453-01

Seneca Depot Army Airfield Joint-Use Feasibility Study

Prepared for the
Genesee/Finger Lakes
Regional Planning Council

R.A. Wiedemann & Associates • Aviation Consultants
McFarland-Johnson, Inc. • Engineering Consultants

DRAFT ENVIRONMENTAL ASSESSMENT

R.A.Wiedemann & Associates
AVIATION CONSULTANTS

August 15, 1995

Mr. Stephen M. Absolom
Chief, Public Works
Seneca Army Depot Activity
5786 State Route 96
Romulus, New York 14541-5001

Dear Steve:

Pardon the delay in answering your comments of February 22, 1995. As you know, the ultimate status of the Depot was important in the Joint-Use process and will serve to guide the efforts of the County from this point forward.

We had discussed previously that many of the comments of your reviewers were based upon the development of the Environmental Assessment according to military standards rather than the FAA's Environmental Handbook. Since the study is being funded by FAA, and since the end result of our EA will simply be the "permission" to declare and Availability of Lease, we followed the FAA's methodology for developing the EA.

Specific changes made to the draft EA that correspond to comments from your letter of February 22, include the following:

- The addition of specific operational splits for day and night time aircraft operations in the noise analysis.
- The addition of year 2015 military aircraft activity in the noise contour analysis.
- Caveats, where needed, that explain that no action will be taken until approvals are granted, e.g. Phase I archeological survey, Environmental Due Diligence Audit, etc.
- Inclusion of information from NYS DEC concerning the impact of the proposed action on the white deer at the Depot.

Because the situation has changed dramatically from the time that the comment letter was written, many of the concerns relative to military control of property and responsibility for potential

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environmental problems are not still applicable. If you desire we can address each specific comment and discuss how it has been addressed or whether the change in mission for the Depot has negated the need for the question. After reviewing the revised EA, along with the FAA's Environmental Handbook criteria and the Joint Use Feasibility Study, please let us know if there are further changes that your office would like to see in the EA.

Thank you for your help with this project. We look forward to working with you on the development of a joint use agreement.

Sincerely,

Randal Wiedemann

Randal Wiedemann

c.c. Paul Howard

ROUTING AND TRANSMITTAL SLIP

Date: 4/25/95

TO: (Name, office symbol, room number, building, Agency/Post)	Initials	Date
1. Bob		
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	Action		File		Note and Return
	Approval		For Clearance		Per Conversation
	As Requested		For Correction		Prepare Reply
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	Comment		Investigate		Signature
	Coordination		Justify		

REMARKS

We need to confirm which Rules they must follow for preparing an EA

DO NOT use this form as a RECORD of approvals, concurrences, disposals, clearances, and similar actions

FROM: (Name, org. symbol, Agency/Post)	Room No.—Bldg.
S M Abraham	Phone No.

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SENECA DEPOT ARMY AIRFIELD
JOINT USE FEASIBILITY STUDY

Draft Environmental Assessment

Prepared for the

Genesee/Finger Lakes
Regional Planning Council

August, 1995

Submitted by

R.A. Wiedemann & Associates
In Association With

McFarland-Johnson, Inc.

This Environmental Assessment becomes a Federal document when evaluated and signed by the responsible FAA Official.

_____ _____

Responsible FAA Official Date

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Chapter I:
Executive Summary

EXECUTIVE SUMMARY

The purpose of this Environmental Assessment is to analyze the effects on the environment of developing one of four potential landside terminal areas for general aviation joint use at Seneca Depot Army Airfield. The Environmental Assessment conforms to the federal format and analysis requirements outlined in FAA Order 5050.4A "Airport Environmental Handbook"[1]. That document outlines further purposes of the Environmental Assessment (EA) process as follows:

- To understand the problem and identify reasonable alternative solutions, including the proposed action, if the sponsor has chosen an action among alternatives.

- To determine whether any potential impacts are significant, which would trigger the Environmental Impact Statement (EIS) process.

- To provided the basis for the FAA's Finding Of No Significant Impact (FONSI) if the proposed action has no significant impact.

- To identify and satisfy special purpose Federal laws, regulations, and executive orders.

- To identify and satisfy state and local laws and regulations applicable to the proposal.

- To identify any permits, licenses, or other entitlements required by the proposal.

Initially, the proposed action or development for the joint use of Seneca Depot Army Airfield was the construction of a landside terminal area in the short range time period at one of four potential locations. Three of the potential locations were on Army property, with one potential location on private property immediately adjacent to the Airfield. Subsequent to the first publication of a Draft Environmental Assessment, the military decided to close Seneca Army Depot. Because of this decision, it is believed that the best, most cost effective Concept would be the civilian use of the existing terminal area - thereby reducing the need to examine the other three locations. Nevertheless, the Environmental Assessment does consider all four sites and can be used if the preferred site is later rejected by the military or civilian sponsor. The focus of the Environmental Assessment is on the entire 20 year construction timeframe. The proposed Federal Action consists of the following:

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[1] Federal Aviation Administration, **Airport Environmental Handbook**, (Washington, D.C.: U.S. Department of Transportation, FAA Order 5050.4A, October, 1985).

- Approval of a revised airport layout plan
- Federal financial assistance for proposed construction.

A concise summary of developmental actions for the twenty year horizon covering the Federal Action include:

- Purchase or lease of land for a general aviation terminal area:
- Paving of 4,000 square yards of aircraft parking apron.
- Construction of 4 large conventional hangars (42,000 square feet).
- Install fueling system (8,000 gallon capacity). need 10
- Install perimeter security fencing.
- Develop 2,000 square foot terminal building.
- Develop stub and partial parallel taxiways for main runway access.

Locations of the four potential sites are presented in Figure I.1. Forecasts of aviation activity indicate that during the first two phases, civilian aircraft operations will not exceed 10,000 takeoffs and landings annually. By the third phase (year 2015) 13,700 annual civilian aircraft operations are forecast.

By developing a general aviation terminal area at Seneca Depot Army Airfield, the sponsors hope to accomplish the following objectives:

- Encourage economic development in the Seneca County area by increasing air transportation accessibility to the region.

- Take full advantage of 7,000' runway facilities at Seneca Depot Army Airfield for joint civilian and military use.

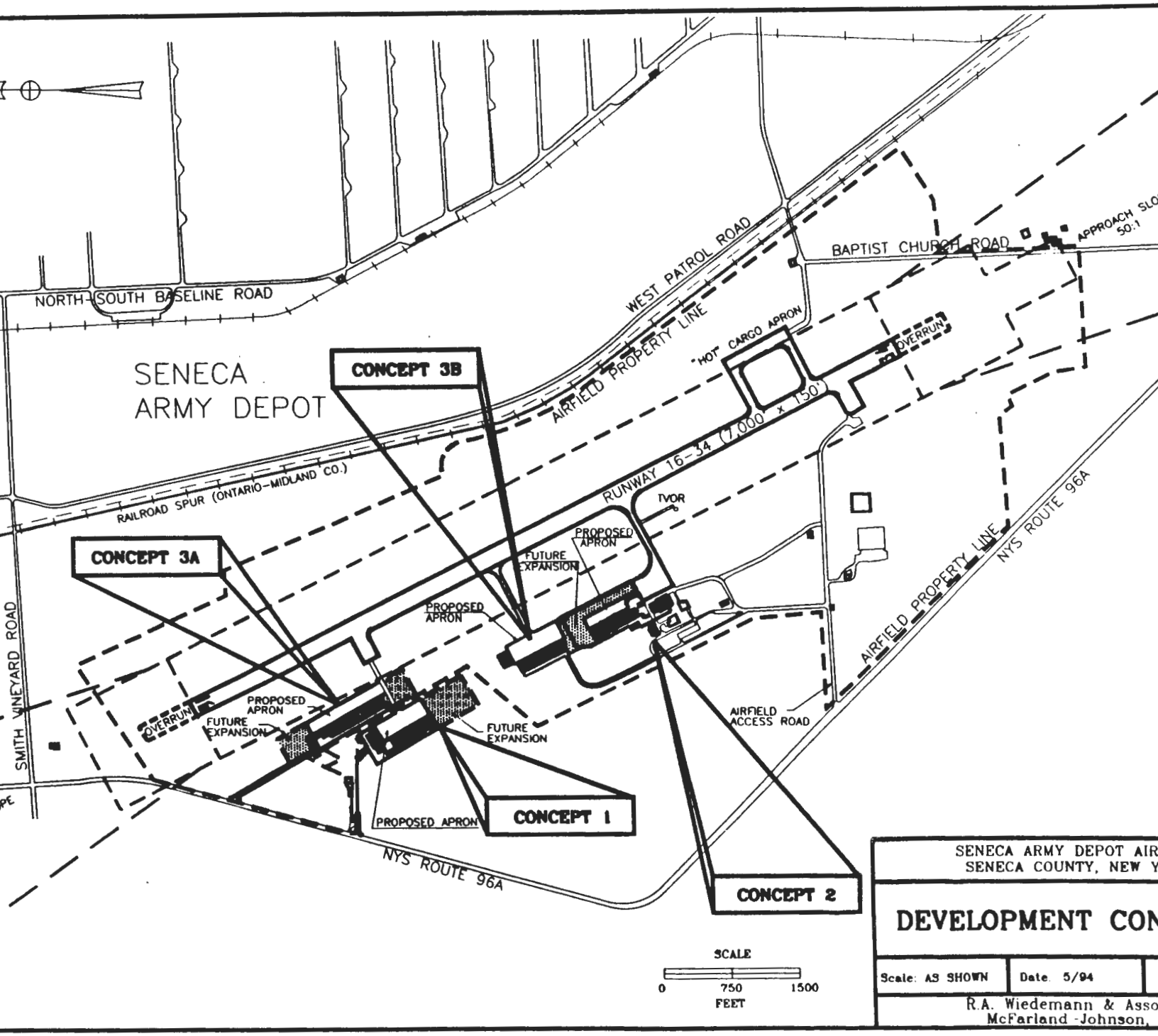
- Develop potential aviation-related businesses on the airport such as specialty Fixed Base Operators (FBO's). These FBO's could accommodate larger corporate jet aircraft for maintenance, refurbishment, or painting.

- Stimulate outside businesses or industries to locate at or near the airport itself.

- Supplement existing businesses in Seneca County and adjacent counties that may desire or use corporate aircraft.

- Develop tourism and recreation opportunities.

The upshot of these objectives is the creation of jobs, business infrastructure, and tourism opportunities in Seneca County. Employment in Seneca County has declined significantly since the early 1980's. The exodus of jobs has continued in the 1990's and in 1993, Seneca Army Depot eliminated roughly 1,100 jobs. This significant reduction has served to erode the local economy and



SENECA ARMY DEPOT AIR
SENECA COUNTY, NEW Y

DEVELOPMENT CON

Scale: AS SHOWN	Date: 5/94	

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has also resulted in lower military use of the Seneca Depot Army Airfield. It is believed that development of a joint use agreement with the military and subsequent development of a civilian terminal area will help turn the economic tide in Seneca County. It is viewed as one of many such steps needed to produce economic recovery in the county.

ENVIRONMENTAL IMPACT

A wide range of environmental factors that would potentially affect or be affected by the proposed project were examined. The analysis indicated that the proposed action will not significantly impact or degrade the environment of any of the four alternate sites. Appendix V.A presents the correspondence from various regulating agencies concerning the proposed project that confirm the findings of this report.

- ***Noise Exposure:*** Noise impacts related to the proposed joint use development are indirect in nature and are documented in this report. Noise analyses using computer modeling indicate that there will be minimal impacts to surrounding land uses as a result of the development of the civil air terminal at Seneca Depot Army Airfield. No conflicts between noise and existing or proposed land uses are foreseen.

  All of the significant noise impacts (DNL 65 dB and higher) for all alternative noise scenarios examined are predicted to fall within military airport property. Since residential land uses are only significantly impacted above DNL 65 dB, according to FAA definitions, the noise impact of the proposed project is not significant.

- ***Land Use:*** No conflicts or adverse impacts between civil air terminal development and existing or future land uses are anticipated. This is due to rural nature of the project area and the location of the potential sites either on or adjacent to military property.

- ***Socioeconomic Impact:*** The only socioeconomic impacts of the proposed development of a civil air terminal would be the positive impacts resulting from increased job creation, local spending on infrastructure development, and potential beneficial stimulus of business and economic activity via corporate and business use of the airport.

- ***Air Quality:*** The proposed action will not result in any significant increase of pollutants from internal combustion engines. The low level of annual aircraft activity will have a negligible impact on air quality in the area.

- ***Water Quality:*** No measurable impact is expected. If the proposed project is undertaken, all appropriate permits will be obtained and mitigation measures will be employed during construction and thereafter.

- ***Section 4(f) Lands:*** Section 4(f) public lands potentially impacted by the proposed action include Sampson State Park. Noise impact analysis indicates that no park lands will be subject to significant noise exposure (DNL 65 dB or higher). In addition, no Section 4(f) public lands will be used in the development of the proposed project.

- ***Historic, Architectural, Archaeological and Cultural Resources:*** Contact was made with the Rochester Museum & Science Center (RMSC) regarding an archaeological records check for the Seneca Depot Army Airfield area of interest. Results of that records check indicated that there are no known or listed sites from the National Register of Historic Places located on the project site. Correspondence with the State Historic Preservation Officer (SHPO) indicated that an archaeological survey (Phase IB) will need to be performed prior to ground disturbance at the site. The State Historic Preservation Officer must review and approve the survey report prior to any development activities.

archaeological survey

- ***Biotic Communities:*** No adverse impacts on vegetation, wildlife areas, or waterfowl refuges are expected. No endangered or threatened species or wildlife habitat will be impacted or adversely modified.

species of special interest review

- ***Wetlands and Floodplains:*** A wetlands delineation was performed as a part of the Environmental Assessment process. This delineation resulted in a determination that two of the Concepts for the proposed action will have no effect upon wetlands. Two other Concepts, if developed, would impact less than one acre of federal jurisdictional wetlands and would require a Section 404 Clean Water Act Permit from the U.S. Army Corps of Engineers, Buffalo District.

- ***Energy Supply and Natural Resources:*** Area fuel and energy demands will not increase significantly as a result of the proposed project. The proposed action will not involve any unusual natural resources or resources in short supply.

Energy - non-renewable fossil fuels

- ***Prime and Unique Farmland:*** One of the potential development concepts (Through-the-Fence) involves the taking of up to 27 acres of farmland in an agricultural district with soils classified as prime and of statewide importance. It is believed that conversion of this farmland will not be significant due to the rural nature of Seneca County and the small amount of land involved. A farmland conversion impact rating will be submitted to the Soil Conservation Service (SCS) for review if this option is selected. The proposed action for three of the on-airport sites will not require the purchase of existing farmland, and thus will not endanger any Prime or Unique Farmland.

farmland conversion impact rating

- ***Light Emissions:*** No impact is anticipated as a result of fugitive light emissions.

- ***Solid Wastes:*** No adverse impacts resulting from solid waste disposal are expected.

- ***Construction Impacts:*** The effects of construction will be both beneficial and adverse. Economic benefits will result with the infusion of capital into the local economy to support construction activities. Temporary adverse impacts will include minor amounts of soil erosion, noise, air, and water impacts may occur during construction. Provisions will be made in construction specifications to minimize these temporary impacts.

- ***Coastal Zone and Barrier Management:*** There will be no impacts upon any coastal zones or barriers.

- ***Wild and Scenic Rivers:*** No wild or scenic rivers will be impacted by the proposed development.

- ***Environmental Due Diligence Audit:*** Prior to any lease or development activity on the selected site, an Environmental Due Diligence Audit will be performed to confirm the fact that no hazardous materials spills exist on the Depot Airfield.

In conclusion, a significant portion of the environmental areas examined are likely to remain the same in the future whether or not the proposed civil air terminal project is undertaken at any of the alternative locations. The decision to construct the terminal area and associated taxiways will increase the aviation activity at Seneca Depot Army Airfield since very little military activity currently occurs.

From an environmental standpoint, any adverse effects will only be temporary in duration and not significant in the strict definition of the word. Project benefits, on the other hand, will include: economic development, public convenience, public safety, and airport operational efficiency and flexibility.

Chapter II:
Purpose And Need

PURPOSE AND NEED

The Seneca Depot Army Airfield is located in Seneca County, New York (see Figure II.1). The Airfield has a 7,000 foot runway with more than 6,000 square yards of taxiway. This capability permitted use by all military aircraft up to and including the Lockhead C-5A Transport. The airfield is located adjacent to the Depot ordnance storage area and is accessible through a special gate at the far side of the facility. There is a special loading area on the southeast side of the facility where munitions can be transloaded onto aircraft. Over the past several years, very little military aviation activity has occurred.

There are several reasons why the Seneca Depot Army Airfield is needed by Seneca County as a joint use facility. First, since 1956, Seneca County has suffered the closure of the Sampson Naval Training Station and the Sampson Air Force Base. Another large employer in the area was the Willard Psychiatric Center Campus, operated by the State of New York. This facility has been slowly phased out and will be completely closed in the near future. Other shutdowns include the Philips Display Components Company and Guaranteed Parts. In the past 10 years, Seneca County has lost over 3,000 civilian jobs and 550 military jobs through military and other cutbacks. Again, this points to the need for positive economic development in the County.

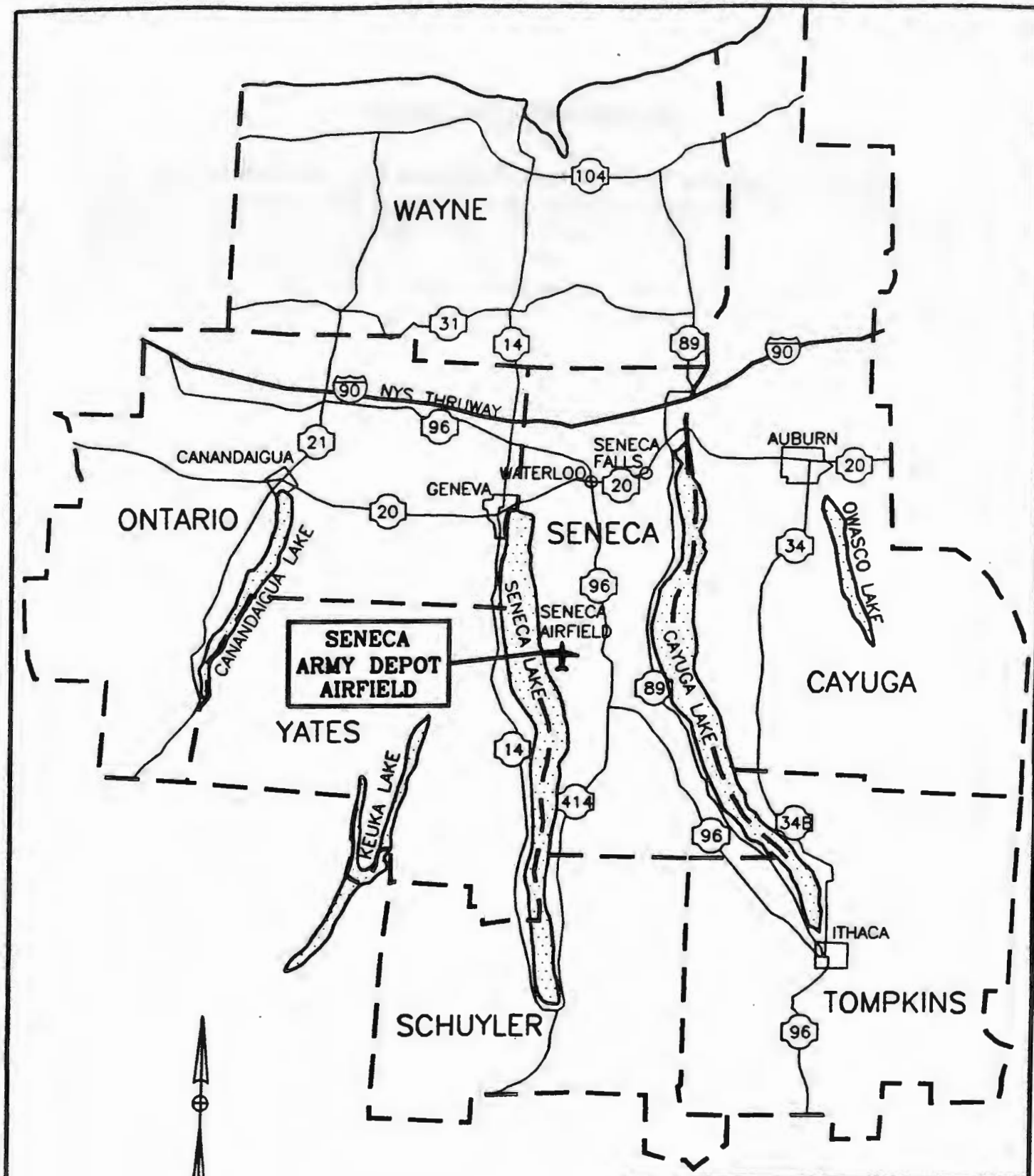
Given these setbacks, the County is looking to capitalize on its assets to attract new business and industry. In this regard, the adaptive reuse of the Willard facility is a high priority. If the Seneca Depot Army Airfield were available for joint-use or possibly for sale to the County, it would offer excellent corporate aircraft accommodations. In addition, the County could use the facility in its attraction of new industry and in promoting the reuse of the Willard Campus.

Second, this facility could be used as a possible attractor of aviation-related businesses itself. With 7,000 feet of usable runway length, the airfield provides an asset unmatched at other general aviation airports in the region. Companies that perform retro-fitting or maintenance of large aircraft, industries that use just-in-time inventory systems, and other manufacturing interests may be interested in locating adjacent to the airport.

It should be noted that the existing publicly owned airport in Seneca County (Finger Lakes Regional) is incapable of accommodating many corporate and business-type aircraft due to the limited runway length. This difference in facilities provides a natural role distinction between airports and casts the Seneca Depot Army Airfield in the role of the corporate and business facility, with Finger Lakes Regional supplying the role of accommodating smaller general aviation aircraft.

FORECAST OF POTENTIAL DEMAND

As a potentially new civil aviation facility, the Seneca Depot Army Airfield would provide a landing capability for business and corporate aircraft. The forecast of potential usage by general aviation interests will depend largely upon the type of use agreement with the military and the targeted use of the airport by the community. For this reason, the forecasts included an extensive survey of potential business use of the facility. In addition to survey analysis, the existing New York



SENECA ARMY DEPOT AIRFIELD
SENECA COUNTY, NEW YORK

PROJECT AREA

Scale: AS SHOWN	Date: 2/94	Figure: II.1

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State Aviation Activity Forecasting Model was used to generate some forecasts of general aviation demand.

Presently, the Seneca Depot Army Airfield is seldom used. Occasional flights by aircraft as big as a Lockhead C-5A Galaxy use the airport for the loading and unloading of ordnance at the Seneca Depot. Forecasts of aviation activity were based on an extensive survey of area pilots and aircraft owners. These surveys, combined with conservative forecasting methods indicate that initial year activity will be 6,100 aircraft operations. This is anticipated to grow to 13,700 by the year 2015. Similarly, based aircraft at the airport are anticipated to grow from 8 to 16 over the period. It is anticipated that the based aircraft types will be made up mostly of twin-engine propeller and corporate jet aircraft (see the Joint-Use Feasibility Study for specific forecast fleet mix data).

FORECAST INTERACATION WITH FINGER LAKES REGIONAL

There were no specific forecasts of activity interaction with Finger Lakes Regional Airport in the original Feasibility Study, however, it can be stated that the role of SDAA will be directed toward the corporate and larger aircraft types. If the airport sponsor finds that the roles of the airports are being mixed, it can impose economic incentives or disincentives to reinforce the desired roles. For example, use of Seneca Depot Army Airfield by small, pleasure aircraft can be curtailed simply by imposing a landing fee. In this manner, the planned roles of each airport can be maintained through the long term.

DEVELOPMENT ALTERNATIVES

There are three primary development alternatives that were considered as a part of this study:

- Expand Finger Lakes Regional Airport (No Action Alternative)
- Develop Seneca Depot Army Airfield
- Close Finger Lakes Regional Airport

Expand Finger Lakes Regional Airport (No Action)

The adoption of the No Action alternative suggests that Finger Lakes Regional Airport could be expanded to accommodate the forecast activity from the Depot. In this regard, the expansion of Finger Lakes Regional Airport to a similar size or function of the Seneca Depot Army Airfield would be both physically and financially infeasible. From a physical standpoint, the Finger Lakes Regional Airport is limited to an expansion maximum of roughly 5,000' as described in its master plan. This length is still 2,000' short of the existing runway length at Seneca Depot Army Airfield. In addition, the existing runway width of 75' at Finger Lakes Regional is half that of the 150' at the Depot Airfield. Thus, runway facilities targeted to attract corporate users or large aircraft maintenance could not be duplicated at Finger Lakes Regional.

From a financial standpoint, discussions with County officials indicate that it would be very difficult to secure the local share of funding needed to duplicate the Depot Airfield facilities at

Finger Lakes Regional. In short, a significant expansion of Finger Lakes Regional Airport is not financially or politically viable at this time.

Develop Seneca Depot Army Airfield

The second option is to develop the Seneca Depot Army Airfield in conjunction with Finger Lakes Regional Airport. In effect, this option would look to segregate the roles of the two County airports and develop the Depot Airfield for civilian use. Development options in the Joint Use Feasibility Study were limited to the landside areas of the Depot Airfield. In this regard, there are four potential locations for landside development. Three of these locations are on military property and one location is outside the military land on private property. Figure I.1 (shown in Chapter I) presents the locations of this development. Discussions with the military and developments relative to the future closure of Seneca Depot resulted in the selection of Concept 2 as the preferred alternative for landside development.

