

APPENDIX A. DOCUMENTED CATEX

Airport sponsors may use this form for projects eligible for a categorical exclusion (CATEX) that have greater potential for extraordinary circumstances or that otherwise require additional documentation, as described in the Environmental Orders (FAA Order 1050.1F and FAA Order 5050.4B).

To request a CATEX determination from the FAA, the sponsor should review potentially affected environmental resources, review the requirements of the applicable special purpose laws, and **consult with the Airports District Office or Regional Airports Division Office staff** about the type of information needed. The form and supporting documentation should be completed in accordance with the provisions of FAA Order 5050.4B, paragraph 302b, and submitted to the appropriate FAA Airports District/Division Office. The CATEX cannot be approved until all information/documentation is received and all requirements have been fulfilled.

Name of Airport, LOC ID, and location

Philadelphia International Airport, PHL, 8000 Essington Avenue, Philadelphia, PA 19153

Project Title

Parcel G Development Phases 1 and 2 – Transportation Network Companies (TNC) and General Use Parking Lots

Give a brief, but complete description of the proposed project, including all project components, justification, estimated start date, and duration of the project. Include connected actions necessary to implement the proposed project (including but not limited to moving NAVAIDs, change in flight procedures, haul routes, new material or expanded material sources, staging or disposal areas). Attach a sketch or plan of the proposed project. Photos can also be helpful.

The proposed project involves the development of two surface parking areas on a vacant unused parcel of land located at the intersection of Island Avenue and Bartram Avenue, which is owned by the City of Philadelphia Division of Aviation (DOA). PHL identifies this tax lot as Parcel G. The proposed project is a relocation of the TNC parking lot currently located east of International Plaza. After construction of the proposed project, the existing TNC lot will remain as a parking facility related to International Plaza activities. The proposed general use lot will store vehicles spread throughout the airport at current DOA facilities and rental car areas. The existing vehicle storage facilities will remain for that purpose.

The proposed site improvements include site clearing, site grading, asphalt paving and striping, PENNDOT roadway asphalt milling; re-paving and re-striping, installation of new signal intersection lights, improvement of existing signal lights, vehicular access improvements, stormwater management meeting PWD requirements, remediation efforts in compliance with Pennsylvania Act 2 Land Recycling Program with a release of liability for the intended use, utility upgrades for lighting using LED fixtures, fencing, and landscaping.

The proposed parking lots will be adjacent to one another but will be separated by gates such that they operate as individual lots. One parking lot is planned to have 200 parking spaces that will be utilized by the Transportation Network Companies (TNC) on the east side of Parcel G. The second

parking lot is planned to be a multi-purpose parking lot occupying the western side of Parcel G. The proposed multi-purpose parking lot will be the largest of the two surface parking lots with approximately 1,900 passenger vehicle parking spaces covering about 800,000 square feet. Potential uses for the multi-purpose lot include additional storage for PHL rental car companies' fleets and for medium to long term storage of airport-owned vehicles and equipment. Vehicular access to the multi-purpose parking lot will be from a newly constructed driveway that will connect to the signalized intersection of Holstein Avenue and Bartram Avenue (SR 3019). The new driveway will become the fourth, southern part of the intersection.

The smaller 200 space parking lot is proposed for TNC vehicle use comprising of 115,000 square feet of lot area. TNC's will use the parking spaces for ride share vehicles waiting to pick up passengers at PHL. This lot will physically be fenced off from the larger multi-purpose lot. Access is proposed at the intersection of Bartram Avenue and Essington Avenue as a driveway to become the fourth, southern leg of the intersection.

Roadway work is a connected action that is a part of the project. All roadway work will be performed by the Division of Aviation (DOA). Coordination with PENNDOT is ongoing and shall continue through the life of the project. PENNDOT and Philadelphia Streets Department will review and approve final designs. Roadway work within PENNDOT jurisdiction includes milling and overlaying asphalt at the intersections of Bartram Avenue and Holstein Avenue and Bartram Avenue and Essington Avenue. The DOA will be the only entity conducting the asphalt work at the intersections and the asphalt work is limited to those intersections. In addition, re-striping and signal light improvements are proposed at the intersections. Access driveway improvements and pavement will be installed within Parcel G. At the Bartram and Essington Avenue intersection, a right turn lane will be constructed on DOA property to access the TNC lot from Bartram Avenue. Egress from the TNC lot is proposed via an access driveway with left, straight, and right turn movements to be controlled with proposed signal light improvements. Bartram Avenue westbound will add a left turning lane through re-striping to allow access into the TNC lot. In addition, this intersection is proposed to have additional signal light improvements, curbing, inlet relocation, and re-striping.

