

# Saratoga County Airport

## Fixed Base Operator (FBO) Terminal Building

### SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT



Prepared for:



Saratoga County Department of Public Works  
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*This Supplemental Environmental Assessment becomes a Federal document  
when evaluated and signed by the responsible FAA Official.*

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*Responsible FAA Official*

*Date*

**July 2023**



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## 1. INTRODUCTION

This Supplemental Environmental Assessment in accordance with the National Environmental Policy Act of 1969 (NEPA), as amended, addresses the potential social, economic, and environmental consequences associated with the proposed new Fixed Base Operator (FBO) Terminal Building, demolition of an existing hangar, and redevelopment of the entrance corridor (“Proposed Action”) at the Saratoga County Airport (the Airport), airport identifier 5B2, located at 405 Greenfield Avenue, Ballston Spa, Saratoga County, New York (see **Figure 1**). The Airport occupies a 559-acre site located approximately five miles west of the downtown of the city of Saratoga Springs and less than three miles north of the village of Ballston Spa. The Airport is a public use facility, owned and operated by Saratoga County. The Airport serves a key transportation role for Saratoga County by connecting the County to other parts of the state, nation, and world. The Airport strives to support and enhance the existing and future economic development initiatives within Saratoga County. The Airport is utilized by two main groups of users: business travelers to and from local industries, and pleasure travelers coming to visit one or more of the region’s world class attractions.

The Proposed Action will provide needed improvements to the existing infrastructure and a new building to provide Airport users with adequate space. The following is a brief description of the proposed project. A full project description is provided in **Section 1.2**, Proposed Action.

- Hangar demolition
  - FAA Antenna Relocation
  - AWOS Repowering
- Redevelopment of entrance corridor and parking
- Construction of a new Fixed Base Operator (FBO) Terminal

### 1.1 BACKGROUND

An Environmental Assessment (EA), entitled Short Environmental Assessment Form for Airport Development Projects was completed and a Finding of No Significant Impact (FONSI) was signed on October 5, 2018, for the Construction of a Hangar and Office Building project at the Airport (see **Appendix A**). This previously approved project included construction of a hangar and office building which would be owned and operated by Prime Group Holdings, on land leased from Saratoga County. In addition to the building, the project included new parking areas for the office, hangar building, and general public, as well as stormwater management facilities and associated utilities such as a sewer line extension on Airport property to connect to a private sanitary sewer system in Geyser Road, allowing for the abandonment of an existing on-airport septic system and other miscellaneous improvements that would benefit the Airport.

Since the 2018 FONSI, there have been modifications to the project. In 2022, the Airport was awarded an Upstate Airport Economic Development and Revitalization grant for \$27 million from the New York State Department of Transportation (NYSDOT) and the Purpose and Need for the project has changed (see **Section 2** for more detail). Along with the modification to the purpose and need, the description of the proposed action has been updated to reflect the current project



(see **Section 1.2** for more detail). The proposed action is generally similar to what was proposed in 2018 in terms of the physical features, location, and environmental consequences.

This Supplemental Environmental Assessment has been prepared in accordance with FAA guidelines and is in conformance with the National Environmental Policy Act (NEPA) of 1969; the Council on Environmental Quality (CEQ) regulations stated in 40 Code of Federal Regulations (CFR) Parts 1500-1508, the FAA Environmental Desk Reference dated October 2007, and FAA Orders 1050.1F, *Policies and Procedures for Considering Environmental Impacts*, specifically Paragraph 9-3, and 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. Upon reviewing this document, the FAA will determine if any of the environmental or socioeconomic impacts identified herein are significant and warrant further study.

If the potential impacts identified herein do not appear to be adverse or are such that they can be mitigated to a level below established significant impact thresholds, a FONSI may be issued by the FAA. Otherwise, if the actions have been redefined to include mitigation measures necessary to reduce potentially significant impacts below significant levels, a FONSI/Record of Determination (ROD) may be necessary. Lastly, an Environmental Impact Statement (EIS) would be required when one or more environmental impacts of a Proposed Action would be significant and mitigation measures would not reduce the impact(s) below significant levels.

### 1.2 Proposed Action

The Proposed Action for this Supplemental Environmental Assessment is depicted on the Proposed Project sketch (see **Figure 2**). A comparison of the Proposed Action’s footprint and elements to that of the approved 2018 project is depicted on the Project Updates sketch (see **Figure 3**). As seen in Figure 3 the project area largely remains the same as the approved 2018 project; however, the total acreage of the Proposed Action is now approximately 6.35 acres. The Proposed Action has been revised to be the construction of a new Fixed Base Operator (FBO) Terminal Building which will be operated by the FBO on behalf of Saratoga County. The following is a more detailed description of the updated Proposed Action.

- **Hangar 1 demolition:**

Hangar 1 was constructed in 1976 as the original FBO Terminal. Over the years the wear and tear have degraded the facility. Hangar 1 became so degraded that the current FBO chose to build their own hangar facility rather than occupy Hangar 1 and began renting Hangar 1 to an aircraft mechanic tenant. The building has signs of severe weathering with condition issues on its roof, siding, and hangar door. Photos of Hangar 1 are included for reference in **Appendix B**. To make space for the new FBO Terminal in the center of the airport’s main apron, Hangar 1 will be demolished.

  - **FAA Antenna Relocation:** The FAA owns and maintains a Remote Transmitter/Receiver (RTR) antenna currently mounted on the exterior of Hangar 1 with the associated equipment inside the hangar. The RTR allows aircraft on the ground in Saratoga to communicate directly with Albany Air Traffic Control (ATC) using their headsets. When Hangar 1 is demolished, the antenna will be relocated to a new



45-foot tower located in a previously disturbed open grassed area southeast of Hangar 2, the existing Storage Hangar (to remain). A new equipment shelter (approximately 10'x16') will be provided at the base of the tower to house the antenna equipment (see **Figure 2**).

- **AWOS Repowering:** The Airport owns and maintains an automated weather observation system (AWOS) that is located in the turf infield of the airfield southwest of the runway intersection. The AWOS is currently powered by a circuit that passes through Hangar 1. When Hangar 1 is demolished, the AWOS will be powered by a new circuit from the Airport's existing electrical vault. The circuit will be run across the existing West Apron to an existing electrical junction structure on the north side of the apron (see **Figure 2**).
- **Redevelopment of the entrance corridor and existing parking area:**

The existing entrance corridor is a two-lane asphalt drive with no lighting and an aged wooden sign. As part of the Proposed Action the entrance sign will be replaced with a modern decorative and landscaped sign. The asphalt drive will be rehabilitated with a nominal mill, asphalt overlay, restriping, streetscape lighting, and landscaping. The existing parking area, currently a singular rectangular mass of asphalt with no stormwater treatment, will be divided into multiple areas of asphalt with integrated stormwater treatment areas landscaped with native plants and flowers. The required number of parking spaces complying with the Americans with Disabilities Act (ADA) will be provided as will electric vehicle charging stations.
- **Construction of a new fixed base operator (FBO) terminal building:**

The new approximately 47,000 square foot (sf) building will include an approximately 35,000 sf hangar and approximately 12,000 sf of adjacent terminal space. The terminal will include passenger waiting areas, restrooms, concessionaire tenant spaces, rental car lease space, advertisement display lease opportunities, a conference room, a weather information access room, pilot lounge area, and a restaurant. The aircraft hangar, sized to house two corporate aircraft, will include a solar panel array on its roof.

The project limits of both the previously approved Office and Hangar Building project and the currently proposed FBO Terminal Building project are depicted in the Project Updates sketch (**Figure 3**). The previously approved (2018 FONSI) "project area encompasses the majority of the current project area. The proposed FBO Terminal building is located in the same location as the originally approved hangar building, with the revised FBO building being larger. The project area is entirely previously disturbed areas with much of it being paved. The increase in project area is largely due to the rehabilitation of the entrance road, with most of this work occurring on the existing paved entrance road. The staging areas for all of the project aspects will occur either on existing impervious surfaces within the project limits or within previously disturbed staging areas and outside of the Karner Blue Butterfly (KBB) habitat boundary.



## 2. PURPOSE AND NEED

The Purpose and Need Statement in a NEPA document is a formal statement of the overall goals and objectives of a Proposed Action. The statement documents the justification for the Proposed Action and provides the basis for evaluating the effectiveness of alternatives.

The purpose of the Proposed Action is to provide a general aviation terminal and hangar that provides a comprehensive suite of facilities and services to serve itinerant passengers arriving and departing from Saratoga County airport as well as facilities needed by flight crews for general aviation operations. The Proposed Action would also provide additional hangar space to provide storage for itinerant aircraft.

The proposed FBO/Terminal building is needed to provide adequate space to wait for flights, to improve airfield and landslide access and operations, and to provide adequate accommodations for Airport users and pilots. The FAA antenna relocation is needed to maintain direct communication with Albany Air Traffic Control (ATC) and the AWOS repowering is needed to maintain adequate weather station monitoring. The redevelopment of the entrance and parking area is needed to enhance the appearance of the airport, to improve stormwater infrastructure and to provide ADA compliant parking areas.

