



Short Form Environmental Assessment

**FEDERAL AVIATION ADMINISTRATION
MEMPHIS AIRPORTS DISTRICT OFFICE**

**NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF AVIATION**

**TENNESSEE DEPARTMENT OF TRANSPORTATION
DIVISION OF AERONAUTICS**

Airport Name: Pitt-Greenville Airport (PGV)

Proposed Project: New Corporate Taxilane & Corporate Hangars

Date Submitted to FAA/SBG: Draft 8/27/2018

This environmental assessment becomes a Federal document when evaluated, signed, and dated by the Responsible FAA/SBG Official.

Responsible FAA/SBG Official

Date

General Information and applicability

This Short Form Environmental Assessment (EA) is to be used only for federally obligated airports within the boundaries of the Federal Aviation Administration (FAA) Memphis Airports District Office (KY, NC, and TN). Prior to preparing any NEPA documentation, including this form, contact the MEM-ADO/SBG Environmental Protection Specialist or designated staff responsible for NEPA compliance for the subject airport to determine the level of documentation needed. Completed documentation without prior FAA/SBG concurrence may result in approval delays or rejection of NEPA documentation.

The Short Form EA is intended to be used only when the following conditions are met: (1) the federal action cannot be categorically excluded (CATEX) because of involvement with extraordinary circumstances or because the action is not consistent with any CATEX described in FAA Orders 1050.1F or 5050.4B (or subsequent versions), (2) impacts from the federal action would be limited to one extraordinary circumstance, (3) the federal action would not create significant impacts to any environmental category unless it is mitigated to the point of non-significance, (4) the action is not considered controversial. Note that in certain cases the FAA/SBG may elect to prepare a full EA even if these conditions appear to be met.

Steps for competing Short-Form EA

This form is intended to comply with FAA requirements for satisfying NEPA. The preparer should be familiar with NEPA, CEQ, and FAA laws, requirements, and policies, including, but not limited to, FAA Orders 1050.1F and 5050.4B (or subsequent versions).

The short form is formatted into three sections. Section I covers general information on the proposed action as well as information and certification from the preparer and airport sponsor. Section II addresses the purpose and need statement and alternatives. Section III covers affected environment and environmental consequences. All sections must be addressed for the form to be considered complete. The level of information needed to address each section is dependent upon the project and extent of impacts. However, for Section III, responses should provide enough information to allow the reviewer(s) to conclude there is no impact or no significant impact. A graphic depiction of the proposed action must be attached to the form. The use of additional graphics, pictures of the study area, and appendices is recommended and may be required pending upon the proposed action and environmental impacts.

As previously mentioned, Section III addresses the affected environment and environmental consequences. If the proposed action does not impact a particular resource, provide a brief explanation for why there is no impact. If the proposed action does impact a resource, describe the affected environment for the resource before discussing environmental consequences. For all resources, consider impacts caused by construction and post-construction activities. Also consider direct and indirect impacts. Cumulative impacts must be addressed in Section III (O).

Helpful factors that should be considered as part of the assessment and internet websites are listed below each resource section. The factors to be considered and websites provided are not intended to be a comprehensive list. Additional factors and sources should be reviewed as needed. Consultation with resource agencies, field analysis, or computer modeling may be required to aid the FAA/SBG in determining the extent of impacts. The preparer should contact

the MEM-ADO/SBG representative to determine the level of agency coordination, field analysis, and modeling needed.

Although multiple variations exist for adequately completing the NEPA process, the MEM-ADO recommends following the generalized steps below for Short-Form EAs:

1. Finalize planning process
2. Conduct preliminary environmental analysis
3. Obtain concurrence from MEM-ADO/SBG on use of this form
4. Conduct agency scoping, field analysis, and modeling as needed
5. Complete draft short form EA
6. Submit draft EA to MEM-ADO/SBG
7. Revise draft EA as needed
8. Obtain concurrence from MEM-ADO/SBG to initiate public involvement
9. Make draft EA available to public and issue public notice
10. Hold public meeting (if required)
11. Revise draft EA as needed
12. Submit final draft EA to MEM-ADO/SBG
13. Receive FONSI
14. Issue public notice for availability of final EA and FONSI

Completion of the Short Form EA will permit the FAA/SBG to issue one of the following determinations: (1) issue a Finding of No Significant Impact (FONSI), (2) request that a full EA be prepared, (3) request that an Environmental Impact Statement (EIS) be prepared.

Section I

1. Airport and Project Information:

Airport Name and Three Letter Identifier: Pitt-Greenville Airport (PGV)
Airport Address: 400 Airport Road, Greenville, NC 27834
City: Greenville County: Pitt State: North Carolina
Project Name: New Corporate Taxilane & Corporate Hangars
Estimated Start Date: October 2018 Estimated Completion Date: December 2019

2. Preparer Information:

Name: Kara Giblin
Title: Environmental Specialist
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Preparer Certification

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

Signature

Date

3. Airport Sponsor Information:

Name: Betty Stansbury
Title: Executive Director
Organization: Pitt-Greenville Airport
Address: 400 Airport Road
City: Greenville State: NC
Telephone: 252-902-2025
E-mail: betty.stansbury@pittcountync.gov

Airport Sponsor Certification

I certify that the information I have provided in this document 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 until the FAA/SBG issues a final environmental decision for the proposed action described in this document.

Signature

Date

Section II

1. Provide purpose and need statement.

The purpose of the project is to provide additional aircraft storage capability for the Pitt-Greenville (PGV) Airport.

PGV has recently had several requests from potential tenants for hangar storage suitable for jet aircraft. The requests included hangar facilities suitable for aircraft as large as a Gulfstream 650 jet (Airplane Design Group III/Taxiway Design Group 3). The existing conventional hangars suitable for storage of jet/turbine aircraft at the airport are fully occupied. Consistent with PGV's FAA-approved 2015 Master Plan/Airport Layout Plan, the proposed project would construct initial infrastructure in support of future hangar development. Specifically, this project would construct a hangar taxilane, a fuel farm access road (to allow fuel delivery trucks to access the fuel farm with minimal travel on existing taxiways), and a hangar area access road, and would perform initial site preparation (demolition, rotating beacon relocation, tree clearing, grading, drainage, and fencing), and up to three aircraft hangars for jet and/or turbine general aviation aircraft.

Without construction of new conventional hangars, it is highly unlikely that the Pitt-Greenville Airport will be able to attract any new based jet and turbine aircraft. Hangar/land lease revenues and fuel sales from jet/turbine aircraft contribute to the airport's ability to be as self-sustaining as possible as required by FAA.

2. Describe the preferred alternative and include all connected actions. Attach a graphic depiction of the proposed action, including haul routes and staging areas if applicable, to the back of this form or in an appendix.

The project is corporate hangar development on airport property at the southwest corner of Airport Road and Memorial Drive (NC-11S), as identified on the Airport's FAA-approved Airport Layout Plan (see Figures 1 and 2 in Appendix A). The project includes construction of a new hangar taxilane, construction of a paved access road to the existing fuel farm, a hangar access road, demolition and clearing, relocation of the existing airport rotating beacon, initial site grading and drainage for up to three future hangars and perimeter fencing as shown in Figure 3A and Figure 3B. The location/size of hangars are approximate only and will be determined based on tenant needs as well as local building code requirements.

The entire project area is approximately 7.5 acres and currently consists of an open grassy area, a small wooded area, and a soil/gravel rental car parking lot, a paved rental carwash area, and the existing beacon tower. See photographs in Appendix B. Most of the site was formerly occupied by an Army Reserve facility (four buildings and parking lots) which were demolished around 2013. The project and most of the airport is within the Tar River 100-year floodplain.

Per FAA design standards, the proposed hangar taxilane will be 50 feet wide to support Taxiway Design Group (TDG) 3 aircraft, with Airplane Design Group (ADG) clearances for Group III aircraft to the first future hangar position; this TDG/ADG would support use by a Gulfstream 650 and similar large business jet aircraft. The taxilane will then transition to 35-foot wide (TDG 2) with ADG II clearances, typically suitable for medium business jets. The taxilane shall consist of approximately 3,600 SY of bituminous pavement. Stormwater drainage pipe will be installed for the new taxilane.

A paved access road (approximately 425' long by 25' wide) will be constructed at a new driveway location off Memorial Drive; the purpose of this roadway is to provide access to the existing fuel farm for use by fuel delivery trucks. An existing driveway off Memorial Drive will be utilized during construction but will be abandoned/closed once the new driveway is constructed.

The new paved access road will serve the Airport's fuel farm, allowing fuel delivery trucks to directly access the fuel farm from Memorial Drive. Currently, fuel delivery trucks must traverse interior airport roadways and taxiways, which puts them in direct conflict with aircraft operating on taxiways. The proposed new entrance road will significantly reduce potential aircraft/fuel delivery truck conflicts, since the fuel delivery operations that occur on taxiways will be limited to the section of taxilane directly across from existing Hangar 14. Based on coordination with NCDOT Division Engineer, the driveway will be "right-out" only. The driveway gate will be controlled by the airport.

Approximately 0.1 acres of trees will be cleared and grubbed, and another 0.4 acre of understory vegetation will be removed from an existing stand of trees to remain. The future hangar site will be rough graded. An access road (approximately 750' long by 24' wide) will be constructed from Airport Road for access to the hangar area; as hangars are developed, it is anticipated that the gravel access road will be paved by hangar tenants or the airport in accordance with the tenant needs. A new perimeter security fence will be installed around the project area, including two new gates. An existing grassy area will be converted to a gravel parking lot to accommodate rental vehicles that are being displaced by the current project and tenant vehicles. Borrow soils for site preparation will be taken from off-site commercial borrow sources, as needed.

The existing rotating beacon is being relocated to a new location adjacent to the airport maintenance building on a new pole. The existing beacon tower will be demolished.

3. Describe the no action alternative including the environmental, operational, and economic impacts that would occur if used.

Should no action be taken, the airport will continue to operate with existing hangar space. New jet and turbine aircraft will likely choose to base at other airports that can provide covered aircraft storage. The Airport will lose hangar/land lease revenues and fuel sales from jet/turbine aircraft that would contribute to the airport's ability to be as self-sustaining as possible as required by FAA. The project area would remain as a rental car ready lot surrounded by open, undeveloped land.

Environmental impacts relating to the No Action Alternative would be negligible. No earthwork would occur, and no trees would be removed. There would be no new construction in the Tar River 100-year floodplain at this location and therefore no fill or increase in impervious surfaces.

The No Action Alternative does not meet the purpose and need of the project; however, this alternative is carried throughout the EA as a baseline due to NEPA requirements.

4. List and describe other reasonable alternatives.

The entire airport is within the Tar River floodplain. Developing the three hangars at other locations on airport property would have the same impact on the floodplain as the Preferred Alternative. There is no reasonable alternative to reduce impacts to the Tar River floodplain while still allowing development of corporate hangars.

5. Provide rationale for why other reasonable alternatives were removed from consideration.

No alternatives would meet the purpose and need while reducing impacts within the Tar River floodplain compared to the Preferred Alternative. Therefore, only the Preferred Alternative and No Action Alternative were analyzed for this EA.

Section III

(A) Air Quality

Factors to consider: (1) Impacts from aircraft, ground vehicle, and equipment emissions (2) Project location with respect to NAAQS attainment/maintenance/non-attainment areas. (3) Modeling requirements

Note: Impacts should be discussed for any action involving outside construction.

Resources:

- (1) FAA 5050.4B Desk Reference air quality section:

http://www.faa.gov/airports/environmental/environmental_desk_ref/media/desk-ref-chap1.pdf

- (2) EPA Greenbook: <http://www3.epa.gov/airquality/greenbook/>

During construction, the Preferred Alternative would result in a temporary increase in emissions because of increased vehicle traffic and fugitive dust from general construction activities (e.g., grading, equipment traffic). There would be no increase in emissions or fugitive dust under the No Action Alternative.

Per the EPA Greenbook (December 2017), Pitt County is in an attainment area for all NAAQS. The project would not cause an exceedance in NAAQS.

PGV has approximately 55,000 annual enplanements and 48,000 total annual operations, well below the thresholds that require an air quality analysis (1.3 million enplanements and 180,000 GA/air taxi operations) per the FAA Air Quality Handbook.

(B) Biological Resources

Factors to consider: (1) Impacts to federal and state-listed species (2) Impacts to non-listed species and migratory birds (3) Impacts to habitat

Note: Impacts should be discussed for any action involving terrain/vegetation disturbance.

Resources:

- (1) USFWS IPAC: <http://ecos.fws.gov/ipac/>

- (2) KY state list <http://naturepreserves.ky.gov/pubs/Pages/cntyreport.aspx>

- (3) NC state list <http://www.ncnhp.org/>

- (4) TN state list: http://environment-online.state.tn.us:8080/pls/enf_reports/f?p=9014:3:25305085995908:::

On December 7, 2017, WithersRavenel conducted a review of biological resources and field survey of the project area. The report is provided in Appendix C and summarized below. A majority of the project area consists of a soil/gravel parking area, paved carwash area, and a cleared area with stock piles and bare dirt. The remaining project area is mowed/maintained grasses, tree and shrub landscaping, and mixed pine/hardwood forest.