The Bartram and Holstein Avenue intersection work includes a curb cut onto Parcel G for right turn access to the multi-purpose lot from Bartram Avenue. Access to the multi-purpose lot will be possible going southbound on Holstein Avenue through a new signal light. Egress from the multi-purpose lot will include left, straight, and right turn movements to be controlled with proposed signal light improvements. In addition, this intersection is proposed to have asphalt milling and overlay, re-striping, improved signal light to adequately control traffic on Bartram Avenue eastbound, curb work, and inlet relocation. This signal light will add protected phasing for eastbound left-turn phase (left turn arrow only). In addition, signalized intersections along Bartram and Island Avenues will have optimized timing splits and improved interconnect corridor cycle lengths due to added turning movements at the project's associated intersections that affect the timing of nearby intersections and the interconnect corridor.

PHL has been working with Philadelphia's Streets Department concerning the proposed roadway work. The Streets Department asked that a section of Right of Way be set aside along Bartram Avenue for an asphalt multi-purpose path that is planned to be constructed in phases. During construction of the TNC lot, the first section of the multi-purpose path will be constructed and the remaining section of the path will be constructed during Phase 2 construction, which is the multi-use parking lot. The multi-use path requires curb line changes along with inlet relocation. An emergency access driveway is proposed on the western side of the multi-purpose lot facing Island Avenue about 200 feet south of the intersection with Bartram Avenue. All traffic study recommendations will be implemented into the project in phases. This will mitigate traffic congestion and cumulative effects for the project. See Attachment D for more detail.

A major project component is stormwater management. The proposed parking lots as designed will increase the amount and rate of stormwater when compared to existing conditions. This necessitates a PWD Post-construction stormwater management (PCSM) permit, which has been submitted for approval. Stormwater control is proposed through ten bio-retention basins that will surround both proposed parking lots. The bio-retention basins are a combination of rain gardens and vegetated swales with extensive landscaping. Stormwater run-off will flow into the bio-retention basins and be slowly released through each basin's outlet structure. Each parking lot will have its own independent stormwater system thereby allowing the parking lots to be constructed separately as they do not rely upon each other to meet stormwater requirements. Runoff will be received by Mingo Creek via underground stormwater conveyance. Overall, the project will result in a 16.78 net acre increase in impervious area compared to existing conditions. All stormwater created by the 16.78 acres of impervious surface will be managed by the bio-retention system resulting in 100% of stormwater generated post construction to be fully controlled. Landscaping including the bio-swales and tree islands will encompass 18.7% of the multi-purpose lot and 30.7% of the TNC lot. This works out to 148,802 square feet and 36,225 square feet respectively.

Other project components include 9-foot-high chain link fence with barbed wire to be installed along the northern, western, and southern border of the multi-purpose lot. The same chain link fence will be installed on all four borders of the TNC lot. The western border TNC lot fence separates it from the multi-purpose lot with 24-foot-wide and 9-foot-high swing gates to be installed in two locations to allow access if needed. The TNC lot proposes landscaping islands with trees, a port-a-potty concrete pad, an electrical transformer concrete pad, two concrete pads for food trucks, and a concrete pad for trash receptacles with a 10-foot-high wooden fence enclosure with swing gate.

Overall, the project can be accomplished with no significant environmental impacts as all identified extraordinary circumstances can be eliminated through project design or appropriately mitigated through the identified conservation measures. Construction duration is estimated to be seven (7) months to occur throughout 2019.

Give a brief, but complete, description of the proposed project area. Include any unique or natural features within or surrounding airport property.

The proposed project area is known as Parcel G owned by the Philadelphia International Airport. Parcel G is currently 20.8 acres of undeveloped land within the City of Philadelphia. It is located northeast of the Airport terminals and airfield at the intersection of Island Avenue (SR 3013) and Bartram Avenue (SR 3019). Island Avenue acts as the western boundary of the tract with Bartram Avenue being the north and eastern boundaries as Bartram turns and parallels I-95. The surrounding parcels consist of commercial development. I-95 southbound lanes are Parcel G's southern boundary. Figure 1 displays an aerial of the project site.

The current site is covered by various types of vegetative growth including trees, bushes, Phragmites, grass areas, and other vegetation. Remnants of past public roadways such as Tinicum Avenue and Essington Avenue is evident on the site. There is left over infrastructure including concrete pads, storm drains, and buried utilities. The soil and debris piles create a variable topography with flat areas combined with sporadic debris "hills".

There are no wetlands mapped for Parcel G. The property is partially located within the 100-year Flood Zone AE of FEMA Flood zone maps (see Attachment C). The closest water features include the John Heinz National Wildlife Refuge approximately 1.16 miles to the west, Mingo Creek which feeds into the Schuylkill River is 170 feet to the east, and the Delaware River is approximately 2 miles to the south.

