

RESOLUTION NO. 2015016

RE: ADOPTION OF NEGATIVE DECLARATION FOR THE CENTRAL
DUTCHESS WATER TRANSMISSION LINE (CDWTL) EXTENSION TO
DUTCHESS COUNTY AIRPORT PROJECT ON THE BASIS OF THE
FULL ENVIRONMENTAL ASSESSMENT FORM (FEAF)

Legislators MICCIO, BORCHERT, and SAGLIANO offer the following and move its
adoption:

WHEREAS, Dutchess County has proposed Central Dutchess Water Transmission Line
(CDWTL) extension to the Dutchess County Airport, in the Town of Wappinger, County of Dutchess,
and

WHEREAS, Dutchess County has identified the involved action as a Type I Action, has
circulated amongst involved agencies for Lead Agency status and declared itself Lead Agency, after
the required waiting period, for a coordinated review of the involved action, and

WHEREAS, the Legislature has reviewed the Full Environmental Assessment Form for
the involved action, prepared by Dutchess County Department of Public Works and agrees with its
conclusion that the involved project will not have a Significant Negative Impact on the Environment
based on the criteria provide in 6 NYCRR 617.7(a)-(c), and

WHEREAS, the Legislature has reviewed Notice of Determination of Non-Significance
prepared by Dutchess County Department of Public Works and agrees with the reasons supporting this
determination provided in this Notice, now therefore, be it

RESOLVED, Dutchess County approves and adopts the attached Notice of
Determination of Non-Significance (Negative Declaration) for Central Dutchess Water Transmission
Line (CDWTL) extension to the Dutchess County Airport project in accordance with SEQRA (6
NYCRR 617.7.b), and be it further

RESOLVED, that this negative declaration shall be filed as provided by law.

CA-15-15

BB/ca/G-1598

1/5/15

Fiscal Impact: See attached statement

STATE OF NEW YORK

ss:

COUNTY OF DUTCHESS

This is to certify that I, the undersigned Clerk of the Legislature of the County of Dutchess have compared the foregoing resolution with the original
resolution now on file in the office of said clerk, and which was adopted by said Legislature on the 22nd day of January, 2015, and that the same is a true and
correct transcript of said original resolution and of the whole thereof.

IN WITNESS WHEREOF, I have hereunto set my hand and seal of said Legislature this 22nd day of January, 2015.

CAROLYN MORRIS, CLERK OF THE LEGISLATURE

FISCAL IMPACT STATEMENT

NO FISCAL IMPACT PROJECTED

APPROPRIATION RESOLUTIONS (To be completed by requesting department)

Total Current Year Cost \$ _____

Total Current Year Revenue \$ _____
and Source

Source of County Funds (check one): Existing Appropriations, Contingency,
 Transfer of Existing Appropriations, Additional Appropriations, Other (explain).

Identify Line Items(s):

Related Expenses: Amount \$ _____
Nature/Reason:

Anticipated Savings to County: _____

Net County Cost (this year): _____
Over Five Years: _____

Additional Comments/Explanation:

This resolution completes a SEQR review for the CDWTL waterline extension to the DC Airport, which is proposed to be funded by an associated bond resolution.

Prepared by: Brad Barclay

Prepared On: 12/12/14

*Full Environmental Assessment Form
Part 1 - Project and Setting*

Instructions for Completing Part 1

Part 1 is to be completed by the applicant or project sponsor. Responses become part of the application for approval or funding, are subject to public review, and may be subject to further verification.

Complete Part 1 based on information currently available. If additional research or investigation would be needed to fully respond to any item, please answer as thoroughly as possible based on current information; indicate whether missing information does not exist, or is not reasonably available to the sponsor; and, when possible, generally describe work or studies which would be necessary to update or fully develop that information.

Applicants/sponsors must complete all items in Sections A & B. In Sections C, D & E, most items contain an initial question that must be answered either "Yes" or "No". If the answer to the initial question is "Yes", complete the sub-questions that follow. If the answer to the initial question is "No", proceed to the next question. Section F allows the project sponsor to identify and attach any additional information. Section G requires the name and signature of the project sponsor to verify that the information contained in Part 1 is accurate and complete.

A. Project and Sponsor Information.

Name of Action or Project: CDWTL extension to Dutchess County Airport		
Project Location (describe, and attach a general location map): Airport Drive and Dutchess County Airport area, Town of Wappinger, Dutchess, NY (see attached location maps)		
Brief Description of Proposed Action (include purpose or need): (See attachment)		
Name of Applicant/Sponsor: County of Dutchess		Telephone: (845) 486-2121
		E-Mail: dpwadmin@dutchessny.gov
Address: 626 Dutchess Turnpike		
City/PO: Poughkeepsie	State: NY	Zip Code: 12603
Project Contact (if not same as sponsor; give name and title/role): Noel Knille, AIA, ASLA, Commissioner of Public Works		Telephone: same
		E-Mail: same
Address: same		
City/PO: same	State: same	Zip Code: same
Property Owner (if not same as sponsor): (See attachment for owners and addresses)		Telephone:
		E-Mail:
Address:		
City/PO:	State:	Zip Code:

B. Government Approvals

B. Government Approvals, Funding, or Sponsorship. ("Funding" includes grants, loans, tax relief, and any other forms of financial assistance.)		
Government Entity	If Yes: Identify Agency and Approval(s) Required	Application Date (Actual or projected)
a. City Council, Town Board, <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No or Village Board of Trustees		
b. City, Town or Village Planning Board or Commission <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	T/Wapp, Planning Board (wetland and SWPPP)	TBD
c. City Council, Town or Village Zoning Board of Appeals <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
d. Other local agencies <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See attachment	TBD
e. County agencies <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	DC Health Dept (PWS Improvement)	TBD
f. Regional agencies <input type="checkbox"/> Yes <input type="checkbox"/> No		
g. State agencies <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	NYSDEC (wetland, Art. 15, WSA, SWPPP); NYSDOT (HWP)	TBD
h. Federal agencies <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	USFWS (potential); ACOE (potential)	TBD
i. Coastal Resources.		
i. Is the project site within a Coastal Area, or the waterfront area of a Designated Inland Waterway?		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
ii. Is the project site located in a community with an approved Local Waterfront Revitalization Program?		<input type="checkbox"/> Yes <input type="checkbox"/> No
iii. Is the project site within a Coastal Erosion Hazard Area?		<input type="checkbox"/> Yes <input type="checkbox"/> No

C. Planning and Zoning

C.1. Planning and zoning actions.	
Will administrative or legislative adoption, or amendment of a plan, local law, ordinance, rule or regulation be the only approval(s) which must be granted to enable the proposed action to proceed? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
<ul style="list-style-type: none"> • If Yes, complete sections C, F and G. • If No, proceed to question C.2 and complete all remaining sections and questions in Part 1 	
C.2. Adopted land use plans.	
a. Do any municipally- adopted (city, town, village or county) comprehensive land use plan(s) include the site where the proposed action would be located? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
If Yes, does the comprehensive plan include specific recommendations for the site where the proposed action would be located? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
b. Is the site of the proposed action within any local or regional special planning district (for example: Greenway Brownfield Opportunity Area (BOA); designated State or Federal heritage area; watershed management plan; or other?) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
If Yes, identify the plan(s):	

c. Is the proposed action located wholly or partially within an area listed in an adopted municipal open space plan, or an adopted municipal farmland protection plan? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
If Yes, identify the plan(s):	

C.3. Zoning

a. Is the site of the proposed action located in a municipality with an adopted zoning law or ordinance. Yes No
 If Yes, what is the zoning classification(s) including any applicable overlay district?
 GB (General Business) and AI (Airport Industrial)

b. Is the use permitted or allowed by a special or conditional use permit? Yes No

c. Is a zoning change requested as part of the proposed action? Yes No
 If Yes,
 i. What is the proposed new zoning for the site? _____

C.4. Existing community services.

a. In what school district is the project site located? Wappingers Central School District

b. What police or other public protection forces serve the project site?
Town of Wappinger Police Dept., Dutchess County Sheriff and New York State Troopers

c. Which fire protection and emergency medical services serve the project site?
New Hackensack Fire and Town-wide Ambulance service

d. What parks serve the project site?
N/A

D. Project Details

D.I. Proposed and Potential Development

a. What is the general nature of the proposed action (e.g., residential, industrial, commercial, recreational; if mixed, include all components)? Utility Expansion to provide public water to Dutchess County Airport

b. a. Total acreage of the site of the proposed action? +/- 4.0* acres
 b. Total acreage to be physically disturbed? 1.33* acres
 c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor? 514.8* acres

c. Is the proposed action an expansion of an existing project or use? Yes No
 i. If Yes, what is the approximate percentage of the proposed expansion and identify the units (e.g., acres, miles, housing units, square feet)? % _____ Units: 5,800 feet of new waterline

d. Is the proposed action a subdivision, or does it include a subdivision? Yes No
 If Yes,
 i. Purpose or type of subdivision? (e.g., residential, industrial, commercial; if mixed, specify types) _____
 ii. Is a cluster/conservation layout proposed? Yes No
 iii. Number of lots proposed? _____
 iv. Minimum and maximum proposed lot sizes? Minimum _____ Maximum _____

e. Will proposed action be constructed in multiple phases? Yes No
 i. If No, anticipated period of construction: 6 months
 ii. If Yes:
 • Total number of phases anticipated _____
 • Anticipated commencement date of phase 1 (including demolition) _____ month _____ year
 • Anticipated completion date of final phase _____ month _____ year
 • Generally describe connections or relationships among phases, including any contingencies where progress of one phase may determine timing or duration of future phases: _____

f. Does the project include new residential uses? Yes No
 If Yes, show numbers of units proposed.

	One Family	Two Family	Three Family	Multiple Family (four or more)
Initial Phase	_____	_____	_____	_____
At completion of all phases	_____	_____	_____	_____

g. Does the proposed action include new non-residential construction (including expansions)? Yes No
 If Yes,

i. Total number of structures 1
 ii. Dimensions (in feet) of largest proposed structure: 1 height; 1 width; and 5,800 length
 iii. Approximate extent of building space to be heated or cooled: 0 square feet

h. Does the proposed action include construction or other activities that will result in the impoundment of any liquids, such as creation of a water supply, reservoir, pond, lake, waste lagoon or other storage? Yes No
 If Yes,

i. Purpose of the impoundment: _____
 ii. If a water impoundment, the principal source of the water: Ground water Surface water streams Other specify: _____
 iii. If other than water, identify the type of impounded/contained liquids and their source. _____
 iv. Approximate size of the proposed impoundment. Volume: _____ million gallons; surface area: _____ acres
 v. Dimensions of the proposed dam or impounding structure: _____ height; _____ length
 vi. Construction method/materials for the proposed dam or impounding structure (e.g., earth fill, rock, wood, concrete): _____

D.2. Project Operations

a. Does the proposed action include any excavation, mining, or dredging, during construction, operations, or both? Yes No
 (Not including general site preparation, grading or installation of utilities or foundations where all excavated materials will remain onsite)
 If Yes:

i. What is the purpose of the excavation or dredging? Trench excavation for water main installation
 ii. How much material (including rock, earth, sediments, etc.) is proposed to be removed from the site?
 • Volume (specify tons or cubic yards): +/-2,130cy of trench material to be displaced by pipe/bedding
 • Over what duration of time? 3 months
 iii. Describe nature and characteristics of materials to be excavated or dredged, and plans to use, manage or dispose of them.
 If suitable, excavated material is expected to be used as trench backfill for the waterline installation. Additional material will be disposed properly off-site.
 iv. Will there be onsite dewatering or processing of excavated materials? Yes No
 If yes, describe. _____
 v. What is the total area to be dredged or excavated? 1.33 acres
 vi. What is the maximum area to be worked at any one time? <1 acres
 vii. What would be the maximum depth of excavation or dredging? 10 feet
 viii. Will the excavation require blasting? Yes No
 ix. Summarize site reclamation goals and plan: _____
 All areas that are disturbed as a result of the water main installation will be restored to a condition equal to or better than existing conditions. _____

b. Would the proposed action cause or result in alteration of, increase or decrease in size of, or encroachment into any existing wetland, waterbody, shoreline, beach or adjacent area? Yes No
 If Yes:
 i. Identify the wetland or waterbody which would be affected (by name, water index number, wetland map number or geographic description): See Attachment

ii. Describe how the proposed action would affect that waterbody or wetland, e.g. excavation, fill, placement of structures, or alteration of channels, banks and shorelines. Indicate extent of activities, alterations and additions in square feet or acres:
There will be no net negative impact to any wetland or buffer area as a result of the water main installation. Impacts during construction will be temporary and all areas that are disturbed will be reclaimed to a condition equal to or better than existing conditions. Directional drilling is planned for the installation of the waterline through any wetland or buffer and for any stream crossings.

iii. Will proposed action cause or result in disturbance to bottom sediments? Yes No
 If Yes, describe: _____

iv. Will proposed action cause or result in the destruction or removal of aquatic vegetation? Yes No
 If Yes:

- acres of aquatic vegetation proposed to be removed: _____
- expected acreage of aquatic vegetation remaining after project completion: _____
- purpose of proposed removal (e.g. beach clearing, invasive species control, boat access): _____
- _____
- proposed method of plant removal: _____
- if chemical/herbicide treatment will be used, specify product(s): _____

v. Describe any proposed reclamation/mitigation following disturbance: _____

c. Will the proposed action use, or create a new demand for water? Yes No

If Yes:

i. Total anticipated water usage/demand per day: _____ TBD* gallons/day

ii. Will the proposed action obtain water from an existing public water supply? Yes No

If Yes:

- Name of district or service area: Central Dutchess Water Transmission Line
- Does the existing public water supply have capacity to serve the proposal? Yes No
- Is the project site in the existing district? Yes No
- Is expansion of the district needed? Yes No
- Do existing lines serve the project site? Yes No

iii. Will line extension within an existing district be necessary to supply the project? Yes No

If Yes:

- Describe extensions or capacity expansions proposed to serve this project: _____
5,800 feet of a 12' diameter waterline extension with the capacity to carry 2 MGD
- Source(s) of supply for the district: Central Dutchess Water Transmission Line

iv. Is a new water supply district or service area proposed to be formed to serve the project site? Yes No

If Yes:

- Applicant/sponsor for new district: _____
- Date application submitted or anticipated: _____
- Proposed source(s) of supply for new district: _____

v. If a public water supply will not be used, describe plans to provide water supply for the project: _____

vi. If water supply will be from wells (public or private), maximum pumping capacity: _____ gallons/minute.

d. Will the proposed action generate liquid wastes? Yes No

If Yes:

i. Total anticipated liquid waste generation per day: _____ gallons/day

ii. Nature of liquid wastes to be generated (e.g., sanitary wastewater, industrial; if combination, describe all components and approximate volumes or proportions of each): _____

iii. Will the proposed action use any existing public wastewater treatment facilities? Yes No

If Yes:

- Name of wastewater treatment plant to be used: _____
- Name of district: _____
- Does the existing wastewater treatment plant have capacity to serve the project? Yes No
- Is the project site in the existing district? Yes No
- Is expansion of the district needed? Yes No

<ul style="list-style-type: none"> • Do existing sewer lines serve the project site? <input type="checkbox"/> Yes <input type="checkbox"/> No • Will line extension within an existing district be necessary to serve the project? <input type="checkbox"/> Yes <input type="checkbox"/> No <p>If Yes:</p> <ul style="list-style-type: none"> • Describe extensions or capacity expansions proposed to serve this project: _____ _____
<p>iv. Will a new wastewater (sewage) treatment district be formed to serve the project site? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>If Yes:</p> <ul style="list-style-type: none"> • Applicant/sponsor for new district: _____ • Date application submitted or anticipated: _____ • What is the receiving water for the wastewater discharge? _____
<p>v. If public facilities will not be used, describe plans to provide wastewater treatment for the project, including specifying proposed receiving water (name and classification if surface discharge, or describe subsurface disposal plans): _____ _____</p>
<p>vi. Describe any plans or designs to capture, recycle or reuse liquid waste: _____ _____</p>
<p>e. Will the proposed action disturb more than one acre and create stormwater runoff, either from new point sources (i.e. ditches, pipes, swales, curbs, gutters or other concentrated flows of stormwater) or non-point source (i.e. sheet flow) during construction or post construction? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If Yes:</p> <p>i. How much impervious surface will the project create in relation to total size of project parcel? _____ 0 Square feet or _____ 0 acres (impervious surface) _____ Square feet or _____ acres (parcel size)</p> <p>ii. Describe types of new point sources, <u>NA</u></p>
<p>iii. Where will the stormwater runoff be directed (i.e. on-site stormwater management facility/structures, adjacent properties, groundwater, on-site surface water or off-site surface waters)? <u>Existing on-site stormwater management facilities/structures - no change to existing drainage patterns is anticipated once installation of water main completed.</u></p> <ul style="list-style-type: none"> • If to surface waters, identify receiving water bodies or wetlands: _____ _____ • Will stormwater runoff flow to adjacent properties? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<p>iv. Does proposed plan minimize impervious surfaces, use pervious materials or collect and re-use stormwater? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>
<p>f. Does the proposed action include, or will it use on-site, one or more sources of air emissions, including fuel combustion, waste incineration, or other processes or operations? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>If Yes, identify:</p> <p>i. Mobile sources during project operations (e.g., heavy equipment, fleet or delivery vehicles) _____</p> <p>ii. Stationary sources during construction (e.g., power generation, structural heating, batch plant, crushers) _____</p> <p>iii. Stationary sources during operations (e.g., process emissions, large boilers, electric generation) _____</p>
<p>g. Will any air emission sources named in D.2.f (above), require a NY State Air Registration, Air Facility Permit, or Federal Clean Air Act Title IV or Title V Permit? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>If Yes:</p> <p>i. Is the project site located in an Air quality non-attainment area? (Area routinely or periodically fails to meet ambient air quality standards for all or some parts of the year) <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>ii. In addition to emissions as calculated in the application, the project will generate:</p> <ul style="list-style-type: none"> • _____ Tons/year (short tons) of Carbon Dioxide (CO₂) • _____ Tons/year (short tons) of Nitrous Oxide (N₂O) • _____ Tons/year (short tons) of Perfluorocarbons (PFCs) • _____ Tons/year (short tons) of Sulfur Hexafluoride (SF₆) • _____ Tons/year (short tons) of Carbon Dioxide equivalent of Hydrofluorocarbons (HFCs) • _____ Tons/year (short tons) of Hazardous Air Pollutants (HAPs)

h. Will the proposed action generate or emit methane (including, but not limited to, sewage treatment plants, landfills, composting facilities)? Yes No

If Yes:

i. Estimate methane generation in tons/year (metric): _____

ii. Describe any methane capture, control or elimination measures included in project design (e.g., combustion to generate heat or electricity, flaring): _____

i. Will the proposed action result in the release of air pollutants from open-air operations or processes, such as quarry or landfill operations? Yes No

If Yes: Describe operations and nature of emissions (e.g., diesel exhaust, rock particulates/dust): _____

j. Will the proposed action result in a substantial increase in traffic above present levels or generate substantial new demand for transportation facilities or services? Yes No

If Yes:

i. When is the peak traffic expected (Check all that apply): Morning Evening Weekend
 Randomly between hours of _____ to _____.

ii. For commercial activities only, projected number of semi-trailer truck trips/day: _____

iii. Parking spaces: Existing _____ Proposed _____ Net increase/decrease _____

iv. Does the proposed action include any shared use parking? Yes No

v. If the proposed action includes any modification of existing roads, creation of new roads or change in existing access, describe: _____

vi. Are public/private transportation service(s) or facilities available within ½ mile of the proposed site? Yes No

vii. Will the proposed action include access to public transportation or accommodations for use of hybrid, electric or other alternative fueled vehicles? Yes No

viii. Will the proposed action include plans for pedestrian or bicycle accommodations for connections to existing pedestrian or bicycle routes? Yes No

k. Will the proposed action (for commercial or industrial projects only) generate new or additional demand for energy? Yes No

If Yes:

i. Estimate annual electricity demand during operation of the proposed action: _____

ii. Anticipated sources/suppliers of electricity for the project (e.g., on-site combustion, on-site renewable, via grid/local utility, or other): _____

iii. Will the proposed action require a new, or an upgrade to, an existing substation? Yes No

l. Hours of operation. Answer all items which apply.

<p>i. During Construction:</p> <ul style="list-style-type: none"> • Monday - Friday: _____ 7 am- 8pm • Saturday: _____ 8 am- 5pm • Sunday: _____ • Holidays: _____ 	<p>ii. During Operations:</p> <ul style="list-style-type: none"> • Monday - Friday: _____ • Saturday: _____ • Sunday: _____ • Holidays: _____
--	---

m. Will the proposed action produce noise that will exceed existing ambient noise levels during construction, operation, or both? Yes No

If yes:

i. Provide details including sources, time of day and duration:
Construction machinery such as excavators and backhoes will be utilized to install water main. The potential for increased ambient noise levels will be limited to the period of construction.

ii. Will proposed action remove existing natural barriers that could act as a noise barrier or screen? Yes No
 Describe: _____

n. Will the proposed action have outdoor lighting? Yes No

If yes:

i. Describe source(s), location(s), height of fixture(s), direction/aim, and proximity to nearest occupied structures:

ii. Will proposed action remove existing natural barriers that could act as a light barrier or screen? Yes No
 Describe: _____

o. Does the proposed action have the potential to produce odors for more than one hour per day? Yes No
 If Yes, describe possible sources, potential frequency and duration of odor emissions, and proximity to nearest occupied structures: _____

p. Will the proposed action include any bulk storage of petroleum (combined capacity of over 1,100 gallons) or chemical products 185 gallons in above ground storage or any amount in underground storage? Yes No

If Yes:

i. Product(s) to be stored _____

ii. Volume(s) _____ per unit time _____ (e.g., month, year)

iii. Generally describe proposed storage facilities: _____

q. Will the proposed action (commercial, industrial and recreational projects only) use pesticides (i.e., herbicides, insecticides) during construction or operation? Yes No

If Yes:

i. Describe proposed treatment(s):

ii. Will the proposed action use Integrated Pest Management Practices? Yes No

r. Will the proposed action (commercial or industrial projects only) involve or require the management or disposal of solid waste (excluding hazardous materials)? Yes No

If Yes:

i. Describe any solid waste(s) to be generated during construction or operation of the facility:

- Construction: _____ tons per _____ (unit of time)
- Operation : _____ tons per _____ (unit of time)

ii. Describe any proposals for on-site minimization, recycling or reuse of materials to avoid disposal as solid waste:

- Construction: _____
- Operation: _____

iii. Proposed disposal methods/facilities for solid waste generated on-site:

- Construction: _____
- Operation: _____

s. Does the proposed action include construction or modification of a solid waste management facility? Yes No

If Yes:

i. Type of management or handling of waste proposed for the site (e.g., recycling or transfer station, composting, landfill, or other disposal activities): _____

ii. Anticipated rate of disposal/processing:

- _____ Tons/month, if transfer or other non-combustion/thermal treatment, or
- _____ Tons/hour, if combustion or thermal treatment

iii. If landfill, anticipated site life: _____ years

t. Will proposed action at the site involve the commercial generation, treatment, storage, or disposal of hazardous waste? Yes No

If Yes:

i. Name(s) of all hazardous wastes or constituents to be generated, handled or managed at facility: _____

ii. Generally describe processes or activities involving hazardous wastes or constituents: _____

iii. Specify amount to be handled or generated _____ tons/month

iv. Describe any proposals for on-site minimization, recycling or reuse of hazardous constituents: _____

v. Will any hazardous wastes be disposed at an existing offsite hazardous waste facility? Yes No

If Yes: provide name and location of facility: _____

If No: describe proposed management of any hazardous wastes which will not be sent to a hazardous waste facility: _____

E. Site and Setting of Proposed Action

E.1. Land uses on and surrounding the project site

a. Existing land uses.

i. Check all uses that occur on, adjoining and near the project site.

Urban Industrial Commercial Residential (suburban) Rural (non-farm)

Forest Agriculture Aquatic Other (specify): Recreation

ii. If mix of uses, generally describe:

The area surrounding Airport Drive contains commercial and industrial properties with one parcel used for Town-owned soccer fields. The end of the water main is to be located on the County-owned airport.

b. Land uses and covertypes on the project site.

Land use or Covertype	Current Acreage	Acreage After Project Completion	Change (Acres +/-)
• Roads, buildings, and other paved or impervious surfaces			
• Forested			
• Meadows, grasslands or brushlands (non-agricultural, including abandoned agricultural)			
• Agricultural (includes active orchards, field, greenhouse etc.)			
• Surface water features (lakes, ponds, streams, rivers, etc.)			
• Wetlands (freshwater or tidal)			
• Non-vegetated (bare rock, earth or fill)			
• Other Describe: <u>No change in land uses or covertypes with installation of underground water main.</u>	NA	NA	NA

c. Is the project site presently used by members of the community for public recreation? Yes No
i. If Yes: explain: _____

d. Are there any facilities serving children, the elderly, people with disabilities (e.g., schools, hospitals, licensed day care centers, or group homes) within 1500 feet of the project site? Yes No
If Yes,
i. Identify Facilities:
Town-owned soccer fields are located on a parcel on Airport Drive. No impact on this recreation site. _____

e. Does the project site contain an existing dam? Yes No
If Yes:
i. Dimensions of the dam and impoundment:
• Dam height: _____ feet
• Dam length: _____ feet
• Surface area: _____ acres
• Volume impounded: _____ gallons OR acre-feet
ii. Dam's existing hazard classification: _____
iii. Provide date and summarize results of last inspection: _____

f. Has the project site ever been used as a municipal, commercial or industrial solid waste management facility, or does the project site adjoin property which is now, or was at one time, used as a solid waste management facility? Yes No
If Yes:
i. Has the facility been formally closed? Yes No
• If yes, cite sources/documentation: _____
ii. Describe the location of the project site relative to the boundaries of the solid waste management facility: _____
iii. Describe any development constraints due to the prior solid waste activities: _____

g. Have hazardous wastes been generated, treated and/or disposed of at the site, or does the project site adjoin property which is now or was at one time used to commercially treat, store and/or dispose of hazardous waste? Yes No
If Yes:
i. Describe waste(s) handled and waste management activities, including approximate time when activities occurred: _____

h. Potential contamination history. Has there been a reported spill at the proposed project site, or have any remedial actions been conducted at or adjacent to the proposed site? Yes No
If Yes:
i. Is any portion of the site listed on the NYSDEC Spills Incidents database or Environmental Site Remediation database? Check all that apply: Yes No
 Yes – Spills Incidents database Provide DEC ID number(s): See attachment
 Yes – Environmental Site Remediation database Provide DEC ID number(s): 314101, 314078
 Neither database
ii. If site has been subject of RCRA corrective activities, describe control measures: _____
NA
iii. Is the project within 2000 feet of any site in the NYSDEC Environmental Site Remediation database? Yes No
If yes, provide DEC ID number(s): 314101, 314078
iv. If yes to (i), (ii) or (iii) above, describe current status of site(s):
See attachment descriptions and current statuses of spills and site remediations listed above. _____

v. Is the project site subject to an institutional control limiting property uses? Yes No

- If yes, DEC site ID number: _____
- Describe the type of institutional control (e.g., deed restriction or easement): _____
- Describe any use limitations: _____
- Describe any engineering controls: _____
- Will the project affect the institutional or engineering controls in place? Yes No
- Explain: _____

E.2. Natural Resources On or Near Project Site

a. What is the average depth to bedrock on the project site? _____ 2.5 - to >9 feet

b. Are there bedrock outcroppings on the project site? Yes No
 If Yes, what proportion of the site is comprised of bedrock outcroppings? _____ %

c. Predominant soil type(s) present on project site: See attachment _____ %
 _____ %
 _____ %

d. What is the average depth to the water table on the project site? Average: _____ 0 to >9 feet

e. Drainage status of project site soils: Well Drained: _____ 75 % of site
 Moderately Well Drained: _____ % of site
 Poorly Drained _____ 25 % of site

f. Approximate proportion of proposed action site with slopes: 0-10%: _____ 80 % of site
 10-15%: _____ 10 % of site
 15% or greater: _____ 10 % of site

g. Are there any unique geologic features on the project site? Yes No
 If Yes, describe: _____

h. Surface water features.

i. Does any portion of the project site contain wetlands or other waterbodies (including streams, rivers, ponds or lakes)? Yes No

ii. Do any wetlands or other waterbodies adjoin the project site? Yes No
 If Yes to either i or ii, continue. If No, skip to E.2.i.

iii. Are any of the wetlands or waterbodies within or adjoining the project site regulated by any federal, state or local agency? Yes No

iv. For each identified regulated wetland and waterbody on the project site, provide the following information:

- Streams: Name 857-24, 857-18 Classification B, B(T)
- Lakes or Ponds: Name _____ Classification _____
- Wetlands: Name See Attachment Approximate Size _____
- Wetland No. (if regulated by DEC) See Attachment

v. Are any of the above water bodies listed in the most recent compilation of NYS water quality-impaired waterbodies? Yes No
 If yes, name of impaired water body/bodies and basis for listing as impaired: _____

i. Is the project site in a designated Floodway? Yes No

j. Is the project site in the 100 year Floodplain? Yes No

k. Is the project site in the 500 year Floodplain? Yes No

l. Is the project site located over, or immediately adjoining, a primary, principal or sole source aquifer? Yes No
 If Yes:
 i. Name of aquifer: Principal aquifer per NYSDEC EAF Mapper

<p>m. Identify the predominant wildlife species that occupy or use the project site: _____ See Attachment _____ _____</p>	
<p>n. Does the project site contain a designated significant natural community? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes: <i>i.</i> Describe the habitat/community (composition, function, and basis for designation): _____ _____ <i>ii.</i> Source(s) of description or evaluation: _____ <i>iii.</i> Extent of community/habitat: • Currently: _____ acres • Following completion of project as proposed: _____ acres • Gain or loss (indicate + or -): _____ acres</p>	
<p>o. Does project site contain any species of plant or animal that is listed by the federal government or NYS as endangered or threatened, or does it contain any areas identified as habitat for an endangered or threatened species? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>See attachment</p>	
<p>p. Does the project site contain any species of plant or animal that is listed by NYS as rare, or as a species of special concern? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>	
<p>q. Is the project site or adjoining area currently used for hunting, trapping, fishing or shell fishing? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If yes, give a brief description of how the proposed action may affect that use: _____ _____</p>	
E.3. Designated Public Resources On or Near Project Site	
<p>a. Is the project site, or any portion of it, located in a designated agricultural district certified pursuant to Agriculture and Markets Law, Article 25-AA, Section 303 and 304? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, provide county plus district name/number: _____</p>	
<p>b. Are agricultural lands consisting of highly productive soils present? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <i>i.</i> If Yes: acreage(s) on project site? _____ <i>ii.</i> Source(s) of soil rating(s): _____</p>	
<p>c. Does the project site contain all or part of, or is it substantially contiguous to, a registered National Natural Landmark? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes: <i>i.</i> Nature of the natural landmark: <input type="checkbox"/> Biological Community <input type="checkbox"/> Geological Feature <i>ii.</i> Provide brief description of landmark, including values behind designation and approximate size/extent: _____ _____ _____</p>	
<p>d. Is the project site located in or does it adjoin a state listed Critical Environmental Area? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes: <i>i.</i> CEA name: _____ <i>ii.</i> Basis for designation: _____ <i>iii.</i> Designating agency and date: _____</p>	

e. Does the project site contain, or is it substantially contiguous to, a building, archaeological site, or district which is listed on, or has been nominated by the NYS Board of Historic Preservation for inclusion on, the State or National Register of Historic Places?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If Yes:	
<i>i.</i> Nature of historic/archaeological resource: <input type="checkbox"/> Archaeological Site <input type="checkbox"/> Historic Building or District	
<i>ii.</i> Name: _____	
<i>iii.</i> Brief description of attributes on which listing is based: _____	
f. Is the project site, or any portion of it, located in or adjacent to an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
g. Have additional archaeological or historic site(s) or resources been identified on the project site?	
If Yes:	
<i>i.</i> Describe possible resource(s): _____	
<i>ii.</i> Basis for identification: _____	
h. Is the project site within five miles of any officially designated and publicly accessible federal, state, or local scenic or aesthetic resource?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If Yes:	
<i>i.</i> Identify resource: _____	
<i>ii.</i> Nature of, or basis for, designation (e.g., established highway overlook, state or local park, state historic trail or scenic byway, etc.): _____	
<i>iii.</i> Distance between project and resource: _____ miles.	
i. Is the project site located within a designated river corridor under the Wild, Scenic and Recreational Rivers Program 6 NYCRR 666?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If Yes:	
<i>i.</i> Identify the name of the river and its designation: _____	
<i>ii.</i> Is the activity consistent with development restrictions contained in 6NYCRR Part 666?	
<input type="checkbox"/> Yes <input type="checkbox"/> No	

F. Additional Information

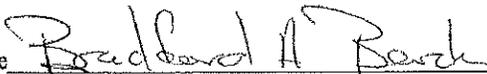
Attach any additional information which may be needed to clarify your project.

If you have identified any adverse impacts which could be associated with your proposal, please describe those impacts plus any measures which you propose to avoid or minimize them.

G. Verification

I certify that the information provided is true to the best of my knowledge.

Applicant/Sponsor Name County of Dutchess Date December 15, 2014

Signature  Title Senior Planner

Attachment to Part I of the FEAF

for CDWTL Extension to Dutchess County Airport

Description of Action

The subject action involves an expansion of the Dutchess County Water and Wastewater Authority's (DCWWA) Central Dutchess Water Transmission Line (CDWTL) by means of construction of a 5,790 LF water main along Airport Drive and Route 376 to the Dutchess County Airport, in the vicinity of the intersection of Route 376 and Griffith Way. The intent of the water main extension is to provide for public water service to Dutchess County Airport. Once the waterline extension is completed, a fire hydrant placed at this location would allow the Airport's Fire and Rescue Vehicle to fill up with water on Airport Property (in compliance with FAA regulations). The project includes financing of the water line by Dutchess County, and then construction of the water main by DCWWA pursuant to an agreement with the County. Once constructed, the water main will be operated and managed by DCWWA on the County's behalf.

A subsequent, anticipated project will create a water distribution system to distribute water from the end of the water line extension to various locations within the Dutchess County Airport. At this time, the layout, design and construction of any future water distribution system on Airport property is undefined. Any future projects will depend upon procuring additional funding, including, potentially, Federal Airport Aviation (FAA) funding and approvals. The extent and layout of the distribution system will be dependent on future development projects on the Airport property, consistent with the Airport Master Plan. The provision of public water on Airport property is necessary to provide for fire suppression systems for current and future Airport facilities and thus critical for obtaining insurance for these structures. This is extremely important to the retention of existing clients leasing hangar space and any future hangar development. The other development sites identified in the Airport's master plan would also be more desirable if public water was available. Any private, non-aviation related development that would occur on Airport property would be subject to local zoning review and require a separate SEQR review.

The proposed water line extension would traverse most of the length of Airport Drive, which is located east of the Airport, across Route 376. Airport Drive was built as a commercial/industrial park, but is not served by public water as this time. The construction of the water line down Airport Drive could help to facilitate the provision of public water to current and future tenants of the corporate park, but the involved project does not allow for this provision. Additional actions and approvals would be required to permit the sale of municipal water to those sites. No future connections are to be constructed as part of this project and either the DCWWA or the County would have to amend an existing Water Supply Permit or obtain a new one to be allowed to sell water to those properties. The way that the County and DCWWA have established new water service areas in the past has been to create a new "Zone of Assessment" within the County-wide Water District. This process has not been initiated for the Airport

Drive area. Any future private development or change of use for Airport Drive properties would require compliance with Town of Wappinger zoning and land use laws and an associated SEQR review.