By developing a general aviation terminal area at Seneca Depot Army Airfield, the sponsors hope to accomplish the following objectives:

- Encourage economic development in the Seneca County area by increasing air transportation accessibility to the region.
- Take full advantage of 7,000' runway facilities at Seneca Depot Army Airfield for joint civilian and military use.
- Develop potential aviation-related businesses on the airport such as specialty Fixed Base Operators (FBO's). These FBO's could accommodate larger corporate jet aircraft for maintenance, refurbishment, or painting.
- Stimulate outside businesses or industries to locate at or near the airport itself.
- Supplement existing businesses in Seneca County and adjacent counties that may desire or use corporate aircraft.
- Develop tourism and recreation opportunities.

tourism / recreation — or not substantiated by data provided

The upshot of these objectives is the creation of jobs, business infrastructure, and tourism opportunities in Seneca County. Employment in Seneca County has declined significantly since the early 1980's. The exodus of jobs has continued in the 1990's and in 1993, Seneca Army Depot eliminated roughly 1,100 jobs. This significant reduction has served to erode the local economy and has also resulted in lower military use of the Seneca Depot Army Airfield. It is believed that development of a joint use agreement with the military and subsequent development of a civilian terminal area will help turn the economic tide in Seneca County. It is viewed as one of many such steps needed to produce economic recovery in the county.

The development of Seneca Depot Army Airfield in conjunction with the Finger Lakes Regional Airport was shown to be viable in the Feasibility Study. However, there is one other option that has not been addressed - the "Close Finger Lakes Regional Airport" option.

Close Finger Lakes Regional Airport

Under this option, the County would close Finger Lakes Regional Airport and transfer development to the Seneca Depot Army Airfield. This option has not been explored in detail, but does have some appeal to the County. It should be noted that if this option were to proceed, there would be a greater need to go forward with the civilian use of Seneca Depot Army Airfield. Thus, selection of this alternative would have the same result as the selection of the second alternative - and that is - civilian use of the Depot Airfield and a need to examine the environmental consequences of that action. Thus, it can be stated that the proposed federal action relative to the development of a civil air terminal at the Depot Airfield would not be avoided with this alternative or the second alternative. Only the first alternative (the expansion of Finger Lakes Regional) would avoid the proposed federal action, and that alternative is not acceptable to the Sponsor.

PROPOSED FEDERAL ACTION

The proposed action or development for the joint use of Seneca Depot Army Airfield is the construction of a landside terminal area in the short range time period at the Concept 2 location (existing military terminal area). In addition, connecting stub and partial parallel taxiways to provide access to the main runway are included in both the short and long term planning timeframes, respectively. The focus of the Environmental Assessment is on the entire 20 year construction timeframe. The proposed Federal Action consists of the following:

- Approval of a revised airport layout plan
- Federal financial assistance for proposed construction.

A concise summary of developmental actions for the twenty year horizon covering the Federal Action include:

- Purchase or lease of land for a general aviation terminal area.
- Paving of 9,000 square yards of aircraft parking apron.
- Construction of 4 large conventional hangars (42,000 square feet).
- Install fueling system (8,000 gallon capacity).
- Install perimeter security fencing.
- Develop access road to terminal area. from where
- Develop 2,000 square foot terminal building.
- Develop stub and partial parallel taxiways for main runway access.

Chapter III:
Alternatives

ALTERNATIVES

This chapter describes the capabilities and implications of alternatives to the proposed action. It should be noted that the location of the proposed action itself is subject to four separate locations. The selected location will result from negotiations with the military concerning an appropriate lease. Considered in this chapter of the Environmental Assessment are two primary alternatives: the No-Action Alternative, and the Terminal Development Alternative.

ALTERNATIVE 1: NO ACTION

As will be discussed in Chapter V, the proposed action will impose some minor, but unavoidable impacts on its environs. If the proposed project is not implemented (No Action), these impacts could be avoided. However, other implications must be considered. In view of the aviation demand forecasts that have been developed for a civilian joint use facility at Seneca Depot Army Airfield (SDAA), significant opportunity exists for the service of aviation demand and potential economic development. Adopting the No Action alternative would result in more lost opportunities in a county that has had more than its share of economic problems.

In the previous chapter, the No Action Alternative suggested that Finger Lakes Regional Airport might be expanded to accommodate the forecast demand at Seneca Depot Army Airfield. In this regard, the expansion of Finger Lakes Regional Airport to a similar size or function of the Seneca Depot Army Airfield would be both physically and financially infeasible. From a physical standpoint, the Finger Lakes Regional Airport is limited to an expansion maximum of roughly 5,000' as described in its master plan. This length is still 2,000' short of the existing runway length at Seneca Depot Army Airfield. In addition, the existing runway width of 75' at Finger Lakes Regional is half that of the 150' at the Depot Airfield. Thus, runway facilities targeted to attract corporate users or large aircraft maintenance could not be duplicated at Finger Lakes Regional.

From a financial standpoint, discussions with County officials indicate that it would be very difficult to secure the local share of funding needed to duplicate the Depot Airfield facilities at Finger Lakes Regional. In short, a significant expansion of Finger Lakes Regional Airport is not financially or politically viable at this time.

In addition, secondary impacts of the No Action Alternative include the potential loss of concessions revenues, fuel sales, hangar rentals, and tiedown fees that would be derived from the operation of a civil air terminal. Another important negative impact of the No- Action Alternative is the diminished ability to attract corporate business and industry to the Seneca area due to inadequate air transportation facilities for corporate fleets.

The No Action Alternative would place Seneca County in a less competitive position relative to counties in New York and elsewhere that have adequate corporate and business air transportation facilities. Thus, the No Action Alternative, while providing the least environmental impact, is not desirable from a transportation demand accommodation standpoint or an economic development standpoint.

ALTERNATIVE 2: DEVELOP TERMINAL AREA

The second alternative is a build option that will result in the development of a general aviation terminal area on or adjacent to the airfield. There are three separate landside concepts that have been developed for consideration. These concepts are designed to meet forecast aviation demand as well as economic development goals. As such, the concepts incorporate both through-the-fence operations and leased military property options.

Concept 1: Through-the-Fence

The first alternative concept was developed in order to minimize the interaction of civilian and military land uses. Figure III.1 presents a graphic layout of a Through-the-Fence operation at the northwest end of the airfield. This location would take advantage of the proximity of private property to the airfield. In addition, the existing stub taxiway turnaround could be used to further reduce the amount of taxiway needed to access the runway.

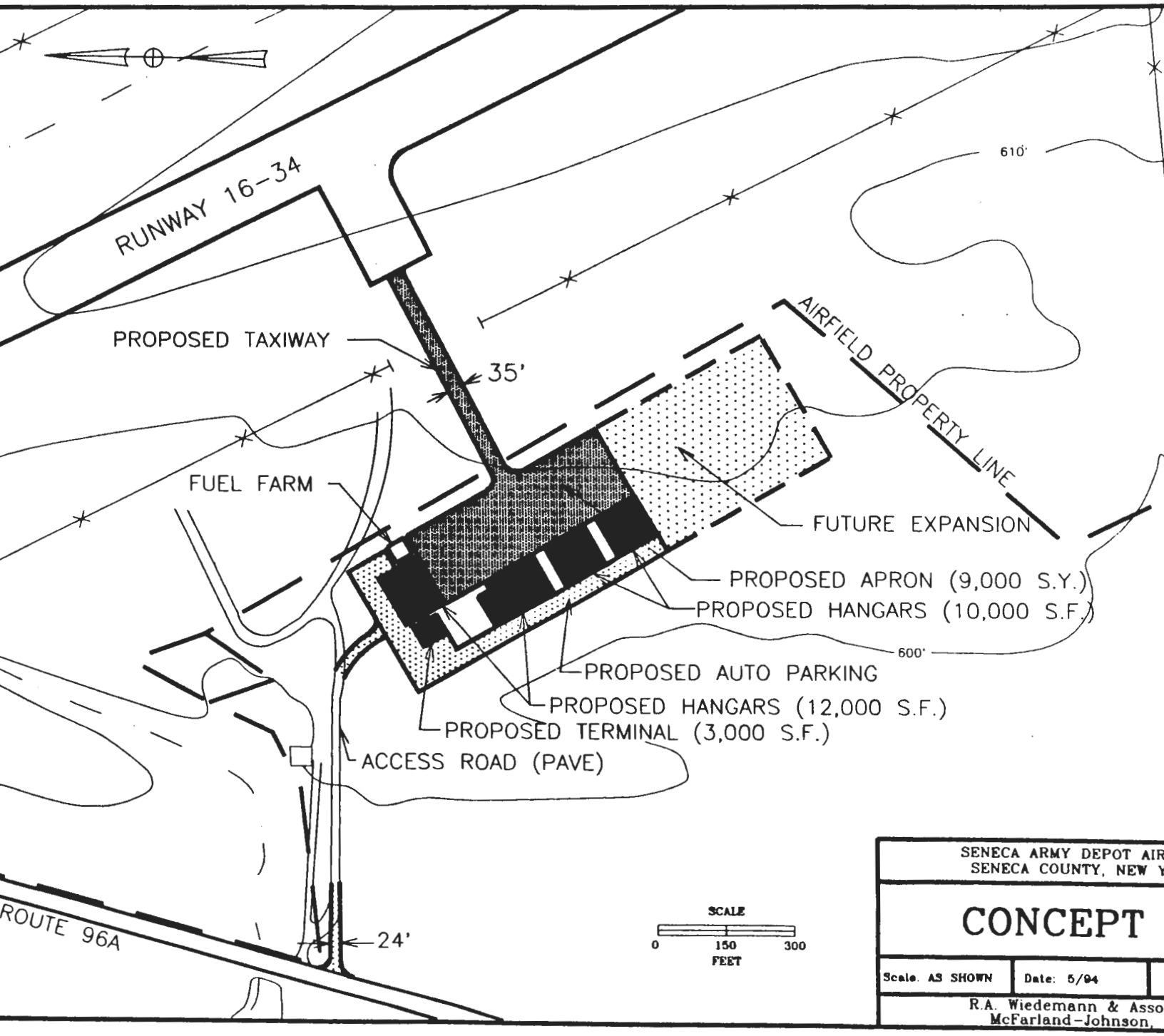
Under Concept 1, the designated airport sponsor would purchase up to 27 acres of farmland and begin to develop the facilities as shown in the drawing. Benefits of this approach would be the ability to develop the complete landside area from the ground up without having to retro-fit buildings or avoid existing structures. In addition, the potential economic development options are maximized with this alternative since industrial development could occur on private land adjacent to the terminal area. Industrial tenants would have access to the runway system via the Concept 1 landside development.

Facilities featured in Concept 1 are similar to the other concepts: 4 large hangars, terminal or administration building (optional), fuel farm, apron area, and connecting taxiway. Access to the Concept 1 location would be off State Route 96A, just outside military property. As shown in Figure III.1 there is more than adequate room for future potential expansion at this location.

Concept 2: Existing Terminal Area

Concept 2 utilizes as much of the existing terminal area facilities as possible, in order to minimize capital development costs. Concept 2 is located at the existing terminal area and takes advantage of the existing ramp area and office/administration building. Figure III.2 presents a graphic illustration of the Concept 2 terminal area layout. As shown, the current apron area would be used for aircraft parking. Additional apron would be developed around the existing storage building and would access 3 of the large hangar buildings. Access to the property would use the existing access road and would be subject to lease agreement security provisions at the gate entrance.

As mentioned, the primary benefits of using this site location would be the cost savings associated with reuse of existing structures and pavement. In addition, this aspect would permit quick occupancy of the site if required. On the downside, expansion of the site to include hangars or apron is not as flexible as a new site. For example, although office and storage facilities exist at



SENECA ARMY DEPOT AIR
SENECA COUNTY, NEW Y

CONCEPT

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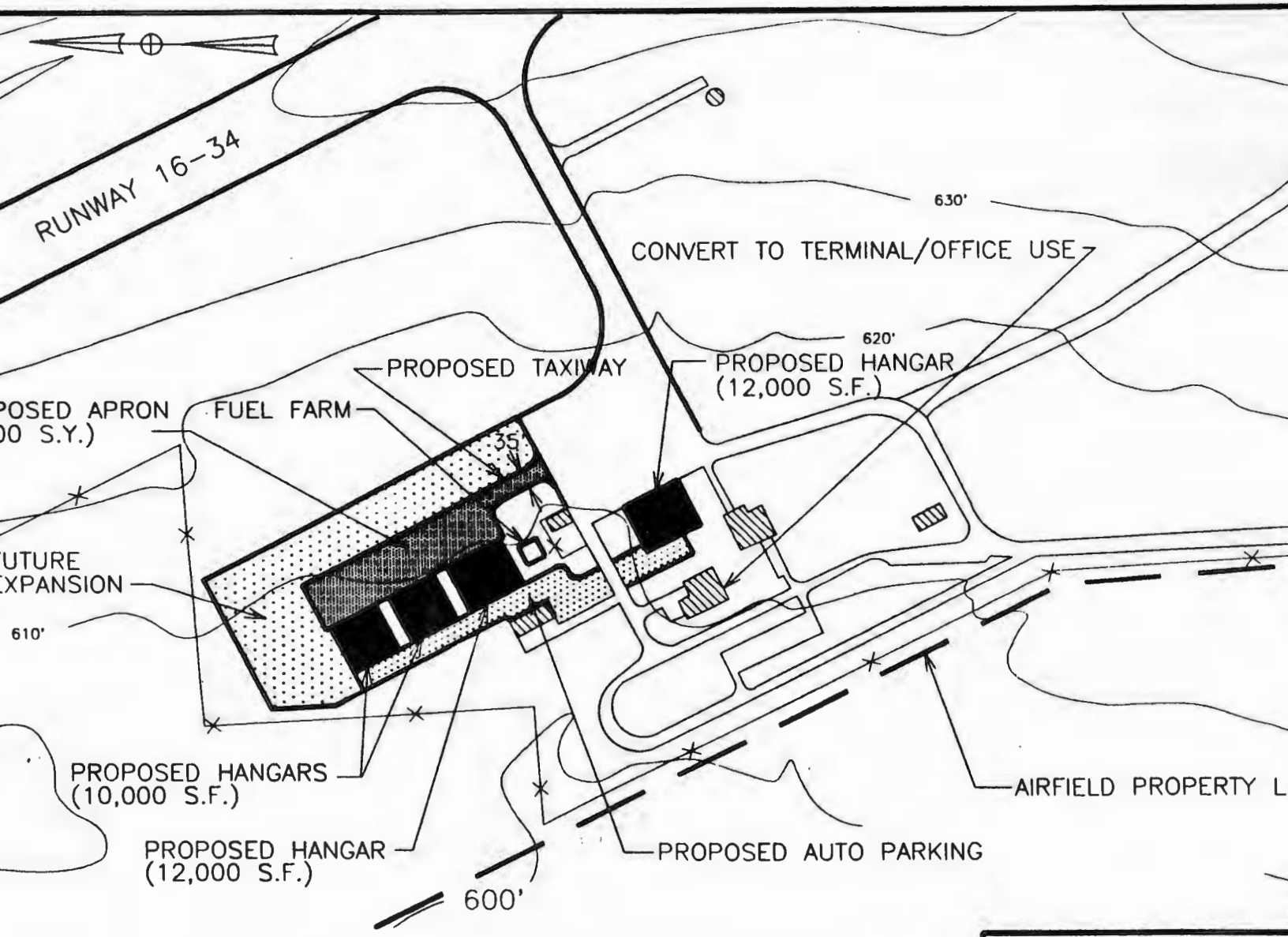

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SENECA COUNTY, NEW

CONCEPT

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the location, only primitive utilities are available. These would have to be developed if industrial airpark facilities were developed adjacent to the military property. In addition, the development of the existing terminal area presents potential investment concerns for short-term leases, or other potential arrangements that do not assure a long use (over 20 years) of the property.

Concept 3: New Military Property Site

This option develops a site, on military property, that does not use the existing terminal area. Such an alternative site may be needed if the private property for Concept 1 were not available or the military determined that existing facilities could not be leased. Two distinct locations were identified for potential use as landside terminal areas under this concept. The locations are shown as Concept 3A and Concept 3B.

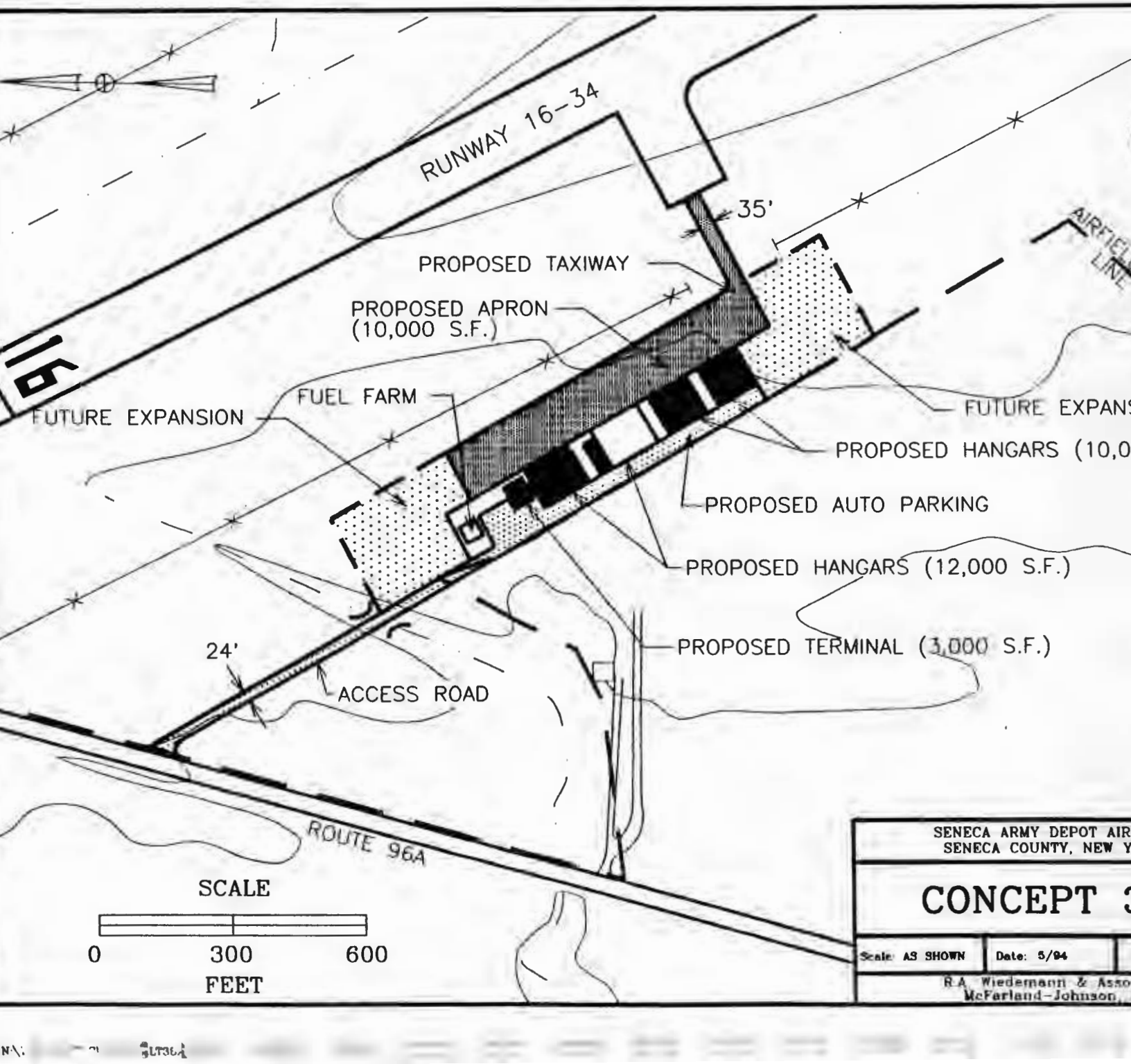
Concept 3A is very similar to Concept 1 with the exception that the land envelope available on military property is longer and more narrow than Concept 1 (see Figure III.3). This forces the development into a linear design and could reduce the efficiency of the overall design due potential aircraft parking conflicts with taxiing aircraft. In effect, more aircraft parking apron area must be developed in this alternative to permit unobstructed use of the hangar buildings. A positive aspect of the Concept 3 location is its highway access capability. In this regard, an access road, running parallel to the runway could be developed off State Route 96A - all on military property. Of course, this option, like Concept 2, is contingent upon a willingness of the military to commit to long-term leases, and possibly even a surplussing of some property.

Concept 3B is similar to Concept 1 with the exception that it is located closer to the existing terminal area (see Figure III.4). In addition, Concept 3B can use the existing terminal area access via an extension of the existing roadway. Concept 3B features a more efficient layout than 3A since there is sufficient depth of military property to locate apron and hangars without concern of encroaching private property. Also, future expansion of this option could be linked to the existing terminal area apron and taxiway.

PREFERRED ALTERNATIVE

In a general sense, the development alternatives are considered better than the No Action Alternative for a number of reasons. First, the County's goals of economic development are better met through the development options since they involve job creation, capital development, private investment, and increased general aviation activity. The No Action Alternative does not address these issues nor does it consider the retention of business in the County.

Second, the development of a civil air terminal at SDAA serves a portion of demand that can only be accommodated by long runways (7,000 feet in this case). Because demand for joint use of SDAA has been documented through surveys and forecasts of activity, and because smaller general aviation airports in the region cannot provide the aircraft landing and takeoff capability offered at SDAA, Alternative 1: No Action, is less preferable to any of the development concepts. Therefore, Alternative 2 was selected as preferred for this study.


RUNWAY 16-34
16
35'
PROPOSED TAXIWAY
PROPOSED APRON
(10,000 S.F.)
FUEL FARM
FUTURE EXPANSION
FUTURE EXPANS
PROPOSED HANGARS (10,0
PROPOSED AUTO PARKING
PROPOSED HANGARS (12,000 S.F.)
PROPOSED TERMINAL (3,000 S.F.)
24'
ACCESS ROAD
ROUTE 96A
SCALE
0
300
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FEET
SENECA ARMY DEPOT AIR
SENECA COUNTY, NEW Y
CONCEPT 3
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R.A. Wiedemann & Asso
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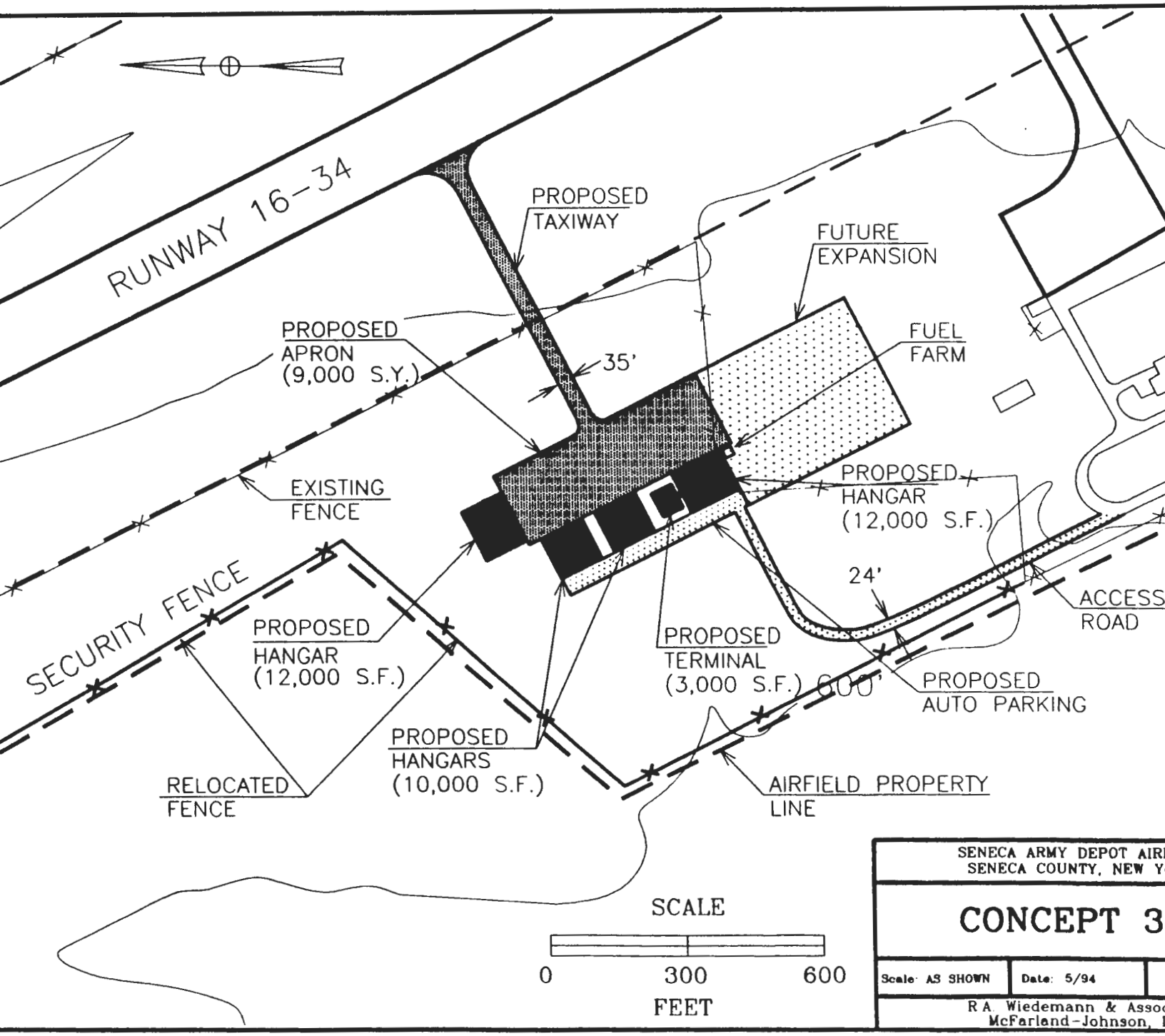

SENECA ARMY DEPOT AIR
SENECA COUNTY, NEW Y

CONCEPT 3

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Because the military has decided to close Seneca Depot, it is believed that the best, most cost effective Concept from Alternative 2 would be Concept 2 - Existing Terminal Area. As described in the Feasibility Study, there are a number of reasons why development of the existing military terminal area is preferred to the other options, including: cost, access, economic development potential, and land use compatibility. Thus, the Environmental Assessment should focus on Concept 2 as the location for the proposed federal action. For a full discussion of the alternatives analysis and the selection of the preferred alternative, please reference the Seneca Depot Army Airfield Joint Use Feasibility Study.

