday: _____ • Holidays: _____
<p>i. During Construction:</p> <ul style="list-style-type: none"> • Monday - Friday: _____ 7am-5pm • Saturday: _____ • Sunday: _____ • Holidays: _____ 	<p>ii. During Operations:</p> <ul style="list-style-type: none"> • Monday - Friday: _____ • Saturday: _____ • Sunday: _____ • Holidays: _____ 		

<p>m. Will the proposed action produce noise that will exceed existing ambient noise levels during construction, operation, or both? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If yes:</p> <p>i. Provide details including sources, time of day and duration:</p> <p>Tree removal will cause temporary noise that will take place Monday through Friday, between the hours of 7am-5pm.</p>	
<p>ii. Will the proposed action remove existing natural barriers that could act as a noise barrier or screen? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>Describe: _____</p>	
<p>n. Will the proposed action have outdoor lighting? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>If yes:</p> <p>i. Describe source(s), location(s), height of fixture(s), direction/aim, and proximity to nearest occupied structures:</p> <p>_____</p>	
<p>ii. Will proposed action remove existing natural barriers that could act as a light barrier or screen? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Describe: _____</p>	
<p>o. Does the proposed action have the potential to produce odors for more than one hour per day? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>If Yes, describe possible sources, potential frequency and duration of odor emissions, and proximity to nearest occupied structures: _____</p> <p>_____</p>	
<p>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? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>If Yes:</p> <p>i. Product(s) to be stored _____</p> <p>ii. Volume(s) _____ per unit time _____ (e.g., month, year)</p> <p>iii. Generally, describe the proposed storage facilities: _____</p>	
<p>q. Will the proposed action (commercial, industrial and recreational projects only) use pesticides (i.e., herbicides, insecticides) during construction or operation? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>If Yes:</p> <p>i. Describe proposed treatment(s):</p> <p>_____</p> <p>_____</p>	
<p>ii. Will the proposed action use Integrated Pest Management Practices? <input type="checkbox"/> Yes <input type="checkbox"/> No</p>	
<p>r. Will the proposed action (commercial or industrial projects only) involve or require the management or disposal of solid waste (excluding hazardous materials)? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If Yes:</p> <p>i. Describe any solid waste(s) to be generated during construction or operation of the facility:</p> <ul style="list-style-type: none"> • Construction: _____ trees tons per _____ n/a (unit of time) • Operation : _____ n/a tons per _____ n/a (unit of time) <p>ii. Describe any proposals for on-site minimization, recycling or reuse of materials to avoid disposal as solid waste:</p> <ul style="list-style-type: none"> • Construction: The tree clearing operation will likely mulch most of the trees. _____ • Operation: n/a _____ <p>iii. Proposed disposal methods/facilities for solid waste generated on-site:</p> <ul style="list-style-type: none"> • Construction: n/a _____ • Operation: n/a _____ 	

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): Park and Airport

ii. If mix of uses, generally describe: _____

b. Land uses and covertypes on the project site.

Land use or Covertypes	Current Acreage	Acreage After Project Completion	Change (Acres +/-)
• Roads, buildings, and other paved or impervious surfaces	11.3	11.3	0
• Forested	5.1	1.6	-3.5
• Meadows, grasslands or brushlands (non-agricultural, including abandoned agricultural)	20.7	24.2	+3.5
• Agricultural (includes active orchards, field, greenhouse etc.)	0	0	0
• Surface water features (lakes, ponds, streams, rivers, etc.)	0.2	0.2	0
• Wetlands (freshwater or tidal)	<0.1	<0.1	0
• Non-vegetated (bare rock, earth or fill)	0	0	0
• Other Describe: _____			

<p>c. Is the project site presently used by members of the community for public recreation? <i>i. If Yes: explain: Veteran's Memorial Park is within the project limits.</i></p>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<p>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? If Yes, <i>i. Identify Facilities:</i> Glen-Worden Elementary School & Glenville Senior Citizens Center</p>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<p>e. Does the project site contain an existing dam? If Yes: <i>i. Dimensions of the dam and impoundment:</i></p> <ul style="list-style-type: none"> • Dam height: _____ feet • Dam length: _____ feet • Surface area: _____ acres • Volume impounded: _____ gallons OR acre-feet <p><i>ii. Dam's existing hazard classification:</i> _____ <i>iii. Provide date and summarize results of last inspection:</i> _____ _____</p>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<p>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? If Yes: <i>i. Has the facility been formally closed?</i> • If yes, cite sources/documentation: _____ <i>ii. Describe the location of the project site relative to the boundaries of the solid waste management facility:</i> _____ _____ <i>iii. Describe any development constraints due to the prior solid waste activities:</i> _____</p>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes <input type="checkbox"/> No
<p>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? If Yes: <i>i. Describe waste(s) handled and waste management activities, including approximate time when activities occurred:</i> _____ _____</p>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<p>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? If Yes: <i>i. Is any portion of the site listed on the NYSDEC Spills Incidents database or Environmental Site Remediation database? Check all that apply:</i></p> <div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <input type="checkbox"/> Yes – Spills Incidents database <input type="checkbox"/> Yes – Environmental Site Remediation database <input type="checkbox"/> Neither database </div> <div style="width: 45%;"> Provide DEC ID number(s): _____ Provide DEC ID number(s): _____ </div> </div> <p><i>ii. If site has been subject of RCRA corrective activities, describe control measures:</i> _____ _____ _____ <i>iii. Is the project within 2000 feet of any site in the NYSDEC Environmental Site Remediation database?</i> If yes, provide DEC ID number(s): _____ <i>iv. If yes to (i), (ii) or (iii) above, describe current status of site(s):</i> _____ _____</p>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