The FEIS for the Central Dutchess Water Transmission Line (CDWTL) addressed growth inducing aspects of making water available along the corridor. Analysis was essentially (1) CDWTL was being built as a transmission main – not intended to serve individual properties directly off the water line and (2) any growth that did occur would be subject to all local land use controls and approval processes. Unless the additional steps discussed above are undertaken to allow the provision of public water to properties off the Dutchess County Airport, the proposed water line extension will continue to act solely as a transmission line, which will provide the source of water for a future distribution system on Airport property.

Project Narrative

The Need for Public Water at Dutchess County Airport

Dutchess County is in the process of revitalizing its Airport. The Dutchess County Airport is operated as an Enterprise Fund by the County, which has required a significant subsidy from the County to meet its ongoing expenses. To aid in this process, the County commissioned an economic and financial study by consultants to recommend steps to allow the Airport to operate self-sufficiently. One important early recommendation was to provide public water and sewer facilities for the airport property. The involved project to construct a water main that will link the airport property to the Central Dutchess Water Transmission Line is the first step towards implementing this recommendation. Public Water is needed to enhance the Airport's firefighting capabilities and to allow for the provision of fire suppression systems in current and future airport facilities. The provision of public water would also make the sites available for future economic development on the airport more attractive. The County currently has a Request for Proposals (#RFP-DCP-85-14) out for bid, which is soliciting proposals from qualified Fixed Base Operators (FBOs) or other aviation Commercial Service Operators to lease, manage, develop and promote aviation commercial operations and development at the Dutchess County Airport. #RFP-DCP-85-14 (attached in Appendix A) includes a description of existing facilities and 6 potential development sites on the airport property, all of which could be served by the future public water distribution system. However, until a FBO is engaged and the potential of these development sites is further assessed, the extent and layout of the desired Airport water distribution system is unknowable. In addition, because the distribution system would be developed on Airport Property, FAA approvals and potentially funding would need to be obtained during the design of any future Airport water distribution system.

The Provision of Public Water by the CDWTL

The Dutchess County Water and Wastewater Authority operates a county-wide water district, which permits it to sell water anywhere in Dutchess County. The DCWWA's Central Dutchess Water Transmission Line (CDWTL) currently has a water supply permit to sell up to 4.25 million gallons per day (MGPD) and the CDWTL's SEQR review studied the impacts of the waterline operating at up to 10 MGPD. The proposed 12 inch, waterline extension, being reviewed herein, would have a maximum capacity of approximately 2 MGPD, which the DCWWA could accommodate within the capacity limits of

their existing Water Supply Permit. Thus, the basic impacts of provision of water to be provided through the proposed waterline extension have already been studied and approved. The DCWWA may have to amend their water supply permit to sell water to the proposed water line extension to the Airport property, as new service area within their County-wide District.

FEAF Part I, A. Project and Sponsor Information - Property Owners

The waterline extension will begin on County Airport property (Parcel # 6259-03-225301), near the intersection of Griffith Way and NYS Route 376. Property cards for the DC Airport property and the small County-owned parcel (Parcel # 6259-03-473400) at the intersection of Griffith Way and NYS Route 376 are attached in Appendix B. The waterline extension will extend under NYS Route 376 to Airport Drive. The majority of the proposed waterline extension will occur within the R-O-W of Airport Drive, which is a local road owned by the Town of Wappinger. The County will be applying for Road Access permits from NYSDOT and the Town of Wappinger to use these road R-O-Ws. From the end of Airport Drive to the CDWTL, the County will be obtaining a utility easement to cross Parcel # 6259-04-908414, which is owned by Global Satellite, LLC. (the property card for this parcel is also attached in Appendix B).

FEAF Part 1, B. Governmental Approvals, d. Other local agencies

Poughkeepsie Joint Water Board (Water Purchase Agreement)

Town of Wappinger Highway Department (Road Access Permit)

Dutchess County Water and Wastewater Authority (amend Water Supply Permit and Water Service Agreement)

FEAF Part I, D.1 Proposed and Potential Development, b.

- a. +/- 4.0 acres* - This figure is based on a thirty (30) foot wide total project site for the length of the 5,800 foot waterline extension.
- b. 1.33 acres - This figure is based on a ten (10) foot wide area of disturbance for the length of the 5,800 foot waterline extension. This figure overestimates the area of disturbance, because the waterline extension will be directionally drilled under a portion of wetland buffer located between the CDWTL and the end of Airport Drive, and under Route 376. The width of the area of disturbance will be less in these locations.
- c. The 514.8 acres includes all of the property owned by Dutchess County Airport.

FEAF Part I, D.2.b.i Alteration of existing wetland or waterbody

Wetland Assessment and Endangered/Threatened Species Review, by Ecological Solutions, LLC, dated November 21, 2014; Figure 2 NYSDEC Wetland/Watercourse Map shows that the route of the proposed waterline extension would pass through the wetland checkzones for PV-67 and PV-51. This report is attached in Appendix C. The figure indicates that wetland permits will be required from NYSDEC and the Town of Wappinger. While wetland delineations will be required, as part of the process to obtain these

permits, it appears from the existing mapping that the waterline extension will only have to pass through the buffers for these wetlands.

FEAF Part I, D.2 Project Operations, c.i. Total anticipated water demand/usage per day?

TBD* - This project will create a waterline extension from the CDWTL to the Dutchess County Airport. As explained previously, currently no distribution system has been laid out or designed to provide water to sites on the Airport. Therefore the amount of demand that may be created by providing access to public water is unknown. In addition, no service connections are included in the project for properties along Airport Drive and Water supply permits would have to be further amended to provide water in that area. The maximum capacity for the planned 12" waterline extension is 2 MGD.

FEAF Part I, E.1.b. Land uses and covertypes.

As the project involves the installation of an underground waterline extension, this item is not applicable. Once the line is installed, all disturbed areas will be reclaimed to their original condition.

FEAF Part I, E.1.h.i NYSDEC Spills Incident database or Environmental Site Remediation database.

The spills incident database included 5 spills (DEC ID#s 9005063, 9306122, 9306462, 9900257 & 9904071) located in the vicinity of the project site. Three of the spills were located on Airport property and 2 on Airport Drive. The NYSDEC Spill records are attached in Appendix D and all list the involved spill incidents as being closed.

2 sites are listed on the NYSDEC Environmental Site Remediation List (DEC ID #s 314101 and 314078). Both sites are hangars located on Griffith Way. The waterline extension ends before these sites on Griffith Way. If public water is provided to these facilities by the future distribution system for the Dutchess County Airport, then existing private wells and treatment systems that provide water to these facilities could be taken out of service. The NYSDEC site records are attached in Appendix D.

FEAF Part I, E.2.c. Predominant soil types

As part of the development of the involved project, DCWWA had several reports completed that studied certain aspects of the potential environmental impacts of the installation of the proposed waterline extension. These reports included in their analysis the establishment of a new "zone of assessment" to include the provision of public water to properties along Airport Drive and an additional extension of the waterline down Griffith Way on DC Airport property. The analysis in these reports is still valid when considering just the construction of the approximately 5,800 foot waterline extension, which is the subject of this SEQR review.

There is a description and map of the predominant soil types found along the route of the proposed waterline extension in the attached report titled Extension Of Water Service To Dutchess County Airport Proposed DC Water District Zone of Assessment N, Phase 1A Literature Review and Sensitivity Analysis, by CITY/SCAPE: Cultural Resource Consultants, dated November, 2014, which is included as Appendix E. The soils descriptions and map are located in Appendix B, Soil Description and Map of the report.

FEAF Part I, E.2.h.iv Wetlands and NYSDEC Wetland #s

In the attached Wetland Assessment and Endangered/Threatened Species Review, by Ecological Solutions, LLC, dated November 21, 2014, Figure 2 NYSDEC Wetland/Watercourse Map shows that the route of the proposed waterline extension would pass through the wetland checkzones for PV-67 and PV-51. This indicates that wetland permits will be required from NYSDEC and the Town of Wappinger. While wetland delineations will be required, as part of the process to obtain these permits, it appears from the existing mapping that the waterline extension will only have to pass through the buffers for these wetlands.

FEAF Part I, E.2.m & o Predominant Wildlife Species and Threatened and Endangered Species

In the attached Wetland Assessment and Endangered/Threatened Species Review, by Ecological Solutions, LLC, dated November 21, 2014, a habitat review was completed for known federal and state listed species that occur in Dutchess County. A review of the US Fish and Wildlife Service (USFWS) list of threatened and endangered species turned up five potential species. No potential habitat was found for the Dwarf Wedgemussel or the Bog Turtle. Potential Habitat exists for the New England Cottontail, the Indiana Bat and the Northern Long-eared Bat. Potential habitat assessment for these three species will be conducted on the portion of the waterline extension's route from the CDWTL to Airport Drive, where the only potential habitat exists:

FEAF Part I, F. Additional Information

To avoid any impacts to regulated wetlands and their associated buffers and the two watercourses that will have to be traversed by the waterline extension, the project will use directional drilling to install the required piping under these resources without disturbing them. The DCWWA has experience using this technique to install a portion of a larger water main through regulated, Class I wetlands in Hyde Park, with NYSDEC approval. This method will also protect the regulated stream associated with wetland PV-67. The waterline extension passes through the potential buffer area around PV-51 within the Airport Drive R-O-W, which the road already crosses. The waterline extension will cross the protected stream associated with PV-51 directly adjacent to where it crosses Route 376. The directional drilling section planned to avoid any impacts to Route 376, by drilling under the roadway, will include installing the waterline under this stream to avoid any impacts to it.

A Soil and Water Pollution Prevention Plan (SWPPP) will be developed for the length of the waterline construction and approved by NYSDEC and the Town of Wappinger, as part of its wetland and watercourse permit. This plan will include the direction drill areas and provide control and protection from any erosion caused by stormwater runoff, during construction. The remediation of the disturbed areas will be included in this plan and ensure that the pre-existing drainage patterns are reestablished post construction. The SWPPP will also address any impact to be anticipated during construction due to a portion of the project site being located in the 100 and 500 year floodplains. Once the construction is completed, the fact that the water main is located underground and all existing contours are to be reestablished, the project will have no long-term impacts on the involved floodplains.

Habitat assessments will be conducted for the three identified threatened or endangered species identified in attached Endangered/Threatened Species review. The proposed directional drilling areas

will greatly reduce any impacts to potential habitat areas, as the rest of the project is located directly adjacent to an existing roadway and will be buried in its R-O-W. The project will avoid, to the extent possible, removing any mature trees to minimize any impact to potential bat habitat. Most of these trees are located within the directional drilling areas and should not be impacted by the project.

The potential for the presence of archeological sites was examined in the attached report titled Extension Of Water Service To Dutchess County Airport Proposed DC Water District Zone of Assessment N, Phase 1A Literature Review and Sensitivity Analysis, by CITY/SCAPE: Cultural Resource Consultants, dated November, 2014. The analysis done in the report concluded the following:

"Based on the environmental factors located within the proposed project corridor, undisturbed areas, should they exist, would be considered to have the potential to contain a prehistoric site or sites. However, given the fact that the proposed project corridor is located within the existing roadway, the potential for the project corridor to contain prehistoric cultural resources is considered low. As stated above, in the eastern portion of the project corridor, the presence of a stream corridor, wetland area and steep slopes significantly decrease the potential for prehistoric cultural resources to be present. Overall, the prehistoric potential for the proposed project area to contain intact cultural resources is considered to be low."

**Attachment to Part I of the FEAF
for CDWTL Extension to Dutchess County Airport
Appendices**

Appendix A

**RFP seeking a Fixed Base Operator
for Dutchess County Airport**

#RFP-DCP-85-14

FIXED BASED OPERATOR DUTCHESS COUNTY AIRPORT

**REQUEST FOR PROPOSAL #
RFP-DCP-85-14**



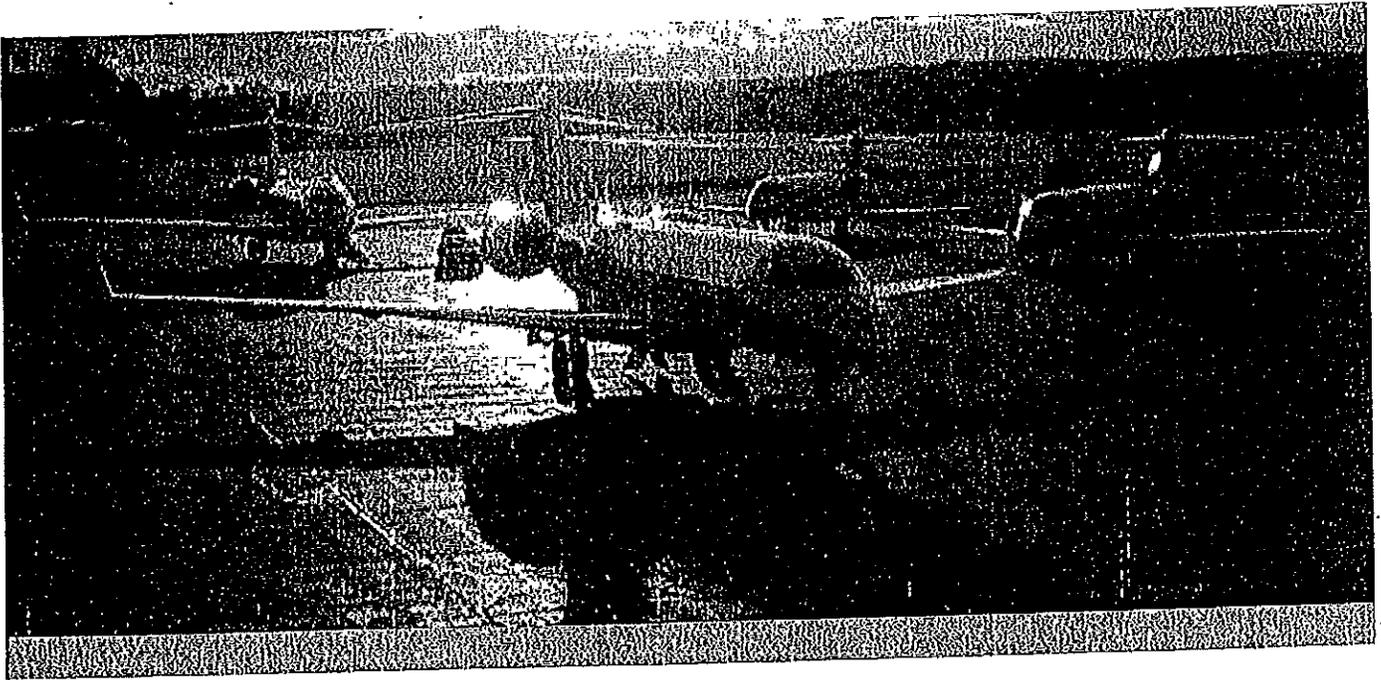
**RFP Due:
January 6, 2015
2:00 pm**

SUBMIT PROPOSALS TO:

**COUNTY OF DUTCHESS
OFFICE OF CENTRAL AND INFORMATION SERVICES
DIVISION OF CENTRAL SERVICES
27 HIGH STREET
POUGHKEEPSIE, NY 12601**

PHONE (845) 486-3670

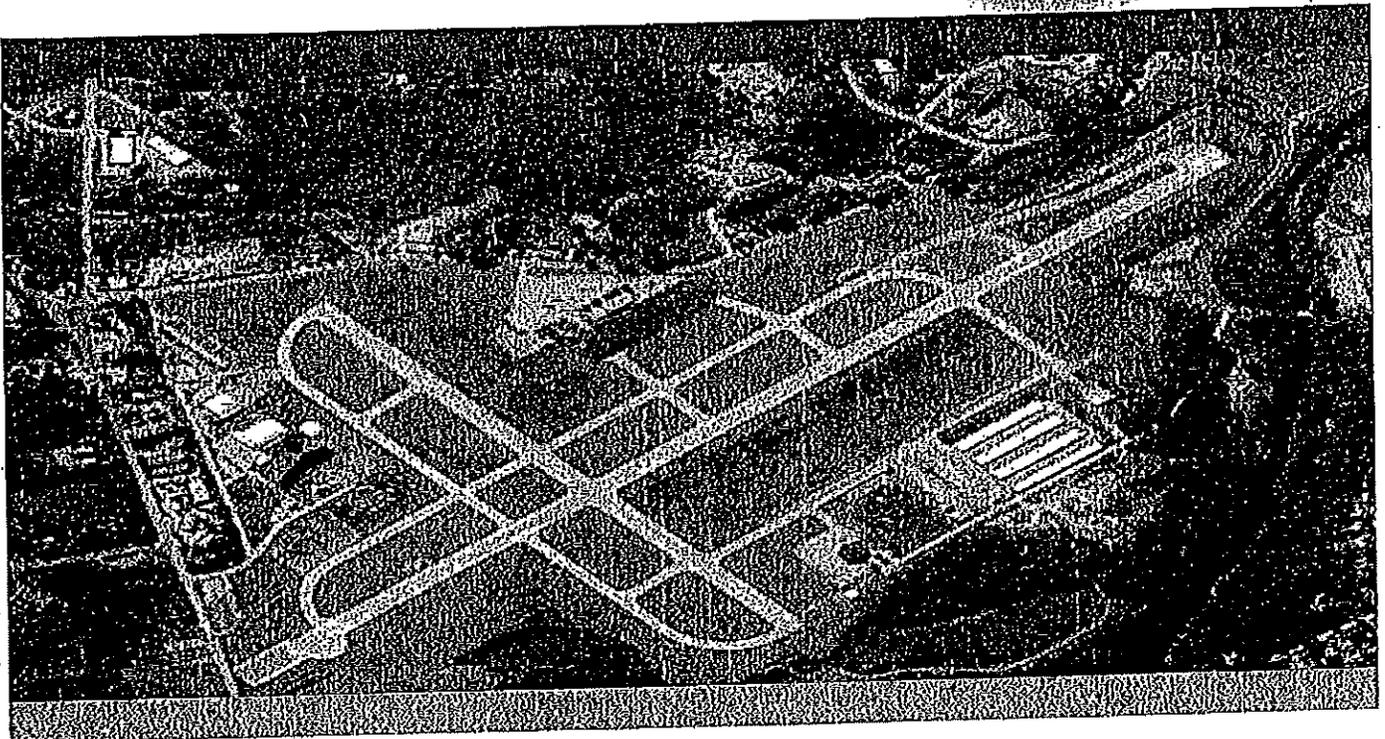
FAX (845) 486-3659



Requests for Proposals:

**Fixed Base Operator
Dutchess County Airport**

January 6, 2015

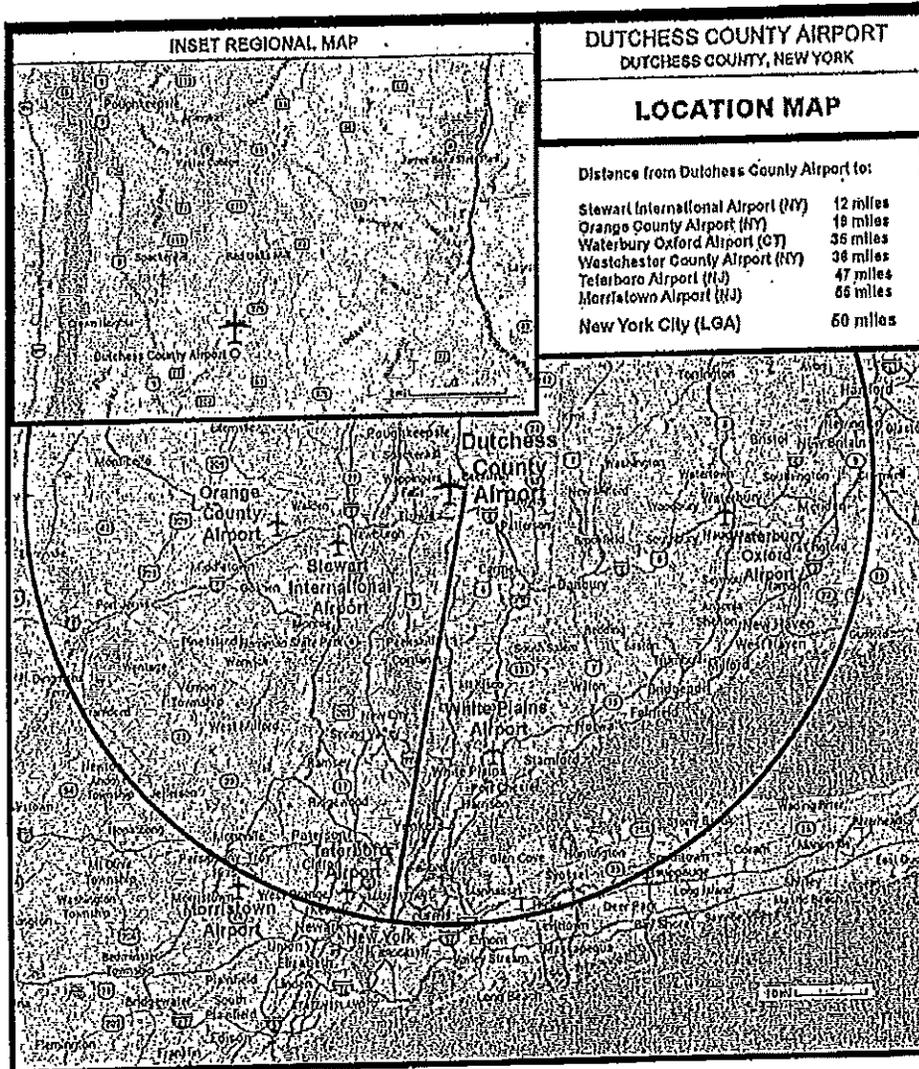


Request for Proposals
Fixed Base Operator

Dutchess County Airport, New York

Dutchess County, New York is soliciting competitive sealed proposals from qualified Fixed Base Operators ("FBOs") or other aviation Commercial Service Operators (hereinafter collectively referred to as "Operator") to lease, manage, operate, maintain, develop, and promote aviation commercial operations and development at the Dutchess County Airport ("POU" or "Airport") located approximately 50 miles north of New York City in the Hudson Valley Region of the State of New York.

Figure 1 - Location Map



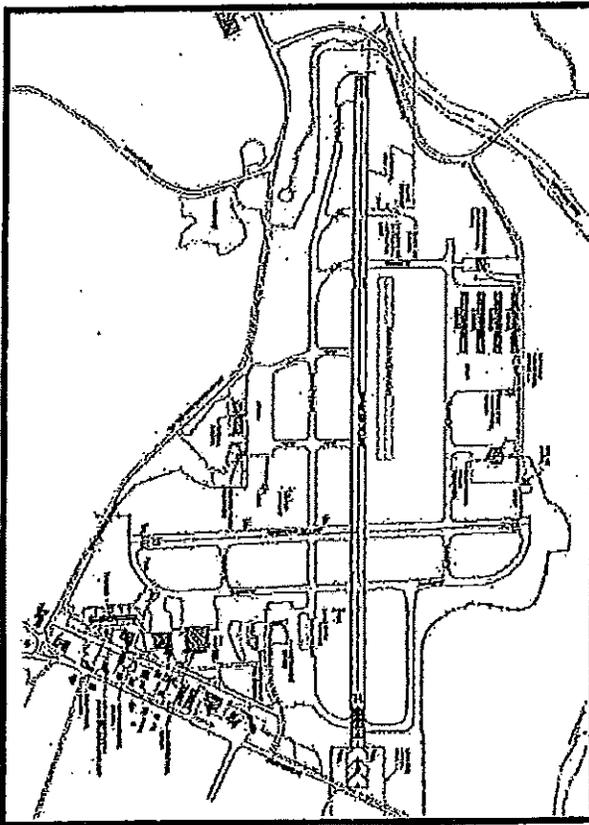
Dutchess County Airport FBO Needs

Dutchess County owns and operates the Dutchess County Airport located in the Town of Wappinger, NY. Currently, there is a County-operated FBO facility at the Airport known as "Dutchess Aviation." The County wishes to maximize the financial viability, success, and potential growth of the Airport by turning the FBO operation over to a private sector entity that is better positioned to offer more diversified services than are currently offered, as well as assist in the promotion of private-sector, aviation-related development on the Airport. In addition to the existing County-owned facility used for the FBO, a number of additional sites are available for review. The selected Operator will have the right to lease certain real property and use the leased premises for the purposes of operating the proposed business.

About Dutchess County Airport

Dutchess County Airport is situated on 640 acres in the Town of Wappinger, New York and is approximately four miles south of downtown Poughkeepsie, New York. The Airport is approximately 50 miles, or one-hour drive time, north of the New York Metropolitan Region. It is located 36 miles from Westchester County Airport (White Plains) and 47 miles from Teterboro Airport (New Jersey), by air.

Figure 2 - Airport Layout



landing gear configuration; 60,000 pounds in a dual wheel configuration. Runway 6 is equipped with an

The Airport is owned and operated by Dutchess County with an on-site manager and staff. The Airport is Federally certified under CFR Part 139 as a Class 4 facility and capable of accommodating unscheduled large air carrier aircraft of 30 seats or more. It has an FAA-staffed Air Traffic Control Tower and the Airport maintains Index A Aircraft Rescue and Fire Fighting response capability. The FAA Airport Reference Code is D-2.

Dutchess County Airport primarily serves the general aviation and corporate general aviation market. It was once served by scheduled airlines providing commercial service to the Hudson River Valley area. Scheduled service was a key component of the operations of the Airport from 1965 up until 2001 when it ceased.

The Airport has three runways. Primary Runway 6-24 measures 5,001 feet in length and 100 feet in width. The runway is constructed of grooved asphalt and has a designed weight-bearing capacity of 110,000 pounds in a double tandem

Instrument Landing System (ILS) allowing for precision approaches with a decision height of 400 feet and one-mile visibility. A non-precision Localizer Approach with Vertical guidance (LPV) is also available on Runway 6 offering a decision height of 400 feet and one-mile visibility. A Lateral Navigation (LNAV) approach is available on Runway 24 with a decision height of 800 feet and one-mile visibility; 1½ mile for jet aircraft.

Crosswind Runway 15-33 is 2,743 feet long and 100 feet wide. The runway is constructed of grooved asphalt and concrete and has a reported weight-bearing capacity of 35,000 pounds in a single gear configuration. Presently, there are no published instrument procedures for Runway 15-33. Runway 15-33 is equipped with Medium Intensity Runway Lights (MIRLs) and is equipped with a Visual Approach Slope Indicator (VASI) with Runway End Identifier Lights (REILs).

A turf runway, 7-25, is located in the grassy area just north of the center portion of Runway 6-24 and measures 1,358 feet in length and 100 feet wide. There are no lights or navigational aids on this runway and markings are non-standard. The runway is exclusively used by light general aviation aircraft.

Existing Aviation Activity

The Airport serves the recreational and business general aviation market in the lower and central Hudson River Valley area of New York State. It is one of a few full-service general aviation airports capable of serving jet aircraft between Albany and New York City. The Airport's location makes it an attractive alternative for business users in the mid-Hudson Valley who are conducting business in the region, or looking to avoid the busier New York City area airports. The Airport's proximity to the Westchester (White Plains) Airport is also attractive from both a cost of operations, easy business terms, and options for available space.

Operations for the year 2014 are expected to be 84,660. Operational statistics are depicted in Table 1 below.

Table 1 - Airport Statistics

Airport Operating Statistics		
	2013 Actual	2014 Projected
Landings and Take-Offs	81,761	84,660
100LL Gallons Sold	109,298	111,500
Jet A Gallons Sold	133,998	125,200
Total of Gallons Sold	243,296	236,700
		Based on 2014 Actual
Single Engine		112
Multi Engine		9
Jet		0
Helicopter		10
Total		131
Source: Airport Records		

Aircraft Fuel Storage Facilities

The County currently operates and maintains the aviation fuel facilities at the Airport. The County Airport management currently purchases the fuel (100LL and Jet A) supply for the farm. Proposers are requested to indicate their interest/intent in the fuel farm operation and maintenance and the purchase of aviation fuels. The type and capacity of fuel storage is shown in Table 2. Fuel storage facilities are in regulatory compliance with all applicable Federal, State, and local laws, including New York's Bulk Storage Spill Prevention Regulations (6NYCRR Parts 612-614) and Federal EPA regulations and standards (40 CFR Part 280).

Table 2 - Fuel Storage Capacity

Aviation Fuel Storage	
Fuel Farm	Gallons
Jet A	15,000
Jet A	15,000
Jet A	15,000
Total	45,000
Above Ground Storage Tank	
100 LL	15,000

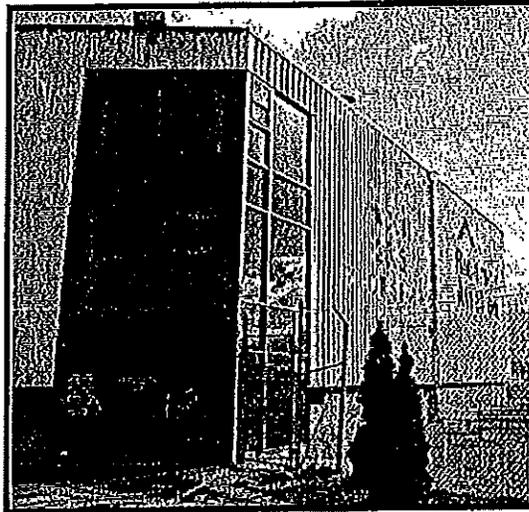
Two fuel storage facilities are centrally located on the Airport. One above-ground fuel facility is located adjacent to the Line Services Office central to General Aviation operations at Dutchess Aviation with easy access from Taxiways A and B. The fuel farm, which houses three 15,000-gallon Jet A tanks, is located adjacent to the two Associated Aircraft Group ("AAG") conventional hangars with easy access from Taxiway C.

FBO Facilities

There are two existing FBO facilities at the Airport. One facility, the former Richmor operation, is no longer active. The other facility, which is operating out of the Airport's terminal building, is Dutchess Aviation. Dutchess Aviation is directly operated by the County and is intended to be replaced by the selected proposer.

Proposers to the RFP may choose to submit proposals to operate from either facility, a combination thereof, or propose development of a new FBO for which several sites are available on the Airport. Figure 4 (on page 7 below) depicts current and available development sites.

Figure 3 - Former Richmor Leasehold



The County is interested in providing first-class FBO facilities and operations at the Airport and encourages innovative submissions that include investment and the promotion of air transportation as well as economic development at the Airport.

Currently, Dutchess Aviation includes 1,015 sq. ft. of office space in the main terminal and an adjacent ramp of approximately 135,000 sq. ft. Additionally, there is approximately 113,900 sq. ft. of ramp space at the north end of the Airport.

Existing services include:

- Aircraft fuelling
- Aircraft deicing
- Catering
- Engine pre-heat
- GPU
- Lavatory servicing
- DUATS flight planning
- Complimentary coffee/ice
- WI-FI Internet access
- DTN/Meteorlogix Weather
- 24-hour security monitoring of aircraft

Fuelling services are currently available from 7:00 AM to 9:30 PM seven days a week. After-hours services are available upon request.

FBO Equipment

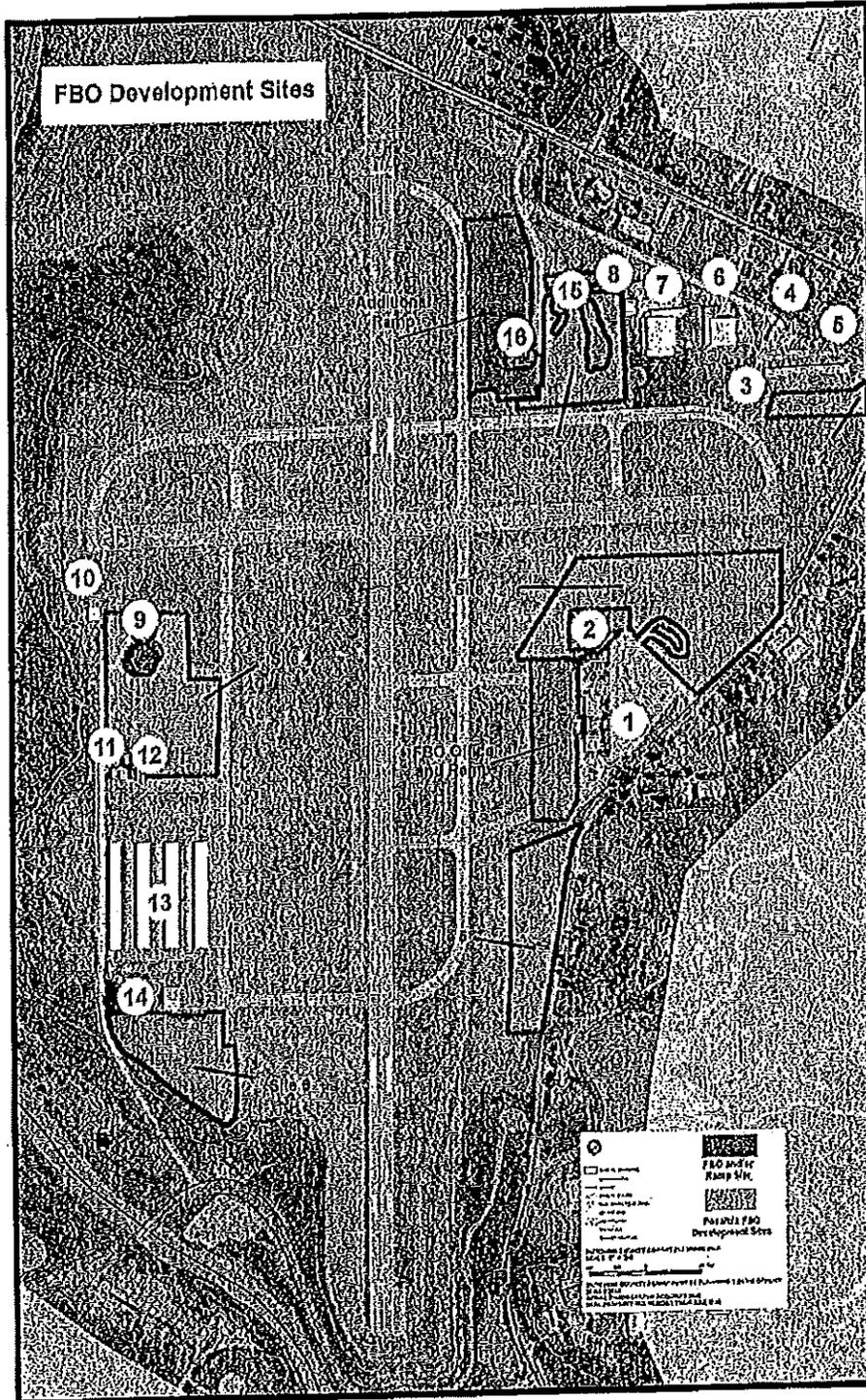
The current FBO equipment inventory is described in Appendix A. A responder to this RFP can include the use, through purchase, of any or all of this equipment inventory in its proposal.

FBO Development Sites

On the following page is a map of the possible FBO development sites, following by specific descriptions and images of each potential site. Below is a key to the buildings numbered in the overall map (Figure 4).