The vegetative composition of the mixed pine/hardwood forest (approximately 1 acre) consists of loblolly pine (*Pinus taeda*), sweet-gum (*Liquidambar styraciflua*), river birch (*Betula nigra*), live oak (*Quercus virginiana*) and the understory consisted of horsesugar (*Symplocos tinctoria*), highbush blueberry (*Vaccinium corymbosum*) and greenbriar (*Smilax rotundifolia*). This area may provide habitat for migratory birds and common wildlife. Some trees in this area would be removed under the Preferred Alternative to construct the access road. No trees would be removed under the No Action Alternative and therefore potential habitat for migratory birds or common wildlife would not be disturbed.

No state or federally listed aquatic species would occur in the project area due to lack of suitable habitat.

The bald eagle (*Haliaeetus leucocephalus*) is state threatened and federally protected by the Bald and Golden Eagle Protection Act. The project area and a 660-foot buffer were surveyed for bald eagle nests. The survey area lacks mature pine trees with adequate limb structure and unobstructed ingress/egress that could be considered potential nesting habitat and no eagles were observed during the pedestrian survey. Based on the NCNHP nest data, the closest known bald eagle nest is 1.64 miles northwest of the project area. The project would have no effect on bald eagles.

The red-cockaded woodpecker (*Picoides borealis*) occurs in extensive tracts of open stands of mature pines. A review of aerial photography and vehicle reconnaissance determined that there are no large, mature, pine-dominated areas within 0.5 miles of the review area sufficient to serve as suitable habitat for this species. Based on the NCNHP data, the closest known colony is 9.4 miles south of the project area. The project would have no effect on red-cockaded woodpeckers.

The Preferred Alternative will have “No Effect” on federal or state listed threatened or endangered species known to occur within Pitt County. The USFWS has concluded that Section 7 requirements have been satisfied (Appendix C).

The No Action Alternative will have “No Effect” on federal or state listed threatened or endangered species known to occur within Pitt County.

(C) Climate

Factors to consider: (1) Impacts from Greenhouse Gases (GHGs) from aircraft, ground vehicles, or other sources (2) Qualitative analysis should be used unless air quality modeling was used in part of Section III (A) Air Quality

Resources: (none)

Temporary increased emissions of greenhouse gases (GHG) may occur from the construction of the Preferred Alternative. The purpose of the project is to support up to three hangars for additional corporate aircraft that would be based at the airport. Therefore, the project would ultimately result in a slight increase in aircraft traffic and associated GHG emissions. Emissions from construction and additional aircraft would have a negligible impact on climate.

The No Action Alternative would not increase aircraft traffic or GHG emissions.

(D) Coastal Resources

Factors to consider: (1) Impacts to Coastal Barrier Resources and Coastal Zone Management (CAMA) (2) Need for Federal Consistency Review

Note: This section is only applicable to the 20 coastal counties in NC

Resources:

(1) USFWS coastal barrier mapper <http://www.fws.gov/cbra/Maps/Mapper.html>

There would be no impact to coastal resources under the Preferred or No Action Alternatives. The project is not located within one of the 20 coastal counties as identified in the Coastal Area Management Act. Therefore, there is no need for a Federal Consistency Review for Coastal Barrier Resources or Coastal Zone Management (CAMA) permits.

(E) DOT Section 4(f)

Factors to consider: (1) Impacts to parks, national forest, wildlife refuge, or other recreational areas (2) Impacts to Section 106 resources (3) Constructive use impacts from noise (4) Impacts to Section 6(f) Lands

Resources: (none)

The project is entirely on airport property and there would not be impacts to Section 4(f) resources under the Preferred or No Action Alternatives.

There are no national forests or wildlife refuges within the project limits or in the immediate vicinity of the airport. West Meadowbrook Park is a small city park with baseball diamonds and a disc golf course located 1,000 feet southeast of the project area. Recreation such as kayaking also occurs along the Tar River, approximately 0.7 mile west and south of the project. The project would not impact the park or recreational areas.

The project area and a project description were provided to the North Carolina Department of Natural and Cultural Resources (DCR)/State Historic Preservation Office (SHPO) and a response was received on January 16, 2018; see Appendix D. DCR/SHPO determined that the project as proposed would not affect any known historic resources.

Any noise generated by project construction would be temporary and would not impact DOT Section 4(f) resources.

There are no Section 6(f) lands in or near the project area; therefore, these lands would not be affected.

(F) Farmland

Factors to consider: (1) Impacts to farmlands considered to be prime, unique, or statewide and locally important (2) Farmlands include pasturelands, croplands, and forest (even if zoned for development)

Note: In certain cases, airport owned land may be considered farmland.

Resources:

(1) NRCS/USDA AD 1006 Form:

http://www.nrcs.usda.gov/Internet/FSE_DOCUMENTS/stelprdb1045394.pdf

There would be no impacts to farmlands under the Preferred or No Action Alternatives. There are no pasturelands, croplands, or forest in the project area.

The airport is in an Urbanized Area (UA) according to information and mapping from the US Census Bureau. The Farmland Protection Policy Act Paragraph 658.2(a) indicates that Land/Farmland that is already in use or committed to be in use for urban development or an Urbanized Area or water storage may not be considered farmland:

“Farmland already in urban development also includes lands identified as “urbanized area” (UA) on the Census Bureau Map, or as urban area mapped with a “tint overprint” on the USGS topographical maps, or as “urban-built-up” on the USDA Important Farmland Maps. Areas shown as white on the USDA Important Farmland Maps are not “farmland” and, therefore, are not subject to the Act.”

(G) Hazardous Materials, Solid Waste, and Pollution Prevention

Factors to consider: (1) Impacts or removal of hazardous materials/waste from existing sites or facilities (2) Use of hazardous materials for new construction (3) Impacts to solid waste facilities from construction and post-construction activities (4) Use of pollution prevention activities, plans, programs, or policies

Resources:

- (1) EPA Superfund site search: <http://cumulis.epa.gov/supercpad/cursites/srchsites.cfm>
- (2) EPA hazardous waste cleanup sites: <http://www.epa.gov/cleanups/cleanups-my-community>
- (3) EPA solid waste generation: <http://www3.epa.gov/epawaste/conserve/imr/cdm/pubs/cd-meas.pdf>

A Phase I Environmental Site Assessment was conducted by Rivers & Associates, Inc. (December 2017). In summary, no evidence of recognized environmental conditions was found during the investigation. Vehicle maintenance activities occurred at the subject site in the past and no documentation of spills or environmental contamination was found. In addition, underground storage tanks for heating oil previously existed at the site, but no incident reports were filed associated with their removal in 1990. No documentation of contamination exists, however, there may have been minor spills, which could potentially constitute a *de minimis* condition. There is little reason to believe adversely negative environmental impacts to the immediate area would have resulted from the subject property's historical uses. The entire report is on file at the airport.

Based on EPA data, no hazardous waste sites exist within or within 0.5 mile of the project area. Known hazardous waste sites in the airport vicinity are shown on Figure 4 in Appendix A. There would be no impacts or removal of existing hazardous materials/waste under the Preferred or No Action Alternatives.

No hazardous materials are anticipated to be required for the project. Materials used for the project will be handled in the manner prescribed by the materials manufacturer.

Construction debris generated by the Preferred Alternative during demolition would primarily include the old metal hangar and beacon tower, fencing, and pavement from the car cleaning station. The contractor will be responsible for removing these materials from the site. The City of Greenville's Sanitation Division of the Public Works Department is responsible for the management of solid waste in Greenville. Construction waste is handled by the Pitt County Transfer Station, located approximately 9 miles from the airport. The Pitt County Transfer Station accepts construction and demolition debris for disposal on site. The No Action Alternative would not generate solid waste.

The airport has NPDES Industrial Stormwater permit coverage under state general permit NCG150021 and has implemented a Stormwater Pollution Prevention Plan.

(H) Historical, Architectural, Archeological, and Cultural Resources

Factors to consider: (1) Impacts to above and below ground resources (2) Indirect impacts from light emissions, vibration, and noise (3) Impacts to viewshed from construction or removal of buildings, trees, and other objects

Note: Obtain FAA/SBG concurrence before completing any of the following: (1) Initiating formal Section 106 proceedings (2) Coordinating the APE or determination of effects (3) Consulting with THPOs

Note: “Previously disturbed” terrain does not necessarily exclude the action from Section 106

Resources:

(1) NPS NRHP database: <http://www.nps.gov/nr/research/>

(2) NC GIS historic sites: <http://gis.ncdcr.gov/hpoweb/>

Note: These databases do not feature all known or potential sites.

The NPS NRHP and NC SHPO databases were checked for historic sites. There are no historic sites within the project area. Project-related light emissions, vibration, and noise would not impact historical, architectural, archaeological, or other cultural resources. There would be no impacts to the viewshed from construction of the hangars.

A majority of the project area has been previously disturbed or is currently developed. Previous development on the project site (since demolished) consisted of Army Reserve buildings and paved parking lots. Currently there is an unpaved parking lot used by the rental car companies.

The project area and a project description were provided to the North Carolina Department of Natural and Cultural Resources (DCR)/State Historic Preservation Office (SHPO) and a response was received on January 16, 2018; see Appendix D. DCR/SHPO determined that the project as proposed would not affect any known historic resources.

There would be no impacts to historical, architectural, archeological, or other cultural resources under the Preferred or No Action Alternatives.

(I) Land Use

Factors to consider: (1) Impacts to existing and/or planned land uses or zoning (2) Compatibility with airport design standards such as RPZs (3) Consistency with local public agencies (4) Creation of wildlife attractants

Resources: (none)

The project is entirely on airport property and would have no impacts on existing and/or planned land uses or zoning. The hangars would be used for aircraft storage only; no other activities are proposed. The project is consistent with the existing zoning (IU – Industrial).

The project is compatible with airport design standards and is located outside RPZ's. The project is consistent with the FAA-approved Airport Layout Plan.

The project is consistent with local public agency requirements based on preliminary coordination with the City of Greenville and the NCDOT District Engineer. See Appendix E for summary report of local coordination.

The project would not create wildlife attractants (e.g., wet stormwater treatment ponds). The project would remove a small stand of trees, therefore removing habitat that may attract some wildlife to the project area. Under the No Action Alternative, trees which may attract wildlife would not be removed.

(J) Natural Resources and Energy Supply

Factors to consider: (1) Impacts on fuel, electricity, gas, water, wood, asphalt, aggregate, and other construction material supplies (2) Impacts from construction as well as post-construction and maintenance activities

Resources: (none)

The construction and maintenance associated with the Preferred Alternative would not significantly affect the supply of fuel, electricity, gas, water, wood, asphalt, aggregate, and other construction materials. The project would utilize construction materials (asphalt, aggregate, gravel, and hangar building materials) consistent with paving projects of the same magnitude. Soil from the project area would be used on site.

The No Action Alternative would not affect natural resources or energy supplies.

(K) Noise and Compatible Land Use

Factors to consider: (1) Impacts to non-compatible land uses and local land use standards (2) Changes in operational activity, fleet mix, flight tracks, or engine runups (3) Modeling requirements

Note: Effective 5/29/15 all modeling must be completed with AEDT. See FRN:

<https://www.federalregister.gov/articles/2015/05/15/2015-11803/noise-fuel-burn-and-emissions-modeling-using-the-aviation-environmental-design-tool-version-2b>

Resources:

(1) FAA 5050.4B Desk Reference noise section:

http://www.faa.gov/airports/environmental/environmental_desk_ref/media/desk-ref-chap17.pdf

The project area is entirely on airport property and is surrounded by airport buildings. Off-airport industrial and commercial land uses located across Memorial Drive from the project site include a supermarket, gas station, and church.

Under the Preferred Alternative, increased noise during construction would be temporary and compatible with surrounding land uses. After construction, noise levels may increase due to increased operations resulting from four additional based aircraft. An Area Equivalent Method (AEM) analysis was performed using aircraft operational data from the Master Plan as a baseline which are reasonably consistent with current (2018) levels. The future hangar sizes, tenants, aircraft and operations are not known at this time. However, based on coordination with the Airport Director, recent speculative inquiries from potential tenants, and typical existing weekly operations/aircraft types of corporate tenants the analysis assumed the following four new based aircraft:

4 operations/week by 1 G650

4 operations/week by 1 Challenger 300

8 operations/week by 2 Citation III

Total new annual operations = 832

The AEM analysis indicates that there would be a 1.7% increase in the 65 db DNL contour resulting from these additional aircraft/operations.

Under the No Action Alternative, noise levels would remain the same as current levels and would be compatible with land uses in the area.

(L) Socioeconomics, Environmental Justice, Children's Environmental Health and Safety Risks

Factors to consider: (1) Impacts from property acquisition and/or relocation of displaced persons/businesses (2) Impacts to population, economic activity, employment, income, public services, transportation networks, and planned development (3) Impacts to minority and low-income populations (4) Impacts to children

Resources:

- (1) Census Bureau fact finder: <http://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml>
- (2) Bureau of Economic Analysis: <http://www.bea.gov/>
- (3) EPA EJ Screen: <http://ejscreen.epa.gov/mapper/>

There is no property acquisition or relocation of persons/businesses required for this project. The project is entirely on airport property and would not impact off-airport populations, economic activity, employment, income, public services, transportation networks, or planned development. Minority and low-income populations would not be impacted. There would be no impacts to children.

On the airport, the proposed new fuel farm access road will significantly reduce potential aircraft/fuel delivery truck conflicts, since the fuel delivery operations that occur on taxiways will be limited to the section of taxilane directly across from existing Hangar 14. Under the No Action Alternative, fuel delivery trucks will continue to traverse interior airport roadways and taxiways, which puts them in direct conflict with aircraft operating on taxiways.