v. Is the project site subject to an institutional control limiting property uses? <input type="checkbox"/> Yes <input type="checkbox"/> No																							
<ul style="list-style-type: none"> • 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? <input type="checkbox"/> Yes <input type="checkbox"/> No • Explain: _____ 																							
E.2. Natural Resources On or Near Project Site																							
a. What is the average depth to bedrock on the project site? _____ more than 7 feet																							
b. Are there bedrock outcroppings on the project site? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, what proportion of the site is comprised of bedrock outcroppings? _____ %																							
c. Predominant soil type(s) present on project site: <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 60%;">Plainfield Loamy Sand</td> <td style="width: 20%; text-align: right;">95 %</td> <td style="width: 20%;"></td> </tr> <tr> <td>Fredon Silt Loam</td> <td style="text-align: right;">5 %</td> <td></td> </tr> <tr> <td></td> <td style="text-align: right;">%</td> <td></td> </tr> </table>		Plainfield Loamy Sand	95 %		Fredon Silt Loam	5 %			%														
Plainfield Loamy Sand	95 %																						
Fredon Silt Loam	5 %																						
	%																						
d. What is the average depth to the water table on the project site? Average: _____ 3.5 feet																							
e. Drainage status of project site soils: <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;"><input checked="" type="checkbox"/> Well Drained:</td> <td style="width: 30%; text-align: right;">95 % of site</td> <td style="width: 40%;"></td> </tr> <tr> <td><input type="checkbox"/> Moderately Well Drained:</td> <td style="text-align: right;">% of site</td> <td></td> </tr> <tr> <td><input checked="" type="checkbox"/> Poorly Drained</td> <td style="text-align: right;">5 % of site</td> <td></td> </tr> </table>		<input checked="" type="checkbox"/> Well Drained:	95 % of site		<input type="checkbox"/> Moderately Well Drained:	% of site		<input checked="" type="checkbox"/> Poorly Drained	5 % of site														
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<input type="checkbox"/> Moderately Well Drained:	% of site																						
<input checked="" type="checkbox"/> Poorly Drained	5 % of site																						
f. Approximate proportion of proposed action site with slopes: <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;"><input checked="" type="checkbox"/> 0-10%:</td> <td style="width: 30%; text-align: right;">100 % of site</td> <td style="width: 40%;"></td> </tr> <tr> <td><input type="checkbox"/> 10-15%:</td> <td style="text-align: right;">% of site</td> <td></td> </tr> <tr> <td><input type="checkbox"/> 15% or greater:</td> <td style="text-align: right;">% of site</td> <td></td> </tr> </table>		<input checked="" type="checkbox"/> 0-10%:	100 % of site		<input type="checkbox"/> 10-15%:	% of site		<input type="checkbox"/> 15% or greater:	% of site														
<input checked="" type="checkbox"/> 0-10%:	100 % of site																						
<input type="checkbox"/> 10-15%:	% of site																						
<input type="checkbox"/> 15% or greater:	% of site																						
g. Are there any unique geologic features on the project site? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, describe: _____																							
h. Surface water features. <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 80%;">i. Does any portion of the project site contain wetlands or other waterbodies (including streams, rivers, ponds or lakes)?</td> <td style="width: 20%; text-align: right;"><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</td> </tr> <tr> <td>ii. Do any wetlands or other waterbodies adjoin the project site?</td> <td style="text-align: right;"><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</td> </tr> </table> If Yes to either <i>i</i> or <i>ii</i> , continue. If No, skip to E.2.i. <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 80%;">iii. Are any of the wetlands or waterbodies within or adjoining the project site regulated by any federal, state or local agency?</td> <td style="width: 20%; text-align: right;"><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</td> </tr> </table> iv. For each identified regulated wetland and waterbody on the project site, provide the following information: <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;">• Streams:</td> <td style="width: 40%;">Name <u>876-89</u></td> <td style="width: 20%;">Classification <u>C</u></td> <td style="width: 30%;"></td> </tr> <tr> <td>• Lakes or Ponds:</td> <td>Name _____</td> <td>Classification _____</td> <td></td> </tr> <tr> <td>• Wetlands:</td> <td>Name <u>Federal Waters</u></td> <td>Approximate Size <u>0.03 within project area</u></td> <td></td> </tr> <tr> <td>• Wetland No. (if regulated by DEC)</td> <td colspan="3">_____</td> </tr> </table>		i. Does any portion of the project site contain wetlands or other waterbodies (including streams, rivers, ponds or lakes)?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	ii. Do any wetlands or other waterbodies adjoin the project site?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	iii. Are any of the wetlands or waterbodies within or adjoining the project site regulated by any federal, state or local agency?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	• Streams:	Name <u>876-89</u>	Classification <u>C</u>		• Lakes or Ponds:	Name _____	Classification _____		• Wetlands:	Name <u>Federal Waters</u>	Approximate Size <u>0.03 within project area</u>		• Wetland No. (if regulated by DEC)	_____		
i. Does any portion of the project site contain wetlands or other waterbodies (including streams, rivers, ponds or lakes)?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No																						
ii. Do any wetlands or other waterbodies adjoin the project site?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No																						
iii. Are any of the wetlands or waterbodies within or adjoining the project site regulated by any federal, state or local agency?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No																						
• Streams:	Name <u>876-89</u>	Classification <u>C</u>																					
• Lakes or Ponds:	Name _____	Classification _____																					
• Wetlands:	Name <u>Federal Waters</u>	Approximate Size <u>0.03 within project area</u>																					
• Wetland No. (if regulated by DEC)	_____																						
v. Are any of the above water bodies listed in the most recent compilation of NYS water quality-impaired waterbodies? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If yes, name of impaired water body/bodies and basis for listing as impaired: _____ Name - Pollutants - Uses: Minor Tribs to Mohawk River – Unknown Toxicity – Recreation; Habitat/Hydrology; Aquatic Life																							
i. Is the project site in a designated Floodway? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No																							
j. Is the project site in the 100-year Floodplain? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No																							
k. Is the project site in the 500-year Floodplain? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No																							
l. Is the project site located over, or immediately adjoining, a primary, principal or sole source aquifer? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If Yes: <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 80%;">i. Name of aquifer: <u>Principal Aquifer, Primary Aquifer, Sole Source Aquifer Names: Schenectady-Niskayuna SSA</u></td> <td style="width: 20%;"></td> </tr> </table>		i. Name of aquifer: <u>Principal Aquifer, Primary Aquifer, Sole Source Aquifer Names: Schenectady-Niskayuna SSA</u>																					
i. Name of aquifer: <u>Principal Aquifer, Primary Aquifer, Sole Source Aquifer Names: Schenectady-Niskayuna SSA</u>																							

m. Identify the predominant wildlife species that occupy or use the project site:		
white-tailed deer _____ eastern chipmunk _____ gray squirrel _____	various birds _____ various insects _____ woodchuck _____	eastern cottontail _____ raccoon _____
n. Does the project site contain a designated significant natural community? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> 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:		
<ul style="list-style-type: none"> • 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? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes:		
i. Species and listing (endangered or threatened): _____ _____ _____		
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? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes:		
i. Species and listing: _____ _____		
q. Is the project site or adjoining area currently used for hunting, trapping, fishing or shell fishing? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If yes, give a brief description of how the proposed action may affect that use: _____ _____		
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? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, provide county plus district name/number: _____		
b. Are agricultural lands consisting of highly productive soils present? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No i. If Yes: acreage(s) on project site: _____ ii. Source(s) of soil rating(s): _____		
c. Does the project site contain all or part of, or is it substantially contiguous to, a registered National Natural Landmark? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes:		
i. Nature of the natural landmark: <input type="checkbox"/> Biological Community <input type="checkbox"/> 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? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> 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? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
If Yes: <ul style="list-style-type: none"> i. Nature of historic/archaeological resource: <input type="checkbox"/> Archaeological Site <input type="checkbox"/> Historic Building or District ii. Name: _____ iii. Brief description of attributes on which listing is based: _____ 	
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? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
g. Have additional archaeological or historic site(s) or resources been identified on the project site? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
If Yes: <ul style="list-style-type: none"> i. Describe possible resource(s): _____ ii. Basis for identification: _____ 	
h. Is the project site within five miles of any officially designated and publicly accessible federal, state, or local scenic or aesthetic resource? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
If Yes: <ul style="list-style-type: none"> i. Identify resource: ALCO Heritage Trail/Mohawk Towpath Byway/ View of Schenectady ii. Nature of, or basis for, designation (e.g., established highway overlook, state or local park, state historic trail or scenic byway, etc.): Trail/Scenic Byway/ local view as per the Comprehensive Plan iii. Distance between project and resource: _____ ~1.2/~1.5/~3.5 miles. 	
i. Is the project site located within a designated river corridor under the Wild, Scenic and Recreational Rivers Program 6 NYCRR 666? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
If Yes: <ul style="list-style-type: none"> i. Identify the name of the river and its designation: _____ ii. Is the activity consistent with development restrictions contained in 6NYCRR Part 666? <input type="checkbox"/> Yes <input type="checkbox"/> No 	

F. Additional Information

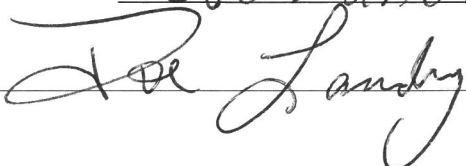
Attach any additional information which may be needed to clarify your project.

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.

