



U. S. Department
of Transportation

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

**Federal Aviation
Administration**

March 7, 2018

Mr. Christopher D. Kreig
Airport Manager
Plattsburgh International Airport
42 Airport Lane, STE 201
Plattsburgh, NY 12903

Re: Plattsburgh International Airport (PBG)
Hotel and Restaurant Site Development
Environmental Determination

Dear Mr. Kreig:

The Federal Aviation Administration (FAA) has recently approved the Environmental Assessment and Finding of No Significant Impact (EA/FONSI) for the Hotel and Restaurant Site Development at Plattsburgh International Airport (PBG). 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., website, 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,



Marie C. Jenet
Environmental Specialist

Enclosures (2)

cc: A. Rutledge, MacFarland Johnson
I. Figuero, WSP

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

FINDING OF NO SIGNIFICANT IMPACT (FONSI)

Location

Plattsburgh International Airport (PBG)
Plattsburgh, New York

Proposed Federal Action

The proposed federal action is the Airport Layout Plan (ALP) approval for an airport hotel and restaurant development at Plattsburgh International Airport (PBG).

Project Description

The proposed action involves:

- Construction of a three to four story 80-120 room hotel and associated parking;
- Construction of an access road connecting New York State (NYS) Route 22 (Crete Boulevard) to the hotel site;
- Rehabilitation of existing parking lot to accommodate 164 vehicle parking spaces for long-term parking for hotel/airport users;
- Construction of a pedestrian walkway from the long-term parking lot and hotel to access the existing airport terminal parking walkway;
- Construction of a full-service restaurant and associated parking (approximately 100 spaces);
- Removal of portions of existing Lemay Drive and former Plattsburgh Air Force Base Alert Facility access road; and
- Installation of utility and storm water management facilities.

Background

PBG has seen rapid growth since commercial operations began in 2007. In 2016, the expansion of the airport terminal building and terminal parking were completed. In the 2012 environmental assessment that was prepared to address these expansions, the future and/or potential development of a hotel was contemplated. However, the hotel development was not ripe for decision at that time. Since then, a Lodging Feasibility Study was conducted and with current developer interest, the airport hotel is being proposed for a site on airport property that is designated as non-aviation use.

Purpose and Need

The purpose and need of the proposed action is to reuse a former Plattsburgh Air Force Base facility site to provide full service lodging facilities with direct access to the airport terminal, a full-service restaurant, and long-term parking for airport users, airport industrial park users, potential interstate travelers, and tourists.

Alternatives

The preferred action and no action alternatives were considered. The preferred project site is previously disturbed with no environmental constraints and is in close proximity to the airport terminal and New York State 22. Alternative site layouts were considered and the layout of the proposed action optimizes space and operational efficiency.

Discussion

The attached January 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.

Hazardous Materials

The former Plattsburgh Air Force Base is a USEPA Superfund site (USEPA ID#: NY4571924774) listed on the National Priorities List (NPL). Contaminants of concern include, but are not limited to, chlorinated solvents, petroleum compounds, metals, metalloids, pesticides, and polychlorinated biphenyls (PCBs). The US Air Force remains actively involved in remedial measures and monitoring at the former base. Cleanup actions are still ongoing, including groundwater treatment. All current cleanup areas are located south and downgradient of the Proposed Action location.

No suspected hazardous wastes or contaminated materials were identified within or adjacent to the Proposed Action location during the course of the preliminary hazardous waste and contaminated materials screening. Although the potential risk for involvement with documented or undocumented inactive hazardous waste or contaminated materials is considered to be unlikely, if hazardous materials are encountered during project construction, appropriate state and federal agencies would be notified and the material would be disposed of in accordance with applicable regulations. Based on the above, the Proposed Action is not expected to have significant impacts from hazardous materials.

Traffic Impacts

Construction of the Proposed Action would occur on airport property, with the exception of the right of way for NYS Route 22 for the site development access road. A traffic analysis was conducted to determine if the Proposed Action would impact traffic patterns or level of service of roads. The traffic analysis focused on the future traffic conditions associated with the construction of access road and full build out of the proposed hotel and restaurant site. The analysis determined that the intersection would operate at an overall 'A'1 Level of Service (LOS) for all peak periods with all individual movements operating at an acceptable LOS 'C' or better, with no significant delays associated with NYS Route 22 traffic. The amount of traffic generated by the hotel and restaurant was determined to be negligible in respect to the existing traffic on NYS Route 22. Only minimal delays would be present for vehicles exiting the proposed site. Therefore, based on the above, implementation of the Proposed Action is not expected to result in adverse effects to traffic.

Water Quality

The Proposed Action would result in the conversion of approximately 3.30 acres of mowed grass to impervious surfaces. However, approximately 1.50 acres of existing impervious surface would be converted to landscaped and grass areas. To meet the goal of no-net increase in peak storm water runoff from pre-project conditions, drainage improvements and associated Best Management Practices and a Storm Water Pollution Prevention Plan (SWPPP) would be implemented to manage storm water runoff. With the implementation of a SWPPP during the construction phase and proper storm water management during the operational phase, no significant impacts to water quality are expected to result from the Proposed Action.

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.

Other Impact Categories

The impacts of the proposed Federal action on air quality, noise, land use compatibility, social, induced socioeconomic impacts, water quality, DOT Section 4(f), biotic communities, endangered species, coastal zones, floodplains, coastal barriers, prime and unique farmland, energy supply and natural resources, light emissions, solid waste impacts, construction 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 Press Republican*. The EA was available to any person who requested to review a copy from October 19, 2017 to November 17, 2017. No public comments were received.

Mitigation Measures

1. Construction contract provisions shall contain the provisions of AC 150/5370-10A, "Standards for specifying construction of Airports" item P-156, temporary air, water pollution, soil erosion and siltation control and AC 150/5320-5B, "Airport Drainage."
2. All necessary permits for construction of the proposed action and associated mitigation shall be obtained prior to construction.

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:  February 27, 2018
Environmental Specialist Date
New York Airports District Office

Approved: _____ Date _____
Manager
New York Airports District Office

Disapproved: _____ Date _____
Manager
New York Airports District Office

Plattsburgh International Airport Hotel and Restaurant Site Development

FINAL ENVIRONMENTAL ASSESSMENT



Prepared for:



Clinton County
Margaret Street, Suite 208
Plattsburgh, NY 12901

Prepared by:



McFarland Johnson

60 Railroad Place, Suite 402
Saratoga Springs, NY 12866

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

Responsible FAA Official

February 27, 2019

Date

January 2018