Chapter IV:
Affected Environment

AFFECTED ENVIRONMENT

This chapter describes the environment of the affected area, as it exists prior to the proposed action. Included are descriptions of the potential terminal area locations, existing and planned land uses and zoning, area growth characteristics, and other planned activities in the affected areas. The amount of detail provided is commensurate with the extent and expected impact of the action and with the amount of information required at the planning level.

POTENTIAL TERMINAL AREA LOCATIONS

The Alternatives chapter (Chapter III) has previously described the location of each of the potential terminal areas. Figure I.1, shown previously, presents a composite drawing showing all of the sites and their relative locations.

EXISTING AND PLANNED LAND USES AND ZONING

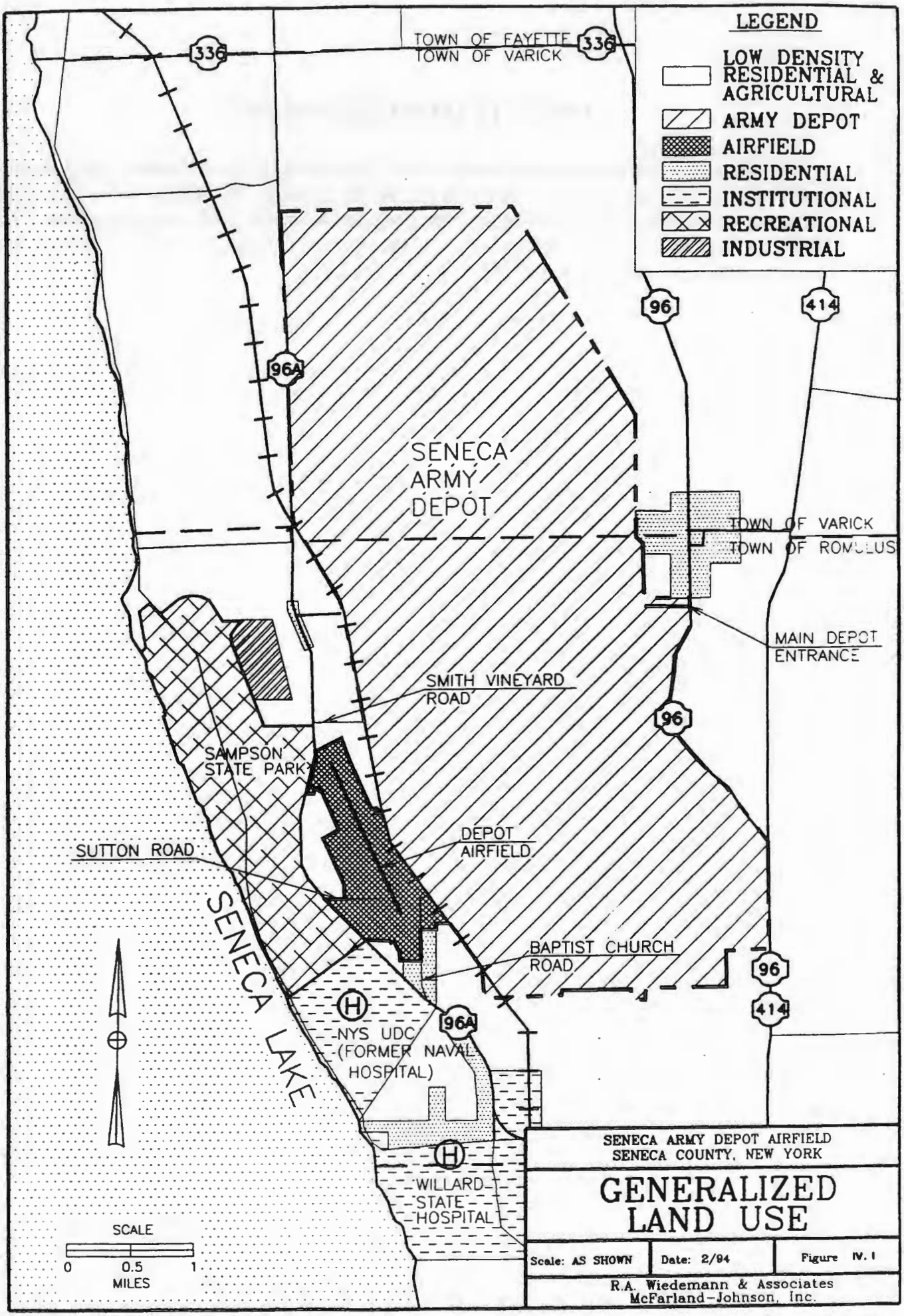
The Seneca Army Depot, including the Airfield, is located in the Town of Romulus. The dominant land use in the Town and Seneca County as a whole is agriculture. However, the west side of the Depot contains a predominance of recreational and institutional land use, with clusters of residential development. As shown in Figure IV.1, Sampson State Park, the former naval hospital, and the Willard State Hospital campus dominate the land area west and south of the Airfield. The Depot itself occupies the entire area east of the Airfield and the remaining land use is composed of a mix of farmland and low density residences.

Romulus currently does not have a comprehensive/land use plan, zoning ordinance, or zoning district map. However, the Town has approved a *Land Use Ordinance* (12-8-93) that sets minimum lot sizes, building setbacks, and requires building permits for all construction or alteration.

The prime location for landside expansion includes the portion of Airfield property immediately north of the existing Airfield buildings and the private property adjacent to the west side of the Airfield. This area is currently divided by security fencing and slopes gently down to the west. West of the Airfield buildings is 100 acres of private, inactive farmland. This parcel contains no buildings, streams, or forested areas and could have direct access to the Airfield. This area also slopes gently down to the west and is designated as an Agricultural District by Seneca County.

NOISE SENSITIVE AREAS

Aircraft noise at airports may impact surrounding land use. Churches, hospitals, schools, parks, amphitheaters and residential areas are considered noise-sensitive land uses. On the other hand, industrial, agricultural, and recreational land uses generally tolerate higher noise levels and are considered compatible with airports. Therefore, it is important to predict aviation generated noise levels and compare them with the land uses in the vicinity of the airport to determine if impacts may occur.



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The areas that would potentially experience the most aircraft noise are concentrated off runway ends. Approximately two miles south of Runway 34 lies the NYS Office of Mental Health-Willard Psychiatric Hospital. There is residential development located immediately north of the hospital in the area known as Willard. North of Willard is the old Sampson Naval Hospital (now closed), which is currently owned by the NYS Urban Development Corporation (UDC). The Corporation is actively pursuing redevelopment of the hospital, however, no redevelopment plans are currently available.

There are three residences located on Baptist Church Road, these are the closest houses to the Airfield (the closest is roughly 1,500 feet from the end of the runway). Given the anticipated type of aircraft and low activity levels at the Airfield, the houses will likely be outside any significant noise exposure contour. This will be verified in Chapter V of this Environmental Assessment after formal noise contour assessments have been developed. Due to prevailing winds, Runway 34 is the preferred runway end. Therefore, noise exposure, if any, will be concentrated on the north side of the Airfield. Approximately 2,000 feet north of the runway, lies a house on Smith Vine Yard Road. This residence is also likely to be well outside of the significant noise exposure area. Finally, Sampson State Park is located northwest of the runway. The campground at the park can be considered noise sensitive and will be studied during the noise mapping process to determine if it is located within noise impact areas forecast for the airport.

FURTHER NOISE MAPPING

HISTORIC RESOURCES

One aspect of the Environmental Assessment is the examination of impacts to cultural resources. Since no buildings will be acquired or detrimentally impacted as a result of the proposed Federal Action, there is no need for an architectural survey of historic structures. Thus, the focus of the historic resources survey is on the potential artifacts in the terminal development areas. In this regard, the Finger Lakes Region has many artifacts left by Native Americans that inhabited the entire area. Thus, a Phase I archaeological reconnaissance survey will be undertaken at the proposed development sites prior to any construction activity.

Phase 1 (or 1B) archeological reconnaissance survey

GROWTH CHARACTERISTICS

Socioeconomic statistics are generally used to describe the economic and demographic trends expected to occur in a particular area. Socioeconomic factors have been shown in numerous studies sponsored by the FAA to be related to an area's demand for aviation facilities and services. Among the most significant are population, income, and employment. This section identifies each of these factors and presents historical statistics and trends for the years 1980-1992 for the study area counties. The study area counties have been previously defined as consisting of Cayuga, Ontario, Schuyler, Seneca, Tompkins, Wayne, and Yates Counties.

Population

Analysis and projection of population are the basis for almost all major planning decisions. In many instances, they determine the level of demand for future facilities and serve as indices of

most county and urban characteristics. Further, they have typically served as one of the best indicators of local aviation demand. Historical population, when compared to aviation demand statistics, has shown a high correlation in many areas of the country. Until population growth or decline in the study area is compared to aviation demand statistics in the study area, it is uncertain whether or not population can be used as a prediction variable in the forecasting process.

In comparison to other adjacent counties in the study area, Seneca County's growth is the lowest (-0.6 percent), while other counties have shown positive growth. For the overall study area, there has been a 7.0 percent growth over the 1980-1992 period, growing from 413,700 to 442,500. These numbers do not show the recent impacts of the Base downsizing that has occurred in 1993.

Income

Similar to population, an area's income and economic activity has been shown to be positively related to the demand for aviation services and facilities in many parts of the country. Further, there is an assumed causal relationship between concentrated economic activity and demand for air transportation.

Income statistics commonly include Total Personal Income (TPI) and Per Capita Personal Income (PCPI). For aviation demand forecasting purposes, PCPI is the preferred statistic since it removes the population growth factor from the income growth factor. Thus, PCPI statistics for the study area counties were collected for the inventory. Per capita personal income in the entire study area has grown by 20.5 percent over the twelve year period. This translates into a compound growth of 1.6 percent per year. Seneca County has had an overall 15.4 percent increase in per capita personal income - a 1.2 percent compound growth rate.

Employment

Employment statistics are another measure of economic activity and thus are related to the demand for air transportation facilities and services. Overall employment for the study area grew by 20.1 percent on the strength of Ontario County's 34.6 percent increase over the period. Seneca County, on the other hand, experienced virtually no growth in employment over the twelve year period. These numbers did not include the recent declines in military and civilian employment related to the closure of the North Depot.

The cutbacks at the Seneca Army Depot in 1993 cost some 1,100 civilian and military jobs. The transfer of military personnel from the local area takes their economic impact away from Seneca County as well. On the civilian side, the elimination of jobs has created severe displacement in parts of the local work force. Efforts are currently underway to ameliorate the negative impacts of the scale back, however, until other replacement jobs occur in the local economy, there is little absorption of the unemployed. Thus, the work efforts underway for Seneca Army Depot are designed to aid in creating new employment in Seneca County.

OTHER PLANNING & DEVELOPMENT ACTIVITIES

Seneca County has recognized the serious economic decline and the need to proactively plan for future growth and economic development. As such, the County has developed an overall approach to the need for planned economic recovery. This includes:

- A physical inventory of the Seneca Army Depot and possible leasing opportunities,
- A marketing plan,
- A strategy to diversify the economic base,
- Infrastructure and implementation measures needed to support the strategy, and,
- Development of a training and education strategy to prepare the workforce for new jobs.

Additionally, the New York State Department of Economic Development is studying the re-use of Willard Psychiatric Center, but the final report is not currently available. Other grant activities in Seneca County include the following granting agencies:

- US Department of Defense, Office of Economic Adjustment
- US Department of Labor, Community Planning Grant

Each of these efforts are described below.

US Department of Defense, Office of Economic Adjustment

This $170,000 grant proposes activities which address leasing opportunities, the strategy to diversify the economic base, the marketing plan, and the infrastructure and regulatory needs of the County. The State of New York has provided $50,000 in funds to help the community address the downsizing of the Depot. A portion of this funding is being used to increase economic development staff capacity, to seek other sources of grant funding and to coordinate redevelopment efforts with base personnel.

US Department of Labor, Community Planning Grant

The US Department of Labor recently approved a Community Planning grant in the amount of $496,373. The purposes of this grant are to:

- Provide information about the employment and training needs of displaced workers,
- Document the local economy, its strengths and weaknesses, and measure the impacts of the downsizing of the Depot,
- Strengthen and develop community leadership through the Assessment and Development Committee,

- Develop close working relationships among employers, education and training providers and government to assure the early identification of job opportunities, needed skills and competencies, and the appropriateness of education and training to those needs,
- Develop strategies to address community needs, and,
- Develop feasible job generating and training programs.

These programs complement rather than compete with the Joint Use Feasibility Study at the Seneca Depot Army Airfield.

Chapter V:
Environmental Consequences

ENVIRONMENTAL CONSEQUENCES

The purpose of this chapter is to present the findings of the analyses of various potential environmental impacts which might result from the development of a landside terminal area for the joint civil-military use of Seneca Depot Army Airfield. Also discussed are reasonable alternative solutions or mitigation measures where appropriate. It consolidates the discussion of elements required by FAA Order 5050.4A, paragraph 47e.

The discussion includes the environmental impacts of the proposed action, adverse environmental effects which cannot be avoided, and any irreversible or irretrievable commitments of resources which would be involved should the plan be implemented. Areas of environmental concern that were examined as a part of the environmental assessment include:

- Noise Exposure
- Compatible Land Use
- Socioeconomic Impacts
- Air Quality
- Water Quality
- Section 4(f) Lands
- Historic, Architectural, Archaeological, and Cultural Resources
- Biotic Communities
- Wetlands and Floodplains
- Prime and Unique Farmland/Agricultural Districts
- Energy Supply and Natural Resources
- Light Emissions
- Solid Wastes
- Construction Impacts
- Coastal Zone and Barrier Management Areas
- Wild and Scenic Rivers
- Environmental Due Diligence Audit

NOISE EXPOSURE

Aircraft noise is recognized as potentially the most critical environmental parameter in airport planning and can become one of the most controversial issues in community acceptance and approval of airport development projects. The proposed development of a civil air terminal at the Seneca Depot Army Airfield will not itself cause noise impact. Rather, the opening of the Airfield to civilian aircraft use would cause potential increases in noise exposure. Thus, since the two actions are related, the noise analysis is necessary.

Fortunately, the relatively low number of operations and the rural character of the surroundings indicate that noise impacts experienced by residential areas will be minimal. Because of the need to have definitive noise impact mapping, the FAA's Integrated Noise Model (INM), Version 4.11 was used to generate noise contours for several potential scenarios. The following

section describes the process used to estimate the noise exposure created by aircraft operations at the airport.

Noise Exposure Estimation

The extent of aircraft noise generated by airport operations is a function of variables such as the physical configuration of the airfield, the level of aircraft operations, and the type of aircraft which characteristically use the airport. In this case, the FAA's INM shows the greatest noise generation for jet aircraft rather than propeller aircraft. Thus, the use of the airport by business jet aircraft is the most noise sensitive parameter in the analysis.

In order to analyze the noise impact associated with the Seneca Depot Army Airfield joint use, several scenarios were identified. They included:

- A near-term (1996) potential noise exposure.
- A long-term (2015) potential noise exposure assuming use of older (noisy) business jet aircraft.
- A long-term (2015) potential noise exposure assuming use of modern (quiet) business jet aircraft.

Each of these cases are described below.

Year 1996 Potential Noise Exposure

It is believed that the highest noise exposure may well be the near-term use of the Seneca Depot Army Airfield. This is due to the existence of older business jet aircraft (with noisy engines) still in the general aviation fleet. By the year 2000, jet aircraft weighing more than 75,000 pounds will have to comply with FAR Part 91 requirements for "Stage 3" aircraft noise limitations. It is anticipated that future general aviation business jets, although not presently required, will also follow this path of quieter engines and noise profiles. Thus, it is believed that the net effect of these regulations will be to lower the individual noise emissions from future business jet aircraft engines as older engines and aircraft are retired from the fleet. For the 1996 case, however, 100 percent of the jet fleet was assumed to consist of older, noisy jet aircraft (called 1985 Business Jet by INM).

Parameters used in developing the 1996 baseline noise exposure case include the following:

- **Total annual aircraft operations**
  - 1996 - 6,600
- **Runway end utilization**
  - Runway 16: Takeoffs - 50%, Landings - 25%
  - Runway 34: Takeoffs - 50%, Landings - 75%

- **Operational fleet mix**

  - Single-Engine 65%
  - Multi-Engine 20%
  - Turbojet 15%

- **Day-Night operational split**

  - 1996 Average day operations 16.30
  - 1996 Average night operations 1.78

  18.08

- **Flight track location**

  - Straight in and out
  - Touch-and-go tracks circle to the west side of the airport. W. side

Year 2015 Potential Noise Exposure: Worst Case

Of the year 2015 scenarios, the worst case is believed to be associated with the assumption that 25 percent of the business jet aircraft would have noise profiles similar to the INM's 1985 Typical Business Jet (COMJET) profile. This would assume that jet aircraft of 30 years of age and older would be still operating in the business fleet. As mentioned above, it is believed unlikely that noisy business jet aircraft (Stage 1 and 2) will still be flying by the year 2015. For this case, the remaining 75 percent of the jet fleet are assumed to be Stage 3 aircraft. In addition to this, almost 2,400 military operations (using C-130 transport aircraft) were included in the noise contour.

Parameters used in developing the year 2015 worst case noise exposure include the following:

- **Total annual aircraft operations**

  - 2015 - 13,700

- **Runway end utilization**

  - Runway 16: Takeoffs - 50%, Landings - 25%
  - Runway 34: Takeoffs - 50%, Landings - 75%

- **Operational fleet mix**

  - Single-Engine 43%
  - Multi-Engine 25%
  - Turbojet 17%
  - Military 15%

from 18 to 44 flights/day

- **Day-Night operational split**
  - 2015 Average day operations 40.36
  - 2015 Average night operations 3.68

44.04 what defines "night" — after __ pm

- **Flight track location**
  - Straight in and out
  - Touch-and-go tracks circle to the west side of the airport.

Year 2015 Potential Noise Exposure: Best Case

The best case regarding noise exposure for year 2015 at a Seneca Depot Army Airfield joint use operation would be the use of the airfield by quiet business jet aircraft. One of the quietest aircraft in the current business jet fleet is the Cessna Citation III. Using this aircraft noise profile for year 2015 activity at SDAA will produce what is likely to be the realistic amount of noise impact associated with business jet aircraft 20 years into the future. Parameters used in developing this case were the same as for the worst case, with the exception of specifying 100 percent of the jet fleet to have Citation III aircraft noise profiles. A total of 2,400 annual military operations using C-130 transport aircraft were also assumed in the development of the noise contour.

Methodology

The methodology typically employed to assess the noise impacts of aircraft operations is the day/night average noise level (DNL) metric[1]. Use of this procedure facilitates estimates of cumulative noise levels at specific ground locations resulting from aircraft takeoffs and landings. The DNL measure is usually employed primarily because of its usefulness in land use analysis and its ease of application in comparatively evaluating alternative development schemes.

The human ear can react to sound pressure ranging from 0.0000000029 pounds per square inch, the threshold of hearing, to over 0.0029 pounds per square inch, the threshold of pain: a pressure level one million times greater. The price for this versatility is a decrease in sensitivity as amplitude increases. In other words, the ear cannot detect small changes in high pressure level noises as easily as it can detect small changes in low pressure level, soft noises.

Because adverse human response to noise is a frequent area of concern, one of the more common units of noise measure considers only that part of the noise heard by the human ear. This is called an "A-weighted" measure, and considers only the sound between 20 and 20,000 cycles per second - the frequencies within the range of human hearing. Measurements of such noise are

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1 Bolt, Beranek and Newman, Inc. **Developing Noise Exposure Contours for General Aviation Airports** (Washington, D.C.: Federal Aviation Administration, Report FAA-AS-75-1, December, 1975).

typically expressed as "A" weighted decibels (dBA).

The day/night average sound level (DNL) is a measure of the noise environment at a prescribed location over a 24 hour period. It is equivalent in terms of sound energy to the level of a continuous A-weighted sound level with 10 dB added to the nighttime levels to account for the increased annoyance between 10 p.m. and 7 a.m. To calculate DNL values, the noise contributions from each aircraft operation occurring during a 24 hour period are summed, on an energy basis, to obtain the DNL value. From these values, contours representing areas of equal noise levels, in terms of cumulative, continuous perceived decibels over a 24-hour period, are developed. The contour DNL values are associated with the land use planning guides, presented in Table V.1.

The FAA's Integrated Noise Model, Version 4.11 was used for DNL contour calculations in this analysis. The INM was developed by the Transportation Systems Center of the U.S. Department of Transportation at Cambridge, Massachusetts. It is a computer model that, during an average 24 hour period at an airport, accounts for separate aircraft flight tracks defined as straight line or curved segments. These flight tracks are coupled with separate tables describing the noise, slant range, and engine thrust for each distinct aircraft type selected. On regular ground-level grid locations around the simulated airport, the shortest slant range to each flight track is selected, and the associated noise exposure level is retained for the specific aircraft type and engine thrust level used at the point along the flight track. Additional corrections are applied for excess air-to-ground acoustic attenuation, acoustical shielding of the aircraft engines by the aircraft itself, and speed variations. The individual aircraft noise exposures are then summed for each grid location. The cumulative values of noise exposure at each grid location may then be used to delineate equal noise exposure contours for preselected DNL values.

DNL mapping is best used for comparative purposes, rather than for providing absolute values. That is, DNL calculations provide valid comparisons between different conditions, so long as consistent assumptions and basic data are used for all calculations. Sets of DNL calculations can show which of the series of simulated situations is better from a noise impact viewpoint. Nevertheless, DNL contours can be used to highlight an existing or potential aircraft noise problem that requires attention, assist in the preparation of airport environs land use plans, and provide guidance in the development of land use control devices, such as zoning ordinances, subdivision regulations, and building codes.

In performing noise impact studies for Environmental Assessments, the FAA has determined that the threshold of significance is a 1.5 DNL increase in noise over any noise sensitive area located within the 65 DNL contour. Thus, there are two components in determining the significance of noise impact: the objective measure of noise generated and the existence of noise sensitive areas within the measured area of impact. Because no noise contour has been calculated for Seneca Depot Army Airfield, it is important to establish the boundaries by means of the INM.

Table V.1 - Land Use Compatibility With Yearly Day-Night Average Sound Levels*						
	Yearly Day-Night Average Sound Level (DNL) in Decibels					
LAND USE	Below 65	65-70	70-75	75-80	80-85	Over 85
Residential						
Residential, other than mobile and transient lodgings	Y	N(1)	N(1)	N	N	N
Mobile home parks	Y	N	N	N	N	N
Transient lodgings	Y	N(1)	N(1)	N(1)	N	N
Public Use						
Schools, hospitals and nursing homes	Y	25	30	N	N	N
Churches, auditoriums, and concert halls	Y	25	30	N	N	N
Government services	Y	Y	25	30	N	N
Transportation	Y	Y	Y(2)	Y(3)	Y(4)	Y(5)
Parking	Y	Y	Y(2)	Y(3)	Y(4)	N
Commercial Use						
Offices, business and professional	Y	Y	25	30	N	N
Wholesale and retail building equipment	Y	Y	Y(2)	Y(3)	Y(4)	N
Retail trade-general	Y	Y	25	30	N	N
Utilities	Y	Y	Y(2)	Y(3)	Y(4)	N
Communication	Y	Y	25	30	N	N
Manufacturing and Production						
Manufacturing, general	Y	Y	Y(2)	Y(3)	Y(4)	N
Photographic and optical	Y	Y	25	30	N	N
Agricultural (except livestock) and forestry	Y	Y(6)	Y(7)	Y(8)	Y(8)	Y(8)
Livestock farming and breeding	Y	Y(6)	Y(7)	N	N	N
Recreational						
Outdoor sports arenas and spectator sports	Y	Y(5)	Y(5)	N	N	N
Outdoor music shells, amphitheaters	Y	N	N	N	N	N
Nature exhibits and zoos	Y	Y	N	N	N	N
Amusements, parks, resorts, and camps	Y	Y	Y	N	N	N
Golf courses, riding stables and water recreation	Y	Y	25	30	N	N

* The designations contained in this table do not constitute a Federal determination that any use of land covered by the program is acceptable or unacceptable under Federal, State or local law. The responsibility for determining the acceptable and permissible land uses remains with the local authorities. FAA determinations under FAR Part 150 are not intended to substitute federally determined land uses for those determined to be appropriate by local authorities in response to locally determined needs and values in achieving noise compatible land uses. Numbers in parentheses refer to notes on this page.

Key to Table V.1:

Y (Yes) Land use and related structures compatible without restrictions.
N (No) Land use and related structures are not compatible and should be prohibited.
NLR Noise Level Reduction (outdoor to indoor) to be achieved through incorporation of noise attenuation into the design and construction of the structure.

25, 30 Land used and related structure generally compatible; measures to achieve NLR of 25 or 30 must be incorporated into design and construction of structure.

Notes for Table V.1:

1. Where the community determines that residential uses must be allowed, measures to achieve outdoor to indoor Noise Level Reduction (NLR) of at least 25 dB and 30 dB should be incorporated into building codes and be considered in individual approvals. Normal construction can be expected to provide a NLR of 20 dB, thus the reduction requirements are often stated as 5, 10 or 15 dB over a standard construction and normally assume mechanical ventilation and closed windows year around. However, the use of NLR criteria will not eliminate outdoor noise problems.

2. Measures to achieve NLR of 25 must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.

3. Measures to achieve NLR of 30 must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.

4. Measures to achieve NLR of 35 must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.

5. Land use compatible provided special sound reinforcement systems are installed.

6. Residential buildings require an NLR of 25

7. Residential buildings require an NLR of 30.

8. Residential buildings not permitted.

Source: FAR Part 150, Appendix A, Table 1

Noise Impacts

Limits for cumulative exposure of various land uses to aircraft noise have been proposed by numerous Federal, State, and local agencies. In order to evaluate the impact of the Seneca Depot Army Airfield joint use, noise values estimated by the Department of Housing and Urban Development, as shown in Table V.1, were evaluated. Under the FAA's Integrated Noise Model (INM Version 4.11), three sets of noise contours were generated. Figures V.1, V.2, and V.3 present graphic depictions of noise contours for each of three potential future conditions at Seneca Depot Army Airfield.

