

**FLOYD BENNETT MEMORIAL AIRPORT 1,000 FOOT RUNWAY 1-19
EXTENSION PROJECT**

DRAFT SCOPING DOCUMENT

FOR THE

DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS)

WARREN COUNTY

LEAD AGENCY, STATE ENVIRONMENTAL QUALITY REVIEW ACT

MARCH 25, 2017

INTRODUCTION

Floyd Bennett Memorial Airport (Airport), identified by the three-letter code GFL, is located in the town of Queensbury, New York, approximately three miles northeast of Glens Falls. Warren County owns the Airport and the Department of Public Works is responsible for its operation. The Airport, established in 1941, is a general aviation facility that serves the needs of recreational, private, and corporate aviation in Warren County and the surrounding areas. The facility serves as home to several airport tenants including a fixed based operator (FBO), Rich Air. Rich Air provides aviation support services including aircraft charter, aircraft management, ground support equipment, tie-downs, hangar space, and aircraft fueling.

The airport is set on 628 acres of relatively flat land and is equipped with a two-runway system, with runways designated as 1-19 and 12-30. Runway 1-19 is 5,000 feet long and is 150 feet wide, and Runway 12-30 is 3,999 feet long and is 100 feet wide. The airport also consists of supporting taxiways, a paved aircraft parking apron, hangar storage facilities, an airport administration building, and paved auto parking.

The current Airport Layout Plan (ALP) drawing, conditionally approved by the Federal Aviation Administration (FAA) in February 2010, depicts a 1,000 foot runway extension needed to accommodate existing and future aviation demand at the airport.

DESCRIPTION OF THE PROPOSED PROJECT

The Proposed Project is a 1,000-foot extension to Runway 1-19 in order to provide a total runway length of 6,000 feet (see Attachment 1). The proposed project involves the following:

- Extending the Runway 1 end by 1,000 feet and providing the requisite runway safety areas

- Constructing a parallel taxiway extension whose centerline is 400 feet from the Runway 1-19 centerline (1,000 feet x 35 feet)
- Excavating/grading 66.7 acres of land to comply with federal grading standards in order to construct the runway/taxiway extension. Additional project related tasks to be completed within this 66.7 acre area include:
 - removing 10.6 acres of terrain that penetrate the runway end siting surface (RESS)
 - relocating the MALSR lighting equipment/shelter and maintenance road
 - relocating the glideslope building/antenna, grading the glideslope critical area, and removing a portion of Taxiway E on the east side of the runway
 - relocating the PAPI's
 - filling/excavating 10.57 acres of wetlands and waterways (unnamed tributary to Bond Creek) to construct the runway/taxiway extension, remove terrain obstructions, and comply with federal grading standards
- Removing 23 acres of trees that are RESS obstructions (five acres on airport property, 18 acres off airport property within limits of existing aviation easement)
- Redesign and publication of new approach procedures to the Runway 1 end (½-mile visibility minimum)
- Pen and Ink change to ALP drawing to incorporate approximately 97.5 acres of county owned-land to airport owned-land

SEQR PROCESS

The basic purpose of the State Environmental Quality Review Act (SEQR) is to incorporate the consideration of environmental factors into the existing planning, review, and decision-making processes of state, regional, and local government agencies at the earliest possible time. To accomplish this goal, SEQR requires a determination of whether a proposed action may have a significant impact on the environment, and if it is determined that the action may have a significant adverse impact, prepare or request an Environmental Impact Statement (EIS). It was the intention of the State Legislature that protection and enhancement of the environment and human and community resources should be given appropriate weight with social and economic considerations, and that those factors be considered together in reaching decisions on proposed actions. It is not the intention of SEQR that environmental factors be the sole consideration in decision-making.