Identify the appropriate CATEX paragraph(s) from Order 1050.1F (paragraph 5-6.1 through 5-6.6) or 5050.4B (Tables 6-1 and 6-2) that apply to the project. Describe if the project differs in any way from the specific language of the CATEX or examples given as described in the Order.

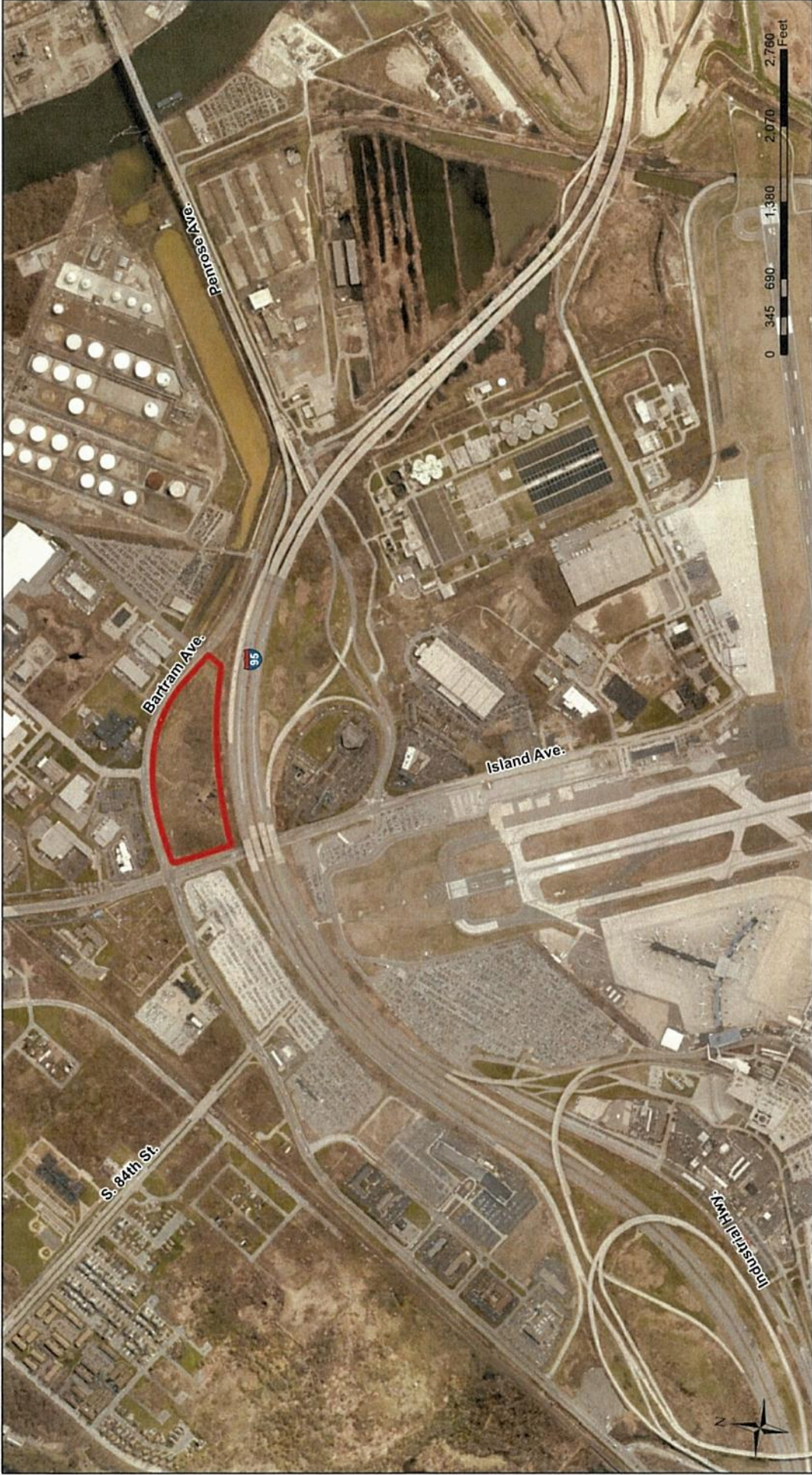
FAA Order 1050. 1F Paragraph 5-6.4 (f) Categorical Exclusions for Facility Siting, Construction, and Maintenance.

Federal financial assistance, licensing, Airport Layout Plan (ALP) approval, or FAA construction or limited expansion of accessory on-site structures, including storage buildings, garages, hangars, t-hangers, small parking areas, signs, fences, and other essentially similar minor development items.

FAA Order 5050.4B Table 6-2 (Cite from FAA Order 1050.1E 310f. and 310h.)

