



FEDERAL AVIATION ADMINISTRATION

EASTERN REGION
AIRPORTS DIVISION

**Short Environmental
Assessment Form
for
AIRPORT DEVELOPMENT
PROJECTS**



Airport Name: Canandaigua Airport Identifier: IUA

Project Title: Runway 13-31 Obstruction Removal and Avigation Easement Acquisition Project

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

Responsible FAA Official

Date

INSTRUCTIONS

THIS FORM IS FOR LIMITED USE ON SPECIFIC TYPES OF PROJECTS. AIRPORT SPONSORS MUST CONTACT YOUR LOCAL AIRPORTS DISTRICT OFFICE (ADO) ENVIRONMENTAL PROTECTION SPECIALIST (EPS) BEFORE COMPLETING THIS FORM.

This form was prepared by FAA Eastern Region Airports Division and can only be used for proposed projects in this region.

Introduction: This Short Environmental Assessment (EA), is based upon the guidance in Federal Aviation Administration (FAA) Orders 1050.1F – *Environmental Impacts: Policies and Procedures*, and the *Environmental Desk Reference for Airport Actions* and 5050.4B – *NEPA Implementing Instructions for Airport Actions*. These orders incorporate the Council on Environmental Quality's (CEQ) regulations for implementing the National Environmental Policy Act (NEPA), as well as US Department of Transportation environmental regulations, and other applicable federal statutes and regulations designed to protect the Nation's natural, historic, cultural, and archeological resources. The information provided by sponsors, with potential assistance from consultants, through the use of this form enables the FAA ADO offices to evaluate compliance with NEPA and the applicable special purpose laws.

Use: For situations in which this form may be considered, refer to the APPLICABILITY Section below. The local ADO has the final determination in the applicability of this form to a proposed Federal Action. Proper completion of the Form will allow the FAA to determine whether the proposed airport development project can be processed with a short EA, or whether a more detailed EA or EIS must be prepared. **If you have any questions on whether use of this form is appropriate for your project, or what information to provide, we recommend that you contact the environmental specialist in your local ADO.**

This Form is to be used in conjunction with applicable Orders, laws, and guidance documents, and in consultation with the appropriate resource agencies. Sponsors and their consultants should review the requirements of special purpose laws (See 5050.4B, Table 1-1 for a summary of applicable laws). Sufficient documentation is necessary to enable the FAA to assure compliance with all applicable environmental requirements. Accordingly, any required consultations, findings or determinations by federal and state agencies, or tribal governments, are to be coordinated, and completed if necessary, prior to submitting this form to FAA for review. Coordination with Tribal governments must be conducted through the FAA. We encourage sponsors to begin coordination with these entities as early as possible to provide for sufficient review time. Complete information will help FAA expedite its review. This Form meets the intent of a short EA while satisfying the regulatory requirements of NEPA for an EA. Use of this form acknowledges that all procedural requirements of NEPA or relevant special purpose laws still apply and that this form does not provide a means for circumvention of these requirements.

Submittal: When using this form for an airport project requesting *discretionary funding*, the documentation must be submitted to the local ADO by April 30th of the fiscal year preceding the fiscal year in which funding will be requested. When using this form for an airport project requesting *entitlement funding*, the documentation must be submitted to the local ADO by November 30th of the fiscal year in which the funding will be requested.

Availability: *An electronic version of this Short Form EA is available on-line at <http://www.faa.gov/airports/eastern/environmental/media/short-form-ea-final.docx>. Other sources of environmental information including guidance and regulatory documents are available on-line at http://www.faa.gov/airports_airtraffic/airports/environmental.*

APPLICABILITY

Local ADO EPSs make the final determinations for the applicability of this form. If you have questions as to whether the use of this form is appropriate for your project, contact your local EPS BEFORE using this form. Airport sponsors can consider the use of this form if the proposed project meets either Criteria 1 or Criteria 2, 3, and 4 collectively as follows:

- 1) It is normally categorically excluded (see paragraphs 5-6.1 through 5-6.6 in FAA Order 1050.1F) but, in this instance, involves at least one, but no more than two, extraordinary circumstance(s) that may significantly impact the human environment (see paragraph 5-2 in 1050.1F and the applicable resource chapter in the 1050.1F Desk reference).
- 2) The action is one that is not specifically listed as categorically excluded or normally requires an EA at a minimum (see paragraph 506 in FAA Order 5050.4B).
- 3) The proposed project and all connected actions must be comprised of Federal Airports Program actions, including:
 - (a) Approval of a project on an Airport Layout Plan (ALP),
 - (b) Approval of Airport Improvement Program (AIP) funding for airport development,
 - (c) Requests for conveyance of government land,
 - (d) Approval of release of airport land, or
 - (e) Approval of the use of Passenger Facility Charges (PFC).
- 4) The proposed project is not expected to have impacts to more than two of the resource categories defined in the 1050.1F Desk Reference.

This form cannot be used when any of the following circumstances apply:

- 1) The proposed action, including all connected actions, requires coordination with or approval by an FAA Line of Business or Staff Office other than the Airports Division. Examples include, but are not limited to, changes to runway thresholds, changes to flight procedures, changes to NAVAIDs, review by Regional Counsel, etc.
- 2) The proposed action, including all connected actions, requires coordination with another Federal Agency outside of the FAA.
- 3) The proposed action will likely result in the need to issue a Record of Decision.
- 4) The proposed action requires a construction period exceeding 3 years.

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- 5) The proposed action involves substantial public controversy on environmental grounds.
 - 6) The proposed project would have impacts to, or require mitigation to offset the impacts to more than two resources¹ as defined in the 1050.1F Desk Reference.
 - 7) The proposed project would involve any of the following analyses or documentation:
 - a. The development of a Section 4(f) Report for coordination with the Department of the Interior,
 - b. The use of any Native American lands or areas of religious or cultural significance,
 - c. The project emissions exceed any applicable *de minimis* thresholds for criteria pollutants under the National Ambient Air Quality Standards, or
 - d. The project would require noise modeling with AEDT 2b (or current version).

If a project is initiated using this form and any of the preceding circumstances are found to apply, the development of this form must be terminated and a standard Environmental Assessment or Environmental Impact Statement (if applicable) must be prepared.

¹ A resource is any one of the following: Air Quality; Biological Resources (including Threatened and Endangered Species); Climate; Coastal Resources; Section 4(f); Farmlands; Hazardous Materials, Solid Waste, and Pollution Prevention; Historical, Architectural, Archaeological, and Cultural Resources; Land Use; Natural Resources and Energy Supply; Noise and Noise-Compatible Land Use; Socioeconomics; Environmental Justice; Children's Environmental Health and Safety Risks; Visual Effects; Wetlands; Floodplains; Surface Waters; Groundwater; Wild and Scenic Rivers; and Cumulative Impacts.

Complete the following information:

Project Location

Airport Name: Canandaigua Airport Identifier: IUA
Airport Address: 2450 Brickyard Road City: Canandaigua County: Ontario County
State: NY Zip: 14424

Airport Sponsor Information

Point of Contact: Robert Mincer
Address: 2450 Brickyard Road
City: Canandaigua State: NY Zip: 14424
Telephone: 585-919-2772 Fax:
Email: Robert.mincer@co.ontario.ny.us

Evaluation Form Preparer Information

Point of Contact: Zachary Staff
Company (if not the sponsor): McFarland Johnson
Address: 49 Court Street
City: Binghamton State: NY Zip: 13902
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Email: zstaff@mjinc.com

1. Introduction/Background:

During the Airport Master Plan Update (AMPU) process, several penetrations to the Canandaigua Airport's (IUA or the Airport) approach surfaces were identified on and off airport property. The vegetation penetrates airport airspace that is divided into "imaginary surfaces" established by Title 14 Code of Federal Regulations (CFR) Part 77, *Safe, Efficient Use, and Preservation of the Navigable Airspace*, Order Engineering Brief (EB) No. 99, Changes to Table 3-2 and 3-4 of Federal Aviation Administration (FAA) Advisory Circular (AC) 150/5300-13A (Change 1) *Airport Design*, and Joint Order (JO) 6560.20C, *Siting Criteria for Automated Weather Observing Systems* (AWOS). Removal of the vegetation should be considered and reviewed to enhance the safety for aircraft using the Airport. The Airport is interested in removing vegetation obstructions on and off airport. For land with identified obstructions that are not currently owned by the Airport, obtaining avigation easements or fee-simple land acquisition is required for this project.

2. Project Description (List and clearly describe ALL components of project proposal including all connected actions). **Attach a map or drawing of the area with the location(s) of the proposed action(s) identified:**

The proposed project involves establishing avigation easements or fee-simple land acquisition agreements with eight off airport property owners. There is one parcel off Runway 13 that requires an easement or fee-simple acquisition of approximately 22 acres and there are seven parcels off Runway 31 that require a total of approximately 18 acres of easements and one approximate 37-acre parcel that is interested in fee-simple acquisition. The agreements would permit the Airport to remove existing vegetation that penetrates the identified approach surfaces, prevent the construction

of new facilities that penetrate the surfaces, and compensate the affected landowners based on the appraised fair market value of the land to be acquired in fee or the aviation easement area. The exact terms of the agreements will be on a case by case basis. It is expected that the acquisitions would occur on a willing seller basis however, the Airport Sponsor would consider use of eminent domain if an agreement cannot be reached. All acquisitions would be completed in accordance with removing trees to the stump to avoid ground disturbance.

Individual meetings with several of the affected landowners were held on May 6, 2019. Many landowners agreed with the sale of an aviation easement or the sale of land through fee-simple land acquisition, cut vegetation will be left on site for natural biodegradation, landowner reuse, or moved off-site for recovery, reuse or composting. No grubbing or stump grinding will be allowed to avoid ground disturbance. One landowner off the Runway 31 approach end (parcel 70.00-1-69.111) expressed interest in selling the entire parcel to the Airport. The Airport proposes the removal of approximately 2 acres of vegetation located on and off airport property near Runway 13 and the removal of approximately 16 acres of vegetation located on and off airport property near Runway 31. The proposed project is planned for the winter of 2021-2022.

Appendix A: Document Figures, Figure 1 identifies the vegetation on and off airport property and **Figures 2A-2I** identifies all off airport properties and locations of existing and proposed aviation easements or proposed fee-simple land acquisition and vegetation removal areas.

3. Project Purpose and Need:

The purpose of the proposed project is to obtain land use control and remove on and off airport vegetation obstructions to the Runway 13-31 approach and transitional surfaces. The proposed project is also intended to remove obstructions to the AWOS visibility sensor clear zone.

The Airport Master Plan Update completed in 2019 identified penetrations to the Part 77 Approach and Transitional Surfaces as well as the AWOS clear zone, as seen in **Figure 3**. The Part 77 Approach Surfaces start at the ends of Runway 13 and Runway 31, they have an inner width of 500 feet to correspond with the end of the Part 77 Primary Surface, which is 200 feet beyond each runway end. The Part 77 Approach Surface for Runway 13-31, with a non-precision approach, extends uniformly for a distance of 10,000 feet at a slope of 34 to 1 to an outer width of 3,500 feet. The Part 77 Transitional Surface extends outward and upward at right angles to the runway centerline from the sides of the Primary and Approach Surfaces at a slope of 7 to 1.

According to Part 77, the surfaces and standards described are used to determine obstructions to air navigation that may affect the safe and efficient use of navigable airspace and the operation of planned or existing air navigation and communication facilities. Such facilities include air navigation aids, communication equipment, airports, instrument approach or departure procedures, and approved off-airway routes. Objects that are considered obstructions under the standards described in Part 77 are presumed hazards to air navigation unless further aeronautical study concludes that the object is not a hazard. Once further aeronautical study has been initiated, the FAA will use the standards identified in Part 77, along with other FAA policy and guidance material, to determine if the object is a hazard to air navigation.

According to the FAA JO 6560.20C, the Airport's AWOS visibility sensor needs a clear zone of 300 feet and the wind sensor needs at least 500 feet of clearance for objects 15 feet lower than the height

of the sensor and 500 to 1,000 feet of clearance for objects 10 feet lower. Also, AWOS clearance needs to be to the north to ensure that the sensors work properly. An AWOS provides airport users with weather information, such as wind and cloud visibility coverage data.

IUA has an obligation to maintain the airspace surrounding the Airport, free of obstruction hazards for safe aircraft navigation and ensure that its equipment is working optimally. Additionally, the Airport's grant assurances under the FAA's Airport Improvement Program requires the Airport to ensure that the Airport and all facilities which are necessary to serve the aeronautical users at the Airport are operational at all times in a safe and serviceable condition and in accordance with the minimum standards as prescribed by applicable federal, state, and local agencies for maintenance and operation. The grant assurances require the Airport to take appropriate action to assure that airspace required to protect instrument and visual operations to the Airport will be adequately cleared and protected. By managing all the vegetation in the surfaces identified, the safety of airport users, aircraft, and people on the ground will be enhanced by ensuring safe operation of aircraft takeoffs and landings.

4. Describe the affected environment (existing conditions) and usgs in the vicinity of project:

The Airport is located in the suburban Town of Canandaigua in Upstate New York and is located just across North Street from the City of Canandaigua boundary. To the west of the Airport is rural agricultural/residential land and to the east is commercial/industrial businesses, a recreational golf course, and residential land. The proposed project occurs on and off airport property. For project location, refer to **Figure 4**.

The properties off Runway 31 that the Airport is interested in obtaining avigation easements or fee-simple ownership for are residential, vacant land, and commercial. Parcel 70.00-1-46.000 is a single-family residence on Brickyard Road. The vacant lands are located on Brickyard Road (Parcel 70.00-1-47.100) and North Street (Parcels 70.00-1-69.111, 70.00-1-69.112, 70.00-1-75.110, and 70.00-1-75.120). The owner of Parcel 70.00-1-69.111 is interested in selling the property to the Airport. Parcels 70.00-1-75.120 and 70.00-1-49.113 are located in the Ontario County Agricultural District # 1 and are preserved under the NYS Farmland Protection Implementation Program and the Federal Farmland Protection Policy Act (FPPA) (refer to **Figure 5**). The two commercial properties on North Street are a machine shop (Parcel 70.00-1-52.110) and a boat dealer (Parcel 70.00-1-49.113). The portions of the properties that the Airport is seeking easements or fee-simple acquisition are undeveloped vacant forest and/or grassy fields (refer to **Figures 2A-2I**).