(M) Visual Effects (including light emissions)

Factors to consider: (1) Impacts to residential areas, Section 106 resources, Section 4(f) properties, protected coastal areas and rivers, scenic roads/byways, scenic trails, and sensitive wildlife species (2) Impacts from new construction or modification (3) Impacts from object removal (e.g. trees, buildings, etc)

Resources: (none)

The project is located entirely on airport property and is surrounded by airport buildings and other industrial and commercial land uses, including a supermarket, gas station, and church. There would be no visual impacts to residential areas, Section 106 resources, Section 49(f) properties, scenic roads/trails, or sensitive resources under the Preferred or No Action Alternatives.

The Preferred Alternative would add a taxi lane, paved access road, gravel access road, and fencing to support up to three new hangars on airport property along Memorial Drive. Future hangars would be anticipated to have a design similar to other buildings on the airport property and would be visible from Memorial Drive. A small stand of trees along Memorial Drive would be removed to construct the fuel farm access road. These changes may be noticeable to people who regularly drive down this section of Memorial Drive; however, these elements are consistent with the existing industrial look along Memorial Drive.

The rotating beacon would not affect nearby sensitive resources (residences, churches, schools) since the new location is further away from the public roadway on airport property (see location on Figures 3A, 3B). Temporary lighting associated with the project would not have significant visual effects. The existing landscaping around the project area boundary would largely remain in place.

The No Action Alternative would not have visual effects. The previously disturbed, undeveloped lot, dirt rental car ready lot, existing fence and hangar would remain as they are presently. No trees would be removed. The existing rotating beacon would be more visible to the public compared to the Preferred Alternative.

(N) Water Resources

Factors to consider: (1) Impacts to floodplains, wetlands, surface waters, groundwater, and wild and scenic rivers (2) Impacts to jurisdictional and non-jurisdictional wetlands (3) Impacts from increased stormwater runoff (4) Changes in hydrologic patterns (5) Impacts to ground water recharge capability and drinking water supplies (6) Impacts from sedimentation, petroleum/chemical/hazmat spills, or other factors causing water quality degradation (6) Impacts to NRI listed rivers, river segments, or study rivers

Resources:

- (1) FEMA Flood Map Service Center: <https://msc.fema.gov/portal>
- (2) USGS National Map: <http://viewer.nationalmap.gov/viewer/>
- (3) USFWS National Wetland Inventory: <http://www.fws.gov/wetlands/Data/Mapper.html>
Note: The NWI is not considered an official wetland delineation.
- (4) NPS National River Inventory: <http://www.nps.gov/ncrc/programs/rtca/nri/index.html>
- (5) National Wild and Scenic River's website <http://www.rivers.gov/map.php>

Floodplains: Almost the entire airport lies within the 100-year Tar River floodplain as shown on the effective FEMA Flood Insurance rate maps (FIRM's) and Figure 5. The FEMA FIRM map (3720468800K) shows the project area is within Zone AE, which has a 1% annual chance of flood, also known as the 100-year flood. The project area is well outside of (>1500') the regulatory floodway. The Base Flood Elevation is 24.2 feet (elevation to which flood water is expected to rise during a 100-year flood). By design, the proposed project will raise the elevation of a portion of the project area by up to 5 feet in order to enable the future hangars to be built above the 100-year flood plain.

Based on HEC-RAS hydraulic modeling performed for the recent Runway 2-20 Rehabilitation project (which placed fill material much closer to the floodway than this project and showed no increase in flood elevations), it is anticipated that this project also will not increase flood elevations for the 100-year regulatory base flood.

The project must comply with the City of Greenville Flood Damage Prevention ordinance. A floodplain development permit is required; a hydraulic analysis and "No Rise, No-Impact" certification will be completed for the project.

The No Action Alternative would not impact the floodplain.

Surface Waters: There are no surface waters within the project area. The project would not impact nearby surface waters, including the Tar River which is 0.7 mile west and 0.8 mile south of the project boundary. The project is outside of the Tar-Pamlico River Basin Riparian Buffer.

Groundwater: Contact with groundwater is considered unlikely under this project. No impacts to drinking water are anticipated.

Wild and Scenic Rivers: There are no Wild and Scenic Rivers in Pitt County.

Wetlands and Waters of the U.S.: According to the USFWS National Wetland Inventory (NWI) and USGS National Hydrography Dataset (NHD) maps, there are no wetlands or other Waters of the U.S. in the project area (Figure 6). On December 7, 2017, WithersRavenel surveyed the project area for the presence of wetlands, streams and surface waters jurisdictional to the US Army Corps of Engineers (USACE) under Section 404 of the Clean Water Act, as well as wetlands not jurisdictional to the USACE (isolated), which may be jurisdictional to the NC Division of Water Resources (NCDWR). No wetlands or other waters of the U.S. are present in the project area. See Appendix C for the full wetland report.

Stormwater: The Preferred Alternative would result in an increase in impervious surface. Drainage pipes and swales will be installed as part of the project. There are two basic components to stormwater management for the proposed project – attenuation of peak runoff and nutrient export. The proposed corporate taxilane is exempt from attenuation of peak runoff in accordance with the City of Greenville’s stormwater ordinance and the February 21, 2017 Memorandum from the City Engineer, Clarification of Stormwater Detention Ordinance, which state that development adjacent to a mapped floodway that is part of an approved development final platted before September 10, 2004 is exempt from attenuation of peak flow.

Nutrient export is a larger concern for this development. However, the Airport has removed a significant amount of impervious area since the most recent amendment to the airport’s 2010 Stormwater Master Plan, which was prepared in 2013. All pieces of the armory that have been demolished are shown in the current SW Master Plan, and a significant amount of taxilane is included in the SW Master Plan, which can be taken as credit for proposed impervious facilities. A figure was prepared by Talbert & Bright, Inc. (see Appendix E), that shows 82,784 square feet of pavement has been removed as part of the recent taxilane rehabilitation project.

A separate figure prepared by Rivers & Associates, Inc. (see Appendix E), shows the approximate limits of the proposed future corporate hangars area at 263,441 square feet. The armory covered 58,427 square feet of pavement and 25,618 square feet of building improvements within this area.

When armory demolition and taxilane demolition are examined together, approximately 193,829 square feet of the proposed corporate hangars area is immediately eligible for development. When taken in context of the larger master plan for the Airport, which includes demolition of the abandoned Runway 15-33/Taxiway C, essentially the entirety of this portion of the Airport is available for development as hardscape without creating an immediate need for an active nutrient export management strategy.

The No Action Alternative would not increase impervious surface or runoff.

Hydrologic Patterns: Changes to hydrologic patterns will be minimal under the Preferred Alternative. There would be no changes to hydrologic patterns under the No Action Alternative.

Water Quality: The nearby Tar River is a Class C water (protected for secondary recreation, fishing, wildlife, fish consumption, and agriculture) and is a Nutrient Sensitive Water (water needing additional nutrient management due to excessive growth of microscopic or macroscopic vegetation). Best management practices would be required/employed during construction to minimize the potential for sedimentation, petroleum/chemical/hazmat spills, or other factors that have the potential to cause water quality degradation due to the Preferred Alternative. There would be no change in water quality under the No Action Alternative.

Nationwide Rivers Inventory: According to National Park Service data, there are no NRI-listed rivers, river segments, or study rivers in or near the project area. The closest segment is Fishing Creek at the confluence with Tar River, approximately 25 miles upstream of the project.

(O) Cumulative Impacts

Factors to consider: (1) Impacts from “other past, present, and reasonably foreseeable future actions regardless of agency or person” (40 CFR § 1508.7) (2) Impacts on and off airport property (3) Study area varies for each environmental resource

Resources:

(1) CEQ cumulative effects:

http://energy.gov/sites/prod/files/nepapub/nepa_documents/RedDont/G-CEQ-ConsidCumulEffects.pdf

Future action includes additional corporate hangars and associated infrastructure on airport land. A total of 11 corporate hangars were proposed in the airport’s FAA-approved Airport Layout Plan. Impacts from future hangars would be similar to the proposed action. All development would be on airport property, within the Tar River FEMA 100-year floodplain.

(P) Permits and Certifications

List all permits and certifications required to be obtained.

1. NCDEQ Sedimentation Erosion Control Permit/National Pollutant Discharge Elimination System (NPDES) Stormwater General Permit NCG 010000 will be required for temporary construction activities
2. City of Greenville stormwater permit
3. City of Greenville floodplain development permit is required, including hydraulic analysis and "No Rise, No-Impact" certification
4. NCDOT Driveway Permit for new fuel farm access road driveway

(Q) Mitigation

Describe mitigation required as part of the project. Include mitigation cost and when/where mitigation will occur. Do not include best management practices (BMPs).

The proposed project would not result in significant impacts. No mitigation is required.

(R) Public Involvement

List agencies and organizations that reviewed the proposed action.

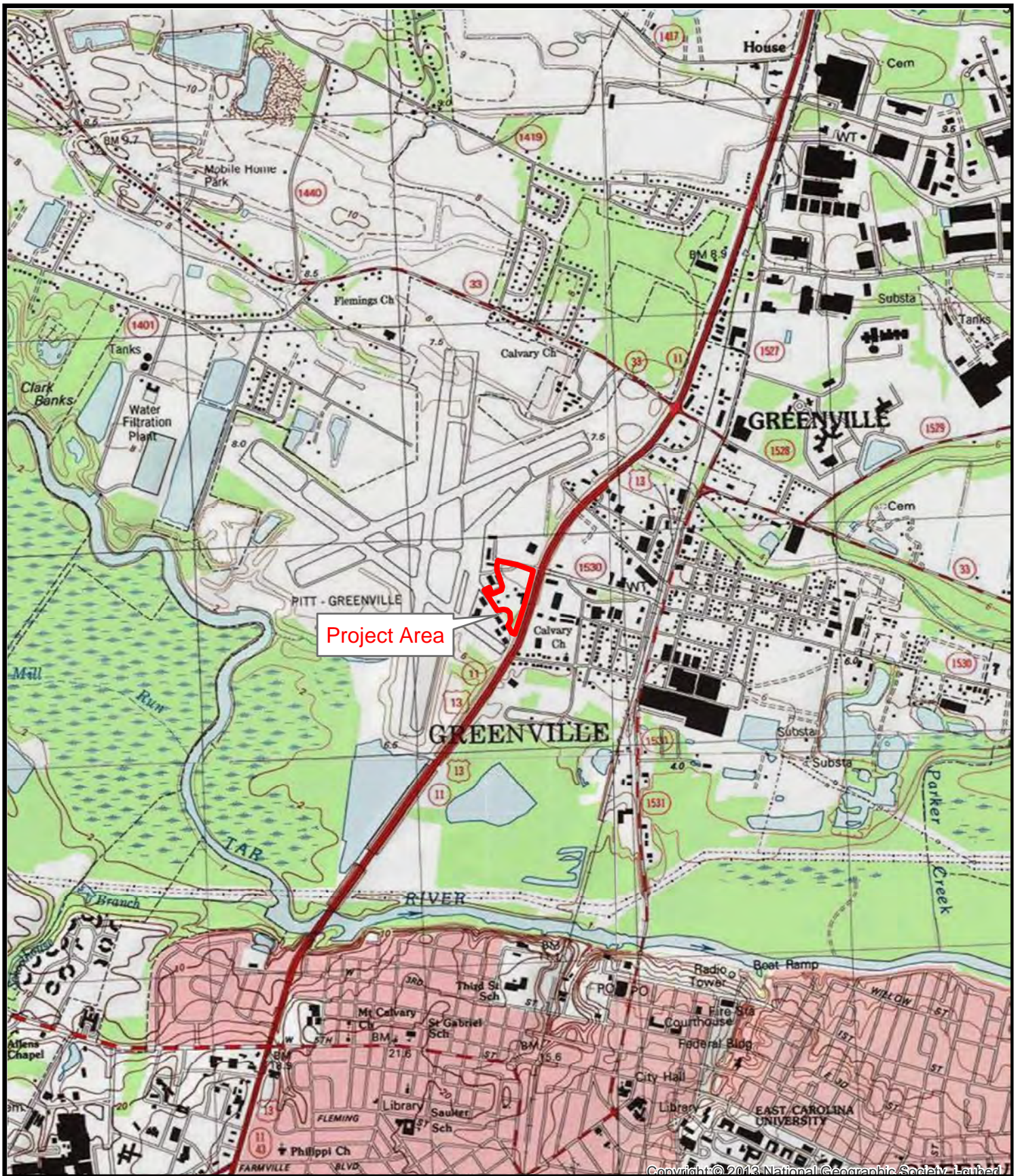
Preliminary project coordination has been performed with the City of Greenville and NCDOT Division Engineer (see Appendix E).

The proposed action has been reviewed by the USFWS (Appendix C) and the North Carolina SHPO (Appendix D). This draft EA will be provided to the North Carolina State Clearinghouse for circulation to other state and local agencies that may have an interest in the project. The final EA will incorporate any comments from these agencies.

Discuss additional public involvement actions taken. Please include the name and date(s) of newspaper publications. Attach affidavit or tear sheet.

A public information session will be held at the Pitt-Greenville Airport [advertisement pending]. This EA will be available for public review at the airport and on its website.