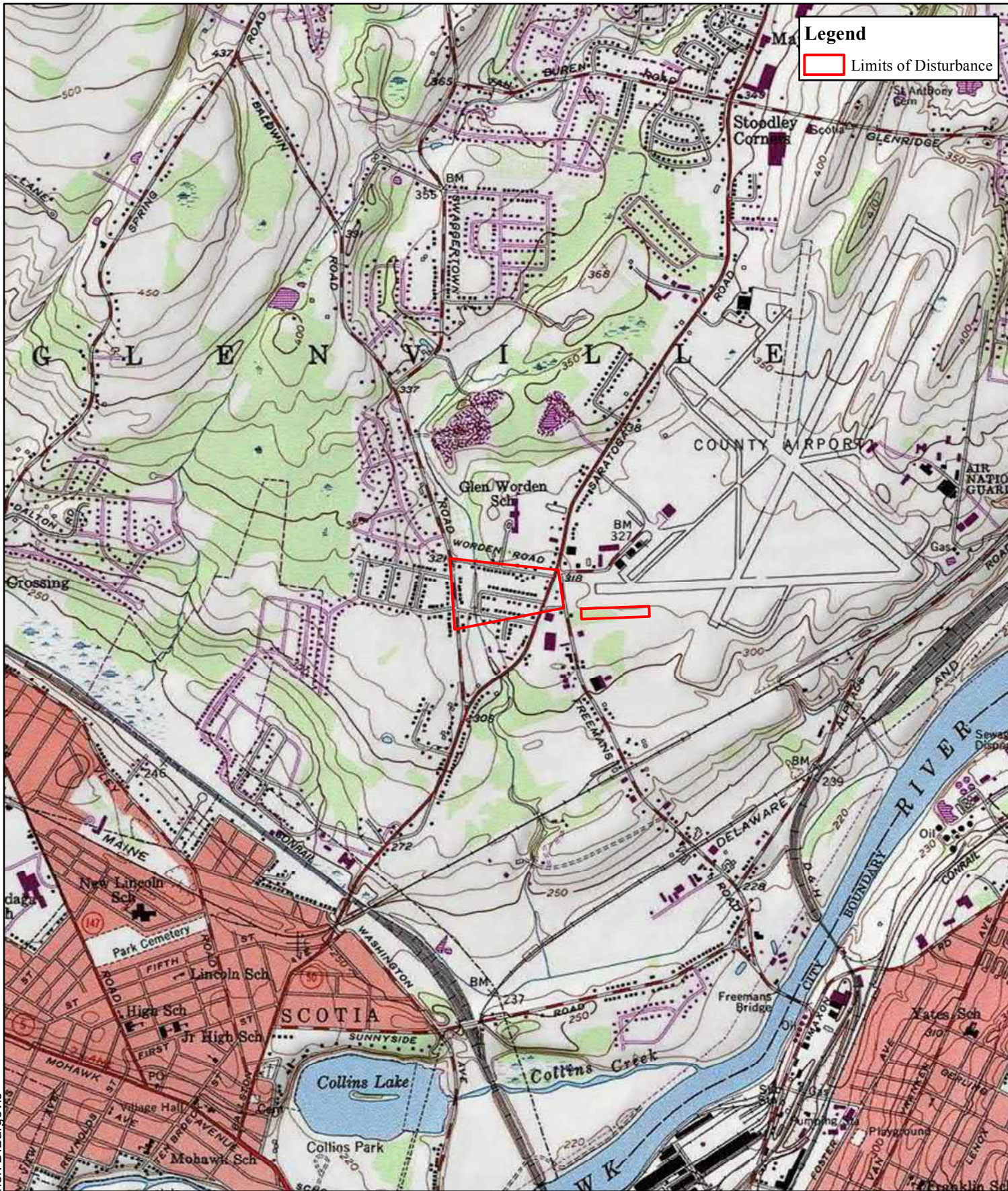
G. Verification

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

Applicant/Sponsor Name Joe Landry Date 12-4-20

Signature  Title Director of DEPW

PRINT FORM



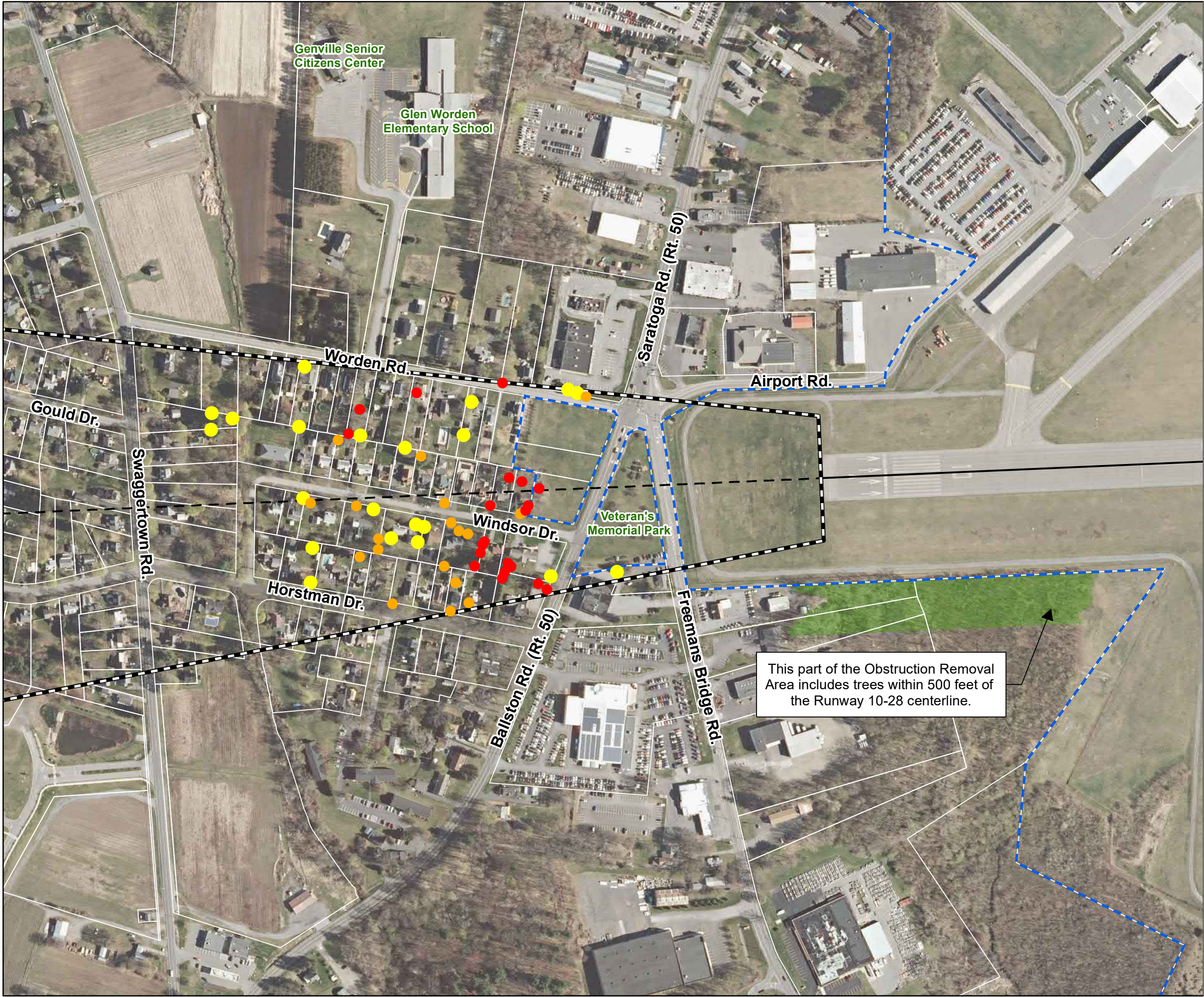
Scale 1" = 2000'

CHA Project No.
052475

USGS Project Location Map

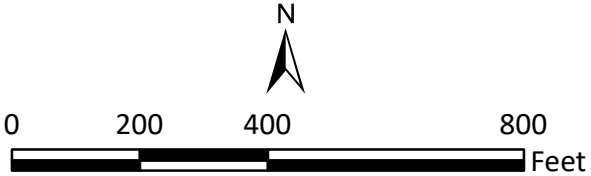
Schenectady County Airport (SCH) - Runway 10
Environmental Assessment for Tree Obstructions
Schenectady County, New York

Service Layer Credits:
Copyright: © 2013 National Geographic Society, I-cubed
Schenectady USGS Quadrangles Date: 1980



SCHENECTADY COUNTY AIRPORT (SCH)

**ENVIRONMENTAL
ASSESSMENT FOR TREE
OBSTRUCTION REMOVAL**



- Runway 10-28 Centerline
 - - - Runway 10-28 Centerline Extended
 - ▭ Airport/County Property Boundary
 - ▭ Parcel Boundary
 - ▭ Obstacle Clearing Surface 4 (20:1)
- OCS 4 Obstructions*
- Tree Group Penetration (20)
 - Tree Group within 10 Feet of Penetration (18)
 - Tree Group 10-20 Feet Below Penetration (21)
 - Additional Tree Obstruction Removal Area

Note: Property and Parcel boundaries are approximate.



SPONSOR'S PROPOSED ACTION:
CLEAR OBSTACLE CLEARANCE SURFACE ONLY
(ALTERNATIVE 2)
Runway 10

Sources: Aerial Imagery (State of New York, 2015),
Parcel Boundaries (Schenectady County, 2018),
Obstrutions (CHA, 2020).