The property off Runway 13 that has vegetation penetrations is an agricultural field with strips of trees. The land is located in the Ontario County Agricultural District # 1 (refer to **Figure 5**). The property is owned by Catalpa Farms and is preserved under the NYS Farmland Protection Implementation Program and FPPA.

Other environmental concerns, there are some vegetation penetration areas on-airport property that are located in or near wetlands that were delineated during the AMPU (refer to **Figure 6**) and an archeological study was conducted in 2005 and archeologically sensitive areas were identified on and off airport property. In 2012, the NY State Historic Preservation Office (SHPO) concluded that the following avoidance measures should be implemented in archeological sensitive areas: no ground disturbance within 50 feet of the site, place temporary fencing around the 50-foot buffer, and mark it as an "Environmentally Sensitive Area". An archeological sensitive area off airport

property will require a 50-foot buffer around it and no vehicles will be allowed during vegetation removal to avoid ground disturbance. The location of the archeological sensitive area is confidential. The 2012 SHPO correspondence is located in **Appendix B: Agencies Correspondence.**

5. Alternatives to the Project: Describe any other reasonable actions that may feasibly substitute for the proposed project, and include a description of the “No Action” alternative. If there are no feasible or reasonable alternatives to the proposed project, explain why (attach alternatives drawings as applicable):

Proposed Action:

During the AMPU approximately 18 acres of vegetation was identified penetrating the Airport’s Part 77 surfaces and the AWOS clear zone, on and off airport property. In order for the Airport to control the airspace off airport, avigation easements or the fee-simple acquisition of property for eight off airport properties must be obtained. The Airport and the property owner will have to finalize land agreements, then the Airport can remove the off airport vegetation. All vegetation obstructions will be removed, leaving the stumps to avoid ground disturbances. The proposed action is to ensure the safety of the Airport by having obstruction-free airspace for aircraft and to ensure that the AWOS is working properly for airport users.

Alternative 1 Considered and Dismissed:

The landowner off Runway 13 (parcel 69.00-1-7.110) is interested in adding light(s) to identify tree obstruction(s), so pilots are made aware of the obstruction without having to remove the vegetation. This alternative considers lighting the tree obstruction by installing a pole with a light or attaching the light to the tree.

- An easement would be required for ground access, installation, and maintenance of the light.
- Installation and lifetime maintenance costs are significantly higher than cutting the tree.
- Trees grow, so the light/pole would need to be replaced or raised periodically.
- Attaching a light to a tree isn’t a viable alternative because the light may be jeopardized by the growth patterns of the tree and accessing the light for maintenance would be difficult.

Alternative 1 was considered and was dismissed, lightening tree obstruction is not a viable option.

Explanation for Dismissal:

Alternative 1 was considered and dismissed due to it becoming tedious to maintain and invasive due to vehicle access and ground disturbance. Additionally, as the tree continues to grow, it is possible that the tree may ultimately exceed the height of the pole-mounted obstruction light or the obstruction light will not be properly visible.

No Action Alternative Considered and Dismissed:

Due to the nature of the Part 77 imaginary surfaces beginning at the end of the runways, in some cases displacing the threshold is a viable option to avoid obstruction removal. However, in this situation, shifting the runway thresholds/imaginary surfaces would remove 1,025 feet of pavement from the Runway 13 end and 3,550 feet from the Runway 31 end, leaving a negligible amount of the 5,500-foot runway and substantially reducing its viability. If no action is taken, the vegetation will continue to grow and further penetrate the imaginary surfaces, the ramifications would be that airspace surrounding the Airport would become unsafe for aircraft and the vegetation would cause the AWOS to not work properly and it would be taken out of service. The no action alternative was considered and was dismissed, if no action is taken the functionality of the Airport will be hindered and unsafe.

Explanation for Dismissal:

The no action alternative does not comply with the requirements of the FAA. By complying with regulations, the Part 77 surfaces, and the AWOS clear zone will be obstruction free, therefore creating a safe airspace for aircraft and allowing the AWOS to work correctly for airport users.

6. Environmental Consequences – Special Impact Categories (refer to the Instructions page and corresponding sections in 1050.1F, the 1050.1F Desk Reference, and the Desk Reference for Airports Actions for more information and direction. Note that when the 1050.1F Desk Reference and Desk Reference for Airports Actions provide conflicting guidance, the 1050.1F Desk Reference takes precedence. The analysis under each section must comply with the requirements and significance thresholds as described in the Desk Reference).

(A) AIR QUALITY

(1) Will the proposed project(s) cause or create a reasonably foreseeable emission increase? Prepare an air quality assessment and disclose the results. Discuss the applicable regulatory criterion and/or thresholds that will be applied to the results, the specific methodologies, data sources and assumptions used; including the supporting documentation and consultation with federal, state, tribal, or local air quality agencies.

The proposed project of obtaining off airport property agreements and subsequent vegetation removals surrounding the existing runway will result in no change to the airside or landside capacity at the Airport, including its capacity to handle ground vehicle traffic. Thus, no emission increase is anticipated as a result of this project. During vegetation removal some emissions may be created by vehicles, handheld chainsaws, and wood chippers, but the emissions will be negligible.

(2) Are there any project components containing unusual circumstances, such as emissions sources in close proximity to areas where the public has access or other considerations that may warrant further analysis? If no, proceed to (c); if yes, an analysis of ambient pollutant concentrations may be necessary. Contact your local ADO regarding how to proceed with the analysis.

The project will not create an emission source in close proximity to areas where the public has access or any other circumstances the warrant further analysis.

(3) Is the proposed project(s) located in a nonattainment or maintenance area for the National Ambient Air Quality Standards (NAAQS) established under the Clean Air Act?

The proposed project is not located in a NAAQS nonattainment or maintenance area.

4) Are all components of the proposed project, including all connected actions, listed as exempt or presumed to conform (See FRN, vol.72 no. 145, pg. 41565)? If yes, cite exemption and go to (B) Biological Resources. If no, go to (e).

Yes, all components of the proposed project are listed as exempt or presumed to conform under the following exemptions:

- 1) II. Existing Exemptions, 2. Routine Maintenance and Repair Activities [40 CFR 93.153(c)(2)(iv)], General Landscaping
- 2) II. Existing Exemptions, 5. Actions (or Portions Thereof) Associated With Transfers of Land, Facilities, Title, and Real Properties Through an Enforceable Contract or Lease Agreement Where the Delivery of the Deed Is Required To Occur Promptly After a Specific, Reasonable Condition Is Met, Such as Promptly After the Land Is Certified as Meeting the Requirements of Comprehensive Environmental Response, Compensation and Liability Act (CERCLA), and Where the Federal Agency Does Not Retain Continuing Authority To Control Emissions Associated With the Lands, Facilities, Title, or Real Properties [40 CFR 93.153(c)(2)(xix)], Aviation easement acquisition.

(5) Would the net emissions from the project result in exceedances of the applicable *de minimis* threshold (reference 1050.1F Desk Reference and the *Aviation Emissions and Air Quality Handbook* for guidance) of the criteria pollutant for which the county is in non-attainment or maintenance? If no, go to (B) Biological Resources. If yes, stop development of this form and prepare a standard Environmental Assessment.

Not applicable to this project.

(B) BIOLOGICAL RESOURCES

Describe the potential of the proposed project to directly or indirectly impact fish, wildlife, and plant communities and/or the displacement of wildlife. Be sure to identify any state or federal species of concern (Candidate, Threatened or Endangered).

1) Are there any candidate, threatened, or endangered species listed in or near the project area?

McFarland Johnson conducted a review of the NYSDEC Environmental Resource Mapper on November 26, 2018. The review did not indicate any known State rare plant or animals or significant natural communities in the vicinity of the Airport. However, according to the Official Species List obtained from the United States Fish and Wildlife Service (USFWS) on November 12, 2018, the State and federally-listed threatened northern long-eared bat (*Myotis septentrionalis*) may occur in the vicinity of the project area. A copy of the Official Species List is provided in **Appendix B**.

(2) Will the action have any long-term or permanent loss of unlisted plants or wildlife species?

The unlisted plant and wildlife species identified within the project area are common and secure within the region and in New York. The project will not result in any long-term or permanent loss of unlisted plants or wildlife species.

(3) Will the action adversely impact any species of concern or their habitat?

Based on currently available data from the NYSDEC (dated June 28, 2018), there was no reported known winter or summer occurrences of northern long-eared bat in Ontario County, nor is the project located within 5 miles of a known hibernation site or 1.5 miles of a documented summer occurrence of northern long-eared bat (<http://www.dec.ny.gov/animals/106090.html>). Based on this information, the project is not considered by the NYSDEC to be located within occupied habitat, and therefore no NYSDEC Incidental Take Permit is required under 6 NYCRR Part 182.

Based on USFWS New York Field Office general guidance, the Airport will implement a voluntary conservation measure by conducting no tree removal between April 1 and August 1 to avoid potential affects to northern long-eared bats and migratory birds. The project is planned to be executed during winter months.

(4) Will the action result in substantial loss, reduction, degradation, disturbance, or fragmentation of native species habitats or populations?

The habitats identified within the project area are common and secure within the region and in New York. The project should not result in substantial loss, reduction, degradation, disturbance, or fragmentation of native species habitats or populations.

(5) Will the action have adverse impacts on a species' reproduction rates or mortality rate or ability to sustain population levels?

The project will not result in adverse impacts on a species' reproduction rates or mortality rate or ability to sustain population levels.

(6) Are there any habitats, classified as critical by the federal or state agency with jurisdiction, impacted by the proposed project?

Based on information provided by the NYSDEC and USFWS, there are no designated critical habitats or habitat types in the vicinity of the project area.

(7) Would the proposed project affect species protected under the Migratory Bird Act? (If **Yes**, contact the local ADO).

The proposed project will involve the vegetation removal of approximately 18 acres that could serve as potential nesting and breeding habitat for migratory birds. The implementation of the tree cutting restriction from April 1 to August 1 will mitigate potential effects to northern long-eared bats will also serve to minimize potential effects to migratory birds. As a result, the project should have no significant effect on birds protected under the Migratory Bird Treaty Act.

If the answer to any of the above is "Yes", consult with the USWFS and appropriate state agencies and provide all correspondence and documentation.

(C) CLIMATE

(1) Would the proposed project or alternative(s) result in the increase or decrease of emissions of Greenhouse gases (GHG)? If neither, this should be briefly explained and no further analysis is required and proceed to (D) Coastal Resources.

The proposed project will result in a temporarily minor increase in GHG emissions from the use of vegetation removal equipment such as vehicles, handheld chainsaws, and wood chippers. As discussed previously, the acquisitions of avigation easements or land in fee-simple ownership and vegetation removal around the existing runway and AWOS will result in no change to the airside or landside use or capacity at the Airport, therefore no permanent change or increase of GHG emissions is anticipated.

(2) Will the proposed project or alternative(s) result in a net decrease in GHG emissions (as indicated by quantitative data or proxy measures such as reduction in fuel burn, delay, or flight operations)? A brief statement describing the factual basis for this conclusion is sufficient.

(3) Will the proposed project or alternative(s) result in an increase in GHG emissions? Emissions should be assessed either qualitatively or quantitatively as described in 1050.1F Desk Reference or Aviation Emissions and Air Quality Handbook.

(D) COASTAL RESOURCES

(1) Would the proposed project occur in a coastal zone, or affect the use of a coastal resource, as defined by your state's Coastal Zone Management Plan (CZMP)? Explain.

The project is not located within a Coastal Zone Management Area. As a result, Coastal Zone Management Act regulations will not apply to the project.

(2) If **Yes**, is the project consistent with the State's CZMP? (If applicable, attach the sponsor's consistency certification and the state's concurrence of that certification).

Not applicable to this project.

(3) Is the location of the proposed project within the Coastal Barrier Resources System? (If **Yes**, and the project would receive federal funding, coordinate with the FWS and attach record of consultation).

The project is not located within the Coastal Barrier Resources System. Therefore, Coastal Barrier regulations will not apply to proposed airport project.

(E) SECTION 4(f) RESOURCES

(1) Does the proposed project have an impact on any publicly owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state, or local significance, or an historic site of national, state, or local significance? Specify if the use will be physical (an actual taking of the property) or constructive (i.e. activities, features, or attributes of the Section 4 (f) property are substantially impaired.) If the answer is "No," proceed to (F) Farmlands.

No public park or recreational land or wildlife/waterfowl refuge will be impacted by this project.

However, there is a site of historic significance located in the proposed project area, off airport property their site is an archeological “Environmentally Sensitive Area” and grounds within a 50-foot buffer of the site must remain undisturbed. As a result, no ground disturbance will occur with this project. Trees and other vegetation will be removed, but stumps will remain. Therefore, no Section 4(f) Resources will be impaired by this project.

(2) Is a *De Minimis* impact determination recommended? If “yes”, please provide; supporting documentation that this impact will not substantially impair or adversely affect the activities, features, or attributes of the Section 4 (f) property; a Section 106 finding of “no adverse effect” if historic properties are involved; any mitigation measures; a letter from the official with jurisdiction concurring with the recommended *de minimis* finding; and proof of public involvement. (See Section 5.3.3 of 1050.1F Desk Reference). If “No,” stop development of this form and prepare a standard Environmental Assessment.

(F) FARMLANDS

Does the project involve acquisition of farmland, or use of farmland, that would be converted to non-agricultural use and is protected by the Federal Farmland Protection Policy Act (FPPA)? (If **Yes**, attach record of coordination with the Natural Resources Conservation Service (NRCS), including form AD-1006.)