Pursuant to New York State Environmental Conservation Law Article 8, SEQR; and Part 617 of Title 6 of the New York Codes Rules and Regulations (NYCRR), and the adoption of a positive declaration by the Lead Agency, a Draft EIS (DEIS) for the proposed Floyd D. Bennett Memorial Airport 1,000 Foot Runway 1-19 Extension project will be prepared.

The SEQR process for the Project has included, or is anticipated to include, the following:

- Lead Agency Determination (Warren County Board of Supervisors).
- Preparation of a Full Environmental Assessment Form (FEAF).
- Issuance of a Positive Declaration by Lead Agency.
- Preparation of a Draft Scoping Document.
- Thirty Day (30) public scoping comment period.
- Issuance of a Final Scoping Document.
- Preparation of the Draft Environmental Impact Statement (DEIS).
- Lead Agency (Warren County Board of Supervisors) determines that the DEIS is adequate for public review and publishes in a local newspaper a notice seeking public comment and of a public hearing.
- Public hearing on DEIS (must be held at least 14 days after public notice is published).
- A minimum 30-day public comment period.
- Revision of the DEIS as necessary to address substantive/relevant comments received.
- Preparation of the Final EIS (FEIS).
- Filing of a notice of completion of FEIS.
- 10-day consideration period.
- Issuance of a Findings Statement by the Lead Agency.
- Issuance of Findings Statements by Involved Agencies.

PURPOSE OF SEQR SCOPING PROCESS

The primary goals of Scoping, which is an optional process under SEQR, are to focus the EIS on potentially significant adverse impacts and to eliminate consideration of those impacts that are irrelevant or non-significant.

This Draft Scoping document was prepared by the Project Sponsor as a summary of the content that will appear in the DEIS for the Project Sponsor's proposed 1,000 Foot Runway 1-19 Extension project. It has been prepared in accordance with SEQR Regulations (6 NYCRR Part 617), and will be released upon approval by the Warren County Board of Supervisors for public and agency review and comment for a thirty (30) day comment period. All Involved Agencies will be notified and a notice will be published in the newspaper regarding the Draft Scoping document's availability. The Lead Agency and the Project Sponsor will subsequently review all comment letters received; the document will then be revised as necessary before the Final Scoping Document is issued by the Warren County Board of Supervisors.

The content of this scoping document is based on the requirements of the SEQR Regulations -6 NYCRR Part 617.8 and also incorporates the DEIS content requirements stated in 6 NYCRR Part 617.9. It reflects the Lead Agency’s analysis of potential impacts on the resource areas indicated in Part 2 of the FEA.

EIS SCOPE AND CONTENT – DRAFT FOR THE PROPOSED RUNWAY 1-19 EXTENSION

A federal NEPA draft environmental assessment has already been prepared for the proposed project. Per the NYSDEC “many federal EA’s can be accepted as a draft EIS under SEQR because they provide as thorough a review as a draft EIS under SEQR. When this occurs, a SEQR lead agency has the option of using the EA as a draft EIS for the purposes of SEQR, as long as the minimum procedural and substantive requirements of SEQR have been met. In those cases where a federal EA covers most, but not all, of the SEQR issues, additional information on specific issues may be added to the federal document. It is the lead agency’s intent to use the federal EA as the draft SEQR EIS document. The table below shows the DEIS content requirements and where they are met in the federal EA. Additional information that needs to be added to the federal EA document to meet the SEQR DEIS requirements is also identified.

NEPA EA	SEQR DEIS
New Section to be added	Executive Summary
Chapter 1 – Purpose and Need	
Section 1.02 Proposed Project	Proposed Action
Section 1.03 Purpose and Need	Purpose
New Section to be added to 1.03	Public Needs and Benefits
Chapter 2 – Alternatives	
Section 2.02 Description of Alternatives	Description of Feasible Alternatives
Section 2.03 Evaluation Process	Evaluation of Alternatives
Chapter 3 – Affected Environment	Environmental Setting
Chapter 4 – Environmental Consequences	Potential Significant Adverse Impacts
	Description of mitigation measures
Section 4.05 Biological Resources	Impact on Plants and Animals
Section 4.06 Water Resources	Impact on Surface Water/Impact on Critical Environmental Area
New Section 4.08 to be added	Impacts on Land
New Section 4.11 to be added	Unavoidable Adverse Impacts
New Section 4.12 to be added	Irreversible and Irretrievable Commitment of Resources
New Section 4.13	Growth Inducing Aspects
To be incorporated into Permits Section 4.14	Reviews, Approvals & Permits
Section 4.15 Public Participation	Community Participation
Appendices	Appendices

