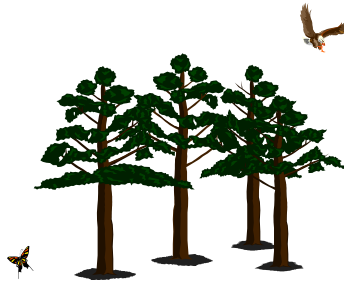




FEDERAL AVIATION ADMINISTRATION

EASTERN REGION
AIRPORTS DIVISION

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



Airport Name: Philadelphia International Airport Identifier: PHL

Project Title: Consolidated Support Facilities

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

Responsible FAA Official

Date

INSTRUCTIONS

THIS FORM IS FOR LIMITED USE ON SPECIFIC TYPES OF PROJECTS. AIRPORT SPONSORS MUST CONTACT YOUR LOCAL AIRPORTS DISTRICT OFFICE (ADO) ENVIRONMENTAL PROTECTION SPECIALIST (EPS) BEFORE COMPLETING THIS FORM.

This form was prepared by FAA Eastern Region Airports Division and can only be used for proposed projects in this region.

Introduction: This Short Environmental Assessment (EA), is based upon the guidance in Federal Aviation Administration (FAA) Orders 1050.1F – *Environmental Impacts: Policies and Procedures*, and the *Environmental Desk Reference for Airport Actions* and 5050.4B – *NEPA Implementing Instructions for Airport Actions*. These orders incorporate the Council on Environmental Quality's (CEQ) regulations for implementing the National Environmental Policy Act (NEPA), as well as US Department of Transportation environmental regulations, and other applicable federal statutes and regulations designed to protect the Nation's natural, historic, cultural, and archeological resources. The information provided by sponsors, with potential assistance from consultants, through the use of this form enables the FAA ADO offices to evaluate compliance with NEPA and the applicable special purpose laws.

Use: For situations in which this form may be considered, refer to the APPLICABILITY Section below. The local ADO has the final determination in the applicability of this form to a proposed Federal Action. Proper completion of the Form will allow the FAA to determine whether the proposed airport development project can be processed with a short EA, or whether a more detailed EA or EIS must be prepared. **If you have any questions on whether use of this form is appropriate for your project, or what information to provide, we recommend that you contact the environmental specialist in your local ADO.**

This Form is to be used in conjunction with applicable Orders, laws, and guidance documents, and in consultation with the appropriate resource agencies. Sponsors and their consultants should review the requirements of special purpose laws (See 5050.4B, Table 1-1 for a summary of applicable laws). Sufficient documentation is necessary to enable the FAA to assure compliance with all applicable environmental requirements. Accordingly, any required consultations, findings or determinations by federal and state agencies, or tribal governments, are to be coordinated, and completed if necessary, prior to submitting this form to FAA for review. Coordination with Tribal governments must be conducted through the FAA. We encourage sponsors to begin coordination with these entities as early as possible to provide for sufficient review time. Complete information will help FAA expedite its review. This Form meets the intent of a short EA while satisfying the regulatory requirements of NEPA for an EA. Use of this form acknowledges that all procedural requirements of NEPA or relevant special purpose laws still apply and that this form does not provide a means for circumvention of these requirements.

Submittal: When using this form for an airport project requesting *discretionary funding*, the documentation must be submitted to the local ADO by April 30th of the fiscal year preceding the fiscal year in which funding will be requested. When using this form for an airport project requesting *entitlement funding*, the documentation must be submitted to the local ADO by November 30th of the fiscal year in which the funding will be requested.

Availability: *An electronic version of this Short Form EA is available on-line at <http://www.faa.gov/airports/eastern/environmental/media/short-form-ea-final.docx>. Other sources of environmental information including guidance and regulatory documents are available on-line at http://www.faa.gov/airports_airtraffic/airports/environmental.*

APPLICABILITY

Local ADO EPSs make the final determinations for the applicability of this form. If you have questions as to whether the use of this form is appropriate for your project, contact your local EPS BEFORE using this form. Airport sponsors can consider the use of this form if the proposed project meets either Criteria 1 or Criteria 2, 3, and 4 collectively as follows:

- 1) It is normally categorically excluded (see paragraphs 5-6.1 through 5-6.6 in FAA Order 1050.1F) but, in this instance, involves at least one, but no more than two, extraordinary circumstance(s) that may significantly impact the human environment (see paragraph 5-2 in 1050.1F and the applicable resource chapter in the 1050.1F Desk reference).
- 2) The action is one that is not specifically listed as categorically excluded or normally requires an EA at a minimum (see paragraph 506 in FAA Order 5050.4B).
- 3) The proposed project and all connected actions must be comprised of Federal Airports Program actions, including:
 - (a) Approval of a project on an Airport Layout Plan (ALP),
 - (b) Approval of Airport Improvement Program (AIP) funding for airport development,
 - (c) Requests for conveyance of government land,
 - (d) Approval of release of airport land, or
 - (e) Approval of the use of Passenger Facility Charges (PFC).
- 4) The proposed project is not expected to have impacts to more than two of the resource categories defined in the 1050.1F Desk Reference.

This form cannot be used when any of the following circumstances apply:

- 1) The proposed action, including all connected actions, requires coordination with or approval by an FAA Line of Business or Staff Office other than the Airports Division. Examples include, but are not limited to, changes to runway thresholds, changes to flight procedures, changes to NAVAIDs, review by Regional Counsel, etc.
- 2) The proposed action, including all connected actions, requires coordination with another Federal Agency outside of the FAA.
- 3) The proposed action will likely result in the need to issue a Record of Decision.
- 4) The proposed action requires a construction period exceeding 3 years.

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- 5) The proposed action involves substantial public controversy on environmental grounds.
 - 6) The proposed project would have impacts to, or require mitigation to offset the impacts to more than two resources¹ as defined in the 1050.1F Desk Reference.
 - 7) The proposed project would involve any of the following analyses or documentation:
 - a. The development of a Section 4(f) Report for coordination with the Department of the Interior,
 - b. The use of any Native American lands or areas of religious or cultural significance,
 - c. The project emissions exceed any applicable *de minimis* thresholds for criteria pollutants under the National Ambient Air Quality Standards, or
 - d. The project would require noise modeling with AEDT 2b (or current version).

If a project is initiated using this form and any of the preceding circumstances are found to apply, the development of this form must be terminated and a standard Environmental Assessment or Environmental Impact Statement (if applicable) must be prepared.

¹ A resource is any one of the following: Air Quality; Biological Resources (including Threatened and Endangered Species); Climate; Coastal Resources; Section 4(f); Farmlands; Hazardous Materials, Solid Waste, and Pollution Prevention; Historical, Architectural, Archaeological, and Cultural Resources; Land Use; Natural Resources and Energy Supply; Noise and Noise-Compatible Land Use; Socioeconomics; Environmental Justice; Children's Environmental Health and Safety Risks; Visual Effects; Wetlands; Floodplains; Surface Waters; Groundwater; Wild and Scenic Rivers; and Cumulative Impacts.

passenger terminal area, there are seven terminals with a total of 126 gates, 7 rental car facilities, and short-term and long-term parking for nearly 19,000 vehicles.

Cargo City

Cargo City consists of approximately 135 acres of aviation-related industrial facilities located on the west side of the airport—north of the two main runways, south and east of Tinicum Island Road, and west of the passenger terminal area. As shown in Figure 1, eight buildings are used for airline cargo handling and storage and/or support functions such as aircraft maintenance, catering, cold storage, parts/stores, ground support equipment (GSE) maintenance, etc. Also, a five acre area is used by PHL for snow removal equipment (SRE) maintenance and storage. The former U.S. Postal Service (USPS) sorting facility was demolished in 2017 and is now a vacant lot.

On the landside, there are several parking lots for semi tractor-trailers and for employees working in Cargo City. On the airside, approximately 40 acres of concrete apron is used for parking aircraft, vehicles and GSE. The primary roadway to and from Cargo City is Tinicum Island Road.

American Airlines Support Facilities

As a major hub, AA is the dominant carrier at PHL and serves approximately 72 percent of the passenger traffic, both originating and connecting, through five of the seven terminals and 91 gates. In addition, AA processes a substantial amount of cargo through PHL. The cargo (or “belly freight”) is carried in containers under the main deck on passenger aircraft. All cargo processing occurs in Cargo City. The containers are transferred between Cargo City and the passenger terminals using GSE.

Airline support facilities are needed to maintain adequate levels of service and operational efficiency. At PHL, AA’s support facilities are spread throughout the Cargo City area. As shown in Figure 1:

- Aircraft parts and stores are kept in Buildings C-2, C-3 and C-4
- All GSE is maintained in Building C-5
- Air cargo is processed through Building C-6
- Cold storage for pharmaceuticals and additional equipment/supplies are kept in Building C-7
- Aircraft are inspected and minor repairs are made in the aircraft hangar (Building C-10)

DOA Warehouse / MPP Loading Docks

The DOA Warehouse stores primarily replenishable custodial and maintenance products for the airport in addition to miscellaneous durable items. Currently, the DOA Warehouse is located landside on the east end of the airport along Island Avenue and is co-located with some supporting workshops. The DOA has undertaken a warehouse inventory with the intent of reducing unnecessary stores, consolidating outlier workshop stores, and developing an overall warehouse management system for tracking DOA products. Another study has been prepared to review the DOA Warehouse operations and space allocation with the intention to relocate the warehouse to facilitate landside receiving and airside deliveries to the passenger terminal buildings.

MarketPlace PHL, LLC (or “MPP”) serves the concessions operation at PHL passenger terminals by providing and managing perishables, dry goods, and retail merchandise. The program includes more than 160 in-line stores, restaurants, and services, plus almost 40+ special retail merchandising units. Currently, MPP loading docks for receiving are located along the departures roadway between Terminals A and B. MPP has also reviewed their operation and space requirements with the intention to relocate their operations to facilitate airside deliveries, storage and distribution, preferably in conjunction with relocating the DOA Warehouse as discussed above.

2. Project Description (List and clearly describe ALL components of project proposal including all connected actions). **Attach a map or drawing of the area with the location(s) of the proposed action(s) identified:**

The program includes two new buildings, an aircraft parking apron, ancillary facilities and associated site development. The project site is located on existing airport property; no land acquisition is proposed. As shown in Figure 2:

Building #1 is located on the north side of the former C-11 building (USPS sorting facility) and includes the following functions:

- AA Cargo – relocate from Buildings C-6 and C-7
- DOA Warehouse – relocate from Island Avenue
- MPP Warehouse/Loading Docks/Security Screening – relocate from Terminal B

Building #2 is located on the southwest side of the existing AA Maintenance Hangar (Building C-10) and includes the following functions:

- AA Stores – relocate and consolidate Aircraft Stores (parts, supplies and storage) and IT Stores (parts, supplies and storage) from Buildings C-2, C-3 and C-4

Remain Overnight Parking (RON) Apron

- Aircraft parking (8-10 positions) for passenger and cargo aircraft

Ancillary Facilities

- Employee Parking – reconfigure/relocate
- FedEx Truck Parking/Staging – reconfigure/relocate
- Temporary Parking

The guiding principle for the support facilities buildings is the need to facilitate receiving, organizing, storing, and distributing goods and vehicles to and from the airside in accordance with established protocols. The facilities area sized to accommodate the program space requirements. As such, the design approach focused on the siting and development of Building #1 to handle various operations, while Building #2 focuses on one discrete function. Both buildings straddle the Security Information Display Area (SIDA) line and have landside truck docks and employee and visitor entrances with security screening to the airside functions.

Building # 1

Building #1 (or future Building C-11 using the DOA naming convention) would consolidate AA Cargo, the DOA Warehouse, and the MPP Warehouse into one facility. The building is located in a mostly open area and will displace existing auto parking lots and the existing FedEx truck parking/staging area. As shown in Figure 2, the building layout places AA Cargo to the west, the DOA Warehouse to the east, and the MPP Warehouse in the middle near the Main Entrance and the Visitor Processing Center (VPC). The building footprint is 252,700 square feet and the building height is approximately 35 feet to the roof.

The program includes: one story building, airside and landside loading docks, landside employee parking, FedEx truck parking/staging and SIDA fence. Existing site utilities would be removed/demolished and would be replaced by new site utilities including, but not limited, to storm, water, sanitary, gas, electrical, and communications.

Building #2

Building #2 (not yet identified using the DOA naming convention) would be adjacent and connected to the southwest side of the existing Building C-10 (AA Maintenance Hangar) and will displace the existing PHL employee softball diamond. As shown in Figure 2, the building provides aircraft parts storage close to the airline maintenance hangar where most of the parts are needed. An AA IT Stores operation is also included. The building footprint is 82,700 square feet and the building height is approximately 35 feet to the roof.

The program includes: one story building, airside and landside loading docks, landside parking lots, SIDA fence, and site utilities. Existing site utilities would be removed/demolished and would be replaced by new site utilities including, but not limited, to storm, water, sanitary, gas, electrical, and communications.

Remain Overnight Parking (RON) Apron

The RON apron expansion would be located in the demolition site of the former Building C-11 (USPS sorting facility) and will displace existing parking for deicing trucks. Figure 2 shows aircraft parking for up to ten (10) airplanes and parking for up to 40 deicing trucks with a 30 foot wide vehicle service road around the perimeter of the site. The apron taxi lane would be connected to existing Taxiway J.

The program includes: aircraft taxi lane and parking apron, deicing truck driveway and parking, airside driveway to Building #1, SIDA fence, and site utilities.

Ancillary Facilities

Employee Parking Lot

The Employee Parking Lot is located on the north side of the project site adjacent to the DOA Warehouse. There are 600 spaces proposed to accommodate project staffing/maximum parking

demand as follows: AA Cargo–200 spaces; AA Stores–100 spaces; MPP–50 spaces; DOA–50 spaces.

FedEx Truck Parking/Staging

The existing FedEx truck parking/staging lot would be reconfigured to accommodate Building #1 and associated setbacks. The new lot provides 36 spaces and would be located on the north side of existing Buildings C-7 and C-8.

Temporary Parking

A temporary parking lot would be located along the east side of the North Access Road (future Building #2) and displaces the PHL employee softball diamond. The temporary lot provides 176 spaces and is needed to accommodate additional parking demand during the construction period.

Other Connected Actions

In addition to the demolition work and reconfiguration as described above, project implementation requires site preparation, utility connections, stormwater management, perimeter/security fencing and lighting. No work is anticipated beyond the project's limit of disturbance (LOD) as shown in Figure 2. There are no proposed changes to the airfield runways or taxiways, navigational aids, or other airport facilities.

3. Project Purpose and Need:

The purpose of the project is to provide consolidated support facilities for 1) AA Cargo and AA Stores, 2) DOA/MPP warehouse and storage operations, and 3) RON aircraft parking. The warehouse projects are needed to maintain adequate levels of service and operational efficiency through improved warehousing, inventory management, and logistics. The RON apron expansion is needed to maintain safe and efficient airport and airline operations through enhanced aircraft parking capabilities and ramp management. No appreciable increase or decrease in the number of aircraft parking is anticipated over time.

a) The Need for Consolidated AA Support Facilities

AA Cargo operations are currently housed in two different buildings with landside truck loading and airside cart loading:

- C-6 for general cargo including USPS mail, perishables, ULDs, and package cargo
- C-7 for pharmaceutical operations including "Cooltainer" positions

Building C-6 does not have adequate space, nor is it equipped, for cold storage operations housed in C-7. Besides having to maintain an entirely separate building for refrigerated cargo, the existing split-operation duplicates resources including administration and employee support, security screening and checkpoints, equipment and supplies, etc. AA has determined that it would be more efficient if these cargo functions are merged into one new facility that can be shared with other entities having similar logistical needs (i.e., DOA/MPP).

In addition, AA aircraft are inspected and minor repairs are made in the aircraft hangar (Building C-10) but the parts are stored in three different buildings (C-2, C-3 and C-4). This requires airline employees to walk or drive up to one-half mile to retrieve the parts. AA has determined that it would be more efficient if all AA Stores are merged into one new facility located adjacent to the aircraft hangar where the parts are needed.

b) The Need for Consolidated DOA/MPP Operations

The primary function of the DOA warehouse is receiving and issuing of supplies. The warehouse is currently located on the east end of the airport property along Island Avenue, nearly two miles from the passenger terminals where the supplies are needed. The DOA has determined that inventory management levels, stock control and movements, and resource requirements would be improved if the warehouse operation was relocated to Cargo City and merged into one new facility that can be shared with other entities having similar logistical needs (i.e., AA and MPP).

The MPP loading docks are currently situated along the Departures roadway near Terminal B. This requires large delivery trucks to utilize the terminal roadways on a daily basis; and, without an airside warehouse for the inspection and storage of goods, moving inventory from non-secure to secure areas has always been a challenge. MPP has determined that their supply chain management would be improved if they had a centralized receiving/distribution area with airside storage space for different goods, and that it would be more efficient if the warehouse operations were co-located with other entities having similar logistical needs (i.e., AA and DOA). The relocation would also reduce traffic along the Departures Road.

c) The Need for RON Aircraft Parking Apron

Remain Over Night (RON) aprons are parking spaces used by the airlines for overnight parking and staging aircraft not in service. RONs are currently parked at PHL using hardstands available on the West Ramp (along TW "E" and "K"), on the East Ramp (along TW "D"), at Cargo Building C-2 (along TW "J"), and on the Deicing Apron when it's not in use. During daytime operations, many of these hardstands are needed for holding aircraft experiencing a delayed arrival or departure.

The DOA needs additional RON apron space to maintain safe and efficient airport and airline operations now and in the foreseeable future. For example: PHL will lose RON parking spaces on the West Ramp to future airfield development; RON parking on the East Ramp is limited to smaller aircraft due to proximity to RW 17-35 and aircraft tail height restrictions; the hardstands at Cargo Building C-2 are needed for cargo airline operations; and, RON parking using the Deicing Apron is not available during winter operations (when weather delays increase the need for RON parking).

4. Describe the affected environment (existing conditions) and land use in the vicinity of project:

PHL is co-located in the City of Philadelphia and in Tinicum Township, Delaware County. Major roadways in the vicinity of the airport include Interstate 95, Tinicum Island Road, Bartram Avenue, Island Avenue, S Governor Printz Blvd, Industrial Highway, Enterprise Avenue, and Hog Island Road.

Land uses surrounding PHL are dominated by commercial and industrial development to the north and to the east, the Delaware River to the south, mixed uses including residential areas in Tinicum Township to the west, and the John Heinz National Wildlife Refuge to the northwest. The project area is zoned Commercial –Industrial (C4-A) per Tinicum Township Zoning Ordinance.

