

# **Federal Emergency Management Agency**

## **Environmental Assessment**

### **Niagara Engine Company No. 6 Fire Station Directed Relocation Village of Schoharie, Schoharie County, New York**

The following is a 508 compliant summary of maps, figures, correspondence comprising the appendices. If you require additional information regarding any of the listed documentation, please Email: FEMA4020-4031Comment@fema.dhs.gov or mail FEMA, Office of Environmental Planning and Historic Preservation, Leo O'Brien Federal Building, 11 A Clinton Avenue Suite 742, Albany, New York 12207

## **APPENDICES TABLE OF CONTENTS**

### **APPENDIX A: LOCATION MAPS AND FIGURES**

Appendix A has seven maps/figures total.

Figure 1 is a geographic representation on a USGS topographic map of the proposed site location of the Niagara Engine No. 6 building at 114 and 118 Fort Road in the Village of Schoharie, Schoharie County, New York.

Figure 2 is a map delineating tax parcels, with the proposed project site identified as encompassing parcels 72.6-2-20 and 72.6-2-19.

Figure 3 is an aerial photograph with the tax parcel drawn over it to show the project location. The site has multiple buildings and gravel parking areas and drives that encircle the rear of the lot and extend through the narrow rear portion of the lot, continuing north to what appears to be a cemetery.

Figure 4 is an aerial photograph identical to Figure 3 with the soil types mapped. Most of the site is ShC (Schoharie and Hudson silt loams, 6 to 12 percent slopes), with the western corner identified as HgA (Howard gravelly silt loam, 0 to 5 percent slopes) and a sliver at the eastern end is ShB (Schoharie and Hudson silt loams, 2 to 6 percent slopes).

Figure 5 is an aerial photograph identical to Figure 3 with the wetlands and streams delineated. There are no visible wetlands, however, streams are found nearby to the east, west, and south of the site.

Figure 6 is an aerial photograph identical to Figure 3 with the approximate locations of aquatic resources delineated. One wetland is flagged extending east from Fort Road between the house at 118 Fort Road and the buildings at 114 Fort Road. This wetland turns south in the rear lawn area, terminating at the driveway. Another wetland continues the path south of the driveway

and extends east to the property line. At the east end of the property, a wetland extends from west to east parallel to the north side of the driveway.

Figure 7 is a geographic representation of the proposed site location of the Building on a National Flood Insurance Program's (NFIP) flood insurance rate map or FIRM in relation to the 100-year floodplain. According to the FIRM (Community Panel Number 36095C0191E, effective April 2, 2004), the proposed project site is entirely located in Zone X, outside of both the 100-year and 500-year floodplains.

## **APPENDIX B: TOPOGRAPHIC SURVEY AND CONCEPTUAL SITE PLAN**

Appendix B has 14 maps/figures total.

The first three pages are the topographic survey and existing conditions plans for the property. The property is relatively level, steeper along the property line between the two lots.

The remaining ten pages include the drawings of the conceptual site plan. Conceptual site plan figures include the topographic survey, areas of pavement, buildings, and limited landscaping; conceptual views of the fire station building; circulation plan; Stormwater Pollution Prevention Plan (SWPP) Notes; existing conditions and demolition plans; site layout and utility plan; lighting and landscaping plan; drainage, grading, erosion and sediment control plan; and contour lighting site plans. The conceptual plan includes the removal of the pre-existing buildings and construction of a new fire station near the center of the lot, with a large apparatus bay at the rear of the building. Parking areas are located in front of (south) the building, as well as at the rear of the lot, east of the temporary pole barn. Paved areas connect from Fort Road to the east, encircling the building and providing access to the rear of the apparatus bay and east to the pole barn and overflow parking areas. The building is one-story high with gable roofs and four large vehicle bays.

## **APPENDIX C: ENVIRONMENTAL EVALUATIONS AND CONSULTATIONS**

Appendix C includes 31 pages of correspondence and evaluations related to environmental review for the proposed reconstruction and relocation of the fire house.

Letter 1 is from United States Department of Agriculture, National Resources Conservation Service to FEMA stating that the project is exempt from the Farmland Protection Policy Act (FPPA) provision.

The remainder of the appendix is the letter from Chazen Companies to Mr. John Wolfe, President of Niagara Engine Company No. 6, Inc., and associated attachments for the Phase 1 Wetland Evaluation and Phase 1 Endangered, Threatened and Rare Species Habitat Assessment for the proposed project site. The letter describes the methodology for undertaking the evaluations and the results of the evaluations. The attachments are as follows:

Figures: Including a project location map, tax parcel map, orthophoto, wetlands and streams map, soils map.

Mapped Resources include screenshots of the NYSDEC Environmental Resource Mapper,

which shows there are no wetlands, streams, rare plants or animals or significant natural communities mapped at the project site.