Figure V.1 presents the noise mapping for the potential use of the airfield by the year 1996. This scenario presents the case of airport use for the first full year of operation. It assumes significant use by business jet activity. In the noise model, a 1985 business jet noise profile was used. The impact area shows the following critical values:

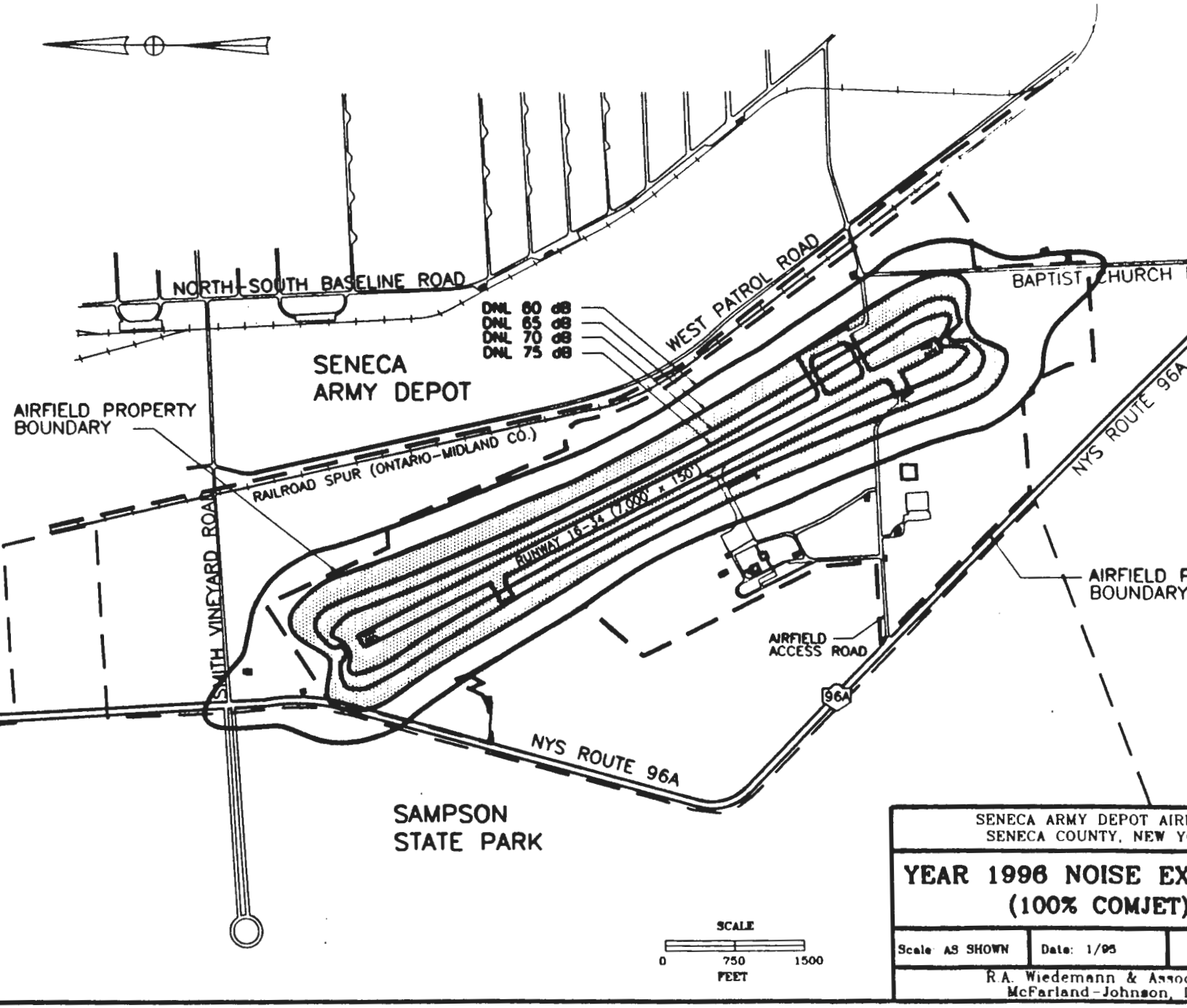
• 65 DNL	211 Acres
• 70 DNL	128 Acres
• 75 DNL	70 Acres
TOTAL IMPACT AREA	409 Acres

It is important to note that all of the critical noise exposure (65 DNL and higher) from this activity scenario are contained on airport property and do not impact any off-airport land uses.

Figure V.2 presents the noise mapping for the potential use of the airfield by the year 2015. This scenario presents the case of airport use by single and twin engine aircraft as well as older (noisy) business jets. This case assumed that of the business jet population, 25 percent would have the noise profile associated with the INM's 1985 "COMJET" (combination business jet) category. The impact area for this case shows the following critical values:

• 65 DNL	198 Acres
• 70 DNL	115 Acres
• 75 DNL	70 Acres
TOTAL IMPACT AREA	383 Acres

As shown, this case presents less noise impact exposure than the 1996 case. The main reason for the decrease is the continued improvement of jet engines, whereby technology permits quieter and more efficient engine operation.



SENECA ARMY DEPOT AIR
SENECA COUNTY, NEW Y

YEAR 1996 NOISE EX
(100% COMJET)

Scale: AS SHOWN	Date: 1/95	

R.A. Wiedemann & Assoc
McFarland-Johnson,

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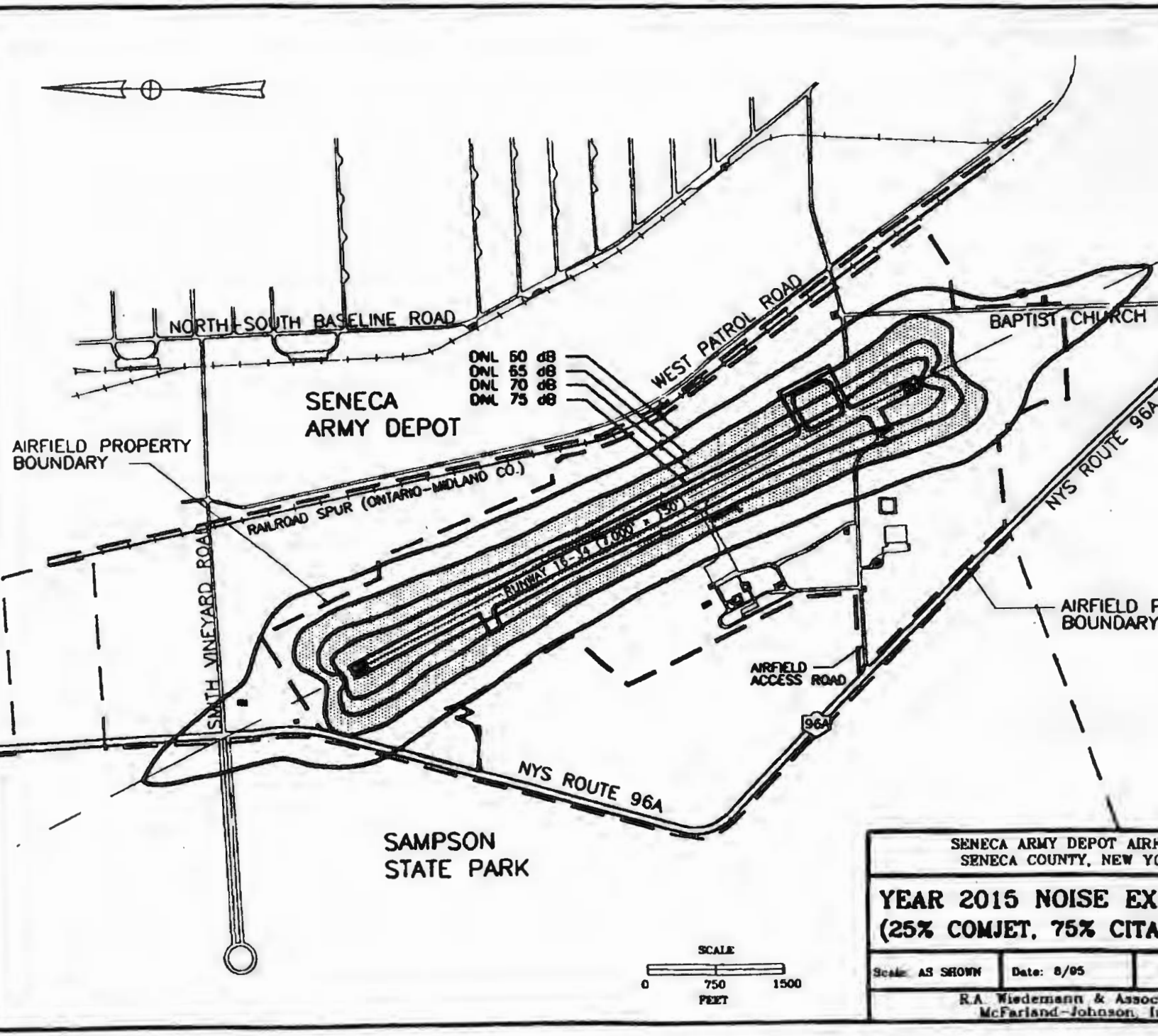

SENECA ARMY DEPOT AIR
SENECA COUNTY, NEW YO

YEAR 2015 NOISE EX
(25% COMJET, 75% CITA

Scale: AS SHOWN	Date: 8/95	

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Figure V.3 presents the best case scenario for year 2015 noise exposure. In this case, it was assumed that all of the business jet aircraft using SDAA conformed to the Stage 3 noise requirements imposed on jet aircraft over 75,000 pounds. This option is presented for comparative purposes, in order to show the best likely noise impact alternative. The impact area for this case shows the following critical values:

• 65 DNL	115 Acres
• 70 DNL	64 Acres
• 75 DNL	45 Acres
TOTAL IMPACT AREA	224 Acres

As shown, this case presents the least amount of noise impact exposure of all alternative cases. Of significance is the fact that all critical noise impact is located on airport property. Even the DNL 60 dB contour remains on the immediate airport airfield area. This is important in the consideration of impacts to Sampson State Park and residential dwellings in the area.

From the above analysis, it can be demonstrated that there are no off-airport contours which exceed DNL 65 dB. Since this is the ultimate development scenario for the airport, it can be concluded that the Seneca Depot Army Airfield's noise impact on the surrounding land use is well within and below acceptable limits. Therefore, no noise sensitive areas will be significantly impacted by the proposed joint use of the airport.

COMPATIBLE LAND USE

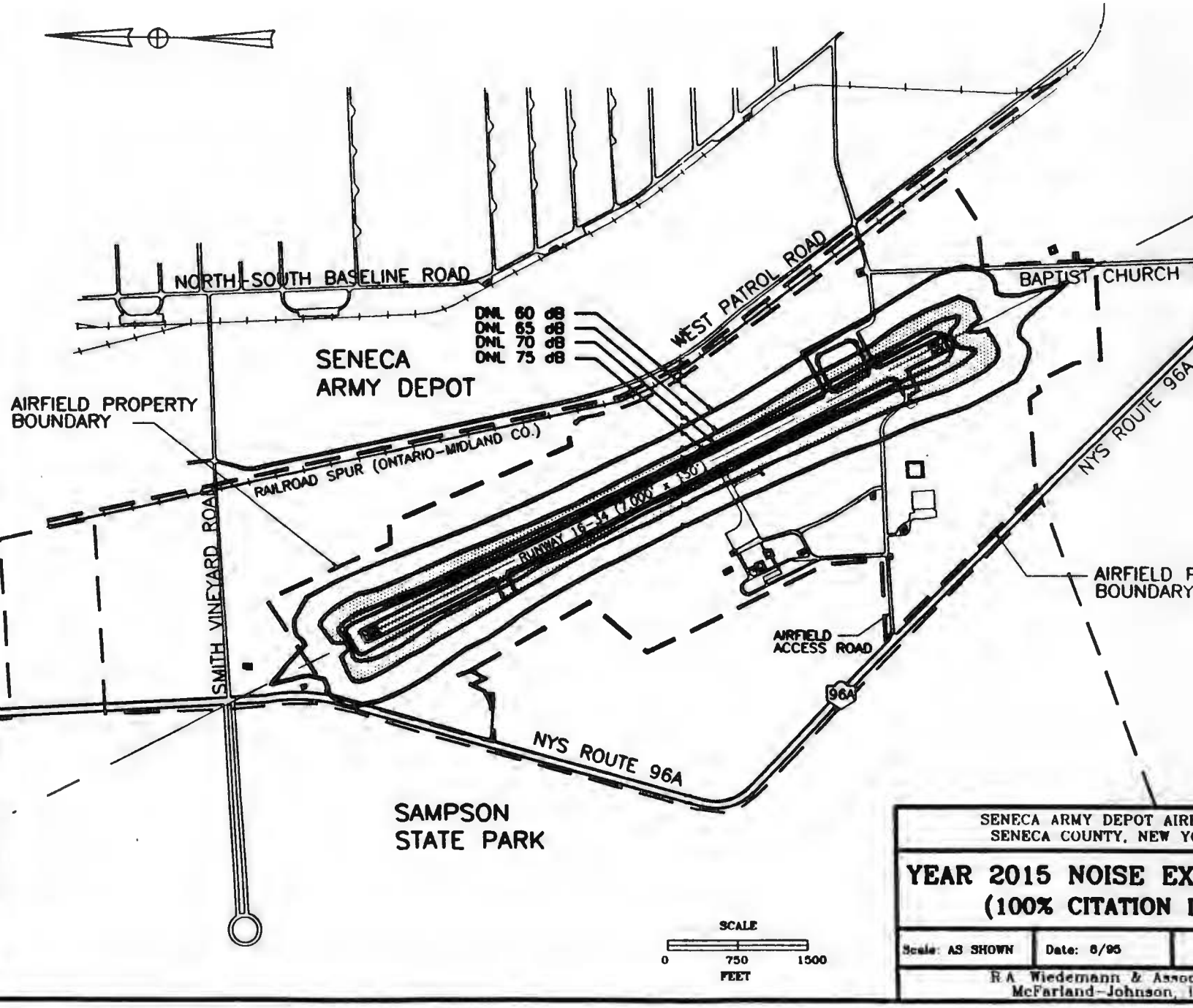
Possible impacts on land use compatibility related to the proposed airport improvements were assessed by evaluating the following areas:

- Existing Land Use
- Future Land Use
- Noise Impacts

Existing Land Use

At present, there are no zoning ordinances or subdivision regulations which direct the use of the land near the airport. Although land uses surrounding the Seneca Depot Army Airfield are not subject to ordinances or regulations, it is believed that subsequent land use controls should be implemented for the existing as well as proposed airport development.

The land use surrounding the existing airport site is predominately agricultural and park land with some small areas of residential housing. Existing land use is considered compatible with the airport operations due primarily to the low levels of operations at the airport and the sparse number of residential dwellings in the area.



SENECA ARMY DEPOT AIR
SENECA COUNTY, NEW Y

YEAR 2015 NOISE EX
(100% CITATION

Scale: AS SHOWN	Date: 6/95	

R.A. Wiedemann & Assoc
McFarland-Johnson,

Future Land Use

The proposed airport development would not decrease the compatibility of the airport with area land uses since the majority of the development would take place either on existing airport property or on adjacent agricultural property. In addition, it should be noted that it is the joint use aspect of the proposed action rather than any physical development that will increase potential noise impact on surrounding land uses. These specific noise impacts are discussed below.

Concept 1 calls for the purchase of up to 27 acres of property just outside the military property line at the north end of the runway. Of this, approximately 7 acres would be used for terminal development and the remaining 20 acres would be used for future potential expansion or development.

In addition to the purchase of land, three other options are available. These include the development of a civil air terminal on leased military property at one of three different sites. These options would offer minor land use compatibility benefits in that no adjacent private property would be subject to purchase. They would not alter the noise exposure created by the joint use agreement.

Two legal/administrative controls are also available to the County and Town of Romulus for the protection of the airport and its surrounding land uses. They include:

- ***Comprehensive Planning*** - Although not typically a part of a rural county's planning structure, a comprehensive plan provides a framework for evaluating overall relationships and potential conflicts among a variety of different land uses and development controls. Such a plan can identify problem areas and show feasible mitigation alternatives.

- ***Zoning*** - Control of land uses adjacent to an airport has two distinct purposes: 1) to provide a safe and efficient buffer for aircraft operations, and 2) to protect and preserve the community in its present or proposed state. The Sponsor of the SDAA Joint Use Agreement would have to work with the local zoning body to implement zoning protection around the airport. This Seneca Depot Army Airfield Joint Use Feasibility Study and Environmental Assessment could be used as the basis for establishing zoning regulations.

Noise Impacts

Noise impacts, as documented from the INM contour generation do not significantly impact any residential area, park land, or other noise sensitive areas. Of concern were the three houses along Baptist Church Road and those located on Route 96A and Smith Vineyard Road. In addition, concerns were raised about the potential impact of increased operations on Sampson State Park. In particular, the campground area was identified as potentially sensitive to noise impact. This area is roughly 7,000 feet from the closest runway end. Noise impact analysis has demonstrated that for the worst case, the non-critical DNL 60 dB contour covers only 17 acres of undeveloped park

property located adjacent to Route 96A. Thus, noise exposure in the park is not considered significant. The same conclusion can be drawn about noise impacts to other area land uses.

SOCIOECONOMIC IMPACTS

Aviation development actions affect not only the natural environment, but also the human environment. These effects on the human environment are generally classified as socioeconomic impacts. They may either be a direct result of development or an indirect or induced result.

Direct impacts are distinguished from indirect impacts in that they are more immediate and easier to predict and quantify. This is due largely to the precise geographic area and specific time frame in which they occur. Conversely, indirect impacts involve events that may occur over an indeterminate time period and in locations beyond the immediate airport area.

Direct Socioeconomic Impacts

The only direct social impacts of the proposed action involves the purchase of land or long-term lease of property at the SDAA. The proposed development will take place either on existing airport property leased to the sponsor or on land to be purchased by the project Sponsor in fee simple. Up to 27 acres are needed for the proposed project: 7 acres for the terminal area development and 20 acres for access and future expansion potential. No residences or existing businesses would be relocated due to the proposed action.

The existing airport access road could be used to access two of the potential terminal area sites (Concepts 2 and 3B), while a new access road would be needed to access sites at the north end of the airfield (Concepts 1 and 3A). No road relocation would be necessary. Since the road would be used primarily for airport access with very low traffic volumes, the concepts will not affect local surface transportation patterns or capacity.

There are no other socioeconomic impacts such as the dividing or disruption of established communities that would result from the proposed action.

Induced Socioeconomic Impacts

Induced socioeconomic impacts are the secondary effects resulting from a proposed action. These impacts may include shifts in the patterns of population movement and growth, public service demands, and changes in business and economic activity.

Growth of existing business and industry, as well as the attraction of new firms, are important goals for a community interested in sustaining economic growth. There are a number of methods used to quantify the effect that an aviation facility has on community economic development. Unfortunately, while many direct economic impacts can be quantified, there are a number of non-quantifiable benefits that are inherent in the location of an airport facility. For example, what value can be placed on life-saving aero-medical evacuation services located at an airport? Other questions

aero-medical(?)

relate to the overall contribution of an airport to the decision processes of companies looking to locate in a particular area. However, an adequate airport facility is known to improve a community's chances for economic growth.

The proposed action will induce small contributions to the local economy. Jobs will be created by implementation of the recommended development plan. These jobs involve both temporary and long-term positions. The temporary jobs are those associated with the construction phases of the project. The longer term jobs are those associated with the businesses that will potentially locate at the airport. In the near term, it is anticipated that a Fixed Base Operator (FBO) will be located at the facility with additional space for a second tenant. Marketing efforts for the second tenant would focus on a specialty FBO such as an aircraft paint shop, large aircraft maintenance base, or interior refurbishment location.

Income to construction workers will be spent for goods and services, primarily within the Seneca County area, thereby stimulating the local economy. For the long term employment, income from the operation combined with potential residential purchases will add money to the local economy and support the tax base.

AIR QUALITY

According to Paragraph 47e(5) of the Federal Aviation Administration's Environmental Handbook (FAA Order 5050.4A), no air quality analysis is needed if the airport generates less than 180,000 general aviation operations annually or less than 1.3 million passengers per year. The forecast operations for year 2015 are less than one tenth of this threshold. New Clean Air Act standards are being implemented in New York State and will require more significant examination of general aviation operations in non-attainment areas. Currently, the FAA is developing lists of items that may be exempt from air quality analysis. It is anticipated that landside development areas at general aviation facilities will be on an exempted list. Fortunately, Seneca County is located in an attainment area for regulated pollutants, has little source pollution, and has good air quality. Because of its location in an attainment area, the Clean Air Act provisions do not impact the Seneca Depot Army Airfield.

WATER QUALITY

To evaluate the effects of the proposed development action upon water resources, the following areas were examined.

- Hydrologic Impact
- Water Quality

As detailed in the balance of this section, the proposed action will not impact upon any area of regional water quality.

Hydrologic Impact

There are four interrelated, but separate effects of land use changes on the hydrology of an area: changes in peak flow characteristics, change in total runoff, changes in hydrologic amenities, and changes in the quality of water.

Potential fill or grading for the proposed civil air terminal development will alter the drainage patterns of the site slightly, but not detrimentally. Construction of impervious surfaces will create a minor increase in the peak quantity of flow. This change should not prove to be significant, as temporary ponding and storage will be provided, as necessary, to minimize the flooding and siltation potential of existing soils.

The amenity value, appearance or impression that the hydrologic environment will leave with the observer will not be significantly changed. This is due to the fact that most of the potential development areas are located a significant distance from Route 96A, and thus, not readily discernable from the highway.

The specific drainage off of the airport surface will also be changed slightly but the general drainage pattern will not, due to predominant topography in the area which slopes down to the lake. This pattern will be preserved by construction planning and engineering. It is not anticipated that any discernable drainage problems will result from, or be encountered in, the construction of the proposed civil air terminal project and associated facilities. All drainage plans will be developed in accordance with guidelines established in FAA Advisory Circular 150/5320-5B: **Airport Drainage**. Necessary permits will be acquired from responsible agencies in accordance with the State Environmental Quality Review process prior to any construction activities.

FAA Airport Drainage guidelines

Water Quality

- sewage *
- deicing *

In order to assess the impact that the proposed improvements will have on the area's water quality, correspondence was initiated with the New York State Department of Environmental Conservation. Responses from the NYSDEC are presented in Appendix A of this chapter. As shown, the main concern regarding water quality is the generation of sewage at the facility and the potential for airplane de-icing.

In answer to these two issues, it can be stated that for the foreseeable future, small amounts of sewage will be generated from the civilian operation. For the first five year period, it is anticipated that less than 10 employees will be working at the civil air terminal. Sewage generated by this activity would be handled via septic system, with appropriate permits from regulating agencies.

< 10

Water for the Depot is supplied from groundwater wells located on the military property and distributed from an enclosed underground reservoir/tank located on the airfield property. The existing military terminal area uses a septic system and leach field for sanitary sewer disposal. The proposed civil air terminal would be served by a new water well and septic system to be provided

no mention of # employees beyond 1st phase

no mention of impact of passengers, contractors, etc. during any phase

as a part of the proposed development. These facilities would meet all code and permit requirements and should not impact existing wells, surface water, or water quality due to the low volume of water use. The Seneca Army Depot and the surrounding area do not contain any primary, principal, or sole-source aquifers.

If airplane de-icing is anticipated, all of the necessary permits, collection facilities, and other requirements will be met. The Fixed Base Operator ultimately selected to operate the facility will determine whether or not to provide de-icing services in accordance with aviation demand. Thus, we are unsure at this time if de-icing will be available. If available, plans will be developed to ensure that there will be no discharge to ground or surface waters.

During the construction phase of the project, all of the requirements of the FAA, NYSDEC, and local regulating agencies will be followed for water supply, wastewater, spill control, and construction impacts. Therefore, with regard to the surrounding water quality, including ground water quality, the proposed project should have little impact.

SECTION 4(f) LANDS

Section 4(f) of the Department of Transportation Act of 1966 states that approval will not be given for proposed federal actions requiring use of publicly owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance or land of a historic site unless there is no feasible and prudent alternative to the use of such land, or such a program includes all possible planning to minimize harm to such areas.

Since use of property has been interpreted to mean more than just the physical taking of land, other off-airport impacts related to noise and land use were investigated. Under the criteria, Sampson State Park qualifies as Section 4(f) park land. Its location, opposite NYS Route 96A to the north of the airport makes it potentially sensitive to increased aviation activity at the airfield. Noise mapping analysis, presented earlier shows conclusively that none of the DNL 65 dB contour reaches the park property. The non-critical DNL 60 dB contour covers approximately 5 acres of the park property beside Route 96A. This impact is not considered significant. Since no public land is to be acquired and noise impacts off airport will be minimal, the proposed action will have no significant effect on 4(f) lands.

It should be noted that nighttime operations will constitute roughly 8 percent of total operations by the year 2015. These infrequent operations should not affect campers at Sampson State Park since the camping area is 3/4 mile to the west of the runway centerline and more than a mile from the runway end. We would note also that the park is closed to campers during the winter months, thereby reducing potential noise exposure.

HISTORIC, ARCHITECTURAL, ARCHAEOLOGICAL, AND CULTURAL RESOURCES

Contact was made with the Rochester Museum & Science Center (RMSC) regarding an

archaeological records check for the Seneca Depot Army Airfield area of interest. Results of that records check indicated that there are no known or listed sites from the National Register of Historic Places located on the project site. There is an eligible site located adjacent to Route 96A near the proposed site. This site is thought to be an eighteenth-century Iroquois village known as Kendaia and catalogued by the RMSC as Ovd 3.

Correspondence with the State Historic Preservation Officer (SHPO) indicated that an archaeological survey (Phase IB) will need to be performed prior to ground disturbance at the site. This opinion is also held by RMSC staff, since it is possible that archaeological resources may exist at the project site. Therefore, it is recommended that a Phase IB field investigation be undertaken in all testable portions of the project area. For this Environmental Assessment, no budget was approved for a Phase IB field investigation. However, it is recommended that prior to any disturbance of a recommended site, all appropriate archaeological investigations be made to determine if sites eligible for listing in the National Register of Historic Places, if present, will be affected by the proposed project. The State Historic Preservation Officer must review and approve the survey report.