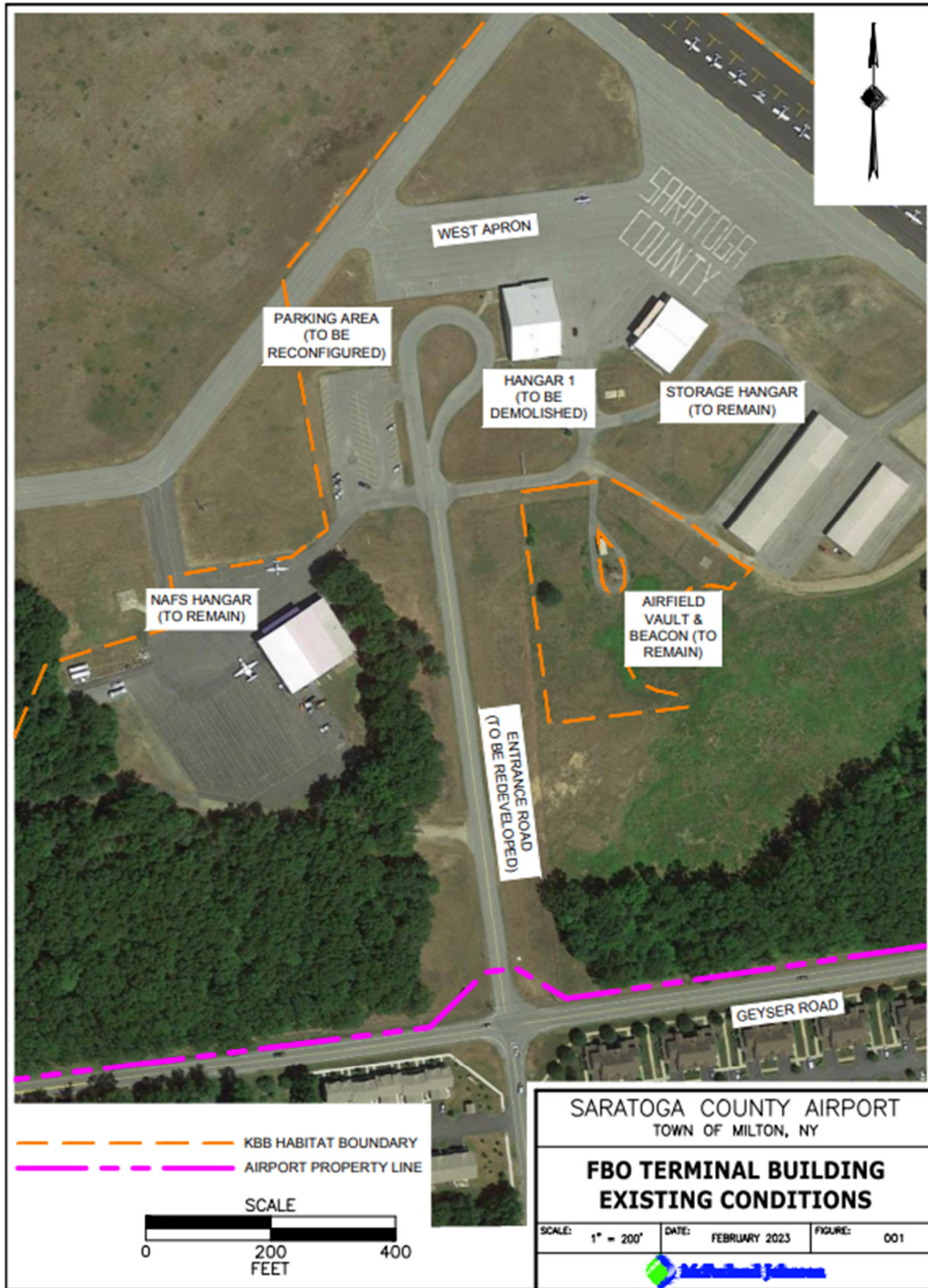
### 2.1 CURRENT CONDITIONS

The existing facilities are undersized, inadequate, do not have sprinkler systems and are not ADA compliant. Under existing conditions, arriving, and departing passengers transition to their aircraft through the North American Flight Services (NAFS) hangar. The NAFS hangar currently includes approximately 1,000 sf of operational office space co-mingled with a passenger waiting area, flight planning area, and a small conference room.

Delivery services and passenger drop off to the existing building is currently accomplished via automobile access from the apron. The existing hangar space is insufficient to accommodate the current user demand. The conference room is on the second floor with no ADA access, and no connectivity to multi-media services. There is no pilot lounge and the passenger waiting area offers little space and no privacy; passengers will often choose to stand on the apron awaiting pick up. There are no facilities for food preparation so all food must be prepared off-site and delivered. In short, the existing building is not sufficient to service the Airport’s customers, clients, and tenants.



Figure 1: Existing Conditions

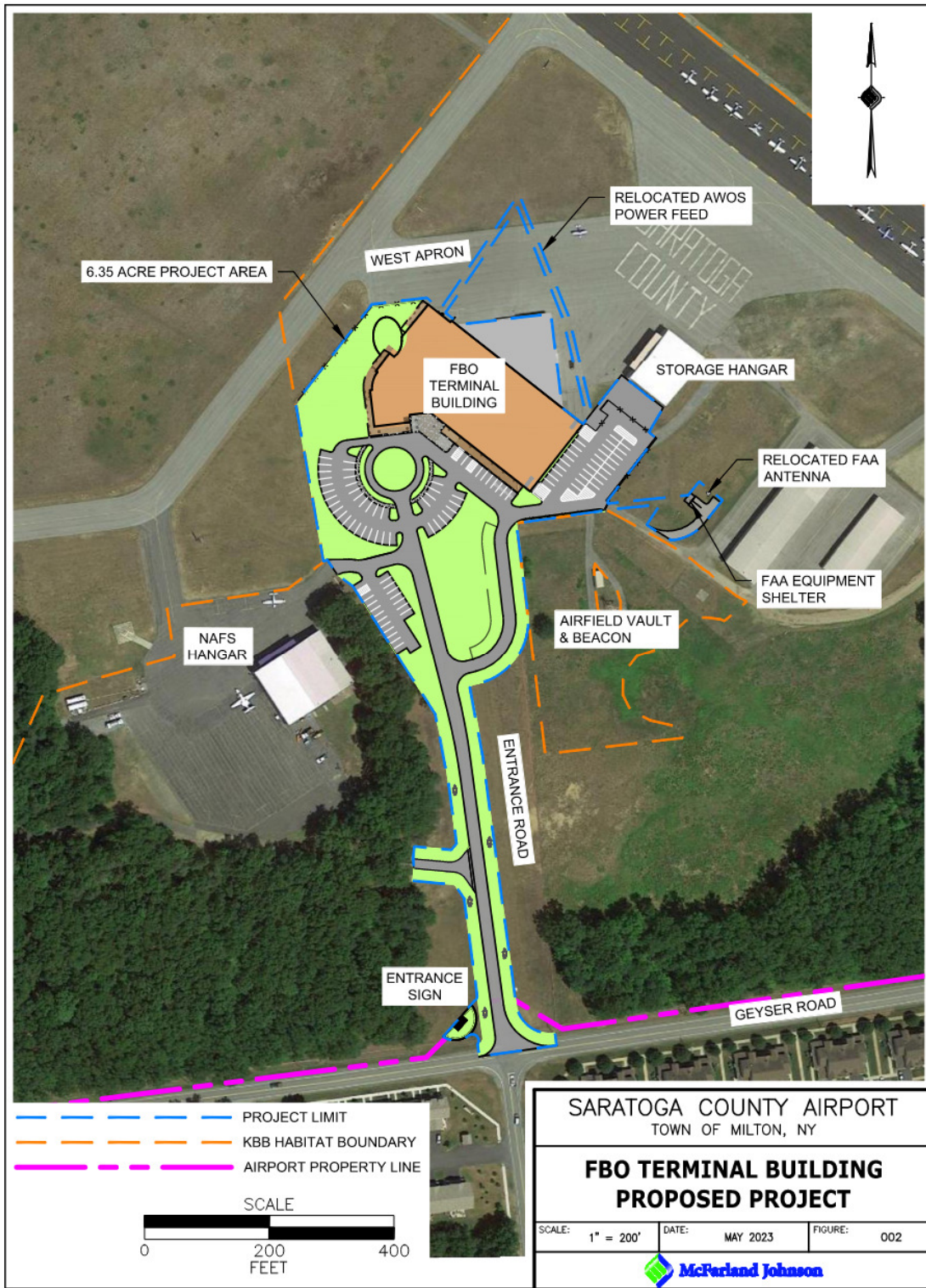


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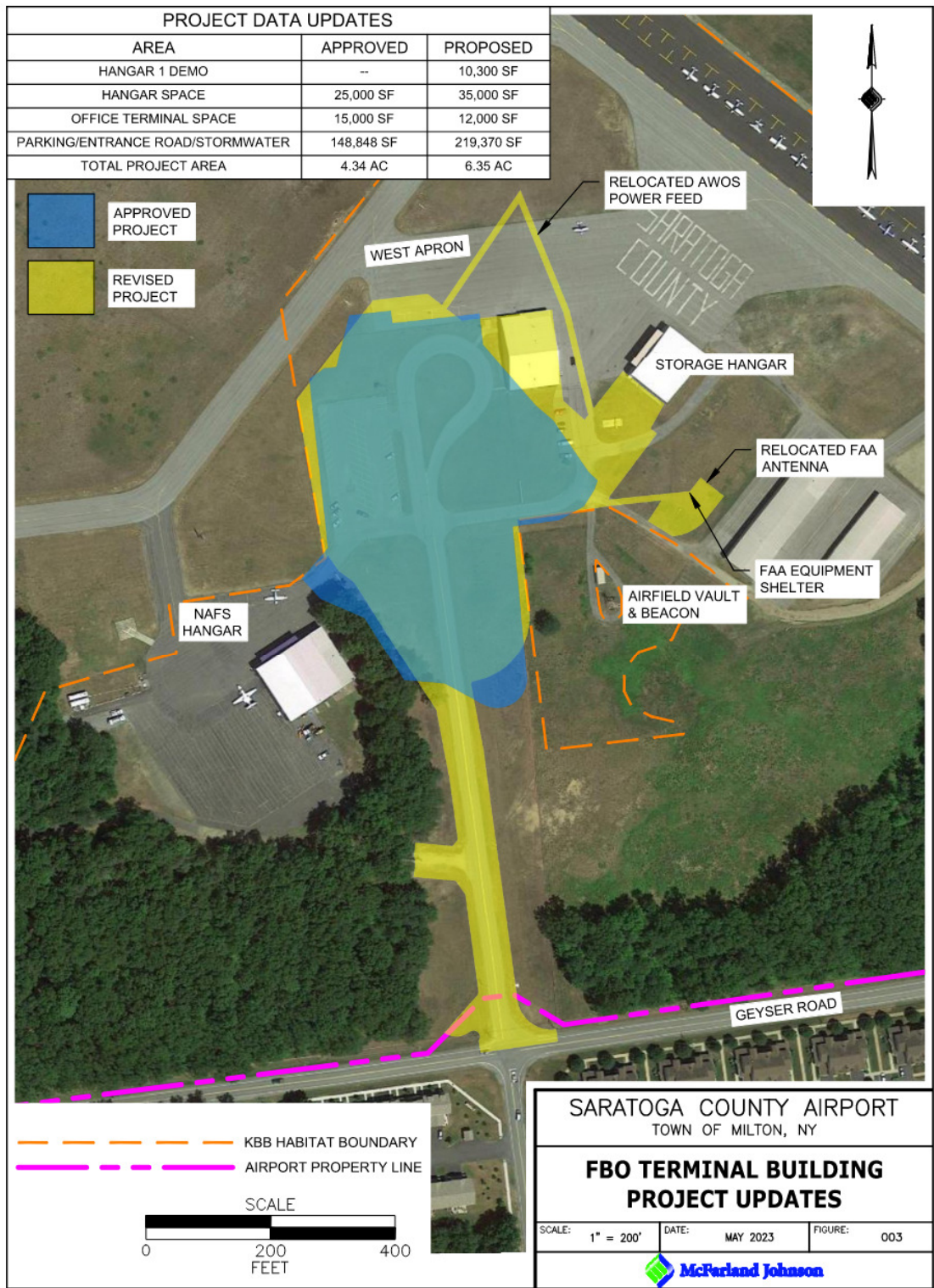
Figure 2: Proposed Project



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Figure 3: Project Updates



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### 3. ALTERNATIVES

This section details the alternatives considered and the evaluation process for selection of the Proposed Action that appropriately addresses the Purpose and Need. FAA Order 1050.1f, Chapter 6, Section 6-2.1(d) states that there “is no requirement for a specific number of alternatives or a specific range of alternatives to be included in an EA.” For purposes of this Supplemental Environmental Assessment, the alternatives were evaluated on their ability to meet the Purpose and Need and to determine if they have the potential to significantly impact the environment. Two alternatives, No Action and Action Alternative, have been considered for the Proposed Action. Both alternatives were evaluated with the required degree of analysis and in accordance with the criteria described in the following section.