Parking areas – build small aircraft parking ramps, vehicular parking areas, and garages.

The circumstances one must consider when documenting a CATEX are listed below along with each of the impact categories related to the circumstance. Use FAA Environmental Orders 1050.1F, 5050.4B, and the Desk Reference for Airports Actions, as well as other guidance documents to assist you in determining what information needs to be provided about these resource topics to address potential impacts. Keep in mind that both construction and operational impacts must be included. Indicate whether or not there would be any effects under the particular resource topic and, **if needed**, cite available references to support these conclusions. Additional analyses and inventories can be attached or cited as needed.



Legend
 Parcel G Boundary

Figure 1- Project Location and Aerial Map

PHL PHILADELPHIA
 INTERNATIONAL AIRPORT
www.pthi.org

Date: February 12, 2019
 Path: M 02 - Important Planning Information PLANNING FILE CABINETS/GIS Analysis Parcel G

5-2.b(1) National Historic Preservation Act (NHPA) resources

	YES	NO
<p>Are there historic/cultural resources listed (or eligible for listing) on the National Register of Historic Places located in the Area of Potential Effect? If yes, provide a record of the historic and/or cultural resources located therein and check with your local Airports Division/District Office to determine if a Section 106 finding is required.</p> <p>No. An archaeological survey was conducted to identify cultural resources located on or adjacent to Parcel G. The survey results found no such resources and were submitted to PA SHPO. PA SHPO subsequently sent a letter stating their agreement with the survey's findings that no cultural or historical resources exist on the site and no further archeological work is necessary. The letter can be reviewed under Attachment E. The closest known historic structure is Ft. Mifflin, over one mile southeast of the project location.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Does the project have the potential to cause effects? If yes, describe the nature and extent of the effects.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Is the project area undisturbed? If not, provide information on the prior disturbance (including type and depth of disturbance, if available)</p> <p>Previous disturbances and land uses discussed in Attachment F.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project impact tribal land or land of interest to tribes? If yes, describe the nature and extent of the effects and provide information on the tribe affected. Consultation with their THPO or a tribal representative along with the SHPO may be required.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b(2) Department of Transportation Act Section 4(f) and 6(f) resources

	YES	NO
<p>Are there any properties protected under Section 4(f) (as defined by FAA Order 1050.1F) in or near the project area? This includes publicly owned parks, recreation areas, and wildlife or waterfowl refuges of national, state or local significance or land from a historic site of national, state or local significance.</p> <p>There are no Section 4(f) properties located on the project site. The nearest such property is the John Heinz National Wildlife Refuge which is located over one mile to the west of Parcel G.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will project construction or operation physically or constructively "use" any Section 4(f) resource? If yes, describe the nature and extent of the use and/or impacts, and why there are no prudent and feasible alternatives. See 5050.4B Desk Reference Chapter 7.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project affect any recreational or park land purchased with Section 6(f) Land and Water Conservation Funds? If so, please explain, if there will be impacts to those properties.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b(3) Threatened or Endangered Species

YES NO

<p>Are there any federal or state listed endangered, threatened, or candidate species or designated critical habitat in or near the project area? This includes species protected by individual statute, such as the Bald Eagle.</p> <p>The Pennsylvania Department of Conservation and Natural Resources' (PA DCNR) PA Natural Diversity Inventory (PNDI) database was used as a screening tool to ascertain any known records for threatened and endangered species near the project area. The results, contained in Attachment A, indicate no state listed species under the jurisdiction of the PA DCNR and no listed species under the jurisdiction of the PA Game Commission. The PA Fish and Boat Commission (PAFB) listed one special concern species, the Eastern Mudminnow, and one endangered species, the Hickory Shad, as potentially present in the vicinity of the project site. The PAFB subsequently sent a letter, also contained in Attachment A, stating with the nature and location of the proposed project, there are no adverse impacts expected to the species of special concern.</p> <p>The screening did not identify any conflicts with species under Federal jurisdiction nor did the screening identify any critical habitat in the project area.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Does the project affect or have the potential to affect, directly or indirectly, any federal or state-listed, threatened, endangered or candidate species, or designated habitat under the Endangered Species Act? If yes, Section 7 consultation between the FAA and the US Fish & Wildlife Service, National Marine Fisheries Service, and/or the appropriate state agency will be necessary. Provide a description of the impacts and how impacts will be avoided, minimized, or mitigated. Provide the Biological Assessment and Biological Opinion, if required.</p> <p>The project site and limits of disturbance are located on Parcel G and adjacent roadways where no suitable habitat for any of the listed species would be disturbed.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Does the project have the potential to take birds protected by the Migratory Bird Treaty Act? Describe steps to avoid, minimize, or mitigate impacts (such as timing windows determined in consultation with the US Fish & Wildlife Service).</p> <p>See above response.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b (4) Other Resources