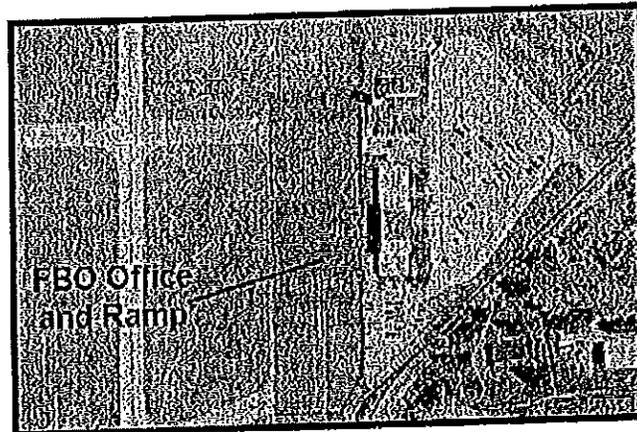
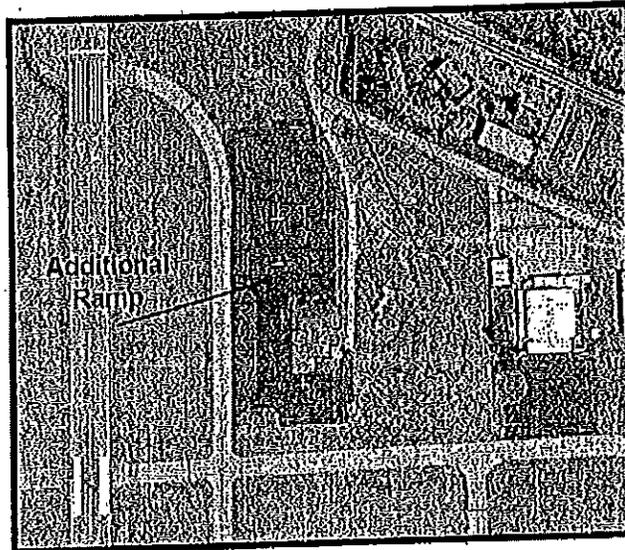
Building Key for Figure 4: FBO Development Sites	
Building Number	Facility Name
Building #1	Terminal/Admin/FBO Offices
Building #2	ACTC/FAA Offices
Building #3	T-Hangar
Building #4	ARFF/Maintenance
Building #5	Cold Storage Building
Building #6	AAG Conventional Hangar
Building #7	AAG Conventional Hangar
Building #8	Fuel Farm
Building #9	Richmor/Conventional Hangar FBO Offices
Building #10	Civil Air Patrol Hangar
Building #11	Whitefield Conventional Hangar
Building #12	Frank Reiss Conventional Hangar
Building #13	T-Hangar
Building #14	Precision Avionics/Aero Mechanical
Building #15	Electrical Vault
Building #16	Gildeslope Building

Figure 4 – FBO Development Sites



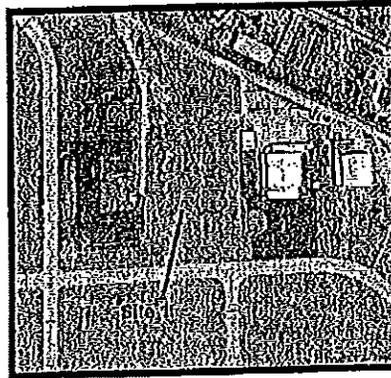
Dutchess Aviation – This site is the location of Dutchess Aviation, the current FBO at the Airport. It consists of approximately 1,050 sq. ft. of building space within the main terminal building at the Airport. The entire Terminal consists of 19,037 sq. ft. of which 3,724 sq. ft. is available for lease (in addition to the current 1,050 sq. ft. utilized for FBO operation). There are approximately 3.2 acres of aircraft tie-down and parking ramps included with this site. The site is served by the main terminal building of the Airport and is supported by a well and septic system¹.

A remote aircraft parking area of approximately 2.6 acres is also utilized by the FBO.



¹ The County is in the project definition stage of extending municipal water and sewer services to the Airport.

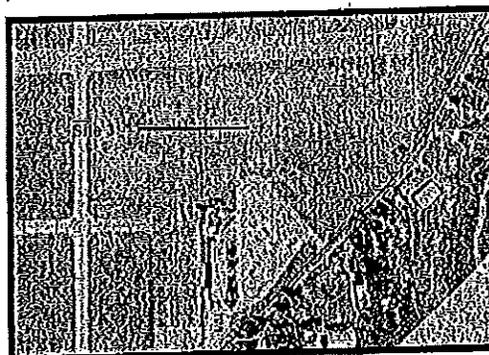
Development Site #1 – This 5-acre site is available for new FBO/commercial aviation development and is located adjacent to the existing parking apron currently used by Dutchess Aviation. The site is bordered by an access road and taxiway. Natural gas and electric are currently available on the access road.



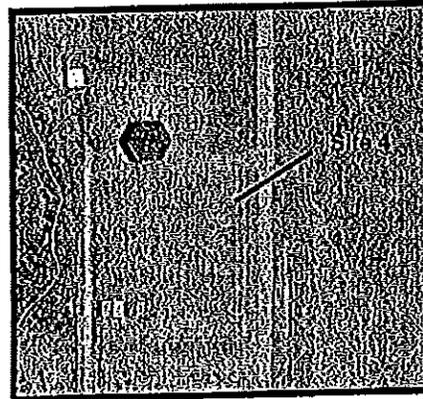
Development Site #2 – This site is presently configured at approximately one (1) acre with adjoining property potentially able to be incorporated into the site for redevelopment.



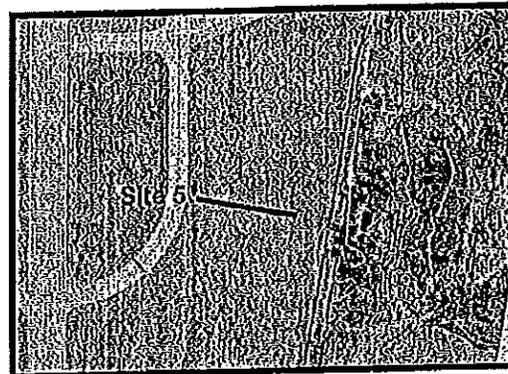
Development Site #3 – This site consists of approximately 10 acres of land adjacent to the Main Terminal and FAA ATC. Natural gas and electric are readily available. Automotive parking is abundant. The parcel is the largest available for development on the Airport.



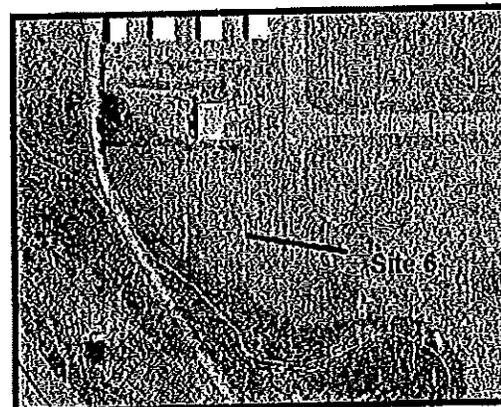
Development Site #4 – This is the location of the former Richmor Aviation facility. The parcel consists of approximately 10 acres and incorporates an existing office and conventional hangar facility consisting of a combined total of 9,600 sq. ft. The building is constructed of masonry block and steel. An existing paved ramp area of 75,000 sq. ft. exists on the site. The site is served by electric and gas. Water and sewerage are provided by on-site well and septic systems.



Development Site #5 – This site consists of approximately five (5) acres which is adjacent to the terminal ramp and has taxiway access.



Development Site #6 – This parcel of approximately 3.75 acres is in the northwest quadrant of the facility. The parcel has road access as well as immediate access to the Airport's Infrastructure. Natural gas and electric are available on the access road.



Advantages of Dutchess County Airport – Dutchess County Airport is located in the beautiful Hudson Valley and is conveniently located between Albany and New York City. It offers quick and ready access to the New York Metropolitan Region without the air traffic congestion and delays (including Temporary Flight Restrictions) often experienced with airports located nearer NYC. The Airport has available commercial aviation development parcels that are ready for development. In addition to its location and land availability attributes, the Airport also offers:

- FAR Part 139 Certified Airport
- Index A ARFF Response
- Excellent Airfield Maintenance including NavAids, grounds, buildings, and aeronautical surfaces
- Robust Capital Improvement Program
- Excellent and Productive Relationship with the FAA
- Robust Aviation Community
- Excellent Highway Access
- Business-Friendly Environment
- Site Development Flexibility
- Development Assistance

THIS PAGE INTENTIONALLY BLANK

Proposal Scope of Work and Submission Criteria

Dutchess County, New York is soliciting competitive proposals from qualified Fixed Base Operators or other aviation commercial service operators to lease, manage, operate, maintain, develop, and promote aviation commercial services and development at Dutchess County Airport in Wappinger, New York.

Currently, there is one FBO at the Airport which is operated by Dutchess County. The fuel farms are operated and maintained by the County Airport staff. Additionally, there are six (6) other Airport sites which are available for FBO development.

It is the County's wish to maximize the financial viability, success, and potential growth of the Airport by transitioning the existing FBO services to a private-sector operator. The County is interested in receiving proposals that afford first-class FBO services at the Airport through a long-term lease arrangement. The County reserves the right to discontinue or alter this solicitation at any time.

A mandatory Pre-Proposal meeting will be held in the Airport Terminal Building on December 10, 2014 at 10:00 AM. Participants must send an email confirmation of their planned attendance to Ellie Theohary at mtheohary@dutchessny.gov. Follow-up correspondence regarding this solicitation will be limited to those who attended the pre-proposal meeting. Any other respondents will be disqualified from selection.

FBO Services

The selected operator will be required to offer the following minimum services:

- Aircraft fueling 100 LL and Jet A
- Based and/or transient aircraft parking tie down
- Office and customer service area of at least 1,000 sq. ft.
- Operation of two fuel trucks
- Arrangements with fuel wholesalers to provide product
- Tugs, tow bars, and other necessary servicing equipment
- Staffing from 7:00 AM to 9:00 PM on a 24/7/365 basis
- Aircraft deicing
- Engine preheat
- GPU service
- Lavatory service
- Flight planning facilities
- Complimentary coffee and ice

The selected operator may offer the following services:

- A&P maintenance
- Flight training, air taxi, or air charter
- Aircraft rental
- Avionics maintenance and sales
- Any other County-approved activities

- Catering

The County prefers direct provision of services from the FBO. In the instance where a contractor or third party may provide a minimum required service on behalf of the FBO, the FBO and the contractor will be required to obtain permission from the County to provide third-party services. Permission will not be unreasonably withheld.

A. Submission Format

Respondents shall prepare their proposal such that it is bound along one edge either by a three-ringed binder or otherwise, and divided into the following sections:

- Section 1 – Introduction
- Section 2 – Company Information
- Section 3 – Qualifications
- Section 4 – Proposal
- Section 5 – Rents and Fees
- Section 6 – Declarations

Section 1 – Introduction. Provide a general overview of your company and its interest in providing FBO Services at Dutchess County Airport.

Section 2 – Company Information. Provide specific information regarding your company, including at a minimum:

- Form of corporate entity, including date established
- List each owner and/or shareholders who has a 10% or greater financial interest in the company, including their name, address, and phone number
- List of each corporate officer by name and title
- Provide the Employer Identification Number (EIN) for the company
- Provide a historical overview of the company
- Identification of each office location as well as any location of operations that may not have an office associated with it, and the location and address information of the company's home office
- Provide additional information regarding the company that you believe will assist the selection committee with the review of your proposal

Section 3 – Qualifications and Experience Operating FBOs. Provide a detailed description of qualifications to operate an FBO at Dutchess County Airport. Minimally include:

- Qualifications of the firm
- Resumes of the firm's officers and principal employees
- Organizational chart
- Experience providing FBO services at airports similar to POU
- FBO locations within the United States
- Provide detailed financial data, including at a minimum:
 - Evidence of financial status either by 2013 Federal tax return, audited statement, or other corroborating evidence of financial status
 - List of any previous default, including but not limited to:

- Bonds
- Bankruptcies by the company or any owner thereof listed in Section 2 above
- Insurance claims filed over the last five (5) years
- Any payments in arrears for more than 90 days including description of status thereof
- Any environmental violations and/or claims against proposer(s)
- Identify a minimum of three (3) references, preferably of airport owners or operators, in which the firm has completed business with in the last five (5) years

Section 4 – Proposal. Provide a narrative of up to 50 single-sided 8" x 11" pages describing your overall proposed operation of an FBO at Dutchess County Airport. Any graphics or site plan layouts may be presented on 11" x 17" paper and shall count as two (2) pages each. The narrative must include at a minimum:

- Site Selection and Development
 - Site selection and proposed development, or if existing facilities, improvements thereto
 - Amount, in U.S. dollars, of capital improvement(s)/investment(s) proposed
 - Proposed phasing and implementation schedule
- Facility Management and Operations
 - Financial Management
 - Aircraft Parking Ramp Management
 - Implementation and Mobilization Plan
 - Marketing and Business Development Plan, including annual budget for the first three (3) years of lease
 - Operations Plan
 - Flight Operations
 - Ramp Management
 - Fueling Operations
 - Disabled Aircraft Plan
 - Safety Plan
 - Staffing Plan
 - Transition Plan

Section 5 – Rents and Fees. Describe in detail your financial proposal to the County. The minimum term of the agreement will be five (5) years. The maximum term of an agreement, and/or renewals are negotiable and are dependent on the proposed overall capital investment at the Airport. Identify, at a minimum, fees and rents to be paid to the County in the following categories:

- Rent
- Fuel Flowage Fees
- Percentage of Gross Sales
- Minimum Annual Guarantee (MAG) to the County
- Other

Section 6 – Declarations and Understandings.

- Include an originally signed copy of the "Proposer's Declarations" located at the end of this document.

B. Submission Instructions and Information

NOTE: Read all documents contained in the proposal specifications.

- Sealed proposals for FBO Services for the Dutchess County Airport must be received in the Division of Central Services, 27 High Street, Poughkeepsie, New York 12601, on or before 2:00 PM, January 6, 2015. Specifications and proposal forms are attached hereto.
- The County of Dutchess official bid documents are obtained from the Empire State Purchasing Group's Regional Bid Notification System at www.empirestatebidsystem.com. Copies of bidding documents obtained from any other source are not considered official copies. In addition to obtaining the official bid documents, any and all addendum pertaining to a particular bid or RFP are posted on the same website that the official bid documents are obtained: www.empirestatebidsystem.com. It is incumbent upon all potential bidders to view all posted addenda prior to the bid close date. If you have obtained this document from a source other than the Dutchess County Website or the Empire State Regional Bid Notification System, it is recommended that you obtain an official copy. You may obtain an official copy by registering on the Empire State Regional Bid Notification System at www.empirestatebidsystem.com or by using the link provided at www.dutchessny.gov, Quick Link: "Bidding and RFPs."
- Proposers are responsible for submitting their proposals to the appropriate location at, or prior to, the time indicated in the specifications. No proposals will be accepted after the designated time or date indicated in the proposal specifications. It is recommended that proposals be submitted in advance, at least one day prior to the specified date and time to allow for a timely receipt. Delay in mail delivery is not an exception to the receipt of a proposal.
- Proposers must indicate, on the outside of their sealed proposal, the following information:
 1. FBO Services for the Dutchess County Airport
 2. RFP-DCP-85-14
 3. January 6, 2015 at 2:00 PM
 4. Company NameFailure to do so may result in rejection of the proposal as being unresponsive.
- The following forms are necessary to be submitted as a proposal, as well as any additional forms requested in the detailed specifications:
 1. CS-2: Non-Collusion Affidavit, completed, signed, and dated.
- Proposers must submit one (1) original, nine (9) copies and one (1) CD disc or flash drive of their proposals, unless otherwise stated in the specifications. The original must be clearly marked. All proposals must be filled out in ink, or be typewritten. Proposals submitted in pencil will be rejected as unresponsive. Proposals which have been corrected by white out or cross out, and have not been initialed and/or dated will be rejected as unresponsive.

- Should the Proposer find discrepancies or omissions in the specifications, he/she shall notify the Purchasing Agent, at once. The Purchasing Agent will not assume responsibility for any oral instructions, or interpretations of meaning of the specifications or other contract documents to any bidder by any person or persons.
- The Purchasing Agent, and/or his/her designee, shall be the only one authorized to make changes or alterations to anything contained in these specifications. Such changes shall be posted as an addendum on the following website: www.emprestatebidsystem.com.
- Written questions and inquiries concerning this Request for Proposals shall be submitted to Ellie Theohary, Contract Specialist at mtheohary@dutchessny.gov with a copy to Angela Romano, Purchasing Agent at aromano@dutchessny.gov, County of Dutchess Office of Central and Information Services, Division of Central Services on or before the date and time stated in the bid documents. Verbal questions will not be entertained.
- Proposers who are required to adhere to the prevailing wage schedule shall obtain and maintain a current schedule from the New York State Department of Labor for the entire term of the contract. The County may audit adherence to this schedule at any time during or after the contract period.
- The Purchasing Agent reserves the right to reject all proposals, parts of all proposals, or all proposals for any one or more supplies or contractual services included in the proposed contract, when such rejection is in the best interest of the County.
- The County of Dutchess reserves the right to award to single or multiple vendors, in whole or in part, by item, by class, by category, or to establish primary/secondary contracts, whichever the County deems to be in the best interest of the County of Dutchess.
- The contract will be awarded to the RESPONSIBLE PROPOSER best meeting the needs of the County based on the selection criteria stated in the RFP and who has demonstrated judgment and integrity, is of good reputation, experienced in their work, whose record of past performance in the trade is established as satisfactory, and whose financial status is such to provide no risk to the County of Dutchess in its contractual relations.
- Upon acceptance of any proposal, the successful Proposer shall execute a contract, if applicable, in accordance with the specifications, with the County of Dutchess, in the State of New York.
- A contract shall not be assignable by the contractor in whole or in part without the written consent of the County of Dutchess.
- A contract shall be deemed in force only to the extent of appropriations available to each department for the purchase of such articles or services. The County's extended obligations on those contracts that envision extended funding through successive fiscal periods shall be contingent upon actual appropriations for the following years.
- By submission of this bid, each bidder and each person signing on behalf of any bidder certifies—and in the case of a joint bid each party thereto certifies as to its own organization—

under penalty of perjury, that to the best of its knowledge and belief that each bidder is not on the list created pursuant to paragraph (b) of subdivision 3 of section 165, a of the state finance law.

Negotiations

The selected Proposer should be prepared to enter into a negotiation period of no longer than 30 days, after which the County reserves the right to cease negotiations and proceed to another Proposer for an agreement.

Grievance and Protest Procedures

1. Any protest to the Division of Central Services' consideration of any bid must be submitted in writing and received by the Director of Central Services no later than five (5) calendar days after the bid award. A written reply to the protest will be sent to the protesting bidder by the Director of Central Services.
2. The protest must contain:
 - Identification of the statute or procedure that is alleged to have been violated.
 - A precise statement of the relevant facts.
 - Identification of the issues to be resolved.
 - Aggrieved party's argument and support documentation.

Any notice of protest received after the deadline will not be considered.

NOTE: VARIATIONS AS STATED IN THE BID SPECIFICATIONS TAKE PRECEDENT OVER THIS "INSTRUCTIONS AND INFORMATION" SECTION.

1. Evaluation of Proposals

Proposals will be evaluated by a review committee. The review committee shall review and evaluate each of the proposals using the criteria described below. Each reviewer will rank each proposal according to the criteria. The reviewers will then convene to review and discuss these evaluations. The County reserves the right to interview any or all of the proposers as part of the evaluation process.

The County reserves the right to seek clarification of information submitted in response to this RFP and/or request additional information during the evaluation process.

Proposers are precluded from contacting any member of the evaluation committee during the solicitation process. All inquiries are to be made to Ellie Theohary via email at mtheohary@dutchessny.gov.

2. Evaluation Criteria

The criteria to be used by the County in evaluating responses to perform the requested services are listed below:

- A. Proposer's qualifications
- B. FBO management and development experience
- C. Proposed Operating Plan including
 - Transition Plan
 - Staffing Plan
 - Marketing Plan
- D. Proposed Capital Improvement Plan
- E. Revenue to County/Airport
- F. Overall benefit to the Airport and the County

3. Award

- A. The County reserves the right to make multiple awards with regard to this RFP if it is determined to be in the best interests of the County.
- B. The County of Dutchess reserves the right to accept any submittal and/or parts thereof and/or to reject any or all submittals if it is determined to be in the best interests of the County.
- C. Selection and Procurement Schedule

Dutchess County anticipates the following procurement schedule:

<i>RFP Available</i>	<i>November 17, 2014</i>
<i>Mandatory Pre-proposal Meeting</i>	<i>December 10, 2014*</i>
<i>Questions Due to County</i>	<i>December 15, 2014</i>
<i>Question Responses</i>	<i>December 19, 2014</i>
<i>Proposals Due</i>	<i>January 6, 2015</i>

**A mandatory pre-proposal meeting will be held on December 10, 2014 at 10:00 AM at the Airport's terminal facility, 263 New Hackensack Road, Wappingers Falls, NY. Please email an RSVP with name and contact information of attendees to Ellie Theohary at mtheohary@dutchessny.gov.*

4. Contract

The selected Proposer will be required to enter into a formal contract agreement with Dutchess County. A sample contract agreement with insurance requirements is attached (refer to Appendix B).

The County has allowed 30 days for a negotiating period from Notice of Selection to enter into an agreement with the County. In the event an agreement cannot be achieved in such timeframe, the County reserves the right to discontinue negotiations and/or assume negotiations with an alternate

proposer.

5. Questions Regarding Proposal

Please submit any questions pertaining to the RFP and its specifications by email to *Elle Theohary* at mtheohary@dutchessny.gov with a copy to *Angela Romano* at aromano@dutchessny.gov no later than close of business on December 15, 2014. All answers to the submitted questions will be posted as an addendum on the following website on or before the close of business on December 19, 2014: <http://www.empirestateblidsystem.com>.

PROPOSERS MUST CHECK THIS WEBSITE FOR ADDENDUMS BEFORE SUBMITTING THEIR PROPOSAL. ADDENDUMS MAY INCLUDE SIGNIFICANT CHANGES TO THE RFP.

6. Submission

Proposers are required to submit one (1) original and nine (9) copies and one (1) electronic copy on USB of their proposal to:

Mr. Christopher G. Barclay, Director
County of Dutchess
Office of Central and Information Services
Division of Central Services
27 High Street
Poughkeepsie, NY 12601

Proposals must be sealed and clearly marked RFP-DCP-85-14 and be received no later than 2:00 PM on January 6, 2015.

Proposer's Declaration**PROPOSER UNDERSTANDS, AGREES, AND WARRANTS:**

- a. That Proposer has carefully read and fully understands that the information provided by the County was provided for general informational purposes only.
- b. That Proposer has the capability to successfully undertake and complete the responsibilities and obligations of the proposal being submitted.
- c. That Proposer's information must be submitted with the proposal and is attached hereto.
- d. That this proposal may be withdrawn by requesting such withdrawal in writing at any time prior to 2:00 PM, local time, on the date that the proposal is due but may not be withdrawn for a period of 120 days after such date.
- e. That all information contained in the proposal is true and correct to the best of Proposer's knowledge and belief.
- f. That Proposer did not, in any way, collude, conspire, or agree directly or indirectly with any person, firm, corporation, or other Proposer in regard to the amount, terms, or conditions of this proposal.
- g. That Proposer did not receive unauthorized information from, nor initiate contact with, the Dutchess County Council, Airport Advisory Committee, the Airport Staff, the Airport Legal Counsel, or the Airport Consultant(s) during the proposal period except as provided for in the Request for Proposals proposal package.
- h. That no officer or employee of the Dutchess County Department of Public Works or other affiliated County officer or employee shall have a financial interest, direct or indirect, in any contract with the County, or shall be financially interested, directly or indirectly, in the sale to the County of any materials, supplies, or service.
- i. That the County reserves the right to reject any and all proposals and to negotiate fees, terms, and provisions which, in the County's sole opinion, is in the best interest of Dutchess County.
- j. That by submission of this Proposal, the Proposer acknowledges that the County has the right to make any inquiry it deems appropriate to substantiate or supplement information supplied by Proposer, and Proposer hereby grants the County permission to make said inquiries, and to

provide any and all requested documentation in a timely manner.

Acknowledged and Accepted By: _____

Title: _____

Print Name: _____

Date: _____

Non-Collusion Affidavit
Bid #RFP-DCP-85-14
Fixed Based Operator Dutchess County Airport

As required by Section 103-d of the New York State General Municipal Law, the bidder certifies under the penalties of perjury that:

(a) "By submission of this, each bidder and each person signing on behalf of any bidder certifies, and in the case of a joint bid each party thereto certifies as to its own organization, under penalty of perjury, that to the best of knowledge and belief:

(1) The prices in this bid have been arrived at independently without collusion, consultation, communication, or agreement, for the purpose of restricting competition, as to any matter relating to such prices with any other bidder or with any competitor;

(2) Unless otherwise required by law, the prices which have been quoted in this bid have not been knowingly disclosed by the bidder and will not knowingly be disclosed by the bidder prior to opening, directly or indirectly, to any other bidder or to any competitor; and

(3) No attempt has been made or will be made by the bidder to induce any other person, partnership or corporation to submit or not to submit a bid for the purpose of restricting competition."

Signed _____

By _____
(President)

Dated _____

Bid submitted by: Name: _____

Address: _____

Phone: _____

Fax #: _____

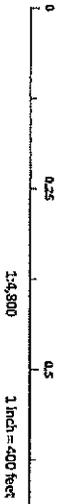
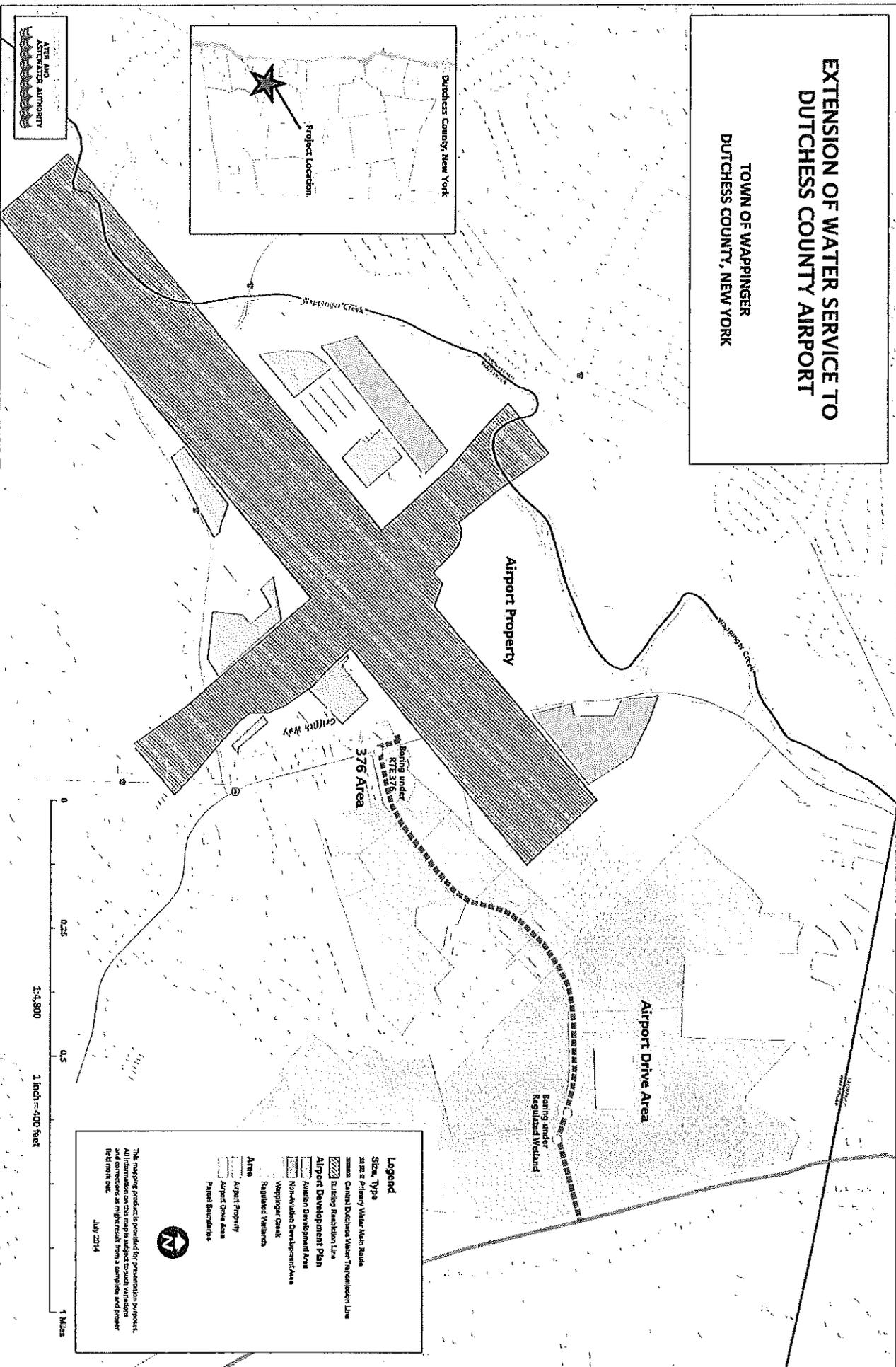
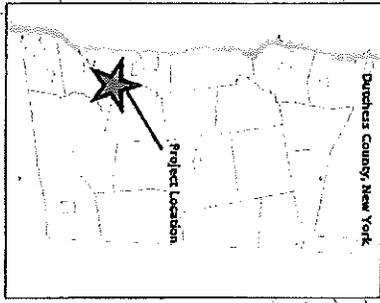
Email: _____

CS-2

Appendix B
Project Location Map and
Dutchess County Parcel Access Property Cards
For Involved Properties

EXTENSION OF WATER SERVICE TO DUTCHESS COUNTY AIRPORT

TOWN OF WAPPINGER DUTCHESS COUNTY, NEW YORK



Legend

Line Types

- Primary Water Main Lines
- Secondary Water Main Lines
- Water Distribution Lines
- Regulated Wetlands
- Wappinger Creek

Areas

- Airport Property
- Airport Drive Area
- Parcel Boundaries

Other Symbols

- Boeing under construction
- Regulated Wetland
- Wappinger Creek

Map Symbols

- Water Service Line
- Airport Development Plan
- Aviation Development Area
- Non-Aviation Development Area

North Arrow

Scale

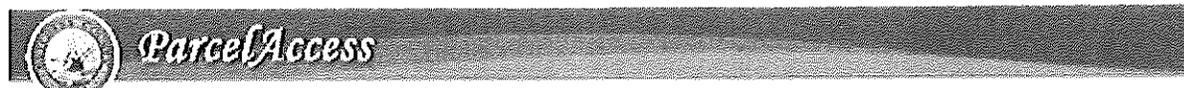
1 inch = 400 feet

1 Miles

Disclaimer: This mapping product is provided for informational purposes. All information on this map is subject to field verification and corrections as they result from a complete and proper field mark set.

Date: July 2014





INTRANET

Parcel Grid Identification #:
 135689-6259-03-225301-0000
 Municipality: Wappinger

Parcel Location
 18 Griffith Way

Owner Name
 Dutchess County , (P)

Primary (P) Owner Mail Address
 22 Market St
 Poughkeepsie NY 126010000



Parcel Details

Size (acres): 510.8 Ac (C) **Land Use Class:** (844) Public Services: Transportation: Air
File Map: **Agri. Dist.:** (0)
File Lot #: **School District:** (135801) Wappinger Falls Central School District
Split Town

Assessment Information (Current)

Land:	Total:	County Taxable:	Town Taxable:	School Taxable:	Village Taxable:
\$9000000	\$10400000	\$0	\$0	\$0	\$0

Tax Code:	Roll Section:	Uniform %:	Full Market Value:
N: Non-Homestead	8	100	\$ 10400000

Tent. Roll:	Final. Roll:	Valuation:
5/1/2015	7/1/2015	7/1/2014

Last Sale/Transfer

Sales Price:	Sale Date:	Deed Book:	Deed Page:	Sale Condition:	No. Parcels:
\$0	0	0659	0175	()	0

Site Information:

Site Number: 1	Sewer Type:	Desirability:	Zoning Code:	Used As:
Water Supply:	(2) Private	(3) Superior	A1	(F01) Truck termnl
(2) Private				

Commercial Rental Information:

Site Number: 1	Area 1 Bdrms Apts	Area 2 Bdrms Apts	Area 3 Bdrms Apts
Use Number: 1	0	0	0
Used As: (F01) Truck termnl			
Unit Code:	Total Rent Area:		
()	0		

Total Units:	No. 1 Bdrms Apts	No. 2 Bdrms Apts	No. 3 Bdrms Apts
0	0	0	0

Site Number: 1
Use Number: 2
Used As: (G03) Body shop

Unit Code: Total Rent Area: Area 1 Bdrms Apts Area 2 Bdrms Apts Area 3 Bdrms Apts
 () 0 0 0 0

Total Units: No. 1 Bdrms Apts No. 2 Bdrms Apts No. 3 Bdrms Apts
 0 0 0 0

Site Number: 1
 Use Number: 3
 Used As: (E01) Highrise off

Unit Code: Total Rent Area: Area 1 Bdrms Apts Area 2 Bdrms Apts Area 3 Bdrms Apts
 () 0 0 0 0

Total Units: No. 1 Bdrms Apts No. 2 Bdrms Apts No. 3 Bdrms Apts
 0 0 0 0

Site Number: 1
 Use Number: 4
 Used As: (E01) Highrise off

Unit Code: Total Rent Area: Area 1 Bdrms Apts Area 2 Bdrms Apts Area 3 Bdrms Apts
 () 0 0 0 0

Total Units: No. 1 Bdrms Apts No. 2 Bdrms Apts No. 3 Bdrms Apts
 0 0 0 0

Improvements:

Site Number: 1
 Improvement Number: 4

Structure Code: Dim 1: Dim 2 Quantity Year Built
 (TK3) Tank-petrolm 0 0 1 1988

Condition: Grade Sq. Ft.
 (3) Normal C 202

Site Number: 1
 Improvement Number: 1

Structure Code: Dim 1: Dim 2 Quantity Year Built
 (CP6) Canpy-w/slab 0 0 1 1980

Condition: Grade Sq. Ft.
 (2) Fair C 600

Site Number: 1
 Improvement Number: 2

Structure Code: Dim 1: Dim 2 Quantity Year Built
 (LP4) Pavng-asphalt 0 0 1 1958

Condition: Grade Sq. Ft.
 (3) Normal C 94000

Site Number: 1
 Improvement Number: 3

Structure Code: Dim 1: Dim 2 Quantity Year Built
 (FC4) Shed-finishd 0 0 1 1958

Condition: Grade Sq. Ft.
 (3) Normal C 352

Special District Information:

Special District: 999AM

Primary Units: Advalorem Value Spec. Dist. Name:
 0 0 Ambulance Town Wide

Special District: GRLTN

Primary Units: Advalorem Value Spec. Dist. Name:
 0 0 Grinnell Public Lib

Special District: HF036
Primary Units:
0

Advalorem Value
0

Spec. Dist. Name:
New Hackensack Fire

Exemption Information:

Exemption: 13100

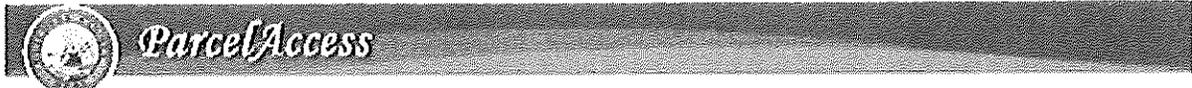
Name:
County Owned

Amount:
\$10400000

Percent
0

ABSOLUTELY NO ACCURACY OR COMPLETENESS GUARANTEE IS IMPLIED OR INTENDED. ALL INFORMATION ON THIS MAP IS SUBJECT TO CHANGE BASED ON A COMPLETE TITLE SEARCH OR FIELD SURVEY.

This report was produced with ParcelAccess Intranet on 1/2/2015. Developed and maintained by OCIS - Dutchess County, NY.