Appendix A. Maps



TALBERT & BRIGHT

ENGINEERING & PLANNING CONSULTANTS

4810 SHELLEY DRIVE
FAX: 910-762-6281

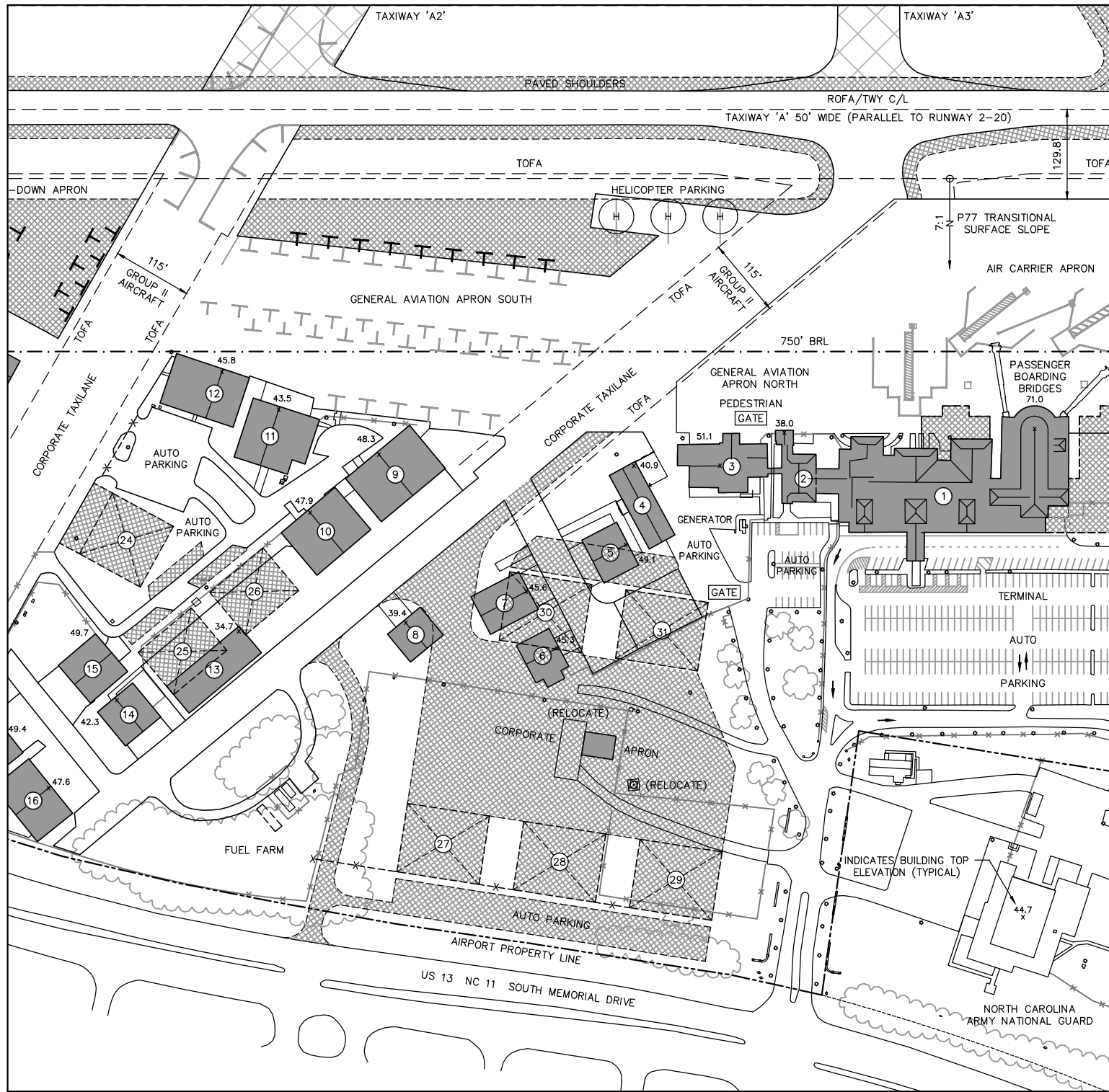
WILMINGTON, NC 28405
PHONE: 910-763-5350

Pitt-Greenville Airport
Pitt County, North Carolina
Figure 1. Project Location
USGS Greenville NW Quadrangle

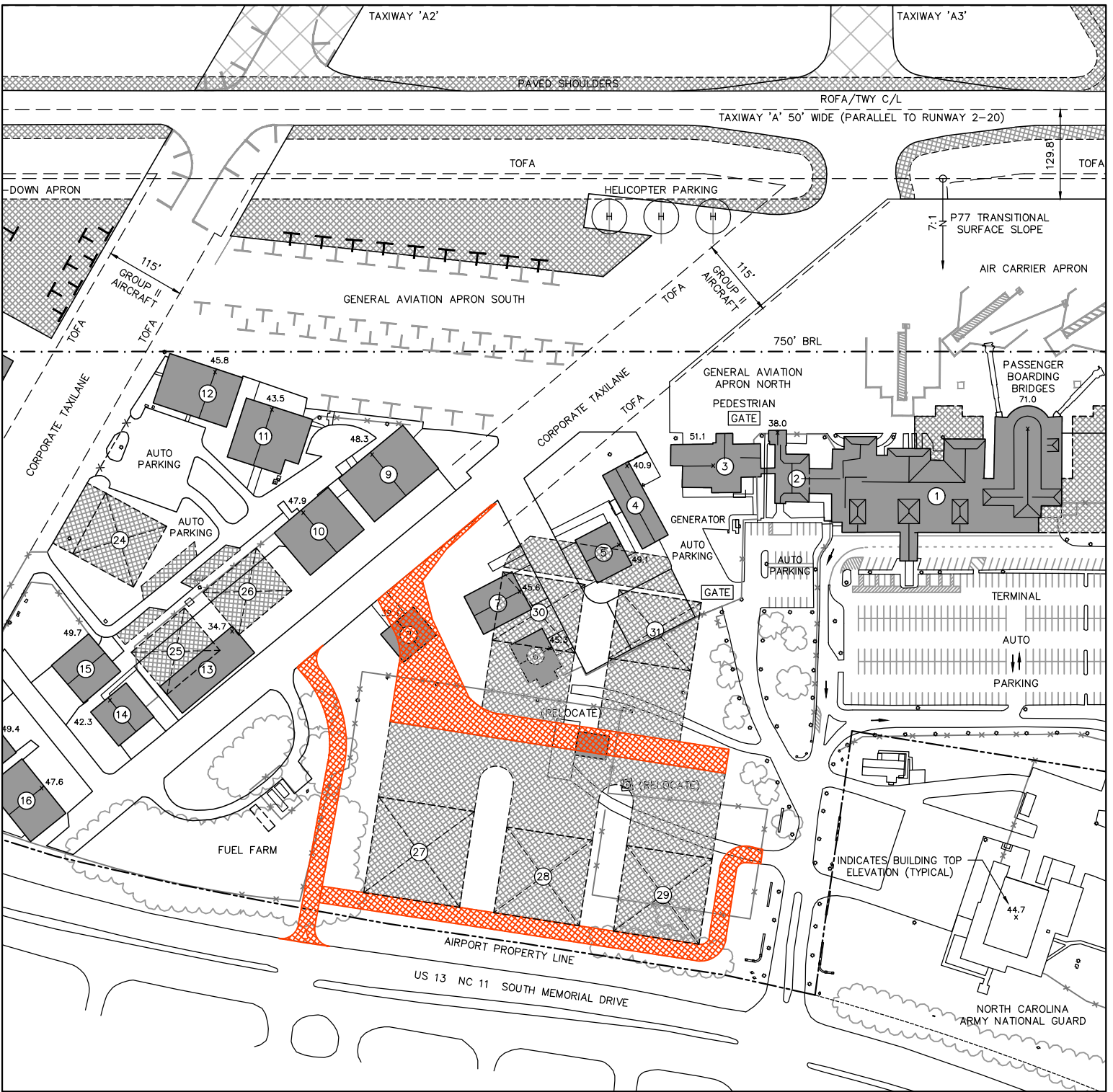
0 0.125 0.25 0.5
Miles



December 2017



2015 ALP TERMINAL AREA PLAN — PROPOSED CORPORATE DEVELOPMENT



PROPOSED PHASE 1 CORPORATE HANGAR DEVELOPMENT

- BUILDINGS**
- | | | | |
|--|-------------------------------------|----------------------------|-------------------------------|
| 1 PASSENGER TERMINAL | 10 GRADY WHITE HANGAR | 19 10 UNIT T-HANGAR 1 | 28 FUTURE CORPORATE HANGAR |
| 2 GENERAL AVIATION TERMINAL | 11 SEGRAVES HANGAR | 20 10 UNIT T-HANGAR 2 | 29 FUTURE CORPORATE HANGAR |
| 3 AIRFIELD RESCUE AND FIRE FIGHTING | 12 DILLON'S I HANGAR | 21 FUTURE CORPORATE HANGAR | 30 FUTURE CORPORATE HANGAR |
| 4 AIRPORT MAINTENANCE EQUIPMENT BUILDING | 13 SHADE 4 UNIT T-HANGAR (DEMOLISH) | 22 FUTURE CORPORATE HANGAR | 31 FUTURE CORPORATE HANGAR |
| 5 AERO SALES II HANGAR (DEMOLISH) | 14 VANN AERO SERVICES HANGAR | 23 FUTURE CORPORATE HANGAR | 32 FUTURE 8 UNIT T-HANGAR |
| 6 AERO SALES I HANGAR (DEMOLISH) | 15 STALLINGS HANGAR | 24 FUTURE CORPORATE HANGAR | 33 FUTURE 12 UNIT T-HANGAR |
| 7 COMMON USE HANGAR (DEMOLISH) | 16 GOESS HANGAR | 25 FUTURE CORPORATE HANGAR | 34 FUTURE RENTAL CAR FACILITY |
| 8 COMMON USE HANGAR (DEMOLISH) | 17 NACCO HANGAR | 26 FUTURE CORPORATE HANGAR | 35 FUTURE RENTAL CAR FACILITY |
| 9 OVERTON HANGAR | 18 FLANDERS HANGAR | 27 FUTURE CORPORATE HANGAR | |

LEGEND		
MAPPING ITEM		SYMBOL
WATER		
TREELINE		
UNPAVED ROAD		
PAVED ROAD		
FENCE LINE		
BUILDING/STRUCTURE		
AIRPORT ITEM		
AIRPORT BUILDING/STRUCTURE	EXISTING	
AIRPORT PAVED AREA		
AIRPORT PROPERTY LINE (PL)		
AIRPORT BUILDING RESTRICTION LINE (BRL)		
AIRPORT AVIGATION EASEMENT (AE)	AE	
PHASE 1 CORPORATE HANGAR DEVELOPMENT		

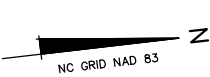
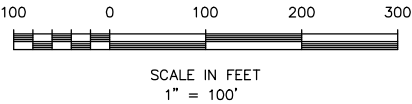
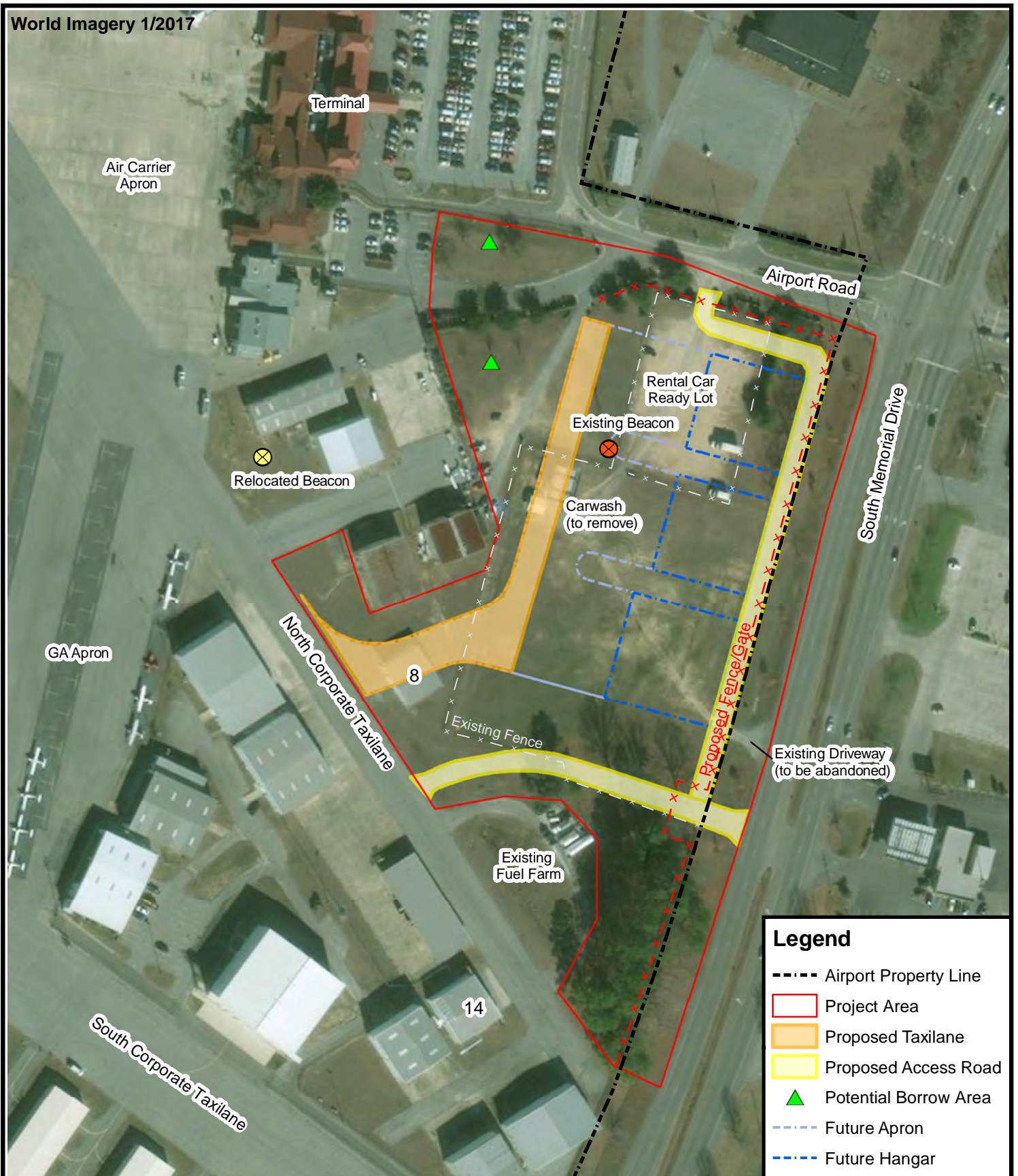


FIGURE 2. PITT-GREENVILLE AIRPORT

CORPORATE HANGAR DEVELOPMENT

MAY 2018

TALBERT & BRIGHT, INC.