A. Property Owners

Ackley, Michael
2 Horstman Dr, Glenville, NY 12302

Acosta, Joel L
13 Windsor Dr, Glenville, NY 12302

Andrako, Steven
21 Worden Rd, Glenville, NY 12302

Arduini Michael
17 Worden Rd, Glenville, NY 12302

Babie, Eric G
8 Windsor Dr, Glenville, NY 12302

Belott, James A Jr
28 Windsor Dr, Glenville, NY 12302

Blake, Jeffrey C
23 Windsor Dr, Glenville, NY 12302

Bloomer, Valerie E
60 Swaggertown Rd, Glenville, NY 12302

Bodden, Thomas R
25 Horstman Dr, Glenville, NY 12302

Bohrer, Karen D
12 Windsor Dr, Glenville, NY 12302

Briggs, Michael + Wendy
39 Worden Rd, Glenville, NY 12302

Bush, Warren F
181 Freemans Bridge Rd, Glenville, NY
12302

Carusone, Todd M
9 Windsor Dr, Glenville, NY 12302

Cercone, Alfred S
16 Worden Rd, Glenville, NY 12302

Clark, Michael & Eileen
17 Windsor Dr, Glenville, NY 12302

Conover-Beck Tracy A
21 Horstman Dr, Glenville, NY 12302

Cure, Vernon & Carol
19 Windsor Dr, Glenville, NY 12302

Curtiss, Theodore A
6 Horstman Dr, Glenville, NY 12302

Daley, Amy
29 Worden Rd, Glenville, NY 12302

Davis, Jill A
27 Windsor Dr, Glenville, NY 12302

De Paulo Realty, LLC
228 Church St, Saratoga Springs, NY 12866

Diamond, Charles A
11 Worden Rd, Glenville, NY 12302

Dicresce Richard J Jr
112 Sanders Ave, Scotia, NY 12302

Dunham, Jeffrey M
27 Worden Rd, Scotia, NY 12302

Eacy, Charles
50 Swaggertown Rd, Glenville, NY 12302

Ehrcke, Kenneth A
35 Worden Rd, Glenville, NY 12302

Ferretti, Amber
37 Worden Rd, Glenville, NY 12302

KeyBank
27 Public Square, Cleveland, OH 44114

Fortune, Ryan
12 Horstman Dr, Glenville, NY 12302

Frederick, Richard J
15 Horstman Dr, Glenville, NY 12302

Fresoni, Brian
41 Worden Rd, Glenville, NY 12302

Furnace, Dabien M
45 Worden Rd, Glenville, NY 12302

Glenn Development LLC
1529 Western Ave, Ste 10, Albany, NY
12203

Graves, Carol I
30 Windsor Dr, Glenville, NY 12302

Higgins, Michael
10 Worden Rd, Glenville, NY 12302

Hinkle, Lynn M
68 Swaggertown Rd, Glenville, NY 12302

Horstman, Philip L
7 Swaggertown Rd, Glenville, NY 12302

Hughes, Scott W
7 Windsor Dr, Glenville, NY 12302

Irrevocable Trust, Durrant Family
20 Windsor Dr, Glenville, NY 12302

Johnson, Claire
64 Swaggertown Rd, Glenville, NY 12302

Kane, Paul T Jr
31 Worden Rd, Glenville, NY 12302

Karis, Irrevocable Trust, Raymond &
Adrienne
24 Windsor Dr, Glenville, NY 12302

Kenny, Paul M
48 Swaggertown Rd, Scotia, NY 12302

Keon, Linda L
15 Worden Rd, Glenville, NY 12302

Kristel, Wayne T
9 Horstman Dr, Glenville, NY 12302

Laviolette, Jason
28 Horstman Dr, Glenville, NY 12302

Lemley, Charles T
2044 Cook Rd, Charlton, NY 12019

Maggs, Timothy J/Gertrude M
54 Swaggertown Rd, Glenville, NY 12302

Marin, David G
43 Worden Rd, Glenville, NY 12302

Marin, Guadalupe
33 Worden Rd, Glenville, NY 12302

Marola, Robert + Lydia
29 Windsor Dr, Glenville, NY 12302

May, David M
20 Horstman Dr, Glenville, NY 12302

McPartlon (Trustee), Peter J
323 Kings Rd, Schenectady, NY 12304

Moore, Ryan
26 Horstman Dr, Glenville, NY 12302

Morin, Richard J
18 Horstman Dr, Glenville, NY 12302

Newman, William G
8 Horstman Dr, Glenville, NY 12302

Norman, Keith
10 Horstman Dr, Glenville, NY 12302

O'Beirne, Marcia L
70 Swaggertown Rd, Glenville, NY 12302

Pelkey, Peter A
16 Horstman Dr, Glenville, NY 12302

Persaud, Danny
23 Worden Rd, Glenville, NY 12302

Poggi, Sylvia Jean
17 Horstman Dr, Glenville, NY 12302

Rogers, Julie E
25 Windsor Dr, Glenville, NY 12302

Rogoff, Stacy Rae & Richard Trustees
11 Fossen Way, Andover, MA 01810

Samantha LLC
144 Freemans Bridge Rd, Glenville, NY
12302

Sciocchetti, Alesio P & Janice M
16 Windsor Dr, Glenville, NY 12302

Sitterly Road Realty, LLC
541 Clifton Park Cente Rd, Clifton Park,
NY 12065

Smith, Concetta
5 Windsor Dr, Glenville, NY 12302

Tagliaferro, David
15 Windsor Dr, Glenville, NY 12302

Tallman, Donald M
14 Windsor Dr, Glenville, NY 12302

Teerlinck, Michelle
66 Swaggertown Rd, Glenville, NY 12302

Torelli, Irrevocable Trust, John + Naomi
14 Horstman Dr, Glenville, NY 12302

U.S. Bank National Association
1 Mortgage Way, Mount Laurel NJ 08054

Vaccara, Michael L
11 Windsor Dr, Glenville, NY 12302

Van Auken, Alan J &
58 Swaggertown Rd, Glenville, NY 12302

Whited, Stephen
13 Horstman Dr, Glenville, NY 12302

Zoeller, Douglas
20 Worden Rd, Glenville, NY 12302

Full Environmental Assessment Form
Part 2 - Identification of Potential Project Impacts

Agency Use Only [If applicable]

Project : _____

Date : _____

Part 2 is to be completed by the lead agency. Part 2 is designed to help the lead agency inventory all potential resources that could be affected by a proposed project or action. We recognize that the lead agency's reviewer(s) will not necessarily be environmental professionals. So, the questions are designed to walk a reviewer through the assessment process by providing a series of questions that can be answered using the information found in Part 1. To further assist the lead agency in completing Part 2, the form identifies the most relevant questions in Part 1 that will provide the information needed to answer the Part 2 question. When Part 2 is completed, the lead agency will have identified the relevant environmental areas that may be impacted by the proposed activity.

If the lead agency is a state agency **and** the action is in any Coastal Area, complete the Coastal Assessment Form before proceeding with this assessment.

Tips for completing Part 2:

- Review all of the information provided in Part 1.
- Review any application, maps, supporting materials and the Full EAF Workbook.
- Answer each of the 18 questions in Part 2.
- If you answer “**Yes**” to a numbered question, please complete all the questions that follow in that section.
- If you answer “**No**” to a numbered question, move on to the next numbered question.
- Check appropriate column to indicate the anticipated size of the impact.
- Proposed projects that would exceed a numeric threshold contained in a question should result in the reviewing agency checking the box “Moderate to large impact may occur.”
- The reviewer is not expected to be an expert in environmental analysis.
- If you are not sure or undecided about the size of an impact, it may help to review the sub-questions for the general question and consult the workbook.
- When answering a question consider all components of the proposed activity, that is, the “whole action”.
- Consider the possibility for long-term and cumulative impacts as well as direct impacts.
- Answer the question in a reasonable manner considering the scale and context of the project.

1. Impact on Land Proposed action may involve construction on, or physical alteration of, the land surface of the proposed site. (See Part 1. D.1) <i>If “Yes”, answer questions a - j. If “No”, move on to Section 2.</i> <div style="text-align: right;"> <input type="checkbox"/> NO <input checked="" type="checkbox"/> YES </div>			
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may involve construction on land where depth to water table is less than 3 feet.	E2d	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may involve construction on slopes of 15% or greater.	E2f	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may involve construction on land where bedrock is exposed, or generally within 5 feet of existing ground surface.	E2a	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. The proposed action may involve the excavation and removal of more than 1,000 tons of natural material.	D2a	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. The proposed action may involve construction that continues for more than one year or in multiple phases.	D1e	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. The proposed action may result in increased erosion, whether from physical disturbance or vegetation removal (including from treatment by herbicides).	D2e, D2q	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. The proposed action is, or may be, located within a Coastal Erosion hazard area.	B1i	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h. Other impacts: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>

2. Impact on Geological Features The proposed action may result in the modification or destruction of, or inhibit access to, any unique or unusual land forms on the site (e.g., cliffs, dunes, minerals, fossils, caves). (See Part 1. E.2.g) <input checked="" type="checkbox"/> NO <input type="checkbox"/> YES <i>If "Yes", answer questions a - c. If "No", move on to Section 3.</i>			
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. Identify the specific land form(s) attached: _____	E2g	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may affect or is adjacent to a geological feature listed as a registered National Natural Landmark. Specific feature: _____	E3c	<input type="checkbox"/>	<input type="checkbox"/>
c. Other impacts: _____		<input type="checkbox"/>	<input type="checkbox"/>

3. Impacts on Surface Water The proposed action may affect one or more wetlands or other surface water bodies (e.g., streams, rivers, ponds or lakes). (See Part 1. D.2, E.2.h) <input type="checkbox"/> NO <input checked="" type="checkbox"/> YES <i>If "Yes", answer questions a - l. If "No", move on to Section 4.</i>			
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may create a new water body.	D2b, D1h	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may result in an increase or decrease of over 10% or more than a 10 acre increase or decrease in the surface area of any body of water.	D2b	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may involve dredging more than 100 cubic yards of material from a wetland or water body.	D2a	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. The proposed action may involve construction within or adjoining a freshwater or tidal wetland, or in the bed or banks of any other water body.	E2h	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. The proposed action may create turbidity in a waterbody, either from upland erosion, runoff or by disturbing bottom sediments.	D2a, D2h	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. The proposed action may include construction of one or more intake(s) for withdrawal of water from surface water.	D2c	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. The proposed action may include construction of one or more outfall(s) for discharge of wastewater to surface water(s).	D2d	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h. The proposed action may cause soil erosion, or otherwise create a source of stormwater discharge that may lead to siltation or other degradation of receiving water bodies.	D2e	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i. The proposed action may affect the water quality of any water bodies within or downstream of the site of the proposed action.	E2h	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j. The proposed action may involve the application of pesticides or herbicides in or around any water body.	D2q, E2h	<input checked="" type="checkbox"/>	<input type="checkbox"/>
k. The proposed action may require the construction of new, or expansion of existing, wastewater treatment facilities.	D1a, D2d	<input checked="" type="checkbox"/>	<input type="checkbox"/>