Items to consider include:

a. Fish and Wildlife Coordination Act	YES	NO
<p>Does the project area contain resources protected by the Fish and Wildlife Coordination Act? If yes, describe any impacts and steps taken to avoid, minimize or mitigate impacts.</p> <p>The project area does not contain any resources protected by the Fish & Wildlife Coordination Act.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Wetlands and Other Waters of the U.S.	YES	NO
<p>Are there any wetlands or other waters of the U.S. in or near the project area?</p> <p>There are no wetlands in the project area.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Has wetland delineation been completed within the proposed project area? If yes, please provide U.S. Army Corps of Engineers (USACE) correspondence and jurisdictional determination. If delineation was not completed, was a field check done to confirm the presence/absence of wetlands or other waters of the U.S.? If no to both, please explain what methods were used to determine the presence/absence of wetlands.</p> <p>A field investigation was completed by a wetland specialist who confirmed the absence of wetlands and other waters of the U.S. on the project site. No wetlands are located in or within 300 feet of the project area. See Attachment B for a written report by the wetland specialist along with detailed project maps documenting the absence of wetlands. In addition, our updated Jurisdictional Determination shows no wetlands on Parcel G.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>If wetlands are present, will the project result in impacts, directly or indirectly (including tree clearing)? Describe any steps taken to avoid, minimize or mitigate the impact.</p> <p>No impact to wetlands.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Is a USACE Clean Water Act Section 404 permit required? If yes, does the project fall within the parameters of a general permit? If so, which general permit?</p> <p>No. A USACE Section 404 permit is not required.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

c. Floodplains	YES	NO
<p>Will the project be located in, encroach upon or otherwise impact a floodplain? If yes, describe impacts and any agency coordination or public review completed including coordination with the local floodplain administrator. Attach the FEMA map if applicable and any documentation.</p> <p>The project area is largely located in the 100-year Flood Zone AE per the FEMA Flood Insurance Rate Map (FIRM) effective 11/18/2015. As the subject site is in the AE flood zone, it is subject to inundation by the 1% annual chance flood (100-year flood). The proposed stormwater management system meets all City of Philadelphia and Philadelphia Water Department requirements for flood control and will mitigate any flood impacts to the site. See Attachment C for the Floodplain Map.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Coastal Resources	YES	NO
<p>Will the project occur in or impact a coastal zone as defined by the State's Coastal Zone Management Plan? If yes, discuss the project's consistency with the State's CZMP. Attach the consistency determination if applicable.</p> <p>The proposed project is located within Pennsylvania's Delaware Estuary Coastal Zone and will not affect any natural resources, land uses, or water uses of the coastal zone. Therefore, the project is consistent with the CZMP.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Will the project occur in or impact the Coastal Barrier Resource System as defined by the US Fish and Wildlife Service?</p> <p>Parcel G is not located near a Coastal Barrier Resource System.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. National Marine Sanctuaries	YES	NO
<p>Is a National Marine Sanctuary located in the project area? If yes, discuss the potential for the project to impact that resource.</p> <p>There are no National Marine Sanctuaries located near PHL or the project area.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Wilderness Areas	YES	NO
<p>Is a Wilderness Area located in the project area? If yes, discuss the potential for the project to impact that resource.</p> <p>No Wilderness Areas located near the project area.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Farmland	YES	NO
<p>Is there prime, unique, state or locally important farmland in/near the project area? Describe any significant impacts from the project.</p> <p>No farmlands are located on or near PHL and the project area.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<p>Does the project include the acquisition and conversion of farmland? If farmland will be converted, describe coordination with the US Natural Resources Conservation and attach the completed Form AD-1006.</p> <p>Not applicable.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Energy Supply and Natural Resources	YES	NO
<p>Will the project change energy requirements or use consumable natural resources either during construction or operations?</p> <p>Yes, the project will increase energy requirements from the proposed parking lot light poles/fixtures. The fixtures will be using LED technology and photocells to reduce energy consumption. The energy increase will be a de minimus amount compared with PHL annual electricity loads and will be easily accommodated.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Will the project change aircraft/vehicle traffic patterns that could alter fuel usage either during construction or operations?</p> <p>No changes to aircraft traffic patterns as this is off-airport. Vehicle traffic patterns will be changed which may alter fuel usage during operations of TNC vehicles and car rental agency vehicles.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i. Wild and Scenic Rivers	YES	NO
<p>Is there a river on the Nationwide Rivers Inventory, a designated river in the National System, or river under State jurisdiction (including study or eligible segments) near the project?</p> <p>No designated Wild or Scenic Rivers are located on or near the project area.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project directly or indirectly affect the river or an area within ¼ mile of its ordinary high water mark?</p> <p>Not applicable.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j. Solid Waste Management	YES	NO
<p>Does the project (either the construction activity or the completed, operational facility) have the potential to generate significant levels of solid waste? If so, discuss how these will be managed.</p> <p>Yes, solid waste will be handled in accordance with the project specifications and in compliance with all federal, state, and local regulations. Solid waste and recyclables will be collected by appropriate bins to be installed as part of the project. The bins will be emptied and disposed of in a lawful manner. Construction and demolition (C&D) materials will be recycled or reused to the greatest extent possible.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