Yes, the project does involve the acquisition of an avigation easement and vegetation removal on farmland property near the Runway 13-31 ends. The parcel 69.00-1-7.110 off the Runway 13 end is owned by Catalpa Farms and the parcels off Runway 31 are parcel 70.00-1-75.120 owned by the Town of Canandaigua and 70.00-1-49.113 is owned by Marine Blue Properties. All three parcels are in the Ontario County Agricultural District # 1 (refer to **Figure 5**). Parcel 69.00-1-7.110 is preserved under the New York State Farmland Protection Implementation Program.

The Airport is interested in acquiring an avigation easement of approximately 22 acres of farmland. Article 25-AA of the New York State Agriculture and Markets Law, Section 305(4), protects farmlands by requiring a Notice of Intent (NOI) and public review procedure for acquisition of more than one acre from any actively operated farm in an Agricultural District or a cumulative total of more than ten acres in any Agricultural District. Therefore, a NOI is required prior to acquisition. However, if the acquisition of the farmland is from a willing seller, the landowner may complete a waiver form in lieu of a NOI filing. Given the acquisitions are expected to occur on a willing seller basis, it is expected the sellers will complete a NOI Waiver.

The avigation easement will not prohibit agricultural use of the land, but there will be height limitations on future objects and vegetation. According to **Figure 3**, the height restriction for parcel 69.00-1-7.110 is approximately 30 feet at its closest point to the runway, increasing to approximately 60 feet, and the height restriction for parcels 70.00-1-75.120 and 70.00-1-49.113 is approximately 50 feet. Typical farm equipment with the height of 10-20 feet will not be affected by the height restrictions.

Airport expansion is subject to FPPA if prime farmland is present and the proposed project may irreversibly convert farmland (directly or indirectly) to nonagricultural use. The proposed easement area for parcel 69.00-1-7.110 has soil categorized as prime farmland, farmland of statewide importance, and prime farmland if drained. The proposed easement areas for parcels 70.00-1-75.120 and 70.00-1-49.113 have soil that is designated as prime farmland if drained. For farmland soil

classifications refer to **Figure 7** and **Appendix B: Farmland Classification**. Parcel 70.00-1-75.120 is vacant land that is not being used as farmland and parcel 70.00-1-49.113 is owned by Marine Blue Properties. About a third of the property is being used for Marine Blue boating center and the remainder is vacant. The acquisition of avigation easements to preclude penetrations to the imaginary surfaces within this area will not prevent continued or future agricultural use within these areas. As typical farm equipment measures approximately 20 feet in height, and the easement at the lowest point is approximately 30 feet above ground, the presence of farm equipment and crops within the easement areas will not penetrate the easement surfaces. As a result, the proposed action will not irreversibly convert the active farmland on Parcel 69.00-1-7.110 to nonagricultural use or preclude future agricultural operations on Parcels 70.00-1-75.120 and 70.00-1-49.113. As a result, future analysis under FPPA is not required.

(G) HAZARDOUS MATERIALS, SOLID WASTE, AND POLLUTION PREVENTION

(1) Would the proposed project involve the use of land that may contain hazardous materials or cause potential contamination from hazardous materials? (If Yes, attach record of consultation with appropriate agencies). Explain.

On November 21, 2018, the NYSDEC Environmental Site Database and Nationwide Environmental Title Research Online (NETRO) was accessed to see if there was record of hazardous materials on the Airport or on the parcels of interest. No recorded hazardous material was found on or off Airport in the project area.

(2) Would the operation and/or construction of the project generate significant amounts of solid waste? If **Yes**, are local disposal facilities capable of handling the additional volumes of waste resulting from the project? Explain.

Solid waste generated from this project will be limited to "green waste" from the removal of vegetation. All green waste generated from this project will be left on site for natural biodegradation, landowner reuse, or will be removed. There will be no significant landfill disposal of solid wastes as a result of this project.

(3) Will the project produce an appreciable different quantity or type of hazardous waste? Will there be any potential impacts that could adversely affect human health or the environment?

The project will not result in the production of or exposure to petroleum, chemical or hazardous wastes. No impacts that could adversely affect human health or the environment are anticipated.

(H) HISTORIC, ARCHITECTURAL, ARCHEOLOGICAL, AND CULTURAL RESOURCES

(1) Describe any impact the proposed project might have on any properties listed in, or eligible for inclusion in the National Register of Historic Places. (Include a record of your consultation and response with the State or Tribal Historic Preservation Officer (S/THPO)).

The NY SHPO was consulted and a response from SHPO was received June 3, 2019. SHPO "determined that no historic properties will be affected by" this project. Especially, since ground disturbance will be avoided, stumps will remain during vegetation removal. A copy of the 2019 SHPO correspondence is provided in **Appendix B**.

(2) Describe any impacts to archeological resources as a result of the proposed project. (Include a record of consultation with persons or organizations with relevant expertise, including the S/THPO, if applicable).

Little to no earth disturbance is anticipated since the project calls for the trees to be removed, but the stumps remain. Based on this information, SHPO has determined that the project should have no effect on historic or cultural resources. A copy of the 2019 SHPO correspondence is provided in **Appendix B.**

(I) LAND USE

(1) Would the proposed project result in other (besides noise) impacts that have land use ramifications, such as disruption of communities, relocation of residences or businesses, or impact natural resource areas? Explain.

The project consists of establishing avigation easements or the acquisition of land in fee-simple if preferred by the owner, and the removal of vegetation. No substantive change in land use is anticipated within the project area. This project will not result in the disruptions to local communities, or cause relocation of residences or businesses.

(2) Would the proposed project be located near or create a wildlife hazard as defined in FAA Advisory Circular 150/5200-33, "Wildlife Hazards On and Near Airports"? Explain.

The project was reviewed by a FAA Qualified Airport Wildlife Biologist. It was determined that this project will not create or enhance an existing wildlife hazard as defined in FAA AC 15/5200-33B, *Hazardous Wildlife Attractants On or Near Airports*. Specifically the project will not involve the construction or expansion of waste disposal operations, water management facilities, wetlands, dredge spoil containment areas, agricultural activities of any kind, or golf courses. In addition, the project does not involve landscaping activities that could potentially attract hazardous wildlife to the area.

(2) Include documentation to support sponsor's assurance under 49 U.S.C. § 47107 (a) (10), of the 1982 Airport Act, that appropriate actions will be taken, to the extent reasonable, to restrict land use to purposes compatible with normal airport operations.

The acquisition of avigation easements or land through fee-simple ownership are designed to gain property rights in order to maintain the right of flight for passage of aircraft in the airspace at or above specified area specific minimum elevations, as well as the right to cause in specified airspace such noise, vibrations, fumes, dust, and fuel particulates, as may be inherent in or useful for the operation of aircraft used in the airspace for landing at, taking off from, or operation at or near the Airport in accordance with the 1982 Airport Act and FAA AC 150/5100-17, *Land Acquisition and Relocation Assistance for Airport Improvement Program Assisted Projects*.

(J) NATURAL RESOURCES AND ENERGY SUPPLY

What effect would the project have on natural resource and energy consumption? (Attach record of consultations with local public utilities or suppliers if appropriate)

The project will not result in an increase in demand on local existing or planned utilities, involve the use of scarce materials or resources during vegetation removal, or result in an increase in aircraft fuel

use, aircraft takeoffs and landings will remain the same. Based on the nature and scale of the project, it should not have a significant effect on natural resources or energy consumption.

(K) NOISE AND NOISE-COMPATIBLE LAND USE

Will the project increase noise by DNL 1.5 dB or more for a noise sensitive area that is exposed to noise at or above the DNL 65 dB noise exposure level, or that will be exposed at or above the DNL 65 dB level due to a DNL 1.5 dB or greater increase, when compared to the no action alternative for the same timeframe? (Use AEM as a screening tool and AEDT 2b as appropriate. See FAA Order 1050.1F Desk Reference, Chapter 11, or FAA Order 1050.1F, Appendix B, for further guidance). Please provide all information used to reach your conclusion. If yes, contact your local ADO.

No, the proposed project includes the removal of vegetation and the acquisition of avigation easements or land through fee-simple ownership and will not lead to an increase in aircraft operations, a change in the fleet using the Airport, or a change in approach of departure paths for aircraft. As a result, the project will not increase noise beyond current levels upon completion.

(L) SOCIOECONOMICS, ENVIRONMENTAL JUSTICE, and CHILDREN'S HEALTH and SAFETY RISKS

(1) Would the project cause an alteration in surface traffic patterns, or cause a noticeable increase in surface traffic congestion or decrease in Level of Service?

The proposed project will have no effect on surface traffic patterns, surface traffic congestion, or Level of Service in the surrounding community.

(2) Would the project cause induced, or secondary, socioeconomic impacts to surrounding communities, such as changes to business and economic activity in a community; impact public service demands; induce shifts in population movement and growth, etc.?

The project is not of a scale to cause induced, secondary, or socioeconomic impacts. The project does not require residential or business relocation, alter transportation patterns, divide or disrupt established communities, disrupt orderly, planned development, nor create an appreciable change in employment, no significant social impacts are expected.

(3) Would the project have a disproportionate impact on minority and/or low-income communities? Consider human health, social, economic, and environmental issues in your evaluation. Refer to DOT Order 5610.2(a) which provides the definition for the types of adverse impacts that should be considered when assessing impacts to environmental justice populations.

The proposed project will not have a disproportionate impact on minority and/or low-income communities. The project area does not include a NYSDEC identified environmental justice area. Just compensation will be provided to all property owners who agree to avigation easements or request fee-simple land acquisition. The location of the project is fixed to airport property and eight adjacent parcels, one located at the Runway 13 end and the others are near the Runway 31 end. The owners of properties where avigation easements are to be acquired or land would be acquired by fee-simple would sell their rights voluntarily and will be reimbursed in accordance with FAA AC 150/5100-17, *Land Acquisition and Relocation Assistance for Airport Improvement Program Assisted Projects*. An appraiser will be contracted to complete appraisals on each property prior to the start of any negotiations. The project has no impact on the health, social, economic, and environment of any

persons involved or in the project vicinity and will increase the safety of these residents through the removal of obstructive vegetation.

(4) Would the project have the potential to lead to a disproportionate health or safety risk to children?

The proposed project will not create or make more readily available products or substances that a child is likely to come in contact with through air, food, drinking water, recreational waters, or soil that could lead to a disproportionate health or safety risk. As a result, there should be no significant impacts to children's health or safety.

If the answer is "YES" to any of the above, please explain the nature and degree of the impact. Also provide a description of mitigation measures which would be considered to reduce any adverse impacts.

Not applicable to this project.

(M) VISUAL EFFECTS INCLUDING LIGHT EMISSIONS

(1) Would the project have the potential to create annoyance or interfere with normal activities from light emissions for nearby residents?

The project does not involve the construction of additional lighting at the Airport or create pathways of additional exposure to existing lighting at the Airport such that it would result in an increase in annoyance or interference with normal activities of nearby residents.

(2) Would the project have the potential to affect the visual character of nearby areas due to light emissions?

The removal of trees could cause some light emissions from airport property. However, the Airport's lighting system is controlled by aircraft and only used when needed. The Airport is not located in a heavy residential area and no major impacts are expected. Some removal areas are only a portion of the forested area, leaving vegetative screening in place. However, if neighbors have issues, screening enhancements can be made by a case by case basis.

(3) Would the project have the potential to block or obstruct views of visual resources?

The project involves the removal of existing vegetation, and therefore will not result in the blocking or obstructing of visual resources in the vicinity of the project area.

If the answer is "YES" to any of the above, please explain the nature and degree of the impact using graphic materials. Also provide a description of mitigation measures which would be considered to reduce any adverse impacts.

Not applicable to this project.

(N) WATER RESOURCES (INCLUDING WETLANDS, FLOODPLAINS, SURFACE WATERS, GROUNDWATER, AND WILD AND SCENIC RIVERS)

(1) WETLANDS

(a) Does the proposed project involve federal or state regulated wetlands or non-jurisdictional wetlands? (Contact USFWS or appropriate state natural resource agencies if protected resources are affected) (Wetlands must be delineated using methods in the US Army Corps of Engineers 1987 Wetland Delineation Manual. Delineations must be performed by a person certified in wetlands delineation Document coordination with the resource agencies).

There are some USFWS National Wetland Inventory (NWI) water resources in the project area. NWI resources are shown on **Figure 8**. The NWI indicates the possibility of a wetland. No NYSDEC mapped wetlands are present in the project area.

Qualified Wetland Specialists have delineated the Airport property for wetlands during the AMPU and for other recent projects. In early November 2018, a wetland and surface water screening were conducted off and on Airport property near the Runway 31 end. As a result, inferred wetlands boundaries were created. Some vegetation removal areas have wetlands in or near them. When removing the vegetation, care will have to be taken to identify wetland locations and use hand tools to remove the trees. Stumps will remain to avoid ground disturbance. **Figure 6** shows delineated and inferred wetlands. In **Figure 6** in inset 2, the wetland located in the vegetation removal area has a jurisdictional determination. No wetland delineation was conducted on the Runway 13 off airport parcel because the property owner did not permit access. Once property access is obtained a wetland review will be conducted prior to obstruction removal or disturbance.

(b) If yes, does the project qualify for an Army Corps of Engineers General permit? (Document coordination with the Corps).

The project will be conducted without mechanized ground disturbance therefore it is not regulated under Section 404 of the Clean Water Act. No Corps of Engineers permits are required.

(c) If there are wetlands impacts, are there feasible mitigation alternatives? Explain.

Not applicable to this project.

(d) If there are wetlands impacts, describe the measures to be taken to comply with Executive Order 11990, Protection of Wetlands.

No wetland impacts will occur because no ground disturbance will occur, when trees are removed the stumps will remain and only hand tools will be used in wetland areas, therefore, the project will be in compliance with Executive Order 11990.

(2) FLOODPLAINS

(a) Would the proposed project be located in, or would it encroach upon, any 100-year floodplains, as designated by the Federal Emergency Management Agency (FEMA)?

According the FEMA Flood Insurance Rate Maps (FIRMs) effective March 3, 1997, the Airport and the surrounding project area are not located in or near 100-year floodplain, they are located in Zone X, which are areas outside of the 500-year floodplain. To see the FIRMs, refer to **Figure 9**.