The project is located in the Cargo City area of PHL. Cargo City is approximately 135 acres and is used primarily for airline cargo handling and support facilities, and it has been used for these functions since the mid-1970s. Except for an airline maintenance hangar constructed in 2000, and the demolition and removal of the US Postal Service sorting facility in 2017, Cargo City has remained essentially unchanged for the last 40 years. The few isolated areas not occupied by buildings or pavement include trees, shrubs and turf grass. At the center of Cargo City is the PHL employee softball diamond. Throughout Cargo City, turf grass areas are actively managed and mowed on a regular basis.

The project site is approximately 40 acres consisting of buildings, roadways, and parking lots. The former Building C-11 (USPS sorting facility) was recently demolished and is now a vacant lot. Existing site elevations are relatively flat across the project site, ranging from 2.3 feet to 20.2 feet above mean sea level (MSL) with the highest elevation occurring near the southwest corner of the proposed RON Apron. No water resources or other environmentally-sensitive features are present on the project site. The predominant soil type is Made Land and the conditions appear to be suitable for development.

Land uses adjacent to the project site include the John Heinz National Wildlife Refuge to the north, air cargo facilities to the east, the PHL deicing facility to the south, and approximately 95 acres of undeveloped land/open space to the west. The nearest residential area is approximately 0.4 miles west of the project site. See Figure 3.

The project's limits of disturbance have been established and remain on airport property or otherwise within the township right-of-way for Tinicum Island Road.

5. Alternatives to the Project: Describe any other reasonable actions that may feasibly substitute for the proposed project, and include a description of the “No Action” alternative. If there are no feasible or reasonable alternatives to the proposed project, explain why (attach alternatives drawings as applicable):

One alternative location has been identified and is discussed below. No other alternative locations or actions have been identified that would accomplish the project’s objectives.

Alternative 1: New Construction—Henderson Property

The City of Philadelphia recently acquired 136 acres of undeveloped land adjacent to PHL. The parcel of land is known as “the Henderson property” and will eventually allow Cargo City to be expanded to the west. Under Alternative 1, the Consolidated Support Facilities would be constructed using the Henderson property (the RON Apron would remain in Cargo City as planned). See Figure 4.

When compared to the Proposed Project:

- Alternative 1 increases the vehicle travel distance to the passenger terminal area. This location is less efficient for AA, MPP and DOA operations.
- Alternative 1 alters local surface traffic patterns. Tinicum Island Road must be relocated in order to provide airfield access to the Henderson property and the Consolidated Support Facilities.
- Alternative 1 encroaches on water resources. The property includes wetlands, floodplains, and surface water bodies that cannot be avoided if the parcel is to be developed to its full potential.
- Alternative 1 increases construction impacts. The property is undeveloped and requires substantial clearing, grading, site preparation, and installation of utilities.

Due to the added site development activities, Alternative 1 would cost more and take additional time to build.

In addition, the City of Philadelphia acquired the Henderson property to support air cargo development at PHL. Preliminary development concepts are being considered but there are no formal proposals at this time. If the Henderson property were to be used for the Consolidated Support Facilities, there would be little or no land remaining for additional air cargo development. Therefore, Alternative 1 is not consistent with the planned development of the airport.

When compared to the Proposed Project, there are no operational or environmental advantages associated with Alternative 1. Therefore, Alternative 1 was dismissed from further evaluation.

The No-Action Alternative

If no action is taken, the Proposed Project would not be implemented and the project-induced environmental consequences (as described in Section 6 of this EA) would not occur. In general, the existing conditions would remain status quo.

Under the No-Action Alternative:

- AA Support facilities would not be consolidated
- MPP and DOA warehouse operations would not be relocated
- No additional apron capacity would be provided for RON aircraft parking

If no action is taken, the project's Purpose and Need would not be met because the problems and deficiencies associated with the existing conditions would not be resolved.

Because there are few, if any, adverse environmental impacts associated with the Proposed Project, it can be concluded that no potentially significant environmental consequences would be avoided by taking no action. Therefore, the No-Action alternative is not recommended.

6. Environmental Consequences – Special Impact Categories (refer to the Instructions page and corresponding sections in 1050.1F, the 1050.1F Desk Reference, and the Desk Reference for Airports Actions for more information and direction. Note that when the 1050.1F Desk Reference and Desk Reference for Airports Actions provide conflicting guidance, the 1050.1F Desk Reference takes precedence. The analysis under each section must comply with the requirements and significance thresholds as described in the Desk Reference).

(A) AIR QUALITY

(1) Will the proposed project(s) cause or create a reasonably foreseeable emission increase? Prepare an air quality assessment and disclose the results. Discuss the applicable regulatory criterion and/or thresholds that will be applied to the results, the specific methodologies, data sources and assumptions used; including the supporting documentation and consultation with federal, state, tribal, or local air quality agencies.

A variety of air pollution sources are associated with aviation, in general, and at airports, in particular. Mobile sources include aircraft, auxiliary power units (APUs), ground support equipment (GSE), and motor vehicles traveling on and off the roadways. Typical stationary/area sources include heaters, generators, fuel storage tanks, de-icing and anti-icing operations, and paint facilities. Air quality analysis and assessments predict the additional emissions that a project would cause and examines the effect of the emissions on the air environment. For the purposes of this analysis, project-related air emissions are divided into two categories: direct emissions are associated with the (short-term) construction of the project, while indirect emissions are associated with the (long term) operation of the project.

a) Construction Phase (Direct) Emissions

Probable impacts on ambient air quality include mobile source emissions from construction vehicles and equipment, and fugitive dust emissions from earthmoving activities. Construction-induced air emissions cannot be avoided but they can be minimized to help reduce the temporary adverse effects on air quality, if necessary.

Air emissions were quantified to determine whether construction-related air emissions would equal or exceed established screening emissions rates known as de minimis thresholds. The analysis was conducted using the Airport Construction Emissions Inventory

Tool (ACEIT).² ACEIT facilitates modeling of airport construction emission scenarios based on the project's construction plan.³

For the purpose of this analysis, the construction sequence is as follows:

- 2019 – construct the RON aircraft parking apron; begin site preparation
- 2020 – complete site preparation; begin construction
- 2021 – complete construction

A conservative Level 1 assessment was performed using input data that reflects the proposed project's type, size, and timing. The data used represents construction activities associated with the various sub-projects (buildings, aprons, parking lots, roadways, drainage, etc.). The results of the assessment are provided in the emissions inventory presented in **Attachment B** and summarized in the table below. The assessment demonstrates that project-related construction emissions would be less than applicable *de minimis* thresholds for each of the three construction seasons between 2019 and 2021. Therefore, it can be concluded that no significant air quality impacts would result from construction activities. No mitigation measures are proposed.

Construction Emissions Inventory Results			
Pollutant	Annual Emissions (ton/year)	Threshold (tons/year)	De Minimus
Ozone (NO _x)	2019 - 08.5	100	Yes
	2020 - 56.8		
	2021 - 02.6		
Ozone (VOC)	2019 – 44.2	50	Yes
	2020 – 12.5		
	2021 – 06.7		
Carbon Monoxide, SO ₂ and NO ₂	2019 – 13.2	100	Yes
	2020 – 57.0		
	2021 – 2.63		
PM-10	2019 – 01.8	100	Yes
	2020 – 0.40		
	2021 – 0.30		

b) Operations Phase (Indirect) Emissions

After construction, day-to-day airport operations would not be appreciably different than existing conditions. On the airside, the Applicant would have additional apron space to park aircraft overnight, but the frequency of aircraft takeoffs and landings is not expected to

² Guidance for Estimating Airport Construction Emissions, prepared by the Transportation Research Board, Airport Cooperative Research Program, Report 102 (2014). The guidebook (including the companion ACEIT software) is intended to be used for airport construction emissions calculations, General Conformity assessments, and NEPA compliance.

³ Using input data derived from the project's construction plan, ACEIT applies default emissions factors derived from EPA-approved emissions models for non-road construction equipment and for on-road vehicles.

change with or without the project. No additional ground support equipment is anticipated to operate on the RON apron.

On the landside, traffic activity associated with the proposed action would not be appreciably different either. Traffic counts of total volume and heavy vehicle/single unit truck volumes were used to identify existing AM and PM traffic as well as the volume of redistributed traffic. This data was used to evaluate the need for separate left turning lanes. Using PennDOT standards, the results of the traffic analysis indicate that separate left turn storage lanes are not warranted.

The project is not expected to increase vehicle or truck traffic volumes. Therefore, there would be no discernable change in traffic-induced air emissions with or without the project.

Though the project is located in Tinicum Township, Delaware County, airport development projects of this type must obtain air pollution permits and/or licenses to install or operate equipment that emits or controls air pollution. Air quality permits are issued by the City of Philadelphia Air Management Services (AMS). The current air permit may need to be revised/amended to include new equipment in coordination with Air Management Services.

As a general rule, a permit to install equipment may be needed if the equipment burns fuel, uses paint or solvent, emits particles outdoors, or is used to control emissions from these sources. These types of stationary sources are not unusual for aviation related facilities. Sources of stationary air emissions may include the following:

- HVAC System – Packaged rooftop air handling units with direct expansion (DX) cooling, hot water coils, and energy recovery are proposed. Condensing boilers would supply the hot water coils. These new, high efficiency commercial HVAC systems incorporate a variety of leading edge components designed to provide exceptional comfort and efficiency with reduced energy consumption and lower emissions. No additional control measures are proposed.
- Internal combustion engines – For Buildings 1 and 2, natural gas generators for emergency standby power (ESP) will be installed to provide for emergency standby power, lighting, refrigeration units, IT equipment and other essential loads. Emissions occur when these generators are activated and/or periodically started for testing and maintenance purposes. However, ESP's normally only run for less than 200 hours per year and thus have a very small impact on the local air quality.

No difficulties are expected in amending existing or obtaining new applicable air quality permits. Emissions from permitted equipment and/or activities do not cause or contribute to a significant deterioration of air quality. No mitigation measures are proposed.

Based on this information, it is reasonable to conclude that implementation of the Proposed Action would result in no emissions increase or an increase that is clearly *de minimis*; whereas, the No-Action Alternative would result in no emissions increase.

(2) Are there any project components containing unusual circumstances, such as emissions sources in close proximity to areas where the public has access or other considerations that may warrant further analysis? If no, proceed to (c); if yes, an analysis of ambient pollutant concentrations may be necessary. Contact your local ADO regarding how to proceed with the analysis.

No. The sources and types of emissions associated with this project are not unusual for airports or air cargo facilities. Public access to the landside of the buildings would be used almost entirely by employees of the airport, airlines and cargo carriers. There would be no public access to the airside areas.

(3) Is the proposed project(s) located in a nonattainment or maintenance area for the National Ambient Air Quality Standards (NAAQS) established under the Clean Air Act?

Yes. The proposed project is located in an area designated as a marginal nonattainment area for the 8-hour National Ambient Air Quality Standard (NAAQS) for ozone (O3).

4) Are all components of the proposed project, including all connected actions, listed as exempt or presumed to conform (See FRN, vol.72 no. 145, pg. 41565)? If yes, cite exemption and go to (B) Biological Resources. If no, go to (e).

No. The proposed project is not an exempted project or one that is presumed to conform.

(5) Would the net emissions from the project result in exceedances of the applicable *de minimis* threshold (reference 1050.1F Desk Reference and the *Aviation Emissions and Air Quality Handbook* for guidance) of the criteria pollutant for which the county is in non-attainment or maintenance? If no, go to (B) Biological Resources. If yes, stop development of this form and prepare a standard Environmental Assessment.

No. Net emissions from the project would not exceed thresholds established by the EPA for the criteria pollutants. Therefore, it can be concluded that the Proposed Action conforms to the Pennsylvania State Implementation Plan (SIP) and the Clean Air Act. According to FAA guidance, agency consultation is not required for *de minimis* projects. No mitigation measures are proposed and no further analysis is recommended for Clean Air Act or NEPA purposes.

(B) BIOLOGICAL RESOURCES

Describe the potential of the proposed project to directly or indirectly impact fish, wildlife, and plant communities and/or the displacement of wildlife. Be sure to identify any state or federal species of concern (Candidate, Threatened or Endangered).

The project site is predominately developed land. The few isolated areas not occupied by buildings or pavement include trees, shrubs and turf grass. The trees are located along the perimeter of Cargo City and serve as a vegetative barrier between Cargo City and Tinicum Island Road. The turf grass areas are actively managed and mowed on a regular basis. No water resources or other environmentally-sensitive features are present on the project site. On-airport wetlands were mapped by a qualified wetlands biologist as part of a US Army Corps of Engineers Jurisdictional Determination which is valid until November, 2019 (refer to Section N(1)(a) for more information).

Species and resources of concern under the jurisdiction of PA Game Commission (PAG) and PA Fish and Boat Commission (PAFB), are known to occur in the vicinity of the project area. However, given the nature of the project, the immediate project location, and a review of detailed resource information, the PGC and PAFB have determined that no impact is likely and no further coordination with these agencies is necessary for this project. Though no further review was required by PA DCNR, this agency did provide a Conservation Measure to avoid the introduction of invasive species in order to protect the integrity of

nearby plant species of special concern. See section (B)(1) below for further information regarding the State-listed rare, threatened and endangered species.

1) Are there any candidate, threatened, or endangered species listed in or near the project area?

Yes; however, no impacts are anticipated based on agency review of the proposed project.

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 or endangered species in the project area. The results, attached as the PNDI Environmental Review Receipt, indicate "Potential Impact" for state listed species under the jurisdiction of the PA Game Commission (PAG), PA Fish and Boat Commission (PAFB) and conservation measures for PA DCNR resources. The screening did not identify any conflicts with species under federal jurisdiction (see **Attachment C**).

As required by the screening receipt, further coordination with PAG and PAFB was conducted to provide more site specific project information on the nature and extent of potential disturbance. In their review letters, the PAFB and the PAG determined that, based on the nature of the project and the immediate location, there would be "No Impact Anticipated" on the species under their jurisdiction.

Based on consultation and coordination with the agencies having jurisdiction over listed or proposed species of rare, threatened, or endangered species in the state of Pennsylvania, it has been determined that the project would not affect any federally or state listed species or any critical habitat that supports these species (see **Attachment C**).

(2) Will the action have any long-term or permanent loss of unlisted plants or wildlife species?

No, refer to answer (B)(1) above and Section N(1)(a) Wetlands.

(3) Will the action adversely impact any species of concern or their habitat?

No, refer to answer (B)(1) above.

(4) Will the action result in substantial loss, reduction, degradation, disturbance, or fragmentation of native species habitats or populations?

No, refer to answer (B)(1) above.

(5) Will the action have adverse impacts on a species' reproduction rates or mortality rate or ability to sustain population levels?

No, refer to answer (B)(1) above.

(6) Are there any habitats, classified as critical by the federal or state agency with jurisdiction, impacted by the proposed project?

No, refer to answer (B)(1) above.

(7) Would the proposed project affect species protected under the Migratory Bird Act? (If **Yes**, contact the local ADO).

No, refer to answer (B)(1) above.

If the answer to any of the above is “Yes”, consult with the USWFS and appropriate state agencies and provide all correspondence and documentation.

Not applicable.

(C) CLIMATE

(1) Would the proposed project or alternative(s) result in the increase or decrease of emissions of Greenhouse gases (GHG)? If neither, this should be briefly explained and no further analysis is required and proceed to (D) Coastal Resources.

According to the *Draft NEPA Guidance on Consideration of the Effects of Climate Change and Greenhouse Gas*, issued by the Council of Environmental Quality (CEQ), the potential effects of GHG emissions are by nature global and cumulative impacts, and individual sources of GHG emissions are not large enough to have an appreciable effect on climate change. Since the proposed project would not increase airport operational capacity essentially resulting in no net change in operational emissions, in keeping with CEQ guidance, temporary construction activities associated with GHG emissions would not be large enough to have any appreciable effect on climate change. No further analysis is recommended.

(2) Will the proposed project or alternative(s) result in a net decrease in GHG emissions (as indicated by quantitative data or proxy measures such as reduction in fuel burn, delay, or flight operations)? A brief statement describing the factual basis for this conclusion is sufficient.

Not applicable.

(3) Will the proposed project or alternative(s) result in an increase in GHG emissions? Emissions should be assessed either qualitatively or quantitatively as described in 1050.1F Desk Reference or Aviation Emissions and Air Quality Handbook.

Not applicable.

(D) COASTAL RESOURCES

(1) Would the proposed project occur in a coastal zone, or affect the use of a coastal resource, as defined by your state's Coastal Zone Management Plan (CZMP)? Explain.

Yes. The entire airport is located within the Delaware Estuary Coastal Zone, as defined by the Pennsylvania Department of Environmental Protection's (PADEP) Coastal Resources Management Program established in 1980. See **Attachment D** for the project location in relation to the Delaware Estuary Coastal Zone Boundary.

(2) If **Yes**, is the project consistent with the State's CZMP? (If applicable, attach the sponsor's consistency certification and the state's concurrence of that certification).

The proposed project will not affect any natural resources, land uses, or water uses of the coastal zone and is therefore consistent with the Coastal Resources Management Program.

(3) Is the location of the proposed project within the Coastal Barrier Resources System? (If **Yes**, and the project would receive federal funding, coordinate with the FWS and attach record of consultation).

No, PHL is not located within an identified Coastal Barrier Resource System. Source: <http://www.fws.gov/ecological-services/habitat-conservation/cbra/maps/mapper.html>

(E) SECTION 4(f) RESOURCES

(1) Does the proposed project have an impact on any publicly owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state, or local significance, or an historic site of national, state, or local significance? Specify if the use will be physical (an actual taking of the property) or constructive (i.e. activities, features, or attributes of the Section 4 (f) property are substantially impaired.) If the answer is “No,” proceed to (F) Farmlands.

The nearest Section 4(f) resource is the John Heinz National Wildlife Refuge at Tinicum located along the north side the airport (see Figure 5). Encompassing nearly 1,000 acres of marshes, creeks, ponds, fields, and woods, the John Heinz National Wildlife Refuge was established in 1972 for the purpose of preserving, restoring, and developing the natural area known as Tinicum Marsh and promoting environmental education.

As shown in Figure 5, Tinicum Island Road and a railroad right-of-way are located along an east-west corridor that lies between the southern boundary of the refuge and the northern boundary of the project site. Importantly, the roadway/railroad corridor physically separates the refuge from the airport (and the project site) and establishes a barrier between them by creating an impoundment that holds back waters of the refuge.

The project’s LOD would remain on the south side of the corridor. Although the project is close to the refuge, there would be no taking of land or any direct impact on the refuge. Furthermore, no aspect of the proposed project would directly or indirectly impact important features, activities or attributes of the refuge; therefore, there would be no “constructive use.”

As discussed in Section 6(I) of this EA, there would be no project related changes in land uses on, or adjacent to, the project site. As discussed in Section 6(M) of this EA, there would be no discernable change in light emissions or visual effects that could create annoyance or interfere with normal activities at the nearby refuge. On this basis, there would be no impacts to the refuge.