The DEIS will include all elements required by 6 NYCRR 617.9, including:

- **DEIS Cover Sheet.** All draft and final EISs must be preceded by a cover sheet stating whether it is a draft or final EIS; the name or descriptive title of the action; the location (county and town, village or city) and street address, if applicable, of the action; the name and address of the Lead Agency and the name and telephone number of a person at the agency who can provide further information; the names of individuals or organizations that prepared the EIS; the date of its acceptance by the Lead Agency; and in the case of a draft EIS, the date by which comments must be submitted.
- **DEIS Table of Contents.** The table of contents will include listings of DEIS sections, tables, figures, maps, appendices, attachments and any items that may be submitted under separate cover (see Attachment 2).

In addition, the DEIS shall include the following sections:

1. EXECUTIVE SUMMARY

The executive summary will include a brief description of the proposed action and a listing of potential environmental impacts and proposed mitigation measures. A summary will also be provided of the approvals and permits required, and the alternatives to the proposed action that are evaluated within the DEIS.

2. INTRODUCTION

Introduction - consists of a description of the airport, federal approvals for the project, and state and federal documents used in preparing the DEIS.

Proposed Project – provides a description of the proposed project.

Project Purpose, Needs, and Benefits – a description of the public need and benefits, the objectives of the sponsor to be fulfilled by the project, and the justification for the project.

3. ALTERNATIVES

A full range of conceptual alternatives (up to five, including the no-action alternative) will be developed as part of the project. The results of the alternative analysis will be the basis for preparation of the alternative development section of the DEIS. The alternatives phase will include development, and a description, of a “No Action” alternative. The key work tasks are as follows:

- **IDENTIFY ALTERNATIVE DEVELOPMENT CONCEPTS**
 - Alternative 1 – No Action

- Alternative 2 – 1,000 foot extension to the runway 19 end
- Alternative 3 – 1,000 foot extension to runway 1 end/west side relocation of glideslope antenna
- Alternative 4 – 1,000 foot extension to the runway 1 end/east side relocation of glideslope antenna
- Alternative 5 – 600 foot extension to the runway 1 end/400 foot extension to the runway 19 end

- **EVALUATION OF ALTERNATIVES**

Each alternative will be evaluated using a comparative analysis approach. Feasibility shall be tested by quantifying costs and benefits. Evaluation factors shall be developed for use in the alternatives analysis and include, but not limited to, the following:

- Cost
- Environmental Impacts
- Ability to accommodate the airport’s family of critical design aircraft
- Land/property acquisition

- **SELECTION OF PREFERRED ALTERNATIVE**

Based on the alternatives evaluation summary and discussions / meetings held with the FAA, Warren County, the NYSDEC, the ACOE, and NYNHP, the Owner’s (Warren County) preferred alternative is Alternative 4. The Preferred Alternative / Proposed Project will be analyzed in more detail in the chapter on Environmental Consequences. The No-Action Alternative will also be retained for detailed analysis for baseline comparison purposes to comply with CEQ regulations.