INTRANET

Parcel Grid Identification #:
135689-6259-03-473400-0000
Municipality: Wappinger

Parcel Location
Route 376

Owner Name
County Of Dutchess , (P)

Primary (P) Owner Mail Address
22 Market St
Poughkeepsie NY 126010000

Parcel Details

Size (acres): 1.61 Ac (D) Land Use Class: (311) Vacant Land: Residential: Residential Vacant Land
File Map: UNFL Agr. Dist.: (0)
File Lot #: SRVY School District: (135601) Wappinger Falls Central School District
Split Town

Assessment Information (Current)

Land:	Total:	County Taxable:	Town Taxable:	School Taxable:	Village Taxable:
\$97400	\$97400	\$0	\$0	\$0	\$0

Tax Code:	Roll Section:	Uniform %:	Full Market Value:
N: Non-Homestead	8	100	\$ 97400

Tent. Roll:	Final. Roll:	Valuation:
5/1/2015	7/1/2015	7/1/2014

Last Sale/Transfer

Sales Price:	Sale Date:	Deed Book:	Deed Page:	Sale Condition:	No. Parcels:
\$0	0	1921	0408	()	0

Site Information:

Site Number: 1	Sewer Type:	Desirability:	Zoning Code:	Used As:
Water Supply:	(1) None	()	GB	(J03) Parking lot
(1) None				

Improvements:

Site Number: 1	Dim 1:	Dim 2:	Quantity:	Year Built:
Improvement Number: 1	0	0	1	1982
Structure Code:				
(LP4) Pavng-asphlt				

Condition:	Grade:	Sq. Ft.:
(3) Normal	C	20000

Special District Information:

Special District: 999AM

Primary Units: 0	Advalorem Value 0	Spec. Dist. Name: Ambulance Town Wide
Special District: GRILT Primary Units: 0	Advalorem Value 0	Spec. Dist. Name: Grinnell Public Lib
Special District: HF036 Primary Units: 0	Advalorem Value 0	Spec. Dist. Name: New Hackensack Fire

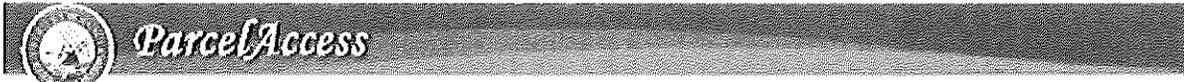
Exemption Information:

Exemption: 13100

Name:	Amount:	Percent
County Owned	\$97400	0

ABSOLUTELY NO ACCURACY OR COMPLETENESS GUARANTEE IS IMPLIED OR INTENDED. ALL INFORMATION ON THIS MAP IS SUBJECT TO CHANGE BASED ON A COMPLETE TITLE SEARCH OR FIELD SURVEY.

This report was produced with ParcelAccess Intranet on 1/2/2015. Developed and maintained by OCIS - Dutchess County, NY.



INTRANET

Parcel Grid Identification #:
135689-6259-04-908414-0000
Municipality: Wappinger

Parcel Location
Airport Dr

Owner Name
Global Satellite LLC , (P)

Primary (P) Owner Mail Address
25 Corporate Park Dr
Hopewell Junction NY 125330000

Parcel Details

Size (acres):	116.132 Ac (S)	Land Use Class:	(330) Vacant Land Located in Commercial Areas
File Map:	10566	Agri. Dist.:	(0)
File Lot #:	3	School District:	(135601) Wappinger Falls Central School District
Split Town			

Assessment Information (Current)

Land:	Total:	County Taxable:	Town Taxable:	School Taxable:	Village Taxable:
\$895000	\$895000	\$895000	\$895000	\$895000	\$0

Tax Code:	Roll Section:	Uniform %:	Full Market Value:
N: Non-Homestead	1	100	\$ 895000

Tent. Roll:	Final. Roll:	Valuation:
5/1/2015	7/1/2015	7/1/2014

Last Sale/Transfer

Sales Price:	Sale Date:	Deed Book:	Deed Page:	Sale Condition:	No. Parcels:
\$0	6/30/2005 4:51:16 PM	22005	5684	(B)	2

Site Information:

Site Number: 1	Sewer Type:	Desirability:	Zoning Code:	Used As:
Water Supply:	(1) None	()	AI	(Z98) Non-contrib

Special District Information:

Special District: 999AM	Advalorem Value	Spec. Dist. Name:
Primary Units:	895000	Ambulance Town Wide
0		

Special District: 999W3	Advalorem Value	Spec. Dist. Name:
Primary Units:	0	Wapp S Trans/Treat#2
1000		

Special District: GRLTN	Advalorem Value	Spec. Dist. Name:
Primary Units:	895000	Grinnell Public Lib
0		

Special District: HF036

Primary Units:

0

Advalorem Value

895000

Spec. Dist. Name:

New Hackensack Fire

ABSOLUTELY NO ACCURACY OR COMPLETENESS GUARANTEE IS IMPLIED OR INTENDED. ALL INFORMATION ON THIS MAP IS SUBJECT TO CHANGE BASED ON A COMPLETE TITLE SEARCH OR FIELD SURVEY.

This report was produced with ParcelAccess Intranet on 1/2/2015. Developed and maintained by OCIS - Dutchess County, NY.

Appendix C

Wetland Assessment and Endangered/Threatened Species Review

by Ecological Solutions, LLC

dated November 21, 2014

Ecological Solutions, LLC

Connecticut
1248 Southford Road
Southbury, CT 06488
Phone (203) 910-4716
ecolsol@aol.com

November 21, 2014

Jon D. Bodendorf, P.E.
Hudson Land Design - Professional Engineering, P.C.
174 Main Street
Beacon, NY 12508

*Re: Wetland Assessment - Endangered/Threatened Species Review
Proposed DC Water District Zone of Assessment N Project Area
Town of Wappinger, Dutchess County, New York*

Dear Jon:

As requested, Ecological Solutions, LLC conducted a federal (US Army Corps of Engineers USACE), State (New York State Department of Environmental Conservation – NYSDEC), and Local - Town of Wappinger wetland assessment in the Proposed DC Water District Zone of Assessment N (Zone N) project area in the Town of Wappinger (*Figure 1*). This assessment was completed to determine potential wetland permits that may be required for impacts based on the assumed waterline installation from the Central Dutchess Water Transmission Line (CDWTL) to the Airport and that horizontal directional drilling is proposed to be used to avoid direct wetland/stream impacts (as well as to get across NYS Rte. 376).

The wetland assessment performed in the project area was completed in accordance with the Routine Delineation Method outlined in the *Corps of Engineers Wetlands Delineation Manual, Technical Report Y-87-1¹ and recent supplement*, the New York State Department of Environmental Conservation (NYSDEC) Article 24 Freshwater Wetland Regulations, and Town of Wappinger Local wetland law - Chapter 137. The data review for this assessment included review of the NYSDEC Freshwater Wetland Maps for previously identified wetlands and NYSDEC Stream classification mapping (*Figure 2 and 3*). The wetland check zone is not a regulated area but rather a 500 foot area for review.

NYSDEC Article 15 protected waters were also identified in the project corridor and include a Class B, Class B(t), and Class C(t) regulated watercourses. The proposed project will cross a Class B and B(t) watercourse. The assessment included a review of published data and some minor field investigations and sampling. Federal wetlands were assessed based upon the identification of the three mandatory criteria for wetland determination as outlined in the 1987 Federal Manual: dominant hydrophytic vegetation, hydric soils, and evidence of wetland hydrology. NYSDEC wetland PV-51 and PV-67 were identified in the same manner.

¹ (U.S. Army Corps of Engineers Environmental Laboratory, 1987) (1987 Federal Manual)

The Federal wetlands observed in the area do not have a regulated buffer. Both the NYSDEC and Local Wappinger regulated wetlands possess a regulated 100 foot Adjacent Area or buffer. All of the observed wetlands in the area are regulated by the USACE and Town of Wappinger with the NYSDEC taking jurisdiction of wetlands that are greater than 12.4 acres in size. Proposed activities with the NYSDEC and Town wetlands or regulated adjacent areas will require a permit from the NYSDEC and Town. The proposed activities may not require a permit from the USACE depending on the activity. Impacts to bed/banks of the watercourses in the area require an Article 15 Protection of Waters Permit from the NYSDEC as well as the Town and potentially the USACE. It is anticipated that at a minimum a NYSDEC Article 24 Freshwater wetland permit and Local Town wetland permit will be required for impacts to wetland buffer areas including buffer areas that extend into or across existing roadways such as Airport Drive. However this can not be ascertained without a wetland delineation in the area of the proposed project corridor to determine the regulated area. The mapping reviewed gives only a general location of State and Federal wetlands and is not accurate enough to determine wetland boundaries and buffers. It appears that the project would not require notification to the USACE under Nationwide Permit #12 for the installation of Utility Lines. This may change based on the project details.

In addition to wetland review, a cursory habitat review was completed for known federal and state listed species that occur in Dutchess County. A review of the US Fish and Wildlife Service (USFWS) list of threatened and endangered species is included (*Figure 4*). The life history of five federally listed or proposed to be listed species including the dwarf wedgemussel (*Alasmidonta heterodon*), New England cottontail (*Sylvilagus transitionalis*), Indiana bat (*Myotis sodalis*), Northern long-eared bat (*Myotis septentrionalis*), and bog turtle (*Glyptemys muhlenbergii*) are reviewed below. These species are consistent with the NYSDEC database for the area. Potential habitat exists in the area for all the species except the bog turtle. The NYSDEC requires an Article 11 Takings Permit for unavoidable impacts to threatened or endangered species. A full habitat assessment and impact analysis is required to determine if this permit will be required especially if an Article 24 or Article 15 permit is required. Habitat assessments can occur at any time of year as long as there is no significant snow cover.

Dwarf Wedgemussel

The dwarf wedge mussel is a small freshwater mussel that rarely exceeds 1.5 inches (38 mm) in length. It is brown or yellowish-brown in color. Adult mussels are filter-feeders, feeding on algae and other small suspended particles. They spend most of their time buried almost completely in the bottom of streams and rivers. Typical habitat for this mussel includes running waters of all sizes, from small brooks to large rivers. Bottom substrates include silt, sand and gravel, which may be distributed in relatively small patches behind larger cobbles and boulders. The river velocity is usually slow to moderate. Dwarf wedge mussels appear to select or are at least tolerant of relatively low levels of calcium in the water.

Conclusion - There is potential habitat located only within the watercourses in the project area. If there are no impacts to the bed or banks of a watercourse then there is no potential direct impact and no mitigation necessary.

New England Cottontail

The New England cottontail (*Sylvilagus transitionalis*) is a medium-large sized cottontail rabbit that may reach 1,000 grams (2.2 pounds) in weight. Sometimes called the gray rabbit, brush rabbit, wood hare or cooney, it can usually be distinguished from the sympatric eastern cottontail and snowshoe hare (*Lepus americanus*) by several features. In general, the New England cottontail can be distinguished by its shorter ear length, slightly smaller body size, presence of a black spot between the ears, absence of a white spot on the forehead, and a black line on the anterior edge of the ears. The New England cottontail, like all cottontails, is short lived and reproduces at an early age with some juveniles probably breeding their first season. Litter size is typically five young (range 3-8) and females, which provide little parental care, may have 2-3 litters per year. New England cottontails occupy native shrub lands associated with sandy soils or wetlands and regenerating forests associated with small scale disturbances that set back forest succession. New England cottontails are considered habitat specialists, in so far as they are dependent upon these early-successional habitats, frequently described as thickets.

Conclusion - There is potential habitat in the project area. If a habitat suitability assessment indicates that there are no impacts to potential habitat then no mitigation is necessary.

Indiana bats

The Indiana bat typically hibernates in caves/mines in the winter and roosts under bark or in tree crevices in the spring, summer, and fall. Suitable potential summer roosting habitat is characterized by trees (dead, dying, or alive) or snags with exfoliating or defoliating bark, or containing cracks or crevices that could potentially be used by Indiana bats as a roost. The minimum diameter of roost trees observed to date is 2.5 inches for males and 4.3 inches for females. However, maternity colonies generally use trees greater than or equal to 9 inches dbh. Overall, roost tree structure appears to be more important to Indiana bats than a particular tree species or habitat type. Females appear to be more habitat specific than males presumably because of the warmer temperature requirements associated with gestation and rearing of young. As a result, they are generally found at lower elevations than males may be found. Roosts are warmed by direct exposure to solar radiation, thus trees exposed to extended periods of direct sunlight are preferred over those in shaded areas. However, shaded roosts may be preferred in very hot conditions. As larger trees afford a greater thermal mass for heat retention, they appear to be preferred over smaller trees.

Streams associated with floodplain forests, and impounded water bodies (ponds, wetlands, reservoirs, etc.) where abundant supplies of flying insects are likely found provide preferred foraging habitat for Indiana bats, some of which may fly up to 2-5 miles from upland roosts on a regular basis. Indiana bats also forage within the canopy of upland forests, over clearings with early successional vegetation (e.g., old fields), along the borders of croplands, along wooded fencerows, and over farm ponds in pastures (Service 2007). While Indiana bats appear to forage in a wide variety of habitats, they seem to tend to stay fairly close to tree cover.

Conclusion - There is potential habitat in the project area. If a habitat suitability assessment indicates that there are no impacts to potential habitat then no mitigation is necessary.

Northern long-eared bat

Winter Habitat: Same as the Indiana bat northern long-eared bats spend winter hibernating in caves and mines, called hibernacula. They typically use large caves or mines with large passages and entrances; constant temperatures; and high humidity with no air currents. Specific areas where they hibernate have very high humidity, so much so that droplets of water are often seen on their fur. Within hibernacula, surveyors find them in small crevices or cracks, often with only the nose and ears visible.

Summer Habitat: During summer, northern long-eared bats roost singly or in colonies underneath bark, in cavities, or in crevices of both live and dead trees. Males and non-reproductive females may also roost in cooler places, like caves and mines. This bat seems opportunistic in selecting roosts, using tree species based on suitability to retain bark or provide cavities or crevices. It has also been found, rarely, roosting in structures like barns and sheds.

Feeding Habits: Northern long-eared bats emerge at dusk to fly through the understory of forested hillsides and ridges feeding on moths, flies, leafhoppers, caddis flies, and beetles, which they catch while in flight using echolocation. This bat also feeds by gleaning motionless insects from vegetation and water surfaces.

Conclusion - There is potential habitat in the project area. If a habitat suitability assessment indicates that there are no impacts to potential habitat then no mitigation is necessary.

Bog turtle

According to the U.S. Fish and Wildlife Service, in the 2001 Bog Turtle (*Clemmys muhlenbergii*), Northern Population Recovery Plan. Hadley, Massachusetts. 103 pp. last revised on April 13, 2006 bog turtle habitat is recognized by the following three criteria:

1. **Suitable hydrology.** Bog turtle wetlands are typically spring-fed with shallow surface water or saturated soils present year-round, although in summer the wet area(s) may be restricted to near spring head(s). Typically these wetlands are interspersed with dry and wet pockets. There is often subsurface flow. In addition, shallow rivulets (less than 4 inches deep) or pseudo-rivulets are often present.

2. **Suitable soils.** Usually a bottom substrate of permanently saturated organic or mineral soils. These are often soft, mucky-like soils (this does not refer to a technical soil type); you will usually sink to your ankles (3-5 inches) or deeper in muck, although in degraded wetlands or summers of dry years this may be limited to areas near spring heads or drainage ditches. In some portions of the species' range, the soft substrate consists of scattered pockets of peat instead of muck.

3. **Suitable vegetation.** Dominant vegetation of low grasses and sedges (in emergent wetlands), often with a scrub-shrub wetland component. Common emergent vegetation includes,

but is not limited to: tussock sedge (*Carex stricta*), soft rush (*Juncus effusus*), rice cut grass (*Léersia oryzoides*), sensitive fern (*Onoclea sensibilis*), tearthumbs (*Polygonum spp.*), jewelweeds (*Impatiens spp.*), arrowheads (*Sagittaria spp.*), skunk cabbage (*Symplocarpus foetidus*), panic grasses (*Panicum spp.*), other sedges (*Carex spp.*), spike rushes (*Eleocharis spp.*), grass-of-Parnassus (*Parnassia glauca*), shrubby cinquefoil (*Dasiphora fruticosa*), sweet-flag (*Acorus calamus*), and in disturbed sites, reed canary grass (*Phalaris arundinacea*) or purple loosestrife (*Lythrum salicaria*). Common scrub-shrub species include alder (*Alnus spp.*), red maple (*Acer rubrum*), willow (*Salix spp.*), tamarack (*Larix laricina*), and in disturbed sites, multiflora rose (*Rosa multiflora*). Some forested wetland habitats are suitable given hydrology, soils and/or historic land use. These forested wetlands include red maple, tamarack, and cedar swamps.

Conclusion - There is no potential habitat in the project area therefore no further evaluation is necessary.

If you need additional information please call me at 203-910-4716.

Sincerely,

Michael Nowicki
Biologist

Figure 1 Vicinity Map

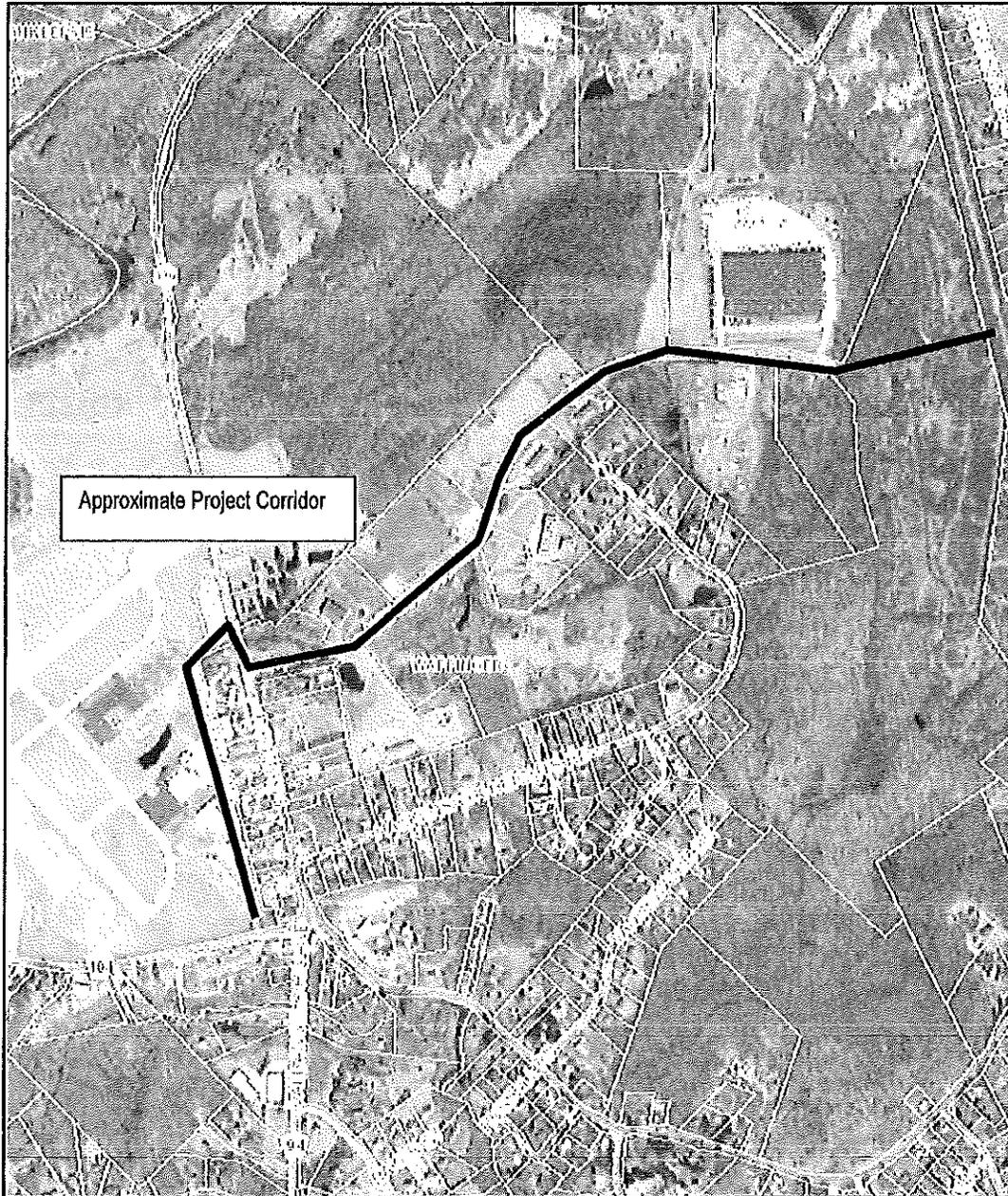


Figure 2 NYSDEC Wetland/Watercourse Map

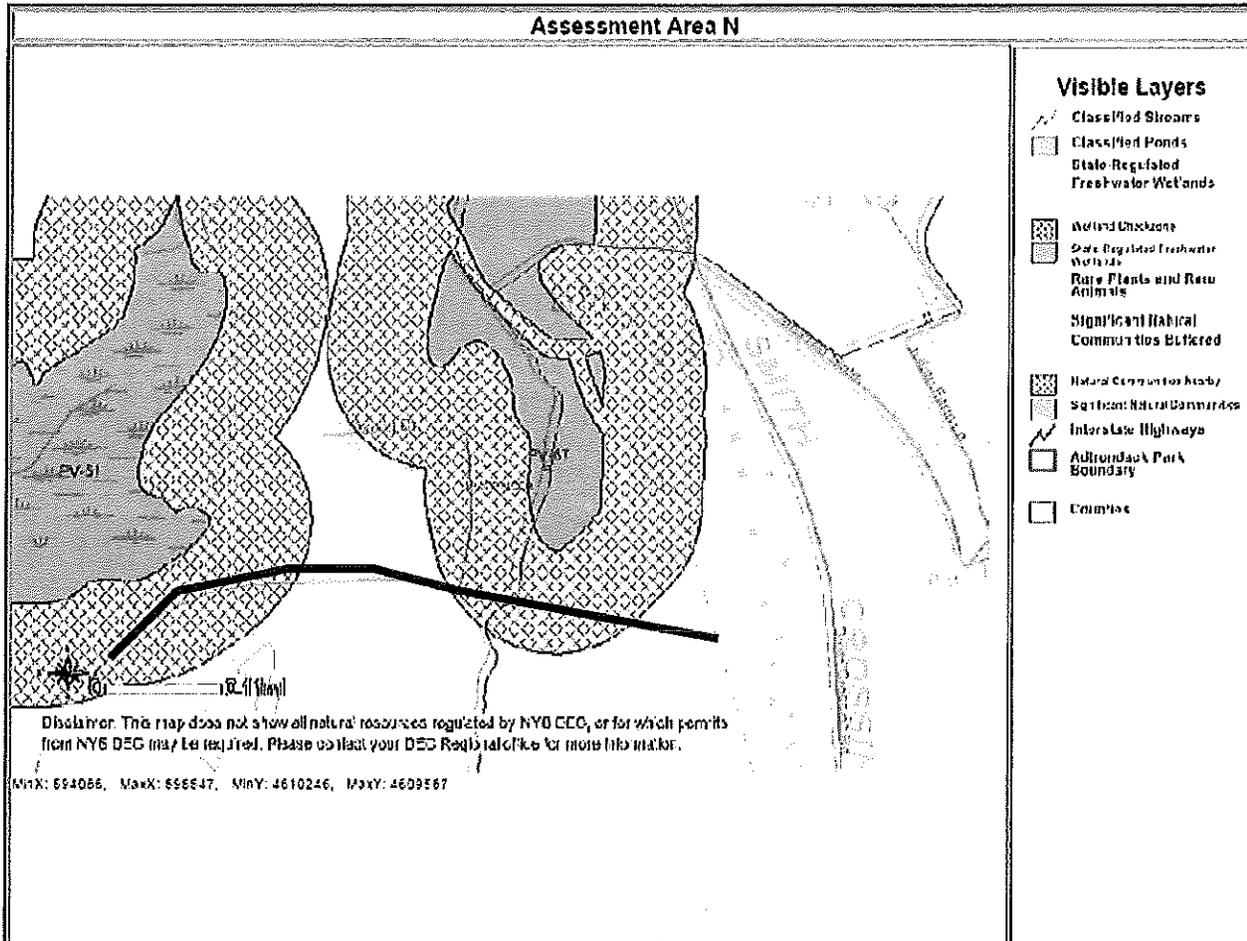


Figure 3 NYSDEC Wetland/Watercourse Map

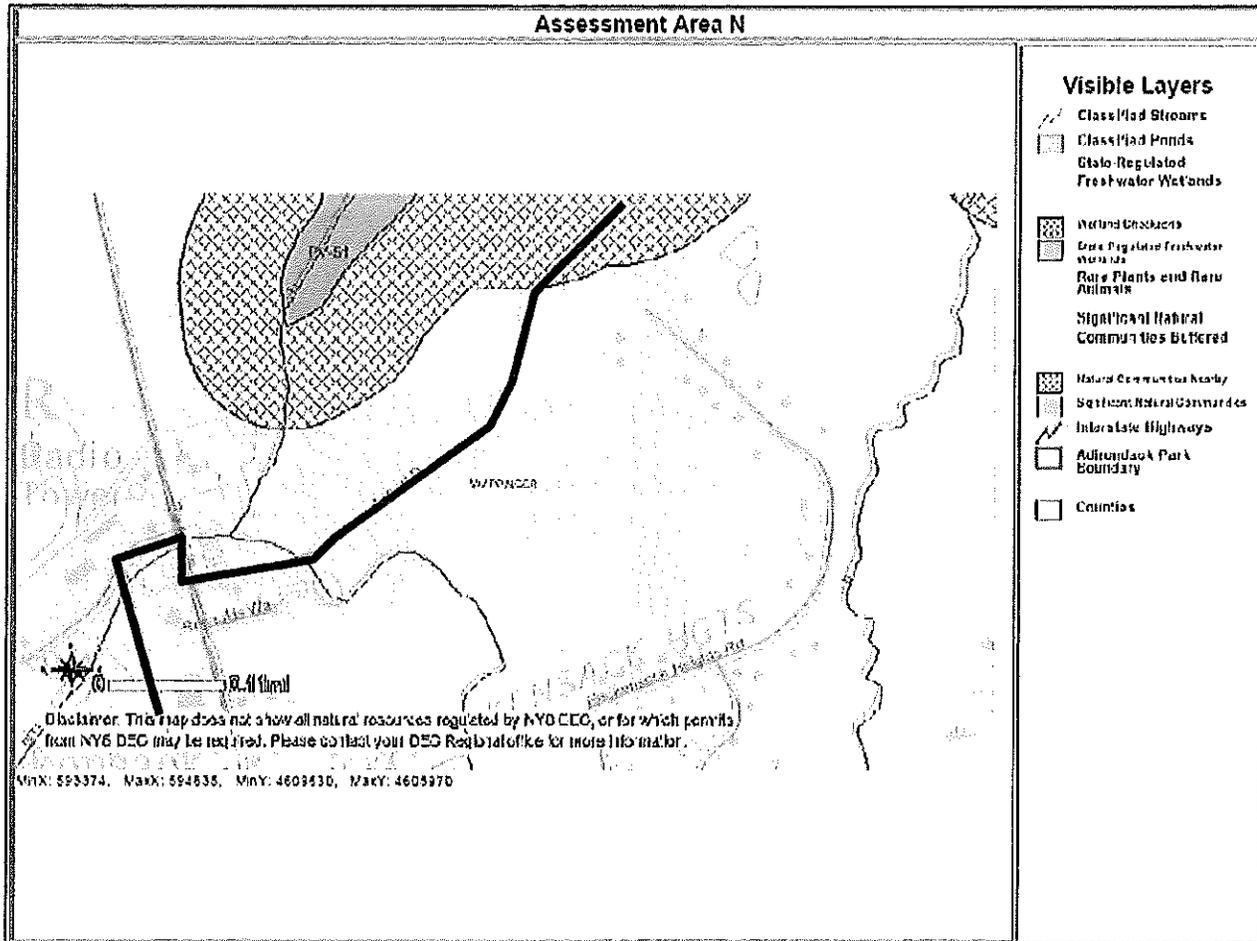


Figure 4 USFWS List

Group	Name
Clams	Dwarf wedgemussel
Mammals	Indiana bat (<i>Myotis sodalis</i>)
Mammals	New England cottontail rabbit
Mammals	Northern Long-Eared Bat
Reptiles	Bog (=Muhlenberg) turtle



U.S. Fish and Wildlife Service

Trust Resources List

This resource list is to be used for planning purposes only — it is not an official species list.

Endangered Species Act species list information for your project is available online and listed below for the following FWS Field Offices:

New York Ecological Services Field Office
3817 LUKER ROAD
CORTLAND, NY 13045
(607) 753-9334
<http://www.fws.gov/northeast/nyfo/es/section7.htm>

Project Name:

Assessment Area N

Project Counties:

Dutchess, NY

Project Type:

Wastewater Pipeline

Endangered Species Act Species List (USFWS Endangered Species Program).

There are a total of 5 threatened, endangered, or candidate species on your 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 fishes may appear on the species list because a project could cause downstream effects on the species. Critical habitats listed under the Has Critical Habitat column may or may not lie within your project area. See the Critical habitats within your project area section below for critical habitat that lies within your project area. Please contact the designated FWS office if you have questions.

Species that should be considered in an effects analysis for your project:

Clams	Status	Has Critical Habitat	Contact
-------	--------	----------------------	---------



Trust Resources List

Dwarf wedgemussel (<i>Alasmidonta heterodon</i>) Population: Entire	Endangered	species info		New York Ecological Services Field Office
Mammals				
Indiana bat (<i>Myotis sodalis</i>) Population: Entire	Endangered	species info		New York Ecological Services Field Office
New England Cottontail rabbit (<i>Sylvilagus transitionalis</i>)	Candidate	species info		New York Ecological Services Field Office
northern long-eared Bat (<i>Myotis septentrionalis</i>) Population:	Proposed Endangered	species info		New York Ecological Services Field Office
Reptiles				
Bog Turtle (<i>Clemmys muhlenbergii</i>) Population: northern	Threatened	species info		New York Ecological Services Field Office

Critical habitats within your project area:

There are no critical habitats within your project area.

FWS National Wildlife Refuges (USFWS National Wildlife Refuges Program).

There are no refuges found within the vicinity of your project.

FWS Migratory Birds (USFWS Migratory Bird Program).

The protection of birds is regulated by the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA). 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)). The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. For more information regarding these Acts see: <http://www.fws.gov/migratorybirds/RegulationsandPolicies.html>.



U.S. Fish and Wildlife Service

Trust Resources List

All project proponents are responsible for complying with the appropriate regulations protecting birds when planning and developing a project. To meet these conservation obligations, proponents should identify potential or existing project-related impacts to migratory birds and their habitat and develop and implement conservation measures that avoid, minimize, or compensate for these impacts. The Service's Birds of Conservation Concern (2008) report identifies species, subspecies, and populations of all migratory nongame birds that, without additional conservation actions, are likely to become listed under the Endangered Species Act as amended (16 U.S.C 1531 et seq.).

For information about Birds of Conservation Concern, go to:

<http://www.fws.gov/migratorybirds/CurrentBirdIssues/Management/BCC.html>.

To search and view summaries of year-round bird occurrence data within your project area, go to the Avian Knowledge Network Histogram Tool links in the Bird Conservation Tools section at: <http://www.fws.gov/migratorybirds/CCMB2.htm>.

For information about conservation measures that help avoid or minimize impacts to birds, please visit:

<http://www.fws.gov/migratorybirds/CCMB2.htm>.

Migratory birds of concern that may be affected by your project:

There are 21 birds on your Migratory birds of concern list. The underlying data layers used to generate the migratory bird list of concern will continue to be updated regularly as new and better information is obtained. User feedback is one method of identifying any needed improvements. Therefore, users are encouraged to submit comments about any questions regarding species ranges (e.g., a bird on the USFWS BCC list you know does not occur in the specified location appears on the list, or a BCC species that you know does occur there is not appearing on the list). Comments should be sent to [the ECOS Help Desk](#).

Species Name	Bird of Conservation Concern (BCC)	Species Profile	Seasonal Occurrence in Project Area
American bittern (<i>Botaurus lentiginosus</i>)	Yes	species info	Breeding
Bald eagle (<i>Haliaeetus leucocephalus</i>)	Yes	species info	Year-round
Black-billed Cuckoo (<i>Coccyzus erythrophthalmus</i>)	Yes	species info	Breeding
Black-crowned Night-Heron (<i>Nycticorax nycticorax</i>)	Yes	species info	Breeding
Blue-winged Warbler (<i>Vermivora pinus</i>)	Yes	species info	Breeding



Trust Resources List

Canada Warbler (<i>Wilsonia canadensis</i>)	Yes	species info	Breeding
cerulean warbler (<i>Dendroica cerulea</i>)	Yes	species info	Breeding
Fox Sparrow (<i>Passerella iliaca</i>)	Yes	species info	Wintering
Golden-Winged Warbler (<i>Vermivora chrysoptera</i>)	Yes	species info	Breeding
Least Bittern (<i>Ixobrychus exilis</i>)	Yes	species info	Breeding
Louisiana Waterthrush (<i>Parkesia motacilla</i>)	Yes	species info	Breeding
Peregrine Falcon (<i>Falco peregrinus</i>)	Yes	species info	Breeding
Pied-billed Grebe (<i>Podilymbus podiceps</i>)	Yes	species info	Year-round, Breeding
Prairie Warbler (<i>Dendroica discolor</i>)	Yes	species info	Breeding
Purple Sandpiper (<i>Calidris maritima</i>)	Yes	species info	Wintering
Red-headed Woodpecker (<i>Melanerpes erythrocephalus</i>)	Yes	species info	Breeding
Rusty Blackbird (<i>Euphagus carolinus</i>)	Yes	species info	Wintering
Short-eared Owl (<i>Asio flammeus</i>)	Yes	species info	Wintering
Upland Sandpiper (<i>Bartramia longicauda</i>)	Yes	species info	Breeding
Wood Thrush (<i>Hylocichla mustelina</i>)	Yes	species info	Breeding
Worm eating Warbler (<i>Helmitheros vermivorum</i>)	Yes	species info	Breeding

NWI Wetlands (USFWS National Wetlands Inventory).

The U.S. Fish and Wildlife Service is the principal Federal agency that provides information on the extent and status of wetlands in the U.S., via the National Wetlands Inventory Program (NWI). In addition to impacts to wetlands within your immediate project area, wetlands outside of your project area may need to be considered in any evaluation of project impacts, due to the hydrologic nature of wetlands (for example, project activities may affect local hydrology within, and outside of, your immediate project area). It may be helpful to refer to



U.S. Fish and Wildlife Service

Trust Resources List

the USFWS National Wetland Inventory website. The designated FWS office can also assist you. Impacts to wetlands and other aquatic habitats from your project may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal Statutes. Project Proponents should discuss the relationship of these requirements to their project with the Regulatory Program of the appropriate U.S. Army Corps of Engineers District.

Data Limitations, Exclusions and Precautions

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery and/or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

Exclusions - Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tubercid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

Precautions - Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

IPaC is unable to display wetland information at this time.

Appendix D
NYSDEC Spills Incident and
Environmental Site Remediation Records



NEW YORK STATE
DEPARTMENT OF
ENVIRONMENTAL CONSERVATION

Spill Incidents Database Search Details

Spill Record

Administrative Information

DEC Region: 3

Spill Number: 9005063

Spill Date/Time

Spill Date: 07/25/1990 Spill Time: 08:50:00 PM

Call Received Date: 08/07/1990 Call Received Time: 03:00:00 PM

Location

Spill Name: DUTCHESS CO. AIRPORT

Address: NEW HACKENSACK ROAD

City: WAPPINGERS FALLS County: DUTCHESS

Spill Description

Material Spilled	Amount Spilled	Resource Affected
WASTEWATER	UNKNOWN	Soil
UNKNOWN PETROLEUM	20.00 Gal.	Soil

Cause: Equipment Failure

Source: Tank Truck

Waterbody:

PBS #:

Record Close

Date Spill Closed: 08/13/1990

"Date Spill Closed" means the date the spill case was closed by the case manager in the Department of Environmental Conservation (the Department). The spill case was closed because either; a) the records and data submitted indicate that the necessary cleanup and removal actions have been completed and no further remedial activities are necessary, or b) the case was closed for administrative reasons (e.g., multiple reports of a single spill consolidated into a single spill number). The Department however reserves the right to require additional remedial work in relation to the spill, if in the future it determines that further action is necessary.