#### 3.1 NO ACTION ALTERNATIVE

As described in Section 2.1, the existing infrastructure and hangar are inadequate to provide Airport users with the necessary space and access to the airfield. Under this alternative, Hangar 1 would not be demolished, the proposed FBO/Terminal building would not be constructed, the FAA antenna would not be relocated, and the entrance corridor and parking area would not be redeveloped. The No Action Alternative is shown on **Figure 1**. Existing buildings and associated infrastructure would remain as is; therefore, the No Action Alternative does not fulfill the Purpose and Need as described in Section 2. There would be no environmental impacts associated with this alternative.

#### 3.2 ACTION ALTERNATIVE (PROPOSED ACTION)

The Proposed Action meets the Purpose and Need as described in Section 2 and was assessed against the evaluation criteria listed above. The new FBO building size was optimized to maintain programming needs and to minimize ground disturbances. In addition, the building was cited on the apron to minimize potential glare concerns, to achieve maximum solar exposure, and to provide users with views of the airfield and the Adirondack mountains. As discussed in previous sections, the Proposed Action also includes the following:

- Demolition of Hangar 1 to provide adequate space for the new FBO Terminal building, which includes the relocation of the FAA antenna and repowering of the AWOS (see **Figure 2**). The FAA antenna will be relocated to a new 45-foot tower southeast of Hangar 2. A new equipment shelter (approximately 10’x16’) will be provided at the base of the tower to house the antenna equipment. The AWOS will be repowered by a new circuit from the Airport’s existing vault.
- Redevelopment of entrance corridor and parking area which includes a new entrance sign and rehabilitation of the existing asphalt drive. The existing parking area will be divided into multiple areas of asphalt with integrated stormwater treatment areas and will include electric vehicle charging stations.



Construction for the Proposed Action is anticipated to be three main phases: the existing Hangar 1 will be demolished; the foundation and structural system of the new building will be erected; and then site work and apron rehabilitation will occur concurrently with the building fit-out. It is anticipated that demolition will occur in the fall of 2023, foundations and structural erection will occur across the fall/winter of 2023/2024, and site work will occur in the spring of 2024. Building fit out will continue into calendar year 2025, including the placement of the solar panels.

### 3.3 ALTERNATIVES CONSIDERED AND DISMISSED

Several alternatives were considered and reviewed for the new FBO Terminal building to achieve the Purpose and Need. Several conceptual building locations and layouts were assessed using evaluation criteria including being located out of protected habitat, minimizing impact to impervious surfaces, achieving optimum solar exposure for passive solar heating and lighting, and creating a positive Airport experience for all users.

Locating the building on another location of the Airport property would impact the protected habitat and would require additional infrastructure; therefore, other locations were dismissed from further evaluation. In addition, several configurations of the building position in relation to the runway were reviewed by the design team. The proposed building position maximizes the viewshed of the Adirondacks and the solar exposure to the direct sunlight.

### 3.4 PREFERRED ALTERNATIVE

Based upon analysis of the Action and No Action alternatives, the Action Alternative is the preferred alternative. The preferred alternative fulfills the Purpose and Need of the Proposed Action as referenced in Section 2. In addition, alternative building locations were dismissed from further consideration because they do not meet the evaluation criteria listed in **Section 3**.

## 4. AFFECTED ENVIRONMENT & ENVIRONMENTAL CONSEQUENCES

The project disturbance area for the Proposed Action remains substantially similar to the previously approved project area (see **Figure 3**). The increase in the project disturbance area from the previous project is primarily due to the rehabilitation of the entrance corridor, relocated FAA antenna, and the demolition of Hangar 1. The proposed entrance corridor rehabilitation would occur primarily within the footprint of the existing access road. The work adjacent to the roadside such as street lighting and landscaping would occur in previously disturbed lawn areas. The proposed Hangar 1 demolition area is surrounded by impervious surfaces and maintained mowed lawn. All areas have been previously disturbed by past airport development of the apron, the original hangar, and access road. No wetlands exist within the proposed project area. No trees or endangered habitat exist or will be impacted within the proposed project area.

The previously approved Short EA addressed the effect of the Proposed Action on the quality of human and natural environment and all environmental resources. The following is an update and/or summary to Affected Environment and Environmental Consequences based upon the



revised project. The resources presented below were further analyzed based on the known environmental resources on the Airport property, vicinity, and footprint.

4.1 Biological Resources

Biological resources refer to the various types of flora (plants) and fauna (fish, birds, reptiles, amphibians, mammals, etc.), including state and federally listed threatened and endangered species, in a particular area. It also encompasses the habitats supporting the various flora and fauna including rivers, lakes, wetlands, forests, and other ecological communities. Airport projects can affect these ecological communities and thereby affect vegetation and wildlife populations.

The Endangered Species Act (ESA) directs all federal agencies to work to conserve endangered and threatened species and to use their authorities to further the purposes of the ESA. Section 7 of the ESA, titled "Interagency Cooperation," is the mechanism by which federal agencies, including the U.S. Fish & Wildlife Service (USFWS), ensure the actions they take, including those they fund or authorize, do not jeopardize the existence of any listed species.

New York State authority over threatened and endangered species is promulgated under regulation 6 of New York Codes, Rules and Regulations (NYCRR) Part 182, which prohibits the take or engagement in any activity that is likely to result in a take of any state-listed threatened or endangered species.

The previously approved (2018 FONSI) Short EA addressed the effect of the Proposed Action on the quality of human and natural environment. No trees or habitat will be taken as a result of the Proposed Action.

Based on consultation with the New York State Department of Environmental Conservation (NYSDEC) (October 19, 2022) and United States Fish and Wildlife Service (USFWS) (October 19, 2022), the state and federally listed endangered Karner Blue Butterfly (KBB), federally-listed candidate Monarch Butterfly, and state threatened Frosted Elfin Butterfly have the potential to be within the project area. The Airport has been operating under the conditions of a Habitat Management and Protection Plan (HMPP) (November 2018) with the New York State Department of Environmental Conservation (NYSDEC) to protect the KBB and frosted elfin butterfly and to manage their habitat at the Airport. The HMPP separates the Airport property into two areas; "Known Habitat Area" and "Exempt Area". The proposed project is entirely located in the Exempt Area and would be constructed in a previously developed area, consisting of the existing Airport turnaround road, current hangar location area, and visitor parking (see Figure 2).

Table 1: Threatened and Endangered Species

Common Name	Scientific Name	State/Federal Status
Karner Blue Butterfly	<i>Lycaeides melissa samuelis</i>	State/Federally endangered
Monarch Butterfly	<i>Danaus plexippus</i>	Federally Listed candidate
Frosted Elfin Butterfly	<i>Callophrys irus</i>	State Threatened

Source: NYSDEC.



Construction is not expected to result in adverse impacts. The October 2022 NYSDEC Environmental Assessment Form (EAF) Mapper and the October 2022 USFWS Information for Planning and Consultation (IPaC) Official Species List are attached as **Appendix C**.

#### 4.2 Historic, Architectural, Archeological, and Cultural Resources

A project review was conducted through the SHPO Cultural Resources Information System (CRIS). According to CRIS, there are no historic or cultural resources or archaeological sensitive areas on or in the immediate vicinity of the Airport. Consultation with SHPO was initiated to determine the impacts on historical or cultural resources as a result of the Proposed Action. A response from SHPO, dated November 21, 2022, states they have reviewed the project and determined historic properties, including archaeological and/or historic resources, would not be affected by the Proposed Action (**Appendix D**).

#### 4.3 Water Quality

With the increase in impervious surface, drainage improvements and associated best management practices (BMPs) will be installed. As indicated in the approved Short EA, a Storm Water Pollution Prevention Plan (SWPPP) will be prepared for the proposed project and submitted to NYSDEC. A NYSDEC Stormwater Pollutant Discharge Elimination System (SPDES) for Stormwater Discharges from Construction Activity General Permit (GP-0-20-001) would be required. In general, Best Management Practices (BMPs) would be utilized to assure that construction impacts are minimized to the extent practicable. Permit conditions and approvals would ensure the proposed activities would not violate water quality standards. Overall, the proposed project is not expected to cause any significant impacts to groundwater or water quality in the project area during the operation or construction phases of the project.

The proposed stormwater system includes underground infiltration systems to be installed below the parking areas. The design will be in compliance with the NYSDEC Stormwater Design Manual and provide for 100% runoff reduction credit.

In addition, the current building is serviced by a sanitary leach field. The Proposed Action includes the removal of the existing sanitary leach field and the connection of the building to a sanitary sewer collection and treatment system as described in **Section 1.1**.

#### 4.4 Energy Supply

The construction of a new FBO building would require additional energy consumption for building operations such as heating and cooling, lighting, and powering of office equipment. The estimated annual electricity demand created by the proposed project would be increased. The installation of solar panels will help offset a portion of the electricity demand. Overall, the proposed improvements are not of the scale or type to have a significant effect on natural resources or energy supply. A coordination meeting with National Grid occurred on June 27, 2023, and they have the capacity to provide additional power to the building.



#### 4.5 Light Emissions

Lighting associated with the proposed project will be minor in nature and will consist of dark sky compliant lighting. All fixtures for proposed lighting will be LED to maximize energy efficiency and longevity. In addition, the building would be lighted with typical downward facing lights on the exterior for safety and security purposes. In addition, the proposed parking areas would be lighted with downward facing lights similar to the existing parking lighting, with a minimum number of lights for safety and security purposes. Lighting for the proposed FBO building and parking areas would be installed in the vicinity of existing landside facilities with lighting, including existing parking area lights. A majority of the proposed lighting would be visible to nearby condominiums located on Geyser Road. However, a majority of the lighting would be downfacing lighting and similar to existing lighting. Therefore, the additional lighting is not anticipated to create annoyance or interfere with normal activities.

A glare analysis of the proposed solar array location was completed using the online analysis tool from ForgeSolar ([forgesolar.com](http://forgesolar.com)). The array's coordinates, elevations, declination, and slope were entered into the software, and it analyzed potential glare impacts to the approaches on Runways 5, 23, 14, and 32. The analysis of all approaches returned acceptable results in conformance with the FAA's *Solar Glare Hazard Analysis Plot*. If additional concerns arise, the solar panels will be relocated as necessary.

#### 4.6 Noise and Noise-Compatible Land Use

The proposed project is intended to accommodate existing operations and is not anticipated to increase air operations or create long-term noise impacts. As detailed in the 2015 Master Plan Update, the noise contours at 65, 70, and 75 decibels (dB) utilizing the Day-Night Average Level (DNL) are anticipated to remain well within the Airport property based on forecasted operations through 2032. As a result, an increase in aircraft noise levels is not expected.

Temporary noise effects would result from construction activities and include noise generated from heavy equipment, truck traffic, and other construction activity. Construction of the proposed project would be in conformance with all noise ordinances and would commence in September 2023 and be completed by February 2025. Construction activities would be carried out during normal daylight hours and may be audible from nearby residences and businesses. However, the effects are temporary and depend upon the nature of the operation. Construction noise would be intermittent, depending on the location and functions of the equipment, and would be temporary and short-term in duration. Construction contract documents would require construction equipment to be properly equipped and maintained so as to minimize off-site construction noise impacts.

Based on this analysis, it can be concluded that the proposed project would not result in any significant noise impacts during any phases of construction.