I. Other impacts: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>
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4. Impact on groundwater The proposed action may result in new or additional use of ground water, or may have the potential to introduce contaminants to ground water or an aquifer. (See Part 1. D.2.a, D.2.c, D.2.d, D.2.p, D.2.q, D.2.t) <i>If "Yes", answer questions a - h. If "No", move on to Section 5.</i>			
		<input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may require new water supply wells, or create additional demand on supplies from existing water supply wells.	D2c	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Water supply demand from the proposed action may exceed safe and sustainable withdrawal capacity rate of the local supply or aquifer. Cite Source: _____	D2c	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may allow or result in residential uses in areas without water and sewer services.	D1a, D2c	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. The proposed action may include or require wastewater discharged to groundwater.	D2d, E2l	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. The proposed action may result in the construction of water supply wells in locations where groundwater is, or is suspected to be, contaminated.	D2c, E1f, E1g, E1h	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. The proposed action may require the bulk storage of petroleum or chemical products over ground water or an aquifer.	D2p, E2l	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. The proposed action may involve the commercial application of pesticides within 100 feet of potable drinking water or irrigation sources.	E2h, D2q, E2l, D2c	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h. Other impacts: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>

5. Impact on Flooding The proposed action may result in development on lands subject to flooding. (See Part 1. E.2) <i>If "Yes", answer questions a - g. If "No", move on to Section 6.</i>			
		<input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may result in development in a designated floodway.	E2i	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may result in development within a 100 year floodplain.	E2j	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may result in development within a 500 year floodplain.	E2k	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. The proposed action may result in, or require, modification of existing drainage patterns.	D2b, D2e	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. The proposed action may change flood water flows that contribute to flooding.	D2b, E2i, E2j, E2k	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. If there is a dam located on the site of the proposed action, is the dam in need of repair, or upgrade?	E1e	<input checked="" type="checkbox"/>	<input type="checkbox"/>

g. Other impacts: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>
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6. Impacts on Air The proposed action may include a state regulated air emission source. (See Part 1. D.2.f., D.2.h, D.2.g) <i>If "Yes", answer questions a - f. If "No", move on to Section 7.</i>			
		<input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. If the proposed action requires federal or state air emission permits, the action may also emit one or more greenhouse gases at or above the following levels: i. More than 1000 tons/year of carbon dioxide (CO ₂) ii. More than 3.5 tons/year of nitrous oxide (N ₂ O) iii. More than 1000 tons/year of carbon equivalent of perfluorocarbons (PFCs) iv. More than .045 tons/year of sulfur hexafluoride (SF ₆) v. More than 1000 tons/year of carbon dioxide equivalent of hydrochloroflourocarbons (HFCs) emissions vi. 43 tons/year or more of methane	D2g D2g D2g D2g D2g D2h	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
b. The proposed action may generate 10 tons/year or more of any one designated hazardous air pollutant, or 25 tons/year or more of any combination of such hazardous air pollutants.	D2g	<input type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may require a state air registration, or may produce an emissions rate of total contaminants that may exceed 5 lbs. per hour, or may include a heat source capable of producing more than 10 million BTU's per hour.	D2f, D2g	<input type="checkbox"/>	<input type="checkbox"/>
d. The proposed action may reach 50% of any of the thresholds in "a" through "c", above.	D2g	<input type="checkbox"/>	<input type="checkbox"/>
e. The proposed action may result in the combustion or thermal treatment of more than 1 ton of refuse per hour.	D2s	<input type="checkbox"/>	<input type="checkbox"/>
f. Other impacts: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>

7. Impact on Plants and Animals The proposed action may result in a loss of flora or fauna. (See Part 1. E.2. m.-q.) <i>If "Yes", answer questions a - j. If "No", move on to Section 8.</i>			
		<input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may cause reduction in population or loss of individuals of any threatened or endangered species, as listed by New York State or the Federal government, that use the site, or are found on, over, or near the site.	E2o	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may result in a reduction or degradation of any habitat used by any rare, threatened or endangered species, as listed by New York State or the federal government.	E2o	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may cause reduction in population, or loss of individuals, of any species of special concern or conservation need, as listed by New York State or the Federal government, that use the site, or are found on, over, or near the site.	E2p	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. The proposed action may result in a reduction or degradation of any habitat used by any species of special concern and conservation need, as listed by New York State or the Federal government.	E2p	<input checked="" type="checkbox"/>	<input type="checkbox"/>

e. The proposed action may diminish the capacity of a registered National Natural Landmark to support the biological community it was established to protect.	E3c	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. The proposed action may result in the removal of, or ground disturbance in, any portion of a designated significant natural community. Source: _____	E2n	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. The proposed action may substantially interfere with nesting/breeding, foraging, or over-wintering habitat for the predominant species that occupy or use the project site.	E2m	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h. The proposed action requires the conversion of more than 10 acres of forest, grassland or any other regionally or locally important habitat. Habitat type & information source: _____ _____	E1b	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i. Proposed action (commercial, industrial or recreational projects, only) involves use of herbicides or pesticides.	D2q	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j. Other impacts: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>

8. Impact on Agricultural Resources The proposed action may impact agricultural resources. (See Part 1. E.3.a. and b.) <input checked="" type="checkbox"/> NO <input type="checkbox"/> YES <i>If "Yes", answer questions a - h. If "No", move on to Section 9.</i>			
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may impact soil classified within soil group 1 through 4 of the NYS Land Classification System.	E2c, E3b	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may sever, cross or otherwise limit access to agricultural land (includes cropland, hayfields, pasture, vineyard, orchard, etc).	E1a, E1b	<input type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may result in the excavation or compaction of the soil profile of active agricultural land.	E3b	<input type="checkbox"/>	<input type="checkbox"/>
d. The proposed action may irreversibly convert agricultural land to non-agricultural uses, either more than 2.5 acres if located in an Agricultural District, or more than 10 acres if not within an Agricultural District.	E1b, E3a	<input type="checkbox"/>	<input type="checkbox"/>
e. The proposed action may disrupt or prevent installation of an agricultural land management system.	E1 a, E1b	<input type="checkbox"/>	<input type="checkbox"/>
f. The proposed action may result, directly or indirectly, in increased development potential or pressure on farmland.	C2c, C3, D2c, D2d	<input type="checkbox"/>	<input type="checkbox"/>
g. The proposed project is not consistent with the adopted municipal Farmland Protection Plan.	C2c	<input type="checkbox"/>	<input type="checkbox"/>
h. Other impacts: _____		<input type="checkbox"/>	<input type="checkbox"/>

9. Impact on Aesthetic Resources The land use of the proposed action are obviously different from, or are in sharp contrast to, current land use patterns between the proposed project and a scenic or aesthetic resource. (Part 1. E.1.a, E.1.b, E.3.h.) <i>If "Yes", answer questions a - g. If "No", go to Section 10.</i>			
		<input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. Proposed action may be visible from any officially designated federal, state, or local scenic or aesthetic resource.	E3h	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may result in the obstruction, elimination or significant screening of one or more officially designated scenic views.	E3h, C2b	<input type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may be visible from publicly accessible vantage points: i. Seasonally (e.g., screened by summer foliage, but visible during other seasons) ii. Year round	E3h	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>
d. The situation or activity in which viewers are engaged while viewing the proposed action is: i. Routine travel by residents, including travel to and from work ii. Recreational or tourism based activities	E3h E2q, E1c	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>
e. The proposed action may cause a diminishment of the public enjoyment and appreciation of the designated aesthetic resource.	E3h	<input type="checkbox"/>	<input type="checkbox"/>
f. There are similar projects visible within the following distance of the proposed project: 0-1/2 mile 1/2 -3 mile 3-5 mile 5+ mile	D1a, E1a, D1f, D1g	<input type="checkbox"/>	<input type="checkbox"/>
g. Other impacts: _____		<input type="checkbox"/>	<input type="checkbox"/>