(b) If Yes, would the project cause notable adverse impacts on natural and beneficial floodplain values as defined in Paragraph 4.k of DOT Order 5620.2, *Floodplain Management and Protection*?

Not applicable to this project.

(c) If Yes, attach the corresponding FEMA Flood Insurance Rate Map (FIRM) and describe the measures to be taken to comply with Executive Order 11988, including the public notice requirements.

Not applicable to this project.

(3) SURFACE WATERS

(a) Would the project impact surface waters such that water quality standards set by Federal, state, local, or tribal regulatory agencies would be exceeded or would the project have the potential to contaminate a public drinking water supply such that public health may be adversely affected?

There is a delineated stream located in the project area (refer to **Figure 6**, inset 1). Stumps will remain to avoid ground disturbance; therefore, no surface waters or public drinking water supply will be affected by this project.

(b) Would the water quality impacts associated with the project cause concerns for applicable permitting agencies or require mitigation in order to obtain a permit?

The are no anticipated water quality impacts associated with the project.

If the answer to any of the above questions is “Yes”, consult with the USEPA or other appropriate Federal and/or state regulatory and permitting agencies and provide all agency correspondence.

Not applicable to this project.

(4) GROUNDWATER

(a) Would the project impact groundwater such that water quality standards set by Federal, state, local, or tribal regulatory agencies would be exceeded or would the project have the potential to contaminate an aquifer used for public water supply such that public health may be adversely affected?

The project area is not located over an EPA designated sole-source aquifer or NYSDEC designated primary or principal aquifer. Based on the size and nature of the project, no significant impacts to groundwater or water quality are anticipated as result of the project.

(b) Would the groundwater impacts associated with the project cause concerns for applicable permitting agencies or require mitigation in order to obtain a permit?

The are no anticipated groundwater impacts associated with the project.

(c) Is the project to be located over an EPA-designated Sole Source Aquifer?

The project area is not located over an EPA-designated Sole-Source Aquifer.

If the answer to any of the above questions is “Yes”, consult with the USEPA or other appropriate Federal and/or state regulatory and permitting agencies and provide all agency correspondence as an attachment to this form.

Not applicable to this project.

(5) WILD AND SCENIC RIVERS

Would the proposed project affect a river segment that is listed in the Wild and Scenic River System or Nationwide River Inventory (NRI)? (If Yes, coordinate with the jurisdictional agency and attach record of consultation).

The proposed project does not affect river segments listed in the Wild and Scenic River System or NRI because there are no river segments in the vicinity of the project.

(O) CUMULATIVE IMPACTS

Discuss impacts from past, present, and reasonably foreseeable future projects both on and off the airport. Would the proposed project produce a cumulative effect on any of the environmental impact categories above? Consider projects that are connected and may have common timing and/or location. For purposes of this Form, generally use 3 years for past projects and 5 years for future foreseeable projects.

Over the past three years, the two significant airport construction projects are the Terminal Apron (Phase I) Rehabilitation completed in 2018 and the construction of the Snow Removal Equipment Building that started spring 2019.

In the next five years, the major projects listed on the 2018-2022 Airport Capital Improvement Plan (ACIP) are the following:

- Construct GA Terminal
- Design, Rehabilitate, and Widen Taxiway
- Design Terminal Apron (Phase II)

The proposed projects are dependent upon New York Department of Transportation (NYSDOT) and FAA grant funding availability.

As described within this document, implementation of the proposed project would not significantly affect environmental resources. The ACIP proposed projects listed above will occur within previously developed areas on airport property and are designed to meet the existing needs of the Airport. Construction associated with the identified proposed projects, may temporarily affect air, noise, and/or water quality, however best management practices (BMPs) will be employed to minimize any temporary adverse effects.

In conclusion, the project should not produce a cumulative effect on any of the environmental impact categories identified within this document.

7. PERMITS

List all required permits for the proposed project. Has coordination with the appropriate agency commenced? What feedback has the appropriate agency offered in reference to the proposed project? What is the expected time frame for permit review and decision?

No permits are required for this project.

8. MITIGATION

Describe those mitigation measures to be taken to avoid creation of significant impacts to a particular resource as a result of the proposed project, and include a discussion of any impacts that cannot be mitigated.

Mitigation measures will be employed during vegetation removal to minimize potential biological and ecological impacts associated with the project. All stumps will remain to avoid ground disturbance. When removing vegetation on the “Environmentally Sensitive” parcel there will be a 50-foot buffered area that will require hand tools for vegetation removal and no vehicles on site to avoid impact. Similarly, for the vegetation removal areas located in or near wetlands, care will be taken to identify wetland locations and use hand tools to drop the trees and stumps will remain to avoid ground disturbance. Also, vegetation removal will take place in the winter, no vegetation removal will occur between April 1 and August 1 to minimize potential project impacts to northern long-eared bat and migratory birds.

9. PUBLIC INVOLVEMENT

Describe the public review process and any comments received. Include copies of Public Notices and proof of publication.

This Draft EA will be available for public review in the Canandaigua Airport Manager’s Office as well as at the Wood Library. A public notice of availability will also be published in the Canandaigua Daily Messenger and Finger Lakes Times.

10. LIST OF ATTACHMENTS

Appendix A: Document Figures

Figure 1: Vegetation Obstruction Areas On and Off Airport

Figure 2A-2I: Parcel Fee or Easement

Figure 3: Inner Approach Plan

Figure 4: USGS Project Location Map

Figure 5: Ontario County Agricultural District # 1

Figure 6: Delineated and Inferred Wetlands Map

Figure 7: USDA Farmland Soil Classification

Figure 8: NWI Wetlands Map

Figure 9: FEMA FIRMs

Appendix B: Agencies Correspondence

2012 SHPO Correspondence

IPAC: Official Species List
Farmland Classification
2019 SHPO Correspondence

DRAFT

Project Title: Runway 13-31 Obstruction Removal and Avigation Easement Acquisition Project
Identifier: IUA

11. PREPARER CERTIFICATION

I certify that the information I have provided above is, to the best of my knowledge, correct.

Signature 8/28/2019
Date

Zachary A. Staff, PP, AICP
Name

Regional Aviation Planning Manager
Title

McFarland Johnson 607-723-9421
Affiliation Phone #

12. AIRPORT SPONSOR CERTIFICATION

I certify that the information I have provided above is, to the best of my knowledge, correct. I also recognize and agree that no construction activity, including but not limited to site preparation, demolition, or land disturbance, shall proceed for the above proposed project(s) until FAA issues a final environmental decision for the proposed project(s), and until compliance with all other applicable FAA approval actions (e.g., ALP approval, airspace approval, grant approval) and special purpose laws has occurred.

Signature Date

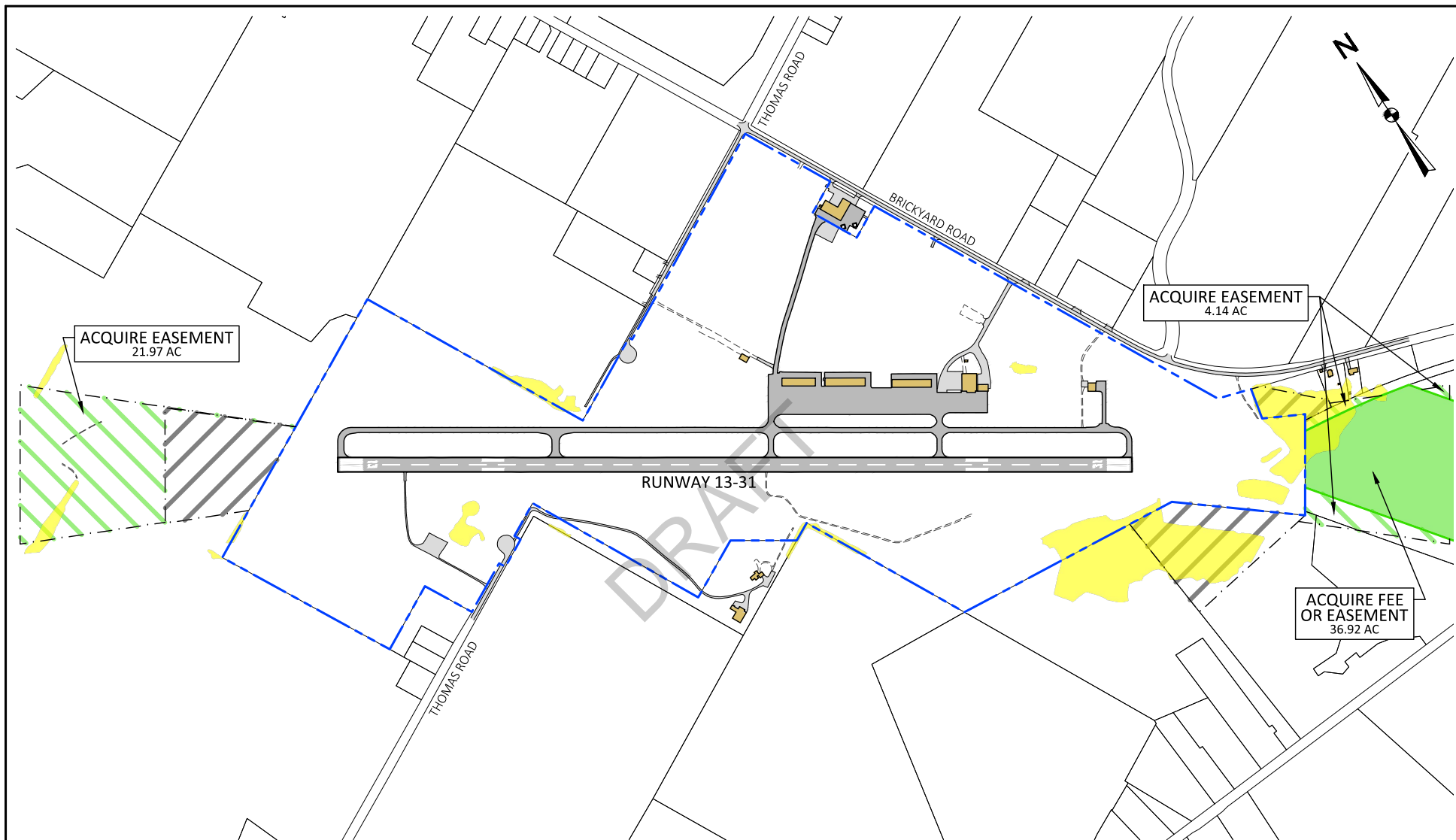
Robert Mincer
Name

Manager of Strategic Assets/Airport Manager
Title

Ontario County Industrial Development Agency (585) 919-2772
Affiliation Phone #

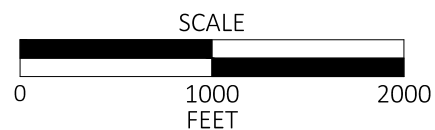
APPENDIX A: DOCUMENT FIGURES

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LEGEND

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| | EXISTING AIRPORT PROPERTY |
| | PROPOSED AIRPORT PROPERTY |
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| | VEGETATION OBSTRUCTIONS |



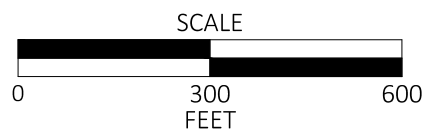
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ONTARIO COUNTY, NEW YORK

VEGETATION OBSTRUCTION AREAS ON AND OFF AIRPORT

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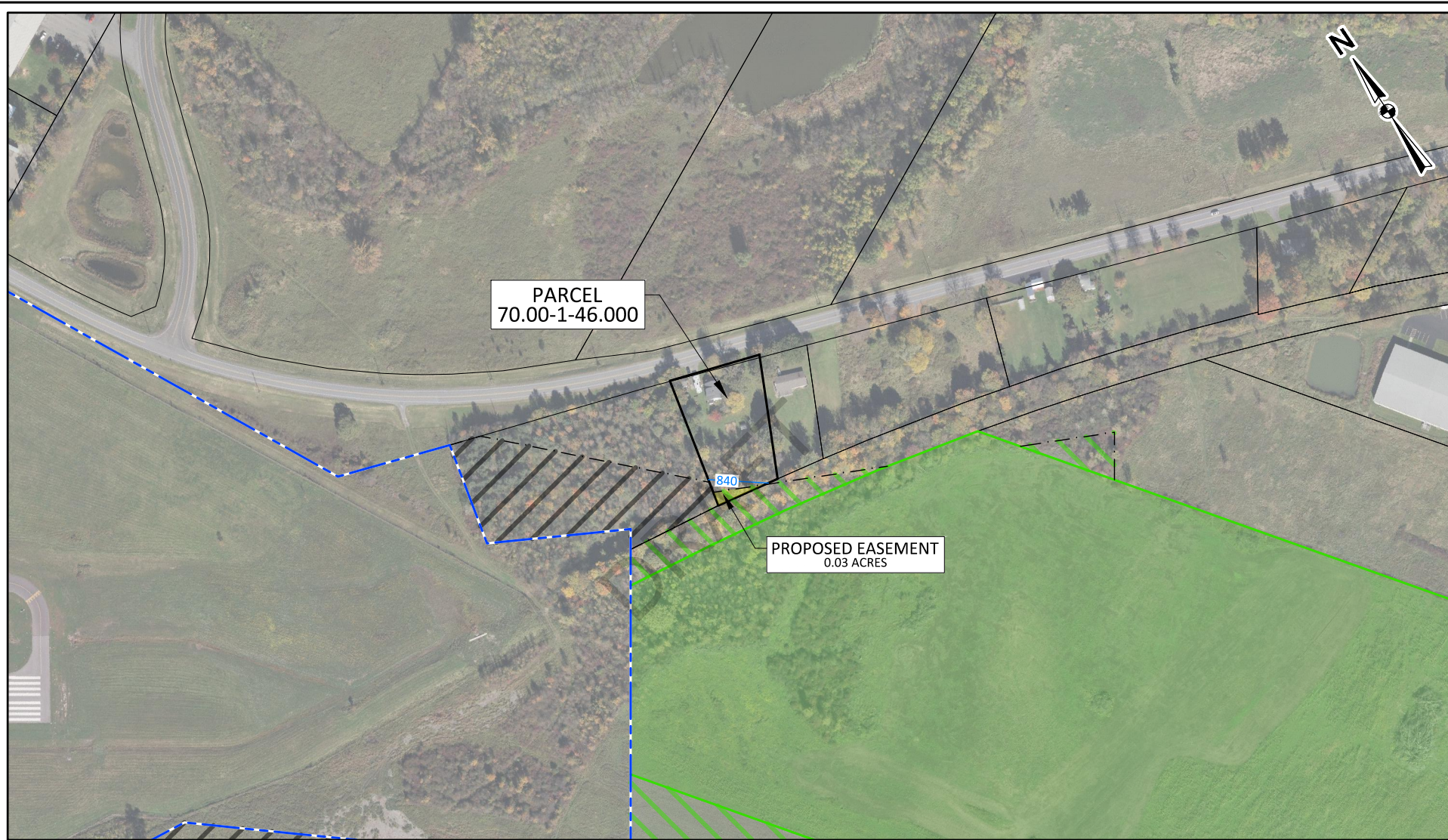
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CANANDAIGUA AIRPORT
ONTARIO COUNTY, NEW YORK