#### 4.7 Socioeconomics, Environmental Justice, and Children's Health and Safety Risks

The Proposed Action does not have the potential to lead to a disproportionate health or safety risk to children. In addition, the Proposed Action is not expected to have a negative impact on



economic activity, employment, income, population, public services, community social conditions, or housing in the area. Environmental justice areas in Saratoga County are remote from the project area and no high and adverse effects are anticipated from the Proposed Action. Therefore, it can be concluded that disproportionately high and adverse human health or environmental effects are not anticipated to occur among minority or low-income populations as a result of the proposed project.

The Proposed Action may stimulate the local economy to some extent, by creating construction jobs and demand for readily available construction materials, resulting in increased tax revenue to the community. In addition, sanitary sewer and water for the FBO building would be serviced by the Heritage Springs Waterworks, and the Heritage Springs Sewer Works which have sufficient capacity to accommodate the development. Therefore, based on the above, socioeconomic impacts are not anticipated.

A traffic impact analysis was conducted to determine if the Proposed Action would impact the level of service at the Geyser Road and Greenfield Avenue intersection. The existing Airport entrance intersection is currently a two-way stop sign controlled intersection with Geyser Road being free flow and Greenfield Avenue having stop signs. Existing traffic volumes for the weekday traffic peaks were recorded in October 2022. The traffic analysis determined that the amount of traffic generated by the proposed FBO building would not have a noticeable impact on traffic and the level of service would not change. In addition, the findings state that the impact would be negligible, with only minimal delays associated with cars exiting the Airport. The proposed project construction would occur entirely on Airport property, and any impacts to traffic as a result of the proposed project during construction are expected to be negligible and temporary in nature. The Traffic Impact Letter of Findings, dated November 4, 2022, is provided in **Appendix E**.

#### 4.8 Solid Waste

Increased use of the Airport and a potential addition of a restaurant tenant would trigger a corresponding increase in the quantity of refuse generated by Airport users. The proposed project is expected to create some construction and demolition waste during construction. All solid waste from the Airport is handled by County Waste and Recycling based out of Clifton Park, New York. County Waste and Recycling transports waste to the County Landfill, located on 1319 Loudon Road, Cohoes, New York. Following completion of construction, the proposed project is not expected to result in a significant increase in solid waste. Sanitary sewer and water for the hangar and office building would be serviced by the Heritage Springs Waterworks, and either the Heritage Springs Sewer Works or Saratoga County Sewer District, which have sufficient capacity to accommodate the development.

## 5. CUMULATIVE IMPACTS

Limited short-term effects from construction may occur. Specific effects could include noise from construction equipment, fugitive dust, soil erosion, and sedimentation. These impacts will be limited by ensuring the contractor(s) complies with all contractual requirements for environmental





protection. The short-term impacts will be temporary during the construction period and no significant long-term impacts are anticipated.

The CEQ regulations, at 40 CFR 1508.7, define cumulative effects as the effect on the environment which results from the incremental effect of the action(s) when added to other past, present, and reasonably foreseeable future actions. The cumulative effects analysis includes any actions “within the geographic area and time frame that affect environmental resources the Proposed Action would affect” (FAA, 2007). The geographic area of concern for this analysis is generally the Airport and the proposed land acquisition areas. For some resources, such as socioeconomics, impacts may extend further, and the geographic area of concern is larger. The time period for cumulative effects analysis is “the cycle during which the project is expected to affect a resource, ecosystem, or human community.”

Recently completed projects at the Airport have included completion of a Master Plan Update in July 2015, the construction of a wildlife deterred fence around the perimeter of the airport, the construction of a partial parallel Taxiway from Runway end 23 across Runway 14-32 to Taxiway B, and the decommissioning of Taxiway D for glider staging.

Reasonably foreseeable actions for the next five years consist of the construction of a 6-Bay T-Hangar adjacent the existing T-Hangars, the construction of a 6,900-sf Snow Removal Equipment (SRE) Building, the construction of a 14,940-sf private hangar, the rehabilitation of Runway 5-23, and an obstruction removal project. All of the projects listed above have been or will be evaluated in accordance with NEPA. Significant impacts are not anticipated or will be mitigated to less than significant.

The environmental impacts of these potential future Airport projects would be analyzed in separate environmental documents. These projects would be designed to avoid or minimize impacts to sensitive resources on and off-airport property. It is not anticipated that the Proposed Action would contribute significantly to cumulative impacts. Based on the above information, it can be concluded that no significant cumulative impacts will result from the Proposed Action.

## 6. PUBLIC PARTICIPATION

The previous Short EA was published in the local newspapers, The Saratogian and The Daily Gazette, and made available for a 30-day public comment period from August 3 to September 1, 2018. The public did not provide any comments during this public comment period.

Public involvement for development of this revised Proposed Action and Supplemental Environmental Assessment will be conducted in accordance with FAA Order 1050.1F. The Supplemental Environmental Assessment will be made available for public review on the Saratoga County website and in the local newspapers, The Saratogian and The Daily Gazette, for a 30-day public comment period.

## Appendix A.

### Final EA (October 5, 2018) FONSI



U. S. Department  
of Transportation

New York Airports District Office  
159-30 Rockaway Blvd, Suite 111  
Jamaica, NY 11434

**Federal Aviation  
Administration**

August 5, 2018

Mr. Keith Manz  
Saratoga County Airport  
3654 Galway Road  
Ballston Spa, NY 12020-2517

Re: Saratoga County Airport (5B2)  
Construction of Hangar and Office Building  
Environmental Determination

Dear Mr. Manz:

The Federal Aviation Administration (FAA) has recently approved the Environmental Assessment and Finding of No Significant Impact (EA/FONSI) for the Pen & Ink Change to update the Airport Layout Plan (ALP) by depicting the location of a new hangar and office building development on the airport at Saratoga County Airport (5B2). A copy of the FONSI signed by the Approving Official and the EA signature page signed by the Responsible FAA Official are attached.

This Federal environmental approval is a determination by the Approving Official that the requirements imposed by applicable environmental statutes and regulations have been satisfied by a FONSI. However, it is not an approval of any other federal action relative to the project proposal.

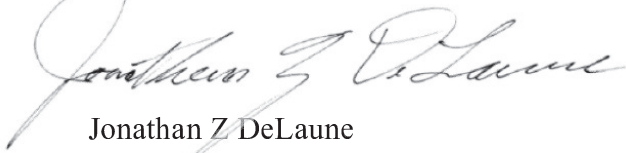
In compliance with Council on Environmental Quality (CEQ) regulations 1501.4(e)(1) and 1506.6, we require that your office make the final EA with Signature Page and FONSI available to the affected public, and announce such availability through appropriate media in the area. The announcement shall indicate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

Finally, your attention is directed to the mitigating measures that were made a condition of approval of the FONSI. Please be reminded that these measures must be taken by the airport sponsor in order to meet the terms of the EA/FONSI.

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

Please contact our office if you have any questions.

Sincerely,

A handwritten signature in cursive script, reading "Jonathan Z. DeLaune". The signature is written in black ink and is positioned above the typed name.

Jonathan Z. DeLaune  
Environmental Protection Specialist  
New York Airports District Office

Enclosures

FONSI

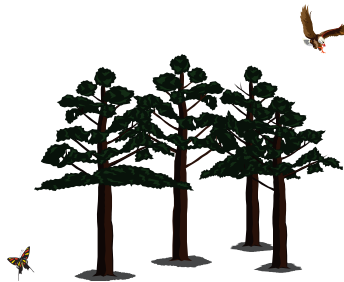
EA Signature Page



**FEDERAL AVIATION ADMINISTRATION**

**EASTERN REGION**  
AIRPORTS DIVISION

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



Airport Name: Saratoga County Airport Identifier: 5B2

Project Title: Office & Hangar Building Development

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

*Jonathan Z. Lawrence*  
Responsible FAA Official

10/5/2018  
Date

**DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION**

**FINDING OF NO SIGNIFICANT IMPACT (FONSI)**

**Location**

Saratoga County Airport (5B2)  
Ballston Spa, Saratoga County, New York

**Proposed Federal Action**

The proposed federal action is a Pen & Ink Change to update the Airport Layout Plan (ALP) by depicting the location of a new hangar and office building development on the airport at Saratoga County Airport (5B2).

**Project Description**

The proposed action involves construction of a hangar and office building which will be owned and operated by Prime, on land leased from Saratoga County. In addition, parking areas for the office and hangar buildings and the general public, and associated utilities and stormwater management facilities will be constructed. The project includes a sewer line extension on airport property out to Geysers Road, allowing for eventual abandonment of the existing septic system, and other miscellaneous improvements that would benefit the airport.

**Background**

Prime Group Holdings, LLC (Prime), desires to construct an office/hangar complex on airport property. Prime's offices are currently located in the city of Saratoga Springs, New York, approximately 5 miles northeast of the Airport. Their aircraft is currently based at the Floyd Bennett Memorial Airport (KGFL) due to limited hangar storage space at the Saratoga County Airport.

**Purpose and Need**

The purpose of the proposed project is to provide office space and conventional hangar space and related improvements to accommodate a proposed new airport tenant, Prime. The proposed hangar and office building would reduce the additional travel time by Prime aircraft between the two airports and associated secondary impacts, will centralize office and aircraft storage operations, and will relocate jobs to the local area.

**Alternatives**

The No Action Alternative was analyzed, along with the Proposed Action Alternative (the construction of a 25,000-square foot hangar and a 30,000-square foot 2-story office building with associated parking and utilities in the southern portion of the Airport.) which would meet the purpose and need.

**Discussion**

The attached October 2018 Environmental Assessment (EA) addresses the effects of the proposed action on the quality of the human and natural environment, and is made a part of this

Finding. The following impact analysis highlights the more thorough analysis presented in the document.

### **Threatened and Endangered Species**

Based on consultation with the New York State Department of Environmental Conservation (NYSDEC) and the United States Fish & Wildlife Service (USFWS), the state and federally-listed endangered Karner Blue Butterfly, state threatened frosted elfin butterfly and mock pennyroyal, and state species of special concern mottled duskywing have been documented in the Airport project area. In addition, the USFWS indicated the potential presence of the federally threatened northern long-eared bat at or in the vicinity of the airport. The proposed project site is within an NYSDEC-designated Exempt Area and also is a developed area, consisting of manicured lawn and asphalt. Construction is not expected to result in adverse impacts.

### **Historic Resources**

Consultation with SHPO was initiated to determine the impacts on historical or cultural resources as a result of the proposed project on Airport property and off-airport property associated with the proposed land and/or easement acquisitions. A response from SHPO, dated November 21, 2016, states they have reviewed the project and determined historic properties would not be affected by the proposed project

### **Construction Impacts**

Limited short-term effects resulting from construction may occur. Specific effects could include noise from construction equipment on the site, fugitive dust, soil erosion, and sedimentation. These impacts will be limited by requiring the contractor to comply with all contract provisions for environmental protection. These short-term construction impacts will not persist beyond the construction period, and no significant long-term construction impacts are expected as a result of this project.

