

Final Environmental Assessment

Highway Garage Facility

Town of Hancock, Delaware County, New York

FEMA-1650-DR-NY

February 2010



FEMA

U.S. Department of Homeland Security
Federal Emergency Management Agency
Region II
26 Federal Plaza, NY, NY 10278

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1.0 INTRODUCTION

1.1 Disaster Background and Overview

The proposed project is located in the Town of Hancock, Delaware County, New York. The proposed site is located on the northern bank of the East Branch of the Delaware River just west of the Hamlet of Fishs Eddy. Specifically, the site is part of Tax Parcel SBL#: 431-1-5.2 and is located adjacent to the Delaware County Department of Public Works (DPW) material storage yard, off of County Route 28. The proposed site is shown on Figure 1 - Site Location Map, included in Appendix A.

The severe storm and flood event that took place during the period of June 26-July 10, 2006, was declared a disaster (FEMA-1650-DR) by President Bush on July 1, 2006 under Section 401 of the Stafford Act and included the counties of Broome, Chenango, Delaware, Herkimer, Montgomery, Oneida, Orange, Otsego, Schoharie, Sullivan, Tioga and Ulster. Damages suffered in Delaware County include approximately 1,143 projects totaling \$88,570,049.

The Town highway garage located on West Main Street in the Village of Hancock was severely damaged during the June 2006 flood event (Tax Parcel 428.20-1-5). The building was condemned and is slated for demolition. The Town is legally responsible for any and all applicable local, state, and Federal permits and environmental compliance for treatment (i.e., demolition and site remediation) of the original highway garage facility and property. The Town is temporarily renting space for their highway operations at what used to be a commercial lumberyard on Apex Road/NYS Route 268 along the western bank of the Cadosia Creek (Tax Parcel 417.-1-7.1). The former and temporary garage sites are both shown on Figure 1 - Site Location Map in Appendix A. The Town proposes to utilize funding to construct a new Town Highway Garage at the Fishs Eddy Site and mitigate against future damages to public infrastructure.

1.2 Purpose and Need

The objectives of the FEMA programs are to reduce the impact of natural disasters on the built environment and to assist communities in recovery from natural disaster. The purpose of the action alternative in this Final Environmental Assessment (EA) is to relocate and rebuild an existing Town structure and infrastructure in an area outside of the flood plain, thereby reducing future losses. The need for the project is to reduce future damages caused by flooding of public infrastructure and public buildings by relocating and building a new highway garage complex outside of flood prone areas.

The President's Council on Environmental Quality (CEQ) has developed regulations for implementing the National Environmental Policy Act (NEPA). These federal regulations, set forth in Title 40, Code of Federal Regulations (CFR) Parts 1500-1508, require an evaluation of alternatives, and a discussion of the potential environmental impacts of a proposed Federal action, as part of the EA process. The FEMA regulations, which establish FEMA's process for implementing NEPA, are set forth in 44 CFR Subpart 10. This EA was prepared in accordance with FEMA's regulations as required under NEPA.

As part of this NEPA review the requirements of other environmental laws and executive orders are addressed.

2.0 ALTERNATIVES CONSIDERED

This section describes in detail Alternative 1 - No Action Alternative and Alternative 2 - the Proposed Alternative. Section 2.1 serves to dismiss the No Action Alternative and states the reasons why it is deemed infeasible and Section 2.2 describes the Proposed Alternative in detail.

The original highway garage location was dismissed for reuse due its extensive flood damage, inherent building code issues and its location in a flood prone area.

2.1 Alternative 1 - No Action Alternative

The No Action Alternative is for the Town to continue utilization of the existing rented space for their highway garage operations at a commercial lumberyard on Apex Road (NYS Route 268) along the western bank of the Cadosia Creek. The existing highway garage is situated outside the flood zone and continued use of the site as a town highway garage will have little or no environmental impact on the immediate and surrounding area.

However, renting space to facilitate Town Highway Garage operations is temporary and is not financially feasible for the long term. The Town has determined that it is more effective for the Town or purchase property from the County for the Fishs Eddy site than to continue to rent or to purchase the existing rented site.