BIOTIC COMMUNITIES

Biotic communities generally include the plant and animal species common to a geographical area. Contact was made with the United States Department of the Interior, Fish and Wildlife Service and the New York State Department of Environmental Conservation to determine whether the project would jeopardize the continued existence of any endangered or threatened species at the development site.

According to the U.S. Fish and Wildlife Service correspondence, "Except for occasional transient individuals, no Federally listed or proposed endangered or threatened species under our jurisdiction are known to exist in the project impact area. Therefore, no Biological Assessment or further Section 7 consultation under the Endangered Species Act (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.) is required with the U.S. Fish and Wildlife Service." Also, no special or unique habitats are known to occur in or near the project area. Thus, it is believed that the project will not have any measurable impact on any endangered, threatened or high interest species, unique or critical areas, or the local fish and wildlife resources. The correspondence from the U.S. Fish and Wildlife Service is included in Appendix A of this chapter.

Contact was also made with the New York State Department of Environmental Conservation, Wildlife Resources Center indicated that the Seneca Depot is a deer wintering area and that white deer are known to be located on the Depot. In addition, it was noted that Seneca Lake is a waterfowl wintering area. This information is known by Army personnel who operate the facility. After discussions with local NYS Department of Environmental Conservation personnel, it was determined that from an environmental standpoint, the development of a landside terminal facility at the SDAA will not impact the deer population on the Seneca Depot, nor will it impact the wintering waterfowl on Seneca Lake.

WETLANDS AND FLOODPLAINS

Wetlands

Wetlands are identified as those areas that can support vegetative or aquatic life that require water saturated or seasonally saturated soil condition. Wetlands include swamps, marshes, bogs, and similar areas. If an area is covered with water for short durations such that no effect occurs on moist soil vegetation, it is not considered a wetland, nor are permanent waters or streams, reservoirs, and deep lakes. There are no NYS Department of Environmental Conservation designated wetlands on the proposed sites.

For this project, Larsen Engineers was retained to perform a preliminary federal wetland determination. Appendix B of this chapter presents the report produced by Larsen Engineers. Results of that report indicate that less than one acre of federal jurisdictional wetland would be affected by the construction of landside Concepts 1 or 3A. Both of these alternatives require the construction of a roadway access and drainage/utility improvements across the northernmost intermittent stream, and may require filling or drainage around the edge of a small cattail marsh. Construction activities in either of these wetlands would require a Section 404 Clean Water Act Permit from the U.S. Army Corps of Engineers, Buffalo District.

Site observations and review of historic aerial photographs indicate that the original hydric soils present in the proposed construction areas of Concepts 2 and 3B have been regraded and artificially drained between 1970 and 1980. The potential construction sites support a predominance of facultative and facultative-upland vegetation. On the basis of these observations, it was concluded that construction of Alternatives 2 and 3B would not affect federal jurisdictional wetlands.

Floodplains

None of the potential Concepts are located in a 100-year floodplain, as defined by the Federal Emergency Management Agency (FEMA).

ENERGY SUPPLY AND NATURAL RESOURCES

The proposed action will not involve any unusual natural resources or resources in short supply. The proposed airport will consume energy in three areas:

- Aircraft operations (fuel)
- Runway and building lighting and building heating
- Ground access traffic (gasoline)

The impact that the proposed project will have on electricity supplies for lighting and heating will be small. Based on experience as similar sized airports, annual electricity consumption is estimated to be less than 300,000 kilowatt-hours.

For the most part, due to the small number of forecast operations very little change in regional energy or other natural resource consumption will occur. It is therefore assumed that impacts will not be significant.

PRIME AND UNIQUE FARMLAND/AGRICULTURAL DISTRICTS

Prime farmland is land that has the best combination of physical and chemical characteristics for producing food, feed, fiber, etc., without intolerable soil erosion and is not already committed to urban development or water storage. Under this definition, the proposed action will not require the purchase or use of any prime or unique farmland if it is located on military property.

If the Through-The-Fence option is selected as preferred, some existing farmland will be needed for the civil air terminal development. This farmland is located in a New York State agricultural district and contains statewide important soils and some prime soils. Prior to 1994, the property had been for sale and had not been farmed for several years. In changing its designation for use in development of terminal facilities, a redesignation of the particular area must be obtained from the responsible agencies.

A farmland conversion impact rating is being submitted to the Soil Conservation Service (SCS) Regional Office for review. Because of the relatively small impact of conversion of this property on agricultural production in the County, it is unlikely that it will be considered significant.

Multiple governmental agencies are involved with administering the Agricultural Districts Law in New York State. The purpose of the law, passed in 1971, is to provide a means by which agricultural lands may be protected and enhanced as a viable segment of the State's economy, and as an economic and environmental resource of major importance.

At the State level, the New York State Department of Agriculture and Markets administers the creation and review of agricultural districts. Districts can be formed when at least 500 acres of land, or one-half of the land in a proposed district is owned by those proposing the district, whichever is greater. Eight, twelve, and twenty year terms are permitted, but so far, only eight year districts have been created. Other State agencies involved in the process include:

- Board of Equalization and Assessment
- Advisory Council on Agriculture
- Department of Environmental Conservation
- Department of State
- Cornell University

At the County level, the County Board of Supervisors in Seneca County creates or modifies agricultural districts. The Board of Supervisors establish agricultural district maps that conform to tax parcel boundaries. Further, Seneca County has an Agricultural and Farmland Protection Board. The Board reviews the creation, modification, and continuance of agricultural districts and consults with the Commissioner of Agriculture and Markets as needed. This Board would review the request

for reclassification at the SDAA site and recommend revisions to the Department of Agriculture and Markets.

It should be noted that the small amount of property needed for the proposed project (27 acres maximum) will not impact agricultural production in Seneca County. Further, the use of this property for aviation purposes will not likely significantly impact agricultural districts in the County.

LIGHT EMISSIONS

The proposed action includes the installation of taxiway lighting leading to the civil air terminal. These taxiway lights are blue in color and would only be turned on when used by an aircraft operating after dark or in low visibility conditions. Timers are attached to such lights and after 20 minutes, they automatically shut off. No additional visual landing aids are planned as a part of the proposed action. Due to the location of the taxiway lights, their closeness to the ground and lack of intensity, coupled with the relatively isolated nature of the site, no impact from light emissions is expected.

SOLID WASTES

One product of the operation of any public facility is the generation of solid waste materials - metal, paper, plastic, wood, and food wastes produced by human activity. Solid waste is generated as a by-product of several airport activities, including aircraft operations, FBO operations, and construction operations.

Waste from aircraft operations generally consists of paper refuse. Airport FBO operations produce solid wastes from maintenance and clerical operations. Packing materials and debris are the solid waste products from construction associated with the airport development.

The proposed project is not expected to appreciably increase the amount of solid waste vis-a-vis the airport solid waste generation without the project. Short term increases in solid waste generation may occur as a result of construction activities. Brush, wood, dirt, asphalt and concrete wastes can be used as fill on airport property. Therefore, the proposed project is not considered a burden to the area's solid waste disposal system.

CONSTRUCTION IMPACTS

The environmental effects of construction will occur during two distinct periods: actual construction, including possible soil erosion from excavation and fill activities, and after construction is completed, including increased runoff from paved areas. Construction impacts are generally temporary in nature, although they may adversely affect air quality, noise exposure, and water quality. The areas assessed include the following:

- Soil Erosion
- Water Quality

- Air Quality
- Noise
- Source and Quantity of Construction Materials

The assessments which follow summarize the conditions and impacts of the proposed airport construction.

Soil Erosion

Soil erosion is a function of soil composition, topography, drainage patterns, vegetation, and cut and fill requirements. The project area soils at SDAA consist of deep silty clay loam to silt loams. These soils are fine textured materials that are on flat to gently sloping hills. The soils are described as poorly drained (Ilion) to somewhat poorly drained (Ovid, Darien-Danley-Cazenovia). The fine textured materials of these soil series have a low to slight erosion potential. The general limitations to development are based on the seasonal wetness that is associated with these soils. Erosion with this type of soil tends to occur during and after construction until permanent vegetation is established.

Soil erosion mitigation measures for this type of project would include the use of hay and straw cover, and immediate seeding of exposed soil areas during the construction phase of the project. For this project, the use of Best Management Practices for Construction Activities will be employed. This will minimize erosion and sediment production (nonpoint source water pollution). This will be carried out in the construction phase of the project.

Water Quality

Temporary water pollution during construction generally results from ineffective control of surface runoff. This produces erosion, siltation, and sedimentation. Other sources of water pollution include detergents, solvents, fuel oil, and other contaminants which may be introduced into streams through spillage. All efforts will be made to minimize these potentially adverse impacts upon water quality. Solicitations from construction bids will require conformance with FAA Advisory Circular 150/5370-10A[2].

Reduction of potential water pollution impacts will be accomplished through the use of standard engineering practices designed to control discharges into existing natural drainage courses. During site clearing and grading, every effort will be taken to assure that minimal drainage and erosion damage will occur. Use will be made of drainage structures and retention basins to serve as silt collectors, and other methods will be applied as required by site conditions.

---

[2] Federal Aviation Administration, **Standards For Specifying Construction of Airports**. Advisory Circular 150/5370-10. (U.S. Department of Transportation, Washington, D.C.: February, 1989).

Post-construction impacts include silt erosion due to runoff from impermeable surfaces such as aircraft aprons, parking lots, runways, and taxiways. Erosion effects will be minimized through effective design, as well as enforcement of rules and regulations governing waste disposal during and after construction.

What abt deicing

Air Quality

Construction air quality impacts can result as a consequence of the following actions:

- Wind erosion of soil and vehicle movement along haul roads introducing particulates into the air.
- Open burning of brush, grass, and small trees.
- Vehicular activity in support of construction operations.

Construction may produce short-term, localized effects on air quality in the airport vicinity. These effects will result primarily from particulate matter in the form of dust and open burning of brush, grass, and small trees.

Every effort will be made during construction to control dust generated from the excavation required to prepare the site for construction. Provisions included in construction bid specifications will require control of fugitive dust in accordance and compliance with Advisory Circular 150/5370-10A. This will include the watering of dry areas during construction. Application of this and other construction methods will minimize the impact of construction on air quality.

Noise

At the construction site, noise will be generated from the operation of heavy equipment and the handling of material. Also, vehicles accessing the site will create small amounts of noise on the peripheral road network. Since the area around the construction site is rural in nature, this impact will be negligible.

Source And Quantity Of Construction Materials

Construction materials will be acquired by the construction contractor from suppliers in the area. The major materials to be provided include dirt and rock fill, concrete, and asphalt products. It is estimated that the existing airport site will provide adequate soil and rock fill for the leveling of the civil air terminal area. Since the proposed action is not yet in the design phase, detailed development quantities for the respective material types are not available. Although the proposed action will represent an irretrievable commitment of these resources, it will also provide a positive stimulus to the local economy.

COASTAL ZONE AND BARRIER MANAGEMENT

No infringement of Coastal Zone or Coastal Barrier areas will occur as a result of the proposed airport improvement.

WILD AND SCENIC RIVERS

The Seneca Depot Army Airfield is not located adjacent to any wild or scenic rivers, and development of a civil air terminal area will have no impact on these natural resources.

ENVIRONMENTAL DUE DILIGENCE AUDIT

As a part of the environmental review process, the FAA has recommended an Environmental Due Diligence Audit (EDDA) of the Seneca Depot Army Airfield prior to civilian lease. Currently, the Army has completed a Solid Waste Management Unit Classification Report for the identification of hazardous materials spills or potential clean-up sites on the Depot. No such sites were identified at the Airfield. It should be noted that prior to declaring an Availability of Lease, the Army must conduct an Environmental Baseline Study (EBS) on the property to be leased. The EBS is very similar to the EDDA and has the same purpose. It can therefore be stated that the EBS will be completed prior to the lease of property for the proposed action. This EBS would be modified to meet the requirements of an EDDA for FAA. A Finding of No Significant Impact would then be contingent upon the confirmation (via EBS) that no hazardous materials spills exist on the Depot Airfield.

EDDA

Hzmat (fuel) spill occurred
3-4 yrs ago

Appendix V.A:
Agency Correspondence

171 Front Street
P.O. Box 1980
Binghamton, NY 13902

McFARLAND-JOHNSON, INC.

Established 1946

(607) 723-9421
FAX (607) 723-4979

February 9, 1994

Job No. 93-4667.02

U.S. Department of Interior
Fish and Wildlife Service
3817 Luker Road
Cortland, NY 13045

Re: Seneca Army Depot Airfield

Dear USDOI Personnel,

McFarland-Johnson, Inc. is presently preparing a Joint-Use Feasibility Study for the Seneca Army Depot Airfield located in the Town of Romulus, Seneca County, New York. The Study will inventory existing airport facilities and recommend improvements based on anticipated levels of aviation activity for a 20-year planning period. McFarland-Johnson's role in the Study is, in part, to assess potential environmental concerns associated with airfield improvements. Therefore, we are requesting information on the presence of endangered and threatened species at or near the Seneca Army Depot Airfield. Please include any additional information concerning the Project Area. Enclosed is a copy of the National Wetlands Inventory Map (Dresden, NY Quadrangle) identifying the project area.

If you have any questions regarding this request, please call me.

Sincerely,

Paul McDonnell, AICP
Aviation Planner

Enclosure
POM/ete

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DOB

United States Department of the Interior

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

March 15, 1994

RECEIVED

MAR 1 7 1994

McFARLAND JOHNSON

Mr. Paul McDonnell, AICP
Aviation Planner
McFarland-Johnson, Inc.
171 Front Street
P.O. Box 1980
Binghamton, NY 13902

Dear Mr. McDonnell:

This responds to your letter of February 9, 1994, requesting information on the presence of endangered or threatened species in the vicinity of the Seneca Army Depot Airfield located in the Town of Romulus, Seneca County, New York.

Except for occasional transient individuals, no Federally listed or proposed endangered or threatened species under our jurisdiction are known to exist in the project impact area. Therefore, no Biological Assessment or further Section 7 consultation under the Endangered Species Act (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.) is required with the U.S. Fish and Wildlife Service (Service). Should project plans change, or if additional information on listed or proposed species becomes available, this determination may be reconsidered. An updated compilation of Federally listed and proposed endangered and threatened species in New York is enclosed for your information.

The above comments pertaining to endangered species under our jurisdiction are provided pursuant to the Endangered Species Act. This response does not preclude additional Service comments under the Fish and Wildlife Coordination Act or other legislation.

For additional information on fish and wildlife resources or State-listed species, we suggest you contact:

New York State Department of
Environmental Conservation
Region 8
6274 East Avon-Lima Road
Avon, NY 14414
(716) 226-2466

New York State Department of
Environmental Conservation
Significant Habitat Unit
Information Services
700 Troy-Schenectady Road
Latham, NY 12110-2400
(518) 783-3932

Work in certain waters and wetlands of the United States may require a permit from the U.S. Army Corps of Engineers (Corps). If a permit is required, in reviewing the application pursuant to the Fish and Wildlife Coordination Act, the Service may concur, with or without stipulations, or recommend denial of the permit depending upon the potential adverse impacts on fish and wildlife resources associated with project implementation. The need for a Corps permit may be determined by contacting

Mr. Paul Leuchner, Chief, Regulatory Branch, U.S. Army Corps of Engineers, 1776 Niagara Street, Buffalo, NY 14207 (telephone: (716) 879-4321).

If you have any questions regarding this letter, contact Tom McCartney at (607) 753-9334.

Sincerely,

Mark W. Clough

ACTING FOR
David A. Stilwell
Acting Field Supervisor

Enclosure

cc: NYSDEC, Avon, NY (Regulatory Affairs)
NYSDEC, Latham, NY
COE, Buffalo, NY
EPA, Chief, Marine & Wetlands Protection Branch, New York, NY

FEDERALLY LISTED AND PROPOSED ENDANGERED AND THREATENED SPECIES IN NEW YORK

Common Name	Scientific Name	Status	Distribution
FISHES			
Sturgeon, shortnose*	*Acipenser brevirostrum*	E	Hudson River & other Atlantic coastal rivers
REPTILES			
Turtle, green*	*Chelonia mydas*	T	Oceanic summer visitor coastal waters
Turtle, hawksbill*	*Eretmochelys imbricata*	E	Oceanic summer visitor coastal waters
Turtle, leatherback*	*Dermochelys coriacea*	E	Oceanic summer resident coastal waters
Turtle, loggerhead*	*Caretta caretta*	T	Oceanic summer resident coastal waters
Turtle, Atlantic ridley*	*Lepidochelys kempii*	E	Oceanic summer resident coastal waters
BIRDS			
Eagle, bald	*Haliaeetus leucocephalus*	E	Entire state
Falcon, peregrine	*Falco peregrinus*	E	Entire state - re-establishment to former breeding range in progress
Plover, piping	*Charadrius melodus*	E T	Great Lakes Watershed Remainder of coastal New York
Tern, roseate	*Sterna dougallii dougallii*	E	Southeastern coastal portions of state
MAMMALS			
Bat, Indiana	*Myotis sodalis*	E	Entire state
Cougar, eastern	*Felis concolor couguar*	E	Entire state - probably extinct
Whale, blue*	*Balaenoptera musculus*	E	Oceanic
Whale, finback*	*Balaenoptera physalus*	E	Oceanic
Whale, humpback*	*Megaptera novaeangliae*	E	Oceanic
Whale, right*	*Eubalaena glacialis*	E	Oceanic
Whale, sei*	*Balaenoptera borealis*	E	Oceanic
Whale, sperm*	*Physeter catodon*	E	Oceanic
MOLLUSKS			
Snail, Chittenango ovate amber	*Succinea chittenangoensis*	T	Madison County
Mussel, dwarf wedge	*Alasmidonta heterodon*	E	Orange County - lower Neversink River

* Except for sea turtle nesting habitat, principal responsibility for these species is vested with the National Marine Fisheries Service.

Region 5 - 05/07/93 - 2 pp.

FEDERALLY LISTED AND PROPOSED ENDANGERED AND THREATENED SPECIES IN NEW YORK (Cont'd)

Common Name	Scientific Name	Status	Distribution
BUTTERFLIES			
Butterfly, Karner blue	*Lycaeides melissa samuelis*	E	Albany, Saratoga, Warren, and Schenectady Counties
PLANTS			
Monkshood, northern wild	*Aconitum noveboracense*	T	Ulster, Sullivan, and Delaware Counties
Pogonia, small whorled	*Isotria medeoloides*	E	Entire state
Swamp pink	*Helonias bullata*	T	Staten Island - presumed extirpated
Gerardia, sandplain	*Agalinis acuta*	E	Nassau and Suffolk Counties
Fern, American hart's-tongue	*Phyllitis scolopendrium* var. *americana*	T	Onondaga and Madison Counties
Orchid, eastern prairie fringed	*Platanthera leucophea*	T	Not relocated in New York
Bulrush, northeastern	*Scirpus ancistrochaetus*	E	Not relocated in New York
Roseroot, Leedy's	*Sedum integrifolium* ssp. *Leedyi*	T	West shore of Seneca Lake
Amaranth, seabeach	*Amaranthus pumilus*	T	Atlantic coastal plain beaches

E=endangered T=threatened P=proposed

Region 5 - 05/07/93 - 2 pp.

New York State Department of Environmental Conservation
6274 East Avon-Lima Road, Avon, NY 14414

Langdon Marsh
Commissioner

December 23, 1994

Mr. Paul L. Howard
Executive Director
Genesee/Finger Lakes Regional Planning Council
143 State Street
Rochester, New York 14614

Dear Mr. Howard:

Re: Environmental Assessment for Potential Civilian Use of Seneca Army Depot Airfield

The following is offered in response to your December 2, 1994 and December 7, 1994 letters. The environmental assessment should indicate whether or not sewage will be generated by the proposed use, and how it will be handled. A permit may be required from this Department, depending on the amount of discharge and the discharge point.

If airplane de-icing is proposed, then a plan is needed to demonstrate that there will be no discharge to ground or surface waters.

I have not identified any other issues or concerns in relation to this Department's responsibilities. Please contact me if I can be of any further assistance to you.

Very truly yours,

Robert K. Scott
Deputy Regional Permit Administrator
Division of Regulatory Affairs

RKS/nb

CC: Randy Battaglia, w/encl.

171 Front Street
P.O. Box 1980
Binghamton, NY 13902

McFARLAND-JOHNSON, INC.

Established 1946

(607) 723-9421
FAX: (607) 723-4975

February 9, 1994

Job No. 93-46670.02

New York State Office of Parks
Recreation and Historic Preservation
Empire State Plaza
Agency Building 1
Albany, NY 12238-0001

Re: Seneca Army Depot Airfield

Dear OPRHC Personnel:

McFarland-Johnson, Inc. is presently preparing a Joint-Use Feasibility Study for the Seneca Army Depot Airfield located in the Town of Romulus, Seneca County, New York. The Study will inventory existing airfield facilities and recommend improvements based on anticipated levels of aviation activity for a 20-year planning period. McFarland-Johnson's role in the Study is, in part, to assess potential environmental concerns associated with airfield improvements. Therefore, we are requesting general information regarding the presence of known archeological or historical sites, historic districts, and sites listed on the National Register of Historic Places in and adjacent to the Seneca Army Depot Airfield.

Please include any additional information concerning the Project Area. Enclosed is a copy of the National Wetlands Inventory Map (Dresden, NY Quadrangle) identifying the project area.

If you have any questions regarding this request, please call me. Thank you for your assistance.

Sincerely,

Paul McDonnell, AICP
Aviation Planner

Enclosure
POM/ete

Dua1:[J9346670.wp]026

New York State Office of Parks, Recreation and Historic Preservation
Finger Lakes Region—Taughannock Park Road, Trumansburg, New York 14886-0721 607-387-7041, FAX 607-387-3390
Orin Lehman, Commissioner
Andrew R. Mazzella, Regional Director

March 9, 1994

Mr. Eric Ellis
McFarland Johnson
171 Front Street
Binghamton, NY 13902

Re: Sampson Data

Dear Mr. Ellis:

The information that you requested is as follows:

- Visitor Counts:
  - 4/1/90-3/31/91 364,754
  - 4/1/91-3/31/92 337,330
  - 4/1/92-3/31/93 249,976
- Number of Boat slips 126
- Number of Tent Sites 245
- Operation-The park is open year around for day use. No fees are charged. Camping was open in 1993 from April 1 to November 28. Fees are charged for this service.
- We are enclosing a copy of the archeological report. Please return it when you are through with it.

We are also enclosing a Sampson Park brochure for your information.

If you need further information please call.

Very truly yours,

Jesse W. Miller
Regional Capital Facilities Manager

JWM:jlb
Enclosures

OFFICE OF PARKS · RECREATION · HISTORIC PRESERVATION
NEW YORK STATE
Orin Lehman
Commissioner

New York State Office of Parks, Recreation and Historic Preservation
Historic Preservation Field Services Bureau
Peebles Island, PO Box 189, Waterford, New York 12188-0189 518-237-8643

February 22, 1994

RECEIVED
MAR 0 4 1994
McFARLAND-JOHNSON

Mr. Paul McDonnell, AICP
Aviation Planner
McFarland-Johnson, Inc.
171 Front Street
P.O. Box 1980
Binghamton, New York 13902

Dear Mr. McDonnell:

Re: ARMY
Seneca Army Depot Airfield Survey
Romulus, Seneca County
94PR0325

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 and the relevant implementing regulations.

Based on reported resources, the Seneca Army Depot Airfield may contain an archeological site. Therefore, it is our recommendation that unless substantial ground disturbance can be documented, an archeological survey is warranted. Attached is a list of qualified archeologists. Documentation of ground disturbance should include a description, illustration and photographs keyed to the project map.

If you have any questions, please call Elisabeth A. Johnson at (518) 237-8643 Ext. 284.

Sincerely,

Bruce Fullem

Bruce Fullem
Assistant Director
Field Services Bureau

BBF/EAJ:gc

Attachment: "A Word About Archeological Surveys"

NEW YORK STATE

New York State Office of Parks, Recreation and Historic Preservation
Finger Lakes Region — PO Box 1055, Taughannock Park Road, Trumansburg, New York 14886 607-387-7041
FAX 607-387-3390

Joan K. Davidson, Commissioner
Andrew R. Mazzella, Regional Director

December 27, 1994

Mr. Paul Howard
Executive Director
Genesee/Finger Lakes Regional
Planning Council
143 State Street
Rochester, New York 14614

Dear Mr. Howard;

RE: Seneca Depot Army Airfield
Joint Use Potential

We have reviewed the preliminary materials on the adaptive reuse potential for the Seneca Depot airfield forwarded to our office earlier this month and provide the following comments.

Starting in 1995, OPRHP will be working on the master plan for Sampson State Park. The master plan process will involve scoping sessions with residents and community leaders to ensure that Sampson remains a good neighbor and continues to be a tourism asset to Seneca County. The revitalization of Seneca County's economy is, therefore, important and we support the planning efforts being undertaken.

Stewardship of our natural and cultural resources is also an important part of our agency's mission. We feel it is important that all impacts of the airfield proposal on these resources be evaluated within your planning and environmental review documents.

The proposal as outlined in the December 2, 1994, correspondence raises some significant concerns regarding impacts on the quality of experience provided to recreationalists at Sampson. The projected increase in the volume of air traffic for civilian commercial use stated in the packet may have a significant impact on the adjacent Sampson State Park. The impacts include increased noise pollution, degraded air quality, visual impacts, water quality degradation from de-icing fluids, and the potential risk of an airplane crash occurring on state park lands.

Based on this preliminary review, we request that these issues be addressed in an environmental impact statement and the response returned to this office for further review and comment.