### **Air Quality**

Saratoga County is not located within a nonattainment or maintenance area according to the EPA Green Book dated June 12, 2018. Construction activities will have short term impacts to air quality. An air emissions analysis demonstrated that project-related emissions would be less than applicable de minimis thresholds. Therefore, no significant air quality impacts would result from construction activities.

### **Water Quality**

With the increase in impervious surfaces, drainage improvements and associated Best Management Practices will be installed. A Storm Water Pollution Prevention Plan will be prepared and submitted to NYSDEC.

### **Noise and Noise-Compatible Land Use**

A noise analysis of the proposed action alternative showed a decrease of approximately 1.5 acres for the 65 dB DNL contour, which is the result of a predicted decrease in operations by the Gulfstream G280s operated by Prime. The entire contour remains on airport property.

### **Other Impact Categories**

The impacts of the proposed Federal action on socioeconomic impacts, DOT Section 4(f), coastal zones, floodplains, coastal barriers, prime and unique farmland, energy supply and natural resources, light emissions, solid waste impacts, environmental justice, and cumulative impacts were evaluated in the EA. It is the FAA's finding that the proposed action will not have any significant effect on any of the above noted categories.

### **Public Involvement**

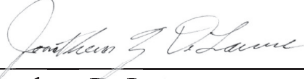

A Notice of Public Availability was published in *The Daily Gazette* in Schednectady, NY and *The Saratogian* in Saratoga Springs, NY on August 3, 2018. The EA was available at the Saratoga County Department of Public Works office and the Town of Milton Town Hall, and electronically on the Saratoga County Department of Public Works webpage from August 3, 2018 to September 1, 2018. No public comments were received.

### **Mitigation Measures**

1. The project was designed using BMPs to minimize environmental, social, and economic impacts.
2. Mitigation efforts include, but are not limited to, utilization of a previously disturbed site, reuse of excavated materials, the use of soil erosion and sediment control measures, and adherence to state and federal water quality regulations.

### **CONCLUSION AND APPROVAL:**

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

Recommended:	 <hr/> Jonathan DeLaune Environmental Specialist New York Airports District Office	<hr/> 10/5/2018 <hr/> Date
Approved:	EVELYN J MARTINEZ  <small>Digitally signed by EVELYN J MARTINEZ Date: 2018.10.05 14:07:52 -04'00'</small> <hr/> Evelyn Martinez Manager New York Airports District Office	<hr/> <hr/> Date
Disapproved:	<hr/> Evelyn Martinez Manager New York Airports District Office	<hr/> <hr/> Date



## Appendix B.

### Hangar 1 Photos of Existing Conditions



The most prominent feature on the main apron is the outdated Hangar 1

Hangar 1 and Main Apron from TW A



Roof Patches

Unattractive building

Aging Asphalt

Hangar 1 from Main Apron



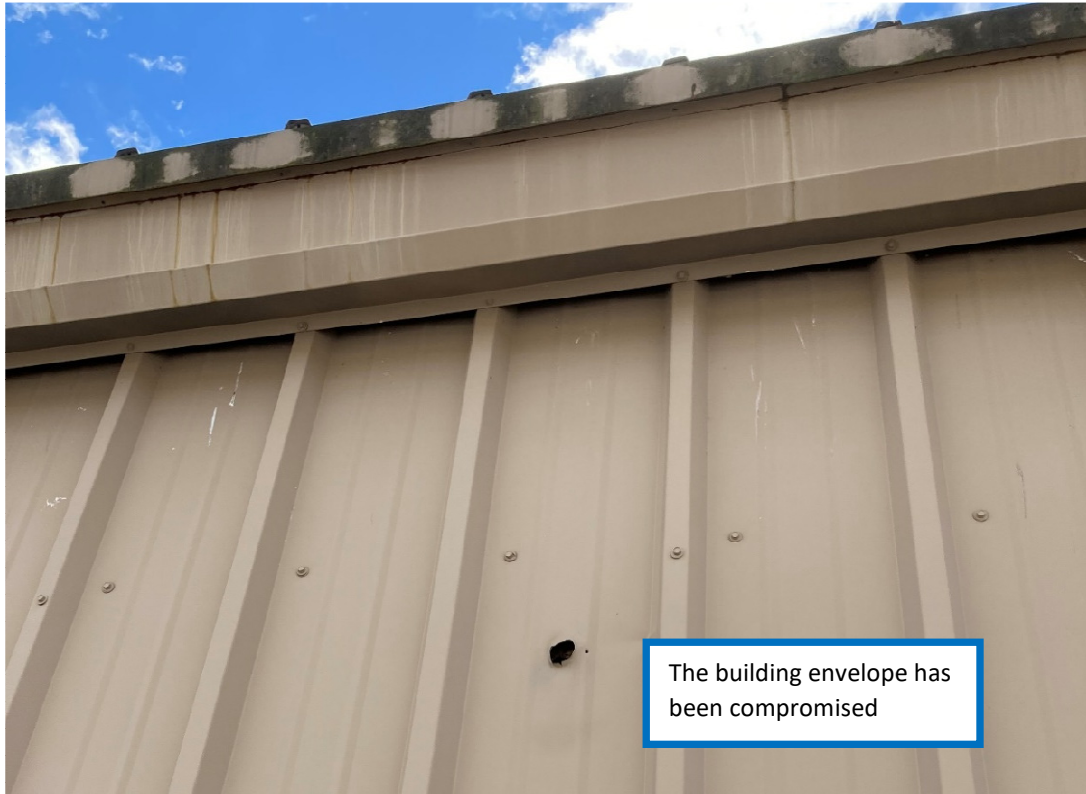
Hangar 1 from Entrance Road



Entrance to Hangar 1 from Main Apron



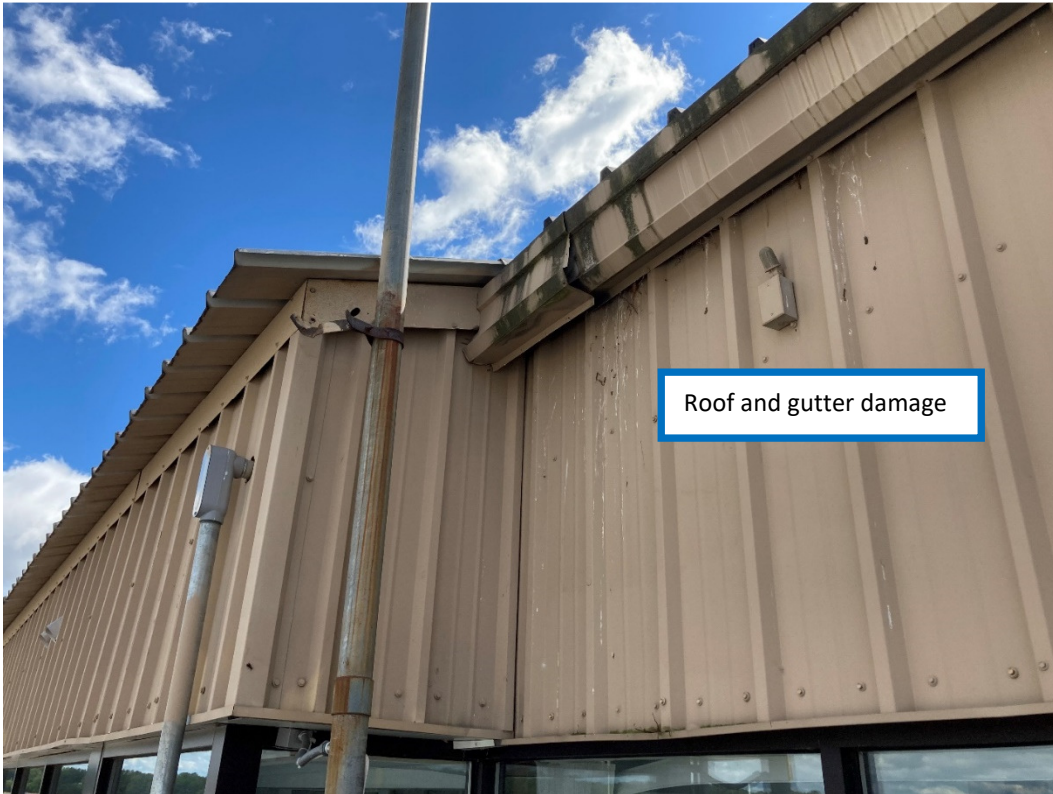
Hangar 1 Face along Main Apron



Hangar 1 Face along Main Apron



Hangar 1 Face along Main Apron



Hangar 1 Face along Main Apron



Building panel damage

Hangar 1 Face along Entrance Drive



Roof Patch

Building panel damage

Hangar 1 Face along Entrance Drive



Hangar 1 Door from Outside



Hangar 1 Door from Inside

Interior walls and insulation dated and damaged. Parts and equipment stored wherever possible for Barth Aviation which has outgrown the space.



Hangar 1 interior and insulation



Barth Aviation Work space is full preventing additional business

Hangar 1 interior full with 5 aircraft under repair



Former terminal space has been converted to office space and parts storage for Barth Aviation



Hangar 1 interior converted to mechanic office and storage

## Appendix C.

### NYSDEC EAF and USFWS Information for Planning and Consultation (IPaC) Official Species List



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



Part 1 / Question 7 [Critical Environmental Area]	No
Part 1 / Question 12a [National or State Register of Historic Places or State Eligible Sites]	No
Part 1 / Question 12b [Archeological Sites]	No
Part 1 / Question 13a [Wetlands or Other Regulated Waterbodies]	Yes - Digital mapping information on local and federal wetlands and waterbodies is known to be incomplete. Refer to EAF Workbook.
Part 1 / Question 15 [Threatened or Endangered Animal]	Yes
Part 1 / Question 15 [Threatened or Endangered Animal - Name]	Frosted Elfin, Karner Blue
Part 1 / Question 16 [100 Year Flood Plain]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
Part 1 / Question 20 [Remediation Site]	No



## 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  
Email Address: [fw5es\\_nyfo@fws.gov](mailto:fw5es_nyfo@fws.gov)

In Reply Refer To:

October 19, 2022

Project Code: 2023-0006467

Project Name: Saratoga County Airport - New Fixed Base Operator Terminal

Subject: List of threatened and endangered species that may occur in your proposed project location 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 (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

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 Act, 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 website 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.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2))

(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>

**Migratory Birds:** In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts see <https://www.fws.gov/birds/policies-and-regulations.php>.

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures see <https://www.fws.gov/birds/bird-enthusiasts/threats-to-birds.php>.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit <https://www.fws.gov/birds/policies-and-regulations/executive-orders/e0-13186.php>.

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 Act. **Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.**

---

Attachment(s):

- Official Species List

## **Official Species List**

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

This species list is provided by:

**New York Ecological Services Field Office**

3817 Luker Road

Cortland, NY 13045-9385

(607) 753-9334

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## Project Summary

Project Code: 2023-0006467

Project Name: Saratoga County Airport - New Fixed Base Operator Terminal

Project Type: Airport - New Construction

Project Description: The proposed project includes the following items:

- Demolition of existing Hangar 1.
  - Redevelopment of the entrance corridor and existing parking area.
  - Construction of a new fixed base operator terminal building to include new waiting areas; concessionaire tenant spaces; rental car lease space; advertisement display lease opportunities; conference room space; weather information access room; pilot lounge area; and connected 39,000 square-foot hangar space.
  - Installation of solar panel array on hangar portion of new terminal building.
  - Rehabilitation of the apron connecting to new terminal building
- All of the project area has been previously disturbed and located in the Karner Blue Butterfly Exempt Zone.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@43.0452562,-73.86135669155058,14z>



Counties: Saratoga County, New York

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## Endangered Species Act Species

There is a total of 2 threatened, endangered, or candidate species on this species list.