2.2 Alternative 2 - Proposed Alternative

The Proposed Alternative is to construct a new Town highway garage and associated subsurface sanitary system and stormwater management system at a site located off of County Route 28, in Fishs Eddy, New York. The property was formerly owned by Delaware County and was used by the Delaware County DPW as a materials storage area. A 7 acre portion of the site has been sub-divided and purchased by the Town.

The proposed site is currently used for material storage by Delaware County. The surface consists of crushed stone drive areas and the untraveled areas containing various grasses and gravel. Grasses are the only vegetation present; there are presently no signs of trees or shrubs, further indicating the site has been disturbed for sometime.

The proposed structure will be an insulated metal building on an 8” thick reinforced concrete slab. The building will be 55’ wide x 130’ long. The building will be used for vehicle maintenance and storage with four vehicle maintenance bays, office space, a break room as well as bathrooms and a mechanical room.

The project involves construction of a new Town highway garage, as well as a new subsurface wastewater treatment system and paved parking areas, roadways, a salt

storage shed, fuel tank storage pad, drilled well and permanent storm water control measures.

3.0 AFFECTED ENVIRONMENTS AND POTENTIAL IMPACTS OF THE ALTERNATIVES CONSIDERED

The following table summarizes the potential impacts analyzed for the major areas of concern in the following sections.

Table 1. Summary of Potential Impacts

Section	Topic	Alternative 1 Impact	Alternative 2 Impact
3.2.2	Floodplains Encroachment	No	No
3.5.1	Environmental Justice	No	No
3.10.1	Wetlands	No	No
3.10.2	Endangered Species	No	No
3.11	Historic/Cultural Resources	No	No
3.1	Farmland Protection & Policy Act	No	No

3.1 Geology and Soils

Executive Order 12699 requires that Federal preparedness and mitigation activities include the development and promulgation of specifications, building standards, design criteria, and construction practices to achieve appropriate earthquake resistance for new structures, and directs Federal agencies to incorporate cost-effective seismic safety measures in all new buildings that are constructed, leased, assisted, or regulated by the Federal Government.

The potential for earthquakes exists across the entire state of New York. Scientific and historical data indicate those areas of the state having a higher seismic risk due to likelihood of occurrence and the resulting ground motion. Most regions of New York State are characterized by a moderate level of seismicity and seismic hazard. The highest levels of seismicity are concentrated in the northern Adirondacks, the New York City Metropolitan area, and Western New York, including Attica and Buffalo.

The United States Geological Survey (USGS) Percent Peak Ground Acceleration (%PGA) Seismic Hazard Map and the National Earthquake Hazard Reduction Program (NEHRP) Maps adopted by the New York State Building Code (NYSBC) were used to evaluate the Percent Peak Ground Acceleration (%PGA) for both alternative sites. The maps show %PGA values for New York State with a 10% chance of being exceeded over

50 years. PGA is a common earthquake measurement that demonstrates the geographic area affected, the probability of an earthquake of each given level of severity (10% chance in 50 years), and the strength of ground movement (severity) expressed in terms of percent of the acceleration force of gravity (%g). A preliminary assessment of the earthquake hazard indicates the locations of both alternatives are in an area of moderate hazard. To reduce the earthquake risk in New York State, a variety of seismic hazard reduction measures are considered in seismic codes and regulations. During the design phase of the project, the building will be designed to meet the seismic provisions of the New York State Building Code.

Natural Resource Conservation Service (NRCS) Delaware County Soil Maps indicate that there are three soil types within the Alternative 2 project boundaries: Barbour-Trestle complex (Bg), Basher silt loam (Bs), and Tunkhannock gravelly loam (TkB).

Barbour-Trestle complex is a mixture of Barbour loam and Trestle silt loam where the two soils cannot be differentiated from one another. This soil type is found running along most of the southwestern half of the project area. The Barbour series consists of very deep well drained soils formed in recent alluvial deposits derived from areas of acid, reddish sandstone, siltstone, and shale. They are nearly level or gently sloping soils on flood plains. The Trestle series consists of very deep, well drained soils formed in stratified alluvium over outwash or valley fill materials. They are nearly level to gently sloping soils along high gradient streams and in fan positions. Slope ranges from 0 to 6 percent.