(2) Is a *De Minimis* impact determination recommended? If “yes”, please provide; supporting documentation that this impact will not substantially impair or adversely affect the activities, features, or attributes of the Section 4 (f) property; a Section 106 finding of “no adverse effect” if historic properties are involved; any mitigation measures; a letter from the official with jurisdiction concurring with the recommended *de minimis* finding; and proof of public involvement. (See Section 5.3.3 of 1050.1F Desk Reference). If “No,” stop development of this form and prepare a standard Environmental Assessment.

Not applicable.

(F) FARMLANDS

Does the project involve acquisition of farmland, or use of farmland, that would be converted to non-agricultural use and is protected by the Federal Farmland Protection Policy Act (FPPA)? (If **Yes**, attach record of coordination with the Natural Resources Conservation Service (NRCS), including form AD-1006.)

No. According to the Natural Resources Conservation Service Web Soil Survey, the major soil types in the vicinity of the project are Made Land (Ma) and Tidal Marsh (Tm). (See **Attachment E**). Made Land is the predominant soil type comprising nearly 90% of the site; the Tidal Marsh soils are located along the western project boundary in the vicinity of Tinicum Island Road. Neither Made Land nor Tidal Marsh is classified as prime, unique, state or locally important farmland soil; therefore no impacts to farmland soils are anticipated.

(G) HAZARDOUS MATERIALS, SOLID WASTE, AND POLLUTION PREVENTION

(1) Would the proposed project involve the use of land that may contain hazardous materials or cause potential contamination from hazardous materials? (If Yes, attach record of consultation with appropriate agencies). Explain.

A limited Phase 1 Environmental Site Assessment (ESA)⁴ of the project site was conducted in conformance with the scope and limitations of ASTM Practice E 1527-13 to provide information for use in evaluating recognized environmental conditions (RECs) in the project area. A site visit was held, a records search was undertaken, and interviews with Division of Aviation staff were conducted as part of the Phase 1 ESA.

The project site is identified on the Resource Conservation Recovery Act-Conditionally Exempt Small Quantity Generator (RCRA-CESQG), Facility Index System (FINDS), and Enforcement and Compliance History Online (ECHO) databases under the facility name US Postal Service AMC PHL at 1000 Tinicum Island Avenue; and on the RCRA-SQG, PA Manifest, NY Manifest, FINDS and ECHO databases at 2000 Tinicum Island Road under the facility names AA or US Airways PHL International Airport. These database listings are compliance related and are not considered to represent recognized environmental conditions (RECs).

Results of the Phase I ESA indicate that a number of surrounding sites were identified in the environmental database search; however, none of the surrounding sites are expected to present a recognized environmental condition (REC) to the subject property based on their distance (generally greater than 500 feet), regulatory status (i.e. regulatory closure, no violations found), media impacted (soil only), and/or topographical position relative to the subject property (i.e. down-gradient or cross-gradient).

There were no Controlled Recognized Environmental Conditions (CRECs) or Historic Recognized Environmental Conditions (HREC) identified in connection with the subject property. The RECs that do apply include:

⁴ Draft Limited Phase I Environmental Site Assessment of Proposed Consolidated Support Facilities, Philadelphia International Airport, Tinicum Township, Delaware County, Pennsylvania, AECOM, October 2017

- Historic Fill Materials

Previous environmental reports indicate dredge sediment and other fill materials were placed over the area of PHL in order to construct the airport. Metals and PAH contamination has been identified at various known release sites at the larger airport property believed to be due to the urban fill and dredge materials placed in the area. However, a preliminary geotechnical investigation performed at the subject property in 2017 did not identify contaminated fill materials.

- Aircraft Fire Fighting Foam Release in Building C-10

According to information provided by American Airlines, a release occurred circa 1999-2000 and again in 2015 at easterly adjacent Building C-10. Almost all of the 2015 discharge was captured by the hangar's internal floor drainage system; however, a small quantity of water and AFFF mixture overran the hangar containment drain system and flowed along the hanger apron to the east of the subject property for approximately 150 feet in a southeasterly direction to a set of existing storm drains. The extent of the release that occurred circa 1999-2000 is unknown. Given the proximity of the 2015 release to the subject property and the unknown extent of the circa 1999-2000 release, these releases are considered a REC for the subject property.

- Battery Charging Room and Work Area of Building C-11

During AECOM's site reconnaissance, significant floor staining and a sump/pit were observed in the former battery charging room in the southwestern portion of Building C-11. While no staining was observed in the vicinity of the sump/pit, staining was observed adjacent to a sealed floor drain in this area. Based on this information, the historical operations in this area and undetermined decommissioning status of a reported acid neutralization pit in this area are considered a REC for the subject property. In addition, no removal documentation (i.e. soil analytical results) was available for a hydraulic lift reported to have been removed in the work room area of Building C-11. Therefore, subsurface impacts may be present associated with these former features and are considered a REC for the subject property.

- Historical Usage of the Contractor Yard

Based on a review of historical sources, the area of the subject property currently utilized as a contractor storage yard (northern portion) has been utilized for these purposes for approximately 30 years. While no evidence of staining or releases was observed during the site reconnaissance, drum storage was not observed within secondary containment, and storage areas consist mostly of gravel-covered areas. The historical use of this area is therefore considered a REC for the subject property.

Geotechnical investigation and testing will be conducted to determine the physical properties of the soils for development. There is no expectation of encountering contaminated soils or groundwater. However, if preliminary engineering or construction-related activities result in the discovery of previously unknown hazardous substances, then the Division of Aviation would be responsible for removing and disposing of contaminated media in accordance with state and local laws and regulations for hazardous waste management.

After construction, DOA would update the airport's Spill Prevention Control and Countermeasures (SPCC) Plan for the all the elements of the Proposed Action.

(2) Would the operation and/or construction of the project generate significant amounts of solid waste? If **Yes**, are local disposal facilities capable of handling the additional volumes of waste resulting from the project? Explain.

There would be a temporary increase in solid waste disposal requirements during the construction period and an incremental increase in solid waste collection resulting from the operation of the new support facilities. The volume of solid waste from construction activities would be nominal. No building demolition is required so there would be no large quantities or inordinate amounts of debris that would otherwise have to be disposed of. The construction contractor would be responsible for using proper disposal methods.

After construction, the volume of municipal solid waste (MSW) resulting from the operation of the support facilities would also be nominal. The Applicant uses a licensed contractor for regularly scheduled trash and recycling services, and the agreement would be changed to reflect this new location. No solid waste impacts are anticipated.

(3) Will the project produce an appreciable different quantity or type of hazardous waste? Will there be any potential impacts that could adversely affect human health or the environment?

No. The project is not expected to produce any hazardous wastes. No adverse impacts are anticipated.

(H) HISTORIC, ARCHITECTURAL, ARCHEOLOGICAL, AND CULTURAL RESOURCES

(1) Describe any impact the proposed project might have on any properties listed in, or eligible for inclusion in the National Register of Historic Places. (Include a record of your consultation and response with the State or Tribal Historic Preservation Officer (S/THPO)).

An airport-wide cultural resource survey was conducted in 2008 as part of the FAA's Capacity Enhancement Program (CEP) Environmental Impact Statement (EIS) to identify cultural resources located on and/or adjacent to the Philadelphia International Airport. According to that survey, there are no resources listed, or eligible for listing, on the National or State Register of Historic Places in the project area. No further review or consultation with the SHPO is recommended.

(2) Describe any impacts to archeological resources as a result of the proposed project. (Include a record of consultation with persons or organizations with relevant expertise, including the S/THPO, if applicable).

No. As part of the 2008 Cultural Resource Surveys for the Capacity Enhancement Program (CEP) Environmental Impact Statement (EIS), a Phase I Archaeological Survey Report was prepared. The report did not identify any recorded archaeological sites in the vicinity of the proposed project. No further review or consultation with SHPO is recommended.

(I) LAND USE

(1) Would the proposed project result in other (besides noise) impacts that have land use ramifications, such as disruption of communities, relocation of residences or businesses, or impact natural resource areas? Explain.

No. The project site is located on existing airport property—no land acquisition is proposed.

The Tincum Township Zoning Board has granted a Special Exception to allow airport-dependent uses in this area, which is zoned as a Commercial Industrial Zone (C4-A). The airport dependent uses allowed by special exception pertain to the overnight parking of aircraft on the RON, the airline cargo-transfer facility, MPP receiving and distribution, and DOA warehouse functions. The special exception is conditional upon receipt of other standard approvals which the applicant is seeking including Land Development Approval, an NPDES permit, and FAA approval. (See **Attachment F**).

(2) Would the proposed project be located near or create a wildlife hazard as defined in FAA Advisory Circular 150/5200-33, "Wildlife Hazards On and Near Airports"? Explain.

The John Heinz National Wildlife Refuge at Tincum is located along the north side of the project site (see Section 6(E)). From Taxiway "J" aircraft would be tugged to and from the RON aircraft parking apron. Aircraft operations would be no closer to the refuge than they are today.

(2) Include documentation to support sponsor's assurance under 49 U.S.C. § 47107 (a) (10), of the 1982 Airport Act, that appropriate actions will be taken, to the extent reasonable, to restrict land use to purposes compatible with normal airport operations.

Not applicable. This proposed project is consistent with airport operations.

(J) NATURAL RESOURCES AND ENERGY SUPPLY

What effect would the project have on natural resource and energy consumption? (Attach record of consultations with local public utilities or suppliers if appropriate)

The proposed project is not expected to increase demand for available energy or natural resource supplies. All utilities are readily available including electricity for power, gas for heat, and water for domestic use and fire protection. The design team is coordinating with the City of Philadelphia Water Department to sanction the proposed new sanitary sewer and water connections.

There would be no appreciable change in aircraft movements or ground vehicle use that could cause or contribute to a noticeable increase in fuel consumption, and fuel is not in short supply. No scarce or unusual materials would be needed for the project. Additionally, the City of Philadelphia has set a goal for new buildings over 10,000 square feet of achieving LEED Silver certification under the US Green Building Council (USGBC) Leadership in Energy and Environmental Design (LEED) Building Design and Construction v4: New Construction Rating system. Therefore, sustainable building design initiatives such as a waste heat recovery system, LED lighting, daylighting, building envelope improvements, water saving fixtures, and potentially renewable energy resources will be incorporated into the design of the support facilities buildings and site in pursuit of this LEED Silver certification.

(K) NOISE AND NOISE-COMPATIBLE LAND USE

Will the project increase noise by DNL 1.5 dB or more for a noise sensitive area that is exposed to noise at or above the DNL 65 dB noise exposure level, or that will be exposed at or above the DNL 65 dB level due to a DNL 1.5 dB or greater increase, when compared to the no action alternative for

the same timeframe? (Use AEM as a screening tool and AEDT 2b as appropriate. See FAA Order 1050.1F Desk Reference, Chapter 11, or FAA Order 1050.1F, Appendix B, for further guidance). Please provide all information used to reach your conclusion. If yes, contact your local ADO.

No. The proposed project does not involve airport location, runway location, major runway extension, runway strengthening, or any other capacity enhancing elements which would permit operations by larger or noisier jet aircraft. Further, the proposed project would have no appreciable effect on the type, frequency, or flight paths of aircraft arriving or departing the airport. No further analysis is recommended.

(L) SOCIOECONOMICS, ENVIRONMENTAL JUSTICE, and CHILDREN'S HEALTH and SAFETY RISKS

(1) Would the project cause an alteration in surface traffic patterns, or cause a noticeable increase in surface traffic congestion or decrease in Level of Service?

No. The proposed project is not anticipated to generate additional traffic on the roadways serving PHL. Delivery trucks and vehicular traffic entering and circulating through the facility are primarily redistributed traffic from the existing cargo buildings, warehouses and marketplace receiving areas at PHL.

There are two proposed access points to the Support Facilities site: 1) a truck only access from Tinicum Island Road at the western edge of the site and 2) a truck and automobile access from Tinicum Island Road at the north end of the site. Both of the two new driveways are proposed to allow left and right turn traffic to enter.

Traffic Analyses were conducted in May 2017 to determine potential traffic impacts associated with the proposed project. Traffic counts, including a 24-hour turning movement traffic count at the intersection of Tinicum Island Road and North Access Drive, and traffic observations were completed as part of the traffic signal warrant analysis and turn lane warrant analysis.

Additionally, proposed site distance was evaluated. The sight-distance evaluation determined that the measured sight distance for the two access points along Tinicum Island Road is greater than the required sight distance per PennDOT minimum safe stopping sight distance standards. The Traffic Studies concluded that:

- Separate left turn storage lanes are not warranted
- Separate right turn storage lanes are not warranted
- Traffic signals are not warranted

(2) Would the project cause induced, or secondary, socioeconomic impacts to surrounding communities, such as changes to business and economic activity in a community; impact public service demands; induce shifts in population movement and growth, etc.?

No induced or secondary impacts are expected to occur as a result of the proposed project. There would be no changes in land uses adjacent to the airport, no change to business or economic activity, and no effect on population movement or growth in the community.

(3) Would the project have a disproportionate impact on minority and/or low-income communities? Consider human health, social, economic, and environmental issues in your evaluation. Refer to DOT Order 5610.2(a) which provides the definition for the types of adverse impacts that should be considered when assessing impacts to environmental justice populations.

No land would be acquired and no businesses or residences would be displaced as a result of this project. No off-airport impacts are anticipated. Because no project-related adverse social impacts have been identified, no disproportionate effects would occur.

(4) Would the project have the potential to lead to a disproportionate health or safety risk to children?

No. The proposed project would pose no health or safety risk to children.

If the answer is “YES” to any of the above, please explain the nature and degree of the impact. Also provide a description of mitigation measures which would be considered to reduce any adverse impacts.

Not applicable.

(M) VISUAL EFFECTS INCLUDING LIGHT EMISSIONS

(1) Would the project have the potential to create annoyance or interfere with normal activities from light emissions for nearby residents?

No. The project site is located on existing airport property, there are no residences or known sensitive receptors within 0.4 miles of the project site, and the use of the property is not expected to change. Therefore, the proposed project would not be expected to create an annoyance or interfere with residences or normal business activities.

(2) Would the project have the potential to affect the visual character of nearby areas due to light emissions?

On the airside, high-mast lighting would be installed around the perimeter of the RON Apron. Hooded LED lights will be used and lamps will be pointed downward at a 15-degree tilt toward the apron to focus light on the aircraft movement areas while reducing light pollution to areas off-airport property which include commercial and industrial land uses; there are no residential areas adjacent to the proposed RON.

On the landside, all exterior lighting would be designed to comply with applicable building codes and industry standards. Public lighting including surface parking areas, curbs, and walkways would be designed to comply with applicable codes as well.

No runway lights, taxiway lights, approach lights, other airfield lighting, or visual or electronic navigational aids are associated with the project.

Given the existing and proposed use of the project site, any changes in ambient lighting resulting from the proposed project would be minimal and would not be expected to cause or contribute to adverse visual effects off airport property.

(3) Would the project have the potential to block or obstruct views of visual resources?

No. There are no unique or special vantage points and no visual resources of importance or concern.

If the answer is “YES” to any of the above, please explain the nature and degree of the impact using graphic materials. Also provide a description of mitigation measures which would be considered to reduce any adverse impacts.

Not applicable.

(N) WATER RESOURCES (INCLUDING WETLANDS, FLOODPLAINS, SURFACE WATERS, GROUNDWATER, AND WILD AND SCENIC RIVERS)

(1) WETLANDS

(a) Does the proposed project involve federal or state regulated wetlands or non-jurisdictional wetlands? (Contact USFWS or appropriate state natural resource agencies if protected resources are affected) (Wetlands must be delineated using methods in the US Army Corps of Engineers 1987 Wetland Delineation Manual. Delineations must be performed by a person certified in wetlands delineation Document coordination with the resource agencies).

Previous wetland delineations have been conducted for lands owned by, or under the control of, PHL including Cargo City. These delineations were reviewed and approved by the USACE through a Jurisdictional Determination that is valid until 2019 (see **Attachment G**). As seen on Figure 6 there are no wetlands in the project area.

(b) If yes, does the project qualify for an Army Corps of Engineers General permit? (Document coordination with the Corps).

Not applicable.

(c) If there are wetlands impacts, are there feasible mitigation alternatives? Explain.

Not applicable.

(d) If there are wetlands impacts, describe the measures to be taken to comply with Executive Order 11990, Protection of Wetlands.

Not applicable.

(2) FLOODPLAINS

(a) Would the proposed project be located in, or would it encroach upon, any 100-year floodplains, as designated by the Federal Emergency Management Agency (FEMA)?

Yes. The northern and western edges of the LOD encroach upon areas mapped as FEMA FIRM Zone AE, subject to inundation by the 1% annual chance flood (100-year flood). See Figure 7. It is noted that the encroached upon areas include the Tincum Island Road right-of-way only, and there are no proposed changes to Tincum Island Road.

(b) If Yes, would the project cause notable adverse impacts on natural and beneficial floodplain values as defined in Paragraph 4.k of DOT Order 5620.2, *Floodplain Management and Protection*?

No. The project is designed to comply with federal, state and local laws and regulations for the protection of floodplains. Though the buildings are not situated within the mapped 100-year floodplain, finished floor elevations are designed at 16.0 feet above mean sea level (MSL) which is well above the floodplain ordinance requirements. A floodplain permit application has been submitted to Tincum Township in accordance with Tincum Township Floodplain Ordinance 2015-871. The permit application demonstrates that the project would not cause any adverse impacts to the natural and beneficial floodplain values.

(c) If Yes, attach the corresponding FEMA Flood Insurance Rate Map (FIRM) and describe the measures to be taken to comply with Executive Order 11988, including the public notice requirements.

Not applicable.

(3) SURFACE WATERS

(a) Would the project impact surface waters such that water quality standards set by Federal, state, local, or tribal regulatory agencies would be exceeded or would the project have the potential to contaminate a public drinking water supply such that public health may be adversely affected?

No. There are no surface waters in the project site and no drinking water resources in the project area.

Construction stormwater runoff would be managed by the Erosion and Sedimentation Control measures specified in the construction plans and noted in the NPDES Permit. Post-construction stormwater runoff will be managed primarily through infiltration and detention basins. Best Management Practices (BMPs) include porous pavement and pavement sweeping as well as the use of hooded outlet cover to contain floatables and debris and reduce oils and suspended solids from being discharged downstream (SNOUTs). Other than temporary construction-related effects, no adverse water quality impacts are anticipated.

(b) Would the water quality impacts associated with the project cause concerns for applicable permitting agencies or require mitigation in order to obtain a permit?