If you have questions about this reported incident, please contact the Regional Office where the incident occurred.

[Return To Results](#)

[Refine This Search](#)



NEW YORK STATE
DEPARTMENT OF
ENVIRONMENTAL CONSERVATION

Spill Incidents Database Search Details

Spill Record

Administrative Information

DEC Region: 3

Spill Number: 9306122

Spill Date/Time

Spill Date: 08/18/1993 Spill Time: 11:45:00 AM

Call Received Date: 08/18/1993 Call Received Time: 01:27:00 PM

Location

Spill Name: DUT. CO. AIRPORT

Address: NEW HACKENSACK ROAD

City: WAPPINGERS FALLS County: DUTCHESS

Spill Description

Material Spilled Amount Spilled Resource Affected

Gasoline UNKNOWN Groundwater

Cause: Unknown

Source: Institutional, Educational, Gov., Other

Waterbody:

PBS #:

Record Close

Date Spill Closed: 11/06/2002

"Date Spill Closed" means the date the spill case was closed by the case manager in the Department of Environmental Conservation (the Department). The spill case was closed because either; a) the records and data submitted indicate that the necessary cleanup and removal actions have been completed and no further remedial activities are necessary, or b) the case was closed for administrative reasons (e.g., multiple reports of a single spill consolidated into a single spill number). The Department however reserves the right to require additional remedial work in relation to the spill, if in the future it determines that further action is necessary.

If you have questions about this reported incident, please contact the Regional Office where the incident occurred.

[Return To Results](#)

[Refine This Search](#)



NEW YORK STATE
DEPARTMENT OF
ENVIRONMENTAL CONSERVATION

Spill Incidents Database Search Details

Spill Record

Administrative Information

DEC Region: 3

Spill Number: 9306462

Spill Date/Time

Spill Date: 08/25/1993 Spill Time: 12:00:00 PM

Call Received Date: 08/26/1993 Call Received Time: 11:05:00 AM

Location

Spill Name: CHGE:MINERAL SPIRT

Address: 500 AIRPORT DRIVE

City: WAPPINGERS FALLS County: DUTCHESS

Spill Description

Material Spilled Amount Spilled Resource Affected

Diesel 20.00 Gal. Soil

Cause: Tank Overfill

Source: Commercial/Industrial

Waterbody:

PBS #:

Record Close

Date Spill Closed: 08/26/1993

"Date Spill Closed" means the date the spill case was closed by the case manager in the Department of Environmental Conservation (the Department). The spill case was closed because either; a) the records and data submitted indicate that the necessary cleanup and removal actions have been completed and no further remedial activities are necessary, or b) the case was closed for administrative reasons (e.g., multiple reports of a single spill consolidated into a single spill number). The Department however reserves the right to require additional remedial work in relation to the spill, if in the future it determines that further action is necessary.

If you have questions about this reported incident, please contact the Regional Office where the incident occurred.

[Return To Results](#)

[Refine This Search](#)



NEW YORK STATE
DEPARTMENT OF
ENVIRONMENTAL CONSERVATION

Spill Incidents Database Search Details

Spill Record

Administrative Information

DEC Region: 3

Spill Number: 9900257

Spill Date/Time

Spill Date: 04/06/1999 Spill Time: 01:00:00 PM

Call Received Date: 04/07/1999 Call Received Time: 11:38:00 AM

Location

Spill Name: D.C. AIR PORT

Address: NEW HACKENSACK ROAD

City: WAPPINGERS FALLS County: DUTCHESS

Spill Description

Material Spilled	Amount Spilled	Resource Affected
------------------	----------------	-------------------

UNKNOWN PETROLEUM	UNKNOWN	Groundwater
-------------------	---------	-------------

Cause: Tank Failure

Source: Commercial Vehicle

Waterbody:

PBS #:

Record Close

Date Spill Closed: 11/06/2002

"Date Spill Closed" means the date the spill case was closed by the case manager in the Department of Environmental Conservation (the Department). The spill case was closed because either; a) the records and data submitted indicate that the necessary cleanup and removal actions have been completed and no further remedial activities are necessary, or b) the case was closed for administrative reasons (e.g., multiple reports of a single spill consolidated into a single spill number). The Department however reserves the right to require additional remedial work in relation to the spill, if in the future it determines that further action is necessary.

If you have questions about this reported incident, please contact the Regional Office where the incident occurred.

[Return To Results](#)

[Refine This Search](#)



NEW YORK STATE
DEPARTMENT OF
ENVIRONMENTAL CONSERVATION

Spill Incidents Database Search Details

Spill Record

Administrative Information

DEC Region: 3

Spill Number: 9914071

Spill Date/Time

Spill Date: 03/14/2000 Spill Time: 03:50:00 AM

Call Received Date: 03/14/2000 Call Received Time: 04:23:00 AM

Location

Spill Name: CHEP USA

Address: 500 AIRPORT DRIVE

City: WAPPINGERS FALLS County: DUTCHESS

Spill Description

Material Spilled Amount Spilled Resource Affected

Diesel 80.00 Gal. Soil

Cause: Equipment Failure

Source: Commercial Vehicle

Waterbody:

PBS #:

Record Close

Date Spill Closed: 03/14/2000

"Date Spill Closed" means the date the spill case was closed by the case manager in the Department of Environmental Conservation (the Department). The spill case was closed because either; a) the records and data submitted indicate that the necessary cleanup and removal actions have been completed and no further remedial activities are necessary, or b) the case was closed for administrative reasons (e.g., multiple reports of a single spill consolidated into a single spill number). The Department however reserves the right to require additional remedial work in relation to the spill, if in the future it determines that further action is necessary.

If you have questions about this reported incident, please contact the Regional Office where the incident occurred.

[Return To Results](#)

[Refine This Search](#)



NEW YORK STATE
DEPARTMENT OF
ENVIRONMENTAL CONSERVATION

Environmental Site Remediation Database Search Details

Site Record

Administrative Information

Site Name: Dutchess County Airport Hangar Facility

Site Code: 314078

Program: State Superfund Program

Classification: 04

EPA ID Number:

Location

DEC Region: 3

Address: Route 104

City: Wappingers Falls **Zip:** 12602

County: DUTCHESS

Latitude: 41.626389840

Longitude: -73.877083350

Site Type:

Estimated Size: 4.000 Acres

Site Owner(s) and Operator(s)

Owner(s) during disposal: Dutchess County Airport

Hazardous Waste Disposal Period

From: unknown **To:** unknown

Site Description

Location: The 4-acre site is located on the southeastern portion of the Dutchess County Airport in the Town of Wappinger, Dutchess County. The approach to the site is through an airport

service road (Griffith Way) off Route 376. Site Features: This site consists of the former IBM hangar facility (Former Building B593) located at the Dutchess County Airport along with a separate building for the storage of jet fuel. The hangar was and is currently used for storage of and maintenance of Associated Aircraft Group helicopters, a subsidiary of Sikorsky. The site is fenced with restricted access, and consists of mainly grass and asphalt covered areas, with a pond area to the northwest. Surrounding Uses: Residential and commercial properties are adjacent to the Airport along Route 376. To the south of the facility, and adjacent to it, is the former Flagship Airlines site which is on the Registry of Inactive Hazardous Waste Disposal Sites as site ID No. 314101 and is also now used by Associated Aircraft Group. Historical Sources of Contamination: The contamination was attributed to the release of spent solvents, through the floor drain and overflow of a septic system. Solvents were and currently are still being used in routine aircraft maintenance at the hangar. Investigations/Actions Completed to Date: A series of investigations and remedial actions were conducted by IBM during 1981 to 1992. The septic tank contents have been removed and the discharge/leach field system has been altered. In addition, an above-ground industrial waste storage tank, two underground industrial waste storage tanks and several other abandoned tanks at the site have been removed. The known source areas for the contamination at this site have been remediated. Site Geology and Hydrogeology: Depth to groundwater varies across the site from 5-10 feet below ground surface. Groundwater direction is to the north, towards the pond area. The overburden consists of sand, silt and clay. The deeper portions of the site consist of sand and gravel layer. There is a vertical-downward direction of shallow groundwater towards this deeper sand and gravel layer.

Summary of Project Completion Dates

Projects associated with this site are listed in the Project Completion Dates table and are grouped by Operable Unit (OU). A site can be divided into a number of operable units depending on the complexity of the site and the number of issues associated with a site. Sites are often divided into operable units based on the media to be addressed (such as groundwater or contaminated soil), geographic area, or other factors.

Project Completion Dates

Contaminants of Concern (Including Materials Disposed)

Type of Waste	Quantity of Waste
1,1,1-TRICHLOROETHANE	UNKNOWN
NAPHTHALENE	UNKNOWN
TETRACHLOROETHYLENE (PCE)	UNKNOWN

Site Environmental Assessment

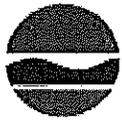
Based on investigations carried out in the 1980's, the contaminants of concern in groundwater are the volatile organic compounds (VOCs) 1,1-Dichloroethane (1,1-DCA), 1,1,1-Trichloroethane (TCA), Toulene, and Vinyl Chloride (VC). The source area at this site was suspected to be an 6,000 gallon septic tank, and a leach field into the shallow sand layer. The septic tank was removed in 1983 and the VOCs that were entering the leach field have been diverted. Mitigation of soil vapor contamination beneath the footprint of the main building is also required based on a 2009 soil vapor intrusion investigation which revealed concentrations of VOCs impacting on-site sub-slab soil vapor and indoor air. The detection of trichloroethene (TCE) at 97 micrograms per cubic meter (ug/m³), 1,1,1 TCA at 130 ug/m³ and tetrachloroethene (PCE) at 1200 ug/m³ in sub-slab soil vapor indicate a potential for soil vapor intrusion to occur. The Janaury 2011 Supplemental Investigation of shallow groundwater on the northeastern side of the building revealed concentrations 1,1-dichloroethane with the highest concentration of 5.5 micrograms per liter (ug/L). Benzene, toulene, ethylbenzene, and xylene (BTEX) totals did not exceed the groundwater standard of 5 ug/L.

Site Health Assessment

Groundwater at the site is contaminated with volatile organic compounds. One private drinking water supply well on IBM leased property contained a trace level of 1,1,1-trichloroethane in May 1994. The water from this well is treated and monitored. The employees of other on-site facilities use bottled water for drinking water purposes. A public drinking water supply well approximately 600 feet northeast of the site has not been affected by site related contamination. Groundwater sampling at this site and the neighboring Flagship Airlines Hangar site (314101) will help determine groundwater flow direction in the area and assist in the evaluation for the potential for soil vapor intrusion onsite.

For more Information: E-mail Us

[Refine This Search](#)



NEW YORK STATE
DEPARTMENT OF
ENVIRONMENTAL CONSERVATION

Environmental Site Remediation Database Search Details

Site Record

Administrative Information

Site Name: Flagship Airlines Hangar

Site Code: 314101

Program: State Superfund Program

Classification: 02

EPA ID Number:

Location

DEC Region: 3

Address: Dutchess County Airport Service Road

City: WAPPINGER Zip: 12601

County: DUTCHESS

Latitude: 41.626090723

Longitude: -73.876751268

Site Type: STRUCTURE

Estimated Size: 2.500 Acres

Site Owner(s) and Operator(s)

Current Owner Name: Dutchess County

Current Owner(s) Address: 22 Market Street

Poughkeepsie, NY, 12601

Owner(s) during disposal: COMMAND AIRWAYS, FLAGSHIP AIRLINES

Current On-Site Operator: Associated Aircraft Group (AAG) Inc.

Stated Operator(s) Address: Dutchess County Airport

Wappingers Falls, NY 12590

Hazardous Waste Disposal Period

From: unknown To: unknown

Site Description

Location: The 2.5-acre site is located on the southeastern portion of the Dutchess County Airport in the Town of Wappinger, Dutchess County. The approach to the site is through the Dutchess County Airport Service Road (Griffith Way) off Route 376 or New Hackensack Road. **Site Features:** This site consists of a 15,000 square foot hangar formerly occupied by Flagship Airlines, Inc. (aka Command Airways/American Eagle Airlines, Inc., and eventually acquired by American Airlines). The hangar is currently used for storage and maintenance by the current tenant. The site is fenced with restricted access, and consists of mainly grass and asphalt covered areas. **Current Zoning and Land Use:** The site is part of an active commercial airport, owned and operated by Dutchess County. The sites current tenant is Associated Aircraft Group (AAG) helicopters, a subsidiary of Sikorsky. Residential and commercial properties are adjacent to the airport complex along Route 376. To the north of the facility and adjacent to it, is the former IBM Hangar (Site No. 314078), which is also used by AAG. **Past Use of the Site:** In 1988, groundwater contamination was discovered from the release of spent solvents from storage tank leaks and overflows. These chlorinated solvents were detected during the investigation of a leaking heating oil tank at the facility. The facility was used for washing aircraft and maintenance work that required the use of jet fuel, heating oil and solvents. **Site Geology and Hydrogeology:** Depth to groundwater varies across the site from 2 to 6 feet (ft) below ground surface (bgs). The site's soil consists of sand, silt, clay, glacial till and shallow bedrock. The depth to bedrock was encountered at 38 ft and 60 ft bgs. Groundwater appears to flow northwest towards the Former IBM Hangar, Site No. 314078.

Summary of Project Completion Dates

Projects associated with this site are listed in the Project Completion Dates table and are grouped by Operable Unit (OU). A site can be divided into a number of operable units depending on the complexity of the site and the number of issues associated with a site. Sites are often divided into operable units based on the media to be addressed (such as groundwater or contaminated soil), geographic area, or other factors.

Project Completion Dates

Contaminants of Concern (Including Materials Disposed)

Type of Waste	Quantity of Waste
TETRACHLOROETHYLENE (PCE)	UNKNOWN
1,1,1-TRICHLOROETHANE	UNKNOWN

NAPHTHALENE

UNKNOWN

Site Environmental Assessment

Nature and Extent of Contamination: Remediation at the Site was completed with the shutdown of the air sparging and soil vapor extraction system in 2007 and the removal of soil associated with a gravel bed and french drain in 2003. Currently, groundwater and soil vapor are monitored for Tetrachloroethene (PCE), 1,1,1 Trichloroethane (1,1,1 TCA), Dichloroethane (DCA), and Naphthalene. Soil - In December 1996, PCE was detected at 0.2 parts per million (ppm) 8 to 12 feet and naphthalene was detected at 5.5 ppm, in the subsurface soils at 4 to 8 feet. Neither one exceeded their corresponding unrestricted SGCs of 1.3 ppm and 12 ppm. Groundwater - As of March 2011, none of the contaminants of concern are detectable in groundwater. Soil Vapor - As of March 2011, PCE was detected up to 570 micrograms per cubic meter (ug/m³), 1,1,1 TCA up to 40 ug/m³, DCA up to 1.7 ug/m³, and Trichloroethene up to 2.2 ug/m³.

Site Health Assessment

Since the site is fenced and covered by asphalt or concrete, people will not come into contact with site-related soil and groundwater contamination unless they dig below the surface.

Contaminated groundwater at the site is not used for drinking or other purposes and the site is served by a public water supply that obtains water from a different source not affected by this contamination. Volatile organic compounds in the groundwater may move into the soil vapor (air spaces within the soil), which in turn may move into overlying buildings and affect the indoor air quality. This process, which is similar to the movement of radon gas from the subsurface into the indoor air of buildings, is referred to as soil vapor intrusion. The potential exists for site contaminants to impact indoor air via soil vapor intrusion; however, indoor air monitoring indicates that indoor air quality has not been impacted. Environmental sampling indicates that soil vapor intrusion is not a concern for off-site buildings.

For more Information: E-mail Us

[Refine This Search](#)

Appendix E

**Extension Of Water Service To Dutchess County Airport Proposed DC
Water District Zone of Assessment N**

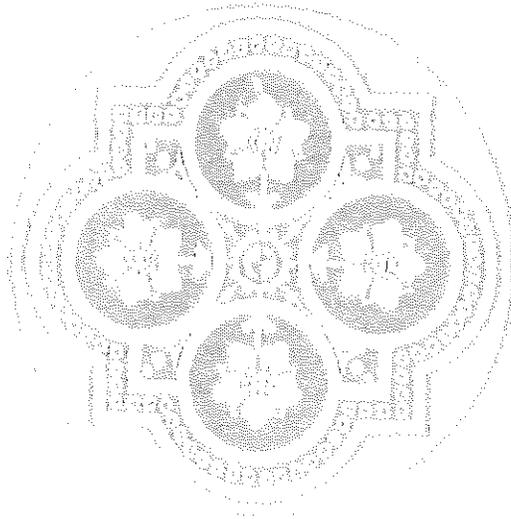
Phase 1A Literature Review and Sensitivity Analysis

by CITY/SCAPE: Cultural Resource Consultants

dated November, 2014.

Extension Of Water Service To Dutchess County Airport
Proposed DC Water District Zone of Assessment N

Phase 1A Literature Review and Sensitivity Analysis



Griffith Way, New Hackensack Road and Airport Drive
Town of Wappinger. Dutchess County, New York.

Prepared for:

Hudson Land Design
174 Main Street
Beacon, NY 12508

By:

CITY/SCAPE: Cultural Resource Consultants
166 Hillair Circle
White Plains NY 10605

November 2014

EXTENSION OF WATER SERVICE TO DUTCHESS COUNTY AIRPORT

**Proposed DC Water District Zone of Assessment N.
Griffith Way, New Hackensack Road and Airport Drive
Town of Wappinger. Dutchess County, New York.**

TABLE OF CONTENTS

Management Summary	
Map List	
Phase 1A Literature Review and Sensitivity Analysis	
Introduction	1
Project Area Description	4
Environmental Information	5
Man-Made Features and Alterations	6
Potential for the site to contain Prehistoric or Historic Cultural Resources	6
National Register Listed and National Register Eligible Sites Located in Area...	7
History of the Site.....	7
Additional Research Undertaken.....	15
Sensitivity Assessment and Site Prediction.....	15
Conclusions and Recommendations	16
Bibliography.....	17

APPENDICES:

- Appendix A: Photographs
- Appendix B: Soil Description and Map

Management Summary

SHPO Project Review Number (if available):

Involved State and Federal Agencies: NYSDEC, NYSDOT

Phase of Survey: **Phase 1A Literature Review & Sensitivity Analysis**

Location Information:

Location: **Griffith Way, New Hackensack Road and Airport Drive
Town of Wappinger, Dutchess County, New York.**

Minor Civil Division: **Town of Wappinger**

County: **Dutchess**

Survey Area (Metric & English)

Length: **±8,300'**

Width:

Depth (when appropriate):

Number of Acres Surveyed: **~**

Number of Square Meters & Feet Excavated (Phase II, Phase III only): **N/A**

Percentage of the Site Excavated (Phase II, Phase III only) :

USGS 7.5 Minute Quadrangle Map: **Wappinger, Pleasant Valley, Poughkeepsie, Hopewell Junction**

Archaeological Survey Overview

Number & Interval of Shovel Tests:

Number & Size of Units:

Width of Plowed Strips:

Surface Survey Transect Interval:

Results of Archaeological Survey

Number & name of prehistoric sites identified: **0**

Number & name of historic sites identified: **0**

Number & name of sites recommended for Phase II/Avoidance: **N/A**

Results of Architectural Survey

Number of buildings/structures/cemeteries within project area: **0**

Number of buildings/structures/cemeteries adjacent to project area:

Number of previously determined NR listed or eligible buildings/structures/cemeteries/districts:

Number of identified eligible buildings/structures/cemeteries/districts: **N/A**

Report Author (s): **Stephanie Roberg-Lopez M.A., R.P.A. Gail T. Guillet and Beth Selig**

Date of Report: **November 2014**

MAPS & FIGURE LIST

Maps

- Map 1: 2013 USGS Topographical Map showing the project corridor. Poughkeepsie, Wappinger's, Pleasant Valley and Hopewell Junction Quadrangles. Scale: 1"=1800'.
- Map 2: 2005 Hagstrom's *Street Atlas of Dutchess County, New York*. Scale: 1"=2150'.
- Map 3: 1829 Burr *Atlas of the State of New York*. Red line indicates project corridor. Not to scale.
- Map 4: 1850 J. C. Sidney *Map of Dutchess County, New York*. Red line indicates project corridor. Scale: 1"= 2300'.
- Map 5: 1858 J.E. Gillette *Map of Dutchess County, New York*. Red line indicates project corridor. Scale: 1"= 1670'.
- Map 6: 1876 F. W. Beers' *Atlas of the County of Dutchess*. Red line indicates the project corridor. Scale: 1"= 1900'.
- Map 7: 1903 USGS Topographical Map. 15 Minute Series. Poughkeepsie Quadrangle. Red line indicates the project corridor. Scale: 1"=1835'.
- Map 8: 1943 USGS Topographical Map. 7.5 Minute series. Poughkeepsie Quadrangle. Red line indicates project corridor. Scale: 1"=1400'.

Figures

- Fig 1: Aerial Photo the project corridor. (Source: The Google Earth) Red line indicates proposed route. Scale: 1"=1185'.
- Fig. 2: Soil Map for the project corridor (Source: *Natural Resources Conservation Service Web Soil Survey*). Scale on Map

EXTENSION OF WATER SERVICE TO DUTCHESS COUNTY AIRPORT

**Proposed DC Water District Zone of Assessment N.
Griffith Way, New Hackensack Road and Airport Drive
Town of Wappinger. Dutchess County, New York.**

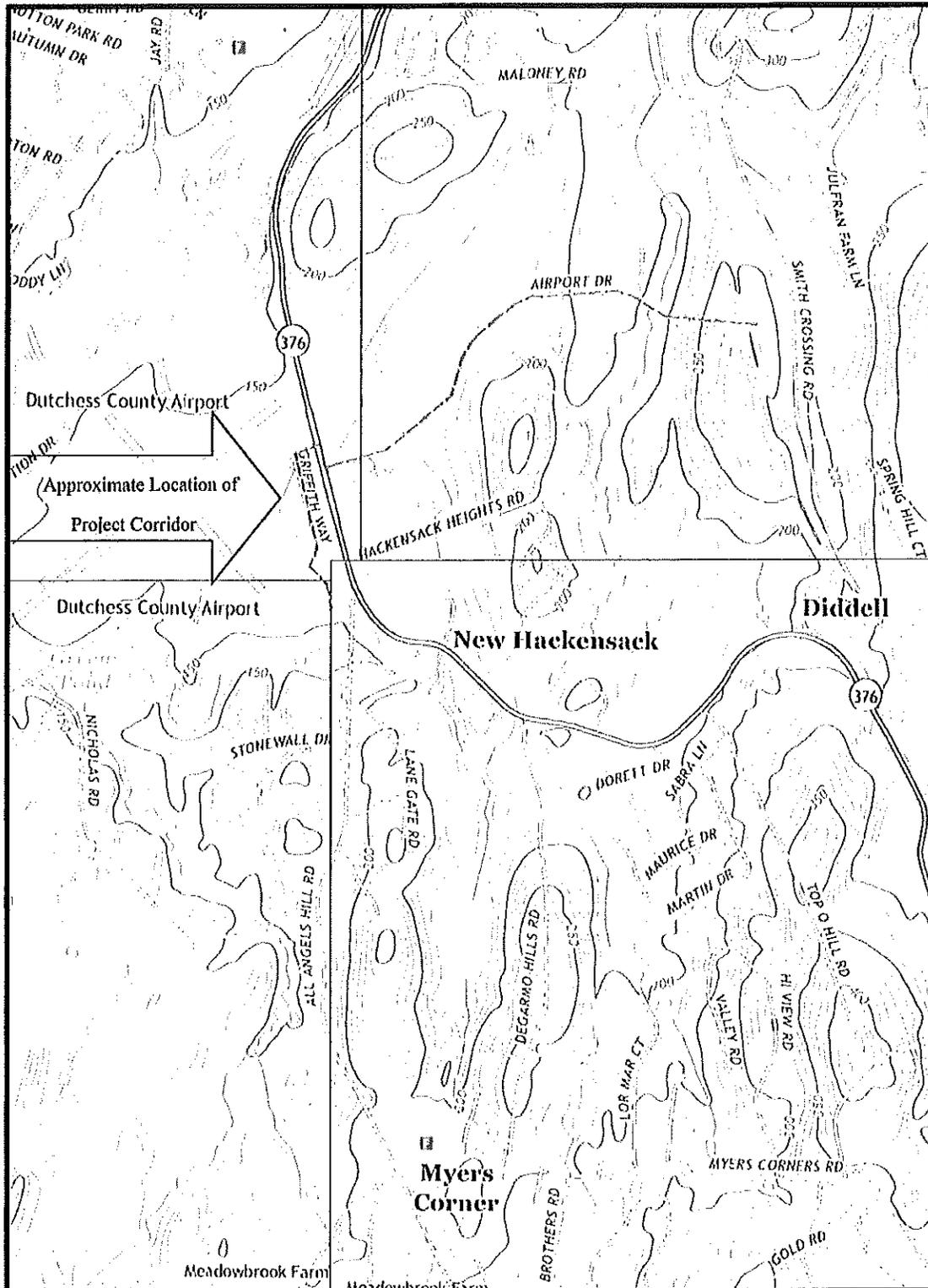
Introduction

In November of 2014, CITY/SCAPE: Cultural Resource Consultants was retained by Hudson Land Design to prepare a Phase 1A Literature Review and Sensitivity Analysis for the Extension of Water Services to Dutchess County Airport, Proposed DC Water District Zone of Assessment N (hereafter "project corridor") located primarily along Airport Drive in the Town of Wappinger, Dutchess County, New York. (Maps 1 & 2 and Fig. 1, Photos 1-3) The proposed work consists of the installation of ±8,300 linear feet (2546.3 m) of 12" (30 cm) water main extending north along Griffith Way to cross New Hackensack Road, and then extending east along Airport Drive and under the wetland located east of Airport Drive to join the Central Dutchess Water Transmission Line (CDWTL) that runs north-south across the Town of LaGrange/Town of Wappinger border.

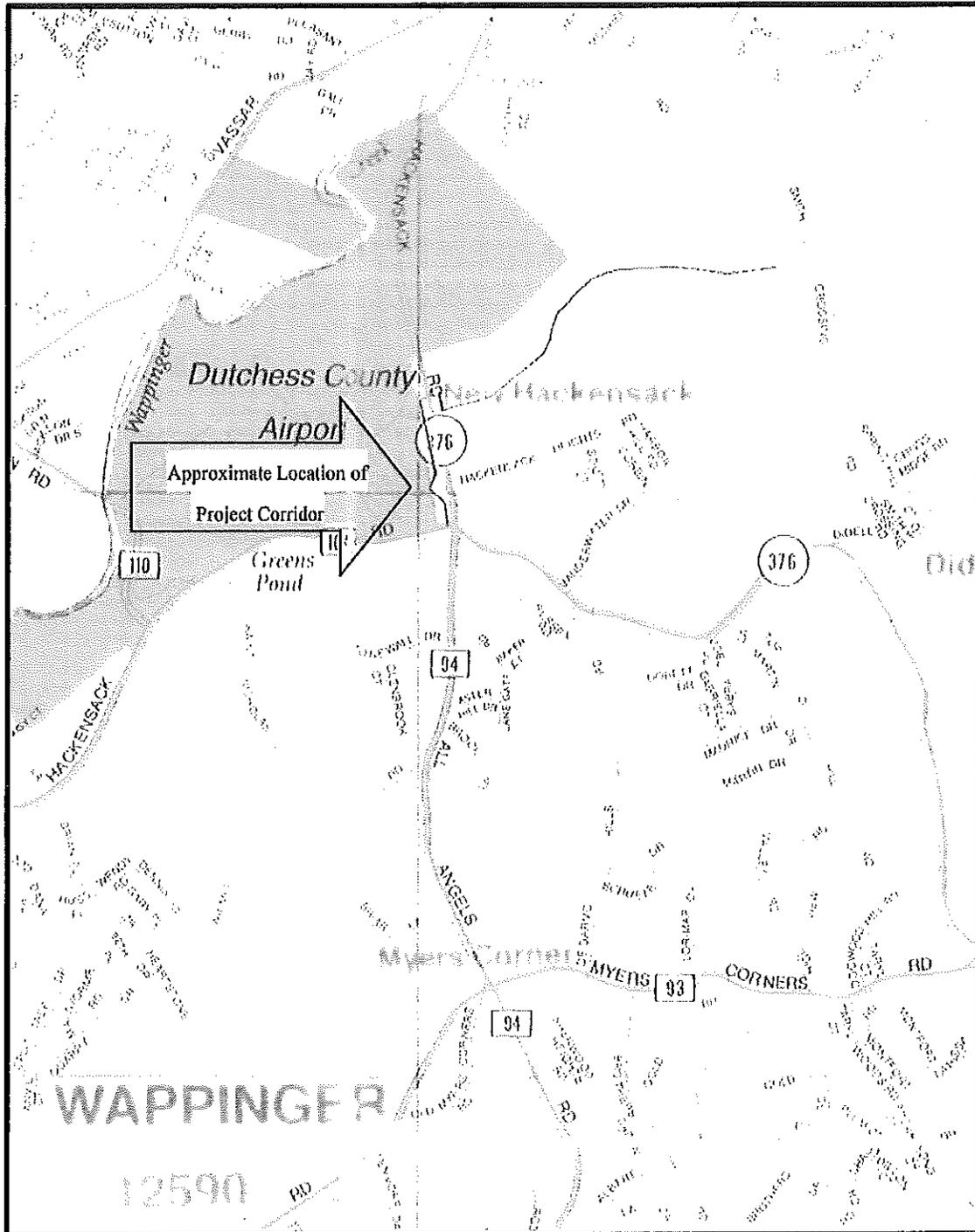
Permits are required for the project from the New York State Department of Environmental Conservation (DEC), New York State Department of Transportation (DOT) and potentially, other agencies. The need for State permits necessitates a review of and sign off by the New York State Office of Parks, Recreation and Historic Preservation (OPRHP).

The Phase 1A Literature Review and Sensitivity Analysis was performed in accordance with the guidelines established by the New York State Office of Parks, Recreation and Historic Preservation (OPRHP) and the *Standards for Cultural Resource Investigations and the Curation of Archeological Collections* published by the New York Archeological Council (2005 & 1994). The field investigation and technical report meet the specifications of the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation (*Federal Register* 48:190:44716-44742) (United States Department of the Interior 1983). All work performed meets the requirements of the relevant federal standards (36 CFR 61) and of the State Environmental Quality Review Act (SEQRA) 6NYCRR, part 617 of the New York State Environmental Conservation Law. In addition, the qualifications of the Principal Investigator, who supervised the project, meet or exceed the qualifications described in the Secretary of the Interior's Professional Qualifications Standards (*Federal Register* 48:190:44738-44739) (United States Department of the Interior 1983).

Extension of Water Services to Dutchess County Airport. Proposal DC Water District Zone of Assessment N, Griffith Way, New Hackensack Road & Airport Drive. Town of Wappinger, Dutchess County, New York.



Map 1: 2013 USGS Topographical Map showing the project corridor. Poughkeepsie, Wappinger's, Pleasant Valley and Hopewell Junction Quadrangles. Scale: 1"=1800'.



Map 2: 2005 Hagstrom's Street Atlas of Dutchess County, New York. Scale: 1"-2150'.

Project Area Description

The project corridor will contain $\pm 8,300$ linear feet (2546.3 m) of a 12" (30 cm) water main that will provide connections to the Dutchess County Airport and properties located adjacent to the project corridor. With the exception of the eastern portion of the project, it is proposed to locate the water mains in the existing roadway, preferably the shoulder area. In the eastern portion of the project area, at the terminus of Airport Drive, the project corridor will be extended beneath a DEC wetland and forested lands to join the Central Dutchess Water Transmission Line (CDWTL) that runs north-south across the Town of LaGrange/Town of Wappinger border. In the area of the DEC wetland it is proposed to use subterranean directional drilling to avoid impacts to the wetland, and more traditional methods using excavated trenches in the roadway and forested areas. The highway right-of-way is considered to have been profoundly disturbed by roadway construction, and no Phase 1B field survey is recommended for this portion of the project corridor. The eastern portion of the project corridor has not been disturbed, but it is not considered to have the potential to contain cultural resources due to the stream corridor, wetland area and slopes in excess of 12% grade.

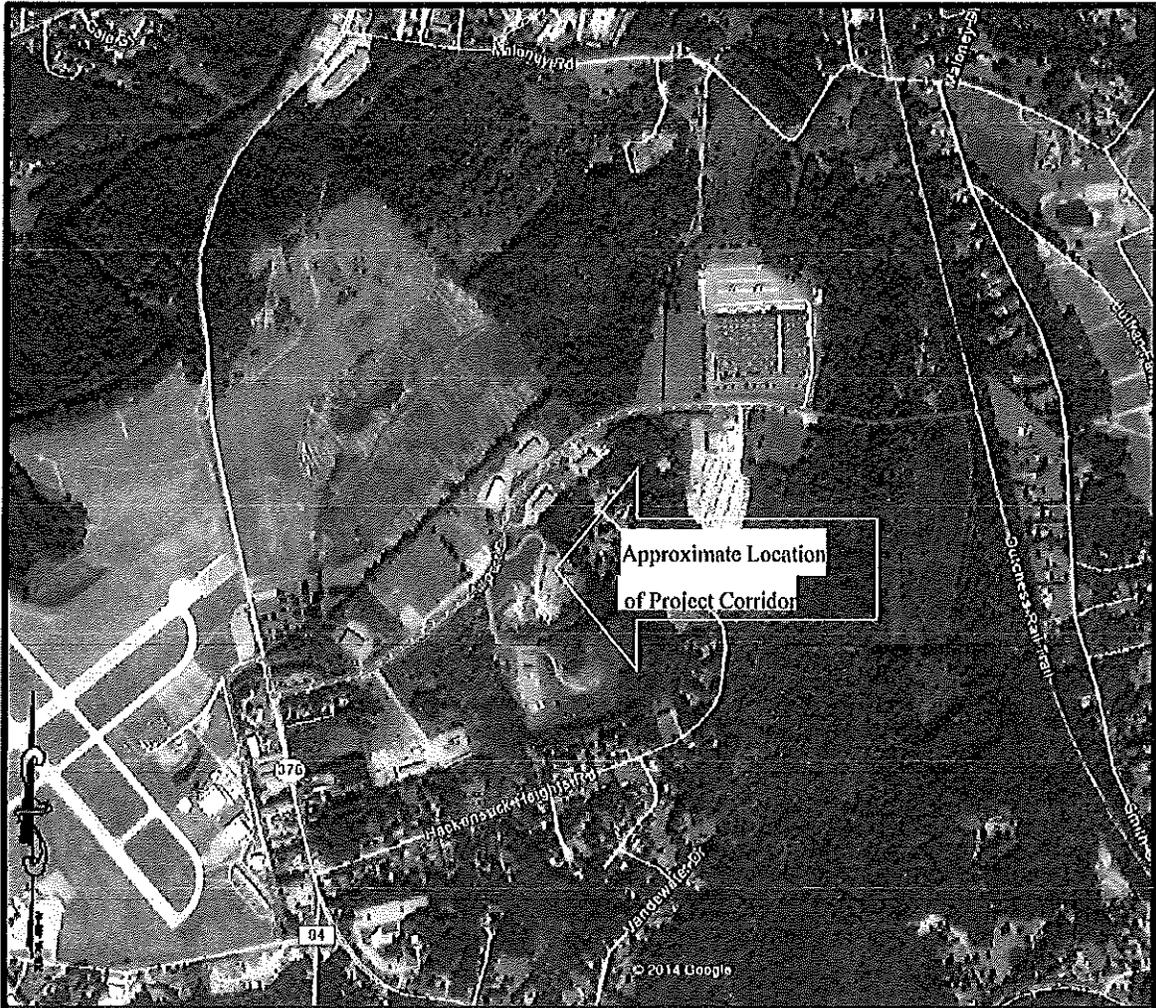


Fig 1: Aerial Photo the project corridor. (Source: The Google Earth) Red line indicates proposed route. Scale: 1"=1185'.