The Basher silt loam soil type is located in a small area in the northwest portion of the project area. The Basher series consists of very deep, moderately well drained soils formed in recent alluvial deposits derived from acid, reddish siltstone, sandstone, and shale. They are nearly level soils on flood plains.

The Tunkhannock soil type encompasses the entire northeast half of the project area away from the East Branch. The Tunkhannock series consists of very deep, well to somewhat excessively drained soils formed in water-sorted glacial material derived from reddish sandstone, siltstone, and shale. Slope ranges from 0 to 60 percent within the parcel but are generally between 0 and 5 percent in the planned area of disturbance.

The Barbour-Trestle complex (Bg), Basher silt loam (Bs), and Tunkhannock gravelly loam (TkB) are classified as prime farmland soils. FEMA consulted with the U.S. Department of Agriculture, Natural Resources Conservation Service (NRCS), as part of the Draft Environmental Assessment review. FEMA has determined, with NRCS concurrence that the proposed project will not adversely effect prime or unique farmland in accordance with the Farmland Protection Policy Act. See Appendix B for pertinent correspondence.

3.2 Land Use

The Town of Hancock is located in the southwestern portion of Delaware County in southern New York. It is bordered by the Town of Colchester to the east, the Towns of Tompkins and Deposit to the north, Sullivan County to the south, and the Delaware River and State of Pennsylvania to the west. Land in the Town is used primarily for residential, light commercial, open space/recreation and agricultural purposes. Dairy farming, bluestone quarrying and lumber products are important industries in the Town.

3.2.1 Zoning

The Town of Hancock adopted a Comprehensive Plan in the 1960s, but does not currently have any Zoning Regulations. In 2007, the Town received a Technical Assistance Grant from the Upper Delaware Council for an update to their Subdivision Law and they are currently working with a consultant of this revision. In the fall of 2008, the Town received another Technical Assistance Grant for development of a Site Plan Review Law.

Alternative 1 (No-Action)

The Town's Highway Garage was extensively damaged in the June 2006 floods. The Town is temporarily renting space for their highway garage operations on Tax Parcel 417.-1-7.1, a commercial lumberyard on Apex Road (NYS Route 268) along the western bank of the Cadosia Creek. The site is approximately one mile north of the hamlet of Cadosia in an area of mixed commercial, residential and vacant land. Continued use of the site as a highway garage will have no impact on zoning or planning.

Alternative 2

The proposed highway garage site is located in the Delaware County DPW materials storage yard off of County Route 28 on the northern bank of the Delaware River in Fishs Eddy. A Land Use Map of the proposed site vicinity was prepared using the 2008 Delaware County Real Property Classification Codes, and is included as Figure 4 in Appendix A. The immediate site is part of Tax Parcel 431.-1-5.2 which is owned by the County and used for storage and maintenance of vehicles, highway equipment and materials.

The surrounding area has a mix of uses, including residential and vacant land, a small cemetery and a commercial service station. Farmland is not present onsite or adjacent to the property.

The site has been subdivided and the Town has purchased a 7 acre parcel from the larger 22.9 acre DPW site to include the proposed highway garage, a salt storage shed, parking, potable water well, on-site wastewater disposal facilities and a storm water retention system. This proposed use is in keeping with the character of the existing DPW operations and will have no impact on local planning or zoning. The site is within 500' of a county highway, therefore Delaware County Planning Board §239-n review of the proposed subdivision will be required.

3.2.2 Floodplains Encroachment

Executive Order (EO) 11988 requires federal agencies to take action to minimize occupancy and modification of the floodplain. Specifically, EO 11988 prohibits Federal agencies from funding construction in the 100-year floodplain unless there are no practicable alternatives. FEMA's regulations for complying with EO 11988 are promulgated in 44 CFR Part 9.

The Town of Hancock participates in the National Flood Insurance Program. The 1990 Flood Insurance Study for the Town of Hancock and Flood Insurance Rate Map (FIRM) Community Panel #360201 0027 B were reviewed to determine the relationship of the sites to the flood zones. A Flood Zones Map was prepared using FEMA Q3 digital flood data and the Base Flood Elevations shown on the referenced FIRM map. Figure 5 - Flood Zones Map and Figure 6 - FIRM Map are included in Appendix A. In addition, the *USGS Open-File Report 2005-1166, Flood of September 18-19, 2004 in the Upper Delaware River Basin, New York* was reviewed. The *USGS Open-File Report 2006-1650, Flood of June 26-July 10, 2006* was not reviewed as it has not yet been released.