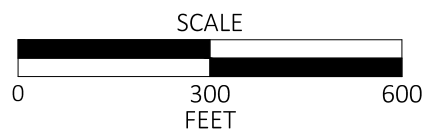
PARCEL 69.00-1-7.110 EASEMENT

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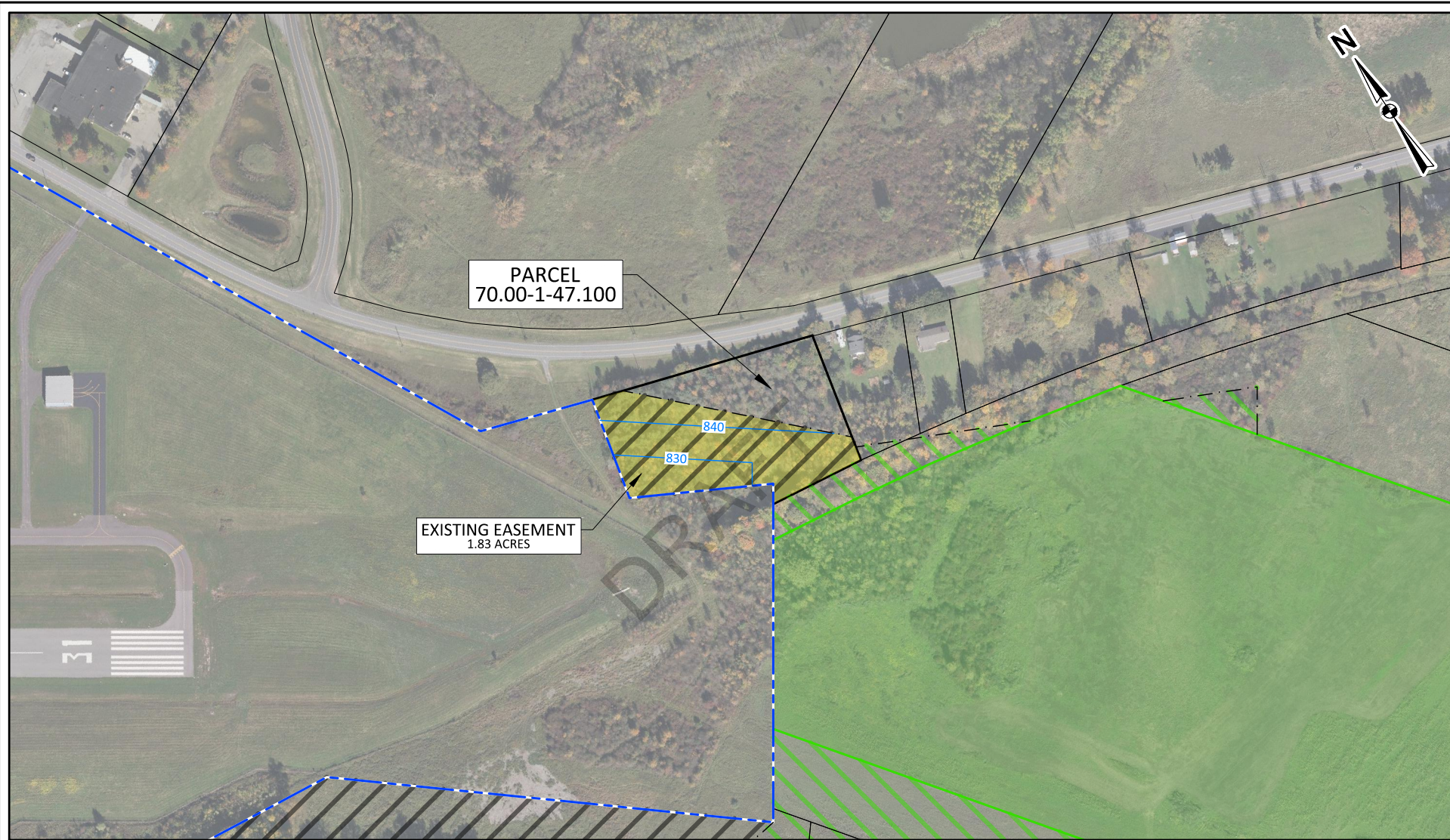
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- VEGETATION OBSTRUCTIONS



CANANDAIGUA AIRPORT
ONTARIO COUNTY, NEW YORK

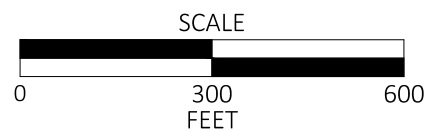
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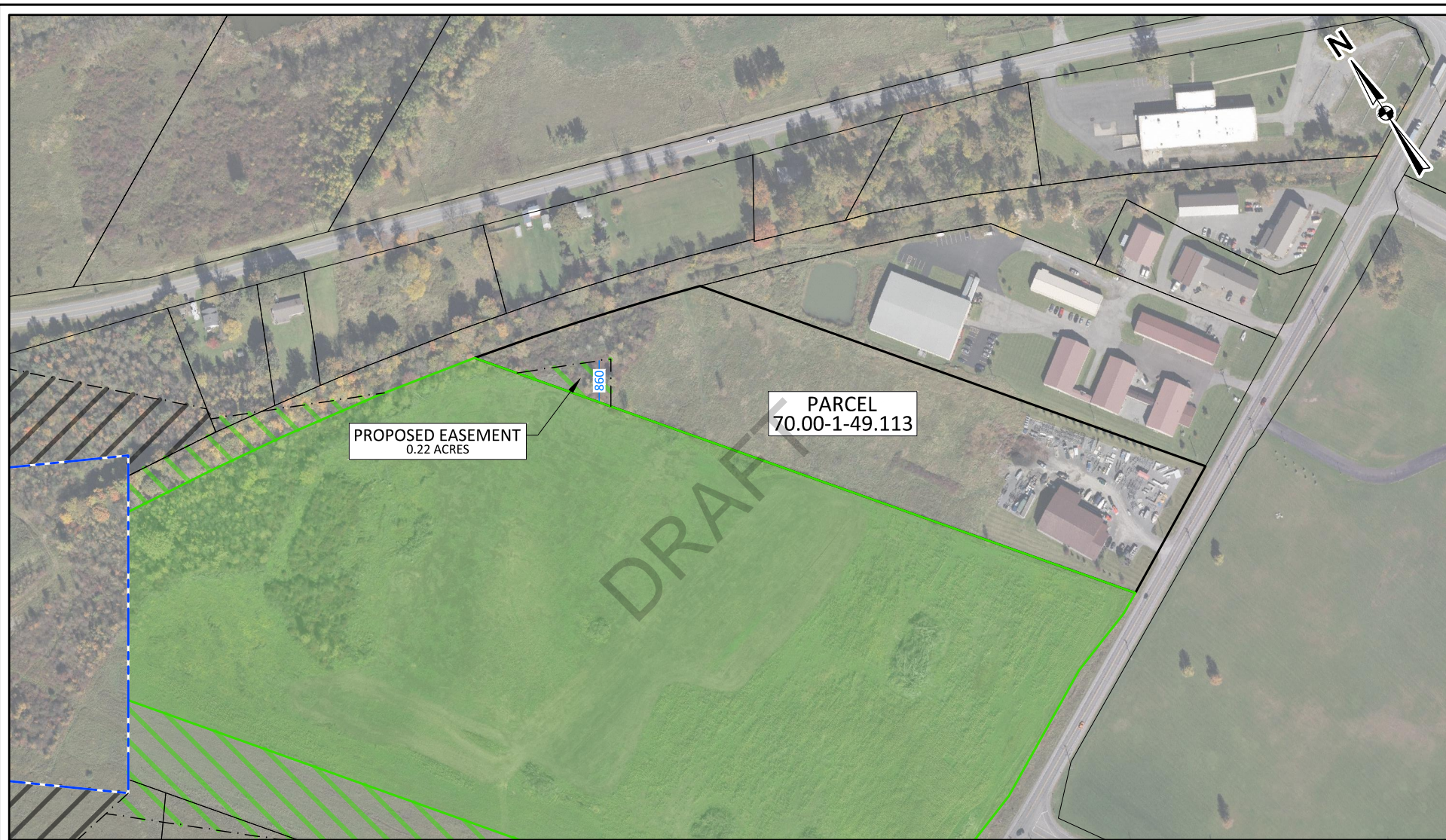
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- VEGETATION OBSTRUCTIONS



CANANDAIGUA AIRPORT
ONTARIO COUNTY, NEW YORK

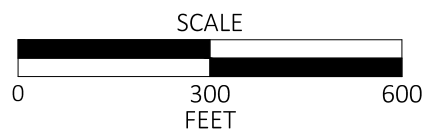
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- VEGETATION OBSTRUCTIONS



CANANDAIGUA AIRPORT
ONTARIO COUNTY, NEW YORK

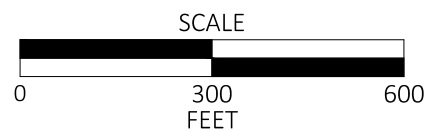
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ONTARIO COUNTY, NEW YORK

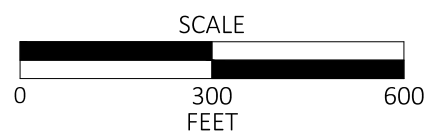
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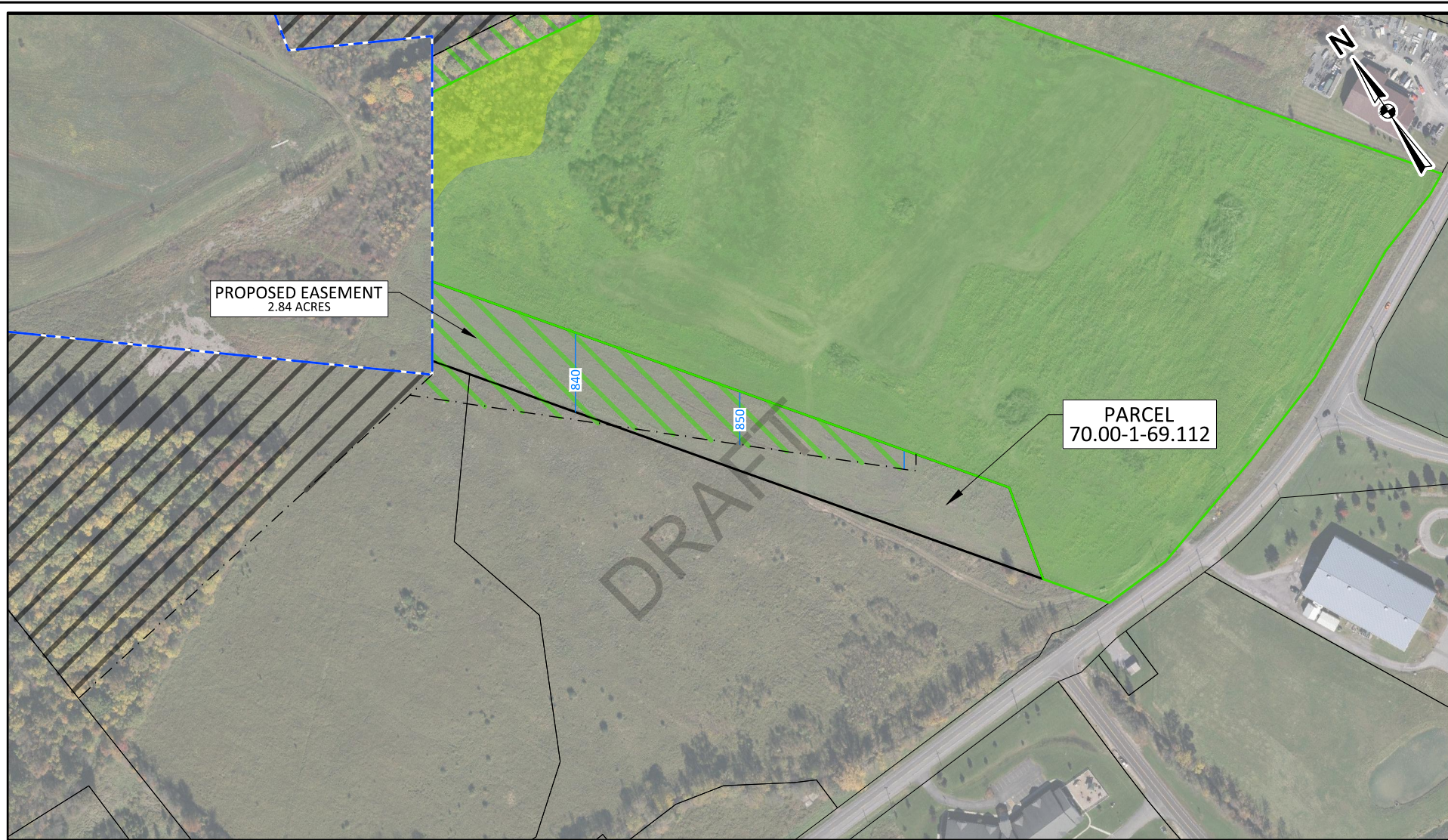