No. A comprehensive stormwater analysis was performed for the proposed action in accordance with the Tinicum Township MS4 Ordinance and regulations. The Township Engineer reviewed the results and determined that the four major components of groundwater recharge, peak rate control, water quality and stream bank erosion have been adequately addressed.

If the answer to any of the above questions is “Yes”, consult with the USEPA or other appropriate Federal and/or state regulatory and permitting agencies and provide all agency correspondence.

Not applicable.

(4) GROUNDWATER

(a) Would the project impact groundwater such that water quality standards set by Federal, state, local, or tribal regulatory agencies would be exceeded or would the project have the potential to contaminate an aquifer used for public water supply such that public health may be adversely affected?

No, there are no groundwater wells or drinking water resources located on, or in the immediate vicinity of, the project site. Pervious pavement installed would assist in improving infiltration on site and replenishing groundwater.

(b) Would the groundwater impacts associated with the project cause concerns for applicable permitting agencies or require mitigation in order to obtain a permit?

No, refer to Section 3(a).

(c) Is the project to be located over an EPA-designated Sole Source Aquifer?

PHL is located within the EPA-designated New Jersey Coastal Plain Aquifer System (SSA23a). However, the project would not be expected to have any effect on drinking water resources. Refer to Section 4(a).

If the answer to any of the above questions is “Yes”, consult with the USEPA or other appropriate Federal and/or state regulatory and permitting agencies and provide all agency correspondence as an attachment to this form.

Not applicable.

(5) WILD AND SCENIC RIVERS

Would the proposed project affect a river segment that is listed in the Wild and Scenic River System or Nationwide River Inventory (NRI)? (If Yes, coordinate with the jurisdictional agency and attach record of consultation).

No. The proposed project is not located near any portion of a federal or state listed Wild and Scenic River designation. The nearest federally designated segment of the National Wild and Scenic Rivers System is the Delaware River (Lower) which extends from the vicinity of Stroudsburg, PA downstream to above the fall line near Trenton, NJ, over 50 miles upstream of the project site.

Source: (<http://www.dcnr.state.pa.us/brc/conservation/rivers/scenicrivers/index.htm>)

(O) CUMULATIVE IMPACTS

Discuss impacts from past, present, and reasonably foreseeable future projects both on and off the airport. Would the proposed project produce a cumulative effect on any of the environmental impact categories above? Consider projects that are connected and may have common timing and/or location. For purposes of this Form, generally use 3 years for past projects and 5 years for future foreseeable projects.

PHL is continuously working to improve its facilities and there are construction projects underway at the airport most of the time.

Cargo City has remained mostly unchanged for the past 15 years or more. The last major improvement project was the American Airlines maintenance hangar completed in 2001.

Recent projects/actions in the vicinity of the Proposed Project include:

- 2015 - Taxiway "K" Extension
- 2017 - Demolition of Building C-11 (former USPS sorting facility)
- 2017 - Property Acquisition (Henderson property)
- 2017 - New Truck Based Deicing Facility

The taxiway extension, building demolition, and property acquisition were enabling projects covered by the CEP EIS/ROD. A categorical exclusion was prepared for the deicing apron project.

Other than routine maintenance and repairs, there are no ongoing projects affecting Cargo City or the surrounding area, and there are no known future projects to consider at this time. Future development of the Henderson property is anticipated but there is no plan or proposal to consider.⁵

Temporary construction impacts notwithstanding, no adverse environmental impacts are identified with the proposed project. Because no potentially significant adverse effects have been linked to the proposed action in this EA, it is unlikely that the incremental impact of the Proposed Project would cause or contribute to a significant adverse impact on the environment when added to other past, ongoing or future projects or actions at the airport. No further analysis is recommended.

7. PERMITS

List all required permits for the proposed project. Has coordination with the appropriate agency commenced? What feedback has the appropriate agency offered in reference to the proposed project? What is the expected time frame for permit review and decision?

⁵ If the Proposed Action is approved and implemented, it will be incumbent on the NEPA analyses for future projects to look back on this EA as a past project and to reevaluate the potential for cumulative effects.

Based on the proposed plans, the anticipated extent of earth disturbance for construction requires an NPDES Construction Stormwater permit. Erosion and Sedimentation and Storm Water Management plans will be formally submitted to the Delaware County Conservation District and PADEP along with the NPDES permit application/notice of intent.

Required local municipal permits from Tincum Township include a Floodplain Permit, a Grading and Drainage Permit and Building Permit. The Floodplain Permit application has been submitted as part of the Land Development package. The applications for the Grading and Drainage and Building Permits will be submitted prior to construction.

An air quality permit will be required. This permit is issued by the City of Philadelphia Air Management Services (AMS).

A Form 7460 application will be submitted to the FAA for review and approval. The 7460 will cover both the temporary condition (construction) and the permanent condition (operation of the support facility and RON).

8. MITIGATION

Describe those mitigation measures to be taken to avoid creation of significant impacts to a particular resource as a result of the proposed project, and include a discussion of any impacts that cannot be mitigated.

Environmental permit requirements and best management practices notwithstanding, no mitigation measures or environmental commitments are included with the project. No mitigation measures or other environmental commitments have been proposed by any agency consulted with; and, no mitigation measures or other environmental commitments are needed to reduce potentially significant adverse environmental effects below a threshold level in order to avoid a significance determination. For the purpose of determining the impact level that the project would have on the environment, the environmental consequences described in Section 6 are *unmitigated*.

Although no specific mitigation measures are *required*, the Applicant and the airport Sponsor are committed to implementing the proposed project in accordance with all environmental laws, regulations, policies, and permit requirements applicable to the project. Additional sustainable features will be incorporated into the design, which will assist in minimizing energy, emissions, water consumption, and other environmental impacts.

9. PUBLIC INVOLVEMENT

Describe the public review process and any comments received. Include copies of Public Notices and proof of publication.

The public review process to date has been associated with the local Tincum Township Land Development requirements as follows:

- The project was presented to the Tincum Township Board of Commissioners on September 12, 2017 at the monthly Commissioners' Workshop at the Tincum Township Municipal Building. Workshops are open to the public.
- The project was presented to the Tincum Township Zoning Board at a Hearing on September 21, 2017 at the Tincum Township Municipal Building. This was a public hearing which was advertised in the Delaware County Daily Times (see **Attachment**

H). Hearing Notices were also posted at the Airport and at the Township Building. Comments received from the public were favorable.

- The project was reintroduced to the Tinicum Township Board of Commissioners on June 12, 2018 at the monthly Commissioners' Workshop at the Tinicum Township Municipal Building.
- Delaware County Planning Department will review the proposed action at their monthly public meeting scheduled for June 21, 2018.

No significant impacts have been identified on properties protected under Section 106 of the National Historic Preservation Act, Section 4(f), in floodplains or wetland resources. The proposed project would not cause or contribute to an adverse impact on the environment. The proposed project is not controversial on environmental grounds; therefore, no public meeting is recommended.

A copy of this report will be available for review and comment on the airport's website and at the Division of Aviation Planning and Environmental Services office. Notice of availabilities will be published for the draft and final reports and for the FAA Decision Document.

10. LIST OF ATTACHMENTS


- **Attachment A:** Figures
- **Attachment B:** Air Quality Construction Emissions Estimate
- **Attachment C:** PNDI Screening and Agency Correspondence
- **Attachment D:** Delaware Estuary Coastal Zone Boundary Map 5
- **Attachment E:** Soils
- **Attachment F:** Zoning
- **Attachment G:** Jurisdictional Determination
- **Attachment H:** Public Involvement

Project Title: Consolidated Support Facilities

Identifier: PHL

11. PREPARER CERTIFICATION

I certify that the information I have provided above is, to the best of my knowledge, correct.



Signature


7/13/2018
Date

Bryan A. Oscarson
Name

Technical Leader, Aviation, Transportation
Title

AECOM Technical Services, Inc.
Affiliation

215-399-4333
Phone #



Signature

7/13/2018
Date

Lynn A. Keeley
Name

Sr. Environmental Planner
Title

AECOM Technical Services, Inc.
Affiliation

215-696-3524
Phone #

12. AIRPORT SPONSOR CERTIFICATION

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) and special purpose laws has occurred.



Signature

7/19/2018
Date

Raymond Scheinfeld
Name

Environmental Services Manager
Title

City of Philadelphia, Division of Aviation
Affiliation

215-906-7604
Phone #

Attachment A
Figures

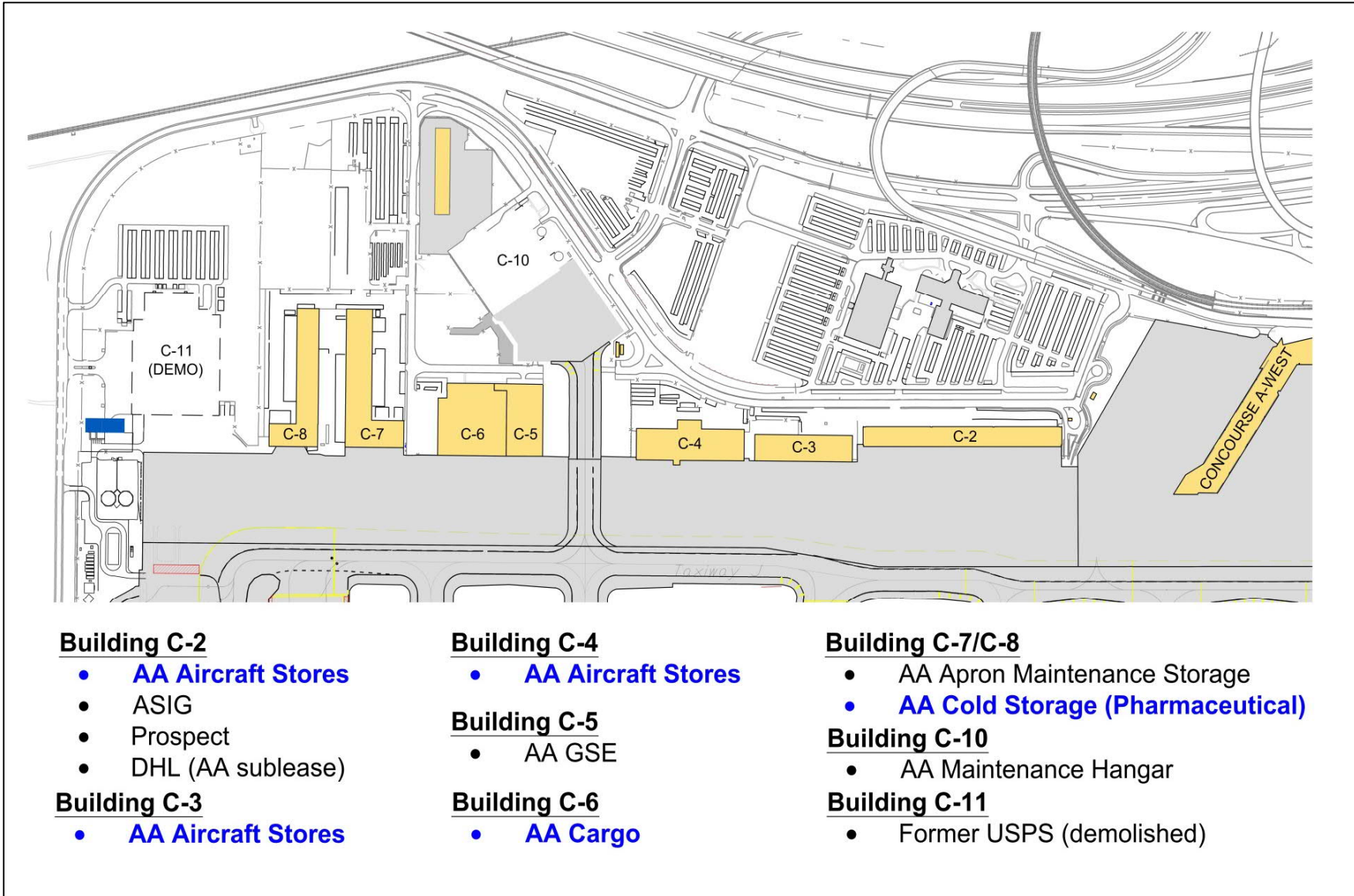
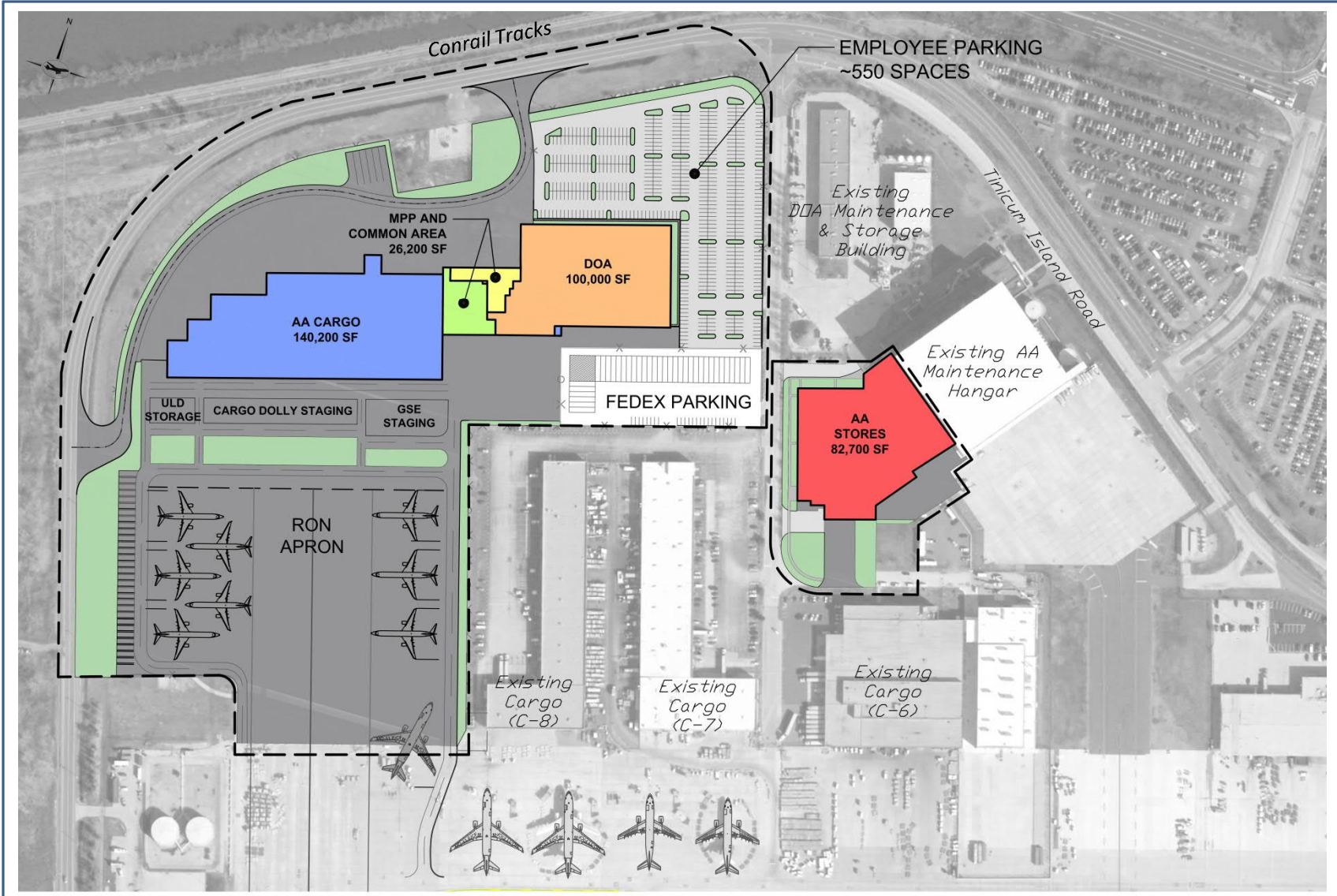