Alternative 1 (No-Action)

The FEMA Q3 digital flood data indicates that the existing highway garage site is located entirely within Zone X (Areas Determined to be Outside the 500 Year Flood Plain).

Alternative 2

As indicated in FIRM panel #360201 0027 B and Figure 5, the immediate project site is located within Zone X (shaded areas of 500 Year Floodplain and nonshaded areas outside the 500-year Floodplain). The southern portion of the parcel is delineated as 100-year floodplain; however, none of the proposed facility's structures, utilities or new impervious cover will be developed within this portion of the parcel. The new highway garage, septic and stormwater systems are located within the 500-year floodplain. The salt storage shed and fuel tank are located outside the 500-year floodplain. The garage will be designed so that finished floor elevations will exceed the closest Base Flood Elevation (BFE) of 968' above sea level. This project will have no impacts on floodplains.

3.3 Traffic Circulation and Parking Access

Alternative 1 (No-Action)

NYS Department of Transportation traffic counts along State Highway 268 by the temporary garage site were 796 AADT (average annual daily traffic). This is a very low traffic volume for a state highway. Continued use of this site creates no conflicts between the commercial traffic and parking and the Town highway operations.

Alternative 2

The proposed site is located in the County DPW yard off of County Route 28, and is accessed via State Highway 17. NYS Department of Transportation estimated the 2007

traffic volume along State Highway 17 to be 7177 AADT. This is a moderate traffic volume for a state highway. Delaware County 2008 traffic counts on County Route 28 were 587 AADT. Other than a temporary increase in traffic during the construction phase due to the need to bring equipment, materials and labor onto the project site, the project will not generate any long-term changes in traffic patterns, volumes or create any traffic safety concerns.

The long term permanent use will potentially house a total of approximately two tandem axle trucks, 5 single axle trucks, several pickups and other Town owned heavy equipment. The site will generate vehicular traffic based on approximately 14 Town employees and current highway operations. The proposed project will have little to no significant impact on the surrounding areas.

3.4 Public Health and Safety

Neither Alternative 1 nor Alternative 2 impose imminent public health and safety issues. Both alternatives have the potential to discharge oil, gasoline, diesel fuel, salt and building maintenance chemicals. However, Alternative 2 includes a stormwater management system which will control any off-site drainage.

3.5 Socioeconomic Issues

3.5.1 Executive Order 12898 – Environmental Justice

On February 11, 1994, President Clinton signed EO 12898, entitled Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations. The EO directs Federal agencies “to make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low income populations in the United States...”

The NYSDEC Environmental Justice website includes New York State County Maps showing Potential Environmental Justice Areas. A review of the Delaware County map indicates that there are no potential environmental justice areas in the Town of Hancock.

In addition, 2000 Census Data was reviewed for the project area. The site is in Census Block 31121, part of Tract 991400. In 2000, this Block had a population of 4, with no minorities, and a median-age of 38 years. It is part of larger Block Group 1 which had a population of 1,019 including 43 minorities, a median age of 42.2 years, and a median family income of \$37,500 with 10% of families below the poverty level. There are no significant minority, elderly or low-income populations in the vicinity of the sites, and therefore there will be no socioeconomic impacts associated with either alternative.

3.6 Air Quality

Delaware County is located in an attainment area for all pollutant criteria regulated by the U.S. Environmental Protection Agency in accordance with the Clean Air Act of 1977. The Town of Hancock does not currently have local Air Quality Regulations. Based on the nature of the activities, the existing and the proposed Town highway garages are exempt from New York State regulations under 6 NYCRR Chapter III Air Resources. Subpart 201-3.3 (c) Trivial Activities. The following sub-sections deal specifically with the activities proposed for the sites: (11) engine exhaust and refueling emissions, (31) emissions for storage and application of road salt, (34) snow plowing, sanding and ashing of streets and (45) maintenance and construction related activities.