The site visit indicated that the majority of the project corridor is bordered by commercial properties. The western portion of the proposed project corridor extends through a portion of the Dutchess County Airport (Photos 2-3) before turning east to intersect with New Hackensack Road (Route 376). The project corridor then turns south along New Hackensack Road, the location of several businesses, and then turns east at the intersection with Airport Drive. (Photos 5-7) Along Airport Drive there are commercial properties located on the north and south sides of the road. (Photos 13-19) As previously stated, the eastern portion of the project area crosses a wetland and vacant land (Photos 28-30).

Environmental Information

In terms of geology, the project area is located within the Hudson Lowlands area, which extends eastward three to six miles (4.828-9.656 km) from the Hudson River. The bedrock of the Hudson Lowlands is primarily composed of easily eroded sedimentary rock, such as siltstone, shale, and greywacke that was laid down in the Cambrian and Ordovician periods (USDA 2002:12). More specifically, the project area falls within the Austin-Glen Formation, which is composed of greywacke and shale. The walkover of the site identified no rock outcrops or overhangs within the project corridor that could have been used as rockshelters, and no cryptocrystalline material that could have been used for prehistoric lithics.

The soils within the project area corridor are an important indicator of archaeological potential, with well-drained soils increasing sensitivity and poorly or very poorly drained soils decreasing the potential. The soil complexes within the proposed project corridor have been identified based on the soil classes located on either side of the asphalt roadway. In general, the soil complexes within the project area were formed as sandy glaciofluvial deposits or deltaic deposits associated with Lake Albany, which is thought to have drained about 10,500 years ago. The identified soils within the project corridor are primarily well drained deeply stratified silt loam, with the exception of the wetland areas along Airport Drive, where the soils are a poorly drained silt loams. Although these soil complexes represent the undisturbed areas on either side of the project corridor, the proposed waterlines are to be placed within the existing roadway in areas that have been previously impacted by road construction. The soil map, soil complexes and the characteristics of each soil type are fully described in Appendix B.

Sprout Creek, Wappinger Creek, Fishkill Creek and the Hudson River, all documented locations of prehistoric activity, are located to the east, north and west of the project corridors. The Hudson River and large streams such as Sprout and Wappinger Creeks, were magnets for prehistoric peoples, providing them with floral and faunal resources. The wetland areas and the small stream corridor located in or adjacent to the proposed project corridor would also have served to attract prehistoric peoples to the area.

The project area is located in the Appalachian Oak zone, which is found throughout southern New England, southern New York, Pennsylvania and Ohio. The Appalachian Oak zone is characterized by tall, broad-leaved deciduous trees, dominated by white oak and northern red oak (Kitchler 1964).

Prehistorically, the faunal population of the larger ecological zone in which the project area is located would have been particularly rich, with reports of deer, squirrels, chipmunks, raccoons and many bird species, including wild turkey. The faunal population, plus the riverine resources of the small stream and wetland areas, could have served as important resources for prehistoric populations visiting the area. It may be that the land was used regularly by the prehistoric peoples living in one of several villages located along the Hudson River, or it may

have been the location of special use camps or hunting camps that were an integral part of the seasonal rounds in which prehistoric peoples engaged in the Archaic period.

Man-Made Features and Alterations

Looking at the general setting of the project area, the majority of the buildings located adjacent to the proposed project corridor date from 20th and 21st centuries. (Photos 13-19) The only exception is the house located on the southeast corner of the intersection of New Hackensack Road and Airport Drive, which dates to the 19th century. (Photo 8) None of the buildings located adjacent to the proposed project corridor will be impacted by the installation of the water mains. Photographs of the structures located along the proposed project corridor are seen in Appendix A.

Potential for the Site to Contain Prehistoric or Historic Cultural Resources

At the present time, the New York State Office of Parks, Recreation and Historic Preservation (OPRHP) site file information is unavailable, and for this reason, the initial research for the Phase 1A Literature Review, relied on the archaeological sensitivity maps available on the OPRHP web site and on reports prepared for other projects in the area. The project area lies in close proximity to the Hudson River and Wappinger Creek, both of which are known to have been utilized by prehistoric peoples. Archaeological sites are located along both waterways. There are a number of prehistoric sites located in the general vicinity of the project area, including New York State Museum 3163, which is listed as 'traces of occupation', and is located in close proximity to the Wappinger Creek. Information for this site is anecdotal, and no more information is available. A site listed as an 'Indian Encampment' (A027.19.0023) is located almost 2½ miles to the southwest of the project area on the north bank of Wappinger Lake. This site is also based on anecdotal information, and no more information is available. The Wappinger Lake Site (OPRHP A027.14.0086) is located to the south of the project area, on the northern bank of Wappinger Lake, and to the south of St. Mary's local cemetery. It was professionally excavated in 1981 and yielded "two pieces of worked chert debitage."

Information obtained from the site files at OPRHP indicates that the project area lies in an area where prehistoric sites have been recorded. If the site were undisturbed, the potential for the site to contain prehistoric cultural resources would be considered moderate to high. The rationale for this assessment would be that:

- A stream flows across the eastern end of the proposed project corridor that would have provided a source of potable water;
- There are several wetland areas (some of which may have been created by road construction) and a small pond along Airport Drive that could have provided faunal and floral resources to prehistoric peoples;
- There are reported prehistoric sites within a mile radius of the project area, including on the banks of Wappinger Creek;
- and the site is located near the Wappinger Creek and the Hudson River, both of which were heavily utilized by prehistoric peoples.

In addition, there are a number of prehistoric sites reported along Sprout Creek, which flows southeast of the project corridor. Like Wappinger Creek, Sprout Creek is a tributary of the Hudson River, which is located several miles west of the project area. On the Hudson River is Bowdoin Park, which is the location of a well-documented Native American village that existed into the Contract Period.

Based on the environmental factors located within the proposed project corridor, undisturbed areas, should they exist, would be considered to have the potential to contain a prehistoric site or sites. However, given the fact that the proposed project corridor is located within the existing roadway, the potential for the project corridor to contain prehistoric cultural resources is considered low. As stated above, in the eastern portion of the project corridor, the presence of a stream corridor, wetland area and steep slopes significantly decrease the potential for prehistoric cultural resources to be present. Overall, the prehistoric potential for the proposed project area to contain intact cultural resources is considered to be low.

Historic Archaeological Sensitivity

The visual inspection of the project corridors did not identify any evidence of historic archaeological sites adjacent to it. Although the map research, discussed below, indicates that the area was occupied in the mid 19th century, there is no evidence of Map Documented Structures (MDS) within the proposed project corridor. As noted, there is a 19th century dwelling located on the southeast corner of the intersection of Airport Drive and New Hackensack Road; this building will not be impacted by the proposed project. Due to the fact that the water main is to be installed within the existing roadway right-of-way significantly reduces the potential for the project corridor to contain any intact historic cultural resources. As is the case with the prehistoric potential, it is considered that the potential for the project corridor to contain intact historic cultural resources is low.

National Register Listed and National Register Eligible Sites Located in Area

In addition to the archaeological site files, the OPRHP files were reviewed to identify structures on or in the vicinity of the project area that have been listed on the National Register or identified as National Register eligible. There are no National Register Listed or Eligible sites within a one mile of the proposed project corridor.

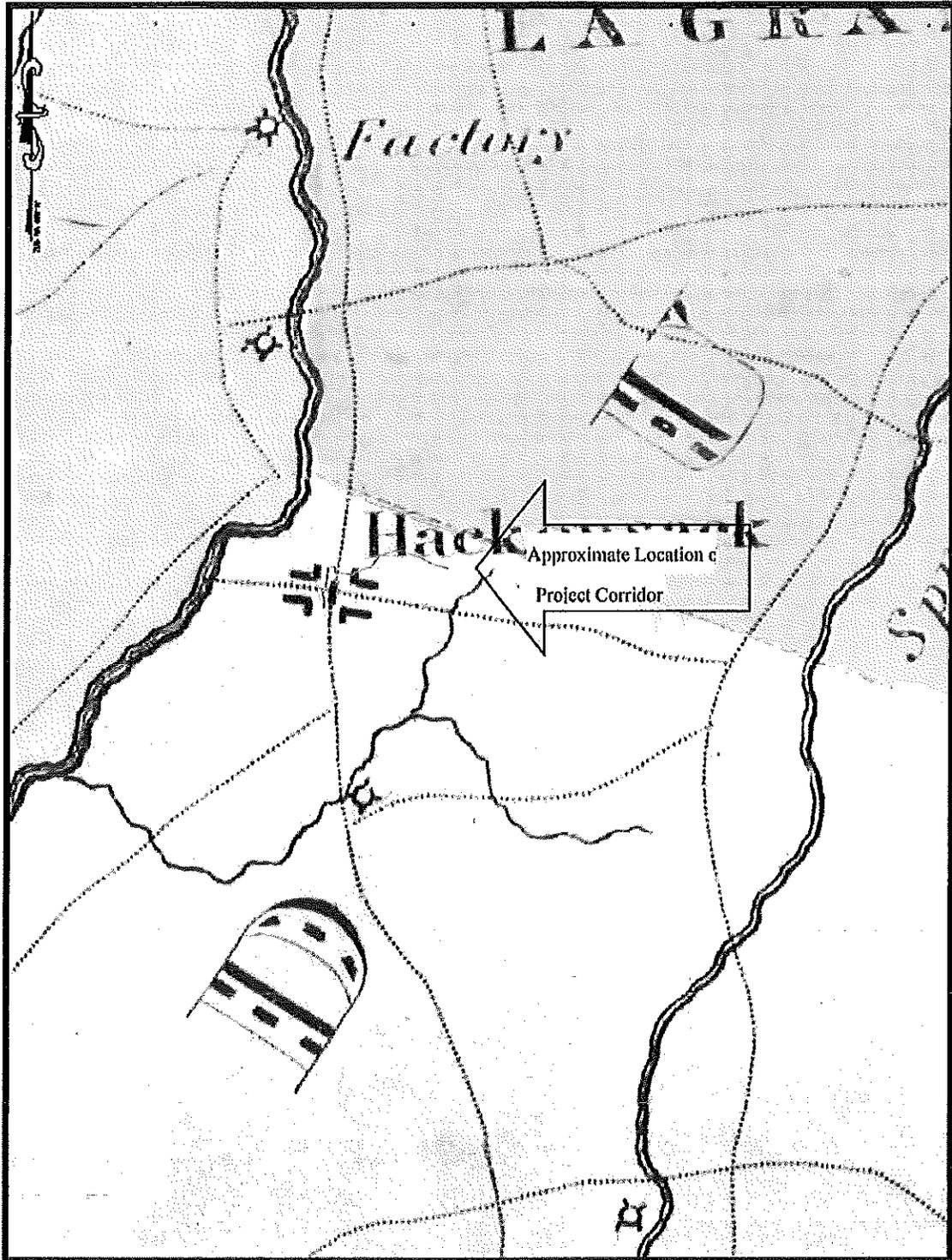
History of the Site

The material presented below outlines the historic development of the proposed project corridor. It is not intended to be an exhaustive examination of the site's history, but is, rather, an exercise to locate and identify structures either on or adjacent to the project corridor that may be of historic significance. For this purpose of this study, a group of historic maps available at the New York State Library, as well as materials available on-line have provided the basis for the discussion.

Up to the time of Contact, two Algonquin-speaking Indian nations, referred to locally as the Wappinger and the Mohigan (Mahican), occupied the southern and northern portions of the county. These Indians were sedentary, living in small permanent villages, growing crops such as maize and squash (USDA 1981:12). Dutchess County, one of New York's original counties was created in 1683, and at that time included all of Putnam County and part of Columbia County (USDA 1891:12). The county was divided into 13 patents, with the Rombout Patent being one of

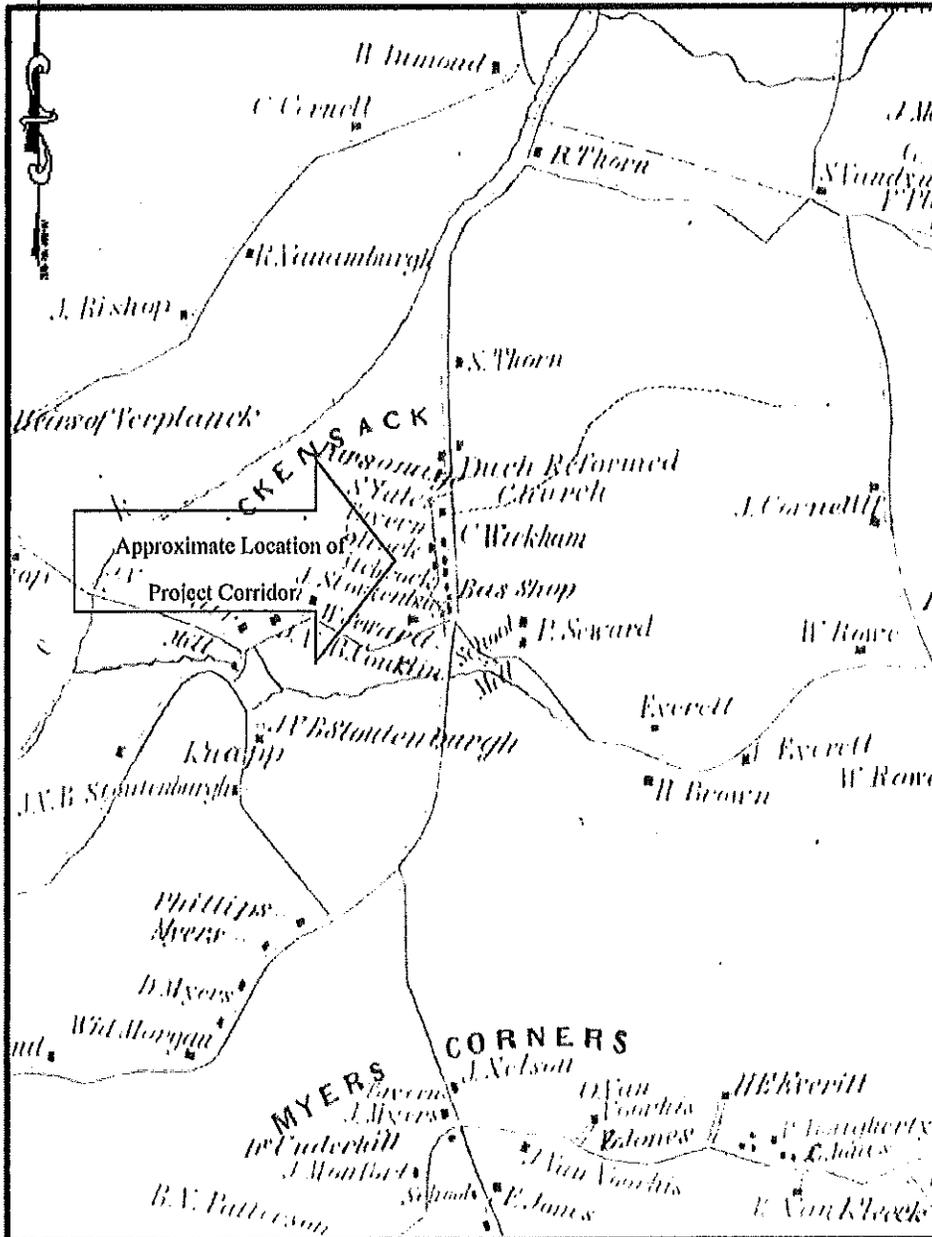
the earliest. Dutch settlement on the patents began in the late 1600s, with English Quakers from Rhode Island and Long Island moving into the eastern part of the county in the 1740s (USDA 1981:12) By the mid-18th century, settlers were permitted to own and sell their own land. Villages were established and farms flourished. Initially, the farmers of Dutchess County were more or less self-sufficient, but following the American Revolution, the farmers entered the market economy, first growing wheat for the New York market, and after the opening of the Erie Canal put an end to economic wheat production, farmers turned to beef, butter, wool and other commodities (USDA 1981:12).

By 1850, two railroads paralleling the Hudson River were completed. The railroads, which rapidly replaced river sloops and other types of water craft, carried farm goods from Dutchess and Ulster Counties to New York City. As was the case until recently, agriculture was the primary economic activity. By 1875, nearly all production was focused on dairy farms and milk. In the early 20th century, milk was the most important agricultural product exported from the county (Eisenstadt 2005:480 cited in HAA 2008). Industry developed rapidly along the Hudson River corridor, resulting in population increases, particularly in places like Poughkeepsie and Beacon.



Map 3: 1829 Burr *Atlas of the State of New York*. Red line indicates project corridor. Not to scale.

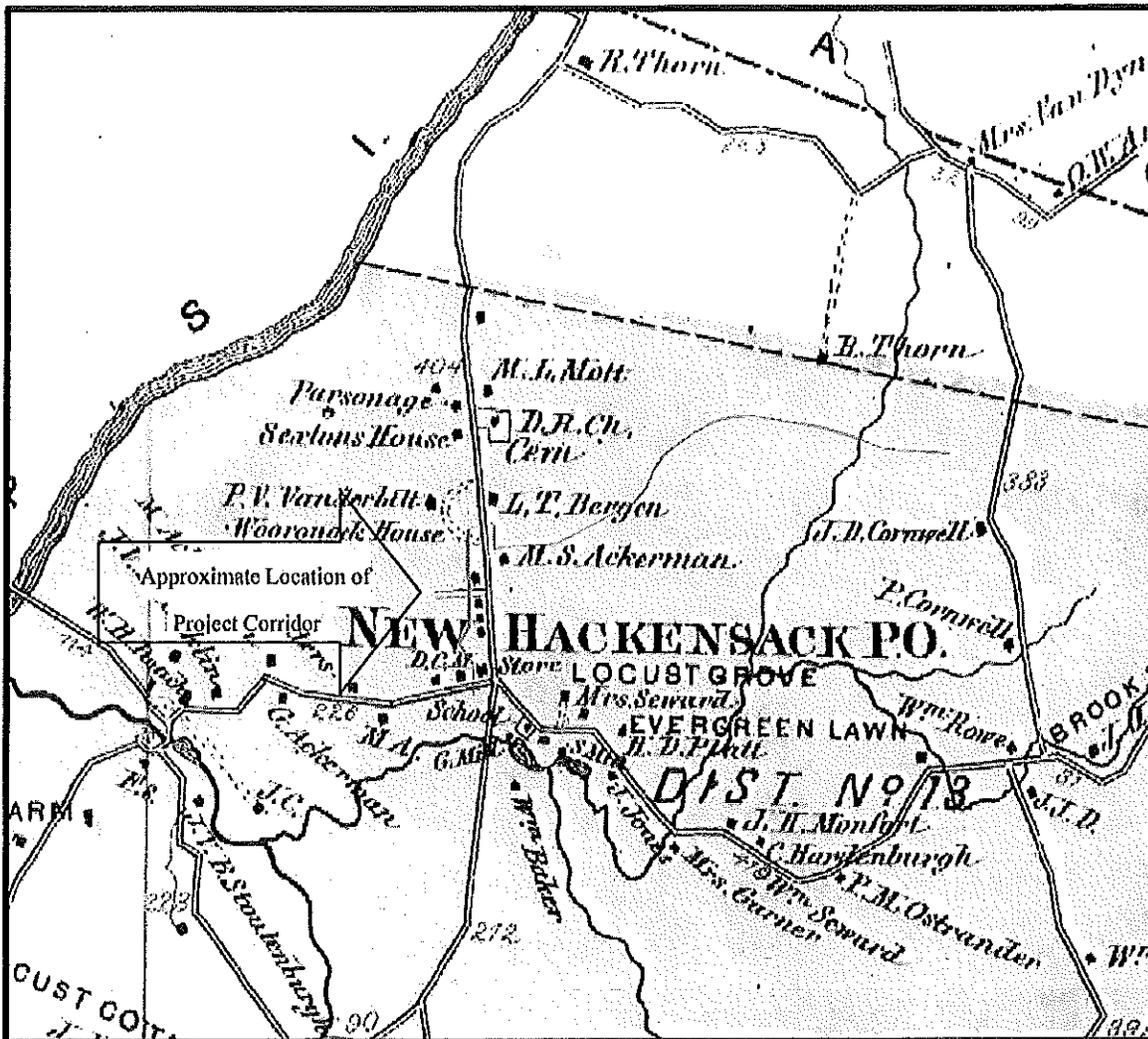
David H. Burr's 1829 *Atlas of the State of New York* does not include dwellings or the names of individual property owners, but it does show roads, streams and other bodies of water, villages and hamlets, and industry of various kinds. (Map 3) Route 9 and All Angels Hill Road are shown on this map, as are Myers Corners and New Hackensack. New Hackensack is shown as a village area.



Map 4: 1850 J. C. Sidney Map of Dutchess County, New York. Red line indicates project corridor.
Scale: 1"= 2300'.

It is not until 1850 that the first map showing the location of structures and the names of property owners was published. J. C. Sydney's 1850 *Map of Dutchess County, New York* shows portions of the present day Town of

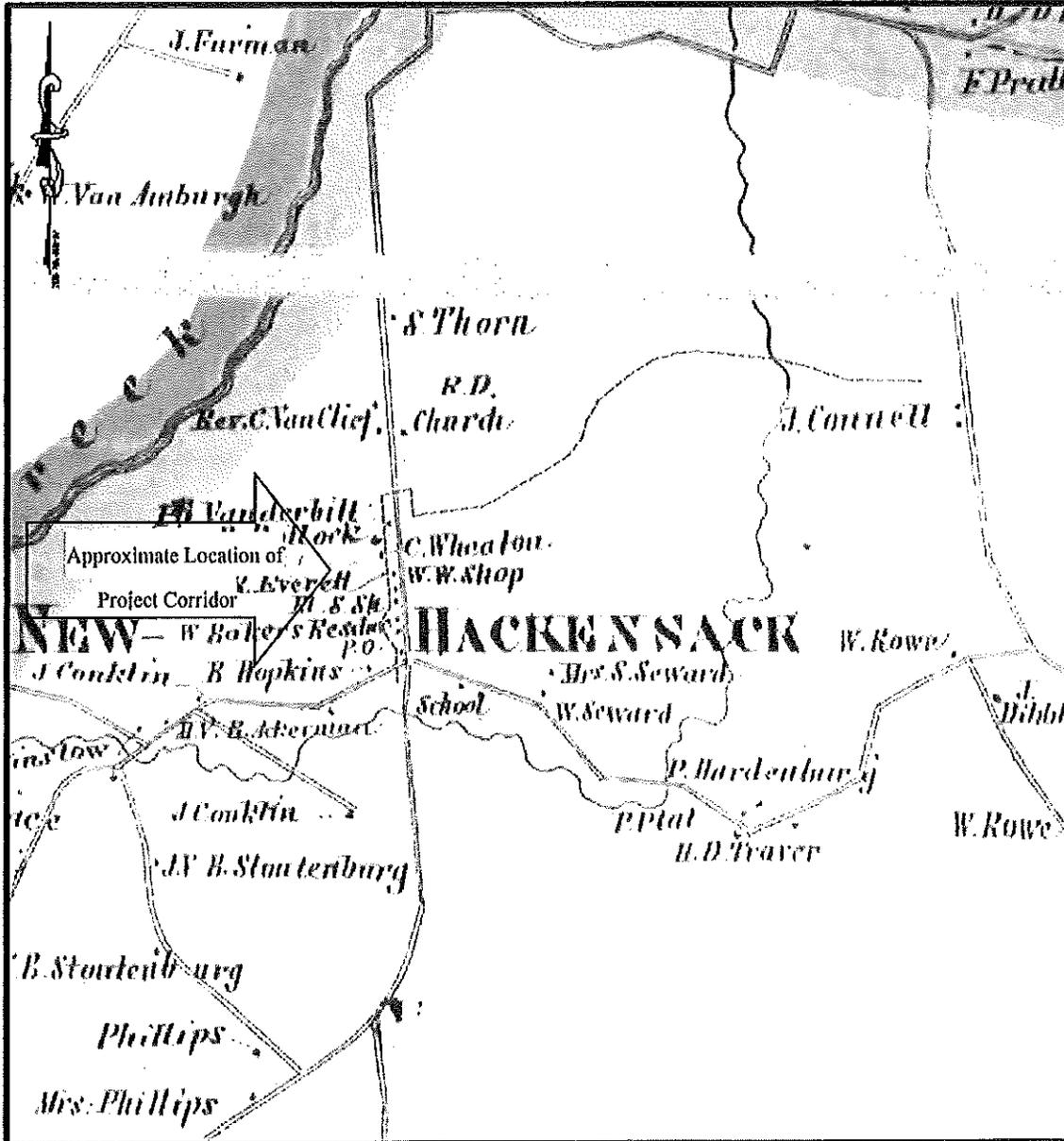
In 1858, J.E. Gillette published the *Map of Dutchess County, New York*, which shows portions of the present day Town of Wappinger, the area identified as Myers Corners and New Hackensack. (Map 5) Not even ten years later, this map shows that there have been a number of changes along New Hackensack Road. The commercial structures now include a Wagon Shop in addition to the Blacksmith Shop. There is now a post office at this location. There were residential structures now owned by P. Vanderbilt, B. Pollack, R. Everett, W. Baker and B. Hopkins. A J. Connell owned land near the eastern end of the project corridor, fronting on Smith's Crossing Road. As previously stated, the only 19th century structure present in the immediate vicinity of the project corridor is the house located on the southeast corner of the intersection of New Hackensack Road and Airport Road.



Map 6: 1876 F. W. Beers' *Atlas of the County of Dutchess*. Red line indicates the project corridor. Scale: 1"= 1900'.

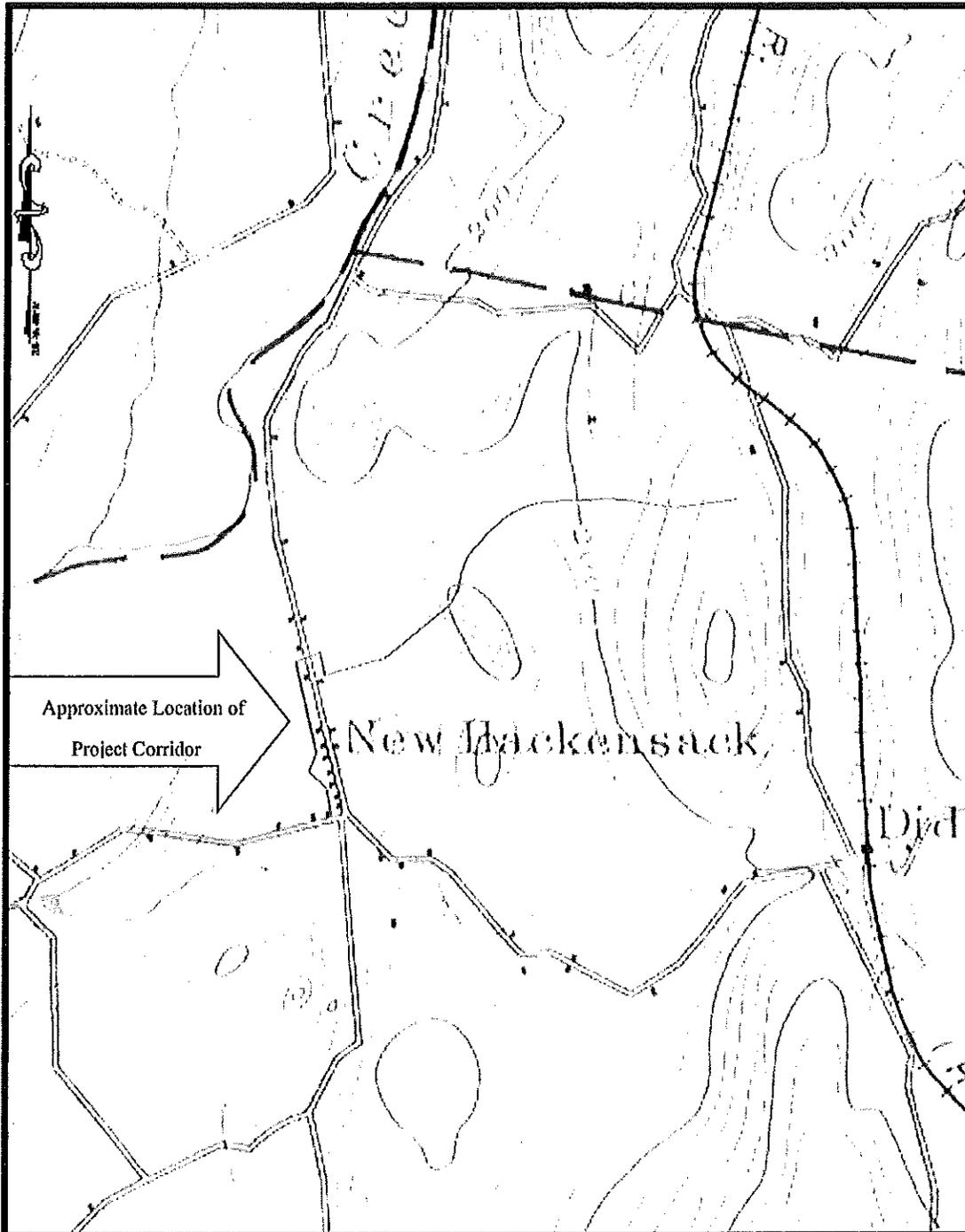
In general, the 1876 map shows more dwellings than the previous maps, including a number of nearby estates. (Map 6) This map indicates there are still several buildings along the project corridor fronting on New Hackensack Road. It may be that the house on the southeast corner of the intersection of New Hackensack Road

Wappinger, the village of Wappinger Falls and the areas identified as Hackensack and Myers Corners. (Map 4) By this date, there are numerous structures located along New Hackensack Road, including a parsonage, a tavern, a school, a blacksmith shop and a Dutch Reformed Church. There is a mill shown along a small stream that flows into Wappinger Creek, south of New Hackensack Road. The residential structures located along New Hackensack Road are owned by J. Stoutenburgh, S. Hitchcock, W. Pollack, C. Wickham, and S. Yates. None of these structures remain, as modern commercial structures are now in these locations.

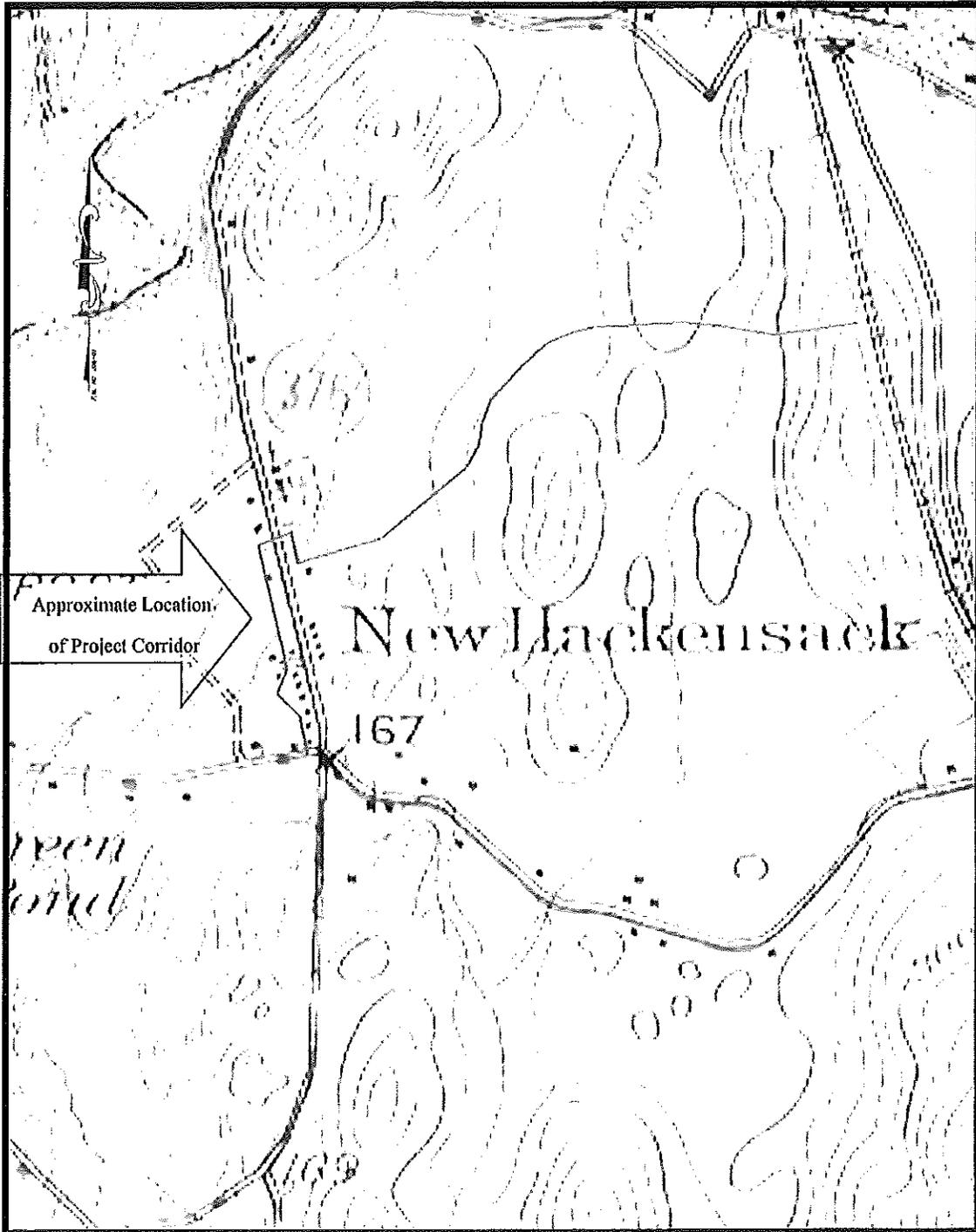


Map 5: 1858 J.E. Gillette Map of Dutchess County, New York. Red line indicates project corridor. Scale: 1"=1670'.

and Airport Drive was now owned by M. S. Ackerman. Several large estates were located along New Hackensack Road, along with several mills, include a saw and grist mill.



Map 7: 1903 USGS Topographical Map. 15 Minute Series. Poughkeepsie Quadrangle. Red line indicates the project corridor. Scale: 1"=1835'.



Map 8: 1943 USGS Topographical Map, 7.5 Minute series, Poughkeepsie Quadrangle. Red line indicates project corridor. Scale: 1"=1400'.

The final maps consulted for this report are the USGS topographical maps dating to 1903 and 1943. (Maps 7 & 8) The USGS topographical maps do not include ownership information, but are included to determine conditions within the project area boundaries in the early 20th century. In 1903, there continues to be several structures located along New Hackensack Road, adjacent to the project corridor. There are no structures located along Airport Drive or adjacent to the eastern portion of the project area. On the 1903 map, the railroad is shown as being on the eastern side of Smiths Crossing Road. By 1943, the railroad was located on the west side of the road. (Map 8)

Additional Research Undertaken

As part of the research, surveys completed for sites in the general area were consulted. A survey for the *Lexington Club at the Galleria* was conducted northeast of the project area. The Stage 1 Archeological /Historical Sensitivity Evaluation and Survey by Greenhouse Consultants Inc. investigated a 23.56 acre parcel on the east side of Route 9 in the Town of Poughkeepsie. The survey identified historical artifacts within mixed contexts, and no prehistoric artifacts (Greenhouse 2000).