10. Impact on Historic and Archeological Resources The proposed action may occur in or adjacent to a historic or archaeological resource. (Part 1. E.3.e, f. and g.) <i>If "Yes", answer questions a - e. If "No", go to Section 11.</i>			
		<input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may occur wholly or partially within, or substantially contiguous to, any buildings, archaeological site or district which is listed on the National or State Register of Historical 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.	E3e	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may occur wholly or partially within, or substantially contiguous to, an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory.	E3f	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may occur wholly or partially within, or substantially contiguous to, an archaeological site not included on the NY SHPO inventory. Source: _____	E3g	<input checked="" type="checkbox"/>	<input type="checkbox"/>

d. Other impacts: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>
<p>If any of the above (a-d) are answered “Moderate to large impact may occur”, continue with the following questions to help support conclusions in Part 3:</p> <p>e.</p> <p>i. The proposed action may result in the destruction or alteration of all or part of the site or property.</p> <p>ii. The proposed action may result in the alteration of the property’s setting or integrity.</p> <p>iii. The proposed action may result in the introduction of visual elements which are out of character with the site or property, or may alter its setting.</p>	<p>E3e, E3g, E3f</p> <p>E3e, E3f, E3g, E1a, E1b</p> <p>E3e, E3f, E3g, E3h, C2, C3</p>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> 	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>

11. Impact on Open Space and Recreation The proposed action may result in a loss of recreational opportunities or a reduction of an open space resource as designated in any adopted municipal open space plan. (See Part 1. C.2.c, E.1.c., E.2.q.) <i>If “Yes”, answer questions a - e. If “No”, go to Section 12.</i>			
		<input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may result in an impairment of natural functions, or “ecosystem services”, provided by an undeveloped area, including but not limited to stormwater storage, nutrient cycling, wildlife habitat.	D2e, E1b E2h, E2m, E2o, E2n, E2p	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may result in the loss of a current or future recreational resource.	C2a, E1c, C2c, E2q	<input type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may eliminate open space or recreational resource in an area with few such resources.	C2a, C2c E1c, E2q	<input type="checkbox"/>	<input type="checkbox"/>
d. The proposed action may result in loss of an area now used informally by the community as an open space resource.	C2c, E1c	<input type="checkbox"/>	<input type="checkbox"/>
e. Other impacts: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>

12. Impact on Critical Environmental Areas The proposed action may be located within or adjacent to a critical environmental area (CEA). (See Part 1. E.3.d) <i>If “Yes”, answer questions a - c. If “No”, go to Section 13.</i>			
		<input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may result in a reduction in the quantity of the resource or characteristic which was the basis for designation of the CEA.	E3d	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may result in a reduction in the quality of the resource or characteristic which was the basis for designation of the CEA.	E3d	<input type="checkbox"/>	<input type="checkbox"/>
c. Other impacts: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>

13. Impact on Transportation The proposed action may result in a change to existing transportation systems. (See Part 1. D.2.j) <i>If "Yes", answer questions a - f. If "No", go to Section 14.</i>			
		<input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. Projected traffic increase may exceed capacity of existing road network.	D2j	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may result in the construction of paved parking area for 500 or more vehicles.	D2j	<input type="checkbox"/>	<input type="checkbox"/>
c. The proposed action will degrade existing transit access.	D2j	<input type="checkbox"/>	<input type="checkbox"/>
d. The proposed action will degrade existing pedestrian or bicycle accommodations.	D2j	<input type="checkbox"/>	<input type="checkbox"/>
e. The proposed action may alter the present pattern of movement of people or goods.	D2j	<input type="checkbox"/>	<input type="checkbox"/>
f. Other impacts: _____		<input type="checkbox"/>	<input type="checkbox"/>

14. Impact on Energy The proposed action may cause an increase in the use of any form of energy. (See Part 1. D.2.k) <i>If "Yes", answer questions a - e. If "No", go to Section 15.</i>			
		<input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action will require a new, or an upgrade to an existing, substation.	D2k	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action will require the creation or extension of an energy transmission or supply system to serve more than 50 single or two-family residences or to serve a commercial or industrial use.	D1f, D1q, D2k	<input type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may utilize more than 2,500 MWhrs per year of electricity.	D2k	<input type="checkbox"/>	<input type="checkbox"/>
d. The proposed action may involve heating and/or cooling of more than 100,000 square feet of building area when completed.	D1g	<input type="checkbox"/>	<input type="checkbox"/>
e. Other Impacts: _____			

15. Impact on Noise, Odor, and Light The proposed action may result in an increase in noise, odors, or outdoor lighting. (See Part 1. D.2.m., n., and o.) <i>If "Yes", answer questions a - f. If "No", go to Section 16.</i>			
		<input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may produce sound above noise levels established by local regulation.	D2m	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may result in blasting within 1,500 feet of any residence, hospital, school, licensed day care center, or nursing home.	D2m, E1d	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may result in routine odors for more than one hour per day.	D2o	<input checked="" type="checkbox"/>	<input type="checkbox"/>

d. The proposed action may result in light shining onto adjoining properties.	D2n	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. The proposed action may result in lighting creating sky-glow brighter than existing area conditions.	D2n, E1a	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Other impacts: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>

16. Impact on Human Health

The proposed action may have an impact on human health from exposure to new or existing sources of contaminants. (See Part 1.D.2.q., E.1. d. f. g. and h.)

☒ NO

☐ YES

If "Yes", answer questions a - m. If "No", go to Section 17.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action is located within 1500 feet of a school, hospital, licensed day care center, group home, nursing home or retirement community.	E1d	<input type="checkbox"/>	<input type="checkbox"/>
b. The site of the proposed action is currently undergoing remediation.	E1g, E1h	<input type="checkbox"/>	<input type="checkbox"/>
c. There is a completed emergency spill remediation, or a completed environmental site remediation on, or adjacent to, the site of the proposed action.	E1g, E1h	<input type="checkbox"/>	<input type="checkbox"/>
d. The site of the action is subject to an institutional control limiting the use of the property (e.g., easement or deed restriction).	E1g, E1h	<input type="checkbox"/>	<input type="checkbox"/>
e. The proposed action may affect institutional control measures that were put in place to ensure that the site remains protective of the environment and human health.	E1g, E1h	<input type="checkbox"/>	<input type="checkbox"/>
f. The proposed action has adequate control measures in place to ensure that future generation, treatment and/or disposal of hazardous wastes will be protective of the environment and human health.	D2t	<input type="checkbox"/>	<input type="checkbox"/>
g. The proposed action involves construction or modification of a solid waste management facility.	D2q, E1f	<input type="checkbox"/>	<input type="checkbox"/>
h. The proposed action may result in the unearthing of solid or hazardous waste.	D2q, E1f	<input type="checkbox"/>	<input type="checkbox"/>
i. The proposed action may result in an increase in the rate of disposal, or processing, of solid waste.	D2r, D2s	<input type="checkbox"/>	<input type="checkbox"/>
j. The proposed action may result in excavation or other disturbance within 2000 feet of a site used for the disposal of solid or hazardous waste.	E1f, E1g E1h	<input type="checkbox"/>	<input type="checkbox"/>
k. The proposed action may result in the migration of explosive gases from a landfill site to adjacent off site structures.	E1f, E1g	<input type="checkbox"/>	<input type="checkbox"/>
l. The proposed action may result in the release of contaminated leachate from the project site.	D2s, E1f, D2r	<input type="checkbox"/>	<input type="checkbox"/>
m. Other impacts: _____ _____			

17. Consistency with Community Plans The proposed action is not consistent with adopted land use plans. (See Part 1. C.1, C.2. and C.3.) <i>If "Yes", answer questions a - h. If "No", go to Section 18.</i>			
<input checked="checked" type="checkbox"/> NO <input type="checkbox"/> YES			
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action's land use components may be different from, or in sharp contrast to, current surrounding land use pattern(s).	C2, C3, D1a E1a, E1b	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action will cause the permanent population of the city, town or village in which the project is located to grow by more than 5%.	C2	<input type="checkbox"/>	<input type="checkbox"/>
c. The proposed action is inconsistent with local land use plans or zoning regulations.	C2, C2, C3	<input type="checkbox"/>	<input type="checkbox"/>
d. The proposed action is inconsistent with any County plans, or other regional land use plans.	C2, C2	<input type="checkbox"/>	<input type="checkbox"/>
e. The proposed action may cause a change in the density of development that is not supported by existing infrastructure or is distant from existing infrastructure.	C3, D1c, D1d, D1f, D1d, E1b	<input type="checkbox"/>	<input type="checkbox"/>
f. The proposed action is located in an area characterized by low density development that will require new or expanded public infrastructure.	C4, D2c, D2d D2j	<input type="checkbox"/>	<input type="checkbox"/>
g. The proposed action may induce secondary development impacts (e.g., residential or commercial development not included in the proposed action)	C2a	<input type="checkbox"/>	<input type="checkbox"/>
h. Other: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>

18. Consistency with Community Character The proposed project is inconsistent with the existing community character. (See Part 1. C.2, C.3, D.2, E.3) <i>If "Yes", answer questions a - g. If "No", proceed to Part 3.</i>			
<input checked="checked" type="checkbox"/> NO <input type="checkbox"/> YES			
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may replace or eliminate existing facilities, structures, or areas of historic importance to the community.	E3e, E3f, E3g	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may create a demand for additional community services (e.g. schools, police and fire)	C4	<input type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may displace affordable or low-income housing in an area where there is a shortage of such housing.	C2, C3, D1f D1g, E1a	<input type="checkbox"/>	<input type="checkbox"/>
d. The proposed action may interfere with the use or enjoyment of officially recognized or designated public resources.	C2, E3	<input type="checkbox"/>	<input type="checkbox"/>
e. The proposed action is inconsistent with the predominant architectural scale and character.	C2, C3	<input type="checkbox"/>	<input type="checkbox"/>
f. Proposed action is inconsistent with the character of the existing natural landscape.	C2, C3 E1a, E1b E2g, E2h	<input type="checkbox"/>	<input type="checkbox"/>
g. Other impacts: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>

Project :

Date :

Full Environmental Assessment Form
Part 3 - Evaluation of the Magnitude and Importance of Project Impacts
and
Determination of Significance

Part 3 provides the reasons in support of the determination of significance. The lead agency must complete Part 3 for every question in Part 2 where the impact has been identified as potentially moderate to large or where there is a need to explain why a particular element of the proposed action will not, or may, result in a significant adverse environmental impact.