3.7 Noise

The Town of Hancock does not currently have a local Noise Ordinance and there are no applicable New York State regulations.

Alternative 1 (No-Action)

The existing temporary highway garage operations are located in what used to be a **commercial lumber yard storage building**. This no-action alternative will not create any increase in ambient noise levels.

Alternative 2

The proposed garage site is located on part of the existing County DPW highway garage site which currently has an intermittent high ambient noise level. The Town Highway garage and trucks will operate approximately 8 hours per day, 5 days per week. The proposed project will not create noise levels that are substantially different from the existing ambient noise levels.

3.8 Public Services and Utilities

Both the existing highway garage and the proposed site are located in the Town of Hancock and utilize the Hancock Volunteer Fire Department and Volunteer Emergency Squad, Village of Hancock Police Department, Delaware County Sheriff's Department and the NY State Police.

Alternative 1 (No-Action)

The existing temporary highway garage utilizes onsite wastewater supply and subsurface wastewater disposal systems. Stormwater drainage is overland flow to existing drainage features. Electric and telephone service are provided by NYSEG and Hancock Telephone, respectively. The existing highway garage and daily operations have no impact on public services or utilities.

Alternative 2

The proposed site will utilize a drilled well and an on-site subsurface wastewater disposal system for water and sanitary service, respectively. Additionally, the proposed site will utilize a stormwater management system to capture and treat surface run-off from all impervious surfaces. Electric and telephone service will be provided by NYSEG and Hancock Telephone, respectively. The proposed facility will have no net impact to public services. That is, once the new garage is built, activities at the temporary garage will cease. Therefore, there will be no increase in the demand for such services.

3.9 Water Resources/Water Quality***Alternative 1 (No-Action)***

The existing highway garage is located upgradient of the Delaware River and adjacent to The Cadosia Creek. Stormwater runoff generally flows from northwest to southeast across the site and follows existing drainage corridors that discharge directly to the Cadosia Creek and ultimately to the Delaware River. There is no existing stormwater management system in place.

Alternative 2

Currently, the proposed site drains generally to the southwest through natural drainage corridors and culverts that ultimately discharge to the Delaware River. The proposed drainage system will include a permanent stormwater management system that will capture and treat run-off from all impervious surfaces.

A Stormwater Pollution Prevention Plan (SWPPP) will be prepared for the construction of the proposed Town highway garage. The project will result in the disturbance of greater than one acre. Therefore, the NYSDEC GP-0-08-001 Permit requires that a full SWPPP be prepared that includes water quality and water quantity controls.

The intent of the SWPPP is to minimize erosion and sedimentation associated with the construction activities, provide for treatment of stormwater runoff from the developed site and to maintain stormwater runoff rates from the developed site consistent with pre-development conditions.

The SWPPP will be designed in accordance with the technical standards outlined in the NYSDEC New York State Stormwater Management Design Manual, dated August 2003 and the New York State Standards and Specifications for Erosion and Sediment Control, dated August 2005.

3.10 Biological Resources**3.10.1 Executive Order 11990 – Wetlands**

Executive Order 11990, Protection of Wetlands, requires federal agencies to take action to minimize the loss of wetlands. The NEPA compliance process requires federal

agencies to consider direct and indirect impacts to wetlands, which may result from federally financed actions.

The NYSDEC Freshwater Wetlands Maps for the Town of Hancock were reviewed and it was determined that there are no DEC Wetlands in the vicinity of either alternative site. The closest DEC wetlands are Wetland ID FE-2 located approximately 2.75 miles southeast of the Alternative 1 site, and Wetland ID FE-3, located about 1.6 miles south of the proposed Alternative 2 site.

The U.S. Fish & Wildlife Service Wetlands Online Mapper was also consulted to determine if there are any Wetlands Inventory (N.W.I.) Wetlands in the vicinity of either site. However, both sites are located in the Fishs Eddy Quad which is an unmapped area and no N.W.I wetlands data is available.

Site flora and fauna, as well as soil types, do not indicate wetland areas exist anywhere within the proposed project site area.

