

DRAFT SCOPE
FOR THE
DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS)
FOR THE
Brookhaven Calabro Municipal Airport Obstruction
Tree Removal and Perimeter Road Project (OTRPRP),
and Associated Clearing/Planting, Security Fencing and
Drainage Structure Installation

PURSUANT TO FEDERAL AVIATION REGULATIONS (FAR) PART 77, SAFE, EFFICIENT USE, AND PRESERVATION OF THE NAVIGABLE AIRSPACE, APPROACH AND TRANSITIONAL SURFACES, FAA DESIGN STANDARDS CONTAINED IN ADVISORY CIRCULAR AC150/5300-13 AND FAA ORDER 8260.3B, UNITED STATES STANDARD FOR TERMINAL INSTRUMENT PROCEDURES (TERPS), DEPARTURE SURFACE FOR INSTRUMENT AIRCRAFT OPERATIONS AT THE AIRPORT

May 7, 2013

INTRODUCTION

This document is the draft scope of the issues and analyses to be included in the Draft Environmental Impact Statement (DEIS) for the **Brookhaven Calabro OTRPRP, and Associated Clearing/Planting, Security Fencing and Drainage Structure Installation** project. The Town of Brookhaven in cooperation with the Federal Aviation Administration (FAA) is proposing to improve the Brookhaven Calabro Municipal Airport by the removal of tree obstructions in order to obtain FAA grant approval of compliance with the Federal Aviation Regulations (FAR) under Part 77, Safe, Efficient Use, and Preservation of the Navigable Airspace, approach and transitional surfaces, and FAA Order 8260.3B, United States Standard for Terminal Instrument Procedures (TERPS), departure surface for instrument aircraft operations at the airport. In addition, a perimeter security road and associated fencing, tree plantings and drainage improvements are proposed in conformance with FAA's safety initiatives for reducing the number and severity of runway incursions.

The Brookhaven Calabro Municipal Airport is located in Suffolk County, Long Island, New York in the south-central portion of the Town of Brookhaven generally to the northeast of the intersection of William Floyd Parkway and NYS Route 27. The facility address is 135 Dawn Drive in the hamlet of Shirley. The geographic location of the airport is latitude 40 49'00" North, longitude 72 51'45" West.

The DEIS has been required by the Brookhaven Town Board, as Lead Agency pursuant to the State Environmental Quality Review Act (SEQRA). The Town of Brookhaven, as lead agency, finds that a DEIS is needed to address potential significant adverse environmental issues, and issued a Positive Declaration on May 20, 2013 and has elected to conduct formal scoping pursuant to 6 NYCRR §617.8 and 17 NYCRR §15.7(d).

Draft Scope Process As set forth in the New York State Department of Environmental Conservation (NYSDEC)'s SEQRA Handbook, available on the NYSDEC's website (<http://dec.state.ny.us>), the scoping process has six objectives:

- Focus the draft EIS on the potentially significant adverse environmental impacts.
- Eliminate non-significant and non-relevant issues.
- Identify the extent and quality of information needed.
- Identify the range of reasonable alternatives to be discussed.
- Provide an initial identification of mitigation measures.
- Provide the public with an opportunity to participate in the identification of impacts.

This Scope has been prepared to facilitate the environmental review process, seek public comment and constructive input, and provide a basis for informed decision-making, in accordance with SEQRA, Article 8 of the New York Environmental Conservation Law and the regulations promulgated thereunder as 6 NYCRR Part 617. As stated in SEQRA's implementing regulations, "the primary goals of scoping are to focus the EIS on potentially significant adverse impacts and to eliminate consideration of those impacts that are irrelevant or nonsignificant." Scoping is an optional process, but is commonly performed, especially on large projects. When scoping is done, it must include "an opportunity for public participation."

Copies of this Draft Scope are available at the Town of Brookhaven Divisions of Environmental Protection and Planning located at Town Hall, One Independence Hill, Farmingville, NY, on the Town of Brookhaven's website (<http://www.Brookhaven.org>).