TALBERT & BRIGHT

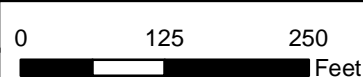
ENGINEERING & PLANNING CONSULTANTS

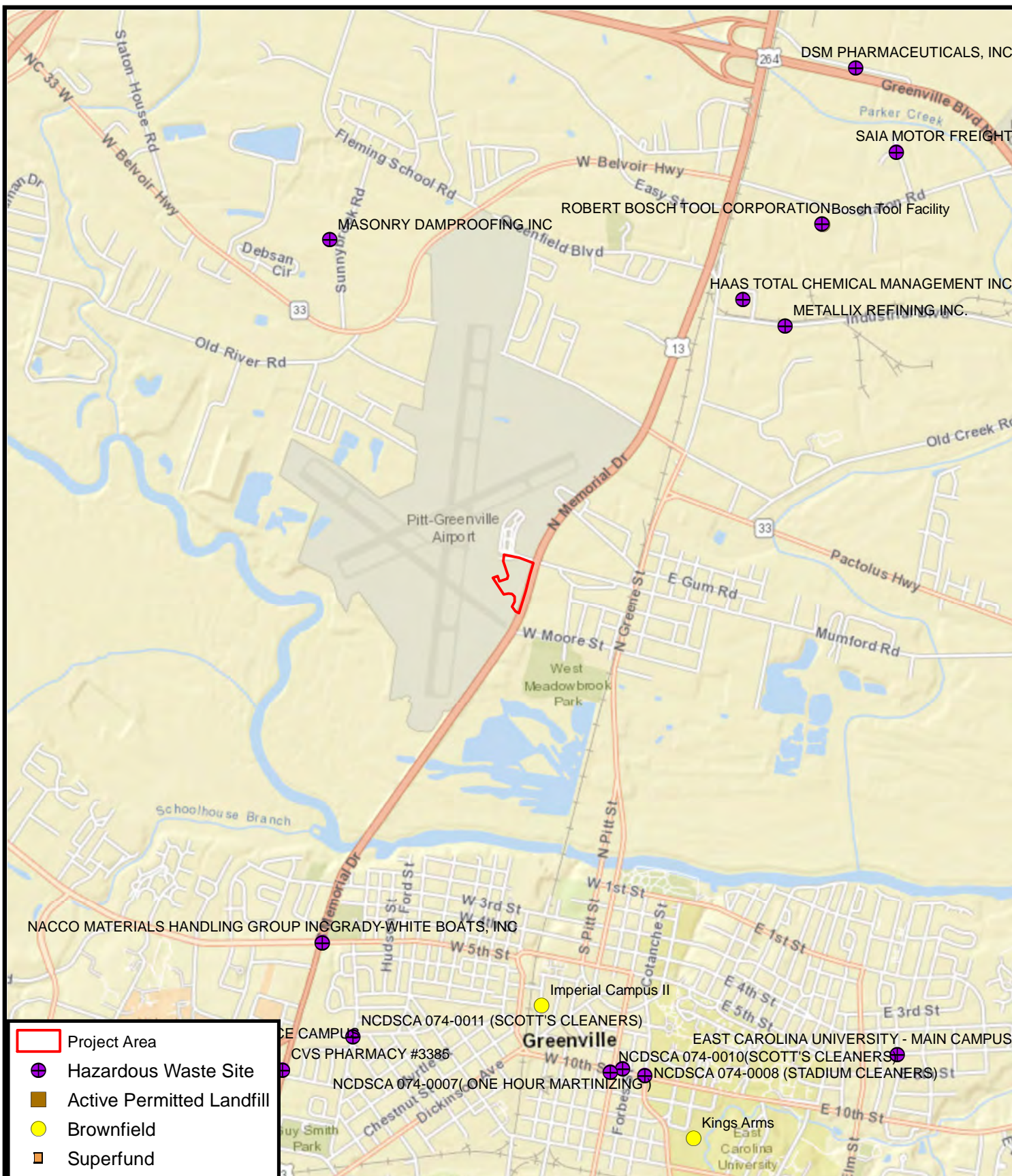
4810 SHELLEY DRIVE
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WILMINGTON, NC 28405
PHONE: 910-763-5350

Pitt-Greenville Airport Greenville, Pitt County, North Carolina Corporate Hangar Project

Figure 3B. Project Area





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NC LICENSE NO. C-0713

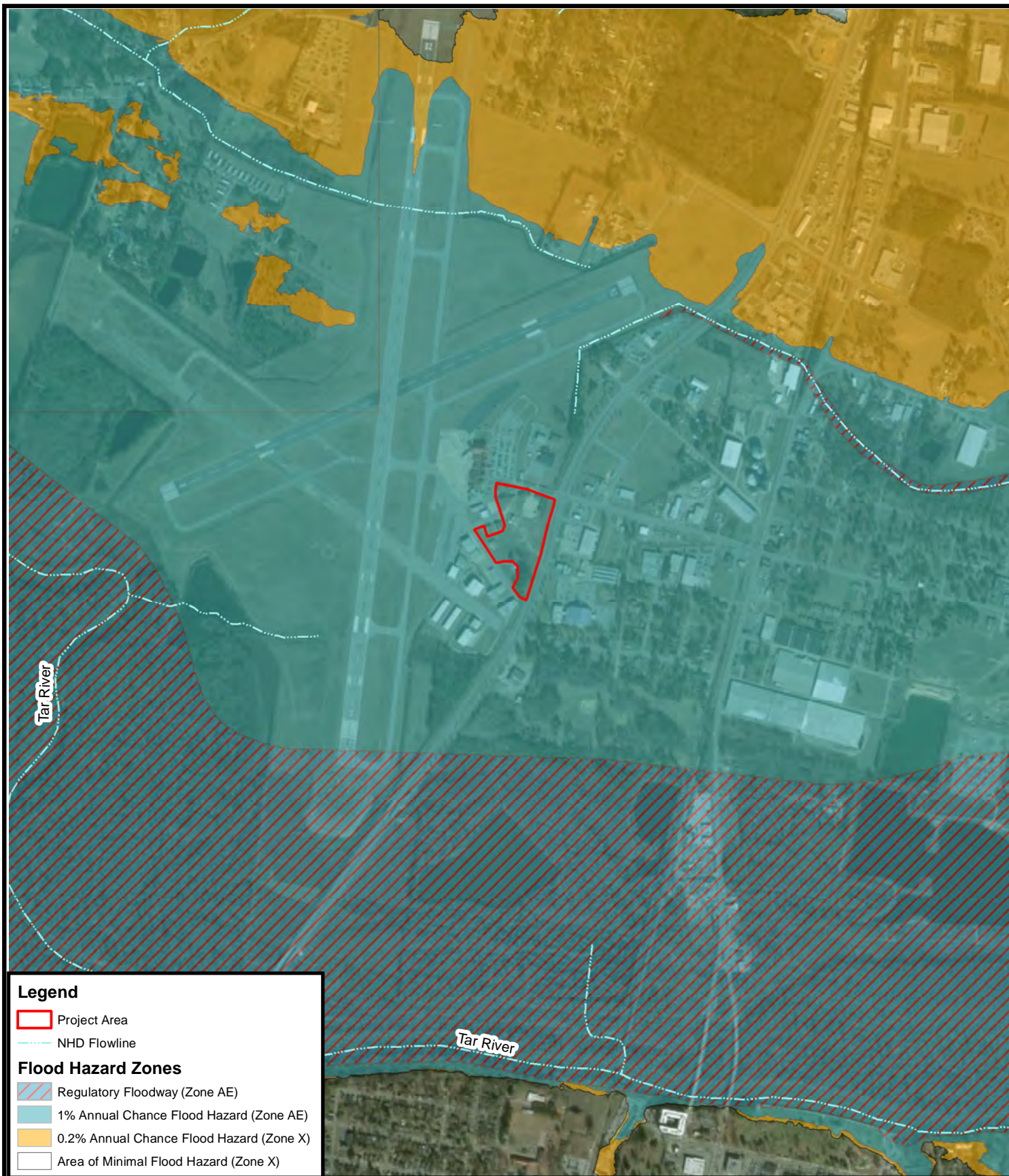
EMAIL: TBIILM@TBIILM.COM

Pitt-Greenville Airport Greenville, Pitt County, North Carolina Figure 4. Hazardous Waste Sites

0 0.25 0.5
Miles



February 2018



Legend

- Project Area
- NHD Flowline

Flood Hazard Zones

- Regulatory Floodway (Zone AE)
- 1% Annual Chance Flood Hazard (Zone AE)
- 0.2% Annual Chance Flood Hazard (Zone X)
- Area of Minimal Flood Hazard (Zone X)

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Pitt-Greenville Airport
Greenville, Pitt County, North Carolina
Figure 5. FEMA Flood Zones

0 375 750 1,500
Feet



February 2018



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ENGINEERING & PLANNING CONSULTANTS

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Pitt-Greenville Airport
Greenville, Pitt County, North Carolina
Corporate Hangar Project

Figure 6. Wetlands and Waters of the U.S.

0 375 750 1,500
Feet



February 2018

Appendix B. Photographs



Photograph 1. Project Area facing northwest.



Photograph 2. Project Area facing west, showing existing rotating beacon, rental car wash area and rental car truck lot.



Photograph 2. Project Area facing southwest, toward existing north hangar taxilane.



Photograph 4. Project Area – view from Airport Road looking S, showing rental car parking area



Photograph 5. Project Area – view from Airport Road looking S, showing transformer to be relocated, Memorial Drive on left side



Photograph 6. Project Area – view from Airport Road looking W, looking from existing driveway off Memorial Drive



Photograph 7. Project Area – Trees to be removed north of fuel farm



Photograph 8. Project Area – Rental car service facility to be demolished, looking north

Appendix C. Wetlands/Stream/Buffer and
Threatened & Endangered Species Assessment Report



WithersRavenel

Our People. Your Success.

December 18, 2017

Karen Giblin
Talbert & Bright, Inc.
4180 Shelley Drive
Wilmington, NC 28405

Re: Pitt-Greenville Airport (PGV) – Greenville, Pitt County
Corporate Taxilane and Hangar Project
Wetlands/Stream/Buffer and Threatened & Endangered Species Assessment Report
WR Project #03170839.01

Mrs. Giblin:

On December 7, 2017, WithersRavenel (WR) conducted a site review of the specific areas associated with the Corporate Taxilane and Hangar (Review Area) at the Pitt-Greenville Airport for the purpose of evaluating the presence of wetlands, streams/riparian buffers and federal and state listed threatened and endangered species and/or potential habitat within the review area. The ± 9.47-acre review area is located within the Pitt-Greenville Airport, in the southwest quadrant of the intersection of Airport Road and NC-11 South (Lat: 35.632399°N; Lat: -77.379847°W) in Greenville, Pitt County, North Carolina. The Pitt-Greenville Airport is located in the Tar-Pamlico River Basin (HUC: 03020103) and the review area drains to Tar River (Stream Index: 28-(94); Surface Water Classification: C; NSW).

Proposed Activities

The proposed activities consist of the construction of the new corporate taxilane and hangar site preparation.

Site Conditions

The project is located within the existing Pitt-Greenville Airport facility. The review area consisted of a large cleared/stockpile bare dirt area, paved roadways and carwash area, a soil/gravel parking area, landscaped areas and two vegetative communities characterized as mowed/maintained and mixed pine hardwood forest.

The vegetative composition of the mowed/maintained community consisted primarily of bahia grass (*Paspalum notatum*), Bermuda grass (*Cynodon dactylon*) and St. Augustine grass (*Stenotaphrum secundatum*) with sparse common dandelion (*Taraxacum officinale*), lamb's ear (*Stachys byzantine*), pennywort (*hydrocotyle spp.*) and fall panicum (*panicum dichotomiflorum*).

The vegetative composition of the mixed pine/hardwood forest consisted primarily of loblolly pine (*Pinus taeda*), sweet-gum (*Liquidambar styraciflua*), river birch (*Betula nigra*), live oak (*Quercus virginiana*) and the understory consisted of horsesugar (*Symplocos tinctoria*), highbush blueberry (*Vaccinium corymbosum*) and greenbriar (*Smilax rotundifolia*).