Photo Log shows 13 views of the subject property, including the buildings, gravel areas and parking lots, and wetlands.

Agency Correspondence includes a print out of the US Fish and Wildlife Service list of federally endangered, threatened and candidate species in Schoharie County (dated 10/25/2012), which are the Bald eagle (delisted) and Indiana bat (endangered but extirpated in Schoharie County). A letter follows, from Chazen Companies to Ms. Jean Pietrusiak, NYSDEC Information Services, NY Natural Heritage Program, requesting information concerning known occurrences of endangered, threatened or rare species on or surrounding the project site (October 17, 2012). The response letter, sent October 20, 2012, indicates that there are no records of such species in the immediate vicinity of the site.

Flagged Resources Map is the aerial photo of aquatic resources, showing flagged wetlands on the property.

Site Plan Map is a colored drawing of the site showing the conceptual building plan as well as existing features.

#### **APPENDIX D: PHASE I ENVIRONMENTAL SITE ASSESSMENT (ESA)**

A Phase I ESA was conducted by the Chazen Companies on the proposed project site in conformance with the scope and limitations of American Society for Testing and Materials Standard Practice E 1527-05. The Environmental Site Assessment is 175 pages in length and is separated into two files: Part 1 and Part 2.

The Phase I ESA revealed that a drainage drum appears to have no bottom, allowing drainage directly down from the base, impacted sludge was observed at a former tractor wash area, stained soil was observed beneath the fuel oil Above Ground Storage Tank (AST) in the dwelling basement and on the ground of the garage, and stains were visible on the damaged concrete under the AST in the Quonset Hut. Further research is needed to determine whether or not a recognized environmental condition exists in connection with the property. (Note: In response to some findings of the Environmental Site Assessment, the former site owner performed specific removal and excavation actions. Following these actions, a limited Phase II investigation was conducted to assess site conditions. The buried drainage drum was removed and excavated; sludge was removed from the floor drain system, the AST was removed from the residence basement, and waste oil drums were removed from the site. Throughout the site, soil and groundwater samples did not reveal contamination from volatile organic compounds (VOCs) or semi-volatile organic compounds (SVOCs).

#### **APPENDIX E: EO1198/11990 EIGHT-STEP REVIEW DECISION MAKING PROCESS**

The Eight-Step Review Decision Making Process is a six-page document that describes the evaluation of alternatives in accordance with the process contained in 44 CFR Part 9.5. The impacts of the No Action Alternative and Proposed Action Alternative to wetlands and floodplains, possible alternatives, and minimization and mitigation measures were evaluated through the eight step process.

The No Action Alternative would not provide Federal funding to reconstruct the new fire station at a new location and to demolish the former fire station. Thus, it is anticipated that the Subgrantee would continue to provide fire services from the former tractor dealership at 114 Fort Road. The facility would be outside the 100-year and 500-year floodplains and would avoid encroachment into the wetlands. However, this alternative is not practicable in the long term, as the temporary facility would not be adequate for full restoration of fire services to the community. Additionally, the vacant firehouse building at 133 Grand Street would remain vacant in the floodplain, creating a potential hazard or nuisance within the community. This alternative may jeopardize public health, safety, and well-being and thus it would not address the project's purpose and need.

The Proposed Action Alternative would use eligible Federal funding to relocate the flood damaged fire station to a new site outside of the 100-year floodplain and 500-year floodplain (114 and 118 Fort Road). Relocating the facility (i.e., construct new facility) would reduce future flooding risk and ensure reliable fire services in ordinary and extraordinary circumstances. The proposed relocation site is two nearby parcels; 114 Fort Road is a former tractor supply dealership and 118 Fort Road was a single family home. The Subgrantee would demolish the damaged fire station (133 Grand Street) and remove it from the floodplain. The proposed project would have a beneficial impact on the floodplain. FEMA determines that the proposed project would have "no significant impact" to wetlands because less than 0.1 acre of wetland would be affected by new development.

After evaluating alternatives, including impacts and minimization opportunities, FEMA has determined that the Proposed Action Alternative is the practicable alternative as set forth by factors described in 44 CFR Part 9.9(c) and documented in Step 3 of this Eight-Step Review.

## **APPENDIX F: CULTURAL RESOURCES**

Appendix F is 143 pages long, separated into two files (Part I and Part 2), and includes the results of the Phase 1A/ 1B and Phase 2 archeological investigations, as well as THPO and SHPO consultations and correspondence as follows. Sensitive information regarding archeological sites was removed from the reports.