4. AFFECTED ENVIRONMENT

This chapter will include a concise description of the environmental setting which will satisfy the SEQRA program requirements, and will rely on the inventory, analysis, and studies contained in the NEPA EA. Additional information, as required, will be incorporated to meet the SEQRA requirements (see Table of Contents for specifics). Environmental categories that will not be impacted by the proposed project will be identified in this chapter. Only those environmental categories that have the potential to be impacted will be discussed further in chapter 4. This chapter will include:

- **LOCATION AND BACKGROUND**

The project is located at the Floyd Bennett Memorial Airport and on Warren County owned property and private lands which adjoin the Airport. The Airport, which is approximately three miles northeast of the City of Glens Falls, New York, is set on 628 acres of relatively flat land and is equipped with a two-runway system, with runways designated as 1-19 and 12-30. Runway 1-19 is 5,000 feet long and is 150 feet wide, and

Runway 12-30 is 3,999 feet long and is 100 feet wide. The Airport also consists of supporting taxiways, a paved aircraft parking apron, hangar storage facilities, an airport administration building, and paved auto parking.

- **LAND USE AND ZONING**

Land use describes the current designated use of a parcel of land (e.g., agricultural use, commercial use, residential use). Local governments commonly control the use of specific parcels of land by zoning. Zoning refers to an ordinance that allows or restricts specific land uses, as well as the location and development of buildings or structures in a specific area. The objective of compatible land use planning and zoning is to encourage development of compatible land uses such as industrial and commercial uses near airports, and residential and public uses further from airports.

- **GEOGRAPHY, SOILS, AND TOPOGRAPHY**

Based upon previous studies, the existing surficial geology and bedrock of the site will be described. Onsite soil types and conditions will be described, based upon the NRCS Custom Soil Resource Report for Warren County and other available data.

- **ENVIRONMENTAL IMPACT CATEGORIES**

Information provided by state and federal agencies, environmental data from online resources, and field surveys conducted as part of the NEPA EA will be used to identify environmental categories that will not be impacted and those that have the potential to be impacted. Information on the following categories will be assessed:

- *Air Quality* - Air quality is the measure of the condition of the air expressed in terms of ambient pollutant concentrations and their temporal and spatial distribution. Air quality regulations in the United States are based on concerns that high concentrations of air pollutants can harm human health, especially for children, the elderly, and people with compromised health conditions; as well as adversely affect public welfare by damage to crops, vegetation, buildings, and other property.
- *Climate Change* - Currently there are no federal or state standards for aviation-related greenhouse gas (GHG) emissions. Construction activities related to the Proposed Project may affect air quality and greenhouse gases.
- *Biological Resources* - Biological resources are valued for their intrinsic, aesthetic, economic, and recreational qualities and include fish, wildlife, plants, and their respective habitats.
- *Coastal Resources* - Coastal resources include all natural resources occurring within coastal waters and their adjacent shorelands. Coastal resources include islands, transitional and intertidal areas, salt marshes, wetlands, floodplains, estuaries, beaches, dunes, barrier islands, and coral reefs, as well as fish and wildlife and their respective habitats within these areas. Coastal resources include the coastlines of the Atlantic and Pacific oceans, the Great Lakes, and the Gulf of Mexico.
- *Farmlands* - Farmlands are defined as those agricultural areas considered important and protected by federal, state, and local regulations. Important

farmlands include all pasturelands, croplands, and forests considered to be prime, unique, or of statewide or local importance.