In 1984, Archaeological Resource Consultants completed an Archaeological Reconnaissance Survey for the Millerton Water Improvement Project: Creek Road Drainage, Pleasant Valley; Lane Highway Improvements Poughkeepsie and Channingville Road Widening, Poughkeepsie for the Dutchess County Planning Board. The survey failed to identify any cultural resources within the proposed project areas (Eisenberg 1984).

Southwest of the proposed project area, Tracker Archaeology Services Inc. completed a Phase 1 Archaeological Investigation of three village water improvement locations in the Village of Wappinger Falls. No cultural resources of any kind were identified as part of the survey (Tracker 2009).

A Phase 1A/1B Archeological Investigation of the Degnan Retail Center, located ½ mile south of the proposed project area, identified the buried remains of a driveway or road way. The stones are believed to have been part of the 19th century Cedar Crest Estate that was once located at this site (Strata 2008).

Sensitivity Assessment and Site Prediction

An investigation of the area in and around the project corridor indicates that, while there may be prehistoric and/or historic cultural resources in the vicinity, none of these resources will be impacted by the proposed project, which will be installed entirely within the existing roadway, with the exception of the eastern portion of the corridor which contains wetland and steeply sloped areas. The soil report included in this report, indicates that the landscape adjacent to the terminus of Airport Drive contains poorly drained soils. Well drained soils are located within the area where slopes exceed 12%. Based on the environmental conditions in the eastern portion of the proposed project area, and the disturbed nature of the soils within the balance of the proposed project corridor, it is considered that the potential for the proposed project corridor to contain prehistoric or historic cultural material is low. It is not expected that any prehistoric or historic sites exist within the proposed project corridor.

Conclusions and Recommendations

Based on the site visit, combined with historic and map research, it is the conclusion of CITY/SCAPE: Cultural Resource Consultants that no part of the Extension of Water Service to Dutchess County Airport project corridor has the potential to contain either prehistoric or historic cultural resources. The reason for this is that the proposed project corridor is to be installed entirely within the existing roadway, an area that has been profoundly disturbed, with the exception of the eastern portion of the proposed project corridor, where a stream corridor, wetland areas and steep slopes are located. Assessing the level of disturbance within the western portion of the project corridor and the environmental conditions in the eastern portion, no Phase 1B testing is recommended for the proposed project corridor.

Based on the information presented in the Phase 1A report, it is concluded that a Phase 1B Archaeological Field Reconnaissance Survey of the project corridor is not warranted, and it is recommended that the project be permitted to proceed without further consideration of prehistoric and historic cultural resources within the project corridor.

Bibliography

Beers, F. W.

1891 *Atlas of the Hudson River Valley From New York City to Troy, Including a Section of about 8 Miles in Width.* Watson & Co.: New York.

Burr, David H., Surveyor General of the State of New York

1829 *Atlas of the State of New York.* Stone & Clark: New York.

Brumbach, Hetty Jo

1981 *Stage 1B Archaeological and Historical Survey: Proposed Interceptor System for the Tri-Municipal Sewer Improvement Area. Dutchess County, New York (C-36-948-01-2).* For Hayward and Pagan Associates, Poughkeepsie, New York.

CITY/SCAPE: Cultural Resource Consultants

2012a *Phase 1A Literature Review and Sensitivity Analysis and Phase 1B Archaeological Field Reconnaissance Survey. Expanded NYCDEP Waterline Extension. River Road North, Carmwath Farms, Wheeler Hill Road & CR 28 to Route 9, Town of Wappinger. Dutchess County, New York.*

2012b *Phase 1A Literature Review and Sensitivity Analysis. Expanded NYCDEP Waterline Extension. Phase 2: Chelsea Portion. Town of Wappinger. Dutchess County, New York.*

2012c *Phase 1B Archaeological Field Reconnaissance Survey. Obercreek, LP Subdivision. 89 New Hamburg Road & 45 Marlborough Road. Town of Wappinger. Dutchess County, New York*

2011a *Phase 1A Literature Review and Sensitivity Analysis, Phase 1B Archaeological Field Reconnaissance Survey and Phase 2 Archaeological Investigation. Socker Spring Park Plaza. NYS Route 9D south of intersection with Route 9. Town of Poughkeepsie. Dutchess County, New York.*

2011b *Phase 1A Literature Review and Sensitivity Analysis. Obercreek. New Hamburg Road. Town of Wappinger. Dutchess County, New York.*

2007a *Phase 1A Literature Review and Sensitivity Analysis. Taconic Square. Route 82 and Taconic State Parkway. Town of East Fishkill. Dutchess County, New York.*

2007b *Phase 1A Literature Review and Sensitivity Analysis and Phase 1B Archaeological Field Reconnaissance Survey. Hudson Valley Technology Campus Waste Water Treatment Plant. State Route 52. Town of Fishkill. Dutchess County, New York.*

2007c *Phase 1A Literature Review and Sensitivity Analysis. Pacific States Site. Chelsea Road. Town of Wappinger. Dutchess County, New York.*

2006 *Ormater Parcel. U. S. Route 9, Main Street & Remsen Avenue. Town of Wappinger. Dutchess County, New York. (Prepared for Tim Miller Associates, Inc.)*

2005 *Phase 1A Literature Review and Sensitivity Analysis and Phase 1B Archaeological Field Reconnaissance Survey. Crawford Estates. Route 9D. Town of Wappinger. Dutchess County, New York.*

2004 *Stage 1A Literature Review and Sensitivity Analysis and Stage 1B Archaeological Field Reconnaissance Survey. D'Agostino Subdivision. Route 9D. Town of Wappinger. Dutchess County, New York.*

1988 *Stage 1A Literature Review and Sensitivity Analysis and Stage 1B Archaeological Field Reconnaissance Survey. Brockway Brickyard (Waterfront at Fishkill) Site. Route 9D. Town of Fishkill. Dutchess County, New York.*

Cronon, William

1983 *Changes in the Land: Indians, Colonists, and the Ecology of New England.* Hill & Wang: New York, NY.

Dutchess County Planning Board

1969 *Landmarks of Dutchess County, 1683-1867.* Dutchess County Planning Board: Poughkeepsie, NY.

Eisenberg, Leonard

1978 *Paleo-Indian Settlement Pattern in the Hudson and Delaware River Drainages.* Occasional Publications in Northeastern Anthropology. Franklin Pierce College: Rindge, NH.

French, J. H.

1860 *Historical and Statistical Gazetteer of New York State*. R. P. Smith: Syracuse, NY.

Funk, Robert

1976 *Recent Contributions to Hudson Valley Prehistory*. New York State Museum Memoir 22: Albany, NY.

Gillette, John R.

1858 *Map of Dutchess County, New York*. John E. Gillette: Philadelphia, PA.

Gray, O. W. & Son

1876 *New Illustrated Atlas of Dutchess County, New York*. Reading Publishing House: Reading, PA.

Greenhouse Consultants Incorporated

2005 *Phase 1 Archaeological and Historical Sensitivity Assessment and Testing. Chelsea Ridge and Baxertown Road. Town of Fishkill. Dutchess County, New York.*

2000 *Stage 1 Archaeological/Historical Sensitivity Evaluation and Survey. Lexington Club at the Galleria. Town of Poughkeepsie, Dutchess County, New York.*

Hasbrouck, Frank (editor)

1909 *The History of Dutchess County, New York*. S. A. Matthieu: Poughkeepsie, NY.

Historical Perspectives, Inc.

2003 *Stage 1B Archaeological Field Survey. Riverbend Development. Wappinger Falls, New York.*

Kraft, Herbert C. (editor)

1991 *The Archaeology and Ethnohistory of the Lower Hudson Valley and Neighboring Regions: Essays in Honor of Lewis A. Brennan*. Occasional Publications in Northeastern Archaeology. No. 11. Archaeological Services: Bethlehem, CT.

Kitchler, August W.

1964 *Potential Natural Vegetation of the Conterminus United States*. American Geographical Society, New York.

New York Archaeological Council (NYAC)

1994 *Standards for Cultural Resource Investigations and the Curation of Archaeological Collections in New York State*. NYAC, n.p.

New York State Museum (NYSM)

1983 *Cultural Resources Survey Report. BIN 3-34398-0, CR 91 over creek. Town of Wappinger, Dutchess County, New York.*

Parker, Arthur C.

1922 *The Archaeological History of New York*. New York State Museum Bulletin. The University of the State of New York: Albany, NY.

Public Archaeology Facility (PAF)

1981a *State IA Archaeological and Historical Survey; Proposed Interceptor System for the Tri-Municipal Sewer Improvement Area, Dutchess County, New York.*

1981b *Additional State IA Archaeological Survey: Four Locations of the Tri-Municipal Sewer Improvement Area, Dutchess County, New York.*

Ritchie, William A.

1958 *An Introduction to Hudson Valley Prehistory*. New York State Museum Bulletin 367. Albany, NY.

1980 *The Archaeology of New York State*. Harbor Hill Books: Harrison, NY. [Revised edition]

1989 *A Typology and Nomenclature for New York Projectile Points*. New York State Museum Bulletin Number 384. The University of the State of New York: Albany, NY. [Reprinted edition]

Ritchie, William A. & Robert Funk.

1973 *Aboriginal Settlement Patterns in the Northeast*. New York State Museum and Science Service Memoir 20. Albany, NY.

Roberg-Lopez, MA, RPA, Stephanie

1998 *Stage 1B Archaeological Survey. Riverview DCC 1 Site. Bowdoin Park, Town of Poughkeepsie, Dutchess County, New York*. (Report in progress)

Roberts, Edith A. and Helen Wilkinson Reynolds

1938 *The Role of Plant Life in the History of Dutchess County*. Poughkeepsie: NY.

Salomon, Julian H.

1983 "Munsee and Mahican: Indians of Dutchess County." *Dutchess County Historical Society Yearbook*: 68. Poughkeepsie: NY.

Salwen, Bert

1975 "Post-Glacial Environments and Cultural Change in the Hudson River Basin" in *Man in the Northeast*: 10.

Sauthier, Charles Joseph

1799 *A Chorographical Map of the Province of New York in North America*. William Faden: London.

Schubert, Christopher J.

1968 *The Geology of New York City and Environs*. The Natural History Press: Garden City, NY

Shaver, Peter (compiler)

1993 *The National Register of Historic Places in New York State*. Preservation League of New York State: Albany, NY.

Sidney, J. C.

1850 *Map of Dutchess County, New York*. John E. Gillette: Philadelphia, PA.

Smith, James H.

1882 *History of Dutchess County, New York*. D. Mason & Co.: Syracuse, NY.

Snow, Dean

1980 *The Archaeology of New England*. Academic Press: New York, NY.

STRATA Cultural Resource Management LLC

2008 *Phase 1A/1B Archeological Investigation. Degnan Retail Center. Town of Wappinger, Dutchess County, New York*.

Tracker Archaeology Services Inc.

2009 *Reports of Investigations. Phase I Archaeological Investigation for Three Proposed Village Water Improvements. Village of Wappinger Falls, Town of Wappinger, Dutchess County, New York*.

Thompson, John H. (editor)

1966 *Geography of New York State*. [revised edition] Syracuse University Press: Syracuse, NY.

United States Department of Agriculture (Forest Service)

2006 *Potential Natural Vegetation Groups, Version 2000*.
<http://www.fs.fed.us/fire/fuelman/pnv2000/maps/pnv2000.jpg> (accessed May 2012)

Extension of Water Services to Dutchess County Airport. Proposal DC Water District Zone of Assessment N.
Griffith Way, New Hackensack Road & Airport Drive. Town of Wappinger, Dutchess County, New York.

United States Department of Agriculture (USDA)

- 1991 *Dutchess County Soil Survey*. Draft report. (Source: DFC Soil & Water Conservation District, 2005)
1981 *Soil Survey of Dutchess County, New York*. In cooperation with Cornell University Agricultural Experimentation Station. U.S. Government Printing Office. Washington D.C.

United States Department of the Interior (National Park Service)

- 1985 National Register Bulletin # 24: Technical Information on Comprehensive Planning, Survey of Cultural Resources, and Registration in the National Register of Historic Places. Reprint. National Park Service, Interagency Resources Division.

United States Geological Survey (USGS)

- 1981 Wappinger Falls 7.5' Topographical Quadrangle, New York. Originally published 1956.
1946 Poughkeepsie 15' Minute Quadrangle New York. Originally published 1943.
1903 Poughkeepsie 15' Minute Quadrangle New York.

Vargo, Jack & Donna

- 1986 Preliminary Results of Archaeological Investigations Conducted at the Multi-Component Tamarack Site. *Bulletin of the Archaeological Society of Connecticut* 49: 1-18.
1983 The Rabuilt Cave Site. *The Bulletin and Journal of the Archaeology of New York State* 87:13-39.

APPENDICES

LIST OF APPENDICES

Appendix A: Photographs

Appendix B: Soil Description and Map

APPENDIX A

PHOTOGRAPHS

Appendix A: Photographs

Extension of Water Services to Dutchess County Airport. Proposal DC Water District Zone of Assessment N.
Griffith Way, New Hackensack Road & Airport Drive. Town of Wappinger. Dutchess County, New York.



Photo 1: Looking south along Griffith Way on west side of Dutchess County Airport. Proposed water lines will be installed in roadway.



Photo 2: Airport hangars on west side of Griffith Way. View southwest.

Appendix A: Photographs

Extension of Water Services to Dutchess County Airport. Proposal DC Water District Zone of Assessment N.
Griffith Way, New Hackensack Road & Airport Drive, Town of Wappinger, Dutchess County, New York.



Photo 3: Looking north along Griffith Way.



Photo 4: Drainage ditch excavated on east side of Griffith Way. To right is rear of modern apartment complex fronting on New Hackensack Road. View to north.

Appendix A: Photographs

Extension of Water Services to Dutchess County Airport. Proposal DC Water District Zone of Assessment N.
Griffith Way, New Hackensack Road & Airport Drive. Town of Wappinger. Dutchess County, New York.



Photo 5: Dutch Reform Cemetery located on east side of New Hackensack Road opposite Dutchess County Airport. Cemetery appears on mid-19th century maps of the area. View to northeast.



Photo 6: Restaurant fronting New Hackensack Road backs up on Griffith Way. View to northwest.

Appendix A: Photographs

Extension of Water Services to Dutchess County Airport. Proposal DC Water District Zone of Assessment N,
Griffith Way, New Hackensack Road & Airport Drive. Town of Wappinger. Dutchess County, New York.

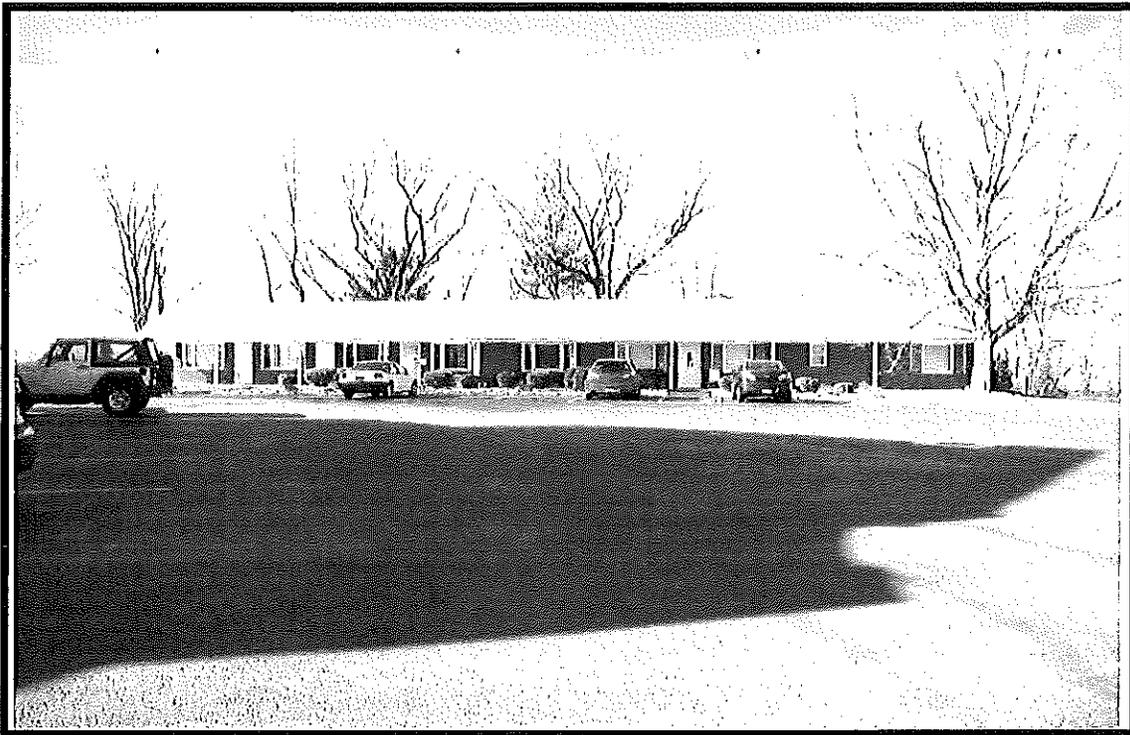


Photo 7: Motel located on north side of restaurant has exit onto Griffith Way. View to northwest.



Photo 8: House located on southeast corner of Airport Drive dates to 19th century. House will not be impacted in any way by proposed water main installation. View to southeast.

Appendix A: Photographs

Extension of Water Services to Dutchess County Airport. Proposal DC Water District Zone of Assessment N.
Griffith Way, New Hackensack Road & Airport Drive. Town of Wappinger, Dutchess County, New York.



Photo 9: Airport Veterinary Center located on northeast corner of intersection of Airport Drive and New Hackensack Road. Like almost all of buildings in area, except for 19th century house see in Photo 8, this building dates to late 20th or early 21st century.



Photo 10: Looking southwest along Airport Drive to intersection with New Hackensack Road. Veterinary center is to right in photo.

Appendix A: Photographs

Extension of Water Services to Dutchess County Airport. Proposal DC Water District Zone of Assessment N.
Griffith Way, New Hackensack Road & Airport Drive, Town of Wappinger, Dutchess County, New York.



Photo 11: Wooded and wetland area located east of Airport Veterinary Center. View to northeast.

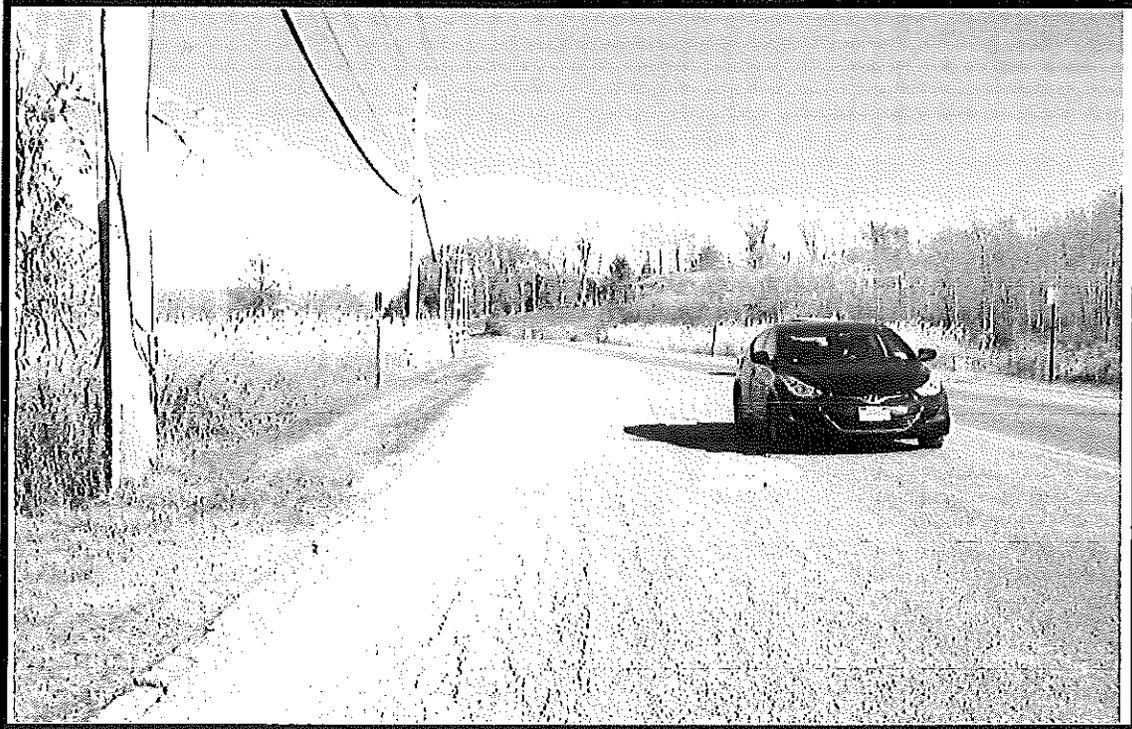


Photo 12: Looking northeast along Airport Drive. Wetland areas are located on both sides of road.

Appendix A: Photographs

Extension of Water Services to Dutchess County Airport. Proposal DC Water District Zone of Assessment N.
Griffith Way, New Hackensack Road & Airport Drive. Town of Wappinger, Dutchess County, New York.



Photo 13: 21 Airport Drive. Virtually all of the buildings on Airport Drive date to 21st century. View to northeast.



Photo 14: 30 Airport Drive. View to southeast.

Appendix A: Photographs

Extension of Water Services to Dutchess County Airport, Proposal DC Water District Zone of Assessment N,
Griffith Way, New Hackensack Road & Airport Drive, Town of Wappinger, Dutchess County, New York.



Photo 15: Town of Wappinger Recreation Department sports fields located on north side of Airport Drive. View to northeast.

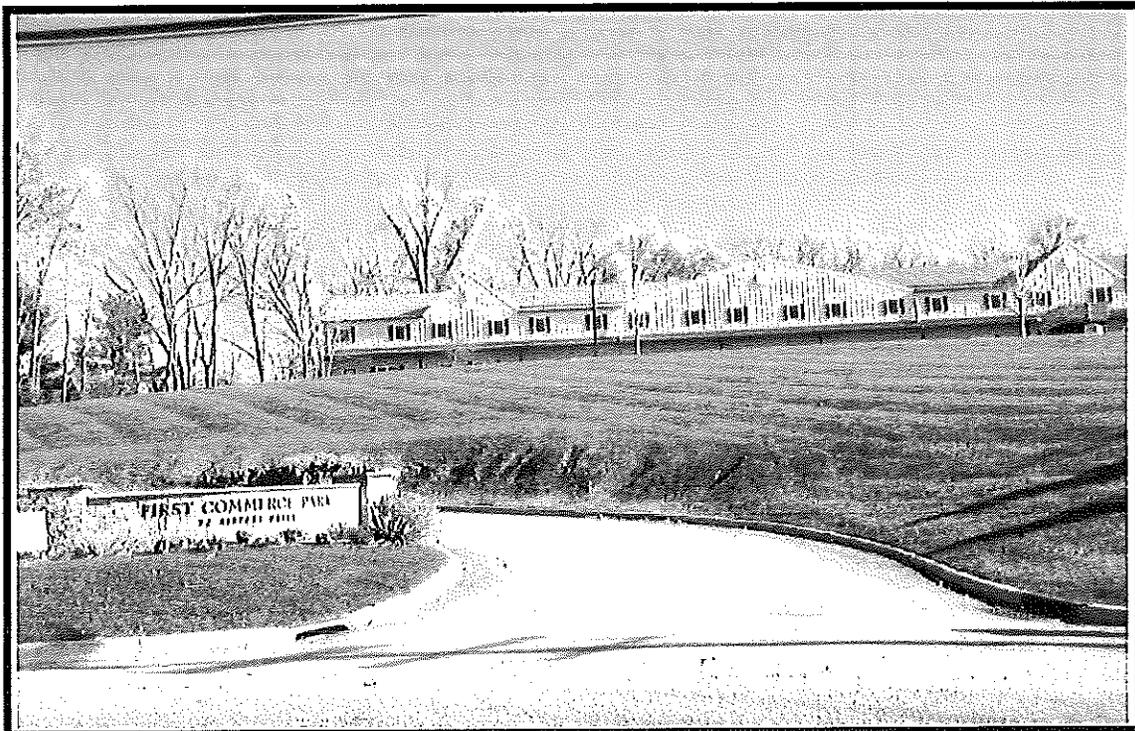


Photo 16: 72 Airport Drive, First Commerce Park. Building dates to 21st century. View to southeast.

Appendix A: Photographs

Extension of Water Services to Dutchess County Airport. Proposal DC Water District Zone of Assessment N,
Griffith Way, New Haekensack Road & Airport Drive, Town of Wappinger, Dutchess County, New York.



Photo 17: 85 Airport Drive. Building located east of sports field seen in Photo 15 dates to 21st century. View to northeast.

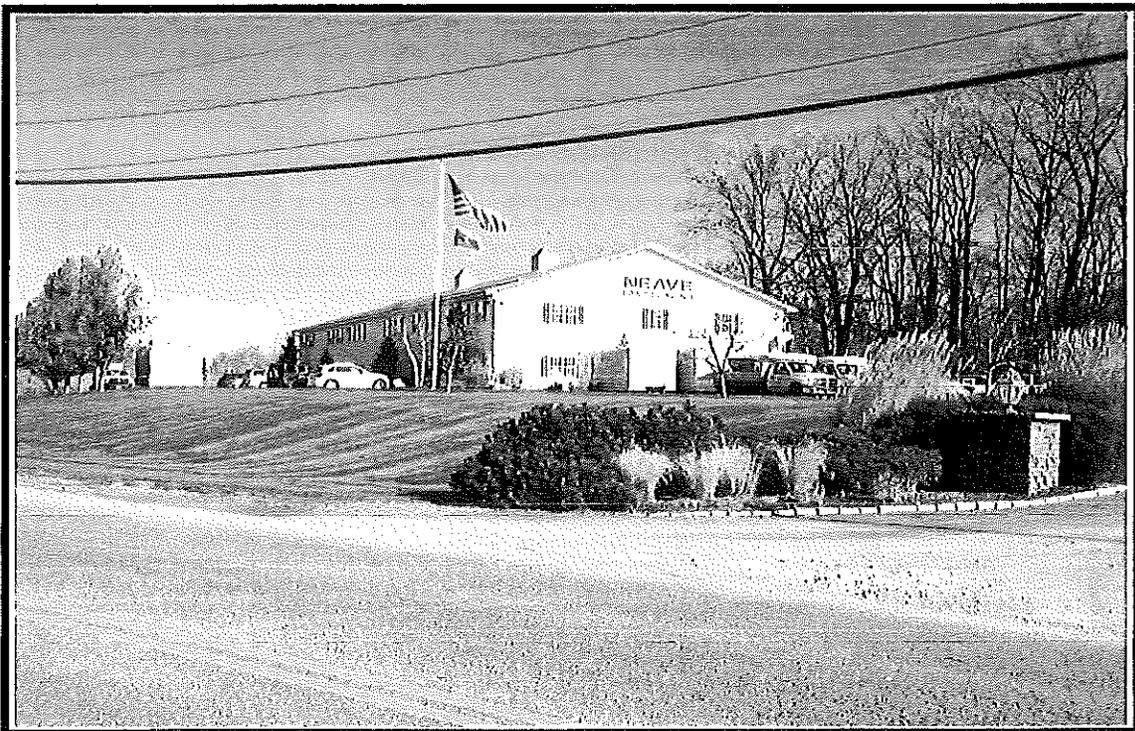


Photo 18: 80 Airport Drive. Neave Landscaping is located on south side of road. View to southeast.

Appendix A: Photographs

Extension of Water Services to Dutchess County Airport. Proposal DC Water District Zone of Assessment N.
Griffith Way, New Hackensack Road & Airport Drive. Town of Wappinger. Dutchess County, New York.



Photo 19: Looking west along Airport Drive. Neave Landscaping is building in left background.



Photo 20: Pond located on north side of Airport Drive. Blue heron is seen in center of photo. View to northwest.

Appendix A: Photographs

Extension of Water Services to Dutchess County Airport, Proposal DC Water District Zone of Assessment N,
Griffith Way, New Hackensack Road & Airport Drive, Town of Wappinger, Dutchess County, New York.



Photo 21: 110 Airport Drive. Like many buildings on Airport Road, building has space for lease. View to southeast.



Photo 22: Looking east along Airport Drive. Area on both sides of road is wooded, vacant land.

Appendix A: Photographs

Extension of Water Services to Dutchess County Airport. Proposal DC Water District Zone of Assessment N.
Griffith Way, New Hackensack Road & Airport Drive. Town of Wappinger. Dutchess County, New York.



Photo 23: Gas pipeline runs north-south across Airport Drive. View to north.



Photo 24: Looking northeast along Airport Drive from east of gas pipeline (see Photo 23).

Appendix A: Photographs

Extension of Water Services to Dutchess County Airport. Proposal DC Water District Zone of Assessment N.
Griffith Way, New Hackensack Road & Airport Drive. Town of Wappinger. Dutchess County, New York.



Photo 25: 110 Looking west along Airport Drive from point east of gas pipeline seen in Photo 23. This portion of Airport Drive rises to crest of hill and then descends into wooded, wetland area.



Photo 26: 160 Airport Drive. Wappinger Central School District Transportation facility is located on south side of road. View to southeast.

Appendix A: Photographs

Extension of Water Services to Dutchess County Airport, Proposal DC Water District Zone of Assessment N,
Griffith Way, New Hackensack Road & Airport Drive, Town of Wappinger, Dutchess County, New York.



Photo 27: Southeastern Container, Team Wappinger Falls. Commercial structure located on north side of Airport Drive opposite Wappinger Central School District Transportation facility is for lease. View to northwest.



Photo 28: Field and wooded area at east end of Airport Drive. East end of Airport Drive dips down to wetland. It is proposed to drill beneath wetland and to join primary water main to east of Airport Drive. View to southeast.

Appendix A: Photographs

Extension of Water Services to Dutchess County Airport. Proposal DC Water District Zone of Assessment N.
Griffith Way, New Hackensack Road & Airport Drive, Town of Wappinger, Dutchess County, New York.



Photo 29: Wooded area at east end of Airport Drive contains wetland and stream. View to northeast.



Photo 30: Stream runs along edge of woodland at east end of Airport Drive. View to northeast.

APPENDIX B

SOIL DESCRIPTION AND MAP

Appendix B: Soil Descriptions
 Extension of Water Services to Dutchess County Airport, Proposal DC Water District Zone of Assessment N
 Griffith Way, New Hakensack Road & Airport Drive, Town of Wappinger, Dutchess County, New York

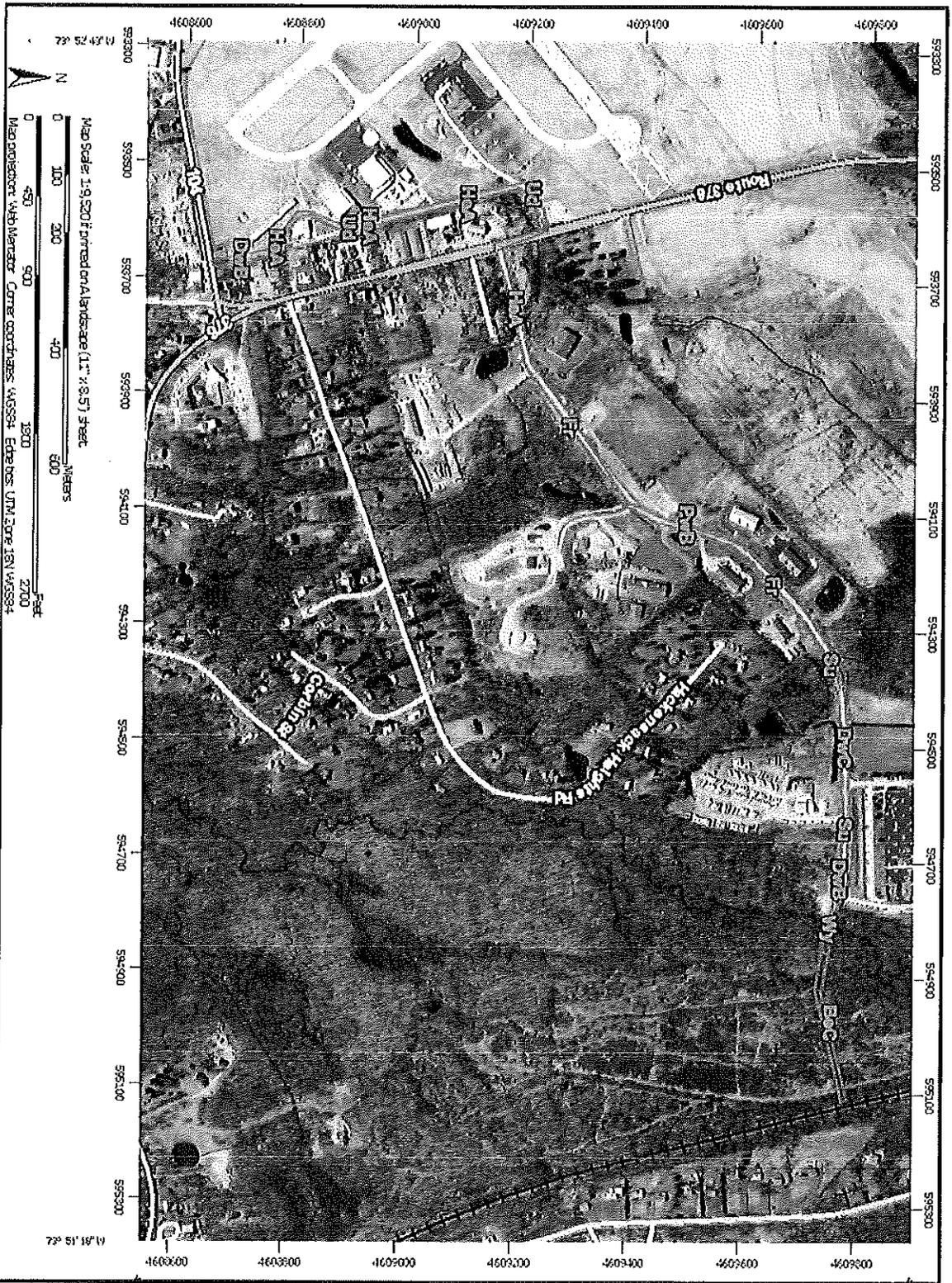
Name	Soil Horizon Depth	Texture/ Inclusions	Slope (Percent)	Drainage	Landform
Bernardston silt loam (BeC)	Surface: 0-8" (0-20 cm) Subsoil: 8-27" (20-68 cm) Substratum: 27-80" (72-219 cm)	Silt loam Silt loam Silt loam	8 to 15%	Well drained	Drumlinoid ridges, hills, till plains (Shoulder)
Dutchess-Cardigan Complex (DwB)	Surface: 0-8" (0-20 cm) Subsoil: 8-28" (20-70 cm) Substratum: 28-86" (70-219 cm)	Silt loam Silt loam Chantery silt loam	1 to 6%	Well drained	Hill, Ridges
Cardigan	Surface: 0-8" (0-20 cm) Subsoil: 8-20" (20-50 cm) Subsoil: 20-30" (50-77 cm) Substratum: 30-34" (77-87 cm)	Chantery silt loam Chantery loam Chantery silt loam Unweathered bedrock			
Dutchess-Cardigan Complex (DwC)	Surface: 0-8" (0-20 cm) Subsoil: 8-28" (20-70 cm) Substratum: 28-86" (70-219 cm)	Silt loam Silt loam Chantery silt loam	5 to 16%	Well drained	Hill, Ridges
Cardigan	Surface: 0-8" (0-20 cm) Subsoil: 8-20" (20-50 cm) Subsoil: 20-30" (50-77 cm) Substratum: 30-34" (77-87 cm)	Chantery silt loam Chantery loam Chantery silt loam Unweathered bedrock			
Fredon Silt Loam (Fr)	Surface: 0-9" (0-23 cm) Subsoil: 9-31" (23-78 cm) Substratum: 31-70" (78-175 cm)	Silt loam Very fine sandy loam Stratified very gravelly sand to loamy fine sand	0 to 3%	Poorly drained	Depressions
Heaven loam, nearly level (HeA)	Surface: 0-12" (0-30 cm) Subsoil: 12-23" (30- 58 cm) Substratum: 23-72" (58-182.8 cm)	Loam Gravelly loam Stratified very gravelly sand	0-3%	Well drained	Outwash Plains

Appendix B: Soil Descriptions
 Extension of Water Services to Dutchess County Airport, Proposal DC Water District Zone of Assessment N,
 Griffith Way, New Hackensack Road & Airport Drive, Town of Wappinger, Dutchess County, New York

Name	Soil Horizon Depth	Texture/ Inclusions	Slope (Percent)	Drainage	Landform
Pitstown silt loam (PwB)	Surface: 0-8" (0-20 cm) Subsoil: 8-22" (20-55 cm) Substratum: 22-80" (55-203 cm)	Silt loam Silt loam Channey silt loam	3 to 8 %	Moderately well drained	Till plains, drumlinoid ridges, hills
Sun Silt loam (Su)	Surface: 0-4" (0-10 cm) Subsoil: 4-22" (10-25) Substratum: 22-80" (200 cm)	Silt Loam Loam Gravelly Loam	0 to 3%	Poorly drained	Depressions
Udorthents, Smoothed (Ujb)	Surface: 0- 4" (0-10 cm) Substratum: 4-70" (10-177cm)	Gravelly Loam Very Gravelly Loam	0 to 8%	Moderately Well drained	Urban and made lands
Wayland silt loam (WY)	Surface: 0-9" (0-23 cm) Substratum: 9-80" (23-200 cm)	Silt loam Silt loam	0-3%	Poorly drained	Flood plains

Appendix B: Soil Description

Figure 2: Soil Map for the project corridor (*Natural Resources Conservation Service*) Scale on map. Extension of Water Services to Dutchess County Airport. Proposal DC Water District Zone of Assessment N. Griffith Way, New Hackensack Road & Airport Drive. Town of Wappinger, Dutchess County, New York



deairport.a

Full Environmental Assessment Form
Part 2 - Identification of Potential Project Impacts

Part 2 is to be completed by the lead agency. Part 2 is designed to help the lead agency inventory all potential resources that could be affected by a proposed project or action. We recognize that the lead agency's reviewer(s) will not necessarily be environmental professionals. So, the questions are designed to walk a reviewer through the assessment process by providing a series of questions that can be answered using the information found in Part 1. To further assist the lead agency in completing Part 2, the form identifies the most relevant questions in Part 1 that will provide the information needed to answer the Part 2 question. When Part 2 is completed, the lead agency will have identified the relevant environmental areas that may be impacted by the proposed activity.