The Town of Brookhaven has scheduled a public meeting to obtain oral comments on the Draft Scope on Wednesday May 29, 2013 at 6:00 in Brookhaven Town Hall, located at One Independence Hill, Farmingville, NY, 11738. Written comments on the Draft Scope will be accepted by the Lead Agency until the close of business on June 14, 2013.

The Draft Scope sets forth the analyses and methodologies that will be used in the preparation of the DEIS. The Draft Scope will be forwarded to all involved and interested agencies, including but not limited to the FAA; the New York State Department of Transportation (NYSDOT) and the New York State Department of Environmental Conservation (NYSDEC). Comments and questions on this Draft Scope will be received by the Lead Agency until the close of the public comment period.

Final Scope Process Following the close of the public comment period and based on the comments and questions received, the Town of Brookhaven will prepare the Final Scope. The Final Scope will be used as the framework for the preparation of the DEIS.

The document will be concise but thorough, well-documented, accurate and consistent. Figures and tables will be presented in support of the discussions and analyses contained in the document. Where appropriate, technical information will be summarized in the body of the DEIS and attached in separate appendices.

BRIEF DESCRIPTION OF THE PROPOSED PROJECT

Background The project was originally envisioned to have two phases. In 2008 the Town of Brookhaven Town Board, as lead agency, issued a Negative Declaration that determined that the Phase I Obstruction Removal at Calabro Airport will not have a significant adverse environmental impact. Phase I involved the removal of trees and vegetation on approximately 36 acres and the grading and seeding of the cleared area in order to remove flight obstructions for runways 6, 15, and 33 and was completed as proposed.

Phase II involved further obstruction removal at the airport and a Negative Declaration for this phase was issued by the Town Board on December 21, 2010; this determination of significance was later challenged in court. On July 1, 2011, the State of New York Supreme Court of Suffolk County, Judge Thomas F. Whelan rendered a decision in the matter entitled Keenan v. Town of Brookhaven, finding that the Town Board of the Town of Brookhaven did not properly comply with SEQRA requirements pertaining to the project. The project then evolved into the proposed Phase III action involving the obstruction removal and perimeter road as well as associated clearing and planting, and installation of security fencing and drainage improvements. This is the Phase III project that is the subject of this Draft Scope.

On August 16, 2011, the Town Board rescinded the December 21, 2010 Negative Declaration and adopted a Negative Declaration for this project phase on August 16, 2011; however, this determination was challenged.

On January 31, 2012, Justice Whelan of the New York State Supreme Court Suffolk County issued a stay from undertaking any action or work within the contemplation of the Town Board's August 16, 2011 Negative Declaration pending its completion of proper environmental review [Supreme Court – State of New York, Index No. 37026-11]. The Town has determined to undertake a Draft Environmental Impact Statement; this document provides the intended Draft Scope of that document.

Project Description The Proposed Action is comprised of two parts: Obstruction Removal and Perimeter Road/Security Fencing Installation as described below:

This phase includes a proposal to clear 3 acres of trees, top 7 acres of trees, plant 750 trees, topsoil and seed 3 acres, and install 2 stormwater leaching basins. Additionally, a perimeter road and fencing will be installed around the airport. A total of 20.5 acres of trees will be removed and the underlying land will be graded. A total of 13.2 acres of paved road will be installed in the area that was cleared. Graded areas that are not paved will be seeded and drainage structures will be installed.

Obstruction removal is needed in order to protect public safety and preserve the existing published instrument arrival and departure procedures. The Proposed Action is a safety maintenance project to remove or top trees that penetrate either the approach surface and associated transitional surface or the departure surface. Under the provisions of FAR Part 77,