CANANDAIGUA AIRPORT
ONTARIO COUNTY, NEW YORK

PARCEL 70.00-1-69.111 FEE OR EASEMENT

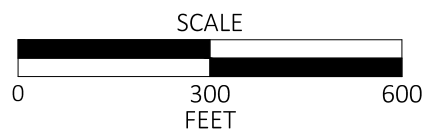
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- VEGETATION OBSTRUCTIONS



CANANDAIGUA AIRPORT
ONTARIO COUNTY, NEW YORK

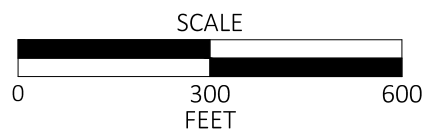
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| | PROPOSED AIRPORT EASEMENT |
| | VEGETATION OBSTRUCTIONS |



CANANDAIGUA AIRPORT
ONTARIO COUNTY, NEW YORK

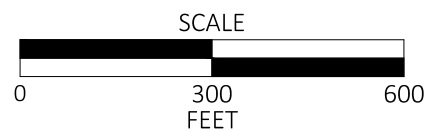
PARCEL 70.00-1-75.110 EASEMENT

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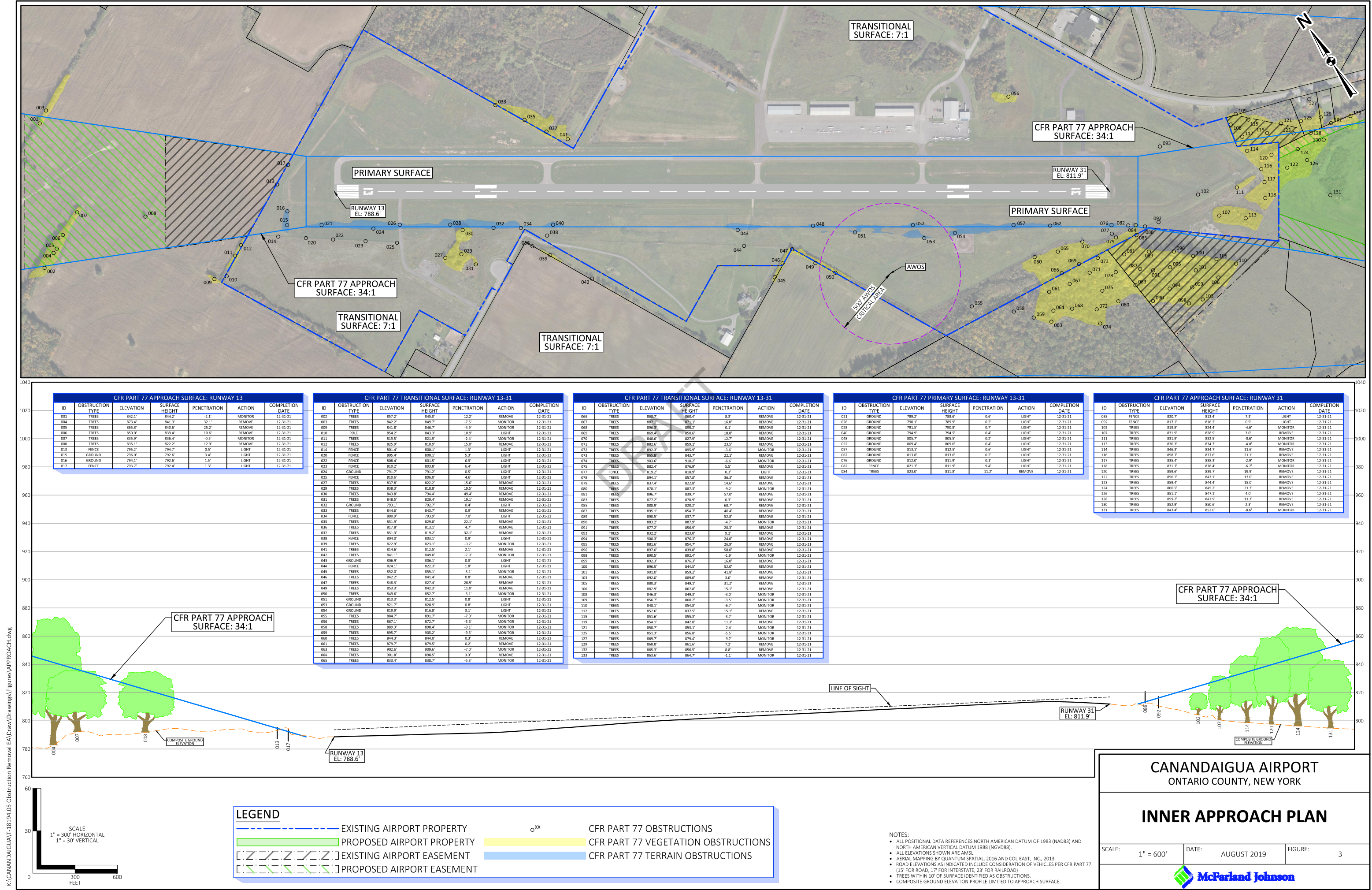
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| | VEGETATION OBSTRUCTIONS |

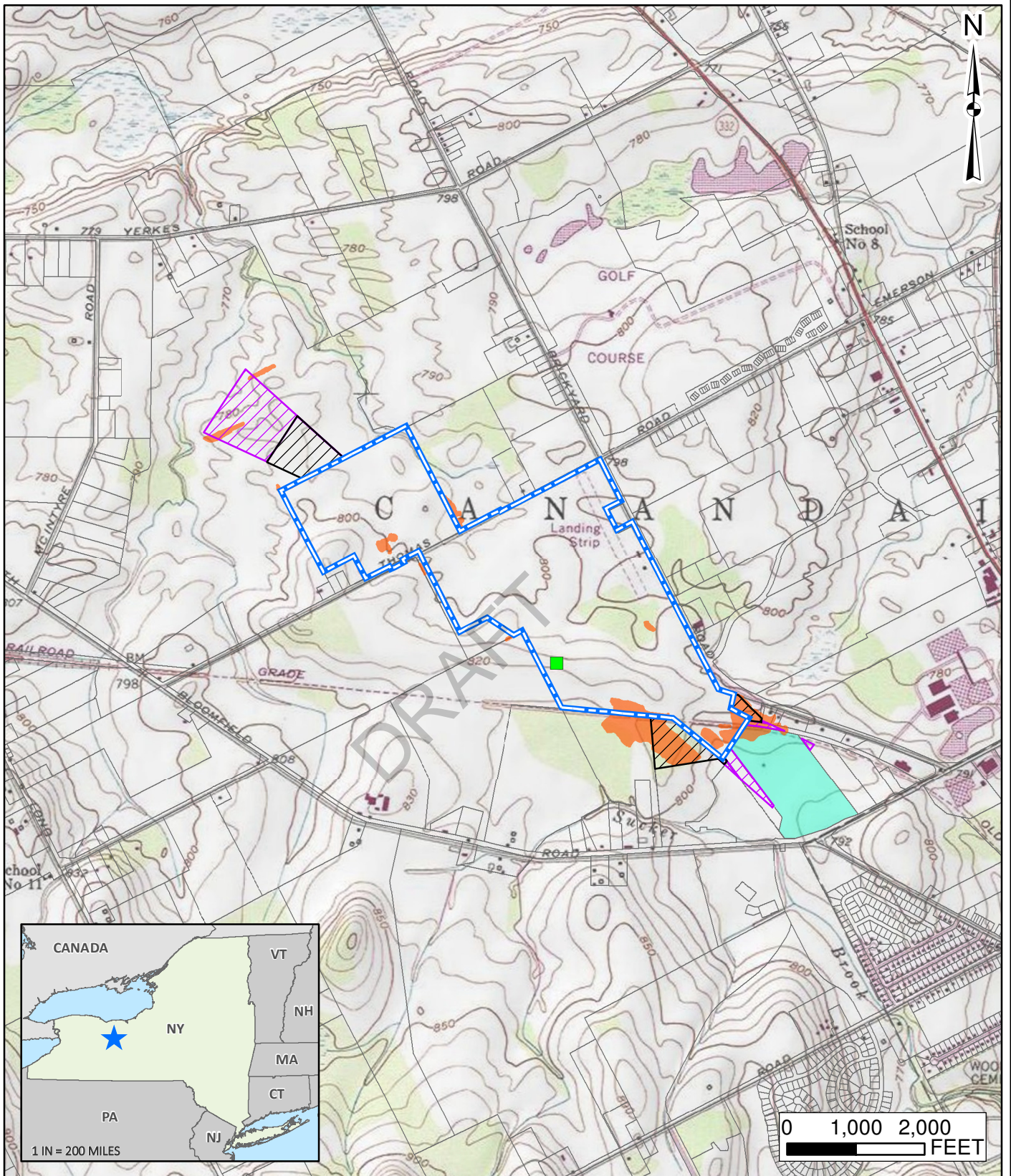


CANANDAIGUA AIRPORT
ONTARIO COUNTY, NEW YORK

PARCEL 70.00-1-75.120 EASEMENT

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| Airport Property | Existing Easements |
| Parcels | Proposed Easements |
| AWOS Site | Proposed Airport Property |
| | Vegetation Obstruction Areas |

CANANDAIGUA AIRPORT
ONTARIO COUNTY, NEW YORK

USGS PROJECT LOCATION MAP

SCALE :
AS SHOWN

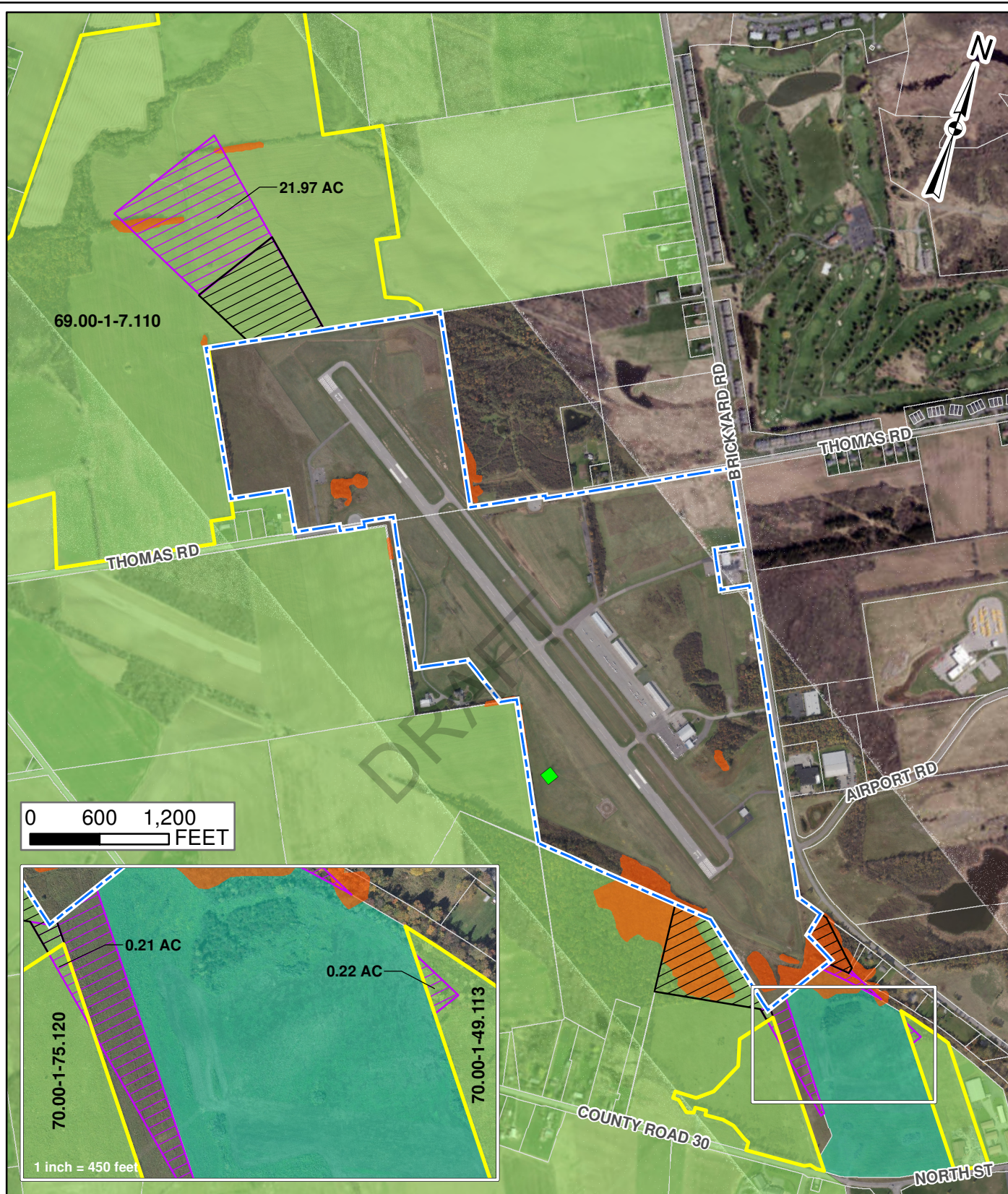
DATE :
AUGUST 2019

FIGURE :
4



Service Layer Credits: Copyright:© 2013 National Geographic Society, i-cubed
State and Canadian Province data provided by ESRI
Parcels data provided by Ontario County updated by McFarland Johnson
Airport Property, Vegetation Obstruction Areas, AWOS Site, and Easements provided by McFarland Johnson

K:\CANANDAIGUA\T-18194.05 Obstruction Removal EA\DrawGIS\Ag District2.mxd



Legend

- Airport Property
- Vegetation Obstruction Areas
- Agricultural Districts #1
- Parcels
- AWOS Site
- Existing Easements
- Proposed Easements
- Proposed Airport Property
- Agricultural District Parcels with Proposed Easements

Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Agricultural Districts #1 provided by CUGIR
 Parcels data provided by Ontario County updated by McFarland Johnson
 Proposed and Airport Property, Vegetation Obstruction Areas, AWOS Site, and Easements provided by McFarland Johnson

CANANDAIGUA AIRPORT
 ONTARIO COUNTY, NEW YORK

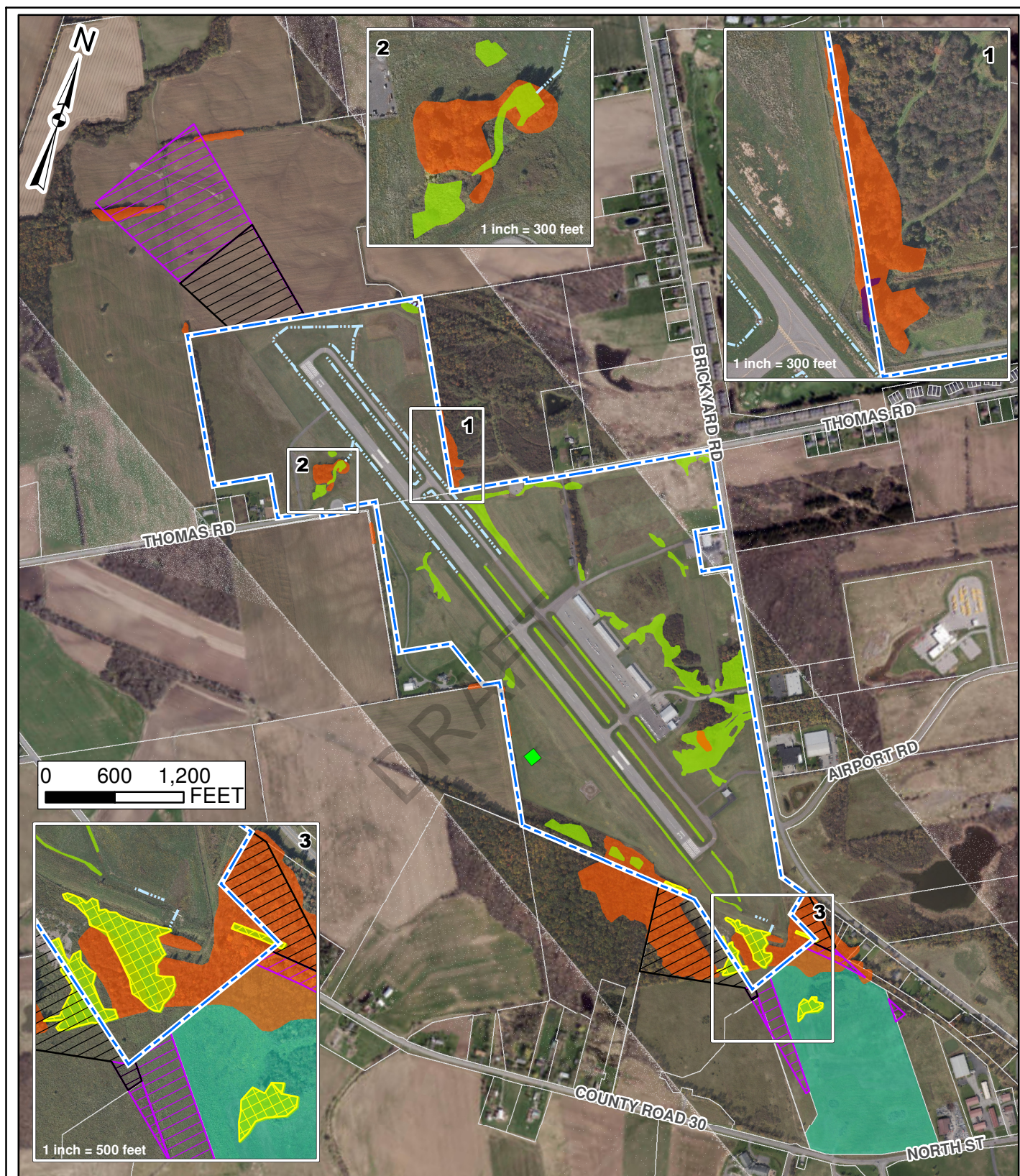
ONTARIO COUNTY AGRICULTURAL DISTRICT # 1

SCALE :
 AS SHOWN

DATE :
 AUGUST 2019

FIGURE :
 5

 **McFarland Johnson**



Legend

- Airport Property
- Constructed Drainage Swales
- Delineated Streams
- Delineated Wetlands
- Inferred Wetlands
- AWOS Site
- Existing Easements
- Proposed Easements
- Proposed Airport Property
- Vegetation Obstruction Areas
- Parcels

Parcels data provided by Ontario County updated by McFarland Johnson
Proposed and Airport Property, Vegetation Obstruction Areas, Delineated Streams and Wetlands, Inferred Wetlands, Swales, AWOS Site, and Easements provided by McFarland Johnson

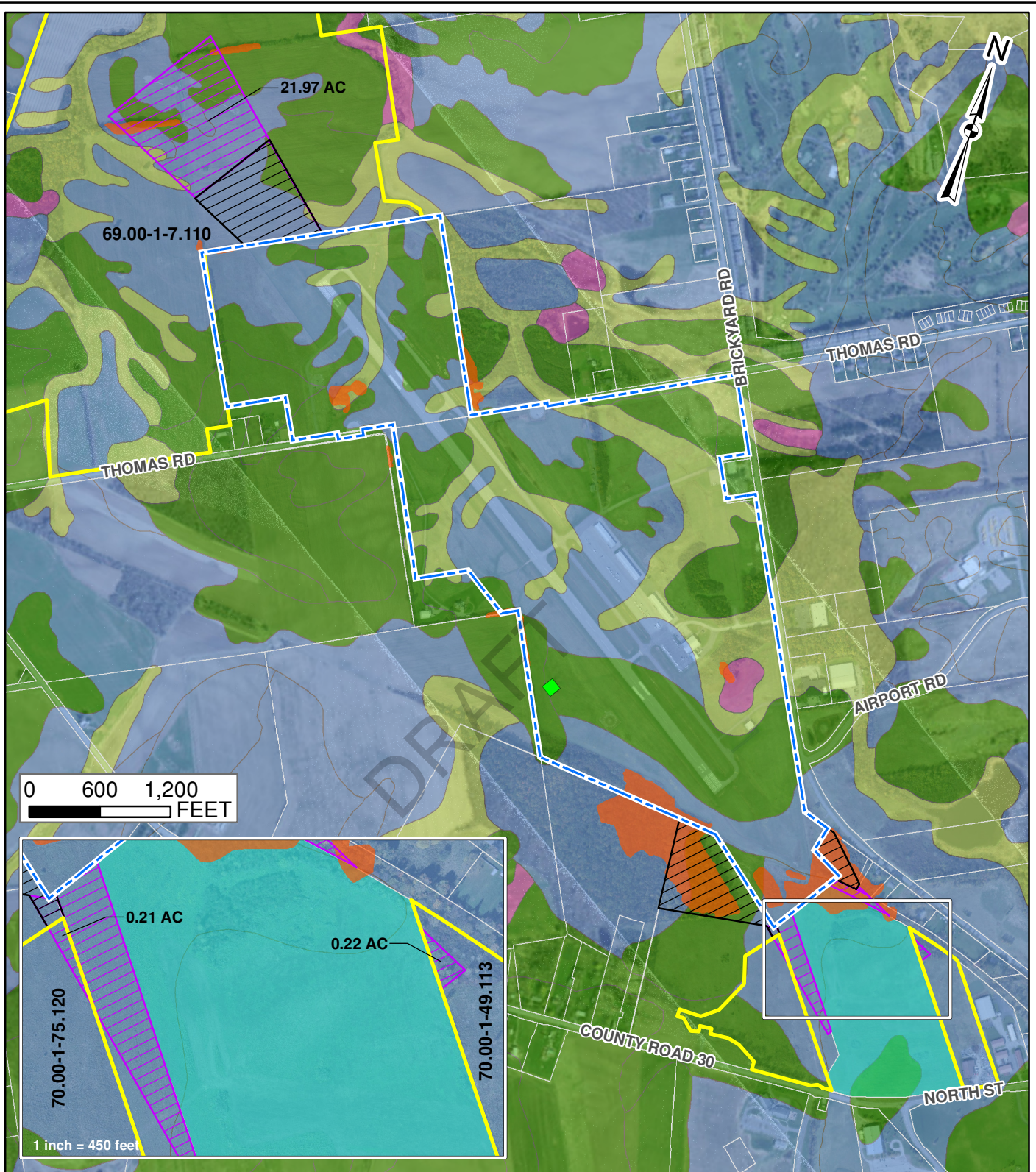
CANANDAIGUA AIRPORT
ONTARIO COUNTY, NEW YORK

DELINEATED AND INFERRED WETLANDS MAP

SCALE :
AS SHOWN

DATE :
AUGUST 2019

FIGURE :
6



Legend

- | | |
|--|----------------------------------|
| --- Airport Property | Existing Easements |
| Vegetation Obstruction Areas | Proposed Easements |
| Proposed Airport Property | Soil Classification |
| Parcels | All areas are prime farmland |
| Agricultural District Parcels with Proposed Easements | Farmland of statewide importance |
| AWOS Site | Not prime farmland |
| | Prime farmland if drained |

Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community
Soil Classification provided by USDA

Parcels data provided by Ontario County updated by McFarland Johnson
Proposed and Airport Property, Vegetation Obstruction Areas, AWOS Site, and Easements provided by McFarland Johnson

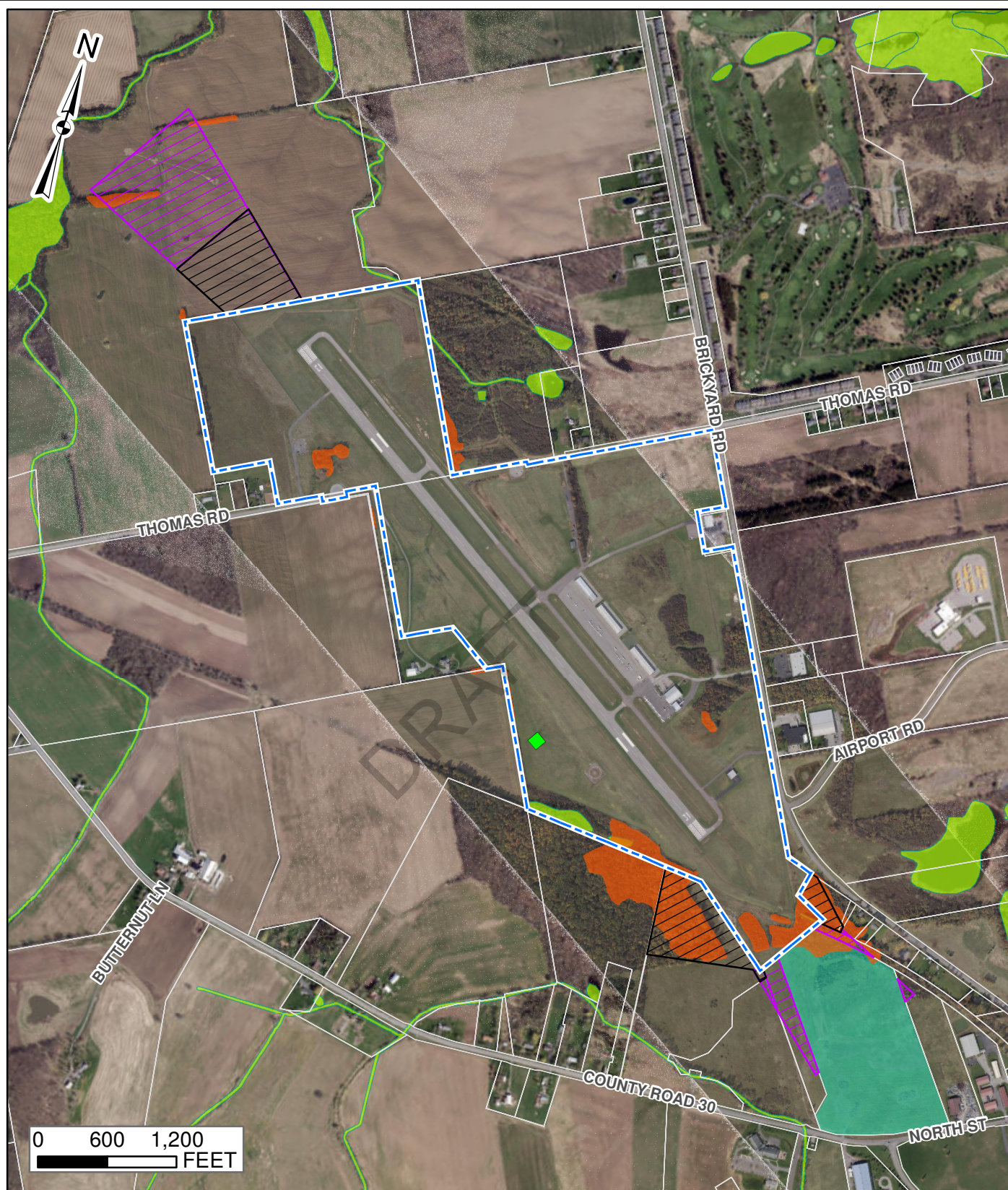
CANANDAIGUA AIRPORT ONTARIO COUNTY, NEW YORK

USDA FARMLAND SOIL CLASSIFICATION

SCALE :
AS SHOWN

DATE :
AUGUST 2019

FIGURE :
7



Legend

- | | |
|--|--------------------|
| --- Airport Property | Existing Easements |
| Vegetation Obstruction Areas | Proposed Easements |
| Proposed Airport Property | NWI Wetlands |
| AWOS Site | Parcels |

Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community
 Parcels data provided by Ontario County updated by McFarland Johnson
 Proposed and Airport Property, Vegetation Obstruction Areas, AWOS Site, and Easements provided by McFarland Johnson
 NWI Wetlands data provided by USFWS

CANANDAIGUA AIRPORT ONTARIO COUNTY, NEW YORK

NWI WETLANDS MAP

SCALE :
AS SHOWN

DATE :
AUGUST 2019

FIGURE :
8

APPENDIX B: AGENCIES CORRESPONDENCE

DRAFT



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
www.nysparks.com

Andrew M. Cuomo
Governor

Rose Harvey
Commissioner

July 9, 2012

Thomas Wirickx
McFarland-Johnson, Inc.
49 Court Street
PO Box 1980
Binghamton, NY 13902
(via email only)

RE: FAA
Canandaigua Municipal Airport
Town of Canandaigua, Ontario County
02PR05644

Dear Mr. Wirickx:

Thank you for requesting the comments of the State Historic Preservation Office (SHPO). The SHPO has reviewed the avoidance measures proposed for the Canandaigua Airport 1 Site (A06903.000083), the Canandaigua Airport 4 Site (A06903.000086), and the Canandaigua 5 Site (A06903.000088).