If the lead agency is a state agency and the action is in any Coastal Area, complete the Coastal Assessment Form before proceeding with this assessment.

Tips for completing Part 2:

- Review all of the information provided in Part 1.
- Review any application, maps, supporting materials and the Full EAF Workbook.
- Answer each of the 18 questions in Part 2.
- If you answer "Yes" to a numbered question, please complete all the questions that follow in that section.
- If you answer "No" to a numbered question, move on to the next numbered question.
- Check appropriate column to indicate the anticipated size of the impact.
- Proposed projects that would exceed a numeric threshold contained in a question should result in the reviewing agency checking the box "Moderate to large impact may occur."
- The reviewer is not expected to be an expert in environmental analysis.
- If you are not sure or undecided about the size of an impact, it may help to review the sub-questions for the general question and consult the workbook.
- When answering a question consider all components of the proposed activity, that is, the "whole action".
- Consider the possibility for long-term and cumulative impacts as well as direct impacts.
- Answer the question in a reasonable manner considering the scale and context of the project.

1. Impact on Land Proposed action may involve construction on, or physical alteration of, the land surface of the proposed site. (See Part 1. D.1) <i>If "Yes", answer questions a - j. If "No", move on to Section 2.</i>		<input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may involve construction on land where depth to water table is less than 3 feet.	E2d	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may involve construction on slopes of 15% or greater.	E2f	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may involve construction on land where bedrock is exposed, or generally within 5 feet of existing ground surface.	E2a	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. The proposed action may involve the excavation and removal of more than 1,000 tons of natural material.	D2a	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. The proposed action may involve construction that continues for more than one year or in multiple phases.	D1e	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. The proposed action may result in increased erosion, whether from physical disturbance or vegetation removal (including from treatment by herbicides).	D2e, D2q	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. The proposed action is, or may be, located within a Coastal Erosion hazard area.	B1i	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h. Other impacts: _____		<input type="checkbox"/>	<input type="checkbox"/>

2. Impact on Geological Features

The proposed action may result in the modification or destruction of, or inhibit access to, any unique or unusual land forms on the site (e.g., cliffs, dunes, minerals, fossils, caves). (See Part 1. E.2.g)

NO

YES

If "Yes", answer questions a - c. If "No", move on to Section 3.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. Identify the specific land form(s) attached: _____	E2g	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may affect or is adjacent to a geological feature listed as a registered National Natural Landmark. Specific feature: _____	E3c	<input type="checkbox"/>	<input type="checkbox"/>
c. Other impacts: _____		<input type="checkbox"/>	<input type="checkbox"/>

3. Impacts on Surface Water

The proposed action may affect one or more wetlands or other surface water bodies (e.g., streams, rivers, ponds or lakes). (See Part 1. D.2, E.2.h)

NO

YES

If "Yes", answer questions a - l. If "No", move on to Section 4.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may create a new water body.	D2b, D1h	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may result in an increase or decrease of over 10% or more than a 10 acre increase or decrease in the surface area of any body of water.	D2b	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may involve dredging more than 100 cubic yards of material from a wetland or water body.	D2a	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. The proposed action may involve construction within or adjoining a freshwater or tidal wetland, or in the bed or banks of any other water body.	E2h	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. The proposed action may create turbidity in a waterbody, either from upland erosion, runoff or by disturbing bottom sediments.	D2a, D2h	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. The proposed action may include construction of one or more intake(s) for withdrawal of water from surface water.	D2c	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. The proposed action may include construction of one or more outfall(s) for discharge of wastewater to surface water(s).	D2d	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h. The proposed action may cause soil erosion, or otherwise create a source of stormwater discharge that may lead to siltation or other degradation of receiving water bodies.	D2e	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i. The proposed action may affect the water quality of any water bodies within or downstream of the site of the proposed action.	E2h	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j. The proposed action may involve the application of pesticides or herbicides in or around any water body.	D2q, E2h	<input checked="" type="checkbox"/>	<input type="checkbox"/>
k. The proposed action may require the construction of new, or expansion of existing, wastewater treatment facilities.	D1a, D2d	<input checked="" type="checkbox"/>	<input type="checkbox"/>

1. Other impacts: _____ _____	<input type="checkbox"/>	<input type="checkbox"/>
----------------------------------	--------------------------	--------------------------

4. Impact on groundwater
 The proposed action may result in new or additional use of ground water, or may have the potential to introduce contaminants to ground water or an aquifer. NO YES
 (See Part 1. D.2.a, D.2.c, D.2.d, D.2.p, D.2.q, D.2.t)
If "Yes", answer questions a - h. If "No", move on to Section 5.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may require new water supply wells, or create additional demand on supplies from existing water supply wells.	D2c	<input type="checkbox"/>	<input type="checkbox"/>
b. Water supply demand from the proposed action may exceed safe and sustainable withdrawal capacity rate of the local supply or aquifer. Cite Source: _____	D2c	<input type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may allow or result in residential uses in areas without water and sewer services.	D1a, D2c	<input type="checkbox"/>	<input type="checkbox"/>
d. The proposed action may include or require wastewater discharged to groundwater.	D2d, E2l	<input type="checkbox"/>	<input type="checkbox"/>
e. The proposed action may result in the construction of water supply wells in locations where groundwater is, or is suspected to be, contaminated.	D2c, E1f, E1g, E1h	<input type="checkbox"/>	<input type="checkbox"/>
f. The proposed action may require the bulk storage of petroleum or chemical products over ground water or an aquifer.	D2p, E2l	<input type="checkbox"/>	<input type="checkbox"/>
g. The proposed action may involve the commercial application of pesticides within 100 feet of potable drinking water or irrigation sources.	E2h, D2q, E2l, D2c	<input type="checkbox"/>	<input type="checkbox"/>
h. Other impacts: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>

5. Impact on Flooding
 The proposed action may result in development on lands subject to flooding. NO YES
 (See Part 1. E.2)
If "Yes", answer questions a - g. If "No", move on to Section 6.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may result in development in a designated floodway.	E2i	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may result in development within a 100 year floodplain.	E2j	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may result in development within a 500 year floodplain.	E2k	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. The proposed action may result in, or require, modification of existing drainage patterns.	D2b, D2e	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. The proposed action may change flood water flows that contribute to flooding.	D2b, E2i, E2j, E2k	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. If there is a dam located on the site of the proposed action, is the dam in need of repair, or upgrade?	E1e	<input checked="" type="checkbox"/>	<input type="checkbox"/>

RESET FORM

g. Other impacts: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>
----------------------------------	--	--------------------------	--------------------------

6. Impacts on Air The proposed action may include a state regulated air emission source. <input checked="" type="checkbox"/> NO <input type="checkbox"/> YES (See Part 1. D.2.f, D.2.h, D.2.g) <i>If "Yes", answer questions a - f. If "No", move on to Section 7.</i>			
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. If the proposed action requires federal or state air emission permits, the action may also emit one or more greenhouse gases at or above the following levels: i. More than 1000 tons/year of carbon dioxide (CO ₂) ii. More than 3.5 tons/year of nitrous oxide (N ₂ O) iii. More than 1000 tons/year of carbon equivalent of perfluorocarbons (PFCs) iv. More than .045 tons/year of sulfur hexafluoride (SF ₆) v. More than 1000 tons/year of carbon dioxide equivalent of hydrochloroflourocarbons (HFCs) emissions vi. 43 tons/year or more of methane	D2g D2g D2g D2g D2g D2h	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
b. The proposed action may generate 10 tons/year or more of any one designated hazardous air pollutant, or 25 tons/year or more of any combination of such hazardous air pollutants.	D2g	<input type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may require a state air registration, or may produce an emissions rate of total contaminants that may exceed 5 lbs. per hour, or may include a heat source capable of producing more than 10 million BTU's per hour.	D2f, D2g	<input type="checkbox"/>	<input type="checkbox"/>
d. The proposed action may reach 50% of any of the thresholds in "a" through "c", above.	D2g	<input type="checkbox"/>	<input type="checkbox"/>
e. The proposed action may result in the combustion or thermal treatment of more than 1 ton of refuse per hour.	D2s	<input type="checkbox"/>	<input type="checkbox"/>
f. Other impacts: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>

7. Impact on Plants and Animals The proposed action may result in a loss of flora or fauna. (See Part 1. E.2. m.-q.) <input type="checkbox"/> NO <input checked="" type="checkbox"/> YES <i>If "Yes", answer questions a - j. If "No", move on to Section 8.</i>			
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may cause reduction in population or loss of individuals of any threatened or endangered species, as listed by New York State or the Federal government, that use the site, or are found on, over, or near the site.	E2o	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may result in a reduction or degradation of any habitat used by any rare, threatened or endangered species, as listed by New York State or the federal government.	E2o	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may cause reduction in population, or loss of individuals, of any species of special concern or conservation need, as listed by New York State or the Federal government, that use the site, or are found on, over, or near the site.	E2p	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. The proposed action may result in a reduction or degradation of any habitat used by any species of special concern and conservation need, as listed by New York State or the Federal government.	E2p	<input checked="" type="checkbox"/>	<input type="checkbox"/>

e. The proposed action may diminish the capacity of a registered National Natural Landmark to support the biological community it was established to protect.	E3c	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. The proposed action may result in the removal of, or ground disturbance in, any portion of a designated significant natural community. Source: _____	E2n	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. The proposed action may substantially interfere with nesting/breeding, foraging, or over-wintering habitat for the predominant species that occupy or use the project site.	E2m	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h. The proposed action requires the conversion of more than 10 acres of forest, grassland or any other regionally or locally important habitat. Habitat type & information source: _____	E1b	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i. Proposed action (commercial, industrial or recreational projects, only) involves use of herbicides or pesticides.	D2q	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j. Other impacts: _____		<input type="checkbox"/>	<input type="checkbox"/>

8. Impact on Agricultural Resources			
The proposed action may impact agricultural resources. (See Part 1. E.3.a. and b.)		<input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES
<i>If "Yes", answer questions a - h. If "No", move on to Section 9.</i>			
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may impact soil classified within soil group 1 through 4 of the NYS Land Classification System.	E2c, E3b	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may sever, cross or otherwise limit access to agricultural land (includes cropland, hayfields, pasture, vineyard, orchard, etc).	E1a, E1b	<input type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may result in the excavation or compaction of the soil profile of active agricultural land.	E3b	<input type="checkbox"/>	<input type="checkbox"/>
d. The proposed action may irreversibly convert agricultural land to non-agricultural uses, either more than 2.5 acres if located in an Agricultural District, or more than 10 acres if not within an Agricultural District.	E1b, E3a	<input type="checkbox"/>	<input type="checkbox"/>
e. The proposed action may disrupt or prevent installation of an agricultural land management system.	E1 a, E1b	<input type="checkbox"/>	<input type="checkbox"/>
f. The proposed action may result, directly or indirectly, in increased development potential or pressure on farmland.	C2c, C3, D2c, D2d	<input type="checkbox"/>	<input type="checkbox"/>
g. The proposed project is not consistent with the adopted municipal Farmland Protection Plan.	C2c	<input type="checkbox"/>	<input type="checkbox"/>
h. Other impacts: _____		<input type="checkbox"/>	<input type="checkbox"/>

9. Impact on Aesthetic Resources The land use of the proposed action are obviously different from, or are in sharp contrast to, current land use patterns between the proposed project and a scenic or aesthetic resource. (Part 1, E.1.a, E.1.b, E.3.h.) <i>If "Yes", answer questions a - g. If "No", go to Section 10.</i>			
		<input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. Proposed action may be visible from any officially designated federal, state, or local scenic or aesthetic resource.	E3h	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may result in the obstruction, elimination or significant screening of one or more officially designated scenic views.	E3h, C2b	<input type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may be visible from publicly accessible vantage points: i. Seasonally (e.g., screened by summer foliage, but visible during other seasons) ii. Year round	E3h	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>
d. The situation or activity in which viewers are engaged while viewing the proposed action is: i. Routine travel by residents, including travel to and from work ii. Recreational or tourism based activities	E3h E2q, E1c	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>
e. The proposed action may cause a diminishment of the public enjoyment and appreciation of the designated aesthetic resource.	E3h	<input type="checkbox"/>	<input type="checkbox"/>
f. There are similar projects visible within the following distance of the proposed project: 0-1/2 mile 1/2 -3 mile 3-5 mile 5+ mile	D1a, E1a, D1f, D1g	<input type="checkbox"/>	<input type="checkbox"/>
g. Other impacts: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>

10. Impact on Historic and Archeological Resources The proposed action may occur in or adjacent to a historic or archaeological resource. (Part 1, E.3.e, f. and g.) <i>If "Yes", answer questions a - e. If "No", go to Section 11.</i>			
		<input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may occur wholly or partially within, or substantially contiguous to, any buildings, archaeological site or district which is listed on or has been nominated by the NYS Board of Historic Preservation for inclusion on the State or National Register of Historic Places.	E3e	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may occur wholly or partially within, or substantially contiguous to, an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory.	E3f	<input type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may occur wholly or partially within, or substantially contiguous to, an archaeological site not included on the NY SHPO inventory. Source: _____	E3g	<input type="checkbox"/>	<input type="checkbox"/>

d. Other impacts: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>
e. If any of the above (a-d) are answered "Yes", continue with the following questions to help support conclusions in Part 3:			
i. The proposed action may result in the destruction or alteration of all or part of the site or property.	E3e, E3g, E3f	<input type="checkbox"/>	<input type="checkbox"/>
ii. The proposed action may result in the alteration of the property's setting or integrity.	E3e, E3f, E3g, E1a, E1b	<input type="checkbox"/>	<input type="checkbox"/>
iii. The proposed action may result in the introduction of visual elements which are out of character with the site or property, or may alter its setting.	E3e, E3f, E3g, E3h, C2, C3	<input type="checkbox"/>	<input type="checkbox"/>

11. Impact on Open Space and Recreation The proposed action may result in a loss of recreational opportunities or a reduction of an open space resource as designated in any adopted municipal open space plan. <input checked="" type="checkbox"/> NO <input type="checkbox"/> YES (See Part 1, C.2.c, E.1.c., E.2.q.) <i>If "Yes", answer questions a - e. If "No", go to Section 12.</i>			
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may result in an impairment of natural functions, or "ecosystem services", provided by an undeveloped area, including but not limited to stormwater storage, nutrient cycling, wildlife habitat.	D2e, E1b, E2h, E2m, E2o, E2n, E2p	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may result in the loss of a current or future recreational resource.	C2a, E1c, C2c, E2q	<input type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may eliminate open space or recreational resource in an area with few such resources.	C2a, C2c, E1c, E2q	<input type="checkbox"/>	<input type="checkbox"/>
d. The proposed action may result in loss of an area now used informally by the community as an open space resource.	C2c, E1c	<input type="checkbox"/>	<input type="checkbox"/>
e. Other impacts: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>

12. Impact on Critical Environmental Areas The proposed action may be located within or adjacent to a critical environmental area (CEA). (See Part 1, E.3.d) <input checked="" type="checkbox"/> NO <input type="checkbox"/> YES <i>If "Yes", answer questions a - c. If "No", go to Section 13.</i>			
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may result in a reduction in the quantity of the resource or characteristic which was the basis for designation of the CEA.	E3d	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may result in a reduction in the quality of the resource or characteristic which was the basis for designation of the CEA.	E3d	<input type="checkbox"/>	<input type="checkbox"/>
c. Other impacts: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>

13. Impact on Transportation

The proposed action may result in a change to existing transportation systems.
(See Part 1. D.2.j)

NO

YES

If "Yes", answer questions a - g. If "No", go to Section 14.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. Projected traffic increase may exceed capacity of existing road network.	D2j	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may result in the construction of paved parking area for 500 or more vehicles.	D2j	<input type="checkbox"/>	<input type="checkbox"/>
c. The proposed action will degrade existing transit access.	D2j	<input type="checkbox"/>	<input type="checkbox"/>
d. The proposed action will degrade existing pedestrian or bicycle accommodations.	D2j	<input type="checkbox"/>	<input type="checkbox"/>
e. The proposed action may alter the present pattern of movement of people or goods.	D2j	<input type="checkbox"/>	<input type="checkbox"/>
f. Other impacts: _____		<input type="checkbox"/>	<input type="checkbox"/>

14. Impact on Energy

The proposed action may cause an increase in the use of any form of energy.
(See Part 1. D.2.k)

NO

YES

If "Yes", answer questions a - e. If "No", go to Section 15.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action will require a new, or an upgrade to an existing, substation.	D2k	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action will require the creation or extension of an energy transmission or supply system to serve more than 50 single or two-family residences or to serve a commercial or industrial use.	D1f, D1q, D2k	<input type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may utilize more than 2,500 MWhrs per year of electricity.	D2k	<input type="checkbox"/>	<input type="checkbox"/>
d. The proposed action may involve heating and/or cooling of more than 100,000 square feet of building area when completed.	D1g	<input type="checkbox"/>	<input type="checkbox"/>
e. Other Impacts: _____			

15. Impact on Noise, Odor, and Light

The proposed action may result in an increase in noise, odors, or outdoor lighting.
(See Part 1. D.2.m., n., and o.)

NO

YES

If "Yes", answer questions a - f. If "No", go to Section 16.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may produce sound above noise levels established by local regulation.	D2m	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may result in blasting within 1,500 feet of any residence, hospital, school, licensed day care center, or nursing home.	D2m, E1d	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may result in routine odors for more than one hour per day.	D2o	<input checked="" type="checkbox"/>	<input type="checkbox"/>

d. The proposed action may result in light shining onto adjoining properties.	D2n	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. The proposed action may result in lighting creating sky-glow brighter than existing area conditions.	D2n, E1a	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Other impacts: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>

16. Impact on Human Health

The proposed action may have an impact on human health from exposure to new or existing sources of contaminants. (See Part 1.D.2.q., E.1. d. f. g. and h.)

NO

YES

If "Yes", answer questions a - m. If "No", go to Section 17.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action is located within 1500 feet of a school, hospital, licensed day care center, group home, nursing home or retirement community.	E1d	<input type="checkbox"/>	<input type="checkbox"/>
b. The site of the proposed action is currently undergoing remediation.	E1g, E1h	<input type="checkbox"/>	<input type="checkbox"/>
c. There is a completed emergency spill remediation, or a completed environmental site remediation on, or adjacent to, the site of the proposed action.	E1g, E1h	<input type="checkbox"/>	<input type="checkbox"/>
d. The site of the action is subject to an institutional control limiting the use of the property (e.g., easement or deed restriction).	E1g, E1h	<input type="checkbox"/>	<input type="checkbox"/>
e. The proposed action may affect institutional control measures that were put in place to ensure that the site remains protective of the environment and human health.	E1g, E1h	<input type="checkbox"/>	<input type="checkbox"/>
f. The proposed action has adequate control measures in place to ensure that future generation, treatment and/or disposal of hazardous wastes will be protective of the environment and human health.	D2t	<input type="checkbox"/>	<input type="checkbox"/>
g. The proposed action involves construction or modification of a solid waste management facility.	D2q, E1f	<input type="checkbox"/>	<input type="checkbox"/>
h. The proposed action may result in the unearthing of solid or hazardous waste.	D2q, E1f	<input type="checkbox"/>	<input type="checkbox"/>
i. The proposed action may result in an increase in the rate of disposal, or processing, of solid waste.	D2r, D2s	<input type="checkbox"/>	<input type="checkbox"/>
j. The proposed action may result in excavation or other disturbance within 2000 feet of a site used for the disposal of solid or hazardous waste.	E1f, E1g E1h	<input type="checkbox"/>	<input type="checkbox"/>
k. The proposed action may result in the migration of explosive gases from a landfill site to adjacent off site structures.	E1f, E1g	<input type="checkbox"/>	<input type="checkbox"/>
l. The proposed action may result in the release of contaminated leachate from the project site.	D2s, E1f, D2r	<input type="checkbox"/>	<input type="checkbox"/>
m. Other impacts: _____ _____			

17. Consistency with Community Plans
 The proposed action is not consistent with adopted land use plans.
 (See Part 1. C.1, C.2, and C.3.) NO YES
If "Yes", answer questions a - h. If "No", go to Section 18.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action's land use components may be different from, or in sharp contrast to, current surrounding land use pattern(s).	C2, C3, D1a E1a, E1b.	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action will cause the permanent population of the city, town or village in which the project is located to grow by more than 5%.	C2	<input type="checkbox"/>	<input type="checkbox"/>
c. The proposed action is inconsistent with local land use plans or zoning regulations.	C2, C2, C3	<input type="checkbox"/>	<input type="checkbox"/>
d. The proposed action is inconsistent with any County plans, or other regional land use plans.	C2, C2	<input type="checkbox"/>	<input type="checkbox"/>
e. The proposed action may cause a change in the density of development that is not supported by existing infrastructure or is distant from existing infrastructure.	C3, D1e, D1d, D1f, D1d, E1b	<input type="checkbox"/>	<input type="checkbox"/>
f. The proposed action is located in an area characterized by low density development that will require new or expanded public infrastructure.	C4, D2e, D2d D2j	<input type="checkbox"/>	<input type="checkbox"/>
g. The proposed action may induce secondary development impacts (e.g., residential or commercial development not included in the proposed action)	C2a	<input type="checkbox"/>	<input type="checkbox"/>
h. Other: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>

18. Consistency with Community Character
 The proposed project is inconsistent with the existing community character.
 (See Part 1. C.2, C.3, D.2, E.3) NO YES
If "Yes", answer questions a - g. If "No", proceed to Part 3.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may replace or eliminate existing facilities, structures, or areas of historic importance to the community.	E3e, E3f, E3g	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may create a demand for additional community services (e.g. schools, police and fire)	C4	<input type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may displace affordable or low-income housing in an area where there is a shortage of such housing.	C2, C3, D1f D1g, E1a	<input type="checkbox"/>	<input type="checkbox"/>
d. The proposed action may interfere with the use or enjoyment of officially recognized or designated public resources.	C2, E3	<input type="checkbox"/>	<input type="checkbox"/>
e. The proposed action is inconsistent with the predominant architectural scale and character.	C2, C3	<input type="checkbox"/>	<input type="checkbox"/>
f. Proposed action is inconsistent with the character of the existing natural landscape.	C2, C3 E1a, E1b E2g, E2h	<input type="checkbox"/>	<input type="checkbox"/>
g. Other impacts: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>

PRINT FULL FORM

RESET FULL FORM

Project :

Date :

Full Environmental Assessment Form
Part 3 - Evaluation of the Magnitude and Importance of Project Impacts
and
Determination of Significance

Part 3 provides the reasons in support of the determination of significance. The lead agency must complete Part 3 for every question in Part 2 where the impact has been identified as potentially moderate to large or where there is a need to explain why a particular element of the proposed action will not, or may, result in a significant adverse environmental impact.

Based on the analysis in Part 3, the lead agency must decide whether to require an environmental impact statement to further assess the proposed action or whether available information is sufficient for the lead agency to conclude that the proposed action will not have a significant adverse environmental impact. By completing the certification on the next page, the lead agency can complete its determination of significance.

Reasons Supporting This Determination:

To complete this section:

- Identify the impact based on the Part 2 responses and describe its magnitude. Magnitude considers factors such as severity, size or extent of an impact.
- Assess the importance of the impact. Importance relates to the geographic scope, duration, probability of the impact occurring, number of people affected by the impact and any additional environmental consequences if the impact were to occur.
- The assessment should take into consideration any design element or project changes.
- Repeat this process for each Part 2 question where the impact has been identified as potentially moderate to large or where there is a need to explain why a particular element of the proposed action will not, or may, result in a significant adverse environmental impact.
- Provide the reason(s) why the impact may, or will not, result in a significant adverse environmental impact
- For Conditional Negative Declarations identify the specific condition(s) imposed that will modify the proposed action so that no significant adverse environmental impacts will result.
- Attach additional sheets, as needed.

See Attachment

Determination of Significance - Type 1 and Unlisted Actions

SEQR Status:

Type 1

Unlisted

Identify portions of EAF completed for this Project: Part 1

Part 2

Part 3

Upon review of the information recorded on this EAF, as noted, plus this additional support information

and considering both the magnitude and importance of each identified potential impact, it is the conclusion of the
County of Dutchess _____ as lead agency that:

A. This project will result in no significant adverse impacts on the environment, and, therefore, an environmental impact statement need not be prepared. Accordingly, this negative declaration is issued.

B. Although this project could have a significant adverse impact on the environment, that impact will be avoided or substantially mitigated because of the following conditions which will be required by the lead agency:

There will, therefore, be no significant adverse impacts from the project as conditioned, and, therefore, this conditioned negative declaration is issued. A conditioned negative declaration may be used only for UNLISTED actions (see 6 NYCRR 617.d).

C. This Project may result in one or more significant adverse impacts on the environment, and an environmental impact statement must be prepared to further assess the impact(s) and possible mitigation and to explore alternatives to avoid or reduce those impacts. Accordingly, this positive declaration is issued.

Name of Action: CDWTL Extension to Dutchess County Airport

Name of Lead Agency: County of Dutchess

Name of Responsible Officer in Lead Agency: Noel Knille, AIA, ASLA

Title of Responsible Officer: Commissioner of Public Works

Signature of Responsible Officer in Lead Agency: *Noel Knille* Date: 12/29/14

Signature of Preparer (if different from Responsible Officer) *Bradford A Barclay* Date: 12/29/14

For Further Information:

Contact Person: Brad Barclay

Address: 626 Dutchess Turnpike, Poughkeepsie, Dutchess County, NY 12603

Telephone Number: (845) 486-2121

E-mail: bbarclay@dutchessny.gov

For Type 1 Actions and Conditioned Negative Declarations, a copy of this Notice is sent to:

Chief Executive Officer of the political subdivision in which the action will be principally located (e.g., Town / City / Village of)

Other involved agencies (if any)

Applicant (if any)

Environmental Notice Bulletin: <http://www.dec.ny.gov/enb/enb.html>

PRINT FULL FORM

Attachment to Part III of the FEA for the CDWTL Extension to Dutchess County Airport

Reasons Supporting This Determination:

The subject action involves an expansion of the Dutchess County Water and Wastewater Authority's (DCWWA) Central Dutchess Water Transmission Line (CDWTL) by means of construction of a 5,790 LF water main along Airport Drive and Route 376 to the Dutchess County Airport, in the vicinity of the intersection of Route 376 and Griffith Way.

The Dutchess County Water and Wastewater Authority operates a county-wide water district, which permits it to sell water anywhere in Dutchess County. The DCWWA's CDWTL currently has a water supply permit to sell up to 4.25 million gallons per day (MGPD) and the CDWTL's SEQR review studied the impacts of the waterline operating at up to 10 MGPD. The proposed 12 inch, waterline extension, being reviewed herein, would have a maximum capacity of approximately 2 MGPD, which the DCWWA could accommodate within the capacity limits of their existing Water Supply Permit. Thus, the basic impacts of provision of water to be provided through the proposed waterline extension have already been studied and approved. The DCWWA may have to amend their water supply permit to sell water to the proposed water line extension to the Airport property, as new service area within their County-wide District.

The intent of the water main extension is to provide for a public water service to Dutchess County Airport and the construction of the proposed waterline extension is the first step in this process. At this time, the next steps in this process are undefined and would require additional approvals and funding or may not occur depending on the actions of others. For these reasons, the review and approval of construction of the waterline extension separate and apart from the development of a water distribution system on Airport property and a decision on the provision of public water service to properties along Airport Drive should not be considered segmentation under SEQRA. The additional projects that may be considered after the construction of the waterline extension are described below, including needed additional project definition and approvals.

A subsequent project will create a water distribution system to distribute water from the end of the water line extension to various locations within the Dutchess County Airport. At this time, the layout, design and construction of a future water distribution system on Airport property is undefined. Any future projects will depend upon procuring additional funding, including, potentially, Federal Airport Aviation (FAA) funding and approvals. The extent and layout of the distribution system will be dependent on future development projects on the Airport property, consistent with the Airport Master Plan. The provision of public water on Airport property is necessary to provide for fire suppression systems for current and future Airport facilities and thus critical for obtaining insurance for these structures. This is extremely important to the retention of existing clients leasing hanger space and any

future hangar development. The other development sites identified in the Airport's master plan would also be more desirable if public water was available. Any private, non-aviation related development that would occur on Airport property would be subject to local zoning review and require a separate SEQR review.

The proposed water line extension would traverse most of the length of Airport Drive, which is located east of the Airport, across Route 376. Airport Drive was built as a commercial/industrial park, but is not served by public water as this time. The construction of the water line down Airport Drive could help to facilitate provision of public water to current and future tenants of the corporate park, but the involved project does not allow for this provision and additional actions and approvals would be required to permit the sale of municipal water to those sites. No future connections are to be constructed as part of this project and either the DCWWA or the County would have to amend an existing Water Supply Permit or obtain a new one to be allowed to sell water to those properties. The way that the County and DCWWA have established new water service areas in the past has been to create a new "Zone of Assessment". This process has not been initiated for the Airport Drive area. Any future private development or change of use for Airport Drive properties would require compliance with Town of Wappinger zoning and land use laws and an associated SEQR review.

The FEIS for the Central Dutchess Water Transmission Line (CDWTL) addressed growth inducing aspects of making water available along the corridor. Analysis was essentially (1) CDWTL was being built as a transmission main – not intended to serve individual properties directly off the water line and (2) any growth that did occur would be subject to all local land use controls and approval processes. Unless the additional steps discussed above are undertaken to allow the provision of public water to properties off the Dutchess County Airport, the proposed water line extension will continue to act solely as a transmission line, which will provide the source of water for a future distribution system on Airport property.

To avoid any impacts to regulated wetlands, their associated buffers and the two watercourses that will have to be traversed by the waterline extension, the project will use directional drilling to install the required piping under these resources without disturbing them. The DCWWA has experience using this technique to install a portion of a larger water main through regulated, Class I wetlands in Hyde Park, with NYSDEC approval. This method will also protect the regulated stream associated with wetland PV-67. The waterline extension passes through the potential buffer area around PV-51 within the Airport Drive R-O-W, which the road already crosses. The waterline extension will cross the protected stream associated with PV-51 directly adjacent to where the stream crosses Route 376. The directional drilling section planned to avoid any impacts to Route 376, by drilling under the roadway, will include installing the waterline under this stream to avoid any impacts to it. The project will require wetlands and stream disturbance permits from NYSDEC and the Town of Wappinger and will be subject to any conditions place on it by those agencies. These permit conditions, when combined with the proposed directional drilling to avoid these resources will ensure that any minor impacts will not be significant in nature and will be limited to the period of construction.

A Soil and Water Pollution Prevention Plan (SWPPP) will be developed for the length of the waterline construction and approved by NYSDEC and the Town of Wappinger, as part of its wetland and watercourse permit. This plan will include the directional drill areas and provide control and protection from any erosion caused by stormwater runoff, during construction. The remediation of the disturbed areas will be included in this plan and ensure that the pre-existing drainage patterns are reestablished post-construction. The SWPPP will also address any impact to be anticipated during construction due to a portion of the project site being located in the 100 and 500 year floodplains. Once the construction is completed with the water main located underground and all existing contours reestablished, the project will have no long-term impacts on the involved floodplains.

Habitat assessments will be conducted for the three threatened or endangered species identified in attached Endangered/Threatened Species review. The proposed directional drilling areas will greatly reduce any impacts to potential habitat areas, as the rest of the project is located directly adjacent to an existing roadway and will be buried in its R-O-W. The project will avoid, to the extent possible, removing any mature trees to minimize any impact to potential bat habitat. Most of these trees are located within the directional drilling areas and should not be impacted by the project. Thus any impacts to protected wildlife should be limited in duration to the period of construction and minimized by the use of directional drilling in the areas not directly in the existing road R-O-Ws.

The potential for the presence of archeological sites was examined in the attached report titled Extension Of Water Service To Dutchess County Airport Proposed DC Water District Zone of Assessment N, Phase 1A Literature Review and Sensitivity Analysis, by CITY/SCAPE: Cultural Resource Consultants, dated November, 2014. The analysis done in the report concluded the following:

“Based on the environmental factors located within the proposed project corridor, undisturbed areas, should they exist, would be considered to have the potential to contain a prehistoric site or sites. However, given the fact that the proposed project corridor is located within the existing roadway, the potential for the project corridor to contain prehistoric cultural resources is considered low. As stated above, in the eastern portion of the project corridor, the presence of a stream corridor, wetland area and steep slopes significantly decrease the potential for prehistoric cultural resources to be present. Overall, the prehistoric potential for the proposed project area to contain intact cultural resources is considered to be low”.

Any increased levels of noise or equipment traffic will be limited to the hours of work and the estimated 6 months construction period. Properties along Airport Drive are predominately commercial and industrial in nature and should not prove to be sensitive to the limited increase in noise and construction traffic. Permits are required from the NYSDOT and the Town of Wappinger Highway Department for any work in their R-O-Ws, the project will abide by any permit conditions placed on the involved work to ensure the safety of the travelling public.