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

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries<sup>1</sup>, 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.

## Insects

NAME	STATUS
Karner Blue Butterfly <i>Lycaeides melissa samuelis</i> There is <b>proposed</b> critical habitat for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/6656">https://ecos.fws.gov/ecp/species/6656</a>	Endangered
Monarch Butterfly <i>Danaus plexippus</i> No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/9743">https://ecos.fws.gov/ecp/species/9743</a>	Candidate

## Critical habitats

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

---

## **IPaC User Contact Information**

Agency: McFarland Johnson  
Name: Maresa Miller  
Address: 87 Beaver Drive  
City: DuBois  
State: PA  
Zip: 15801  
Email: mmiller@mjinc.com  
Phone: 8142736068

## **Lead Agency Contact Information**

Lead Agency: Federal Aviation Administration

---

## Appendix D.

### November 2022 SHPO Letter



**New York State  
Parks, Recreation and  
Historic Preservation**

**KATHY HOCHUL**  
Governor

**ERIK KULLESEID**  
Commissioner

November 21, 2022

Maresa Miller  
McFarland-Johnson Inc.  
87 Beaver Drive  
DuBois, PA 15801

Re: FAA  
Saratoga County Airport- Proposed FBO Terminal Building  
405 Greenfield Ave, Ballston Spa, NY 12020  
22PR08476

Dear Maresa Miller:

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

Based upon this review, it is the opinion of the New York SHPO that no historic properties, including archaeological and/or historic resources, will be affected by this undertaking.

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

Sincerely,

R. Daniel Mackay

Deputy State Historic Preservation Officer  
Division for Historic Preservation

rev: J. Schreyer

## Appendix E.

### November 2022 Traffic Impact Letter of Findings

November 4, 2022

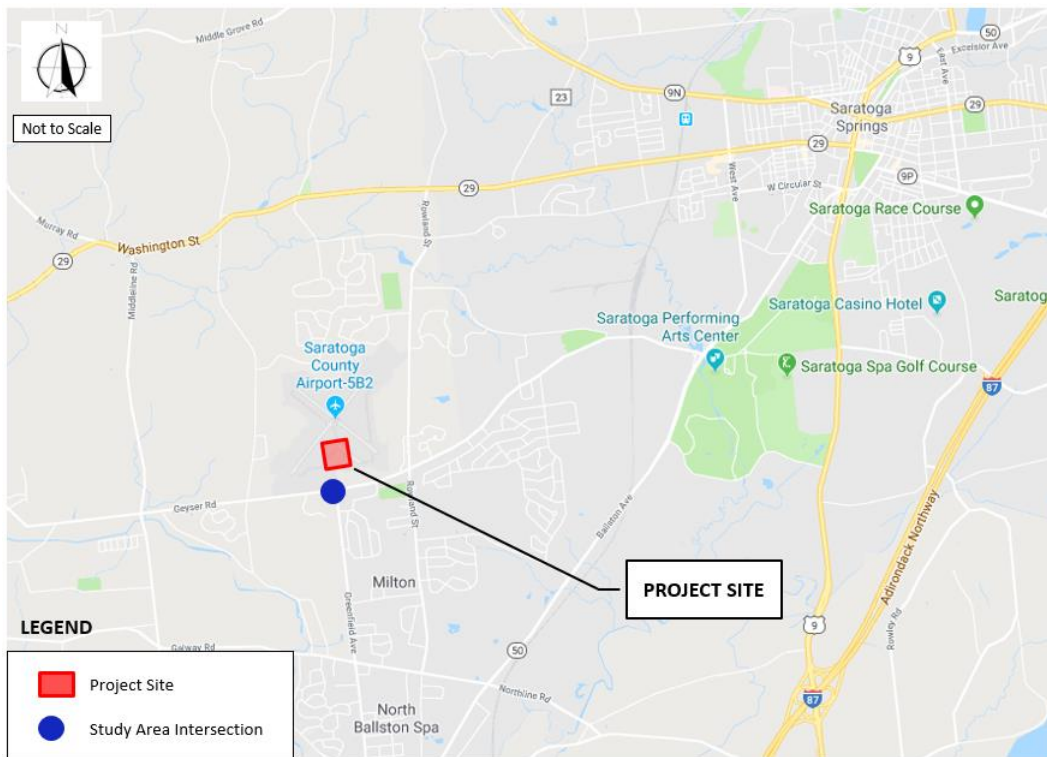
Chad M. Cooke, P.E., M.P.A.  
Commissioner of Public Works  
Saratoga County Department of Public Works  
3654 Galway Road  
Ballston Spa, NY 12020

RE: FBO Terminal Building within Airport Property – Saratoga, NY  
Traffic Impact Letter of Findings

Dear Mr. Cooke,

McFarland Johnson, Inc. (MJ) has reviewed existing and future traffic conditions associated with the development of a proposed Fixed Base Operator Terminal building at Saratoga County Airport and respectively submits this Letter of Findings. The intent of this letter is to analyze the impacts, if any, that the proposed development may have on the Geysers Road and Greenfield Avenue intersection.

The area to be developed is located within the Airport property on Greenfield Avenue north of Geysers Road as shown in Figure 1 – Site Location. The existing airport entrance intersection is a two-way stop sign controlled intersection with Geysers Road being free flow and Greenfield Avenue having stop signs.

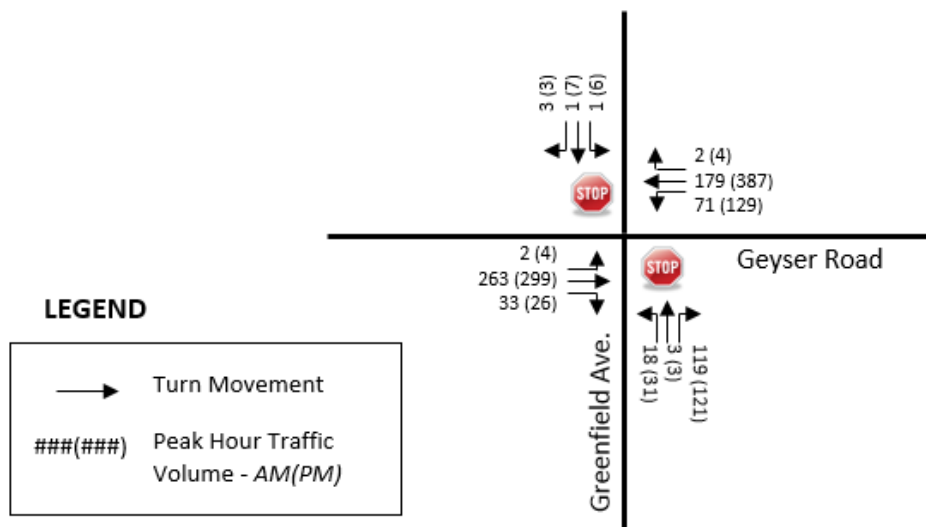


**Figure 1 - Site Location**

The project consists of construction of a new fixed base operator terminal building with new waiting areas; concessionaire tenant spaces; rental car lease space; advertisement display lease opportunities; conference room space; weather information access room; pilot lounge area; and connected 39,000 square-foot hangar space. The development includes a rehabilitated access road with approximately 50 parking spaces to replace the existing 50 parking spaces within the area to be removed. Concept Sketch "Proposed Project" figure shows the proposed site plan and is attached to this letter.

**2022 Existing Traffic Volumes**

Existing traffic volumes were established for this project by recording turn movements counts on Thursday, October 27th, 2022 from 6:45-8:15 AM and 4:15-5:45 PM. The data shows that the weekday traffic in the study area peaks between 7:00 and 8:00 AM in the morning, while the evening traffic peaked between 4:15 and 5:15 PM. The traffic volume data is attached to this letter and the resultant peak hour volume diagram is shown below in Figure 2 – 2022 Base Traffic Volumes. Analysis of the base condition allows the TIS to develop a comparison to future conditions and enables the study to calibrate the traffic model to mimic the present real-life operations that are observed.

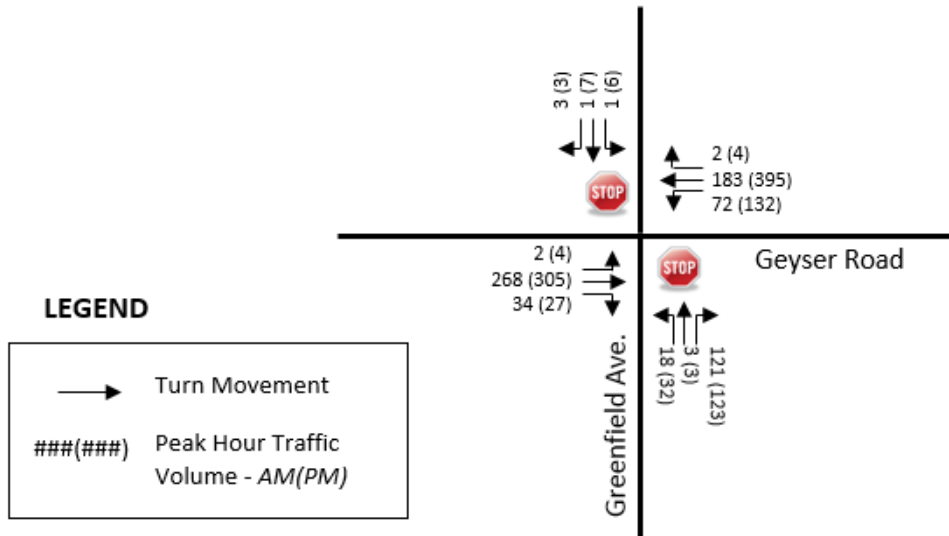


**Figure 2 – 2022 Existing Traffic Volumes**

**2024 Background Traffic Volumes**

The 2022 existing traffic volumes were grown by an annual background growth rate of 1.0% per year which enables the analysis to establish projected background volumes to the year 2024 as the terminal is anticipated to be operational by the end of 2024. Based on a review of historic NYSDOT traffic counts on Geysers Road and Greenfield Road, the traffic growth has minor increases and decreases flat over the last 10 years, and a 1.0% annual growth rate was conservatively applied to account for any potential future growth in the area.