Based on the analysis in Part 3, the lead agency must decide whether to require an environmental impact statement to further assess the proposed action or whether available information is sufficient for the lead agency to conclude that the proposed action will not have a significant adverse environmental impact. By completing the certification on the next page, the lead agency can complete its determination of significance.

Reasons Supporting This Determination:

To complete this section:

- Identify the impact based on the Part 2 responses and describe its magnitude. Magnitude considers factors such as severity, size or extent of an impact.
- Assess the importance of the impact. Importance relates to the geographic scope, duration, probability of the impact occurring, number of people affected by the impact and any additional environmental consequences if the impact were to occur.
- The assessment should take into consideration any design element or project changes.
- Repeat this process for each Part 2 question where the impact has been identified as potentially moderate to large or where there is a need to explain why a particular element of the proposed action will not, or may, result in a significant adverse environmental impact.
- Provide the reason(s) why the impact may, or will not, result in a significant adverse environmental impact
- For Conditional Negative Declarations identify the specific condition(s) imposed that will modify the proposed action so that no significant adverse environmental impacts will result.
- Attach additional sheets, as needed.

See attached.

Determination of Significance - Type 1 and Unlisted Actions

SEQR Status: ☒ Type 1 ☐ Unlisted

Identify portions of EAF completed for this Project: ☒ Part 1 ☒ Part 2 ☒ Part 3

Upon review of the information recorded on this EAF, as noted, plus this additional support information
USFWS IPaC, NYSDEC ERM and NYSOPRHP sign off.

and considering both the magnitude and importance of each identified potential impact, it is the conclusion of the
County of Schenectady as lead agency that:

☒ A. This project will result in no significant adverse impacts on the environment, and, therefore, an environmental impact statement need not be prepared. Accordingly, this negative declaration is issued.

☐ B. Although this project could have a significant adverse impact on the environment, that impact will be avoided or substantially mitigated because of the following conditions which will be required by the lead agency:

There will, therefore, be no significant adverse impacts from the project as conditioned, and, therefore, this conditioned negative declaration is issued. A conditioned negative declaration may be used only for UNLISTED actions (see 6 NYCRR 617.7(d)).

☐ C. This Project may result in one or more significant adverse impacts on the environment, and an environmental impact statement must be prepared to further assess the impact(s) and possible mitigation and to explore alternatives to avoid or reduce those impacts. Accordingly, this positive declaration is issued.

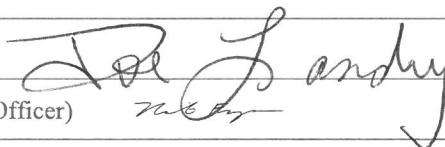
Name of Action: Schenectady County Airport Off Airport Obstruction Tree Removal

Name of Lead Agency: County of Schenectady

Name of Responsible Officer in Lead Agency: Joe Landry

Title of Responsible Officer: Commissioner of Aviation

Signature of Responsible Officer in Lead Agency:



Date: 1/5/21

Signature of Preparer (if different from Responsible Officer)



Date: 1/4/21

For Further Information:

Contact Person: Peter Knutson

Address: 100 Kellar Avenue, Schenectady, NY 12306

Telephone Number: 518-356-5340 x 3232

E-mail: Peter.Knutson@schenectadycounty.com

For Type 1 Actions and Conditioned Negative Declarations, a copy of this Notice is sent to:

Chief Executive Officer of the political subdivision in which the action will be principally located (e.g., Town / City / Village of)

Other involved agencies (if any)

Applicant (if any)

Environmental Notice Bulletin: <http://www.dec.ny.gov/enb/enb.html>

PRINT FULL FORM

Full Environmental Assessment Form

Part 3

Based on the environmental screenings, map review, and limited on-site investigations, no large potential impacts were identified during the impact evaluation in Part 2 of the Full EAF. However, the following information is provided as support documentation for impact topics in Part 2 where a resource was present but either not impacted or not significantly impacted. This Part 3 evaluation provides the reasoning and documentation to support the conclusions.

Impact on Land- The proposed obstruction removal within the Runway 10 approach will remove tree groups that are existing penetrations to the Federal Aviation Administration's (FAA) 20:1 obstacle clearance surface (approximately 20), tree groups within 10 feet of the surface (approximately 18), as well as tree groups 10 to 20 feet of the surface (approximately 21). The obstruction clearing will remove the tree, grind the stump, and topsoil and seed.

The proposed tree removal on the south side of the runway end will include clear cutting, but not grubbing (i.e., retention of the stumps and root balls) of all trees and the understory will be retained. Veteran's Memorial Park is within the project limits; however, no trees are proposed to be cut within the park.

According to the Natural Resources Conservation Service, Schenectady County Soil Survey, the water table is less than three feet in Fredon silt loam (Fr), which is in a small portion of the project area. However, no tree groups are anticipated to be cut within this soil type. Adherence to the soil and erosion control plan as required in the Stormwater Pollution Prevention Plan (SWPPP) would mitigate any potential impacts. The SWPPP would be prepared prior to construction. Therefore, no significant impacts to land are anticipated.

Impact on Surface Water- A wetland delineation was completed by CHA on September 29, 2020. A wetland was delineated pursuant to the United States Army Corps of Engineers (USACE) 1987 Wetland Delineation Manual and current regional supplement. Wetlands were identified based on the presence of vegetation typically adapted to wet conditions (hydrophytes), hydric soils, and the presence or evidence of hydrology. Wetland boundaries were demarcated with vinyl flagging and survey located. The delineated areas include Wetland A, a small emergent wetland that is fringe to delineated perennial Stream S (Horstman Creek).

There will be no impact to Wetland A or Stream S. The contractor would be responsible for identifying suitable areas for staging that are outside of the wetland and stream. Sedimentation and erosion controls would be incorporated into the design plans. The SWPPP would be prepared prior to construction. Therefore, the project would have no significant impact on surface water.

Impact on Groundwater- Based on review of the Environmental Protection Agency Sole Source Aquifer mapper, the project areas are located over the Schenectady-Niskayuna sole source aquifer. No new impervious surfaces are proposed, and no drainage changes are proposed.

Erosion and sedimentation of all exposed soils during tree removal would be minimized by the use of water quality measures for tree removal including temporary silt fence, check dams and geotextile fabric on steeper slopes, as necessary. These measures are to be employed until the impacted areas are stabilized and vegetative coverage is adequate to minimize erosion. Adherence to the erosion and sedimentation control plan as required in the SWPPP would mitigate any potential impacts. The SWPPP would be prepared prior to construction. Given the nature of the project, impacts to groundwater are not anticipated.

Impact on Flooding- Based on review of the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM), Zone A (100-year floodplain), associated with Horstman Creek is within a portion of the project area.

It is anticipated that approximately six tree groups would be cut within the floodplain. The tree groups in these locations are within the residential area and would be cut, with stump grinding and topsoil and seed placement proposed. This is a small number of trees and the ground disturbance would be minimal.

The project would not result in increased runoff from impermeable surfaces, water pollution, or changes in hydrologic patterns. The project would not restrict the floodplain such that flood elevations would rise. Additionally, no development is proposed, and erosion and sedimentation controls would further mitigate any potential impacts. Therefore, there would be no significant impact on flooding.

Impact on Plants and Animals- The NYSDEC Environmental Resource Mapper (ERM) was reviewed (Attachment A). No state threatened or endangered species are mapped within the project areas. The United States Fish & Wildlife Service (USFWS) Information for Planning and Conservation (IPaC) database was also reviewed. The database indicates that there are no federally threatened, endangered, or candidate species listed for the project areas. Additionally, no critical habitats have been identified (Attachment A). Based on this information, there will be no impact to state or federally listed species.