5-2.b(5) Disruption of an Established Community

	YES	NO
<p>Will the project disrupt a community, planned development or be inconsistent with plans or goals of the community?</p> <p>No, the project's proposed use is allowed by special exception within Philadelphia's CMX-3 zone. Philadelphia's CMX-3 zone is a Community Commercial Mixed-Use district that is intended to accommodate community and region-serving mixed-use development, including retail and service uses. The zone permits a wide range of uses including residential, office, retail sales, commercial services, industrial, urban agriculture, recreational uses, and others. Under commercial service uses, surface parking is a conditional use. An application has been submitted to Philadelphia's Zoning Board of Appeals to provide special exception for the parking lots. It is anticipated the application will be approved as the project meets the conditional use requirements. The project is not inconsistent with community goals or plans and will not disrupt the community.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Are residents or businesses being relocated as part of the project?</p> <p>No relocation is necessary or taking place as part of the project.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b(6) Environmental Justice

	YES	NO
<p>Are there minority and/or low-income populations in/near the project area?</p> <p>There are no residential areas near the project area and therefore no minority or low-income populations in close proximity to the project.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project cause any disproportionately high and adverse impacts to minority and/or low-income populations? Attach census data if warranted.</p> <p>Not applicable.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b(7) Surface Transportation

	YES	NO
<p>Will the project cause a significant increase in surface traffic congestion or cause a degradation of level of service provided?</p> <p>A Transportation Impact Study (TIS) was prepared for the Parcel G project where 11 signalized intersections on Bartram Avenue and Island Avenue were studied. The TIS found that traffic generated by the Parcel G project can be accommodated at the study intersections, does not result in a significant increase to surface traffic congestion, or cause a degradation of level of service. Overall, all study intersections can be considered operating acceptably meaning overall LOS remains the same when the “Parcel G development” scenario is compared to the “no development” scenario. Certain recommendations are proposed to improve certain intersections and/or signals. All roadway work and associated signalized intersection improvements will allow both parking lots to operate post development with no degradation to current Level of Service (LOS) conditions and overall delay is not increased by more than ten seconds for any traffic movement. See Attachment D.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project require a permanent road relocation or closure? If yes, describe the nature and extent of the relocation or closure and indicate if coordination with the agency responsible for the road and emergency services has occurred.</p> <p>Not applicable. Roads, intersections, and signal lights in relation to the project will be improved upon, not closed or relocated.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b(8) Noise

	YES	NO
<p>Will the project result in an increase in aircraft operations, nighttime operations, or change aircraft fleet mix?</p> <p>Not applicable.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project cause a change in airfield configuration, runway use, or flight patterns either during construction or after the project is implemented?</p> <p>Not applicable.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Does the forecast exceed 90,000 annual propeller operations, 700 annual jet operations or 10 daily helicopter operations or a combination of the above? If yes, a noise analysis may be required if the project would result in a change in operations.</p> <p>Not applicable.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Has a noise analysis been conducted, including but not limited to generated noise contours, a specific point analysis, area equivalent method analysis, or other screening method. If yes, provide that documentation.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Could the project have a significant impact (DNL 1.5 dB or greater increase) on noise levels over noise sensitive areas within the 65+ DNL noise contour?</p> <p>Not applicable.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b(9) Air Quality