The landscaped areas consisted of a mixture of common landscape plants, including live oak (*Quercus virginiana*), yaupon holly (*Ilex vomitoria*), crepe myrtle (*Lagerstroemia*), leyland cypress (*Cupressus leylandii*), English boxwood (*Buxus suffrutcosa*) and Nellie R. Stevens holly (*Ilex 'Nellie R. Stevens'*).

Wetland Delineation

Prior to conducting the site visit, WR reviewed aerial photographs, the USDA Soil Survey for Pitt County (1974), the USGS Quadrangle Map (Greenville NW - 2016) and Pitt County GIS data (i.e. topography, streams, etc.). WR reviewed the project area for the presence of wetlands, streams and surface waters jurisdictional to the US Army Corps of Engineers (USACE) under Section 404 of the Clean Water Act, as well as wetlands not jurisdictional to the USACE (isolated), which may be jurisdictional to the NC Division of Water Resources (NCDWR) under the NC Isolated Wetland and Waters Rules.

The site review did not identify any wetlands within the review area. The majority of the review area consists of uplands which have been historically cleared and graded. The only undisturbed area consists of the mixed pine/hardwood forest in the southern portion of the review area, which did not contain wetlands.

Stream Delineation

The site was also reviewed for the presence of streams meeting the criteria set forth in the 2005 NC Division of Water Quality Identification Methods for the Origins of Intermittent and Perennial Streams. There are no streams depicted within the review area on either the USGS Quadrangle Map or Pitt County Soil Survey.

The site review did not identify any streams within the review area.

Tar-Pamlico River Basin Riparian Buffer Determination

Prior to conducting the site review, WR reviewed the USGS 7.5 minute Greenville NW Quadrangle Map and USDA Pitt County Soil Survey to determine if mapped streams were depicted within the review areas. Intermittent and perennial streams depicted on the USGS Quadrangle Map or Pitt County Soil Survey are subject to 50' riparian buffers under the Tar-Pamlico River Basin Riparian Buffer Rules.

There were no depicted features within or within 50' of the review area, therefore, there are no riparian buffers within the review area.

Threatened & Endangered Species Review

Methodology

Prior to conducting the site visit, WR reviewed US Fish and Wildlife Service's online threatened and endangered species database, located at: http://www.fws.gov/raleigh/species/cntylist/nc_counties.html and the NC Wildlife Resource Commission's "State and Federally Listed Endangered Wildlife Species of North Carolina" publication, located at www.ncwildlife.org, to identify federal and state listed threatened and endangered species known to occur in Pitt County, North Carolina. The USFWS list of threatened and endangered species known to occur in Pitt County has been provided as an Appendix.

WR also reviewed the NC Natural Heritage Program's (NCNHP) online database, located at <https://www.ncnhp.org/data/species-community-search> to identify known occurrences of threatened or endangered species within the Greenville NW USGS Quadrangle Map. WR also submitted a project review request to the NCNHP through their Data Explorer webpage, located at: <https://ncnhde.natureserve.org/>, to identify known occurrence of federal and state listed threatened or endangered species within 1.0 miles of the review area. The NCNHP project review identified one known occurrence of federally listed species and seven known occurrences of state listed species within 1.0 miles of the review area, as documented in the attached letter from NCNHP dated 12/06/17. The federally listed species known to occur within 1.0 miles of the review area is the West Indian Manatee, which is a marine species for which there is no potential habitat present within the review area. The state listed species known to occur within 1.0 miles of review area are

triangle floater, Roanoke slabshell, yellow lampmussel, eastern lampmussel, tidewater mucket and eastern pondmussel, all of which are aquatic species for which habitat is not present within the review area and therefore have been omitted from this report.

Additionally, WR reviewed NCNHP GIS data for all known occurrences of threatened and endangered species within 2.0 miles of the review area, located at <https://ncnhde.natureserve.org/content/tier-1>, last updated October 2017.

On December 7, 2017, WR conducted a pedestrian survey of the review area to assess vegetative communities and identify potential habitat for, or occurrences of listed species. The vegetative communities found within the review area consist of mowed/maintained and mixed pine hardwood forest as previously discussed in the Site Conditions section of this report.

Species Synopsis and Pedestrian Survey Results

Plants and animals classified as Endangered (E) or Threatened (T) by the USFWS are protected under the provisions of Section 7 and Section 9 of the Endangered Species Act of 1973, as amended. Plants and animals classified as Endangered (E) or Threatened (T) by the State of North Carolina are protected under the provisions of 15A NCAC 10I.0101 of the North Carolina Administrative Code. The following table presents federally listed species by the USFWS for Pitt County, North Carolina as last updated on 11/13/2017.

Please note that only species with the potential to occur within the project area have been included in this report. Federal and state listed marine/aquatic species have been omitted from this report due to a lack of suitable habitat within the review area.

Common Name	Scientific Name	State Status	Federal Status	Habitat Present	Biological Conclusion
Bald Eagle	<i>Haliaeetus leucocephalus</i>	T	BGPA*	No	No Effect
Red-Cockaded Woodpecker	<i>Picoides borealis</i>	E	E	No	No Effect

*Bald and Golden Eagle Protection Act

Federally Listed Species

Bald Eagle

USFWS Optimal Survey Window: Year Round

Habitat for the bald eagle primarily consists of mature forest in proximity to large bodies of open water for foraging. Large dominant trees are utilized for nesting sites, typically within 1.0 miles of open water.

Based on the NCNHP GIS data, the only known bald eagle nest within the vicinity of the review area is EO ID#: 17035 which is located on the Tar River, west of PGV airport at Latitude: 35.642008°N; Longitude: -77.408847°W. Based on these coordinates, the bald eagle nest (EO ID# 17035) is located approximately 1.64 miles from the nearest boundary of the review area, as depicted in the Bald Eagle Nest Exhibit.

The Tar River is considered potential eagle foraging habitat. The Tar River is located approximately 0.6 miles from the review area. Since there is potential foraging habitat within 1.0 miles of the review area, a pedestrian survey was conducted for areas within 660' of each review area for bald eagle nests in accordance with the USFWS' "National Bald Eagle Management Guidelines" (May 2007). The majority of the 660' area surrounding each review area had been previously cleared of mature trees as part of the airport construction, commercial development and construction of residential developments (See Bald Eagle Exhibit). The

pedestrian survey of the area within 660' of each review area did not identify any bald eagle nests. Additionally, there were no mature pine trees observed with adequate limb structure and unobstructed ingress/egress to be considered potential nesting habitat. Furthermore, no eagles were observed during the pedestrian survey.

Per the National Bald Eagle Management Guidelines, activities taking place in excess of 660' from a bald eagle nest will have no effect on nesting activities. Therefore, based on a lack of existing eagle nests within 660' of the review area, WR concludes that proposed activities within the review area will have No Effect on bald eagles.

Biological Conclusion – No Effect

Red-Cockaded Woodpecker

USFWS Optimal Survey Window: Not Specified

The red-cockaded woodpecker (RCW) occurs in extensive tracts of open stands of mature pines, particularly longleaf pine (*Pinus palustris*), for foraging and nesting/roosting habitat, typically 70 to 100 acres or more. The red-cockaded woodpecker is rarely found in deciduous or mixed pine-hardwoods. The RCW excavates cavities for nesting and roosting in living pine trees, aged 60 years or older, which are contiguous with pine stands at least 30 years of age to provide foraging habitat. Optimal habitat is characterized as a broad savanna with a scattered overstory of large pines and a dense groundcover containing a diversity of grass, forbs, and shrub species. Midstory vegetation is sparse or absent. Frequent fires maintain the quality of the RCW's habitat. The foraging range of the RCW is normally no more than 0.5 miles.

The NCNHP GIS database identified a RCW colony, which is located northeast of the Pitt-Greenville Airport. The nearest known RCW colony (EO ID# 13553) is located approximately 9.4 miles south of the nearest boundary of the review area, as depicted in the Red Cockaded Woodpecker Exhibit. A review of aerial photography and vehicle reconnaissance determined that there are no large, mature, pine-dominated areas within 0.5 miles of the review area sufficient to serve as suitable RCW habitat.

The review area consisted of a large cleared/stockpile bare dirt area, paved roadways and carwash area, a soil/gravel parking area, landscaped areas and two vegetative communities characterized as mowed/maintained and mixed pine hardwood forest, and does not contain potential RCW nesting habitat. Additionally, there are no large, mature pine dominated areas within 0.5 miles of the review area (See Red-cockaded Woodpecker Exhibit). Therefore, the review area does not contain potential RCW foraging habitat.

Based on a lack of suitable nesting/foraging habitat within the review areas, along with a lack of nearby records, WR concludes that proposed activities within the review area will have No Effect on the red-cockaded woodpecker.

Biological Conclusion – No Effect

Summary

The field review did not identify any wetlands or streams subject to jurisdiction by the USACE under Section 404 of the Clean Water Act (CWA) or subject to jurisdiction by the NCDWR under Section 401 of the CWA. The review area also does not contain any isolated wetlands or isolated streams jurisdictional to the NCDWR under the NC Isolated Wetlands and Waters Rules. Additionally, there were no depicted streams on the USGS Quadrangle Map or Pitt County Soil Survey within or within 50' of the review area, therefore there are no riparian buffers within the review area.

The review area does not contain occurrences of, or potential habitat for federal listed threatened or endangered species known to occur in Pitt County. Additionally, the review area does not contain occurrences of, or potential habitat for state listed threatened or endangered species known to occur within 1.0 miles of the review area. Therefore, based on our findings and best professional judgment, Section 7 consultation with the USFWS or consultation with the NC Wildlife Resource Commission is not required as the proposed activities will have "No Effect" on federal or state listed threatened or endangered species known to occur within Pitt County.

Please feel free to contact me if you have any questions or concerns regarding the contents of this report.

Sincerely,



Lyle Phillips
Environmental Scientist
WithersRavenel



Troy Beasley
Senior Environmental Scientist
WithersRavenel

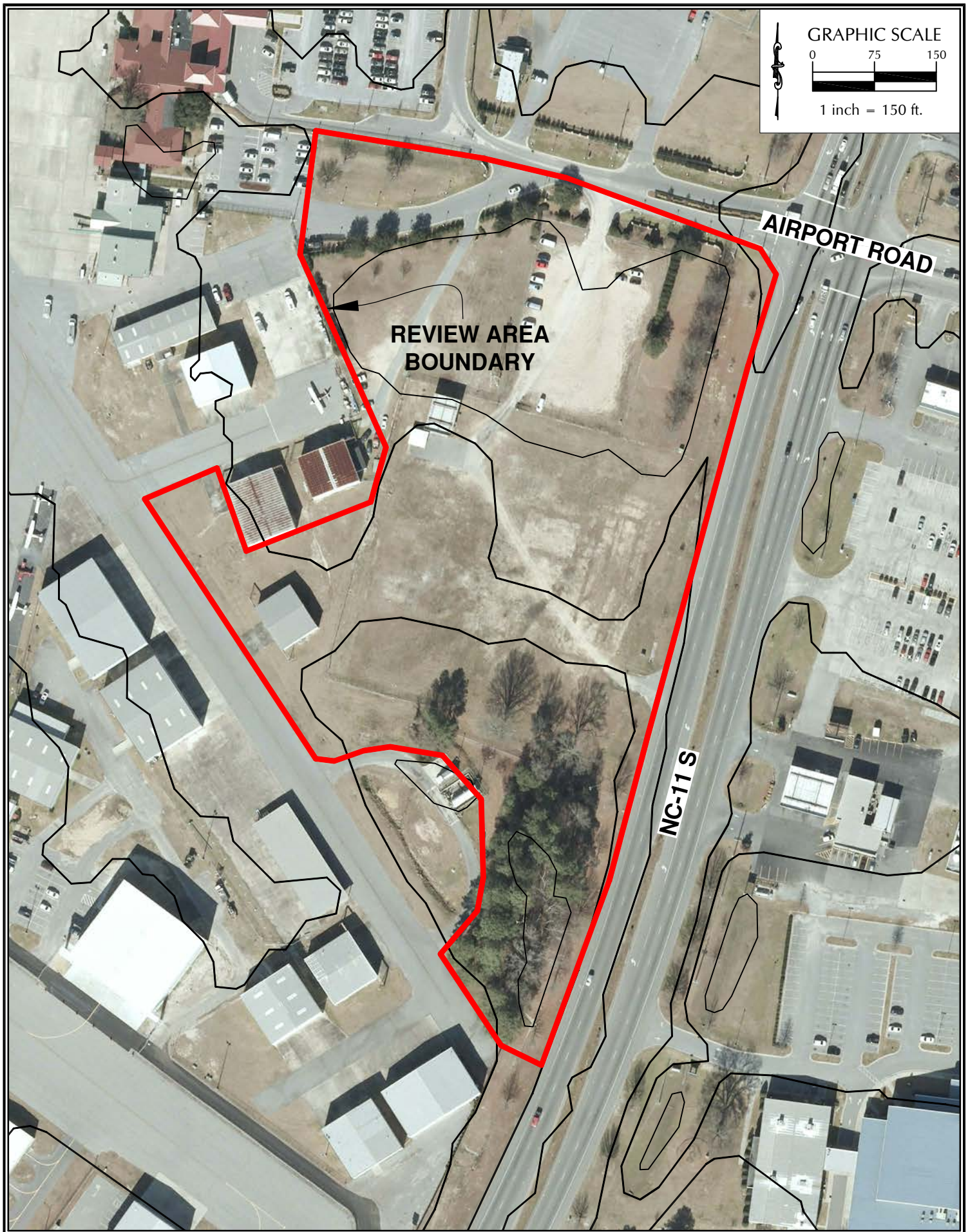
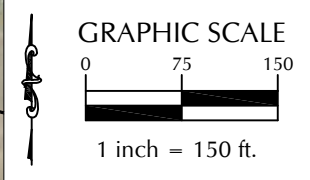
Attachments:

- Aerial Exhibit
- Vegetative Communities Exhibit
- Wetland/Buffer Delineation Exhibit
- USGS Quadrangle
- Pitt County Soil Survey
- USFWS T&E Species List for Pitt County
- NCNHP Project Review Letter
- Bald Eagle Exhibit
- Red-cockaded Woodpecker Exhibit

REFERENCES

1. 2014 Natural Heritage Program List of Rare Plant Species of North Carolina. Edited by Laura Gadd Robinson and John T. Finnegan. N. C. Natural Heritage Program; NC Department of Environment and Natural Resources.
2. 2014 Natural Heritage Program List of the Rare Animal Species of North Carolina. Compiled by Harry E. LeGrand, Jr., Judith A. Ratcliffe and John T. Finnegan. N. C. Natural Heritage Program; NC Department of Environment and Natural Resources.
3. Flora of the Southern and Mid-Atlantic States –May 2015 Version by Alan S. Weakly, University of North Carolina Herbarium.
4. US Fish & Wildlife Service Threatened and Endangered Species in North Carolina webpage search at: http://www.fws.gov/raleigh/species/cntylist/nc_counties.html accessed 12/14/2017.
5. Natural Heritage Program Database Search at: <https://www.ncnhp.org/data/species-community-search>, accessed 12/14/2017.
6. NC Natural Heritage Program GIS Data for element occurrences, located at: <https://ncnhde.natureserve.org/content/tier-1>, updated October 2017.
7. NC Natural Heritage Program Project Review Letter dated 12/06/2017

AERIAL EXHIBIT



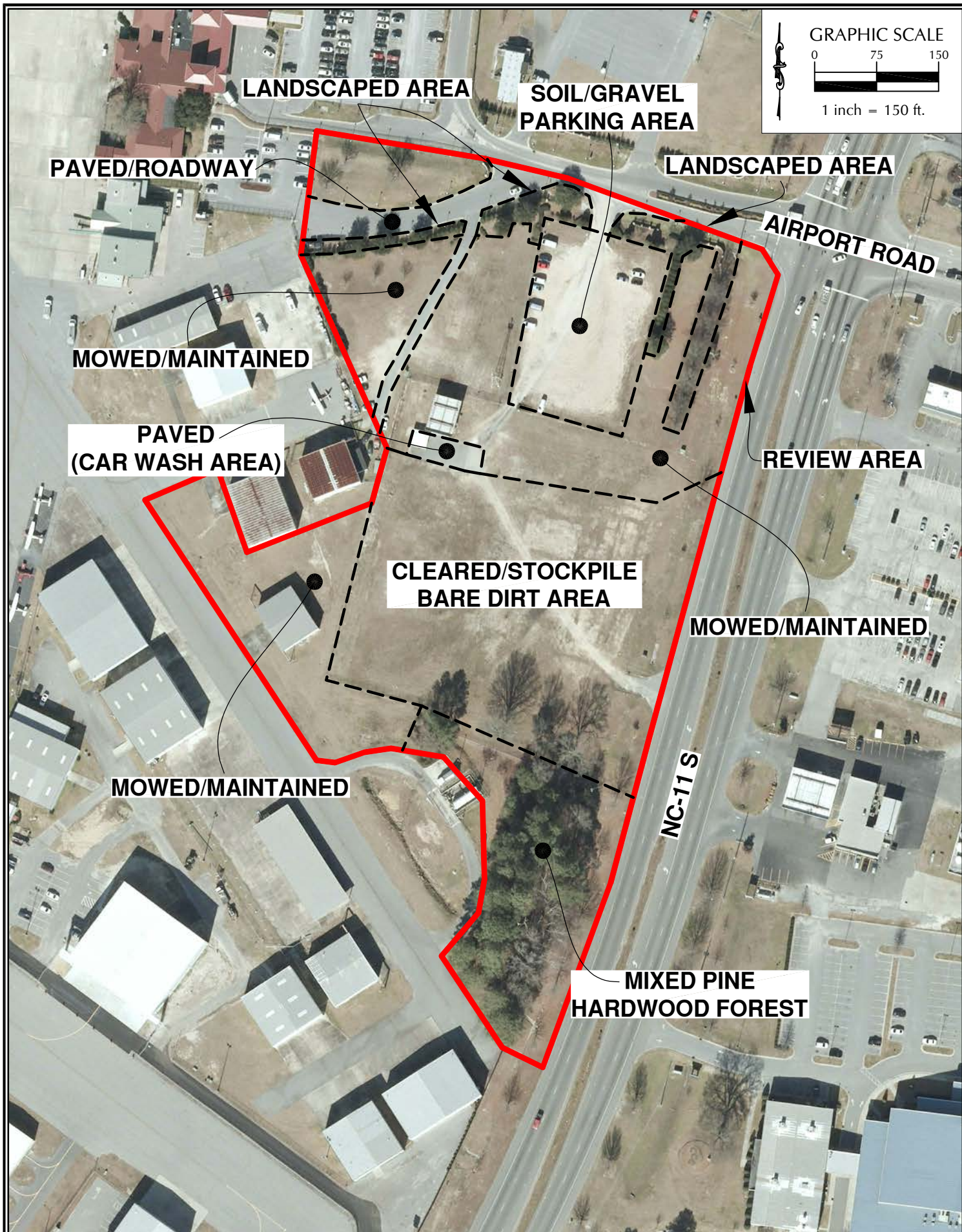
PITT-GREENVILLE AIRPORT (PGV)
CORPORATE TAXILANE & HANGAR
GREENVILLE PITT COUNTY NORTH CAROLINA

AERIAL - 2016

 **WithersRavenel**
Engineers | Planners | Surveyors

VEGETATIVE COMMUNITIES EXHIBIT

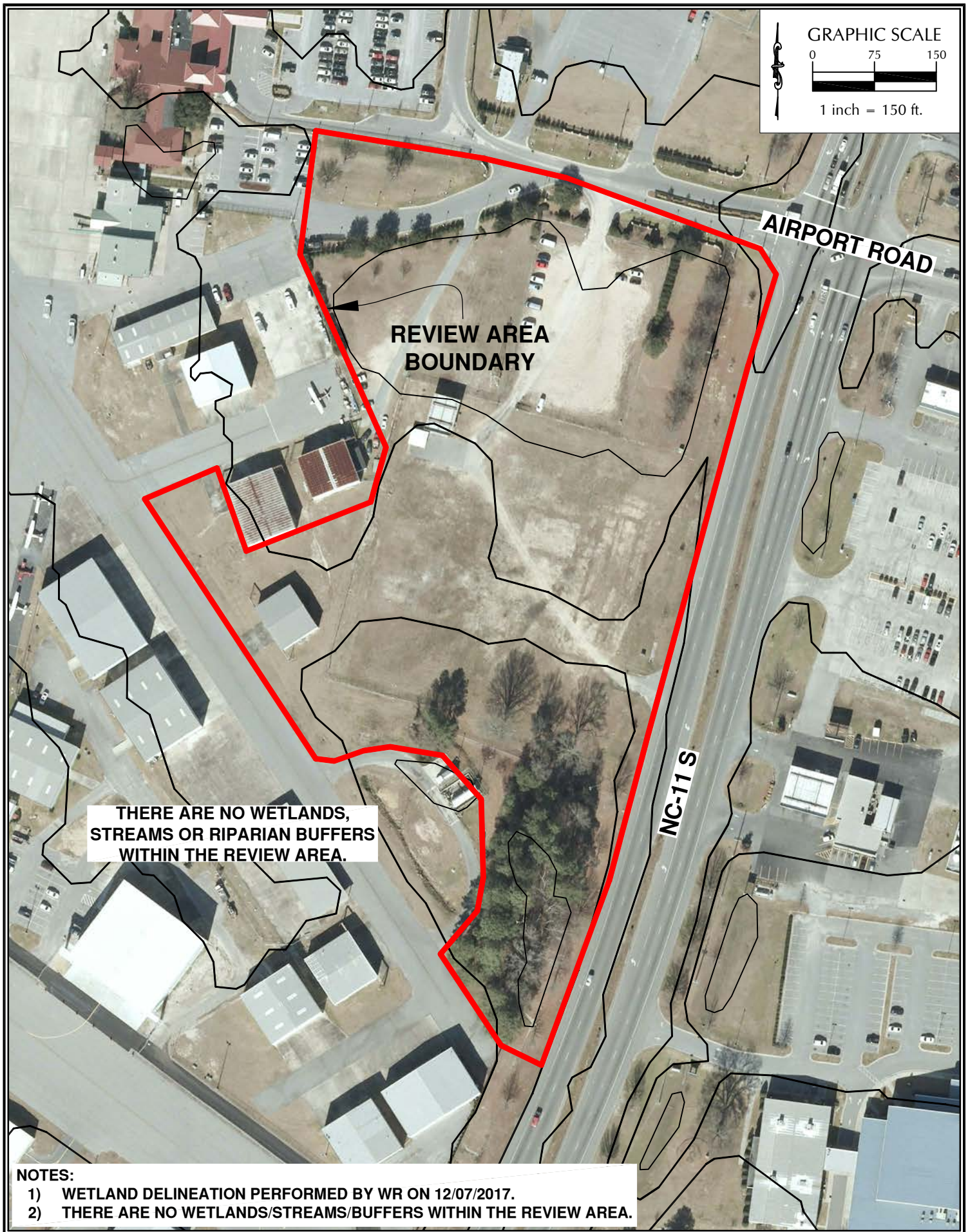
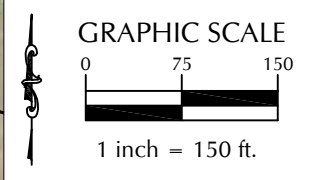
W:\17\17-0830\170830.01-PGV-Corp Taxilane and Hangar\Wetlands-Streams\CAD\Wetlands Base.dwg - Monday, December 11, 2017 4:46:17 PM - PHILLIPS, LYLE





WithersRavenel
Our People. Your Success.

WETLAND/BUFFER DELINEATION EXHIBIT



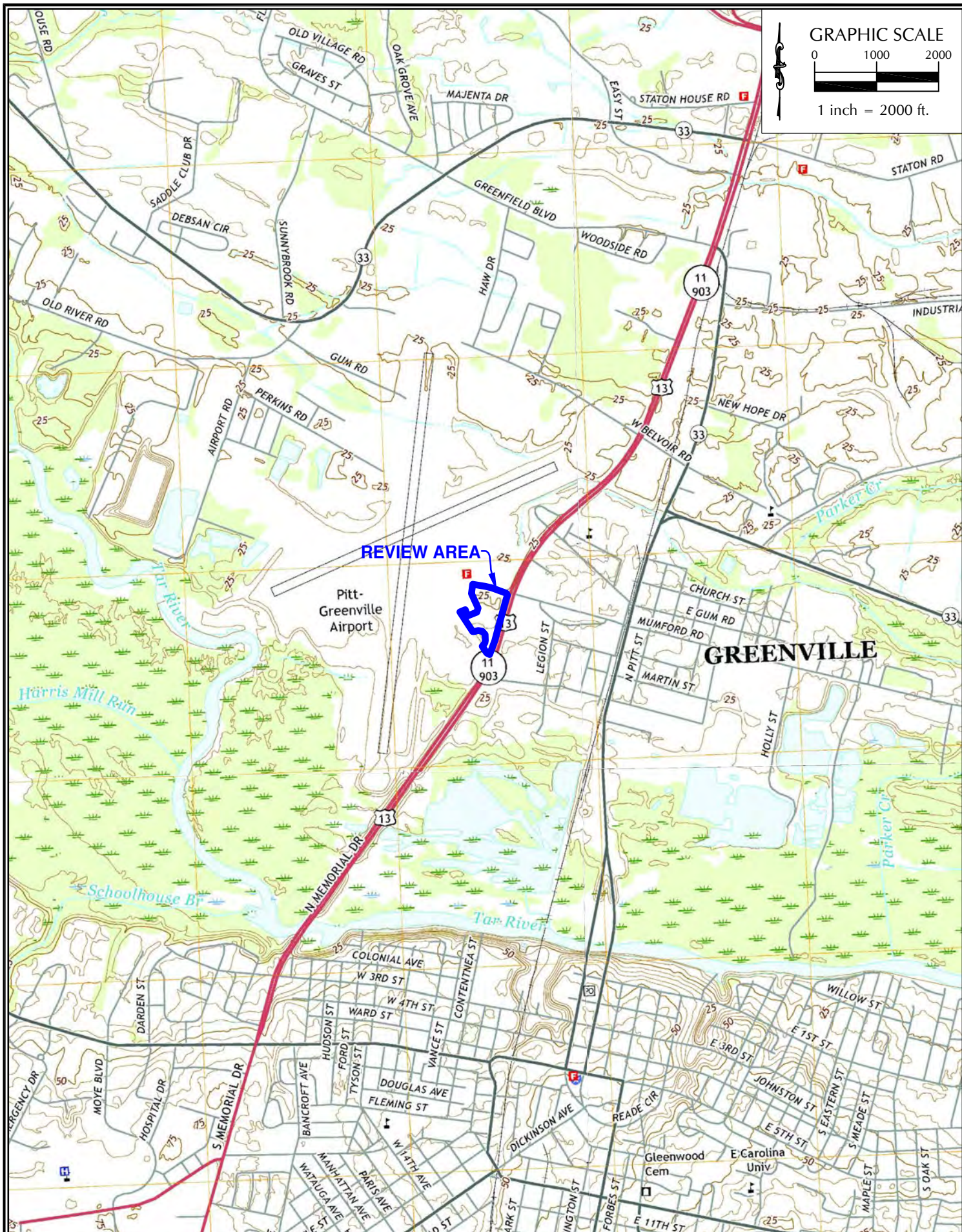
THERE ARE NO WETLANDS,
STREAMS OR RIPARIAN BUFFERS
WITHIN THE REVIEW AREA.