trees that penetrate the approach or departure surface are considered obstructions which can adversely affect the navigable airspace. The approach surface and associated transitional surface are defined under the provisions of FAR Part 77.19, Civil Airport Imaginary Surfaces. The departure surface is defined under the provisions of FAA Order 8260.3B, United States Standard for Terminal Instrument Procedures (TERPS) and FAA Advisory Circular 150/5300-13, Airport Design, Appendix 2, Runway End Siting Requirements. These provisions, together with Federal grant obligations noted below require the Town of Brookhaven, as Airport Owner, to remove, relocate or lower (or both relocate and lower) objects to preclude their penetration of the approach surface and associated transitional surface and departure surface unless an object is fixed by function (e.g., a navigational aid) and/or the object is designated to be impractical to remove, relocate or lower. The approach surface and departure surface applies to runways being used or planned for instrument arrivals and departures. In addition, in accepting FAA Airport Improvement Program funds for the Airport, there is an understanding between the Town of Brookhaven and the FAA that the Town will take appropriate action to assure that the airspace required to protect instrument and visual operations to the Airport will be adequately cleared and protected (Grant Assurance). The FAA supports the Town achieving the desired goals of obstructions removal at the airport.

Installation of the perimeter road and fencing is recommended and encouraged by the FAA to meet Transportation Security Administration (TSA) standards. The new fence will prevent wildlife from entering the airport grounds, will provide security in terms of limiting unauthorized access and will decrease the potential for runway incursions by providing alternative internal circulation. The new road will also allow access for fence maintenance and will facilitate responding to emergencies without vehicles having to cross runways and drive across airport grounds.

All construction traffic associated with the project will utilize William Floyd Parkway. The project will have no vehicle access onto any local roadways. In this way, the potential for adverse impacts on conditions at local intersections and on local roadways would be minimized.

The property is located in the following service/districts:

- William Floyd Union Free School District No. 32
- Longwood Central School District
- South Manor Union Free School District
- Brookhaven Fire District
- Mastic Fire District
- Manorville Fire District
- Shirley Postal District
- Suffolk County Water Authority
- Suffolk County Police Departments 6th Precinct
- Long Island Power Authority and Brooklyn Union Gas

Project Approvals and SEQRA Process The DEIS will be the subject of a public comment period of at least 30 days and a public hearing. The period for written comments will extend 10 days after the close of the DEIS hearing.

Comments will be reviewed and addressed in a Final Environmental Impact Statement (FEIS); this document will list all substantial comments and will provide a response. Once the FEIS is accepted by the Town Board, a 10 day consideration will be provided, after which the Town Board will adopt a Statement of Findings and a decision on the project.

Several agencies have involvement in the project and will be included as involved agencies under SEQRA:

- Federal Aviation Administration (previously authorized funding)
- Suffolk County Department of Public Works (Highway Work Permit)
- Town of Brookhaven Department of Planning, Environment & Land Management (Tree Clearing Permit; previously issued)

POTENTIALLY SIGNIFICANT ADVERSE IMPACTS

The following is a description of the potential significant adverse impacts which may occur as a result of the proposed project.

- 1 Change in surface grades and soil profiles of the site and site conditions related to soil quality as a result of perimeter road grading.
- 2 Potential drainage impacts related to perimeter road installation.
- 3 Change in the ecological character of the subject site and impact on flora and fauna.
- 4 Emissions from the tree cutting and trimming equipment (chain saws and hoists), as well as any chipping or hauling equipment used in the Proposed Action would temporarily increase noise and air emissions.
- 5 Potential impact on adjoining land use.
- 6 Change in the visual quality of the subject site as viewed from the William Floyd Parkway corridor and surrounding public lands, roads and neighborhoods.
- 7 Potential impacts associated with noise as related to homes in the area.

EXTENT AND QUALITY OF INFORMATION AND PRELIMINARY IDENTIFICATION OF MITIGATION MEASURES

COVER SHEET

The cover sheet to the document will include the following information:

- Statement identifying that the document is a Draft Environmental Impact Statement
- Date submitted
- Name and location of the project
- The Town of Brookhaven Town Board will be identified as the Lead Agency for the project and the name and telephone number of the Lead Agency contact will also be provided.
- The name and address of the project sponsor as well as the name and address of a contact person representing the project sponsor.
- The name and address of the primary preparer as well as contact name and telephone number.
- Date of acceptance of the DEIS (to be inserted later)
- Deadline by which comments on the DEIS are due (to be inserted later)
- Listing of all involved and interested agencies Town and County officials, consultants to whom copies of the DEIS and supporting materials will be distributed.