- *Hazardous Materials, Solid Waste and Pollution Prevention* - Solid waste is generally any discarded material that meets specific regulatory requirements. Hazardous Waste is a type of solid waste defined under the implementing regulations. Hazardous Substance is defined under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). Hazardous Materials is any substance or material that has been determined to be capable of posing an unreasonable risk to health, safety, and property when transported in commerce. Pollution Prevention describes methods used to avoid, prevent, or reduce pollutant discharges or emissions through strategies such as using fewer toxic inputs, redesigning products, altering manufacturing and maintenance processes, and conserving energy.
- *Historical, Architectural, and Cultural Resources* - Historical, architectural, archeological, and cultural resources encompass a range of sites, properties, and physical resources relating to human activities, society, and cultural institutions. Such resources include past and present expressions of human culture and history in the physical environment, such as prehistoric and historic archaeological sites, structures, objects, districts, which are considered important to a culture or community.
- *Department of Transportation Act, Section 4(f)* – Section 4(f) resources include publicly owned parks, recreation areas, or wildlife and waterfowl refuges of national, state, or local significance or land from a historic site of national, state, or local significance.
- *Natural Resources and Energy Supply* - Natural resources and energy supply provides an evaluation of a project's consumption of natural resources (such as water, asphalt, aggregate, wood, etc.) and use of energy supplies (such as coal for electricity; natural gas for heating; and fuel for aircraft, commercial space launch vehicles, or other ground vehicles).
- *Noise* - Noise is considered unwanted sound that can disturb routine activities (e.g., sleep, conversation, and student learning) and can cause annoyance. Aviation noise primarily results from the operation of fixed and rotary wing aircraft, such as departures, arrivals, overflights, taxiing, and engine run-ups.
- *Compatible Land Use* - The compatibility of land uses in the vicinity of an airport may also need to be assessed to ensure those uses do not adversely affect safe aircraft operations. Examples of such land uses that may adversely affect those operations include municipal landfills, wildlife refuges, wetland mitigation that may attract wildlife species hazardous to aviation, and unrestricted height zoning.
- *Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks* - Socioeconomics is an umbrella term used to describe aspects of

a project that are either social or economic in nature. A socioeconomic analysis evaluates how elements of the human environment such as population, employment, housing, and public services might be affected by the Proposed Project and alternative(s).

- *Visual Effects* – Visual effects deal broadly with the extent to which the Proposed Project or alternative(s) would either: 1) produce light emissions that create annoyance or interfere with activities; or 2) contrast with, or detract from, the visual resources and/or the visual character of the existing environment.
- *Water Resources*– Water resources generally include surface water, groundwater, floodplains, wetlands, and wild and scenic rivers.

5. ENVIRONMENTAL CONSEQUENCES

This chapter presents an assessment of the environmental impact categories identified in chapter 3 as having the potential to be impacted. An examination of each potentially impacted category is provided to determine if impacts are significant based on federal and state thresholds of significance. In addition, avoidance, minimization, and mitigation measures are identified for each potentially impacted category.

As discussed in Chapter 3 of the NEPA EA, the No-Action and the Proposed Project would not affect the following environmental resource categories:

- Coastal Resources
- Department of Transportation Act: Section 4(f)
- Hazardous Materials, Pollution Prevention, and Solid Waste
- Natural Resources and Energy Supply
- Socioeconomics, Environmental Justice, and Children’s Environmental Health and Safety Risks
- Farmlands
- Visual Effects

POTENTIAL IMPACTS AND MITIGATION MEASURES

With respect to each issue (or set of issues) described below in the various resource sections, the corresponding section of the DEIS will identify; the potential impacts of the proposed Project; and anticipated measures to avoid, minimize, and/or mitigate those impacts, as appropriate. The impacts and mitigation measures presented in these sections will include those related to the proposed 1,000 Foot Runway 1-19 Extension project’s operation as well as its construction.

POTENTIAL IMPACTS:

The Proposed Project has the potential to affect the following environmental resources categories:

- Air Quality
- Climate change
- Noise
- Compatible Land Use
- Biological Resources (Fish, Wildlife, and Plants)
- Water Resources (Surface Water, Groundwater, Floodplains, Wetlands, and Wild and Scenic Rivers)
- Historical, Architectural, Archaeological, and Cultural Resources
- Construction Impacts
- Cumulative Impacts

AIR QUALITY

Potentially significant air quality impacts would occur if the action would cause pollutant concentrations to exceed one or more of the National Ambient Air Quality Standards (NAAQS), as established by the Environmental Protection Agency under the Clean Air Act, for any of the time periods analyzed, or to increase the frequency or severity of any such existing violations.