	YES	NO
<p>Is the project located in a Clean Air Act non-attainment or maintenance area?</p> <p>Yes, the proposed project is located in Philadelphia County, Pennsylvania, which is an EPA-designated Philadelphia-Wilmington-Atlantic City (PA-NJ-MD-DE) Non-Attainment Area. This area is designated as a marginal non-attainment area for the 8-hour ozone standard and maintenance area for the 2006 PM_{2.5}.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>If yes, is it listed as exempt, presumed to conform or will emissions (including construction emissions) from the project be below <i>de minimis</i> levels (provide the paragraph citation for the exemption or presumed to conform list below, if applicable) Is the project accounted for in the State Implementation Plan or specifically exempted? Attach documentation.</p> <p>The project is presumed to conform under - <i>“Actions, such as the following, with respect to existing structures, properties, facilities and lands where future activities conducted will be similar in scope and operation to activities currently being conducted at the existing structures, properties, facilities and lands”</i>. [40 CFR 93.153(c)(2)(x)]</p> <p>Relocation of Transportation Network Companies (TNC) lot and multi-purpose lot changes the location of the facilities and activities that already exist. The vehicle trips already occur today, and their destination or starting point is the only change.</p> <p>A construction emissions inventory was prepared for the project. The inventory analyzed construction emissions for the TNC lot and multi-purpose lot separately as Phase 1 and 2 respectively. Both phases’ construction and demolition-related emissions for construction periods 2019 and 2020 were found to be well below de minimus thresholds. Therefore, a general conformity determination is not required for the proposed action and no adverse air quality impacts are expected from project implementation. See Attachment G for the full inventory report.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Does the project have the potential to increase landside or airside capacity, including an increase of surface vehicles?</p> <p>As stated above, the vehicle trips associated with the TNC lot and multi-purpose lot already occur on a daily basis. Only the location of the parking lots will change. Consequently, there is no increase to landside or airside capacity including no increase to surface vehicles.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<p>Could the project impact air quality or violate local, State, Tribal or Federal air quality standards under the Clean Air Act Amendments of 1990 either during construction or operations?</p> <p>Temporary air quality impacts may occur during construction. All on-site construction activities will be conducted in accordance with FAA AC 150/5370-10, Standards for Specifying Construction of Airports. Temporary construction vehicles will also conform to Air Management Services requirements for diesel emissions. The project is not anticipated to violate any air quality standards based on the estimated construction emissions inventory found in Attachment G.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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5-2.b (10) Water Quality

YES NO

	YES	NO
<p>Are there water resources within or near the project area? These include groundwater, surface water (lakes, rivers, etc.), sole source aquifers and public water supply. If yes, provide a description of the resource, including the location (distance from project site, etc.).</p> <p>Yes, Mingo Creek is 170 feet from the project's eastern boundary. The Delaware River, Schuylkill River, and John Heinz National Reserve are all over a mile away from the project.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Will the project impact any of the identified water resources either during construction or operations? Describe any steps that will be taken to protect water resources during and after construction.</p> <p>The project is not anticipated to impact Mingo Creek, the Delaware River, the Schuylkill River, or John Heinz National Reserve. Erosion and Sedimentation Control Plans have been designed and submitted that will mitigate potential</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project increase the amount or rate of stormwater runoff either during construction or operations? Describe any steps that will be taken to ensure it will not impact water quality.</p> <p>Yes, the project will increase the rate and amount of stormwater runoff. The project team has applied for a PWD Post Construction Stormwater Management (PCSM) permit. The application submission includes narrative and drawings showing compliance with PWD regulations such as proper control of stormwater, reduced peak runoff for all storm types, and flood control requirements. Compliance with PWD regulations will be accomplished through ten bio-retention basins surrounding both parking lots. Each lot is capable of operating independently while still meeting the stormwater requirements for the impervious surfaces. Run-off will be received by Mingo Creek. Overall, the project will result in a 16.78 net acre increase of impervious area. 100% of the stormwater generated by the site will be controlled. In addition, street sweeping will be completed bi-annually and an Erosion and Sediment Plan has been prepared. PWD is still reviewing the PCSM application for the project.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Does the project have the potential to violate federal, state, tribal or local water quality standards established under the Clean Water and Safe Drinking Water Acts? No violations of water quality standards are anticipated.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Are any water quality related permits required? If yes, list the appropriate permits. A NPDES permit and a PCSM permit will be required for construction.	<input checked="" type="checkbox"/>	<input type="checkbox"/>

5-2.b(11) Highly Controversial on Environmental Grounds

YES NO

Is the project highly controversial? The term “highly controversial” means a substantial dispute exists as to the size, nature, or effect of a proposed federal action. The effects of an action are considered highly controversial when reasonable disagreement exists over the project’s risks of causing environmental harm. Mere opposition to a project is not sufficient to be considered highly controversial on environmental grounds. Opposition on environmental grounds by a federal, state, or local government agency or by a tribe or a substantial number of the persons affected by the action should be considered in determining whether or not reasonable disagreement exists regarding the effects of a proposed action. No, the proposed project is not highly controversial.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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5-2.b(12) Inconsistent with Federal, State, Tribal or Local Law