The first document in the appendix is the NY SHPO consultation dated July 26, 2012. This consultation documented the preliminary scope of work for the Niagara Engine No. 6 project including demolition, site work, a temporary storage building and construction of the permanent facility. The Area of Potential Effects included both 133 Grand Street and 114-118 Fort Road. FEMA's finding was that the building at 133 Grand Street was not eligible for listing in the National Register and its demolition would have no effect on historic properties. The site work at the property on Fort Road would also result in no historic properties affected as long as an archeological monitor was present during construction phases involving excavation to observe and document finds. The letter includes twelve figures illustrating the site through maps and photos. The SHPO concurrence letter dated July 31, 2012 follows the consultation package.

The Phase 1A Literature Review and Sensitivity Analysis and Phase 1B Archaeological Field Reconnaissance Survey Report prepared by City/Scape: cultural Resource Consultants is 84 pages long and documents the historical context of the project sites, evaluates the archeological sensitivity of the sites, and documents the methodology and results of the field survey. Based on the results of the Phase 1B survey, which identified dense concentrations of prehistoric artifacts in the southeastern corner of the site and around the house located at 118 Fort Road, it was recommended that, unless these areas can be avoided, a Phase 2 Archaeological Investigation be undertaken to determine whether the prehistoric and historic loci are eligible for listing on the National Register of Historic Places. Appendices to the report include: photographs, a soil description and map, shovel test records, artifact catalog and OPRHP site forms.

A letter from NY SHPO to FEMA dated December 20, 2012 concurred with FEMA's finding that the temporary pole barn construction at 114-118 Fort Road would have no effect on historic resources. The permanent construction was considered to be a separate undertaking for later submittal. SHPO concurred with plans for Phase II testing and recommended that FEMA consult with the Mohawk Nation regarding the project.

On January 17, 2013, FEMA sent three letters with the same content to tribal representatives outlining the area of potential effects, the undertaking, and archeological activities completed to date. The letter also requested any information the recipient may have regarding significant prehistoric/historic archeological resources that may be affected by the project or any information regarding the project area. These letters went to: the Mohawk Nation Council of Chiefs, Chief Randy Hart of the St. Regis Mohawk Tribe, and Arnold Printup, Jr., Tribal Historic Preservation Officer of the St. Regis Mohawk Tribe.

March 19, 2013, FEMA received a response from Arnold Printup, THPO of the St. Regis Mohawk Tribe noting that the project was "considered being of 'No Effect' in regards to cultural properties of concern to the Saint Regis Mohawk Tribe," but requesting that the tribe be immediately contacted in the event any inadvertent discoveries were made of human remains, funerary objects, sacred objects or objects of cultural patrimony during the undertaking of the project.

On September 12, 2013, City/Scape submitted an End of Field letter report describing the field methodology and results of the Phase 2 archeological field investigations of the site at 114 and 118 Fort Road. City/Scape excavated several trenches and test units and initial findings were that the sites identified on the property were not eligible for listing in the national register.

An Addendum to the End of Field Letter and Response to FEMA Comments follows, providing additional information was provided on the field methodology and research rationale for unit placement. It was noted that the Phase 2 report would be forthcoming once the artifacts were fully analyzed, which would provide additional details of the findings.

FEMA sent a project review request to NY SHPO on December 19, 2013 providing their findings following the Phase 2 archeological survey. FEMA found and SHPO concurred in the following letter dated January 6, 2014, that neither the dwelling at 118 Fort Road nor the facility at 114 Fort Road were eligible for listing in the National Register and that their demolition would not affect surrounding historic buildings or districts. Furthermore, Niagara Prehistoric Site Locus 1 is eligible

for inclusion in the National Register. The Niagara Historic and Prehistoric Sites, Locus 2, lacked integrity and research potential and were therefore not eligible. The proposed project will have No Adverse Effect on cultural resources as long as the Niagara Prehistoric Site Locus 1 is avoided and protected from any impact of the construction activities.

## **APPENDIX G: SEQR AND LEAD AGENCY COORDINATION**

The Village of Schoharie School Board sent a memorandum to involved agencies, including their Notice to Involved Agencies Declaration of Intent to be Lead Agencies, circulation list, Lead Agency consent Form, Application, and Environmental Assessment Form Part I for compliance with the New York State Environmental Quality Review Act (SEQRA). The Notice includes the approval of the Schoharie Fire House Site Plan and Special Use Permit by the Village of Schoharie Planning Board.

## **APPENDIX H: SITE PHOTOS**

Appendix H includes six photographs that show the overall character of the proposed project site at 114 and 118 Fort Road in Schoharie, NY.

Photo 1: Overview of the west side of the house, facing east.

Photo 2: Overview of the west side of the fire house and Quonset hut, facing east.

Photo 3: Overview of the east side of the house facing west.

Photo 4: View of the former truck wash area, lean to and pole barn, facing north. Quonset hut is visible on the left side of the photo.

Photo 5: View of the gravel drive on the northern side of site, facing northwest towards Fort Road.

Photo 6: View of the concrete pad, facing south. Floor drain in center of pad.