3.10.2 Threatened and Endangered Species

In accordance with Section 7 of the Endangered Species Act (ESA) of 1973, the project area was evaluated for the potential occurrences of federally-threatened and endangered species. The ESA requires any federal agency that funds, authorizes or carries out an action to ensure that their action is not likely to jeopardize the continued existence of any endangered or threatened species (including plant species) or result in the destruction or adverse modification of designated critical habitats.

Delaware County's federally listed endangered and threatened species include the endangered Dwarf wedge mussel (*Alasmidonta heterodon*) and the threatened Northern wild monkshood plant (*Aconitum noveboracense*). Due to the site's prior disturbance and lack of suitable habitat, neither species would be found at the proposed property. Similarly, the disturbed site does not provide forage or nesting habitat to the Bald Eagle (*Haliaeetus leucocephalus*) or other migratory birds, protected in accordance with Bald and Golden Eagle Protection Act and/or the Migratory Bird Treaty Act. FEMA has determined that the proposed project will have no adverse effect on federally threatened and endangered species, and no adverse effect on migratory birds, including the Bald Eagle.

The NYSDEC Environmental Resource Mapper was consulted as a preliminary check of rare plants or animals or significant natural communities in the vicinity. This mapping application indicated that both alternative sites are located within generalized areas of rare plants or animals, however there are no significant natural communities.

The New York Natural Heritage Program (NHP) was contacted for a determination on known occurrences of endangered, threatened or special concern wildlife species, rare plant, animal or natural communities, or other significant habitats in the vicinity of the project site. An April 16, 2009 NHP response letter indicates that Timber Rattlesnakes have been documented within 1.5 miles of the Alternative 2 site. Timber Rattlesnakes are listed as a threatened species in New York State. They typically inhabit mountainous or

hilly deciduous or mixed deciduous-coniferous forests with rocky outcroppings and steep ledges. The Alternative 2 site is a relatively flat dirt and gravel plain that is currently used for County materials storage and highway garage operations. The site is not hospitable to this species and no rattlesnakes have been observed on-site.

NYSDEC Region 4 was contacted for guidance on how to address the issue of Timber Rattlesnakes in the vicinity of the site. Kent Sanders, the Regional Permit Administrator at the Stamford sub-office, and reptile specialist Nancy Heaslip were consulted on the potential impacts of the proposed project. Both stated that there are no impacts anticipated on the Timber Rattlesnake by the proposed Town Highway Garage. A copy of all correspondence with the Natural Heritage Program is included in Appendix B.

3.11 Cultural Resources

Cultural resources include archaeological or cultural sites, standing structures, and other historic properties considered to be eligible for or listed on the National Register of Historic Places (NRHP). Section 106 of the National Historic Preservation Act (NHPA) mandates that federal agencies consider the impact of their undertaking on historic properties within the project's area of potential effect (APE). If adverse effects on historic, archaeological, or cultural properties are identified, then agencies must attempt to avoid, minimize, or mitigate these impacts to resources considered important in our nation's history.

A Phase 1A Literature Review and Sensitivity Assessment was prepared by Birchwood Archaeological Services for the Town of Hancock in May 2009, and concluded that a Phase 1B field investigation of the site would not be necessary. This document was submitted to NYS Office of Parks Recreation and Historic Preservation (OPRHP) who requested that a Geomorphological Examination be prepared for the Area of Potential Effects. Birchwood Archaeological Services prepared this additional study in August 2009 and it was submitted to OPRHP for review and determination. OPRHP issued a determination letter on August 21, 2009 stating that the planned project will have No Effect on historic properties listed or eligible for listing on the National Register of Historic Places. A copy of all correspondence with OPRHP is included in Appendix B. Copies of the Phase 1A Report and Geomorphological Examination are included in Appendix E.

3.11.1 Historic Properties

The Phase 1A Literature Review and Sensitivity Assessment identified no properties or structures listed on the National Register of Historic Places within one mile of the Alternative 2 project site. However, it noted that the Village and Town of Hancock both possess 19th century structures and roadways. The Partridge Island Cemetery is located just north of the project area, and many of the gravestones date to the 19th century. The report concluded that although several historic structures are located to the northwest of the project area, they are at the opposite end of the site and partially screened by trees and will not be impacted by the new construction.