YES NO

Will the project be inconsistent with plans, goals, policy, zoning, or local controls that have been adopted for the area in which the airport is located? The project is consistent with Philadelphia land use plans, zoning, and controls.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is the project incompatible with surrounding land uses? No, the project is compatible with surrounding land uses given there are similarly sized parking lots located near the project.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2 .b (13) Light Emissions, Visual Effects, and Hazardous Materials

a. Light Emissions and Visual Effects	YES	NO
<p>Will the proposed project produce light emission impacts? The proposed parking lot light fixtures are not anticipated to produce light emission impacts as the light emitted from each fixture will be pointed downward.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will there be visual or aesthetic impacts as a result of the proposed project and/or have there been concerns expressed about visual/aesthetic impacts? No visual or aesthetic impacts are anticipated & no concerns have been expressed.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Hazardous Materials	YES	NO
<p>Does the project involve or affect hazardous materials? No hazardous materials are involved with the project.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will construction take place in an area that contains or previously contained hazardous materials? The project has prepared an ESA Phase I & II. Both identified existing contaminants on site from previous uses such as construction debris. Construction debris fill found on site and any other contaminants such as debris piles will be remediated from the site. These potentially hazardous contaminants will be remediated through compliance with Pennsylvania Act 2 and will be completed contemporary with construction on the site. The project is pursuing a site-specific release of liability for the intended use. See Attachment F for more detail.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>If the project involves land acquisition, is there a potential for this land to contain hazardous materials or contaminants? Not applicable.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the proposed project produce hazardous and/or solid waste either during construction or after? If yes, how will the additional waste be handled? Not applicable.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2 .b (14) Public Involvement

	YES	NO
<p>Was there any public notification or involvement? If yes, provide documentation. The public will be notified of the project through a newspaper posting allowing for a 30-day comment period. In addition, the CATEX will be posted on the PHL website and available for inspection in DOA offices.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

5-2 .b (15) Indirect/Secondary Impacts

YES NO

Will the project result in indirect/secondary/induced impacts? The project is not anticipated to result in any indirect/secondary/induced impacts.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
When considered with other past, present, and reasonably foreseeable future projects, on or off airport property and regardless of funding source, would the proposed project result in a significant cumulative impact? None are anticipated.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Permits

List any permits required for the proposed project which have not been previously discussed. Provide details on the status of permits.

NPDES Permit – Construction

Philadelphia Water Department (PWD) – Post Construction Stormwater Management Permit (PCSM)

Pennsylvania Act 2 Release of Liability

PENNDOT Highway Occupancy Permit

City of Philadelphia Streets Department Permit

Environmental Commitments

List all measures and commitments made to avoid, minimize, mitigate, and compensate for impacts on the environment, which are needed for this project to qualify for a CATEX.

Erosion and Sedimentation Control Plan

Pennsylvania Act 2 Release of Liability

Recommendations from Transportation Impact Study and further cooperation with PennDOT

Stormwater Management Plan/PWD PCSM Compliance

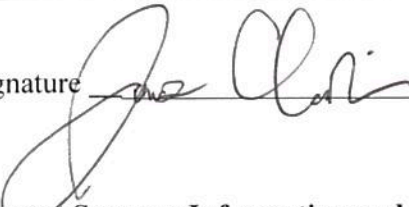
Compliance with FAA AC/150/5370-10

FAA Part 77 Compliance

AMS Diesel Requirements for Construction Equipment Compliance

Preparer Information

Point of Contact	James Clarkin				
Address	City of Philadelphia Division of Aviation, International Plaza 1, Suite 200				
City	Philadelphia	State	PA	Zip Code	19113
Phone	215-937-7853		Email Address	James.Clarkin@phl.org	

Signature 


Date 4/26/2019

Airport Sponsor Information and Certification (may not be delegated to consultant)

Provide contact information for the designated sponsor point of contact and any other individuals requiring notification of the FAA decision.

Point of Contact	Raymond Scheinfeld				
Address	City of Philadelphia Division of Aviation, International Plaza 1, Suite 200				
City	Philadelphia	State	PA	Zip Code	19113
Phone Number	215-937-5404		Email Address	raymond.scheinfeld@phl.org	
Additional Name(s)	Danielle Buehler		Additional Email Address(es)	Danielle.Buehler@phl.org	

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

Signature 

Date 4/26/2019

Having reviewed the above information, it is the FAA's decision that the proposed project (s) or development warrants environmental processing as indicated below.

Name of Airport, LOC ID, and location: Philadelphia International Airport (PHL)
Philadelphia, PA 19153

Project Title: Parcel G Development Phase 1, 2 - Transportation Network Companies (TNC) and General Use Parking Lots

No further NEPA review required. Project is categorically excluded per (cite applicable 1050.1.F CATEX that applies 5-4.4 f/h)

An Environmental Assessment (EA) is required.

An Environmental Impact Statement (EIS) is required.

The following additional documentation is necessary for FAA to perform a complete environmental evaluation of the proposed project.

Name: Susan L. McDonald
Responsible FAA Official

Title: Environmental Protection Specialist

Signature 

Date 5/7/2019