The project does not entail the conversion of more than 10 acres of forest. Not all trees would be removed within the residential project area, therefore, habitat would remain in the residential area. The proposed tree removal on the south side of the runway end will include clear cutting, but not grubbing of all trees and the understory will be retained. There is similar forested habitat to the south of the area to be cut. Therefore, forested habitat in the project vicinity would remain available.

The tree cutting will be completed between November and March, avoiding the breeding season of migratory birds with the potential to be in the project areas. Cutting within this timeframe would minimize potential impacts. Therefore, there would be no significant impact to migratory birds.

Impact on Aesthetic Resources- The project would not result in light emissions. No new lighting or modifications to existing lighting are proposed. Much of the existing tree canopy associated with the trees to be removed does not provide screening from street lighting from Ballston Road.

Existing lower vegetation is not being removed and will continue to provide screening from roadway lighting.

It is not anticipated that the project would impact the visual resources or visual character of the project area. The only notable visual resource within the project area is the Veteran's Memorial Park, located between Ballston Road and Freemans Bridge Road, which does not contain tall trees that may impact the Runway 10 approach. As such, the project would not result in an impact to the visual character of this resource.

The existing visual character of the residential neighborhood within the Runway 10 approach and the small commercial area to the south is inconsistent and varied. Within the residential area, the proposed tree removals would further create a patchwork of tree canopy and as such, the proposed visual character of the neighborhood would remain varied. The proposed tree removals near the commercial area to the south of the runway would not impact the already varied land use. It is anticipated that the visual character in this area would not change significantly and would remain largely intact.

Impact on Historic and Archeological Resources- The New York State Office of Parks, Recreation and Historic Preservation (NYSOPRHP) has reviewed the project and has indicated in a letter dated October 29, 2020, that no historic properties, including archeological and/or historic resources will be affected by this undertaking (Attachment B): Therefore, there would be no significant impact to Historic and Archeological Resources.

Impact on Noise- There would be temporary/short term noise impacts due to the tree removal operation. The areas impacted by noise would be the project areas themselves as well as nearby residents, users of Veteran's Memorial Park and users of the Glen Worden Elementary School and the Glenville Senior Citizens Center. No other sensitive areas have been identified. The adjacent roads and the development all contribute to ambient noise of typical suburban areas. This impact would take place from Monday through Friday from the hours of 7am to 5pm. The project is anticipated to take approximately 4 weeks. No significant adverse impacts are anticipated.

Attachment A



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:

September 17, 2020

Consultation Code: 05E1NY00-2020-SLI-1590

Event Code: 05E1NY00-2020-E-13161

Project Name: Schenectady County Airport Off Airport Obstruction Tree Removal

Subject: Updated 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: 05E1NY00-2020-SLI-1590

Event Code: 05E1NY00-2020-E-13161

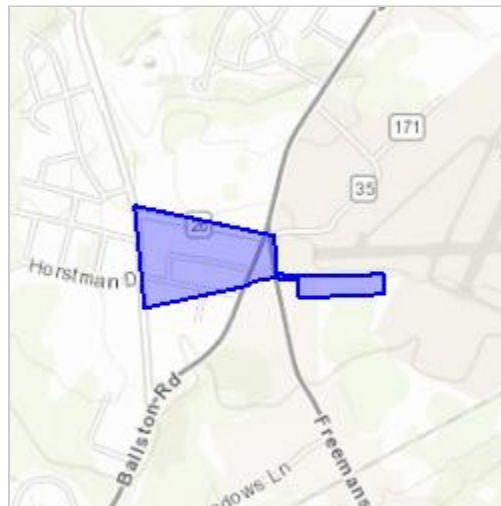
Project Name: Schenectady County Airport Off Airport Obstruction Tree Removal

Project Type: ** OTHER **

Project Description: The proposed project entails the removal of trees.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/place/42.848337299927664N73.94567357607426W>



Counties: Schenectady, NY

Endangered Species Act Species

There is a total of 0 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 Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

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

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

Critical habitats

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

Environmental Resource Mapper




Base Map: Topographical [Using this map](#)

Search

Tools

Layers and Legend

☐ All Layers

- ☐ ★ Unique Geological Features
- ☐ Waterbody Classifications for Rivers/Streams 
- ☐ Waterbody Classifications for Lakes
- ☐ State Regulated Freshwater Wetlands (Outside of the Adirondack Park)
 - ☐ State Regulated Wetland Checkzone 
- ☒ Significant Natural Communities
 - ☐ Natural Communities Near This Location 
- ☒ Rare Plants or Animals

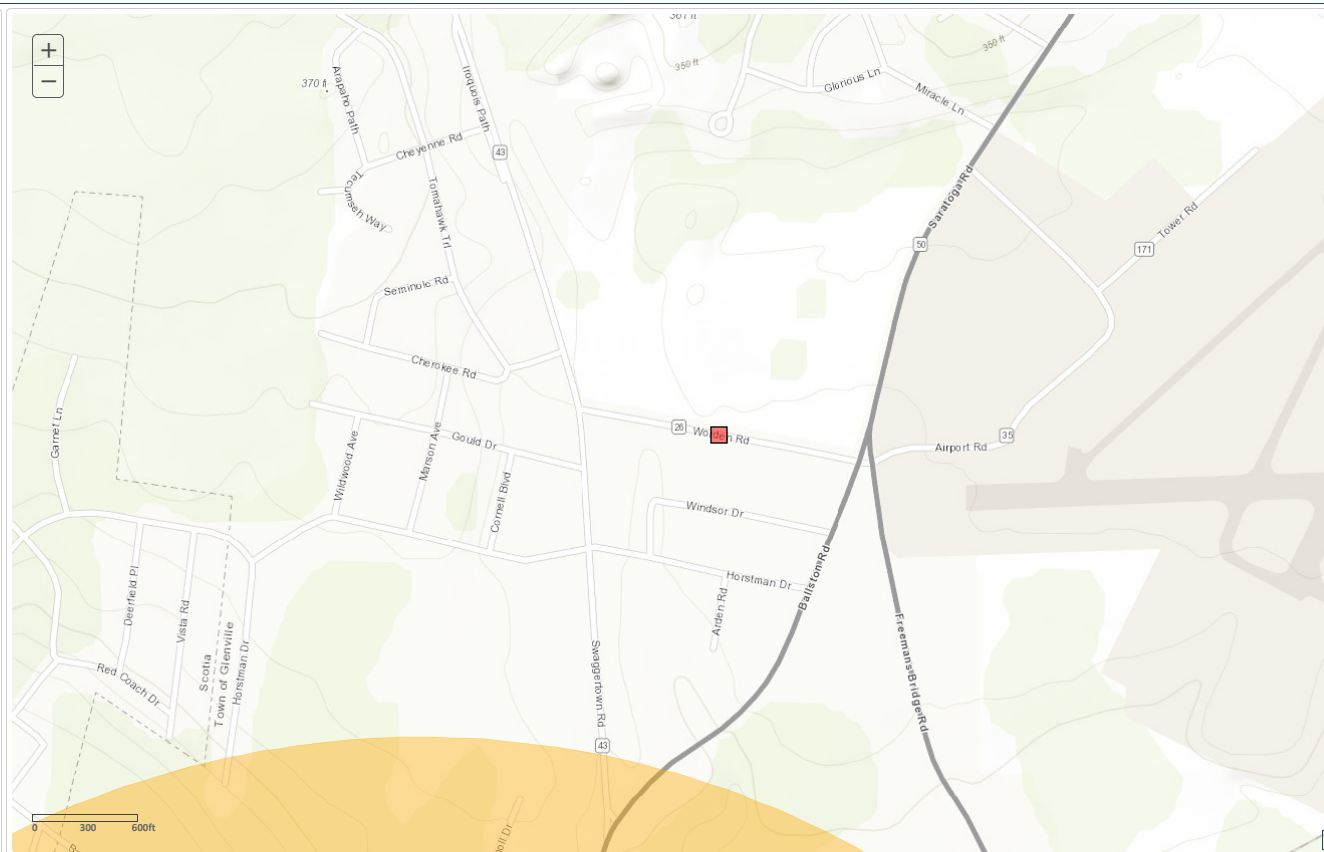
Other Wetland Layers

Reference Layers

Tell Me More...

Need A Permit?

Contacts



Attachment B



Parks, Recreation, and Historic Preservation

ANDREW M. CUOMO
Governor

ERIK KULLESEID
Commissioner

October 29, 2020

Nicole Frazer
Senior Scientist
CHA
III Winners Circle
Albany, NY 12205

Re: FAA
Schenectady County Airport Off Airport Obstruction Tree Removal
Town of Glenville, Schenectady County, NY
20PR06731

Dear Nicole Frazer:

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,

A handwritten signature in black ink, reading "R. Daniel Mackay".

R. Daniel Mackay

Deputy State Historic Preservation Officer
Division for Historic Preservation