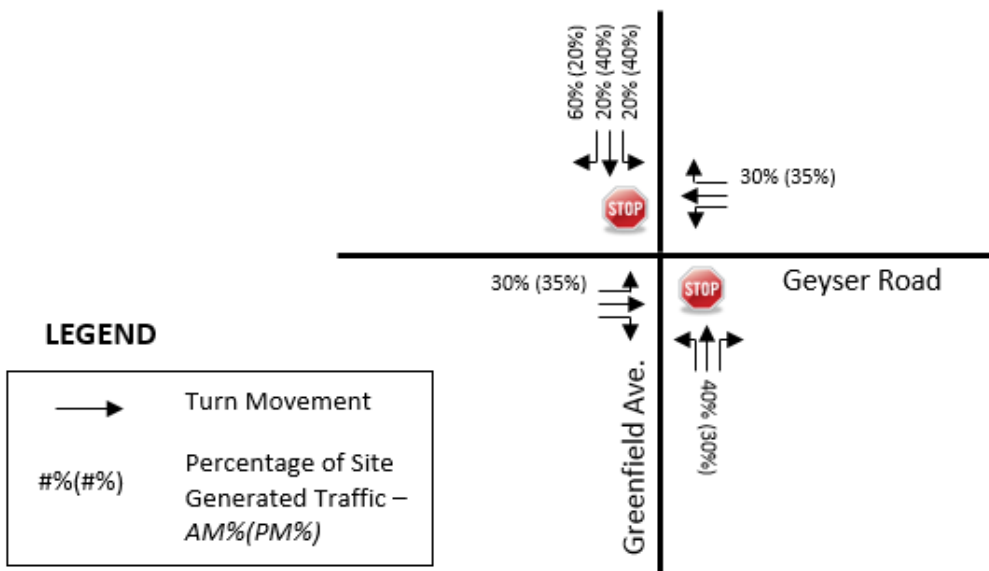
The 2024 background traffic volumes shown in Figure 3 include existing traffic and the 1.0% annual background traffic growth. These traffic volumes are used as a base in which to add the proposed development’s traffic.



**Figure 3 – 2024 Background Traffic Volumes**

**Trip Distribution**

Development of a projected trip distribution model for this proposed project is based on the existing traffic volumes recorded at the intersection. The trip percentages entering and exiting the proposed development are based on the existing flow of traffic at the intersection since the proposed use is similar if not identical to the current use. See Figure 4 below with the calculated trip distributions for the proposed development’s traffic.



**Figure 4 – Trip Distribution Percentages**

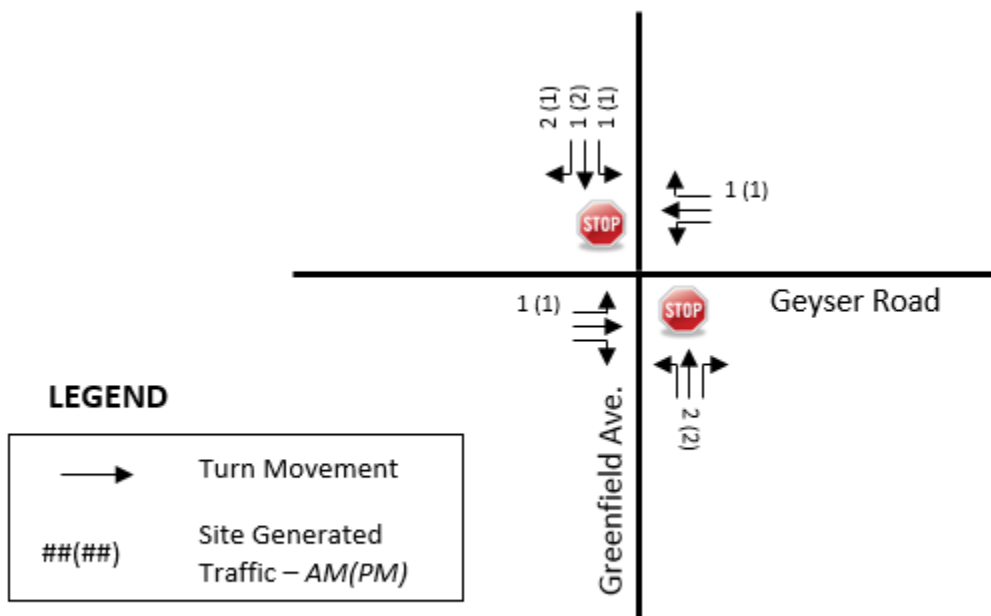


**Trip Generation**

For analysis of the proposed FBO Terminal building development, site generated traffic was estimated using trip generation rates provided in the Institute of Transportation Engineers’ (ITE) Trip Generation manual, 11th edition as shown in the table below. The analysis utilized the manual’s trip generation rates established for a General Aviation Airport (LU#022). It is conservatively assumed that the proposed project will result in an additional 5 new employees for the airport. Based on the nature of the development, no multi-use credit or pass-by trip credit was applied to the 2024 build scenario. See Figure 5 for the projected trips to be generated by the development distributed based on Figure 4.

Type of Land Use	ITE LU Code	Unit	Weekday Morning Peak			Weekday Evening Peak			Weekday 24-Hour		
			Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
General Aviation Airport	22	5 New Employees	4	4	8	4	4	8	37	38	75

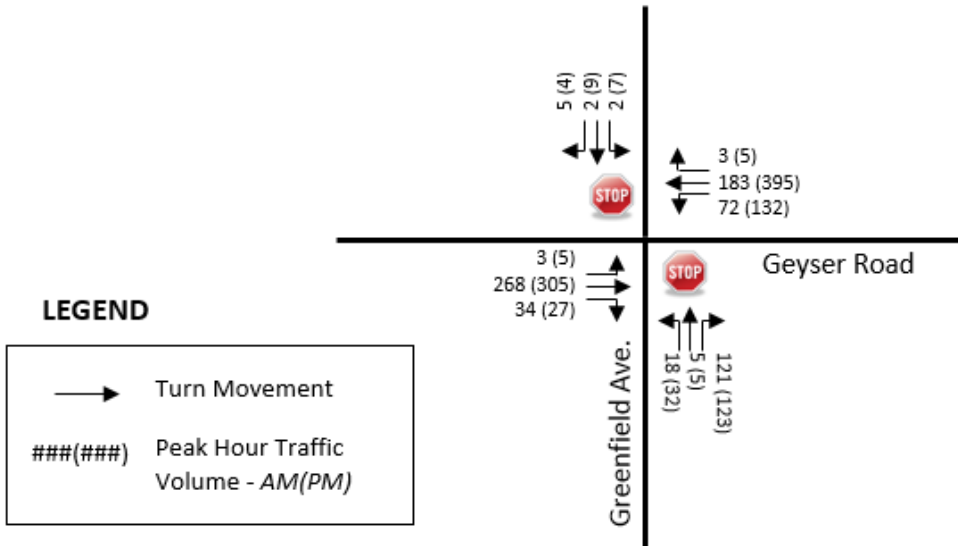
\* Trip generation volumes based on average rates from ITE Trip Generation Manual 11th Edition for Trips Generated during the weekday data at the study area intersection.



**Figure 5 – Trip Generation Volumes**

**2024 Build Traffic Volumes**

The build volumes shown in Figure 6 represent the 2024 background volumes combined with the additional estimated trips generated by the proposed development.



**Figure 6 – 2024 Build Traffic Volumes**

**Capacity Analysis**

A capacity analysis was performed using Synchro 8.0 traffic modeling software and the procedures defined in the 2010 Highway Capacity Manual to determine operating conditions for the 2022 Existing, 2024 Background and 2024 Build scenarios. The following Level of Service Summary Table shows the results of the capacity analysis for the proposed conditions, Synchro analysis printouts are attached to this letter.

**INTERSECTION LEVEL OF SERVICE TABLE**

Study Intersection	Approach and Movement		MORNING PEAK HOUR					
			2022 EXISTING		2024 BACKGROUND		2024 BUILD	
			Delay	LOS	Delay	LOS	Delay	LOS
Geyser Road (CR43) at Greenfield Avenue (CR50) (Un-Signalized)	Eastbound	L	7.6	A	7.6	A	7.6	A
	Westbound	L	8.3	A	8.3	A	8.3	A
	Northbound	L-T-R	13.8	B	14.0	B	14.3	B
	Southbound	L-T-R	12.9	B	13.1	B	13.7	B
	<b>OVERALL</b>		<b>4.3</b>	<b>A</b>	<b>4.4</b>	<b>A</b>	<b>4.5</b>	<b>A</b>

Study Intersection	Approach and Movement		EVENING PEAK HOUR					
			2022 EXISTING		2024 BACKGROUND		2024 BUILD	
			Delay	LOS	Delay	LOS	Delay	LOS
Geyser Road (CR43) at Greenfield Avenue (CR50) (Un-Signalized)	Eastbound	L	8.1	A	8.2	A	8.2	A
	Westbound	L	8.5	A	8.6	A	8.6	A
	Northbound	L-T-R	20.6	C	21.8	C	22.9	C
	Southbound	L-T-R	28.5	D	29.8	D	30.3	D
	<b>OVERALL</b>		<b>4.6</b>	<b>A</b>	<b>4.8</b>	<b>A</b>	<b>5.1</b>	<b>A</b>

As shown in the table, the intersection would operate at an overall 'A' Level of Service (LOS) for all peak periods with all individual movements operating at LOS equal to the existing and background scenarios, with no noticeable increases in delays to any turn movement.

**Conclusion**

The capacity analysis revealed that the proposed development will no impact to the traffic operations at the intersection of Geyser Road (CR43) and Greenfield Avenue (CR50).

Based on the above noted analysis, the amount of new traffic generated by the proposed FBO Terminal building is believed to be negligible in respect to the existing background traffic currently utilizing the intersection, with only minimal delays associated with cars exiting the proposed site.