Very truly yours,

FINGER LAKES STATE PARKS, RECREATION
AND HISTORIC PRESERVATION REGION

Andrew R. Mazzella
Regional Director

Sue A. Poelvoorde
Natural Resource Planner

SP
cc: Janet Zuckerman, Associate Environmental Analyst, OPRHP
Wally Dreher, Park Manager, Sampson State Park
usual

OFFICE OF PARKS, RECREATION, HISTORIC PRESERVATION
NEW YORK STATE
Joan K. Davidson
Commissioner

New York State Office of Parks, Recreation and Historic Preservation
Historic Preservation Field Services Bureau
Peebles Island, PO Box 189, Waterford, New York 12188-0189 518-237-8643

December 8, 1994

Mr. Paul Howard
Executive Director
Genesee/Finger Lakes Regional
Planning Council
143 State Street
Rochester, NY 14614

Re: ARMY
Seneca Army Depot Airfield
Survey
Romulus, Seneca County
94PR0325

Dear Mr. Howard:

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 and the relevant implementing regulations.

Based on reported resources, the Seneca Depot Army Airfield may contain an archeological site. Therefore, it is our recommendation that unless substantial ground disturbance can be documented, an archeological survey is warranted. Attached is a list of qualified archaeologists. Documentation of ground disturbance should include a description, illustration and photographs keyed to the project map.

If you have any questions, please call me at (518) 237-8643 Ext. 284.

Sincerely,

Elisabeth A. Johnson
Program Assistant
Field Service Bureau

EAJ:cm

171 Front Street
P.O. Box 1980
Binghamton, NY 13902

McFARLAND-JOHNSON, INC.
Established 1946

(607) 723-9421
FAX: (607) 723-4979

file

February 9, 1994

Job No. 93-4667.02

Significant Habitat Unit
Information Services, NYSDEC
700 Troy-Schenectady Road
Latham, New York 12110-2400

Re: Seneca Army Depot Airfield

Dear DEC Personnel:

McFarland-Johnson, Inc. is presently preparing a Joint-Use Feasibility Study for the Seneca Army Depot Airfield located in the Town of Romulus, Seneca County, New York. The Study will examine existing facilities and recommend improvements based on anticipated levels of aviation activity for a 20-year planning period. McFarland-Johnson's role in the Study is, in part, to assess potential environmental concerns associated with airfield improvements. Therefore, we are requesting information on endangered and threatened species from the Significant Habitat Unit and the New York Natural Heritage Program files. Specifically, we are interested in species information at and near the Depot Airfield. Please include any additional information concerning the Project Area.
Enclosed is a copy of the National Wetlands Inventory Map (Dresden, NY Quadrangle) identifying the project area.

If you have any questions regarding this request, please call me. Thank you for your assistance.

Sincerely,

Paul McDonnell, AICP
Aviation Planner

Enclosure
POM/ete

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New York State Department of Environmental Conservation

Wildlife Resources Center
Information Services
700 Troy-Schenectady Road
Latham, New York 12110-2400

RECEIVED
MAR 0 7 1994
McFARLAND-JOHNSON

Thomas C. Jorling
Commissioner

February 28, 1994

Paul McDonnell
McFarland-Johnson, Inc.
171 Front St., PO Box 1980
Binghamton, New York 13902

Dear Mr. McDonnell:

We have reviewed the New York Heritage Program files with respect to your recent request for biological information concerning the Joint-Use Feasibility Study for the Seneca Army Depot Airfield, as indicated on your enclosed map, located in the Town of Romulus, Seneca County.

Enclosed is a computer printout covering the area you requested to be reviewed by our staff. The information contained in this report is considered sensitive and may not be released to the public without permission from the New York Heritage Program.

Our files are continually growing as new habitats and occurrences of rare species and communities are discovered. In most cases, site-specific or comprehensive surveys for plant and animal occurrences have not been conducted. For these reasons, we can only provide data which have been assembled from our files. We cannot provide a definitive statement on the presence or absence of species, habitats or natural communities. This information should not be substituted for on-site surveys that may be required for environmental assessment.

This response applies only to known occurrences of rare animals, plants and natural communities and/or significant wildlife habitats. You should contact our regional office, Division of Regulatory Affairs, at the address enclosed for information regarding any regulated areas or permits that may be required (e.g., regulated wetlands) under State Law.

If this proposed project is still active one year from now we recommend that you contact us again so that we can update this response.

Sincerely,

Nicholas B Conrad

Nicholas B. Conrad, Data Info. Asst.
NY Natural Heritage Program

Enc.
cc: Reg. 8, Wildlife Mgr.

NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION

REGULATORY AFFAIRS REGIONAL OFFICES

REGION	COUNTIES	NAME	ADDRESS AND PHONE NO.
Region 1	Nassau Suffolk	Robert Greene Permit Administrator	Loop Road, Bldg. 40 SUNY Stony Brook, NY 11790-2356 (516) 751-1389
Region 2	New York City	John Ferguson Permit Administrator	Hunters Point Plaza 4740 21st Street Long Island City, NY 11101-5407 (718) 482-4997
Region 3	Dutchess Orange Putnam Rockland, Sullivan Ulster, Westchester	Margaret Duke Permit Administrator	21 South Putt Corners Road New Paltz, NY 12561-1696 (914) 255-5453
Region 4	Albany Columbia Delaware Greene, Montgomery, Otsego Rensselaer, Schenectady, Schoharie	William J. Clarke Permit Administrator	2176 Guilderland Avenue Schenectady, NY 12306-4498 (518) 382-0680
Region 5	Clinton Essex Franklin Fulton, Hamilton Saratoga, Warren, Washington	Richard Wild Permit Administrator	Route 86 Ray Brook, NY 12977 (518) 891-1370
Region 6	Herkimer Jefferson Lewis Oneida, St. Lawrence	Randy Vaas Permit Administrator	State Office Building 317 Washington Street Watertown, NY 13601 (315) 785-2246
Region 7	Broome Cayuga Chenango Cortland, Madison, Onondaga Oswego, Tioga, Tompkins	Robert Torba Permit Administrator	615 Erie Blvd. West Syracuse, NY 13204-2400 (315) 426-7439
Region 8	Chemung Genesee Livingston Monroe, Ontario, Orleans Schuyler, Seneca, Steuben Wayne, Yates	Albert Butkas Permit Administrator	6274 East Avon-Lima Road Avon, NY 14414 (716) 226-2466
Region 9	Allegany Cattaraugus Chautauqua Erie, Niagara, Wyoming	Steven Doleski Permit Administrator	270 Michigan Avenue Buffalo, NY 14203-2999 (716) 851-7165

10/93

SIGNIFICANT HABITATS

DATE : 0

AREA	TYPE OF AREA	COUNTY	TOWN OR CITY	QUADRANGLE	LATITUDE (DEG
Lake	Waterfowl Wintering Area	Seneca	Seneca Falls	Dundee	42 33 07
Army Depot	Deer Wintering Area	Seneca	Varick	Geneva South	42 46 09

USERS GUIDE TO NATURAL HERITAGE DATA

DATA SENSITIVITY: The data provided in these reports is sensitive and should be treated in a sensitive manner. The data is for your in-house use only and may not be released to the general public or incorporated in any public document without prior permission from the Natural Heritage Program.

BIOLOGICAL AND CONSERVATION DATA SYSTEM ELEMENT OCCURRENCE REPORTS:

COUNTY NAME: County where the element occurrence is located.
TOWN NAME: Town where the element occurrence is located.
USGS 7 1/2' TOPOGRAPHIC MAP: Name of 7.5 minute US Geological Survey (USGS) quadrangle map (scale 1:24,000).
LAT: Centrum latitude coordinates of the location of the occurrence. Important: latitude and longitude must be used with PRECISION (see below). For example, the location of an occurrence with M (minute) precision is not precisely known at this time and is thought to occur somewhere within a 1.5 mile radius of the given latitude/longitude coordinates.
LONG: Centrum longitude coordinates of the location of the occurrence. See also LAT above.
PRECISION: S - seconds: Location known precisely. (within a 300' or 1-second radius of the latitude and longitude given.
M - minutes: Location known only to within a 1.5 mile (1 minute) radius of the latitude and longitude given.
SIZE (acres): Approximate acres occupied by the element at this location.
SCIENTIFIC NAME: Scientific name of the element occurrence.
COMMON NAME: Common name of the element occurrence.
ELEMENT TYPE: Type of element (i.e. plant, community, other, etc.)
LAST SEEN: Year element occurrence last observed extant at this location.
EO RANK: Comparative evaluation summarizing the quality, condition, viability and defensibility of this occurrence. Use in combination with LAST SEEN and PRECISION.
A-E = Extant: A=excellent, B=good, C=marginal, D=poor, E=extant but with insufficiently data to assign a rank of A - D.
F = Failed to find. Did not locate species, but habitat is still there and further field work is justified.
H = Historic. Historic occurrence without any recent field information.
X = Extirpated. Field/other data indicates element/habitat is destroyed and the element no longer exists at this location.

NYS STATUS - animals: Categories of Endangered and Threatened species are defined in New York State Environmental Conservation Law section 11-0535. Endangered, Threatened, and Special Concern species are listed in regulation 6NYCRR 182.5.
E = Endangered Species: any species which meet one of the following criteria:
1) Any native species in imminent danger of extirpation or extinction in New York.
2) Any species listed as endangered by the United States Department of the Interior, as enumerated in the Code of Federal Regulations 50 CFR 17.11.
T = Threatened Species: any species which meet one of the following criteria:
1) Any native species likely to become an endangered species within the foreseeable future in NY.
2) Any species listed as threatened by the U.S. Department of the Interior, as enumerated in the Code of the Federal Regulations 50 CFR 17.11.
SC = Special Concern Species: those species which are not yet recognized as endangered or threatened, but for which documented concern exists for their continued welfare in New York. Unlike the first two categories, species of special concern receive no additional legal protection under Environmental Conservation Law section 11-0535 (Endangered and Threatened Species).
P = Protected Wildlife (defined in Environmental Conservation Law section 11-0103): wild game, protected wild birds, and endangered species of wildlife.
U = Unprotected (defined in Environmental Conservation Law section 11-0103): the species may be taken at any time without limit; however a license to take may be required.
G = Game (defined in Environmental Conservation Law section 11-0103): any of a variety of big game or small game species as stated in the Environmental Conservation Law; many normally have an open season for at least part of the year, and are protected at other times.

NYS STATUS - plants: The following categories are defined in regulation 6NYCRR part 193.3 and apply to New York State Environmental Conservation Law section 9-1503.
(blank) = no state status
E = Endangered Species: listed species are those with:
1) 5 or fewer extant sites, or
2) fewer than 1,000 individuals, or
3) restricted to fewer than 4 U.S.G.S. 7 1/2 minute topographical maps, or
4) species listed as endangered by U.S. Department of Interior, as enumerated in Code of Federal Regulations 50 CFR 17.11.
T = Threatened: listed species are those with:
1) 6 to fewer than 20 extant sites, or
2) 1,000 to fewer than 3,000 individuals, or
3) restricted to not less than 4 or more than 7 U.S.G.S. 7 and 1/2 minute topographical maps, or
4) listed as threatened by U.S. Department of Interior, as enumerated in Code of Federal Regulations 50 CFR 17.11.
R = Rare: listed species have:
1) 20 to 35 extant sites, or
2) 3,000 to 5,000 individuals statewide.
V = Exploitably vulnerable: listed species are likely to become threatened in the near future throughout all or a significant portion of their range within the state if causal factors continue unchecked.

NYS STATUS - communities: At this time there are no categories defined for communities.

continued on next page

171 Front Street
P.O. Box 1980
Binghamton, NY 13902

McFARLAND-JOHNSON, INC.

Established 1946

(607) 723-9421
FAX: (607) 723-49[illegible]

February 9, 1994

Job No. 93-4667.02

New York State Department
of Environmental Conservation
Region 8
6274 East Avon-Lima Road
Avon, NY 14414

Re: Seneca Army Depot Airfield

Dear DEC Personnel:

McFarland-Johnson, Inc. is presently preparing a Joint-Use Feasibility Study for the Seneca Army Depot Airfield located in the Town of Romulus, Seneca County, New York. The Study will inventory existing airport facilities and recommend improvements based on anticipated levels of aviation activity for a 20-year planning period. McFarland-Johnson's role in the Study will be, in part, to assess potential environmental concerns associated with airfield improvements. Therefore, we are requesting general information your office may have on the following subjects:

- stream classifications (i.e. Indian Creek)
- location and status of wildlife refuges,
- location and status of hazardous and solid waste sites(i.e. off Army property along Route 96A)

Enclosed is a copy of the National Wetlands Inventory Map (Dresden, NY Quadrangle) identifying the project area.

If you have any questions regarding this request, please call me. Thank you for your assistance.

Sincerely,

Paul McDonnell, AICP
Aviation Planner

Enclosure
POM/ete

Dual[j9346670.wp]023

93-4667.02

New York State Department of Environmental Conservation
Region 8 Office
6274 East Avon-Lima Road, Avon, NY 14414-9519
Telephone: 716-226-2466

Langdon Marsh
Acting Commissioner

Peter J. Bush
Regional Director

RECEIVED
MAY 1 1 1994
McFARLAND JOHNSON

May 5, 1994

Mr. Paul McDonnell
McFarland-Johnson Inc.
P.O. Box 1980
Binghamton, NY 14902

Dear Mr. McDonnell:

Re: <u>Joint Use Feasibility Study</u>
<u>for Seneca Army Depot Air Field</u>
<u>Romulus (T), Seneca (C)</u>

The purpose of this letter is to respond to your February 9, 1994 letter which requested information concerning stream classifications, wildlife refuges and the location and status of hazardous waste sites near the airport in the vicinity of Route 96A.

Indian Creek is presently classified D; however, the stream from the mouth to Trib 2, 1000 feet east of Route 96A, is recommended to be reclassified to C(ts)-RT-NSA. Above Trib 2, Indian Creek will be classified as a C stream.

There are no Natural Heritage sites identified at this point in time in the immediate vicinity of the airport. In addition, there are no wildlife refuges in the immediate vicinity of the airport.

Maps available to me do show the general location of a landfill at the Sampson State Park facility generally located approximately 2000 feet due east of the existing sewage treatment plant located along the shore of Seneca Lake. I have had no response from the Department's Division of Hazardous Waste Remediation so I cannot respond to your request on hazardous waste sites. You may wish to directly contact that division at this office by using the above-noted number.

I assume that your effort to collect information will also involve contact with officials of Sampson State Park, the Willard State facility, as well as the Seneca County Health Department.

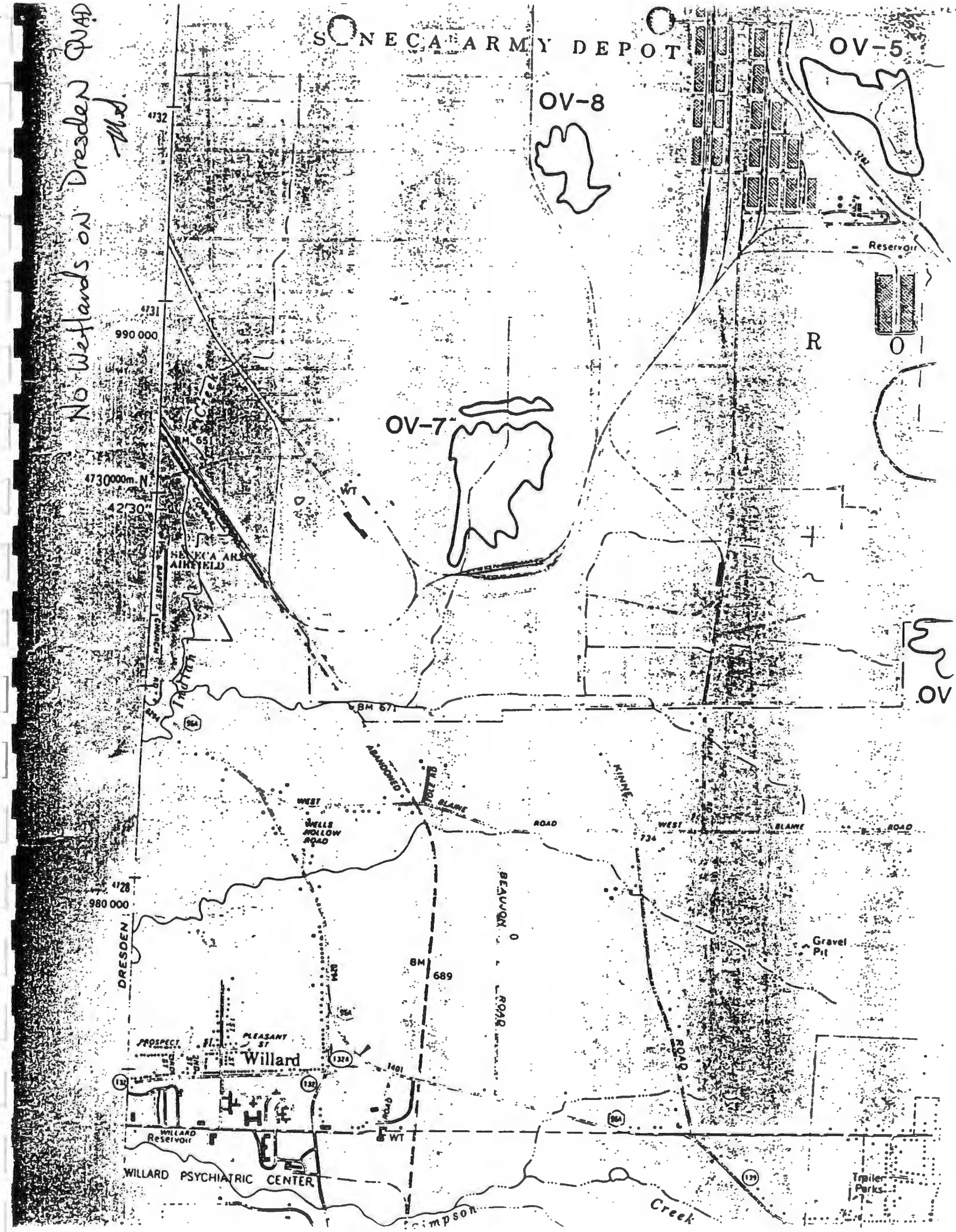
Please contact me if you have any question concerning this letter.

Very truly yours,

Robert K. Scott

Robert K. Scott
Deputy Regional Permit Administrator
Regulatory Affairs

mm
cc: Matt Sanderson
Frank Ricotta
Randy Battaglia
Peter Bush
Al Butkas
M. Jane Peachey
Enc: Map (State-Regulated Wetlands on Ovid Quadrangle)


No Wetlands on Dresden QUAD
SENECA ARMY DEPOT
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OV-8
OV-7
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Reservoir
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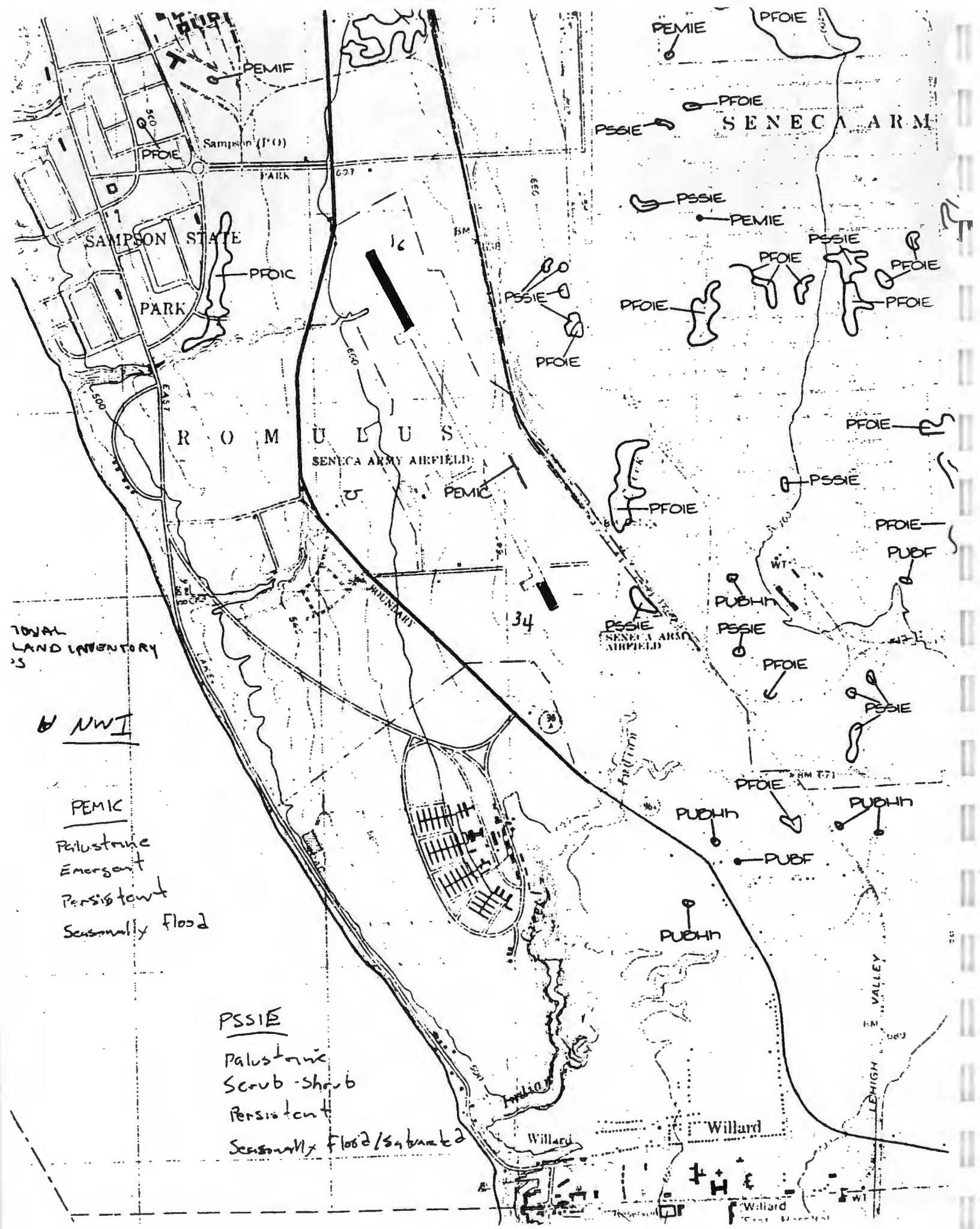
42°30"
SENECA ARMY AIRFIELD
BM 651
WT
BM 671
ABANDONED
WEST BLAINE ROAD
WELLS HOLLOW ROAD
KINNE ROAD
734
BEAUJON ROAD
4728
980 000
DRESDEN
BM 689
Gravel Pit
PROSPECT ST
PLEASANT ST
Willard
1401
WILLARD Reservoir
WILLARD PSYCHIATRIC CENTER
Simpson Creek
Trailer Parks



TOWAL
LAND INVENTORY
'S

NWI

PEMIC

Palustrine
Emergent
Persistent
Seasonally flood

PSSIE

Palustrine
Scrub-Shrub
Persistent
Seasonally flood/saturated

		MEMORANDUM	
To:	Paul Howard, GFLRPC	Date:	November 17, 1994
From:	Paul McDonnell		
Subject:	Seneca Army Depot, Environmental Assessment	Project No.:	93-4667.02

Enclosed for your use in an Environmental Assessment study are copies of letters and associated responses received from regulatory agencies regarding the development of the Seneca Depot Army Airfield for joint-use. Agencies contacted included:

- U.S. Department of Interior, Fish and Wildlife Service
- NYS Office of Parks, Recreation and Historic Preservation
- NYS Department of Environmental Conservation, Significant Habitat Unit
- NYS Department of Environmental Conservation, Region 8

At the time of these letters, we did not have any specific development plan or site in mind. In addition to these agencies, The U.S. Army Corp of Engineers should be contacted if it is determined that the developments would disturb soil that meets the criteria for Federal Jurisdictional Wetlands or require any stream culverts. NYS Department of Environmental Conservation may also have authority over this type of action.

Due to the existence of Prime and Unique farmland and the adjacent Seneca County agricultural district, the conversion of any adjacent farmland may also require coordination with:

- U.S. Department of Agriculture
- NYS Commissioner of Agriculture and Markets

Addresses:

Department of the Army
Attn: Chief, Regulatory Branch
Buffalo District, Corp of Engineers
1776 Niagara Street
Buffalo, NY 14207

Commissioner, New York State
Department of Agriculture and Markets
One Winners Circle
Albany, NY 12235

U.S. Department of Agriculture
Soil Conservation Service
12 N. Park Street, Academy Square
Seneca Falls, NY 13148

SENECA COUNTY TOWNS & VILLAGES WITH LAND USE REGULATIONS*

Towns	Subdivision Regulations	Zoning (Or Land Management)	Mobile Home Park Regulations
Covert	X	X	X
Fayette	X	X	
Junius			X
Lodi			
Ovid			X
Romulus			X
Seneca Falls	X	X	X
Tyre		X	X
Varick	X	X	X
Waterloo	X		X
Villages			
Interlaken			
Lodi			
Ovid			
Seneca Falls	X	X	X
Waterloo		X	

* Communities may have regulations not noted here, of which the Seneca County Department of Planning and Development is unaware.

Typed: 10/09/91-md

Appendix V.B:
Wetlands Report

PRELIMINARY
FEDERAL WETLAND
DETERMINATION

SENECA ARMY AIR FIELD
SENECA COUNTY, NY

Prepared for:
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Genesee Finger Lakes Region Planning Council
143 State Street
Rochester, NY 14614

by:

Larsen Engineers
700 West Metro Park
Rochester, NY 14623

Submitted
January, 1995

Introduction

This report presents the findings of a preliminary federal jurisdictional wetland delineation completed on approximately fifteen acres of land located at the Seneca Army Air Field on the east side of NYS Route 96A, in the Town of Romulus, Seneca County, New York. This report is intended to be used as a supplement to the Environmental Assessment for re-development and planning of this site. The purpose of this report is to locate federal jurisdictional wetlands on the site, and to provide a basis for site planning and permit preparation. Activities which may be included in a permit application include: minor filling, drainageway reconstruction, runway/taxiway construction and utility crossings.