Figure 1: Existing Facilities



Legend:
 - - - Limit of Disturbance

Figure 2: Site Plan

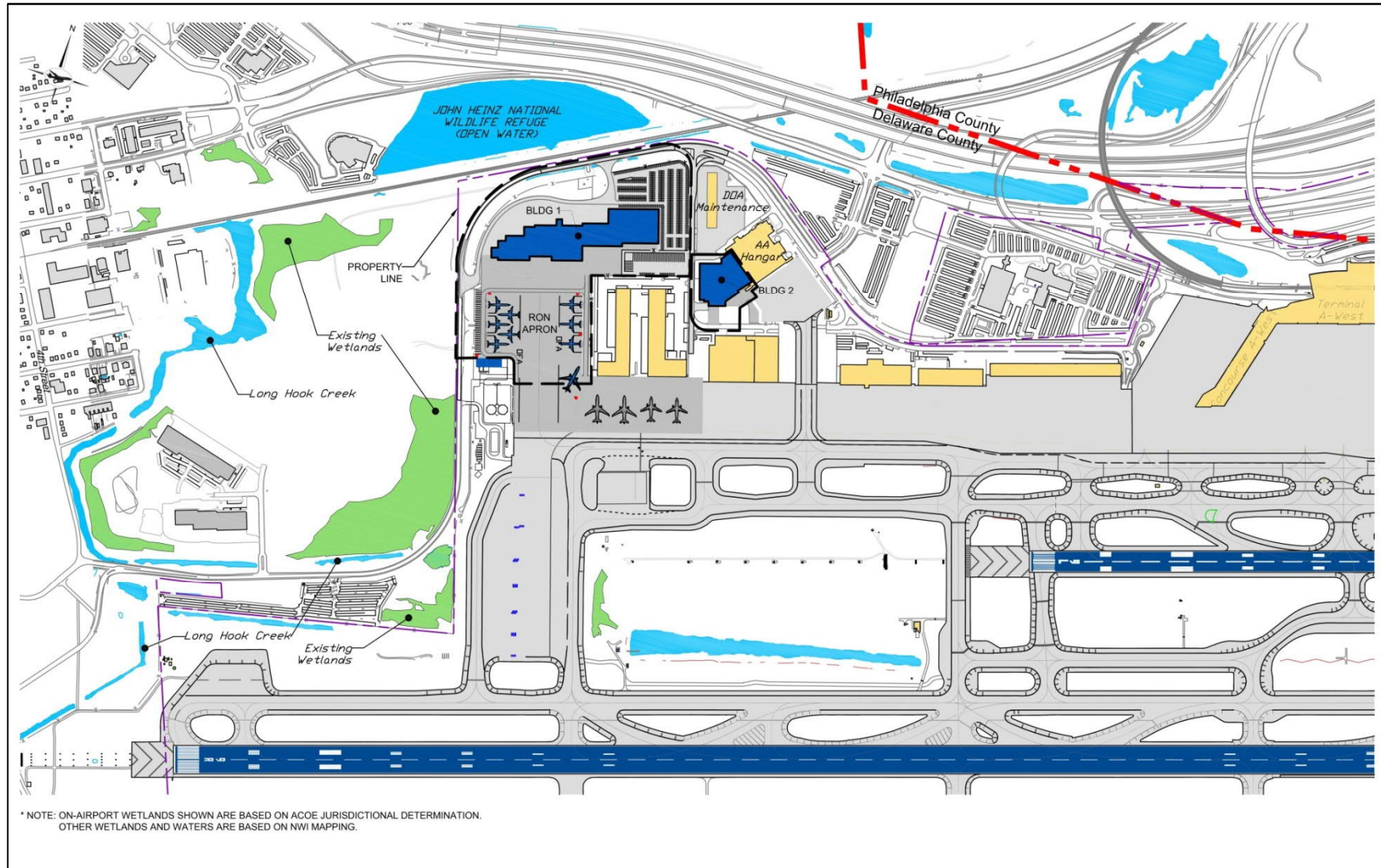


Figure 3: Project Layout and Environs

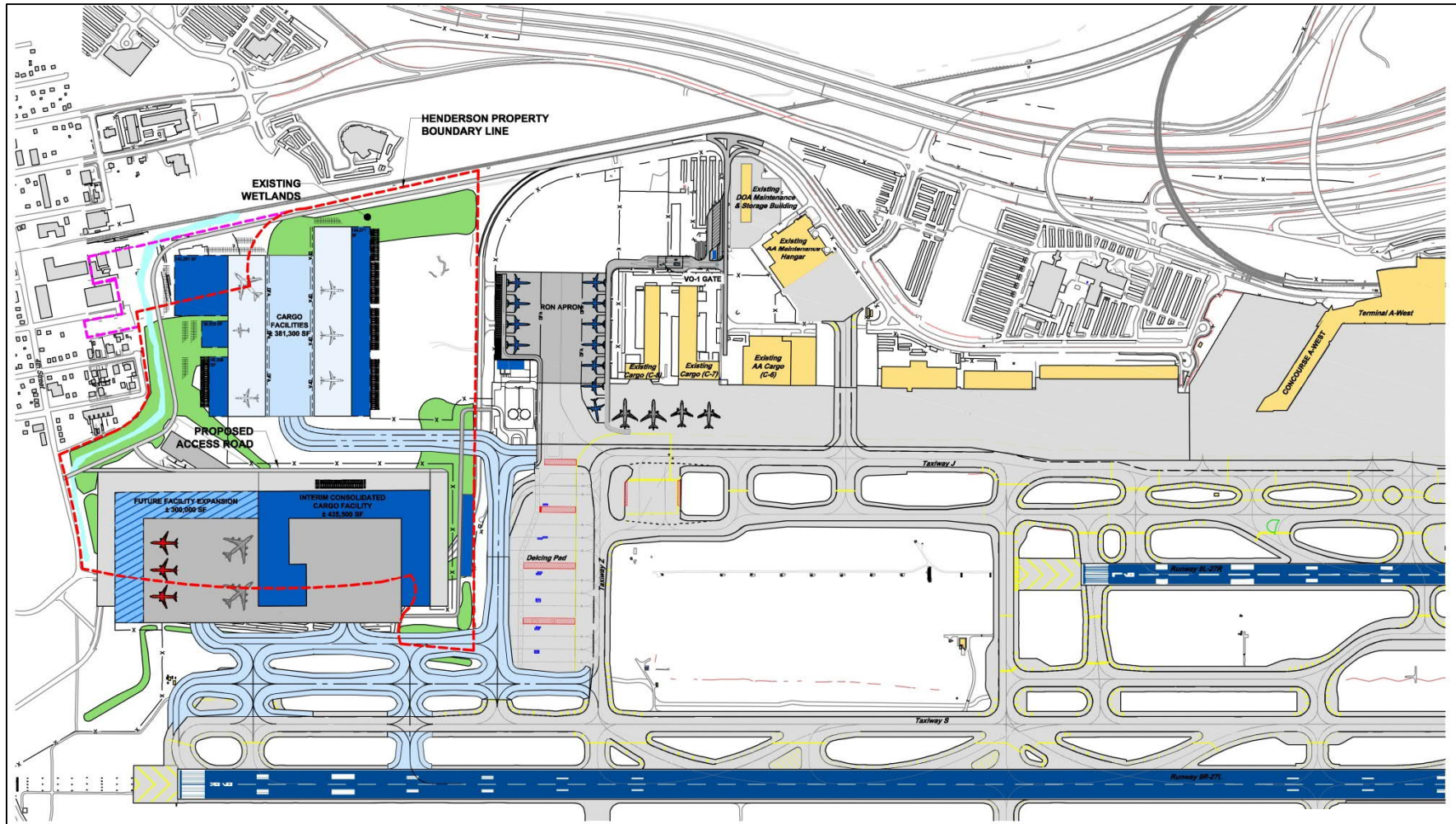
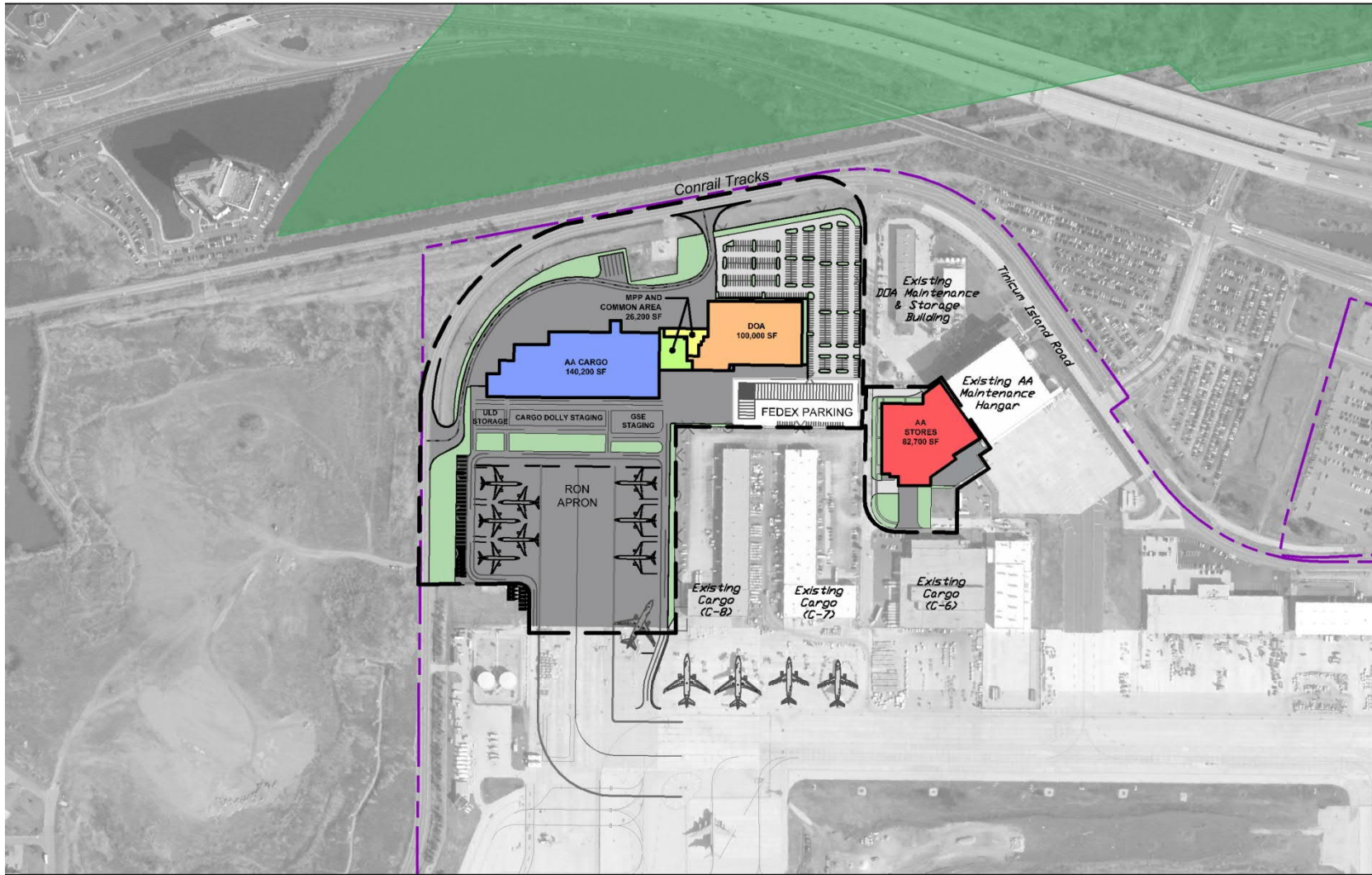


Figure 4: Alternative 1



Legend

- - - Airport Property Line
- John Heinz National Wildlife Refuge
- - - Limit of Disturbance

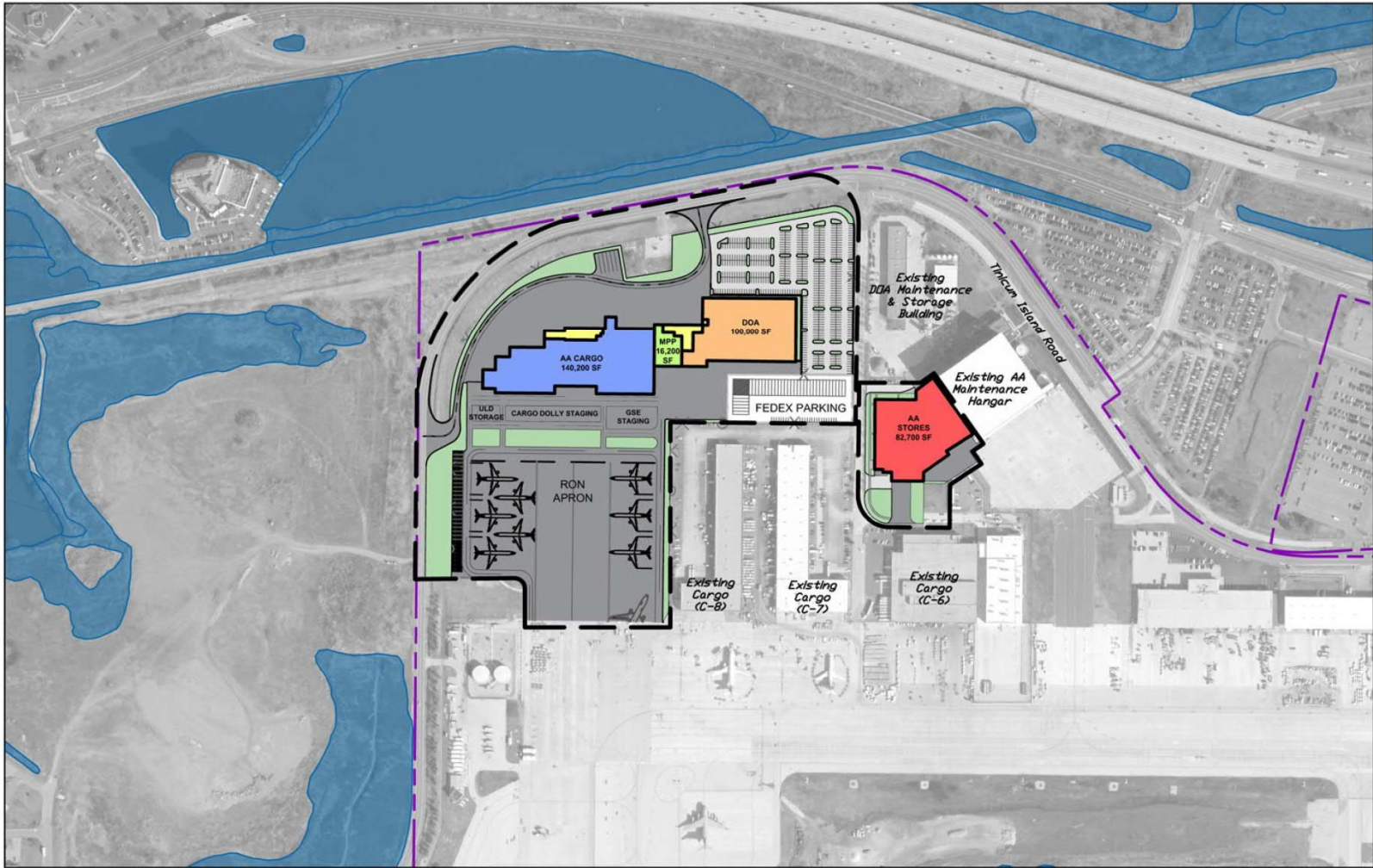


GRAPHIC SCALE



AECOM

Figure 5: Section 4(f) Resources



Source: US Fish & Wildlife Service

Legend

- Airport Property Line
- Limit of Disturbance
- Wetlands

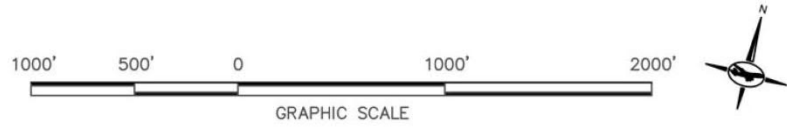
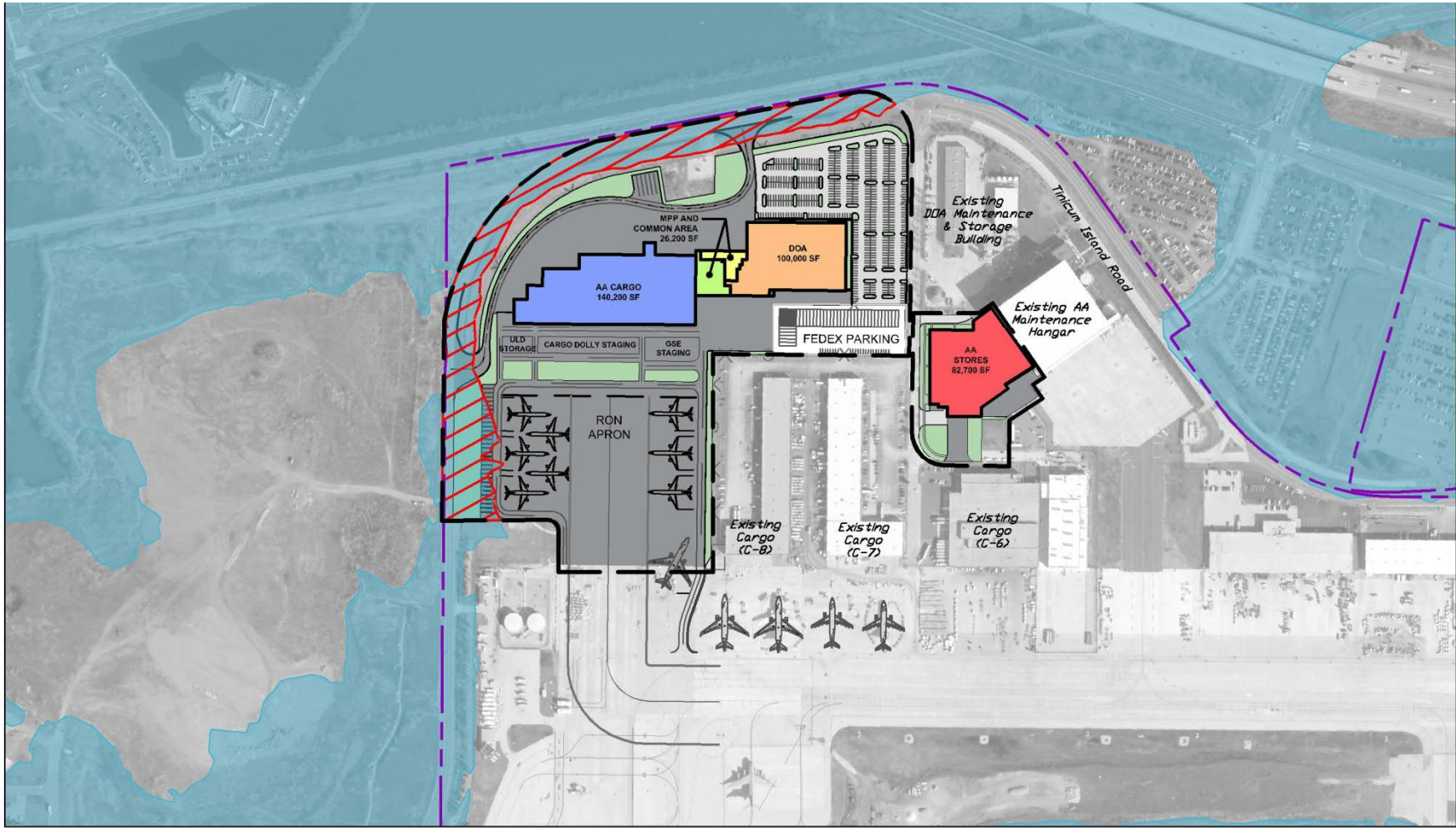


Figure 6: Wetlands



Legend

- - - Airport Property Line
- - - Limit of Disturbance
- 100 Year Floodplain
- Floodplain Encroachment

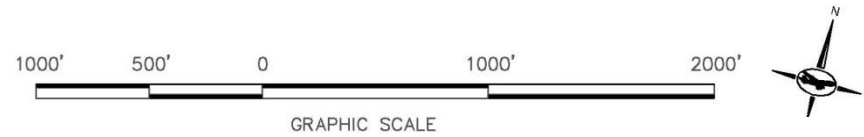


Figure 7: 100-year Floodplain

Attachment B
Air Quality Construction Emissions Estimate

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STUDY

Study Name

PHL CSF and RON Apron

Study Description

Construction of a new buildings and remain overnight cargo apron

=====

EMISSIONS INVENTORY - SUMMARY

Total Emissions by Year

Units for Non-Greenhouse Gases Emission: Short Ton

Units for Greenhouse Gases (CO2, CH4, and N2O) Emission: Metric Ton

Year	CO	NOx	SO2	PM10	PM2.5	VOC	CO2	CH4	N2O
2019	13.10588	8.57995	0.070322	1.891458	0.407178	44.21762	5393.678	0.217207	0.041222
2020	56.85613	5.056721	0.106774	0.489833	0.152102	12.58457	7318.095	1.044383	0.082886
2021	2.61929	0.79794	0.009321	0.36649	0.039214	6.718749	597.8127	0.023495	0.00567

Total Emissions by Source Categories

Units for Non-Greenhouse Gases Emission: Short Ton

Units for Greenhouse Gases Emission: Metric Ton

Year	Emission Sr	CO	NOx	SO2	PM10	PM2.5	VOC	CO2	CH4	N2O
2019	NonRoad	3.363281	6.861509	0.022816	0.379972	0.349574	1.423988	4038.377	--	--
2019	OnRoad	6.986647	1.546391	0.015814	0.059987	0.057604	0.453511	1355.301	0.217207	0.041222
2019	Fugitive	2.75595	0.17205	0.031693	1.4515	--	42.34012	--	--	--
2019	TOTAL	13.10588	8.57995	0.070322	1.891458	0.407178	44.21762	5393.678	0.217207	0.041222
2020	NonRoad	0.444824	1.014463	0.003075	0.056378	0.051868	0.179755	550.1076	--	--
2020	OnRoad	56.41131	4.042258	0.103699	0.108455	0.100233	3.501469	6767.988	1.044383	0.082886
2020	Fugitive	0	0	0	0.325	--	8.90335	--	--	--
2020	TOTAL	56.85613	5.056721	0.106774	0.489833	0.152102	12.58457	7318.095	1.044383	0.082886
2021	NonRoad	0.353581	0.556552	0.002415	0.033019	0.030377	0.158461	430.9387	--	--
2021	OnRoad	1.842759	0.214988	0.002047	0.009322	0.008836	0.062588	166.874	0.023495	0.00567
2021	Fugitive	0.42295	0.0264	0.004859	0.32415	--	6.4977	--	--	--
2021	TOTAL	2.61929	0.79794	0.009321	0.36649	0.039214	6.718749	597.8127	0.023495	0.00567

=====

ACEIT Study: PHL CSF and RON Apron Assumptions

Emission factors were developed from the following models:

On-Road Vehicles: MOVES 2010b, revised January 2013

Non-Road Equipment: NONROAD2008a, July 2009

In addition to the overall project size dimensions (e.g., Length and width) provided by the user, an additional 10 ft length and 10 ft width is added to account for disturbance areas.