Based upon this review, it is the SHPO's opinion that your project will have **No Adverse Effect** upon cultural resources in or eligible for inclusion in the National Register of Historic Places with the condition that the attached avoidance measures are implemented.

The SHPO appreciates the opportunity to comment on this information. Please telephone me at ext. 3280 with any questions you may have.

Sincerely,

Historic Preservation Program
Specialist, Archaeology

Avoidance Measures

Canandaigua Airport 1 Site (A06903.000083)

Canandaigua Airport 4 Site (A06903.000086)

Canandaigua 5 Site (A06903.000088)

Short-Term Protection

1. Construction site plans will include a 50-ft buffer/avoidance area around Canandaigua Airport Sites 1, 4, and 5.
2. Protective temporary fencing will be placed around the 50-ft buffer/avoidance areas of Canandaigua Airport Sites 1, 4, and 5.
3. Construction site plans and the temporary fencing will be clearly marked as "Environmentally Sensitive Areas" in order to avoid impact.

Long-Term Protection

1. Following construction, the temporary construction fencing and marking will be removed.
2. Canandaigua Airport Sites 1, 4, and 5 will remain within Canandaigua Airport property control.
3. Canandaigua Airport Sites 1, 4, and 5 will have no permanent signage in order to protect them from potential looting.
4. The Airport Layout Plans will be updated to show Canandaigua Airport Sites 1, 4, and 5 as "Environmentally Sensitive Areas" and a note will be added that no ground disturbances are allowed in these areas without prior consultation with the State Historic Preservation Office.
5. Airport personnel will be advised that no ground disturbances are allowed with these areas without prior consultation with the State Historic Preservation Office.



United States Department of the Interior



FISH AND WILDLIFE SERVICE
New York Ecological Services Field Office
3817 Luker Road

Cortland, NY 13045-9385

Phone: (607) 753-9334 Fax: (607) 753-9699

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

In Reply Refer To:

November 12, 2018

Consultation Code: 05E1NY00-2019-SLI-0345

Event Code: 05E1NY00-2019-E-01093

Project Name: Canandaigua Airport: Runway and AWOS Obstruction Removal

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

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (ESA) of 1973, as amended (16 U.S.C. 1531 *et seq.*). This list can also be used to determine whether listed species may be present for projects without federal agency involvement. New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list.

Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the ESA, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC site at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list. If listed, proposed, or candidate species were identified as potentially occurring in the project area, coordination with our office is encouraged. Information on the steps involved with assessing potential impacts from projects can be found at: <http://www.fws.gov/northeast/nyfo/es/section7.htm>

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

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

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

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

Attachment(s):

- Official Species List

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Official Species List

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

This species list is provided by:

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

DRAFT

Project Summary

Consultation Code: 05E1NY00-2019-SLI-0345

Event Code: 05E1NY00-2019-E-01093

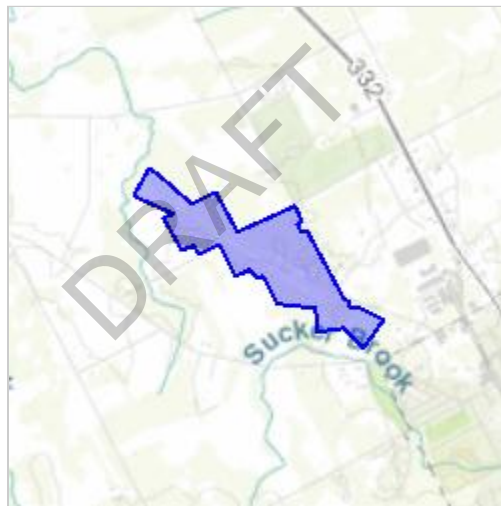
Project Name: Canandaigua Airport: Runway and AWOS Obstruction Removal

Project Type: TRANSPORTATION

Project Description: Remove vegetation obstructions on and off airport and obtain avigation easements for parcels that are off airport property.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/place/42.908905980235104N77.32299798755196W>



Counties: Ontario, NY

Endangered Species Act Species

There is a total of 1 threatened, endangered, or candidate species on this species list.

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

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

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

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

Mammals

| NAME | STATUS |
|--|------------|
| Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9045 | Threatened |

Critical habitats


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

0 1000 2000 4000 6000
Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 18N WGS84











MAP LEGEND








Area of Interest (AOI)






-  Area of Interest (AOI)








Soils



Soil Rating Polygons

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









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

-  Farmland of statewide importance, if drained and either protected from flooding or not frequently flooded during the growing season
-  Farmland of statewide importance, if irrigated and drained
-  Farmland of statewide importance, if irrigated and either protected from flooding or not frequently flooded during the growing season
-  Farmland of statewide importance, if subsoiled, completely removing the root inhibiting soil layer
-  Farmland of statewide importance, if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60

-  Farmland of statewide importance, if irrigated and reclaimed of excess salts and sodium
-  Farmland of statewide importance, if drained or either protected from flooding or not frequently flooded during the growing season
-  Farmland of statewide importance, if warm enough, and either drained or either protected from flooding or not frequently flooded during the growing season
-  Farmland of statewide importance, if warm enough
-  Farmland of statewide importance, if thawed
-  Farmland of local importance
-  Farmland of local importance, if irrigated

-  Farmland of unique importance
-  Not rated or not available

Soil Rating Lines

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

Farmland Classification—Ontario County, New York

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

Farmland Classification—Ontario County, New York



Farmland Classification

| Map unit symbol | Map unit name | Rating | Acres in AOI | Percent of AOI |
|-----------------|--|----------------------------------|--------------|----------------|
| 1A | Fluvaquents-Udifluvents complex, 0 to 3 percent slopes, frequently flooded | Not prime farmland | 15.0 | 0.5% |
| 3A | Hemlock silty clay loam, 0 to 3 percent slopes | All areas are prime farmland | 51.0 | 1.9% |
| 5A | Wayland soils complex, 0 to 3 percent slopes, frequently flooded | Not prime farmland | 16.7 | 0.6% |
| 31A | Collamer silt loam, 0 to 3 percent slopes | All areas are prime farmland | 29.3 | 1.1% |
| 34A | Lakemont silty clay loam, 0 to 3 percent slopes | Farmland of statewide importance | 469.9 | 17.1% |
| 35A | Odessa silt loam, 0 to 3 percent slopes | Prime farmland if drained | 751.0 | 27.3% |
| 35B | Odessa silty clay loam, 3 to 8 percent slopes | Prime farmland if drained | 138.0 | 5.0% |
| 36A | Schoharie silty clay loam, 0 to 3 percent slopes | All areas are prime farmland | 203.8 | 7.4% |
| 36B | Schoharie silty clay loam, 3 to 8 percent slopes | All areas are prime farmland | 118.2 | 4.3% |
| 37A | Schoharie silt loam, 0 to 3 percent slopes | All areas are prime farmland | 43.0 | 1.6% |
| 37B | Schoharie silt loam, 3 to 8 percent slopes | All areas are prime farmland | 80.4 | 2.9% |
| 39A | Rhinebeck silty clay loam, 0 to 3 percent slopes | Prime farmland if drained | 32.8 | 1.2% |
| 44A | Canandaigua mucky silt loam, 0 to 3 percent slopes | Not prime farmland | 2.9 | 0.1% |
| 48A | Arkport fine sandy loam, 0 to 3 percent slopes | All areas are prime farmland | 11.4 | 0.4% |
| 56A | Elnora loamy fine sand, 0 to 3 percent slopes | All areas are prime farmland | 2.0 | 0.1% |
| 66A | Lyons soils, 0 to 3 percent slopes | Not prime farmland | 2.7 | 0.1% |
| 91A | Palms muck, 0 to 3 percent slopes | Not prime farmland | 6.5 | 0.2% |
| 101A | Honeoye loam, 0 to 3 percent slopes | All areas are prime farmland | 39.5 | 1.4% |

| Map unit symbol | Map unit name | Rating | Acres in AOI | Percent of AOI |
|------------------------------------|--|----------------------------------|----------------|----------------|
| 101B | Honeoye loam, 3 to 8 percent slopes | All areas are prime farmland | 87.8 | 3.2% |
| 101C | Honeoye loam, 8 to 15 percent slopes | Farmland of statewide importance | 10.5 | 0.4% |
| 201B | Lima loam, 3 to 8 percent slopes | All areas are prime farmland | 9.0 | 0.3% |
| 204B | Lima loam, 3 to 8 percent slopes, lower clay surface | All areas are prime farmland | 17.0 | 0.6% |
| 210A | Phelps gravelly silt loam, 0 to 3 percent slopes | All areas are prime farmland | 6.8 | 0.2% |
| 260B | Cayuga silt loam, 3 to 8 percent slopes | All areas are prime farmland | 194.6 | 7.1% |
| 304A | Kendaia loam, 0 to 3 percent slopes | Prime farmland if drained | 66.4 | 2.4% |
| 304B | Kendaia loam, 3 to 8 percent slopes | Prime farmland if drained | 2.1 | 0.1% |
| 356A | Ovid silt loam, 0 to 3 percent slopes | Prime farmland if drained | 196.1 | 7.1% |
| 356B | Ovid silt loam, 3 to 8 percent slopes | Prime farmland if drained | 143.0 | 5.2% |
| W | Water | Not prime farmland | 4.1 | 0.2% |
| Totals for Area of Interest | | | 2,751.7 | 100.0% |

Description

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

Rating Options

Aggregation Method: No Aggregation Necessary

Tie-break Rule: Lower

Consultation (B8THBP139MPG): Processed

Close

- Overview
- Submitted Resources (0)
- Contacts (1)
- Photos (0)
- Attachments (2)
- Surveys (0)

Approval

NEPA Short EA

Type:

Reference

Number(s):

Project

Description:

Project

Location

Description:

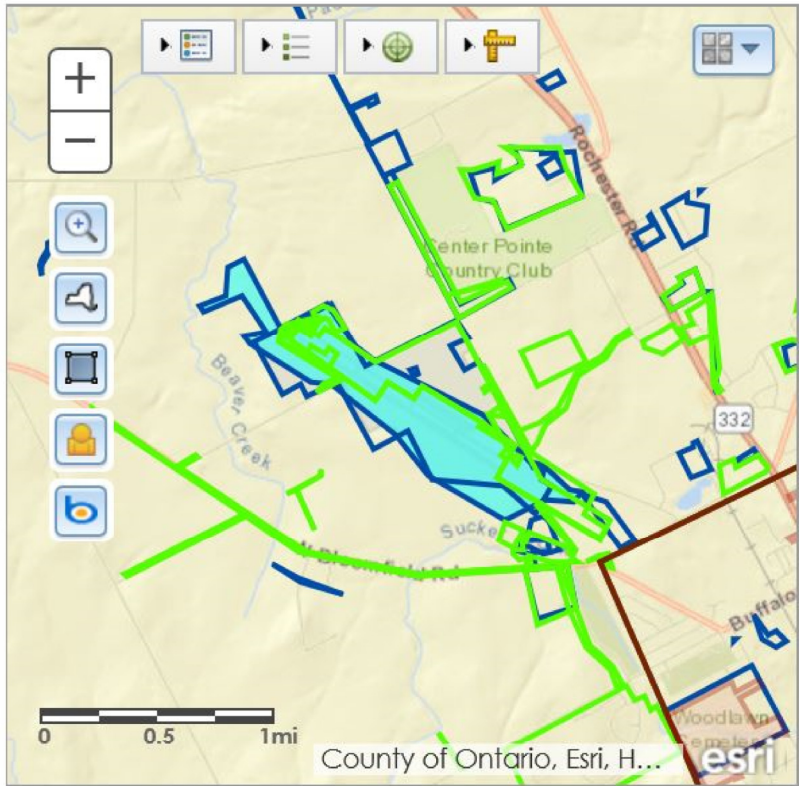
Project

Address:

Project City:

There are approximately 18 acres of vegetation obstructions identified on and off airport property. The obstructions penetrate the airport's Part 77 imaginary airspace surfaces and the Automated Weather Observing System (AWOS) clear zone, they must remain clear, safe, and accessible for aircraft and pilots using the airport. In order for the airport to control the airspace off airport, avigation easements or land acquisition must be established for the eight off airport properties. Once the airport and the property owner come to an agreement and establish an easement or acquisition, obstructions can be removed. All obstruction removal will be removed to the stumps. By leaving the stump behind ground disturbance will be minimized or avoided.

The vegetative obstructions are located on and off the airport. The adjacent properties have the following land uses: residential, agricultural, vacant commercial/industrial, commercial, and industrial.





Parks, Recreation, and Historic Preservation

ANDREW M. CUOMO
Governor

ERIK KULLESEID
Commissioner

June 03, 2019

Ms. Erica Major
Junior Planner
McFarland Johnson
49 Court Street
Binghamton, NY 13902

Re: FAA
Canandaigua Airport Runway 13-31 Obstruction Removal Short Environmental
Assessment
19PR03507

Dear Ms. Major:

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

Based upon this review, the New York SHPO has determined that no historic properties will be affected by this undertaking.

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

Sincerely,

Michael F. Lynch, P.E., AIA
Director, Division for Historic Preservation