The proposed project has the potential to impact air quality during construction activities.

As required by the FAA Air Quality Handbook, a construction emission inventory will be conducted, and best management practices will be recommended to reduce emissions of ozone.

CLIMATE CHANGE

Currently there are no federal or state standards for aviation-related greenhouse gas (GHG) emissions.

Construction activities related to the Proposed Project may affect air quality and greenhouse gases. As a result, an air quality analysis will be required and potential impacts to air quality and climate will be assessed.

NOISE

Noise is considered unwanted sound that can disturb routine activities (e.g., sleep, conversation, student learning) and can cause annoyance. Aviation noise primarily results from the operation of fixed and rotary wing aircraft, such as departures, arrivals, overflights, taxiing, and engine run-ups.

Since the Proposed Project includes extending the Runway 1 end and moving the runway threshold, a noise analysis and assessment of potential noise impacts is required. The determination of significance must be obtained through the use of noise contours and/or grid point analysis along with local land use information and general guidance.

COMPATIBLE LAND USE

The compatibility of existing and planned uses in the vicinity of an airport is usually associated with the extent of the airport's noise impacts. However, the compatibility of land uses in the vicinity of an airport may also need to be assessed to ensure those uses do not adversely affect safe aircraft operations. Examples of such land uses that may adversely affect those operations include municipal landfills, wildlife refuges, wetland mitigation that may attract wildlife species hazardous to aviation, and unrestricted height zoning.

Since the Proposed Project will require a noise analysis to assess noise impacts, there is the potential for noise related land use compatibility impacts.

FAA Advisory Circular 150/5200-33B, *Hazardous Wildlife Attractants on or Near Airports*, provides guidance on locating certain land uses, including wetlands creation, that have the potential to attract wildlife considered hazardous to airport operations on or within the vicinity of public-use airports. It also discusses airport development projects (including airport construction, expansion, and renovation) affecting aircraft movement near hazardous wildlife attractants. In addition, projects that involve a change in flight patterns should be reviewed for the potential increase in wildlife hazards.

BIOLOGICAL RESOURCES (FISH, WILDLIFE, AND PLANTS)

Factors that should be considered in assessing impacts include whether the action would have the potential for:

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

Based on consultation with NYS DEC and NYNHP and field surveys conducted by the NYNHP in June 2015, there are two rare ecological communities (Marl fen) located within the proposed project area. The first Marl fen is approximately 0.9 acres and located southwest of the Runway 1 end. The second Marl fen is approximately 0.08 acres and located directly south of the Runway 1 end.

The proposed project will require that the 0.08 acre Marl fen area be filled in order to comply with federal grading criteria for the runway safety area and result in a permanent loss of this community. In order to avoid impacts to the 0.9 acre Marl fen area, the preferred alternative was modified by relocating the glide slope antenna to the east side of the runway.

Compensatory mitigation is recommended for the loss of the 0.08 acre Marl fen. Compensatory mitigation can include enhancement, restoration, or creation. Enhancement is considered a mitigation activity that improves the size or function of degraded or other existing Marl fen. Restoration is considered a mitigation activity that re-establishes a former Marl fen. Creation is considered a mitigation activity that results in the formation of a new Marl fen.

In addition, the ecological communities (vegetative cover types) present within the 143 acre proposed project area provide habitat for a host of plants and animals. The existing vegetative cover types and habitat will be altered or lost due to the following construction activities:

- Vegetation clearing involves changing wooded and shrub dominated areas to grass dominated areas and generally maintains existing grades.
- Filling/grading involves the removal of all native vegetation, and establishing new grades according to design criteria. Grades are established for re-establishing turf to meet safety area standards, to promote proper drainage, and for preparation of pavement surfaces.

No impacts to federally listed threatened and endangered species is expected based on the results of a mist net survey and acoustic survey. No impacts to state listed rare plants are expected based on results of a rare plant survey.