The number of employees is based on the higher of two methods: (1) number of equipment, and (2) multiply the project cost in million by 11.

The average employee travels 30 miles round-trip from home to construction site each day.

The average on-road material delivery round-trip distance per truck is 40 miles per day.

For calculating fugitive, re-entrained PM emissions from on-road and non-road material delivery and handling equipment, a nominal VMT of 5 miles is used for each vehicle per day.

In deriving emission factors from NONROAD, the horsepower for each equipment represents the most popular in each equipment category.

The total length of each modeled scenario is used to define the number of days associated with vehicle/equipment evaporative emissions.

The choice of location and season are assumed to adequately represent differences in fuel characteristics affecting emissions.

Only two seasons (Summer and Winter) are used to represent all seasons.

14 U.S. Counties are used to represent all other counties in the U.S. (all other counties are mapped to the 14).

The default methods assume that all construction equipment use diesel as well as heavy-duty on-road vehicles, while passenger vehicles (including motorcycles) use gasoline.

Fugitive emissions are only modeled for:

- Asphalt drying
- Asphalt storage and batching
- Concrete mixing/batching
- Soil handling
- Unstabilized land and wind erosion
- Material movement (unpaved roads)
- Material movement (paved roads)

On-Road vehicle speeds are not explicitly modeled. The associated emission factors for each modeled vehicle from MOVES represent averages over the driving cycles, the roadway type, and daily temperature variations.

The default equipment hours-of-use data are developed based on the overall size of the project provided by the user and activity rates based on expert engineering judgment.

Under the Construction Activity Type list (Activity Tab), when a choice between asphalt and concrete materials occurs, asphalt is always selected as default. To choose concrete, de-select the asphalt item and select the corresponding concrete item.

Two trips per day were assumed for each on-road material handling trucks.

Only CO₂, CH₄, and N₂O are used to represent greenhouse gas emissions. Other potential greenhouse gases including air conditioning refrigerants were not included.

The following equipment are always modeled using diesel emission factors since gasoline-based emission factors are not available:

- Asphalt Deliveries/Ten Wheelers
- Bulldozer
- Concrete Ready Mix Trucks
- Concrete Ready Trucks Mix for Cores
- Concrete Truck
- Crack Filler (Trailer Mounted)
- Delivery of Tanks (3)
- Distributing Tanker
- Dozer
- Dump Truck
- Dump Truck (12 cy)
- Excavator
- Excavator for U/G Services/Tanks
- Flat Bed or Dump Trucks
- Flatbed Truck
- Grader
- Grout Wheel Truck
- Hoist Equipment with 40 Ton Rig
- Hydraulic Hammer
- Hydroseeder
- Line Painting Truck and Sprayer
- Material Deliveries
- Off-Road Truck
- Pickup Truck
- Scraper
- Seed Truck Spreader
- Small Dozer
- Survey Crew Trucks
- Ten Wheelers
- Ten Wheelers- Material Delivery
- Tool Truck
- Tractor Trailer- Equipment Delivery
- Tractor Trailer- Material Delivery
- Tractor Trailer- Steel Deliveries
- Tractor Trailer- Stone Delivery
- Tractor Trailer- Topsoil & Seed
- Tractor Trailer- Truck Delivery
- Tractor Trailer with Boom Hoist- Curbs Del & Place
- Tractor Trailer with Boom Hoist- Delivery
- Tractor Trailers- Rebar Deliveries
- Tractor Trailers Temp Fac.
- Truck for Topsoil & Seed Del&Spread
- Water Truck
- Excavator with Bucket
- Excavator with Hoe Ram

Attachment C
PNDI Screening and Agency Correspondence

1. PROJECT INFORMATION

Project Name: **PHL Consolidated Support Facility**

Date of Review: **5/4/2018 08:54:23 PM**

Project Category: **Transportation, Airports (runways, taxiways, terminals, control towers, beacons, fuel depots)**

Project Area: **39.89 acres**

County(s): **Delaware**

Township/Municipality(s): **TINICUM**

ZIP Code: **19029; 19153**

Quadrangle Name(s): **BRIDGEPORT**

Watersheds HUC 8: **Lower Delaware**

Watersheds HUC 12: **Woodbury Creek-Delaware River**

Decimal Degrees: **39.872121, -75.268479**

Degrees Minutes Seconds: **39° 52' 19.6349" N, 75° 16' 6.5235" W**

2. SEARCH RESULTS

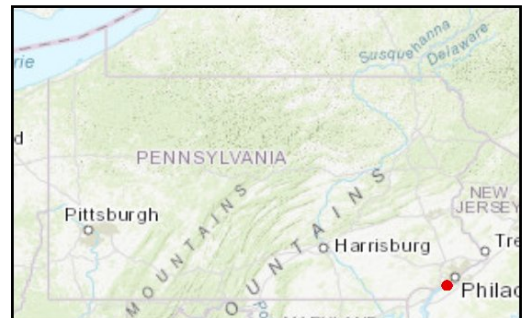
Agency	Results	Response
PA Game Commission	Potential Impact	FURTHER REVIEW IS REQUIRED, See Agency Response
PA Department of Conservation and Natural Resources	Conservation Measure	No Further Review Required, See Agency Comments
PA Fish and Boat Commission	Potential Impact	FURTHER REVIEW IS REQUIRED, See Agency Response
U.S. Fish and Wildlife Service	No Known Impact	No Further Review Required

As summarized above, Pennsylvania Natural Diversity Inventory (PNDI) records indicate there may be potential impacts to threatened and endangered and/or special concern species and resources within the project area. If the response above indicates "No Further Review Required" no additional communication with the respective agency is required. If the response is "Further Review Required" or "See Agency Response," refer to the appropriate agency comments below. Please see the DEP Information Section of this receipt if a PA Department of Environmental Protection Permit is required.

PHL Consolidated Support Facility

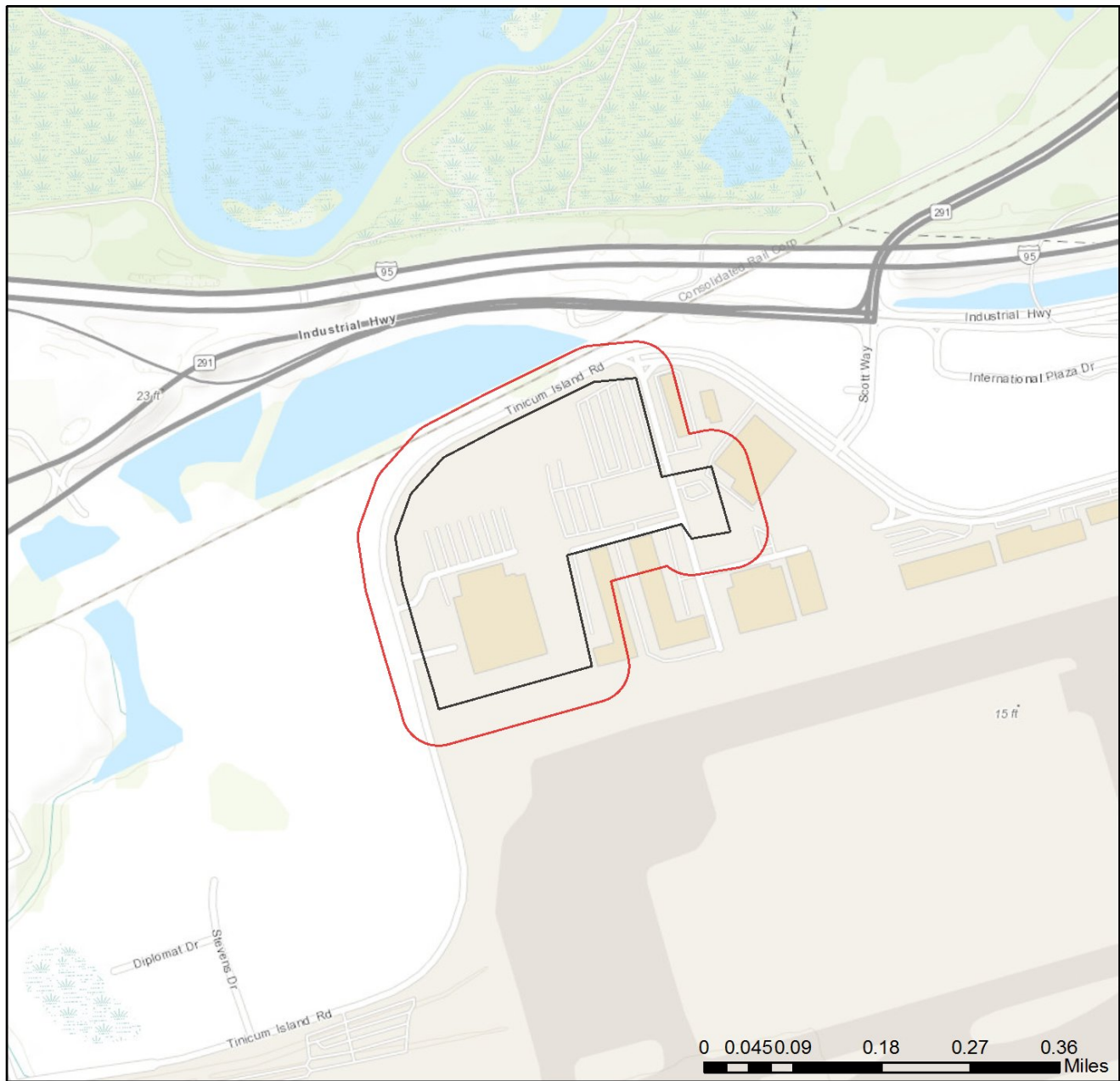


- Project Boundary
- Buffered Project Boundary

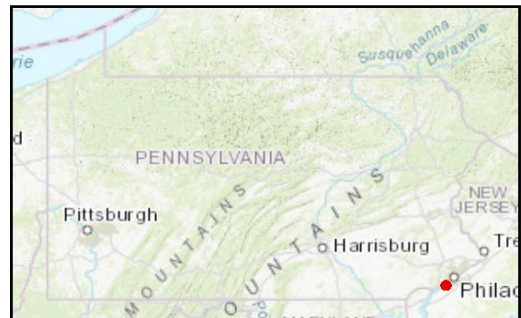


Service Layer Credits: Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community
Esri, HERE, Garmin, © OpenStreetMap contributors, and the GIS user community

PHL Consolidated Support Facility



- Project Boundary
- Buffered Project Boundary



Service Layer Credits: Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community
Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS,

RESPONSE TO QUESTION(S) ASKED

Q1: Accurately describe what is known about wetland presence in the project area or on the land parcel by selecting ONE of the following. "Project" includes all features of the project (including buildings, roads, utility lines, outfall and intake structures, wells, stormwater retention/detention basins, parking lots, driveways, lawns, etc.), as well as all associated impacts (e.g., temporary staging areas, work areas, temporary road crossings, areas subject to grading or clearing, etc.). Include all areas that will be permanently or temporarily affected -- either directly or indirectly -- by any type of disturbance (e.g., land clearing, grading, tree removal, flooding, etc.). Land parcel = the lot(s) on which some type of project(s) or activity(s) are proposed to occur.

Your answer is: The entire project and associated discharge, plus a 300 feet buffer around the project area, all occur in or on an existing building, parking lot, driveway, road, road shoulder, street, runway, paved area, railroad bed, or crop agriculture field.

Q2: The proposed project is in the range of the Indiana bat. Describe how the project will affect bat habitat (forests, woodlots and trees) and indicate what measures will be taken in consideration of this. Round acreages up to the nearest acre (e.g., 0.2 acres = 1 acre).

Your answer is: No forests, woodlots or trees will be affected by the project.

Q3: Aquatic habitat (stream, river, lake, pond, etc.) is located on or adjacent to the subject property and project activities (including discharge) may occur within 300 feet of these habitats?

Your answer is: Yes

Q4: Is tree removal, tree cutting or forest clearing of 40 acres or more necessary to implement all aspects of this project?

Your answer is: No

3. AGENCY COMMENTS

Regardless of whether a DEP permit is necessary for this proposed project, any potential impacts to threatened and endangered species and/or special concern species and resources must be resolved with the appropriate jurisdictional agency. In some cases, a permit or authorization from the jurisdictional agency may be needed if adverse impacts to these species and habitats cannot be avoided.

These agency determinations and responses are **valid for two years** (from the date of the review), and are based on the project information that was provided, including the exact project location; the project type, description, and features; and any responses to questions that were generated during this search. If any of the following change: 1) project location, 2) project size or configuration, 3) project type, or 4) responses to the questions that were asked during the online review, the results of this review are not valid, and the review must be searched again via the PNDI Environmental Review Tool and resubmitted to the jurisdictional agencies. The PNDI tool is a primary screening tool, and a desktop review may reveal more or fewer impacts than what is listed on this PNDI receipt. The jurisdictional agencies **strongly advise against** conducting surveys for the species listed on the receipt prior to consultation with the agencies.

PA Game Commission

RESPONSE:

Further review of this project is necessary to resolve the potential impact(s). Please send project information to this agency for review (see WHAT TO SEND).

PGC Species: (Note: The Pennsylvania Conservation Explorer tool is a primary screening tool, and a desktop review may reveal more or fewer species than what is listed below.)

Scientific Name	Common Name	Current Status
Asio flammeus	Short-eared Owl	Endangered
Circus cyaneus	Northern Harrier	Threatened
Cistothorus palustris	Marsh Wren	Special Concern Species*

Scientific Name	Common Name	Current Status
<i>Ixobrychus exilis</i>	Least Bittern	Endangered
<i>Nycticorax nycticorax</i>	Black-crowned Night-heron	Endangered
Sensitive Species**		Endangered
Sensitive Species**		Special Concern Species*

**PA Department of Conservation and Natural Resources
 RESPONSE:**

Conservation Measure: Please avoid the introduction of invasive species in order to protect the integrity of nearby plant species of special concern. Voluntary cleaning of equipment/vehicles, using clean fill and mulch, and avoiding planting invasive species (<http://www.dcnr.pa.gov/Conservation/WildPlants/InvasivePlants/Pages/default.aspx>) will help to conserve sensitive plant habitats.

DCNR Species: (Note: The Pennsylvania Conservation Explorer tool is a primary screening tool, and a desktop review may reveal more or fewer species than what is listed below. After desktop review, if a botanical survey is required by DCNR, we recommend the DCNR Botanical Survey Protocols, available here: <https://conservationexplorer.dcnr.pa.gov/content/survey-protocols>)

Scientific Name	Common Name	Current Status	Proposed Status	Survey Window
<i>Amaranthus cannabinus</i>	Waterhemp Ragweed	Special Concern Species*	Special Concern Species*	Flowers July - September
<i>Pluchea odorata</i>	Shrubby Camphor-weed	Special Concern Species*	Endangered	Flowers August - October

**PA Fish and Boat Commission
 RESPONSE:**

Further review of this project is necessary to resolve the potential impact(s). Please send project information to this agency for review (see WHAT TO SEND).

PFBC Species: (Note: The Pennsylvania Conservation Explorer tool is a primary screening tool, and a desktop review may reveal more or fewer species than what is listed below.)

Scientific Name	Common Name	Current Status
Sensitive Species**		Endangered
Sensitive Species**		Endangered
Sensitive Species**		Threatened
Sensitive Species**		Endangered
Sensitive Species**		Endangered
Sensitive Species**		Special Concern Species*
<i>Umbra pygmaea</i>	Eastern Mudminnow	Special Concern Species*

**U.S. Fish and Wildlife Service
 RESPONSE:**

No impacts to **federally** listed or proposed species are anticipated. Therefore, no further consultation/coordination under the Endangered Species Act (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq. is required. Because no take of federally listed species is anticipated, none is authorized. This response does not reflect potential Fish and Wildlife Service concerns under the Fish and Wildlife Coordination Act or other authorities.

* Special Concern Species or Resource - Plant or animal species classified as rare, tentatively undetermined or candidate as well as other taxa of conservation concern, significant natural communities, special concern populations (plants or animals) and unique geologic features.

** Sensitive Species - Species identified by the jurisdictional agency as collectible, having economic value, or being susceptible to decline as a result of visitation.

WHAT TO SEND TO JURISDICTIONAL AGENCIES

If project information was requested by one or more of the agencies above, upload* or email* the following information to the agency(s). Instructions for uploading project materials can be found [here](#). This option provides the applicant with the convenience of sending project materials to a single location accessible to all three state agencies. Alternatively, applicants may email or mail their project materials (see AGENCY CONTACT INFORMATION).

***Note:** U.S.Fish and Wildlife Service requires applicants to mail project materials to the USFWS PA field office (see AGENCY CONTACT INFORMATION). USFWS will not accept project materials submitted electronically (by upload or email).

Check-list of Minimum Materials to be submitted:

___ Project narrative with a description of the overall project, the work to be performed, current physical characteristics of the site and acreage to be impacted.

___ A map with the project boundary and/or a basic site plan (particularly showing the relationship of the project to the physical features such as wetlands, streams, ponds, rock outcrops, etc.)

In addition to the materials listed above, USFWS REQUIRES the following

___ **SIGNED** copy of a Final Project Environmental Review Receipt

The inclusion of the following information may expedite the review process.