3.11.2 Archaeological Resources

The Phase 1A Literature Review and Sensitivity Assessment found no known prehistoric sites within one mile of the proposed Alternate 2 project area, but concluded it was moderately sensitive for prehistoric remains due to its vicinity to the East Branch of the Delaware River and other smaller tributaries. These natural resources provided an attractive location for prehistoric peoples for temporary camps and bases for seasonal hunting and gathering.

The Phase 1A Assessment found one identified historic archaeological site within one mile of the Alternative 2 project area. The A. Maynard Sawmill/Fish Creek Site was reported by the Hanford Mills Museum in 1979 as part of the Historic Industrial Resources Survey. This site is located across the East Branch of the Delaware River in the Hamlet of Fishes Eddy and is not visible from the site.

The project site has been heavily disturbed by grading, leveling and filling over the years through its use as a materials storage yard. The Phase 1A report concluded that this high level of disturbance would possibly have destroyed any archaeological sites within the project limits and a Phase 1B subsurface investigation is not necessary.

3.12 Cumulative Impacts

There are no cumulative impacts for any given resource.

3.13 Coordination and Permits

In accordance with applicable local, state, and federal regulations, the applicant will be responsible for acquiring any necessary permits prior to commencing construction at the proposed project site.

Alternative 1 (No-Action)

This No Action Alternative requires no Federal, State or local permits.

Alternative 2

The proposed highway garage site would require a Town Building Permit and NYSDEC SPDES General Permit for Stormwater Discharges from Construction Activity.

4.0 PUBLIC INVOLVEMENT, AGENCIES CONSULTED & REFERENCES

In accordance with the National Environmental Policy Act, the November 2009 Draft Environmental Assessment (Draft EA) for the proposed action was made available for a thirty-day public review and comment period. A public notice of document availability was advertised in the Hancock Herald on December 2, 2009 (See Appendix C). A copy of the Draft EA was made available at the Town of Hancock, Town Hall, 661 West Main Street, Hancock, NY 13783. An electronic copy of the Draft EA is available for download from the FEMA website at <http://www.fema.gov/plan/ehp/envdocuments/ea->

[region2.shtm](#). The public was invited to submit written comments by mail to Megan Jadrosich, Regional Environmental Officer, FEMA Region II, Mitigation Division, RM1337F, 26 Federal Plaza, NY, NY 10278 or via email to Megan.Jadrosich@dhs.gov. No comments were received.

Copies of the Draft EA were circulated to:

- Town of Hancock
- NYSDEC Region 4 Sub-office
- State Emergency Management Agency

The following state agencies were consulted during the preparation of the Draft EA. Coordination letters are presented in Appendix B.

- Mr. Philip Perazio
NYS Office of Parks, Recreation and Historic Preservation
Peebles Island PO Box 189
Waterford, New York 12188-0189
- Ms. Tara Salerno
NYSDEC-DFWMR
NY Natural Heritage Program-Information Services
625 Broadway, 5th Floor
- NYSDEC-Bureau of Water Permits
625 Broadway, 4th Floor
Albany, NY 12233-3505
- USDA-Natural Resources Conservation Service
44 West Street, Suite 1
Walton, NY 13856

The following agencies received notices of availability of the Draft Environmental Assessment:

- Mr. John Bonafide
New York State Office of Parks, Recreation and Historic Preservation
Peebles Island, PO Box 189
Waterford, New York 12188-0189
- Mr. David Stilwell
U.S. Fish and Wildlife Service
New York Field Office
3817 Luker Road
Cortland, NY 13045
- USDA Natural Resources Conservation Service

44 West Street
Walton, NY 13856-1041

5.0 CONCLUSION

During the construction period, short-term impacts to soils, surface water, transportation, air quality, and noise are anticipated. Short-term impacts will be mitigated utilizing Best Management Practices, such as silt fences, proper equipment maintenance, and appropriate signage.

FEMA has determined that the proposed action, Alternative 2, will not have any significant impact upon the human environment. FEMA will issue a Finding of No Significant Impact (FONSI). The FONSI will be made available on the FEMA website: <http://www.fema.gov/plan/ehp/envdocuments/ea-region2.shtm>.

6.0 LIST OF PREPARERS

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