TABLE OF CONTENTS

Table of Contents will provide all headings, page numbering, list of figures, list of tables, list of appendix items and any additional volumes, if any.

SUMMARY

Contents of the summary will include the following:

- Brief description of the action
- Significant, beneficial and adverse impacts
- Mitigation measures (*measures to be instituted to eliminate or reduce potential impacts*)
- Alternatives
- Matters to be decided (*permits, approvals, funding, etc., from other agencies*)

1.0 DESCRIPTION OF THE PROPOSED ACTION

1.1 Project Background, Need, Objectives and Benefits

1.1.1 Project Background (Provide brief description of the site and application history including flight operations for the past five (5) years.)

1.1.2 Public Need and Municipality Objectives (Justify proposed project in terms of Town goals for site.)

1.1.3 Objectives of the Project Sponsor (Provide discussion of the applicant's goals in pursuing proposed project.)

1.1.4 Benefits of the Project (Provide discussion of the safety factors with respect to the project.)

1.2 **Location** (Using appropriate mapping and/or tables, describe location of site, in terms adjacent/nearby significant properties, districts, services, etc.)

1.3 Project Design and Layout

1.3.1 Overall Site Layout (Brief description of the site and project layout; note existing and proposed conditions with respect to the perimeter road and tree management as proposed in site plans; site quantities table; project design, etc.)

1.3.2 Grading and Drainage (Describe the perimeter road installation; recharge; grading; clearing and grubbing of limited vegetation.)

1.3.3 Site Landscaping (Provide information on the type, amount and location of landscaping proposed; information on maintenance requirements such as irrigation and fertilization.)

1.4 **Construction Schedule and Operations** (Brief description of anticipated construction schedule and processes; construction materials storage/staging area deliveries and construction schedule/estimated duration; and conformance with NYSDEC/Town stormwater and erosion control requirements.)

1.5 **Permits and Approvals Required** (Brief discussion of the required permits, reviews and approvals; expected permits/involved agencies.)

2.0 NATURAL ENVIRONMENTAL RESOURCES

2.1 Topography

2.1.1 Existing Conditions (Using appropriate mapping and/or tables, describe current topographic character of site; indicate high and low points, identify slopes on site.)

2.1.2 Anticipated Impacts (Discuss changes in topography of site due to grading and fill program; determine if site is balanced or if there is import or export of material-describe impacts; discuss potential impacts from topographic alteration; describe erosion control measures incorporated into the project.)

2.1.3 Proposed Mitigation

- 2.2 **Soils**
 - 2.2.1 Existing Conditions (Using appropriate mapping and/or tables, describe surface soils found on-site based on the Suffolk County Soil Survey; discuss characteristics and limitations/constraints of each soil which may have an effect on project; describe subsurface soils based on borings, if available.)
 - 2.2.2 Anticipated Impacts (Discuss surface and subsurface soil impact due to constraints.)
 - 2.2.3 Proposed Mitigation
 - 2.3 **Water Resources**
 - 2.3.1 Existing Conditions (Using appropriate mapping, tables and quantitative methods where possible, conduct analysis of water resources in terms of groundwater elevation, depth to water, water quality, stormwater and drainage conditions at the site.)
 - 2.3.2 Anticipated Impacts (Using quantitative and qualitative methods, discuss potential for impact to groundwater resources and characteristics; conduct analysis of proposed coverage, recharge; discuss proposed drainage system and changes to site recharge volume and best management practice for stormwater; as well as potential stormwater impacts.)
 - 2.3.3 Proposed Mitigation
 - 2.4 **Vegetation & Wildlife**
 - 2.4.1 Existing Conditions (Using appropriate mapping and/or tables, describe the overall site habitats, vegetation and wildlife species found or expected on-site; contact NY Natural Heritage Program for site information.)
 - 2.4.2 Anticipated Impacts (Discuss changes in habitats on-site; discuss clearing and impacts regarding habitat changes; discuss the changes in wildlife use/occupancy of the site.)
 - 2.4.3 Proposed Mitigation
- 3.0 **HUMAN ENVIRONMENTAL RESOURCES**
- 3.1 **Land Use, Zoning and Plans**
 - 3.1.1 Existing Conditions (Using appropriate mapping and/or tables, describe current land use and zoning of site and adjacent properties, and the pattern of land use and zoning in the vicinity; discuss existing zoning and permitted uses; discuss Town Comprehensive Plan and any other relevant plans; Airport Master Plan expired in 2010; however, background information will be provided.)
 - 3.1.2 Anticipated Impacts (Discuss conformance of proposed project to land use and zoning patterns of site and vicinity; project design conformance to proposed zoning, Town Comprehensive Plan and appropriate land use plans.)
 - 3.1.3 Proposed Mitigation
 - 3.2 **Community Character**
 - 3.2.1 Existing Conditions (Describe the visual character of the site and area; provide ground photography and air photo key map of project areas.)
 - 3.2.2 Anticipated Impacts (Describe potential adverse environmental impacts as a result of the project in consideration of receptor locations, aesthetics, visual character and changes in the project site; consider residential uses in the area.)
 - 3.2.3 Proposed Mitigation
 - 3.3 **Air/Noise**
 - 3.3.1 Existing Conditions (Describe the existing conditions with respect to air quality and ambient noise; obtain ambient noise levels and review pertinent airport noise model data; identify existing sources and operations.)