___ Color photos keyed to the basic site plan (i.e. showing on the site plan where and in what direction each photo was taken and the date of the photos)

___ Information about the presence and location of wetlands in the project area, and how this was determined (e.g., by a qualified wetlands biologist), if wetlands are present in the project area, provide project plans showing the location of all project features, as well as wetlands and streams.

4. DEP INFORMATION

The Pa Department of Environmental Protection (DEP) requires that a signed copy of this receipt, along with any required documentation from jurisdictional agencies concerning resolution of potential impacts, be submitted with applications for permits requiring PNDI review. Two review options are available to permit applicants for handling PNDI coordination in conjunction with DEP's permit review process involving either T&E Species or species of special concern. Under sequential review, the permit applicant performs a PNDI screening and completes all coordination with the appropriate jurisdictional agencies prior to submitting the permit application. The applicant will include with its application, both a PNDI receipt and/or a clearance letter from the jurisdictional agency if the PNDI Receipt shows a Potential Impact to a species or the applicant chooses to obtain letters directly from the jurisdictional agencies. Under concurrent review, DEP, where feasible, will allow technical review of the permit to occur concurrently with the T&E species consultation with the jurisdictional agency. The applicant must still supply a copy of the PNDI Receipt with its permit application. The PNDI Receipt should also be submitted to the appropriate agency according to directions on the PNDI Receipt. The applicant and the jurisdictional agency will work together to resolve the potential impact(s). See the DEP PNDI policy at <https://conservationexplorer.dcnr.pa.gov/content/resources>.

5. ADDITIONAL INFORMATION

The PNDI environmental review website is a preliminary screening tool. There are often delays in updating species status classifications. Because the proposed status represents the best available information regarding the conservation status of the species, state jurisdictional agency staff give the proposed statuses at least the same consideration as the current legal status. If surveys or further information reveal that a threatened and endangered and/or special concern species and resources exist in your project area, contact the appropriate jurisdictional agency/agencies immediately to identify and resolve any impacts.

For a list of species known to occur in the county where your project is located, please see the species lists by county found on the PA Natural Heritage Program (PNHP) home page (www.naturalheritage.state.pa.us). Also note that the PNDI Environmental Review Tool only contains information about species occurrences that have actually been reported to the PNHP.

6. AGENCY CONTACT INFORMATION

PA Department of Conservation and Natural Resources

Bureau of Forestry, Ecological Services Section
400 Market Street, PO Box 8552
Harrisburg, PA 17105-8552
Email: RA-HeritageReview@pa.gov

U.S. Fish and Wildlife Service

Pennsylvania Field Office
Endangered Species Section
110 Radnor Rd; Suite 101
State College, PA 16801
NO Faxes Please

PA Fish and Boat Commission

Division of Environmental Services
595 E. Rolling Ridge Dr., Bellefonte, PA 16823
Email: RA-FBPACENOTIFY@pa.gov

PA Game Commission

Bureau of Wildlife Habitat Management
Division of Environmental Planning and Habitat Protection
2001 Elmerton Avenue, Harrisburg, PA 17110-9797
Email: RA-PGC_PNDI@pa.gov
NO Faxes Please

7. PROJECT CONTACT INFORMATION

Name: Lynn Keeley
Company/Business Name: AECOM
Address: 1700 Market Street Suite 1600
City, State, Zip: Philadelphia, PA 19103
Phone: (215) 696-3524 Fax: ()
Email: lynn.keeley@aecom.com

8. CERTIFICATION

I certify that ALL of the project information contained in this receipt (including project location, project size/configuration, project type, answers to questions) is true, accurate and complete. In addition, if the project type, location, size or configuration changes, or if the answers to any questions that were asked during this online review change, I agree to re-do the online environmental review.

Lynn A. Keeley
applicant/project proponent signature

May 4, 2018
date



AECOM
1700 Market Street
Philadelphia
PA, 19103
USA
aecom.com

To:

Jordan Allison

PA Fish & Boat Commission
Division of Environmental Services

Tracey Librandi Mumma

PA Game Commission
Division of Environmental Planning & Habitat
Protection
Bureau of Wildlife Habitat Management

Project name:

Philadelphia International Airport

Project ref:

Consolidated Support Facility

From:

Lynn A. Keeley

Date:

May 4, 2018

Memo

Subject: PNDI Review Request (Project Search ID: PNDI-656475)
Philadelphia International Airport Consolidated Support Facility
Tinicum Township and Philadelphia County, Pennsylvania

The PNDI review receipt referenced above contained state listed species under the jurisdiction of the Pennsylvania Fish and Boat Commission and Pennsylvania Game Commission and plant species under the jurisdiction of PADCNR which require conservation measures. In accordance with the instructions in the Draft receipt, we are herewith submitting additional project information to facilitate your review. Included in this memo are:

- Project Description
- Project Location - USGS Topographic Map, Bridgeport, NJ-PA 2016
- Project Boundary Map
- Project Environs Map

If you require any additional information to make your determination, please feel free to contact me at your earliest convenience.

Preliminary Project Description:

Philadelphia International Airport (PHL) is planning to redevelop approximately 40 acres of existing airport property located in the Cargo City area of the Airport. Refer to Figure 1 for the project location and Figure 2 for the project boundary.

The purpose of the project is to consolidate existing airline and airport support functions into new facilities that will be designed and built to meet the latest industry standards for safety, efficiency and environmental sustainability.

Cargo City is approximately 135 acres of urban-industrial property that has been used primarily for airline cargo handling and support functions since the mid-1970s. The few isolated areas not occupied by buildings or pavement include trees, shrubs and turf grass. The trees are located at the perimeter of Cargo City primarily to serve as a vegetative screen from the roadway. The turf grass areas are actively managed and mowed on a regular basis. No water resources or other environmentally-sensitive features are present on the project site. On-airport wetlands were mapped by a qualified wetlands biologist as part of a US Army Corps of Engineers Jurisdictional Determination which is valid until November, 2019 (see Figure 3).

Land uses adjacent to the project site include the John Heinz National Wildlife Refuge to the north, air cargo facilities to the east, aircraft parking apron to the south, and approximately 95 acres of undeveloped land/open space to the west.

The project includes construction of two new buildings (Building C-11 and American Airlines Stores) and a Remain Overnight (RON) aircraft parking apron.

- The proposed Building C-11 is approximately 276,000 square feet and will house the following functions:
 - American Airlines Cargo Transfer
 - DOA Maintenance Warehouse
 - MarketPlace PHL Concessions receiving and distribution
- The American Airlines-Stores Building will be located on the southwest side of the existing American Airlines Maintenance Hangar, is expected to be approximately 82,700 square feet and will include the following functions:
 - AA Stores (parts, supplies and storage) and IT Stores (parts, supplies and storage)
- The Remain Overnight Parking (RON) Apron will accommodate up to 8 commercial aircraft parking positions.

The project is expected to be implemented in two phases, with Building C-11 and the RON Apron included in the first phase and AA Stores in the second phase. Phase 1 is currently at 30% design and is anticipated to be in construction in 2019. Phase 2 will be designed and constructed when funding becomes available.

Figure 2 - Project Boundary

PHL Consolidated Support Facilities Building C-11 and RON Apron

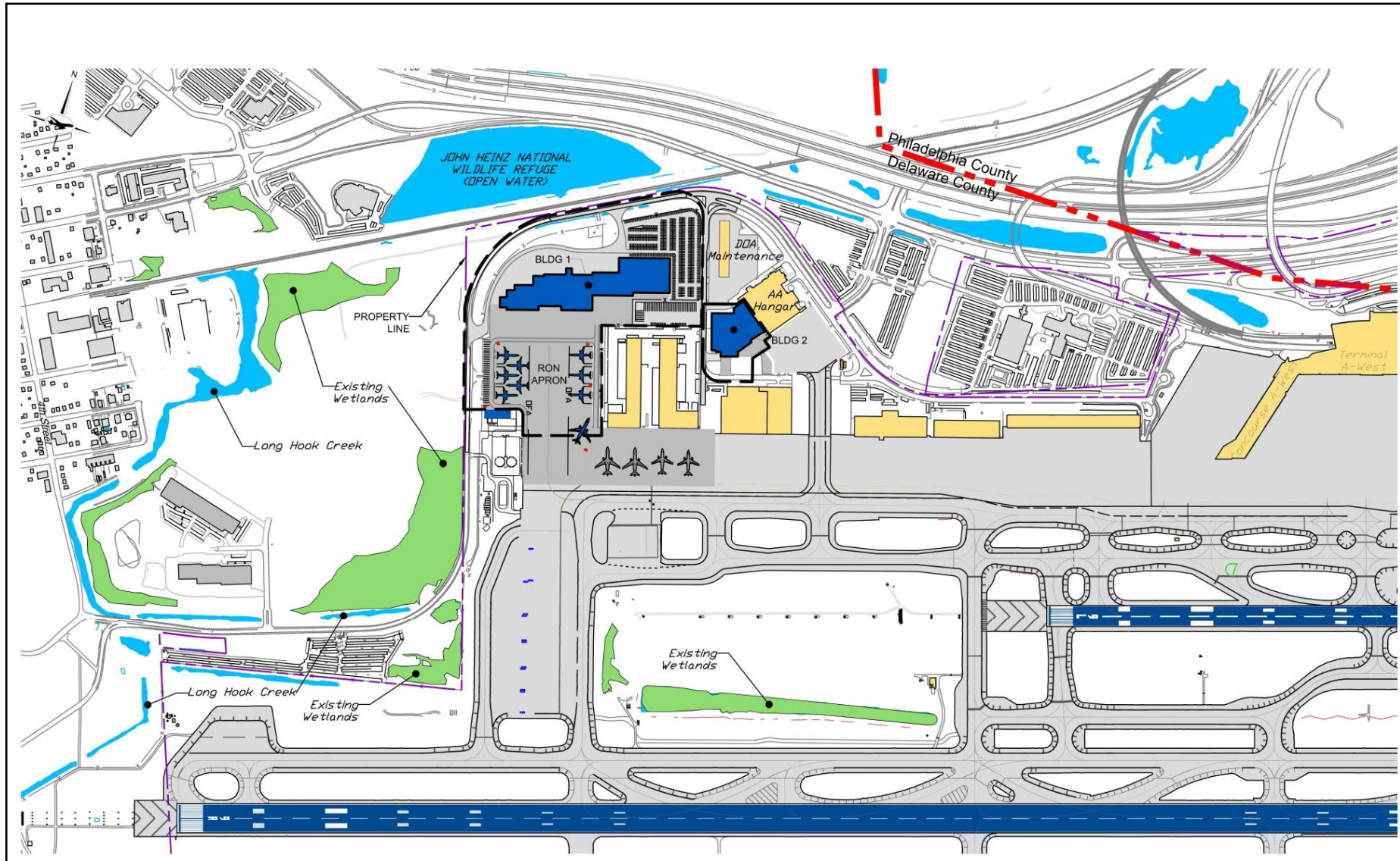


- Project Boundary
- Buffered Project Boundary

Service Layer Credits: Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community
 Esri, HERE, Garmin, © OpenStreetMap contributors, and the GIS user community



Figure 3 - Project Environs



* NOTE: ON-AIRPORT WETLANDS SHOWN ARE BASED ON ACOE JURISDICTIONAL DETERMINATION.
OTHER WETLANDS AND WATERS ARE BASED ON NWI MAPPING.



Pennsylvania Fish & Boat Commission

Division of Environmental Services
Natural Diversity Section
595 E Rolling Ridge Dr.
Bellefonte, PA 16823
814-359-5237

May 17, 2018

IN REPLY REFER TO
SIR# 49497

AECOM
Lynn Keeley
1700 Market Street
Philadelphia, Pennsylvania 19103

RE: Species Impact Review (SIR) – Rare, Candidate, Threatened and Endangered Species
PNDI Search No. 656475_1
PHL Consolidated Support Facility
DELAWARE County: Tincum Township

Dear Lynn Keeley:

This responds to your inquiry about a Pennsylvania Natural Diversity Inventory (PNDI) Internet Database search “potential conflict” or a threatened and endangered species impact review. These projects are screened for potential conflicts with rare, candidate, threatened or endangered species under Pennsylvania Fish & Boat Commission jurisdiction (fish, reptiles, amphibians, aquatic invertebrates only) using the Pennsylvania Natural Diversity Inventory (PNDI) database and our own files. These species of special concern are listed under the Endangered Species Act of 1973, the Wild Resource Conservation Act, and the Pennsylvania Fish & Boat Code (Chapter 75), or the Wildlife Code.

An element occurrence of a rare, candidate, threatened, or endangered species under our jurisdiction is known from the vicinity of the proposed project. However, given the nature of the proposed project, the immediate location, or the current status of the nearby element occurrence(s), no adverse impacts are expected to the species of special concern.

This response represents the most up-to-date summary of the PNDI data and our files and is valid for two (2) years from the date of this letter. An absence of recorded species information does not necessarily imply species absence. Our data files and the PNDI system are continuously being updated with species occurrence information. Should project plans change or additional information on listed or proposed species become available, this determination may be reconsidered, and consultation shall be re-initiated.

Our Mission:

www.fish.state.pa.us

To protect, conserve and enhance the Commonwealth's aquatic resources and provide fishing and boating opportunities.

If you have any questions regarding this review, please contact Kathy Gipe at 814-359-5186 and refer to the SIR # 49497. Thank you for your cooperation and attention to this important matter of species conservation and habitat protection.

Sincerely,

A handwritten signature in black ink that reads "Christopher A. Urban". The signature is written in a cursive style with a large, prominent initial "C".

Christopher A. Urban, Chief
Natural Diversity Section

CAU/KDG/dn



May 24, 2018

Ms. Lynn Keeley
AECOM
1700 Market Street, Suite 1600
Philadelphia, PA 19103

Project Search ID: PNDI-656475
PNDI Receipt: *project_receipt_phl_consolidated_support__656475_FINAL_1.pdf*
Re: PHL Consolidated Support Facility
Tinicum Township, Delaware County, PA

Dear Ms. Keeley,

Thank you for submitting the Pennsylvania Natural Diversity Inventory (PNDI) Environmental Review Receipt *project_receipt_phl_consolidated_support__656475_FINAL_1.pdf* for review. The Pennsylvania Game Commission (PGC) screened this project for potential impacts to species and resources of concern under PGC responsibility, which includes birds and mammals only.

No Impact Anticipated

PNDI records indicate species or resources of concern are located in the vicinity of the project. However, based on the information you submitted concerning the nature of the project, the immediate location, and our detailed resource information, the PGC has determined that no impact is likely. Therefore, no further coordination with the PGC will be necessary for this project at this time.

This response represents the most up-to-date summary of the PNDI data files and is valid for two (2) years from the date of this letter. An absence of recorded information does not necessarily imply actual conditions on site. Should project plans change or additional information on listed or proposed species become available, this determination may be reconsidered.

Should the proposed work continue beyond the period covered by this letter, please resubmit the project to this agency as an "Update" (including an updated PNDI receipt, project narrative and accurate map). If the proposed work has not changed and no additional information concerning listed species is found, the project will be cleared for PNDI requirements under this agency for two additional years.

This finding applies to impacts to birds and mammals only. To complete your review of state and federally-listed threatened and endangered species and species of special concern, please be sure that the U.S. Fish and Wildlife Service, the PA Department of Conservation and Natural

Resources, and/or the PA Fish and Boat Commission have been contacted regarding this project as directed by the online PNDI ER Tool found at www.naturalheritage.state.pa.us.

Sincerely,



Tracey Librandi Mumma
Division of Environmental Planning & Habitat Protection
Bureau of Wildlife Habitat Management
Phone: 717-787-4250, Extension 3614
Fax: 717-787-6957
E-mail: tlibrandi@pa.gov

A PNHP Partner



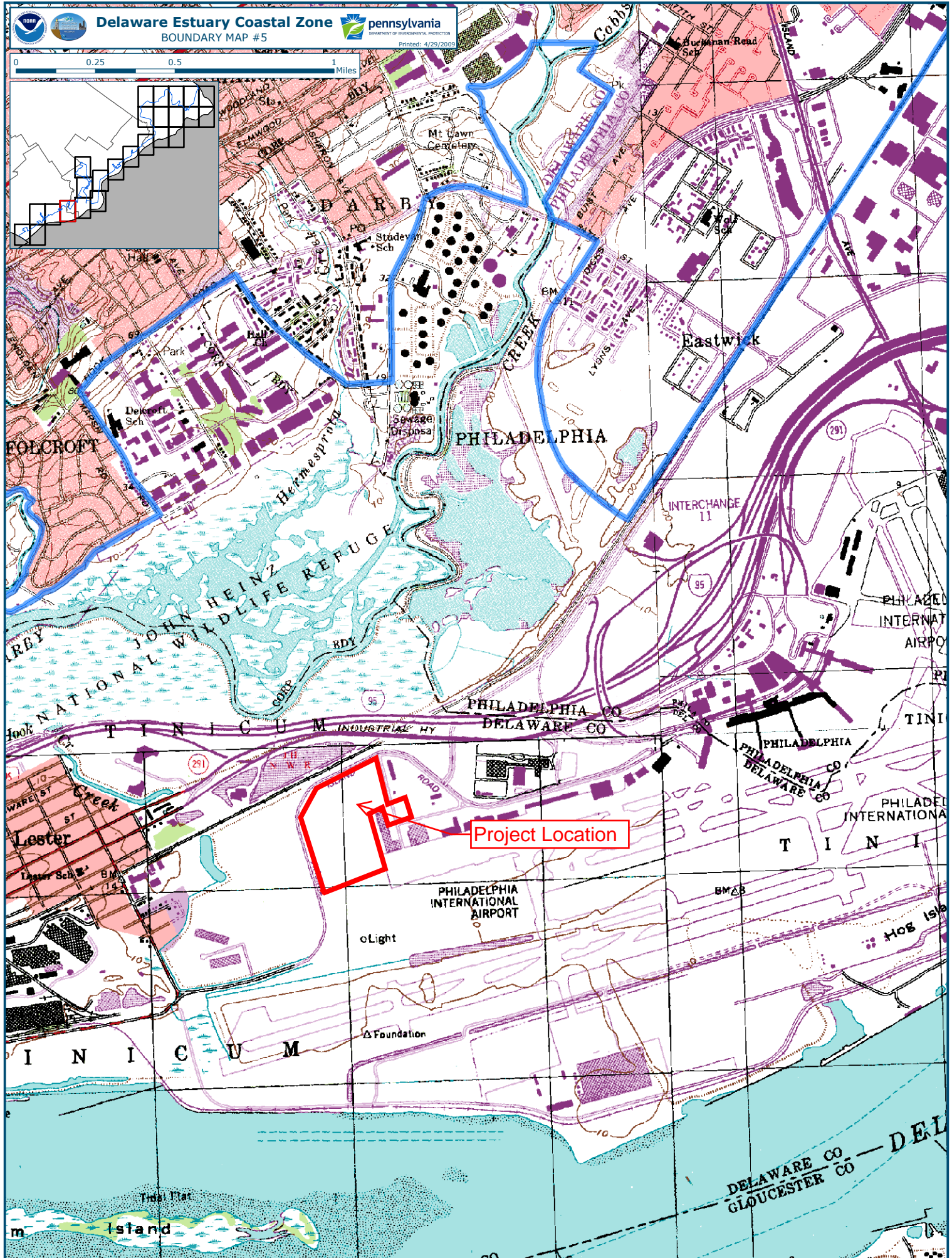
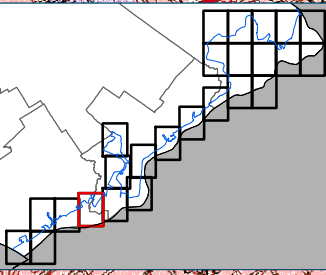
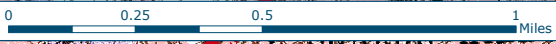
TLM/tlm