WATER RESOURCES (SURFACE WATER, GROUNDWATER, FLOODPLAINS, WETLANDS, WILD & SCENIC RIVERS)

The proposed project will not impact groundwater resources, floodplains, or wild & scenic rivers. However, there is the potential to impact surface water resources (i.e. stormwater runoff, drainage patterns) related to filling, grading and construction activities. The project elements will be evaluated for the potential to adversely affect the water quality and the natural hydrology of the area. Potential adverse impacts to surface water can be avoided or minimized through careful design, proper construction practices, and maintenance of stormwater.

Based on wetland delineation, federal and state regulated wetlands and waterways will be permanently impacted by the proposed project (i.e. 10.57 acres of federal wetlands, 9.17 acres of

state wetlands, and 12.2 acres of state buffer area, and 0.17 acres of a tributary). There will also be temporary impacts related to vegetation removal.

Compensatory mitigation is recommended for the loss of wetlands and waterways. Compensatory mitigation can include wetland enhancement, preservation, restoration, and creation.

In addition, a minimization measures will be recommended during construction to reduce impacts adjacent wetlands, waterways, and the 0.9 acre marl fen.

HISTORICAL, ARCHITECTURAL, ARCHAEOLOGICAL, AND CULTURAL RESOURCES

An area of potential effects (APE) was identified based on the results of a Phase 1A/1B archeological survey prepared by Hartgen Archeological Associates, Inc., in March 2011. The APE is that portion of a project study area in which the project may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist.

It was determined the proposed project will not impact any historic sites or tribal resources. However, due to the projects proximity to archeological resources (map documented structures), an avoidance plan was prepared to avoid impacts to archeological resources.

CONSTRUCTION IMPACTS

Construction impacts often concern water and air quality effects and, to a lesser extent, noise. The State Pollutant Discharge Elimination System (SPDES) permitting program contained in Article 17 of the Environmental Conservation Law addresses stormwater discharges from construction activities that will involve soil disturbance of one or more acres.

Environmental impacts may result due to the use of construction equipment in the proposed project area and include noise, air quality, wildlife and vegetative cover types, surface waters, and wetlands. Construction impacts will be assessed using the same methodologies employed for each respective environmental impact category and mitigation measures will be identified to avoid, minimize, or mitigate construction related impacts.

CUMULATIVE IMPACTS

Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time. In order to determine cumulative impacts to the environment, projects occurring within the past three years and planned for the next five years will be evaluated.

UNAVOIDABLE ADVERSE IMPACTS

This section of the DEIS will identify impacts that are likely to occur despite mitigation measures, and will compare these unavoidable impacts to Project-related benefits. This section

will also identify general avoidance and mitigation measures (e.g., adherence to applicable regulatory requirements), and specific mitigation measures (e.g., development of a SWPPP).

IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES

Identification of those natural and man-made resources consumed, converted or otherwise made unavailable for future use as a consequence of the proposed action.

GROWTH INDUCING ASPECTS

Potential growth-inducing aspects generated by the project will be described and mitigation measures discussed, if necessary.

EFFECTS ON THE USE AND CONSERVATION OF ENERGY RESOURCES

A description of the effect of the proposed action on the short and long term use and conservation of energy resources will be provided including ways to reduce inefficient or unnecessary consumption during construction and long term operation.

PERMITS, REVIEWS, AND APPROVALS

Governmental agencies having approval over the project will be listed in this section, with the associated permits that will be required.

PUBLIC PARTICIPATION

The public participation program will be summarized in this section.

APPENDICES TO ACCOMPANY DEIS

The appendices will include a list of all underlying studies and reports relied upon in preparing the DEIS, technical exhibits and studies background information relevant to the proposed action such as the Scoping Document and other relevant SEQR documents, a list of involved and interested agencies, and relevant correspondence with involved agencies and persons (see Attachment 2 for a complete list of appendices).