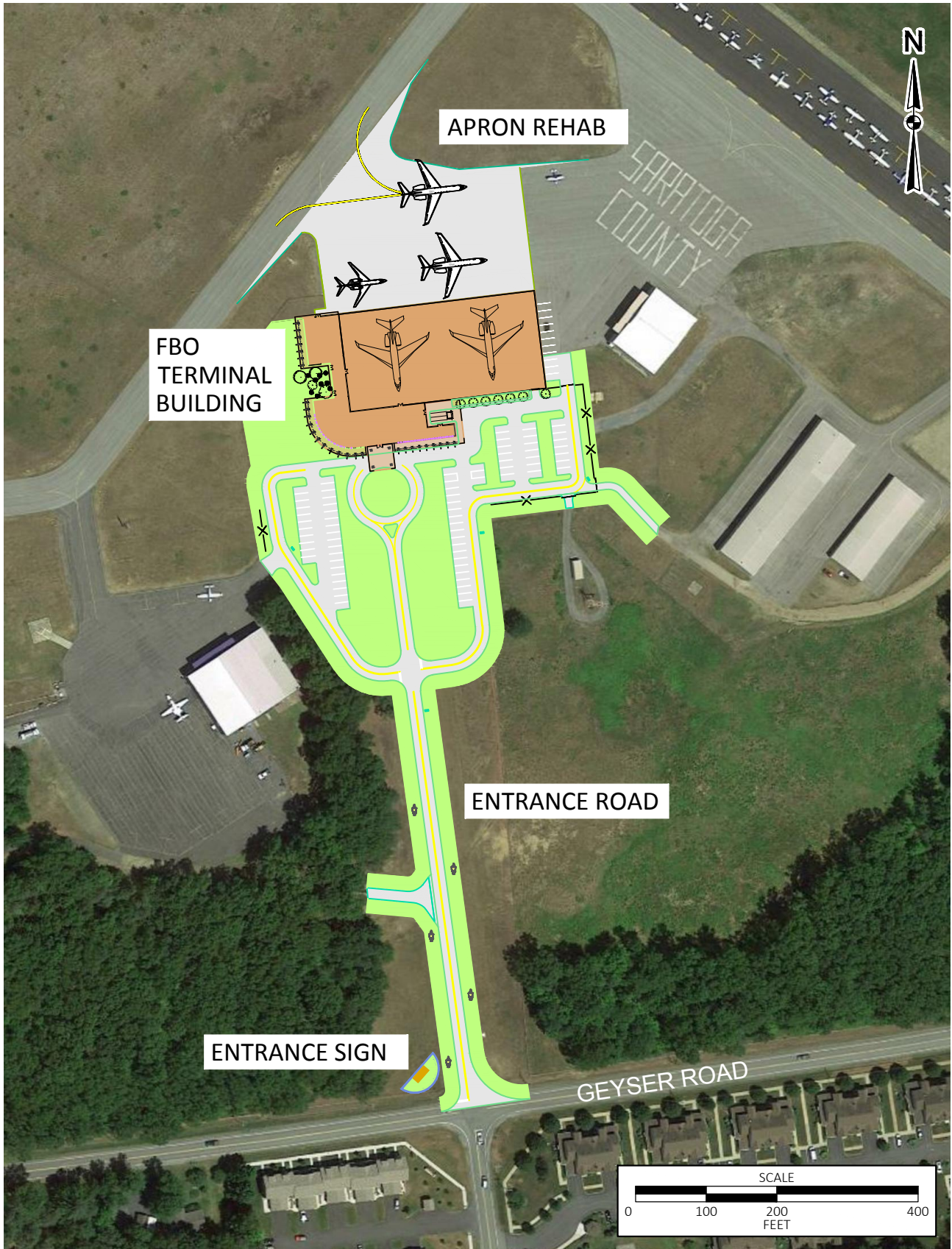
Please do not hesitate to call should you require additional information or have any questions.

Sincerely yours,

McFARLAND-JOHNSON, INC.



Adam J. Frosino, PE., PTOE  
Project Manager



Intersection												
Int Delay, s/veh	4.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	263	33	71	179	2	18	3	119	1	1	3
Future Vol, veh/h	2	263	33	71	179	2	18	3	119	1	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	94	94	94	70	70	70	63	63	63
Heavy Vehicles, %	3	3	3	14	3	2	11	11	11	5	2	2
Mvmt Flow	2	296	37	76	190	2	26	4	170	2	2	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	192	0	0	333	0	0	666	663	315	749	680	191
Stage 1	-	-	-	-	-	-	319	319	-	343	343	-
Stage 2	-	-	-	-	-	-	347	344	-	406	337	-
Critical Hdwy	4.13	-	-	4.24	-	-	7.21	6.61	6.31	7.15	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.21	5.61	-	6.15	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.21	5.61	-	6.15	5.52	-
Follow-up Hdwy	2.227	-	-	2.326	-	-	3.599	4.099	3.399	3.545	4.018	3.318
Pot Cap-1 Maneuver	1375	-	-	1162	-	-	361	370	705	324	373	851
Stage 1	-	-	-	-	-	-	674	637	-	666	637	-
Stage 2	-	-	-	-	-	-	651	621	-	616	641	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1375	-	-	1162	-	-	337	342	705	230	345	851
Mov Cap-2 Maneuver	-	-	-	-	-	-	337	342	-	230	345	-
Stage 1	-	-	-	-	-	-	673	636	-	665	590	-
Stage 2	-	-	-	-	-	-	598	576	-	463	640	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			2.3			13.8			12.9		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	606	1375	-	-	1162	-	-	464
HCM Lane V/C Ratio	0.33	0.002	-	-	0.065	-	-	0.017
HCM Control Delay (s)	13.8	7.6	0	-	8.3	0	-	12.9
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	1.4	0	-	-	0.2	-	-	0.1

Intersection												
Int Delay, s/veh	4.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	299	26	129	387	4	31	3	121	6	7	3
Future Vol, veh/h	4	299	26	129	387	4	31	3	121	6	7	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	95	95	95	90	90	90	80	80	80
Heavy Vehicles, %	2	3	8	2	1	2	3	2	2	2	2	2
Mvmt Flow	5	369	32	136	407	4	34	3	134	8	9	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	411	0	0	401	0	0	1083	1078	385	1145	1092	409
Stage 1	-	-	-	-	-	-	395	395	-	681	681	-
Stage 2	-	-	-	-	-	-	688	683	-	464	411	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.13	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.527	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1148	-	-	1158	-	-	194	219	663	177	215	642
Stage 1	-	-	-	-	-	-	628	605	-	440	450	-
Stage 2	-	-	-	-	-	-	435	449	-	578	595	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1148	-	-	1158	-	-	164	185	663	122	181	642
Mov Cap-2 Maneuver	-	-	-	-	-	-	164	185	-	122	181	-
Stage 1	-	-	-	-	-	-	624	601	-	437	382	-
Stage 2	-	-	-	-	-	-	358	381	-	455	591	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			2.1			20.6			28.5		
HCM LOS							C			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	400	1148	-	-	1158	-	-	173
HCM Lane V/C Ratio	0.431	0.004	-	-	0.117	-	-	0.116
HCM Control Delay (s)	20.6	8.1	0	-	8.5	0	-	28.5
HCM Lane LOS	C	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	2.1	0	-	-	0.4	-	-	0.4

Intersection												
Int Delay, s/veh	4.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	268	34	72	183	2	18	3	121	1	1	3
Future Vol, veh/h	2	268	34	72	183	2	18	3	121	1	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	94	94	94	70	70	70	63	63	63
Heavy Vehicles, %	3	3	3	14	3	2	11	11	11	5	2	2
Mvmt Flow	2	301	38	77	195	2	26	4	173	2	2	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	197	0	0	339	0	0	678	675	320	763	693	196
Stage 1	-	-	-	-	-	-	324	324	-	350	350	-
Stage 2	-	-	-	-	-	-	354	351	-	413	343	-
Critical Hdwy	4.13	-	-	4.24	-	-	7.21	6.61	6.31	7.15	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.21	5.61	-	6.15	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.21	5.61	-	6.15	5.52	-
Follow-up Hdwy	2.227	-	-	2.326	-	-	3.599	4.099	3.399	3.545	4.018	3.318
Pot Cap-1 Maneuver	1370	-	-	1156	-	-	354	364	700	317	367	845
Stage 1	-	-	-	-	-	-	670	634	-	660	633	-
Stage 2	-	-	-	-	-	-	645	617	-	610	637	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1370	-	-	1156	-	-	330	336	700	223	339	845
Mov Cap-2 Maneuver	-	-	-	-	-	-	330	336	-	223	339	-
Stage 1	-	-	-	-	-	-	669	633	-	659	586	-
Stage 2	-	-	-	-	-	-	592	571	-	455	636	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			2.3			14			13.1		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	601	1370	-	-	1156	-	-	455
HCM Lane V/C Ratio	0.338	0.002	-	-	0.066	-	-	0.017
HCM Control Delay (s)	14	7.6	0	-	8.3	0	-	13.1
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	1.5	0	-	-	0.2	-	-	0.1

Intersection												
Int Delay, s/veh	4.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	305	27	132	395	4	32	3	123	6	7	3
Future Vol, veh/h	4	305	27	132	395	4	32	3	123	6	7	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	95	95	95	90	90	90	80	80	80
Heavy Vehicles, %	2	3	8	2	1	2	3	2	2	2	2	2
Mvmt Flow	5	377	33	139	416	4	36	3	137	8	9	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	420	0	0	410	0	0	1107	1102	394	1170	1116	418
Stage 1	-	-	-	-	-	-	404	404	-	696	696	-
Stage 2	-	-	-	-	-	-	703	698	-	474	420	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.13	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.527	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1139	-	-	1149	-	-	187	212	655	170	208	635
Stage 1	-	-	-	-	-	-	621	599	-	432	443	-
Stage 2	-	-	-	-	-	-	427	442	-	571	589	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1139	-	-	1149	-	-	157	177	655	116	174	635
Mov Cap-2 Maneuver	-	-	-	-	-	-	157	177	-	116	174	-
Stage 1	-	-	-	-	-	-	617	595	-	429	373	-
Stage 2	-	-	-	-	-	-	349	372	-	447	585	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			2.1			21.8			29.8		
HCM LOS							C			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	387	1139	-	-	1149	-	-	165
HCM Lane V/C Ratio	0.454	0.004	-	-	0.121	-	-	0.121
HCM Control Delay (s)	21.8	8.2	0	-	8.6	0	-	29.8
HCM Lane LOS	C	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	2.3	0	-	-	0.4	-	-	0.4



**Intersection**

Int Delay, s/veh 4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	268	34	72	183	3	18	5	121	2	2	5
Future Vol, veh/h	3	268	34	72	183	3	18	5	121	2	2	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	94	94	94	70	70	70	63	63	63
Heavy Vehicles, %	3	3	3	14	3	2	11	11	11	5	2	2
Mvmt Flow	3	301	38	77	195	3	26	7	173	3	3	8

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	198	0	0	339
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.13	-	-	4.24
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.227	-	-	2.326
Pot Cap-1 Maneuver	1369	-	-	1156
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1369	-	-	1156
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	2.3	14.3	13.7
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	593	1369	-	-	1156	-	-	430
HCM Lane V/C Ratio	0.347	0.002	-	-	0.066	-	-	0.033
HCM Control Delay (s)	14.3	7.6	0	-	8.3	0	-	13.7
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	1.5	0	-	-	0.2	-	-	0.1

**Intersection**

Int Delay, s/veh 5.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	305	27	132	395	5	32	5	123	7	9	4
Future Vol, veh/h	5	305	27	132	395	5	32	5	123	7	9	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	95	95	95	90	90	90	80	80	80
Heavy Vehicles, %	2	3	8	2	1	2	3	2	2	2	2	2
Mvmt Flow	6	377	33	139	416	5	36	6	137	9	11	5

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	421	0	0	410	0	0	1111	1105	394	1174	1119	419
Stage 1	-	-	-	-	-	-	406	406	-	697	697	-
Stage 2	-	-	-	-	-	-	705	699	-	477	422	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.13	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.527	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1138	-	-	1149	-	-	186	211	655	169	207	634
Stage 1	-	-	-	-	-	-	620	598	-	431	443	-
Stage 2	-	-	-	-	-	-	426	442	-	569	588	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1138	-	-	1149	-	-	153	176	655	114	173	634
Mov Cap-2 Maneuver	-	-	-	-	-	-	153	176	-	114	173	-
Stage 1	-	-	-	-	-	-	616	594	-	428	373	-
Stage 2	-	-	-	-	-	-	345	372	-	443	584	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	2.1	22.9	30.3
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	376	1138	-	-	1149	-	-	167
HCM Lane V/C Ratio	0.473	0.005	-	-	0.121	-	-	0.15
HCM Control Delay (s)	22.9	8.2	0	-	8.6	0	-	30.3
HCM Lane LOS	C	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	2.4	0	-	-	0.4	-	-	0.5

## Appendix F.

### Public Participation