Attachment D
Delaware Estuary Coastal Zone Boundary Map 5



Delaware Estuary Coastal Zone BOUNDARY MAP #5

pennsylvania
DEPARTMENT OF ENVIRONMENTAL PROTECTION
Printed: 4/29/2009



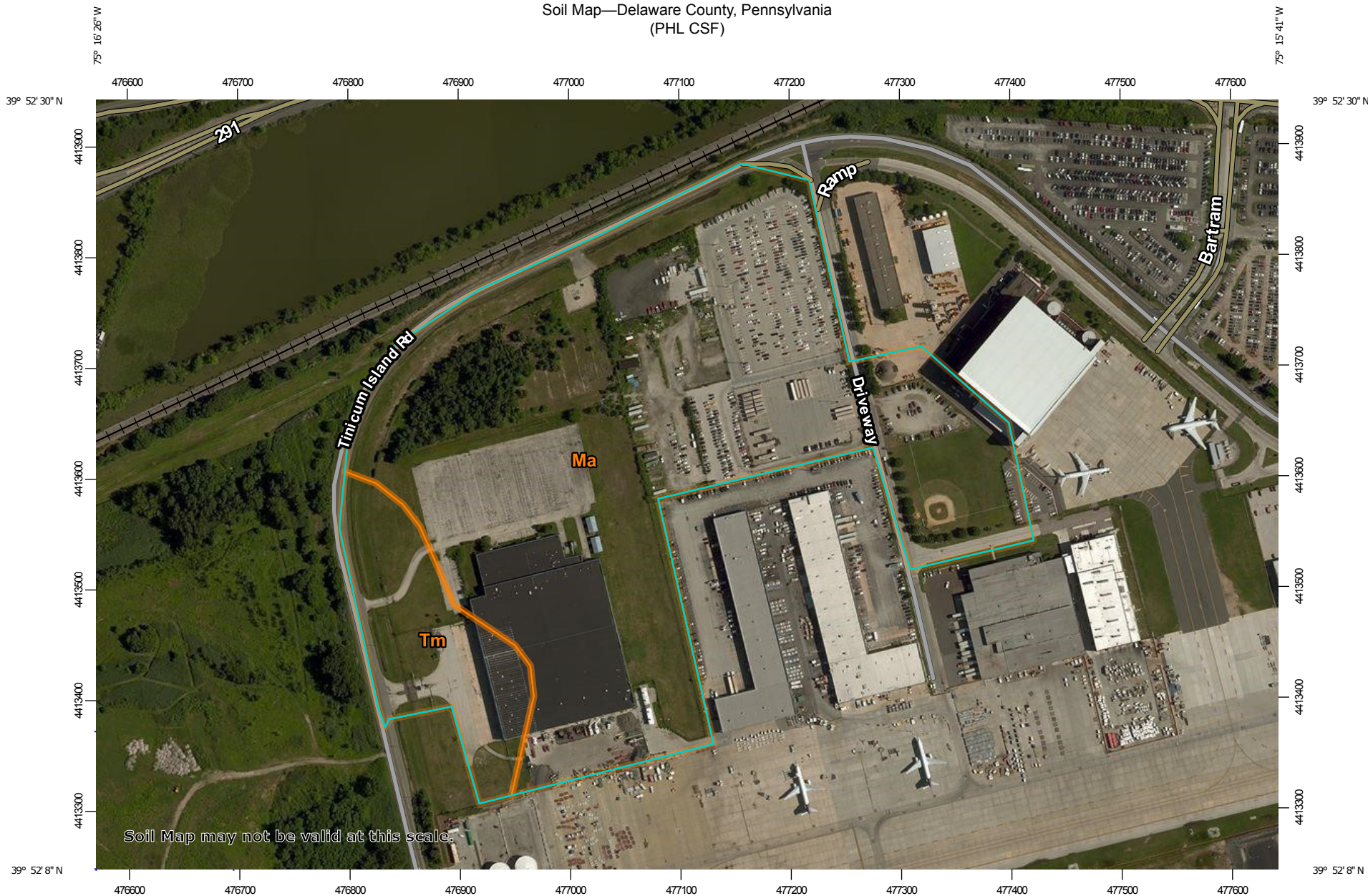
Project Location

Island

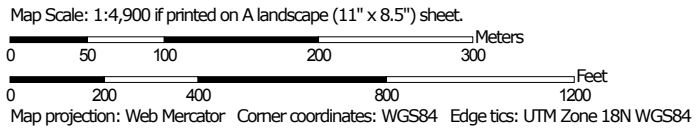
DELAWARE CO
GLOUCESTER CO

Attachment E
Soils

Soil Map—Delaware County, Pennsylvania
(PHL CSF)




Soil Map may not be valid at this scale.





MAP LEGEND

Area of Interest (AOI)

 Area of Interest (AOI)

Soils

 Soil Map Unit Polygons

 Soil Map Unit Lines

 Soil Map Unit Points

Special Point Features



Blowout



Borrow Pit



Clay Spot



Closed Depression



Gravel Pit



Gravelly Spot



Landfill



Lava Flow



Marsh or swamp



Mine or Quarry



Miscellaneous Water



Perennial Water



Rock Outcrop



Saline Spot



Sandy Spot



Severely Eroded Spot



Sinkhole



Slide or Slip



Sodic Spot



Spoil Area



Stony Spot



Very Stony Spot



Wet Spot



Other



Special Line Features

Water Features



Streams and Canals

Transportation



Rails



Interstate Highways



US Routes



Major Roads



Local Roads

Background



Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:20,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service

Web Soil Survey URL:

Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Delaware County, Pennsylvania

Survey Area Data: Version 14, Nov 27, 2017

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jun 15, 2014—Jun 24, 2014

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
Ma	Made land, gravelly materials	40.7	86.9%
Tm	Tidal marsh	6.1	13.1%
Totals for Area of Interest		46.9	100.0%

Attachment F
Zoning

McNICHOL, BYRNE & MATLAWSKI, P.C.
ATTORNEYS AT LAW

Paul D. McNichol *
James J. Byrne, Jr.
J. Adam Matlawski
Kelly S. Sullivan
Daniel J. McCusker
Kelly C. Hayes *
Kaitlyn T. Searls*

Of Counsel:
Raymond J. Peppelman, Jr.
Direct Phone: (610) 566-7777

September 25, 2017

* Licensed to practice in PA and NJ

Mr. Bijan Pashanamaei
AFCOM
1700 Market Street
Suite 1600
Philadelphia, PA 19103

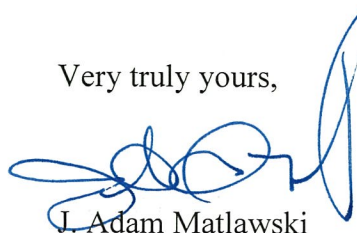
Re: TINICUM TOWNSHIP ZONING HEARING BOARD
City of Philadelphia, Division of Aviation (04-17) / Philadelphia
International Airport, Tincum Township

Dear Mr. Pashanamaei:

I serve as Solicitor for the Tincum Township Zoning Hearing Board. With respect to your client's above-referenced application before the Zoning Hearing Board, enclosed please find a signed copy of the Decision entered by the Zoning Hearing Board in this matter.

This constitutes the Board's notice of decision. Thank you for your attention to this matter.

Very truly yours,



J. Adam Matlawski

JAM:rs
Enclosure
cc: Ms. Antonette Meindl

1223 N. Providence Road, Media, Pennsylvania 19063
(610) 565-4322 • FAX (610) 565-9531 • info@mbmlawoffice.com
Website: www.mbmlawoffice.com

**WRITTEN DECISION OF THE TINICUM TOWNSHIP
ZONING HEARING BOARD**

APPLICANT: City of Philadelphia, Department of Aviation (06-17)
ADDRESS: Philadelphia International Airport, Tinicum Township (“Property”)
DATE OF HEARING: September 21, 2017
DATE OF DECISION: September 21, 2017
**DATE OF NOTICE
TO APPLICANT:** September 22, 2017


APPLICATION FOR: Applicant requests (1) Special Exception pursuant to Section 1202.1 of the Township Zoning Ordinance to allow the following airport dependent uses in the C-4A Commercial-Industrial District: (i) Remain Overnight (RON) Apron (392,000 SF) for overnight parking of aircraft; (ii) American Airlines (AA) Cargo Building (138,130 SF) replacing existing AA cargo sites into combined facility; (iii) Market Place Philadelphia (MPP) Warehouse (20,000 SF) central receiving and distribution center for all airport concession activities; and (iv) Division of Aviation (DOA) Maintenance Warehouse (73,570 SF) primary receiving and distribution center for all deliveries to the Division of Aviation; and (2) variance from Section 1205 of the Zoning Ordinance to allow impervious coverage of approximately 86% in connection with the proposed Support Facilities development project in Cargo City (Code maximum is 75%).

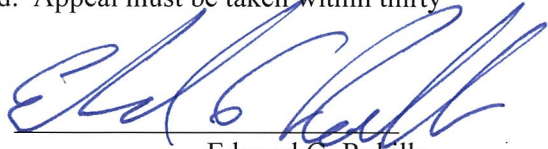
This document serves as written notice to the Applicant of the decision of the Zoning Hearing Board of Tinicum Township, as follows:

ORDER

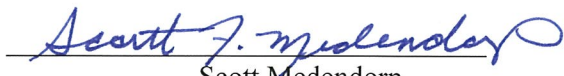
AND NOW, this 21st day of September, 2017, the aforementioned Application is GRANTED. If granted, the approval is subject to the conditions and safeguards set forth in the attached Exhibit “A”, incorporated herein by reference hereto.

Applicant and other parties will receive formal Findings of Fact and Conclusions of Law (if required) upon completion of same by the Zoning Hearing Board. Appeal must be taken within thirty (30) days of the above-indicated Date of Notice to Applicant.


John E. Cochran, Jr, Chairman


Edward G. Rubillo

Roger Joseph


Scott Medendorp

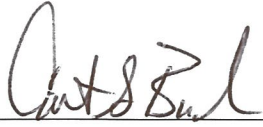

Carter S. Buck

EXHIBIT "A"
TO
WRITTEN DECISION OF THE
TINICUM TOWNSHIP ZONING HEARING BOARD

APPLICANT: City of Philadelphia, Department of Aviation (06-17)
ADDRESS: Philadelphia International Airport, Tinicum Township ("Property")
DATE OF HEARING: September 21, 2017
DATE OF DECISION: September 21, 2017
DATE OF NOTICE
TO APPLICANT: September 22, 2017

CONDITIONS OF APPROVAL

The approval of Applicant's request is subject to the following conditions and safeguards:

1. Applicant shall obtain land development approval from Tinicum Township and shall comply with all conditions thereof;
2. Applicant shall obtain NPDES permit;
3. Applicant shall provide stormwater management facilities as required by the Township land development approvals to the satisfaction of the Township Engineer;
4. Applicant shall obtain FAA approval of all uses and improvements for the proposed project;
5. Applicant shall comply with all federal, state and local codes and ordinances, specifically including but not limited to all requirements of the Tinicum Township Subdivision and Land Development Ordinance if applicable, and shall obtain all required permits.

END OF CONDITIONS.

Attachment G
Jurisdictional Determination



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY

PHILADELPHIA DISTRICT CORPS OF ENGINEERS
WANAMAKER BUILDING, 100 PENN SQUARE EAST
PHILADELPHIA, PENNSYLVANIA 19107-3390

JAN 28 2014

Regulatory Branch
Applications Section I

SUBJECT: CENAP-OP-R 2008-0872-1 (JD)
Project Name: Philadelphia International Airport
Latitude and Longitude: 39.866389 N; 75.250560 W

Ms. Patricia Ann Quigley, P.P., AICP
Patricia Ann Quigley, Inc.
1080 Quarry Hall Road
Norristown, Pennsylvania 19403

Dear Ms. Quigley:

This letter is written with regard to your submittal on behalf of the City of Philadelphia, Division of Aviation requesting an extension of a previously completed jurisdictional determination over lands owned or currently under control of the Philadelphia International Airport. Our previous jurisdictional determination letter dated November 17, 2008 expired on November 17, 2013. The airport is located near the confluence of the Delaware River and the Schuylkill River and is flowed by tributaries of Long Hook Creek and Mingo Creek. The project area included in this study measures approximately 2426 acres and encompasses parcels of land in Tincum Township, Delaware County, Pennsylvania and the City and County of Philadelphia, Pennsylvania. The plans identified on the following pages of this letter depict the extent of Federal jurisdiction on the subject property. In addition, a jurisdictional determination information sheet (JDIS) is also provided as a basis of our determination of jurisdiction (Enclosure 1).

Pursuant to Section 10 of the Rivers and Harbors Act and Section 404 of the Clean Water Act, a Department of the Army permit is required for work or structures in navigable waters of the United States and the discharge of dredged or fill material into waters of the United States including adjacent and isolated wetlands. Any proposal to perform the above activities within the area of Federal jurisdiction requires the prior approval of this office.

This delineation/determination has been conducted to identify the limits of the Corps Clean Water Act jurisdiction for the particular site identified in this request. This delineation/determination may not be valid for the wetland conservation provisions of the Food Security Act of 1985, as amended. If you or your tenant are U.S. Department of Agriculture (USDA) program participants, or anticipate participating in USDA programs, you should request a certified wetland determination from the local office of the Natural Resources Conservation Service prior to starting work.

This letter is valid for a period of five (5) years. This jurisdictional determination is issued in accordance with current Federal regulations and is based upon the existing site conditions and information provided by you in your application. This office reserves the right to reevaluate and modify the jurisdictional determination at any time should the existing site conditions or Federal regulations change, or should the information provided by you prove to be false, incomplete or inaccurate.

This letter contains an approved jurisdictional determination for your subject site. If you object to this determination, you may request an administrative appeal under Corps regulations at 33 CFR 331. Enclosed you will find a combined Notification of Appeal Process (NAP) fact sheet and Request for Appeal (RFA) form (Enclosure 2). If you request to appeal this determination, you must submit a completed RFA form to the North Atlantic Division Office at the following address:

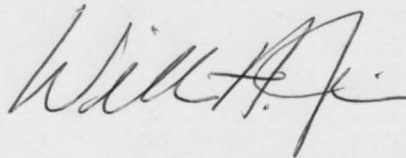
Mr. Michael G. Vissichelli
Administrative Appeals Review Officer
North Atlantic Division, Corps of Engineers Fort Hamilton Military
Community Bldg. 301, General Lee Avenue Brooklyn, NY 11252-6700
Telephone: (718) 765-7163
Email: Michael.G.Vissichelli@usace.army.mil

In order for an RFA to be accepted by the Corps, the Corps must determine that it is complete, that it meets the criteria for appeal under 33 CFR Part 331.5, and that it has been received by the Division Office within 60 days of the date of the NAP. Should you decide to submit an RFA form, it must be received at the above address by **MAR 28 2014**

It is not necessary to submit an RFA form to the Division Office if you do not object to the determination in this letter.

If you should have any further questions regarding this matter, please contact Edward Bonner by telephone at (215) 656-5932, by email at edward.e.bonner@usace.army.mil or write to the above address.

Sincerely,



William H. Jenkins
Chief, Application Section I

SUBJECT PROPERTY: The subject property is known as Philadelphia International Airport, encompassing approximately 2426 acres of land along the Delaware River in the City and County of Philadelphia and in Tinicum Township, Delaware County, Pennsylvania. The study area for this investigation includes those properties under the ownership or control of the Philadelphia International Airport. The boundaries of this study are shown on the approved plans referenced below dated 11/13/2013.

SURVEY DESCRIPTION: The approved plans are identified as "Philadelphia International Airport Philadelphia and Delaware Counties, Delineation of Wetlands and Waterways of the Philadelphia International Airport, sheets 1 – 26 of 26, dated 11/13/2013 and unrevised.

COMMENTS: In conjunction with this 2013 wetland investigation and mapping effort by PAQ, Inc., site inspections were conducted by a representative of this office on June 3, 2013 and October 30, 2013.

Enclosures

Attachment H
Public Involvement

LEGAL NOTICES

NOTICE OF HEARING TINICUM TOWNSHIP ZONING HEARING BOARD NOTICE IS HEREBY GIVEN, that the Zoning Hearing Board of Tinicum Township, Delaware County, Pennsylvania will hold public hearings on the following applications on Thursday, September 21, 2017, beginning at 7:00 p.m.: 6-17 Applicant: City of Philadelphia, Department of Aviation Property: Philadelphia International Airport, Tinicum Township Application: Applicant requests (1) Special Exception pursuant to Section 1202.1 of the Township Zoning Ordinance to allow the following airport dependent uses in the C-4A Commercial-Industrial District: (i) Remain Overnight (RON) Apron (392,000 SF) for overnight parking of aircraft; (ii) American Airlines (AA) Cargo Building (138,130 SF) replacing existing AA cargo sites into combined facility; (iii) Market Place Philadelphia (MPP) Warehouse (20,000 SF) central receiving and distribution center for all airport concession activities; and (iv) Division of Aviation (DOA) Maintenance Warehouse (73,570 SF) primary receiving and distribution center for all deliveries to the Division of Aviation; and (2) variance from Section 1205 of the Zoning Ordinance to allow impervious coverage of approximately 86% in connection with the proposed Support Facilities development project in Cargo City (Code maximum is 75%). The hearings will be held at the Tinicum Township Building, 629 N. Governor Printz Boulevard, Essington, Pennsylvania. Any person who would be affected by the granting of an application is entitled to appear and be heard for or against the application. Copies of each application are available at the Township Building during regular business hours. Zoning Hearing Board Tinicum Township Delaware County John E. Cochran, Jr., Chairman DCT, September 7, September 14, a-1

Appeared in: *Delaware County Daily Times* on Thursday, 09/07/2017

[Back](#)