3.3.2 Anticipated Impacts (Discuss change in noise environment which may result from the project; determine potential adverse impacts with respect to air, noise and fugitive dust.)

3.3.3 Proposed Mitigation

3.4 Cultural Resources

3.4.1 Existing Conditions (Consult historic maps of site; map cultural resources based on Office York State Office of Parks, Recreation and Historic Preservation (OPRHP) site file information; review of OPRHP sensitivity map finds that the project is not located in an archaeologically sensitive area.)

3.4.2 Anticipated Impacts (State lack of cultural resources based on historic maps, OPRHP map and resulting finding that cultural resource impacts are not anticipated.)

3.4.3 Proposed Mitigation

4.0 OTHER REQUIRED SECTIONS

4.1 Cumulative Impacts (Describe other pending projects in vicinity, determine potential for impacts due to implementation of proposed project in combination with others and discuss/analyze impacts.)

4.2 Adverse Impacts That Cannot Be Avoided (Provide brief listing of those adverse environmental impacts described/discussed previously which are anticipated to occur, which cannot be completely mitigated.)

4.3 Irreversible and Irretrievable Commitment of Resources (Provide brief discussion of those natural and human resources which will be committed to and/or consumed by the proposed project.)

4.4 Growth-Inducing Aspects (Provide brief discussion of those aspects of the proposed project which will or may trigger or contribute to future growth in the area.)

4.5 Effects on the Use and Conservation of Energy (Provide a brief discussion on those aspects of the proposed project which would contribute to an increase in energy as well as potential options for conservation identify methods for reduction of use of fossil fuels.)

5.0 ALTERNATIVES

5.1 No Action Alternative (Alternative whereby the site remains in its current condition.)

5.2 Alternative Design (Describe design analysis and considerations which lead to the proposed project design, and any alternatives considered in the development of the design plans).

6.0 REFERENCES

INFORMATION TO BE INCLUDED IN APPENDICES

All pertinent information and correspondence included, presented or discussed in the document, will be included in appendices subdivided for ease of reference. Such appendices may include, but not be limited to: Traffic Impact Study; nitrogen and water budget data; correspondence received from referral requests; maps, plans and figures; technical data and information. plans, regulations, etc.

ISSUES DEEMED NOT RELEVANT, NOT ENVIRONMENTALLY SIGNIFICANT OR ADEQUATELY ADDRESSED IN A PRIOR ENVIRONMENTAL REVIEW

No other issues have been identified to date. This applicant's intent is to thoroughly disclose and analyze potential impacts associated with the proposed project. This Draft Scope will be subject to the scoping process in conformance with SEQRA Part 617.8, followed by the issuance of a Final Scope by the lead agency.