Site Description

The site consists of up to 27 acres of land located east of NYS Route 96A in the Town of Romulus, Seneca County, New York. The location of the site is shown in Figure 1. The site is currently used as an Army Air Field for the transport of troops and materiel to and from the Seneca Army Depot. The field is equipped with a 7000 ft. long runway, and support areas as shown in Figure 6. The proposed improvements and construction areas are shown as Alternatives 1, 2, 3A and 3B on Figure 6.

Current land use in the project vicinity consists of vacant and active agricultural land, a small area of woods, and open lands adjacent to the runway. Topography at the site is generally flat at the airfield to slightly rolling at the west edge of the property. The developed portion of the airfield and areas proposed for re-development appear to be artificially drained. The site is located within the watershed of Seneca Lake. Drainage from the project site flows westerly toward Seneca Lake. The project site is crossed by two unnamed, intermittent tributaries and Indian Creek, a permanent tributary of Seneca Lake. Indian Creek is located at the south end of the air field.

Based on our understanding of the project, no improvements are proposed for the south or east sides of the property. Site investigation was limited to the west side of the property at the locations shown in Figure 1.

Resource Agency Information

New York State Designated Freshwater Wetlands. The State of New York regulates freshwater wetlands greater than 12.4 acres in size under the authority of Article 24 of the Environmental Conservation Law. Official wetland maps have been prepared for each County and are filed with the Town and County Assessors. Activities such as construction, filling and draining are regulated within areas designated as freshwater wetlands by New York State. Permits for regulated activities must be obtained from the NYS Department of Environmental Conservation prior to construction within any regulated wetland or adjacent 100 ft. buffer zone.

Figure 2 shows no NYS designated freshwater wetlands within the study area, although several large NYS designated freshwater wetlands are located elsewhere on the Seneca Army Depot Grounds east and north of the project site.

National Wetland Inventory Maps. Wetland areas larger than 1 acre in size were mapped for wildlife habitat assessment and management purposes by the U.S. Fish and Wildlife Service using high altitude aerial photography and soil survey information during the late 1970's. These maps are used only as an indicator that wetlands are likely to be present by Federal agencies, and are not intended to be used for regulatory purposes. The National Wetland Inventory Map (Figure 3) for this area shows two small areas of wetland on or adjacent to the Seneca Army Air Field. The first is a small (approx. 1 acre) palustrine, emergent marsh located apaproximately 400 ft. east of the main apron area. The second is a slightly larger (approx. 5 acres), palustrine, scrub-shrub wetland associated with Indian Creek at the southeast corner of the air field. Based on our understanding of the project, it is unlikely that these wetlands would be affected by proposed construction. Therefore, these wetland were not investigated as part of this study.

The Federal Emergency Management Agency (FEMA) has prepared flood insurance rate maps for the project area. Studies have shown that areas included in the 100 year flood plain have a probability of flooding of at least 1% during any one calendar year. The project impact areas are not located within a 100 year floodplain.

The Seneca County Soil Survey was used to determine soil phases mapped for the sites of the proposed alternatives. The Seneca County Soil Survey is a modern soil survey, published in 1972, using a map scale of 1 in. = 1320 ft. Soil series and phases described in the Seneca County Soil Survey are current. A soil series consists of a group of soils that are developed from a particular type of parent material and

having genetic horizons (layers) that, except for texture of the surface layer, are similar in differentiating characteristics and arrangement in the profile (vertical arrangement of soil layers). A soil phase is the smallest soil mapping unit (typically 1-3 acres in size). Soil phases are differentiated on the basis of slope.

A review of the project area was undertaken to determine the presence of hydric soils and soils with potential hydric inclusions. Hydric soils are soils that, under natural conditions, are saturated, flooded or ponded long enough during the growing season to develop anaerobic conditions in the upper part (rooting zone). In practical terms, anaerobic soil conditions will develop after 7-14 days of saturation or inundation. Soils with potential hydric inclusions are those soils which may not be hydric, but which may include small areas (usually less than 3 acres) of hydric soils. Unless artificially drained or cropped, areas mapped as hydric soils generally exhibit enough wetland field indicators to qualify as federal jurisdictional wetlands. Soils mapped within the project area limits are listed in Table 1.

<3 acres hydric soils

Table 1. Soils Mapped At Seneca Army Air Field

Soil Phase	Map Abbreviation	Hydric Soil?	Potential Hydric Inclusions?
Appleton silt loam, 0-3% slope	ApA	No	Yes
Darien silt loam 0-3%	DaA	No	Yes
Darien-Danley-Cazenovia Silt loam, 3-8%	DdB	No	Yes
Ilion silty clay loam	Is	Yes	Yes
Made land, tillable	Md	No	No
Ovid silt loam, 3-8% slope	OvB	No	Yes

Sources:

(1) U.S.Department of Agriculture, Soil Conservation Service, in Cooperation with Cornell University Experiment Station, *Soil Survey of Seneca County, New York*, Issued April, 1972

(2) Soil Conservation Service, Syracuse, NY. *New York Hydric Soils and Soils With Potential Hydric Inclusions*, Rev. March 1989.

Soils mapped within the project area are shown in Figure 4. It appears that the project area adjacent to Alternatives 1 and 3 are mapped as Made Land and Ovid silt loam and Ilion silty clay loam soils. Soils within the area of Alternatives 2 and 3B are mapped as Made Land, Ilion silty clay loam, Darien-Danley-Cazenovia silt loam, and Darien silt loam.

Seneca County Agricultural Stabilization and Conservation Service Office (ASCS) in Waterloo, NY staff were consulted to determine whether any drainage improvements were recorded for the project area, and to determine if any federal jurisdictional wetland status determinations had been made on fields included within the project area. Records showed that the District Conservationist for the Seneca County Soil and Water Conservation District made a determination that fields cultivated in 1990 adjacent to the proposed project site qualified as prior converted wetlands (drained) under the provisions of the Food Security Act (FSA) of 1986, and could not be classified as wetlands. These prior converted wetlands are shown in Figures 5A and 5B with a field designation of "PC" adjacent to the acreage. It appears that the adjacent area affected by Alternatives 1 and 3A would qualify as prior converted wetlands, and would not be subject to federal wetland jurisdictional status.

Methodology

Preliminary federal jurisdictional wetlands located within or adjacent to proposed project alternative construction areas were determined using the Level One Routine Off-Site Wetland Determination Method described on pages 53-54 of the U.S. Army Corps of Engineers Wetland Delineation Manual (1987), with on-site confirmation of vegetation and soil conditions to verify information collected from the Seneca County Soil Survey, aerial photographs of the site, and from the ASCS office. Site investigation was conducted on November 4, 1994 by F. Reese of Larsen Engineers and P. Howard and M. Frederick of Genesee Finger Lakes Regional Planning Council. Notes on site vegetation, soils and hydrologic indicators were prepared during this site visit.

Results and Discussion

Preliminary review of soil map data and aerial photographs in the Soil Survey indicates several areas of hydric soil in the area of Alternatives 1, 2, 3A and 3B (reference Figure 4). These areas are shown as having small drainageways and

springs emerging at the southwest corner of the area proposed for Alternatives 2 and 3B. The photograph used for soil mapping was taken in 1966. Photographs taken in 1990 were used to determine that fields immediately adjacent to the project area were prior converted wetlands (Figures 5A and 5B). It appears that tile drains or other drainage improvements were made between 1966 and 1990.

To confirm the determination of prior conversion, the project site was field-checked on November 4, 1994 by F. Reese of Larsen Engineers, P. Howard and M. Frederick of Genesee Finger Lakes Regional Planning Council. Soil samples were taken at locations shown in Figure 4 to confirm soil type and hydric status.

Vegetation in the vicinity of Alternatives 1 and 3A included orchard grass (*Dactylis glomerata*), timothy (*Phleum pratense*), and bluegrass (*Poa* spp.) in mowed areas, gray dogwood (*Cornus racemosa*), multiflora rose (*Rosa multiflora*), buckthorn (*Rhamnus cathartica*) and staghorn sumac (*Rhus typhina*) in shrubby areas, red oak (*Quercus rubra*), black oak (*Quercus velutina*), red maple (*Acer rubrum*), and common cottonwood (*Populus deltoides*) in hedgerow/wooded areas. The wetland indicator status of the dominant vegetation species observed within the proposed construction area was classified as facultative or facultative-upland (Reed, 1988).

Upon preliminary examination, soils in the vicinity of Alternatives 1 and 3A appear to be similar to the Ovid and Darien soils mapped for the site. The surface horizon is quite deep (> 9 inches) with no oxidized rhizospheres or other indicators of prolonged anaerobic conditions within the rooting zone. Surface horizon color is 10 YR 4/2 (grayish brown). Surface soil texture ranges from silt loam to silty clay loam.

With the exception of an intermittent stream flowing westerly away from the north end of the runway, and a small area of cattails approximately 600 ft. south of the intermittent stream, no areas of hydrophytic vegetation were observed within the work areas of Alternatives 1 or 3A. These areas are shown in Figure 5A. Vegetation along the intermittent stream consisted of black willow (*Salix nigra*) and common cottonwood (*Populus deltoides*).

Based on a review of aerial photos from 1966 and 1990, and field inspection, it appears that soils in the vicinity of Alternatives 2 and 3B have been altered from their original condition. The original soil mapped for this area is an Ilion silty clay loam, a hydric soil. Since the 1966 photograph, this area has been graded, recontoured and drainageways have been constructed to conduct surface water runoff away from runway and maintenance areas. This drainage is discharged west of the proposed construction area. Vegetation at this site included field hawkweed

(*Hieraceum* sp.), orchard grass (*Dactylis glomerata*), birdsfoot trefoil (*Lotus corniculata*), red clover (*Trifolium pratense*), fleabane (*Erigeron* sp.) and other old field grasses and herbs. Woody vegetation in this area was scattered, consisting of common cottonwood trees (*P. deltoides*). Facultative and facultative-upland vegetation was observed even in the bottoms of the drainage ditches at this site. Based on these observations, it appears that hydrophytic vegetation, and wetland hydrology do not exist within the proposed construction area, and that the original hydric soil has been altered by grading, recontouring and drainage activities.

2/3B

Conclusions

From review of existing agency data and field verification of site conditions, it appears that less than one acre of federal jurisdictional wetland would be affected by construction of Alternatives 1 or 3A. Both of these alternatives require the construction of a roadway access and drainage/utility improvements across the northernmost intermittent stream, and may require filling or drainage around the edge of the small cattail marsh identified in Figure 5A. Construction activities in either of these wetlands would require a Section 404 Clean Water Act Permit from the U.S. Army Corps of Engineers, Buffalo District.

1/3A Section 404 CWA permit

Site observations and review of historic aerial photographs indicate that the original hydric soils present in the proposed construction area of Alternatives 2 and 3B have been regraded and artificially drained sometime between 1966 and 1990. We were unable to obtain a precise date for these site alterations. Based on the age and size of young cottonwoods in the proposed construction area, it appears that site alterations were made between 1970 and 1980. The proposed construction area supports a predominance of FAC and FACU vegetation. On the basis of these observations, we conclude that construction of Alternative 2 or 3B would not affect federal jurisdictional wetlands.

2/3B

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FIGURES

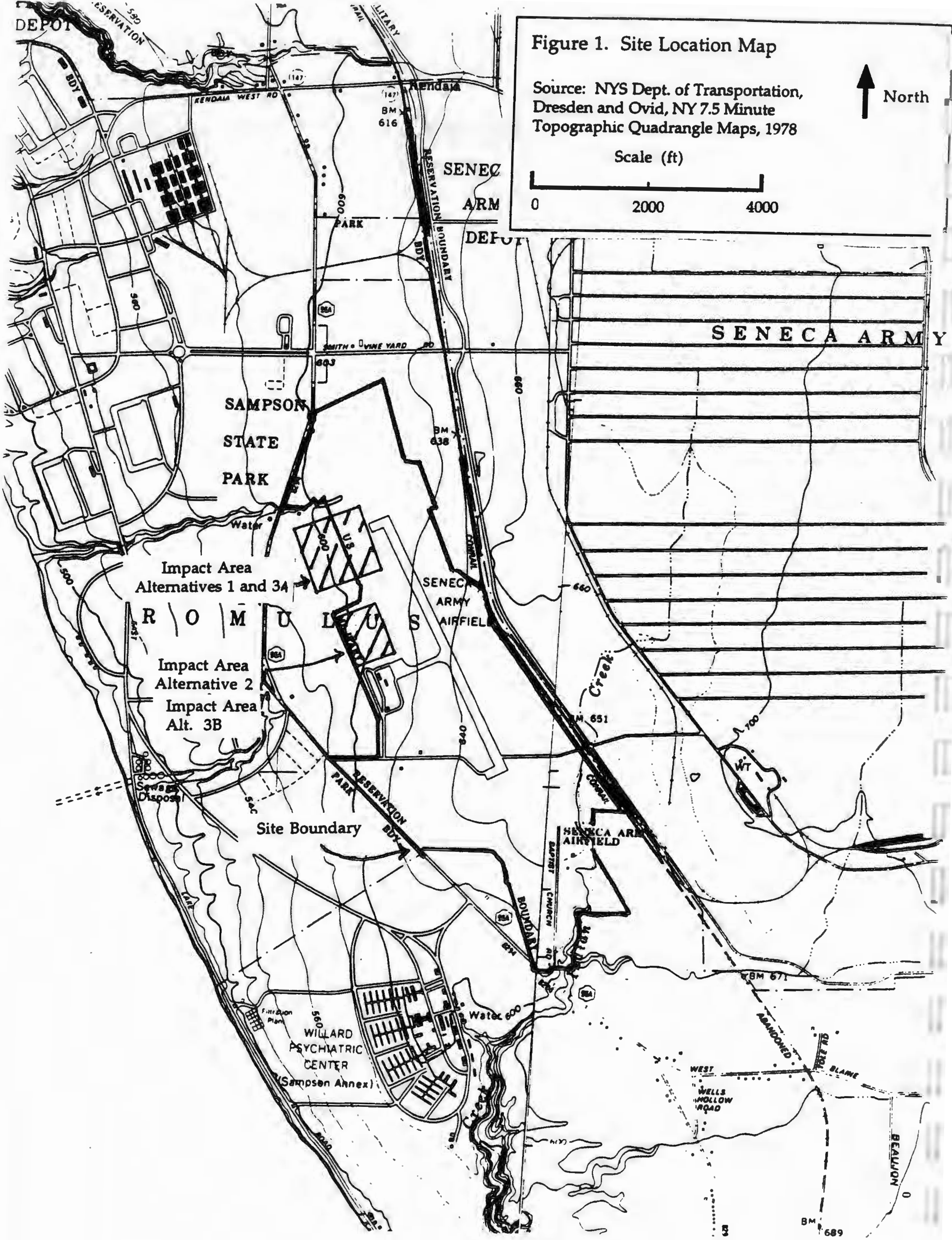


Figure 1. Site Location Map

Source: NYS Dept. of Transportation, Dresden and Ovid, NY 7.5 Minute Topographic Quadrangle Maps, 1978

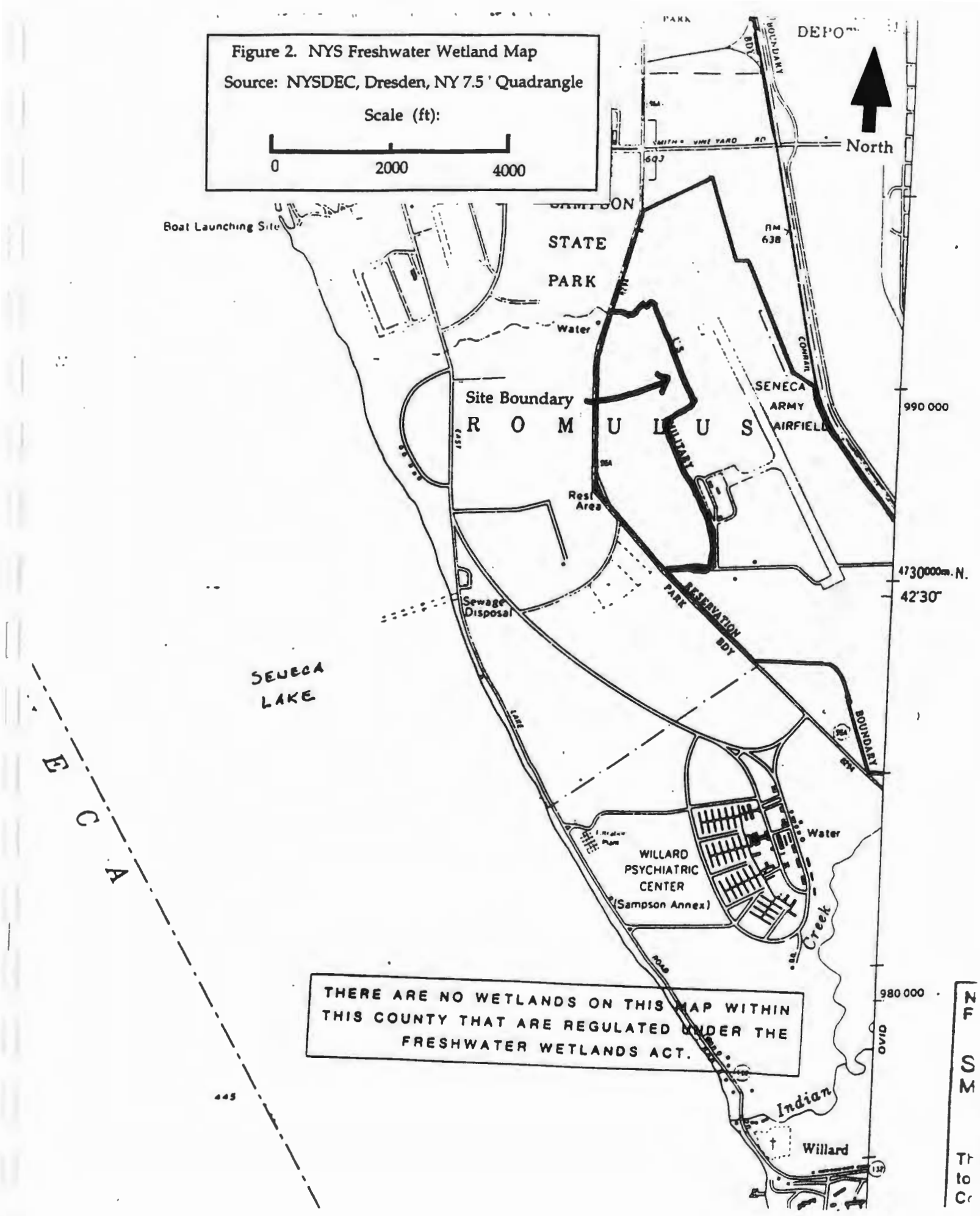
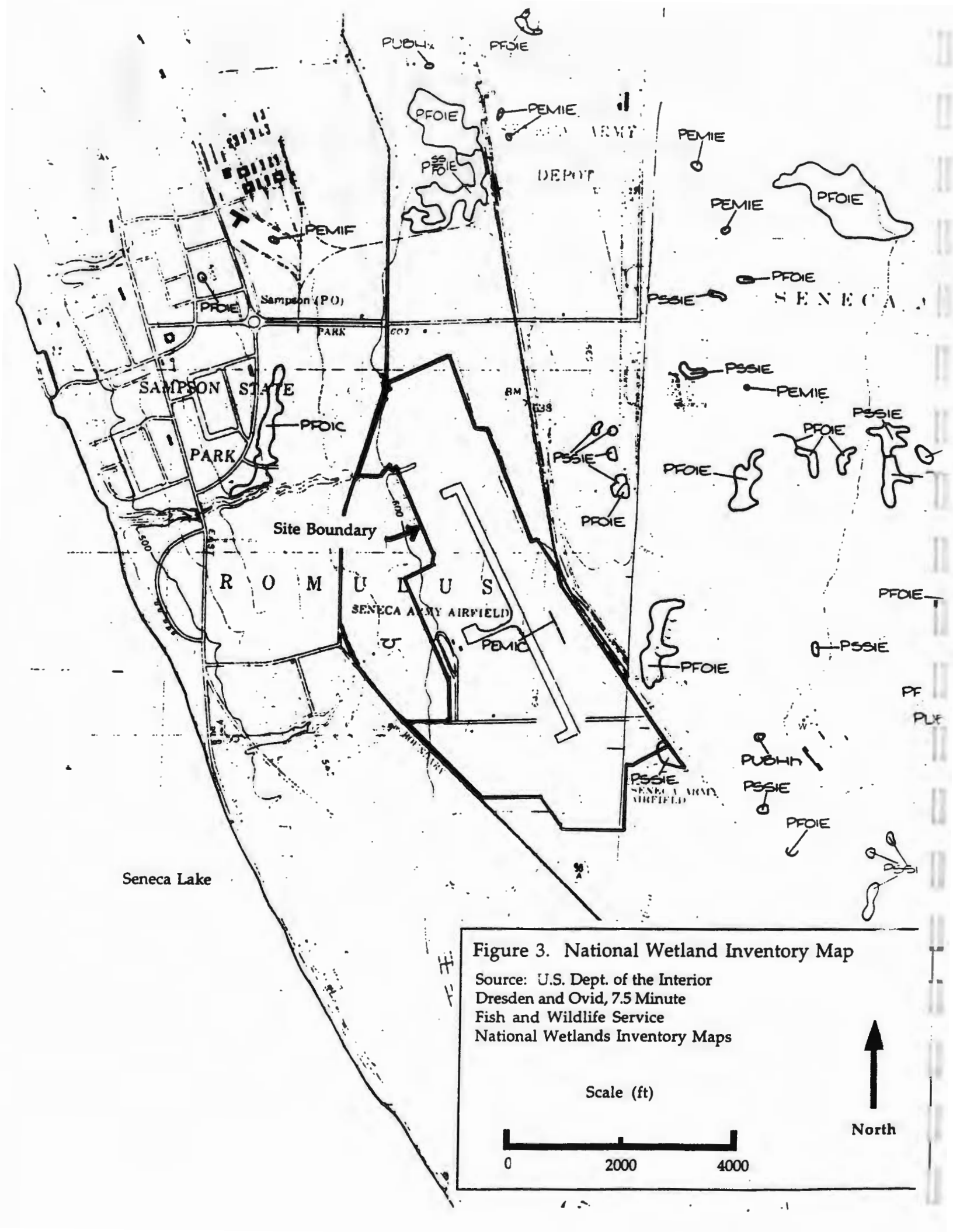


Figure 2. NYS Freshwater Wetland Map
Source: NYSDEC, Dresden, NY 7.5 ' Quadrangle
Scale (ft):
0
2000
4000
North
Boat Launching Site
STATE
PARK
Water
Site Boundary
R O M U L U S
SENECA
ARMY
AIRFIELD
Rest
Area
Sewage
Disposal
SENECA
LAKE
WILLARD
PSYCHIATRIC
CENTER
(Sampson Annex)
Water
Creek
Indian
Willard
990 000
980 000
42°30"
THERE ARE NO WETLANDS ON THIS MAP WITHIN THIS COUNTY THAT ARE REGULATED UNDER THE FRESHWATER WETLANDS ACT.


PUBHx
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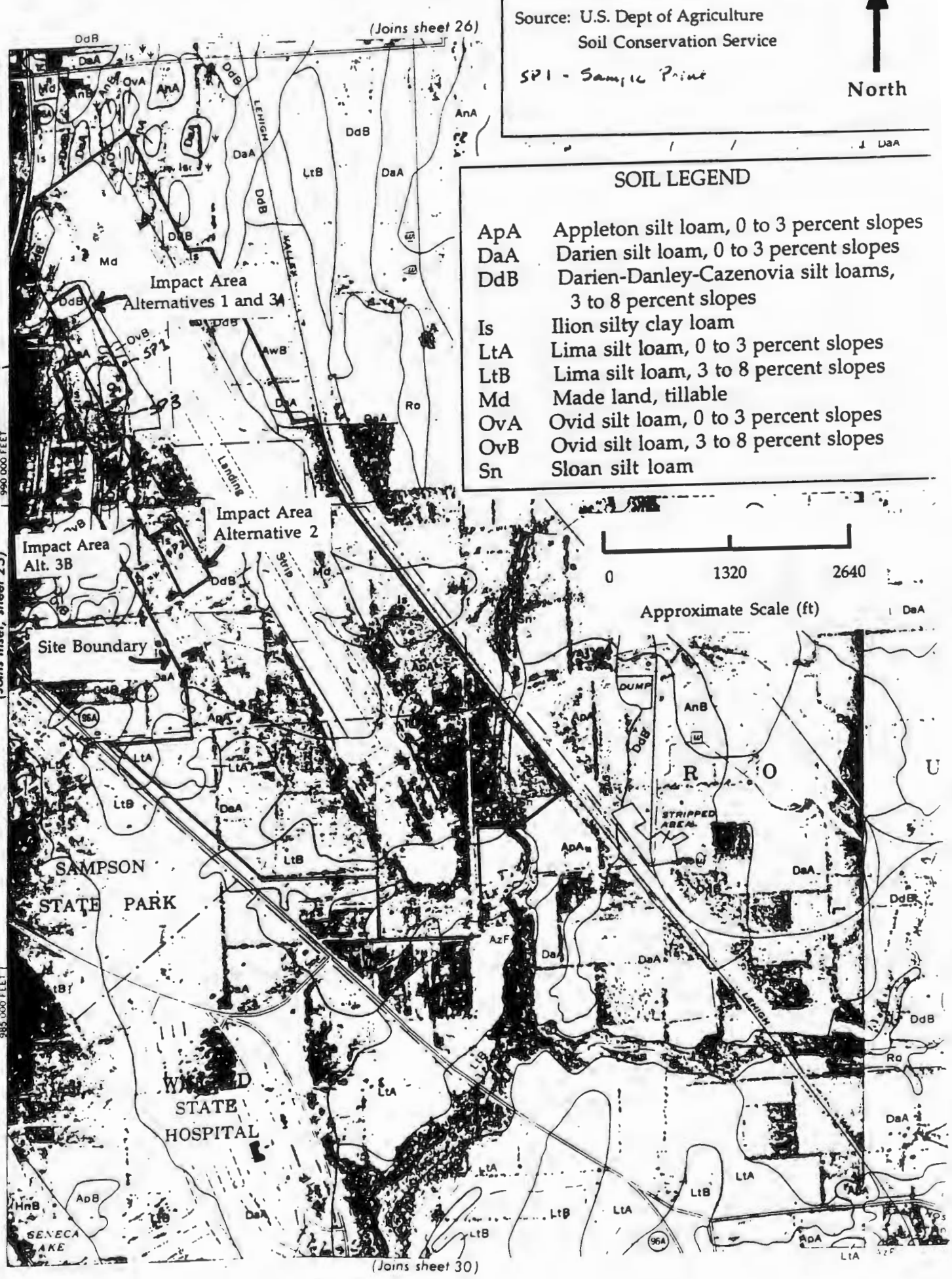
PSSIE
PEMIE
PSSIE
PFOIE
PFOIE
PFOIE
Site Boundary
R O M U L U S
SENECA ARMY AIRFIELD
PEMIC
PFOIE
PSSIE
PFOIE
PUBHh
PSSIE
PFOIE
Seneca Lake
Figure 3. National Wetland Inventory Map
Source: U.S. Dept. of the Interior
Dresden and Ovid, 7.5 Minute
Fish and Wildlife Service
National Wetlands Inventory Maps
Scale (ft)
0
2000
4000
North

Figure 4. Soil Type Map

Source: U.S. Dept of Agriculture
Soil Conservation Service

SP1 - Sample Point

North



SOIL LEGEND

ApA	Appleton silt loam, 0 to 3 percent slopes
DaA	Darien silt loam, 0 to 3 percent slopes
DdB	Darien-Danley-Cazenovia silt loams, 3 to 8 percent slopes
Is	Ilion silty clay loam
LtA	Lima silt loam, 0 to 3 percent slopes
LtB	Lima silt loam, 3 to 8 percent slopes
Md	Made land, tillable
OvA	Ovid silt loam, 0 to 3 percent slopes
OvB	Ovid silt loam, 3 to 8 percent slopes
Sn	Sloan silt loam

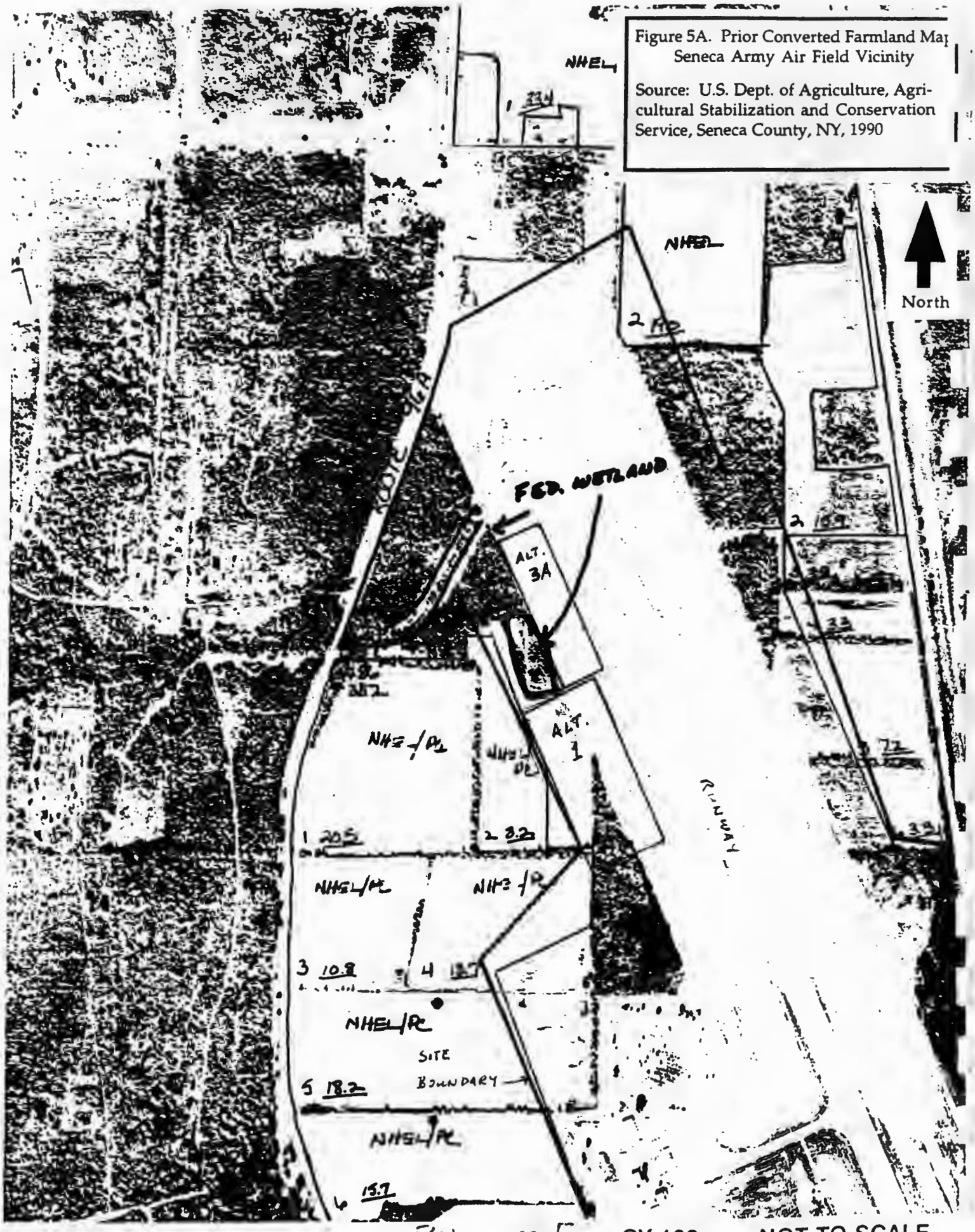


Figure 5A. Prior Converted Farmland Map
Seneca Army Air Field Vicinity

Source: U.S. Dept. of Agriculture, Agricultural Stabilization and Conservation Service, Seneca County, NY, 1990

FSN_____ Tract #_____ P B11 M 5 CY 199__ NOT TO SCALE

Figure 5B. Prior Converted Farmland Map
Seneca Army Air Field Vicinity

Source: U.S. Dept. of Agriculture, Agricultural Stabilization and Conservation Service, Seneca County, NY, 1990

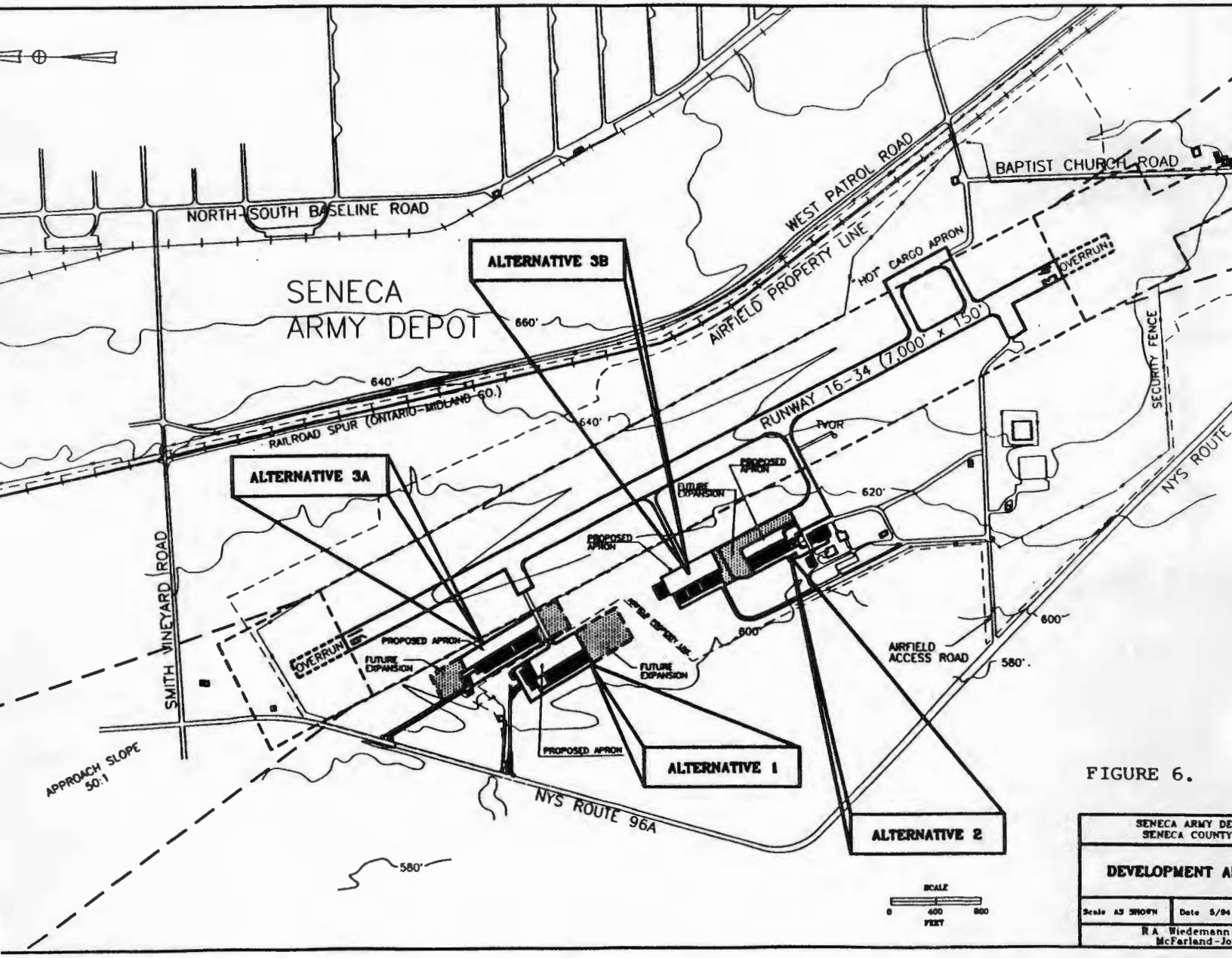


FIGURE 6.

SENECA ARMY DE SENECA COUNTY	
DEVELOPMENT A	
Scale AS SHOWN	Date 5/94
R A Wiedemann McFarland-Jo	

NING\SENECA\ALTS

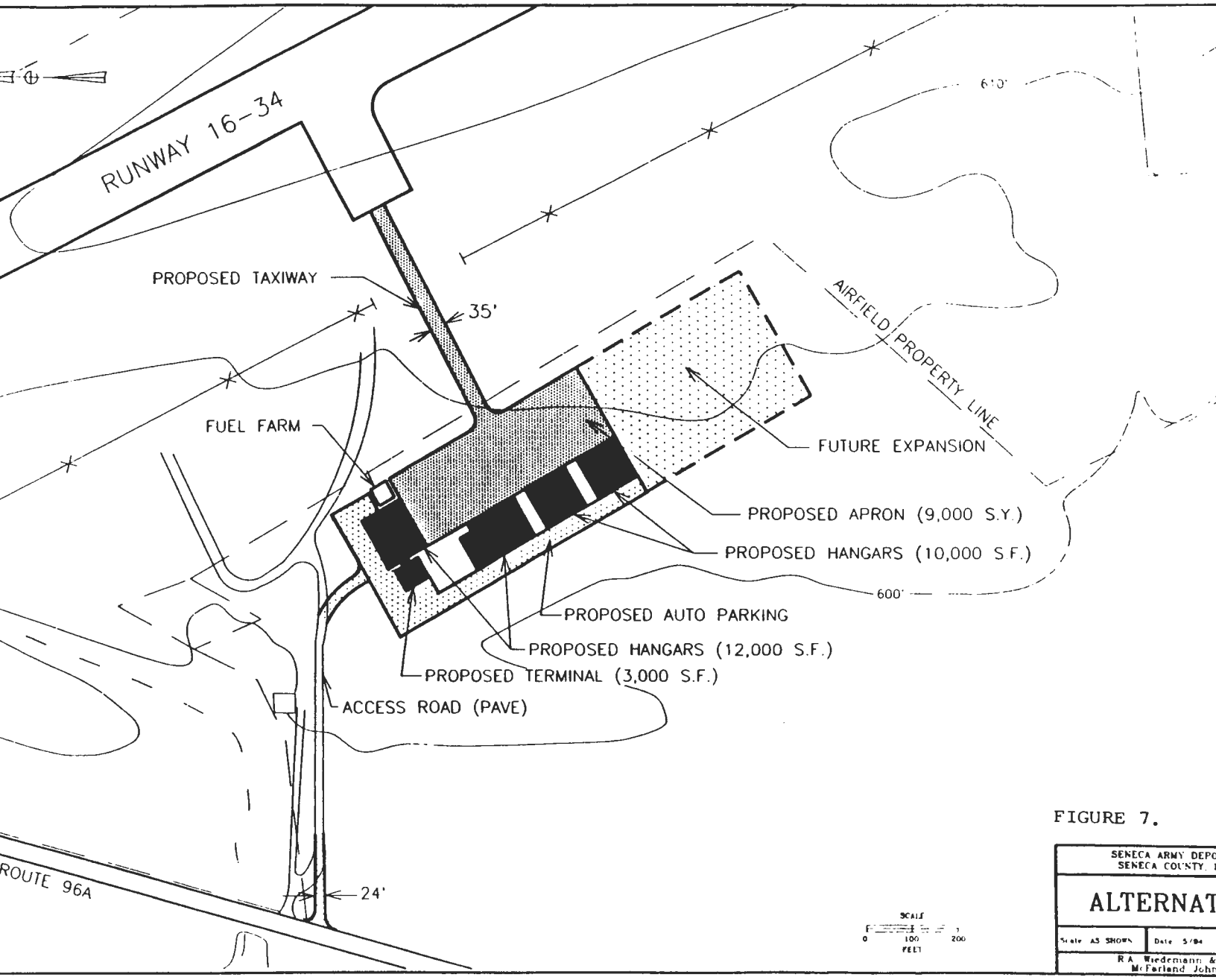


FIGURE 7.

SENECA ARMY DEPO
SENECA COUNTY,

ALTERNAT

Scale AS SHOWN | Date 5/84

R.A. Wiedemann &
McFarland John

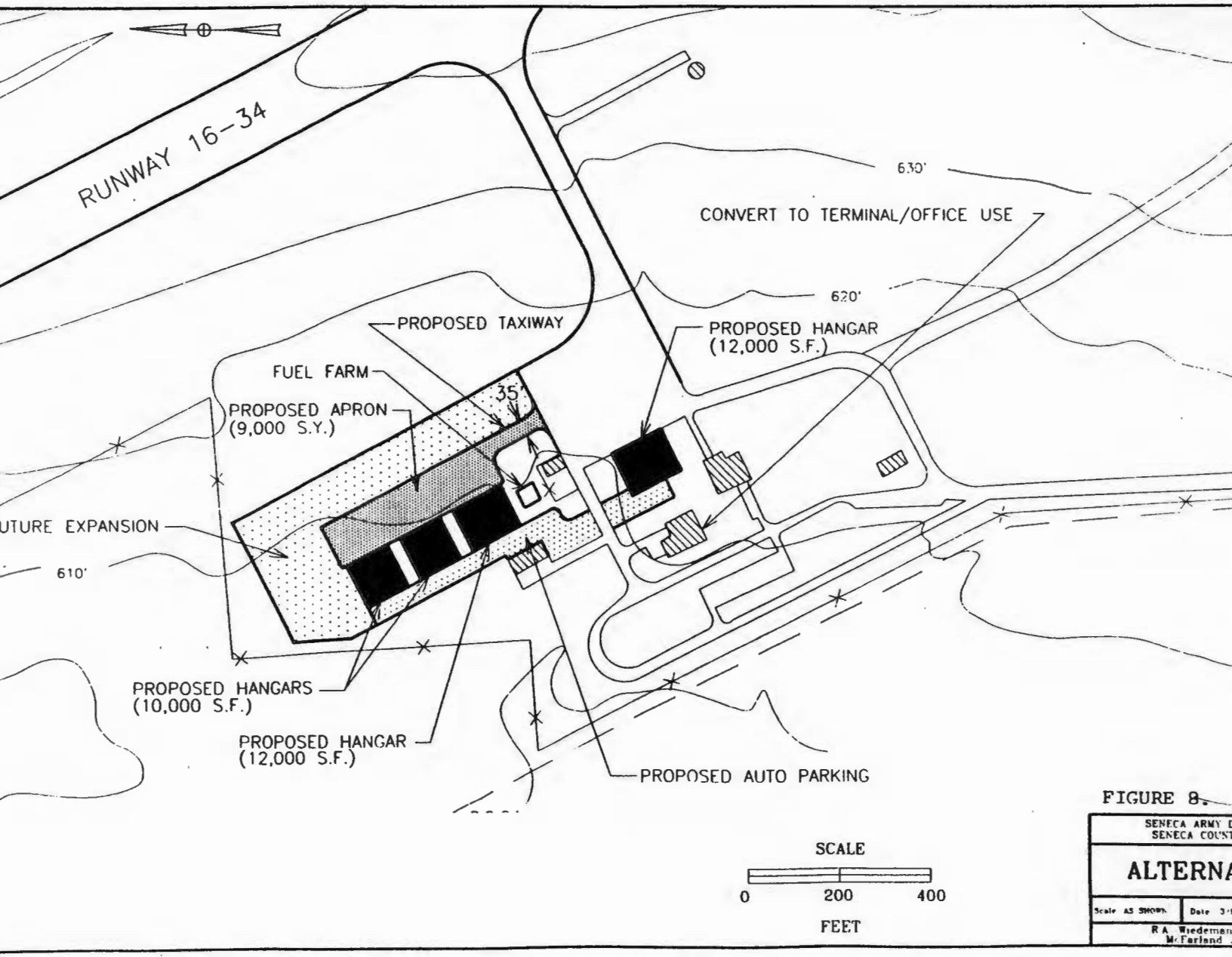


FIGURE 8.

SENECA ARMY D
SENECA COUNT

ALTERNA

Scale AS SHOWN | Date 3-

R.A. Wiedeman
Mc Farland

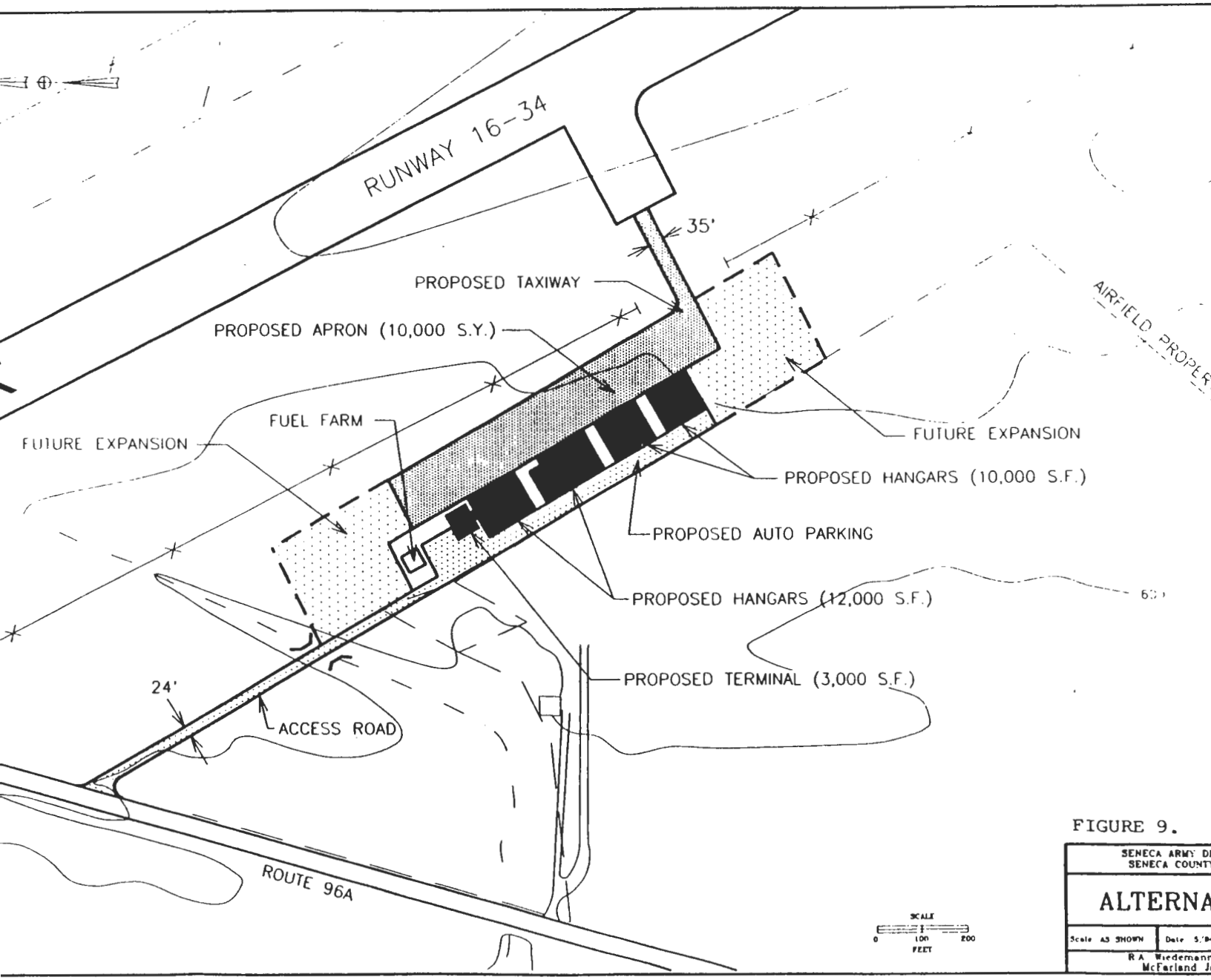


FIGURE 9.

SENECA ARMY DI
SENECA COUNT

ALTERNA

Scale AS SHOWN | Date 5/

R.A. Wiedemann
McFarland J

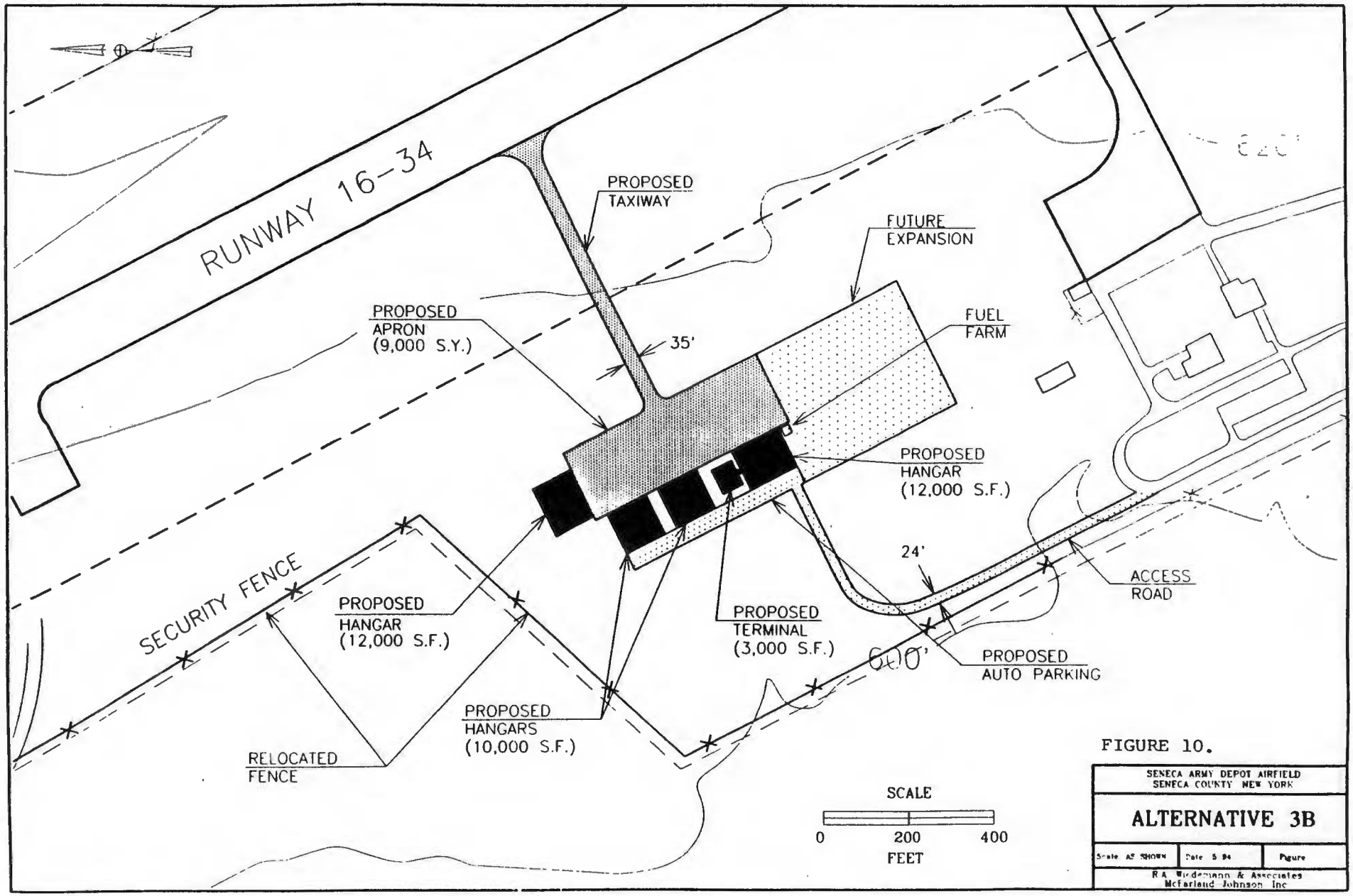


FIGURE 10.

SENECA ARMY DEPOT AIRFIELD
SENECA COUNTY NEW YORK

ALTERNATIVE 3B

Scale AS SHOWN | Date 5 94 | Figure

R.A. Wiedemann & Associates
McFarland Johnson Inc

N \PLANNING\SENECA\ALT4