NOTES:

- 1) WETLAND DELINEATION PERFORMED BY WR ON 12/07/2017.
- 2) THERE ARE NO WETLANDS/STREAMS/BUFFERS WITHIN THE REVIEW AREA.

USGS QUADRANGLE EXHIBIT

\\1717-0830\170839.01-POV-Corp Trailane and Hangar\Wetlands-Streams\CAD\Wetlands Base.dwg - Monday, December 11, 2017 4:50:01 PM - PHILLIPS, LYLE

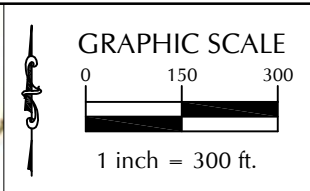


PITT-GREENVILLE AIRPORT (PGV)
CORPORATE TAXILANE & HANGAR
GREENVILLE PITT COUNTY NORTH CAROLINA

USGS QUAD (2016) - GREENVILLE NW



WithersRavenel
Engineers | Planners | Surveyors



REVIEW AREA

F

25

25

13

LEGION ST

11
903

25



PITT-GREENVILLE AIRPORT (PGV)
CORPORATE TAXILANE & HANGAR
GREENVILLE PITT COUNTY NORTH CAROLINA

USGS QUAD (2016) - GREENVILLE NW

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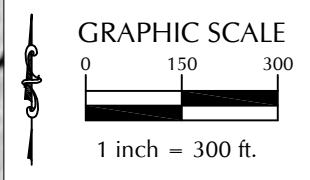
W:\17\17-0830\170830.01-PGV-Corp Taxilane and Hangar\Wetlands-Streams\CAD\Wetlands Base.dwg - Monday, December 11, 2017 4:48:17 PM - PHILLIPS, LYLE



WithersRavenel

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PITT COUNTY SOIL SURVEY



**REVIEW AREA
BOUNDARY**



WithersRavenel
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USFWS THREATENED & ENDANGERED SPECIES LIST FOR PITT COUNTY

U.S. Fish & Wildlife Service

Endangered Species, Threatened Species, Federal Species of Concern, and Candidate Species,

Pitt County, North Carolina



Note: Marine Threatened and Endangered Species information can be found at the [National Marine Fisheries Service \(NMFS\) Endangered and Threatened Species website](#)

Updated: 11-13-2017

Common Name	Scientific name	Federal Status	Record Status
Vertebrate:			
American eel	<i>Anguilla rostrata</i>	FSC	Current
<u>Bald eagle</u>	<i>Haliaeetus leucocephalus</i>	BGPA	Current
Carolina madtom	<i>Noturus furiosus</i>	FSC	Current
Eastern Henslow's sparrow	<i>Ammodramus henslowii susurrans</i>	FSC	Current
Pinewoods shiner	<i>Lythrurus matutinus</i>	FSC	Obscure
<u>Red-cockaded woodpecker</u>	<i>Picoides borealis</i>	E	Historic
Roanoke bass	<i>Ambloplites cavifrons</i>	FSC	Current
Southern hognose snake	<i>Heterodon simus</i>	FSC	Obscure
<u>West Indian manatee</u>	<i>Trichechus manatus</i>	E	Current
Invertebrate:			
Atlantic pigtoe	<i>Fusconaia masoni</i>	FSC	Current
Green floater	<i>Lasmigona subviridis</i>	FSC	Current
<u>Tar River spinymussel</u>	<i>Parvaspina steinstansana</i>	E	Historic
Yellow lampmussel	<i>Lampsilis cariosa</i>	FSC	Current
Vascular Plant:			
Grassleaf arrowhead	<i>Sagittaria weatherbiana</i>	FSC	Historic
Nonvascular Plant:			
Lichen:			

Definitions of Federal Status Codes:

E = endangered. A taxon "in danger of extinction throughout all or a significant portion of its range."

T = threatened. A taxon "likely to become endangered within the foreseeable future throughout all or a significant portion of its range."

C = candidate. A taxon under consideration for official listing for which there is sufficient information to support listing. (Formerly "C1" candidate species.)

BGPA = Bald and Golden Eagle Protection Act. See below.

FSC = Federal Species of Concern. FSC is an informal term. It is not defined in the federal Endangered Species Act. In North Carolina, the Asheville and Raleigh Field Offices of the US Fish and Wildlife Service (Service) define Federal Species of Concern as those species that appear to be in decline or otherwise in need of conservation and are under consideration for listing or for which there is insufficient information to support listing at this time. Subsumed under the term "FSC" are all species petitioned by outside parties and other selected focal species identified in Service strategic plans, State Wildlife Action Plans, or Natural Heritage Program Lists.

T(S/A) = threatened due to similarity of appearance. A taxon that is threatened due to similarity of appearance with another listed species and is listed for its protection. Taxa listed as T(S/A) are not biologically endangered or threatened and are not subject to Section 7 consultation. See below.

EXP = experimental population. A taxon listed as experimental (either essential or nonessential). Experimental, nonessential populations of endangered species (e.g., red wolf) are treated as threatened species on public land, for consultation purposes, and as species proposed for listing on private land.

P = proposed. Taxa proposed for official listing as endangered or threatened will be noted as "PE" or "PT", respectively.

Bald and Golden Eagle Protection Act (BGPA):

In the July 9, 2007 Federal Register (72:37346-37372), the bald eagle was declared recovered, and removed (delisted) from the Federal List of Threatened and Endangered wildlife. This delisting took effect August 8, 2007. After delisting, the Bald and Golden Eagle Protection Act (Eagle Act) (16 U.S.C. 668-668d) becomes the primary law protecting bald eagles. The Eagle Act prohibits take of bald and golden eagles and provides a statutory definition of "take" that includes "disturb". The USFWS has developed National Bald Eagle Management Guidelines to provide guidance to land managers, landowners, and others as to how to avoid disturbing bald eagles. For more information, visit <http://www.fws.gov/migratorybirds/baldeagle.htm>

Threatened due to similarity of appearance (T(S/A)):

In the November 4, 1997 Federal Register (55822-55825), the northern population of the bog turtle (from New York south to Maryland) was listed as T (threatened), and the southern population (from Virginia south to Georgia) was listed as T(S/A) (threatened due to similarity of appearance). The T(S/A) designation bans the collection and interstate and international commercial trade of bog turtles from the southern population. The T(S/A) designation has no effect on land management activities by private landowners in North Carolina, part of the southern population of the species. In addition to its official status as T(S/A), the U.S. Fish and Wildlife Service considers the southern population of the bog turtle as a Federal species of concern due to habitat loss.

Definitions of Record Status:

Current - the species has been observed in the county within the last 50 years.

Historic - the species was last observed in the county more than 50 years ago.

Obscure - the date and/or location of observation is uncertain.

Incidental/migrant - the species was observed outside of its normal range or habitat.

Probable/potential - the species is considered likely to occur in this county based on the proximity of known records (in adjacent counties), the presence of potentially suitable habitat, or both.

NCNHP PROJECT REVIEW LETTER



**North Carolina Department of Natural and Cultural Resources
Natural Heritage Program**

Governor Roy Cooper

Secretary Susi H. Hamilton

NCNHDE-4814

December 6, 2017

Lyle Phillips
WithersRavenel
115 MacKenan Drive
Cary, NC 27511
RE: Pitt-Greenville Airport (PGV) - Corp Taxilane & Hangar; 03170839.01

Dear Lyle Phillips:

The North Carolina Natural Heritage Program (NCNHP) appreciates the opportunity to provide information about natural heritage resources for the project referenced above.

A query of the NCNHP database, based on the project area mapped with your request, indicates that there are no records for rare species, important natural communities, natural areas, or conservation/managed areas within the proposed project boundary. Please note that although there may be no documentation of natural heritage elements within the project boundary, it does not imply or confirm their absence; the area may not have been surveyed. The results of this query should not be substituted for field surveys where suitable habitat exists. In the event that rare species are found within the project area, please contact the NCNHP so that we may update our records.

The attached 'Potential Occurrences' table summarizes rare species and natural communities that have been documented within a one-mile radius of the property boundary. The proximity of these records suggests that these natural heritage elements may potentially be present in the project area if suitable habitat exists and is included for reference. Tables of natural areas and conservation/managed area within a one-mile radius of the project area, if any, are also included in this report.

Please note that natural heritage element data are maintained for the purposes of conservation planning, project review, and scientific research, and are not intended for use as the primary criteria for regulatory decisions. Information provided by the NCNHP database may not be published without prior written notification to the NCNHP, and the NCNHP must be credited as an information source in these publications. Maps of NCNHP data may not be redistributed without permission.

The NC Natural Heritage Program may follow this letter with additional correspondence if a Dedicated Nature Preserve (DNP), Registered Heritage Area (RHA), Clean Water Management Trust Fund (CWMTF) easement, or Federally-listed species are documented near the project area.

If you have questions regarding the information provided in this letter or need additional assistance, please contact Rodney A. Butler at rodney.butler@ncdcr.gov or 919.707.8603.

Sincerely,
NC Natural Heritage Program

Natural Heritage Element Occurrences, Natural Areas, and Managed Areas Within a One-mile Radius of the Project Area
Pitt-Greenville Airport (PGV) - Corp Taxilane & Hangar
Project No. 03170839.01
December 6, 2017
NCNHDE-4814

Element Occurrences Documented Within a One-mile Radius of the Project Area

Taxonomic Group	EO ID	Scientific Name	Common Name	Last Observation Date	Element Occurrence Rank	Accuracy	Federal Status	State Status	Global Rank	State Rank
Amphibian	12606	Necturus lewisi	Neuse River Waterdog	2015-01-12	E	3-Medium	Species of Concern	Special Concern	G2	S2
Butterfly	28589	Amblyscirtes reversa	Reversed Roadside-Skipper	2010-06-29	D	3-Medium	---	Significantly Rare	G3G4	S3
Crustacean	31192	Orconectes carolinensis	North Carolina Spiny Crayfish	2009-12-02	E	3-Medium	---	Special Concern	G3	S3
Dragonfly or Damselfly	33766	Somatochlora georgiana	Coppery Emerald	2004-Pre	H?	5-Very Low	---	Significantly Rare	G3G4	S2?
Freshwater Bivalve	1206	Alasmidonta undulata	Triangle Floater	2016-11-09	E	3-Medium	Species of Concern	Threatened	G4	S3
Freshwater Bivalve	36530	Elliptio fisheriana	Northern Lance	2009-10-08	E	3-Medium	---	Significantly Rare	G4	S3
Freshwater Bivalve	14068	Elliptio roanokensis	Roanoke Slabshell	2016-11-09	E	3-Medium	Species of Concern	Threatened	G3	S3
Freshwater Bivalve	25382	Lampsilis cariosa	Yellow Lampmussel	2009-10-08	E	3-Medium	Species of Concern	Endangered	G3G4	S3
Freshwater Bivalve	7902	Lampsilis radiata	Eastern Lampmussel	2016-11-09	E	3-Medium	---	Threatened	G5	S3
Freshwater Bivalve	1148	Leptodea ochracea	Tidewater Mucket	2016-11-09	E	3-Medium	---	Threatened	G3G4	S2
Freshwater Bivalve	36744	Ligumia nasuta	Eastern Pondmussel	2015-05-07	E	3-Medium	---	Threatened	G4	S2
Freshwater Fish	5315	Ambloplites cavifrons	Roanoke Bass	1971-Pre	H?	3-Medium	Species of Concern	Significantly Rare	G3	S2
Mammal	5451	Trichechus manatus	West Indian Manatee	1994-09-17	E	5-Very Low	Endangered	Endangered	G2	S1N
Natural Community	32733	Brownwater Levee Forest--- (Medium Levee Subtype)		2014-08	C	2-High	---	---	G4?	S3S4
Natural Community	32734	Cypress--Gum Swamp --- (Brownwater Subtype)		2014-08	B	2-High	---	---	G5?	S4

Element Occurrences Documented Within a One-mile Radius of the Project Area

Taxonomic Group	EO ID	Scientific Name	Common Name	Last Observation Date	Element Occurrence Rank	Accuracy	Federal Status	State Status	Global Rank	State Rank
Reptile	18904	Heterodon simus	Southern Hognose Snake	1967-06-10	H	4-Low	Species of Concern	Special Concern	G2	S2

Natural Areas Documented Within a One-mile Radius of the Project Area

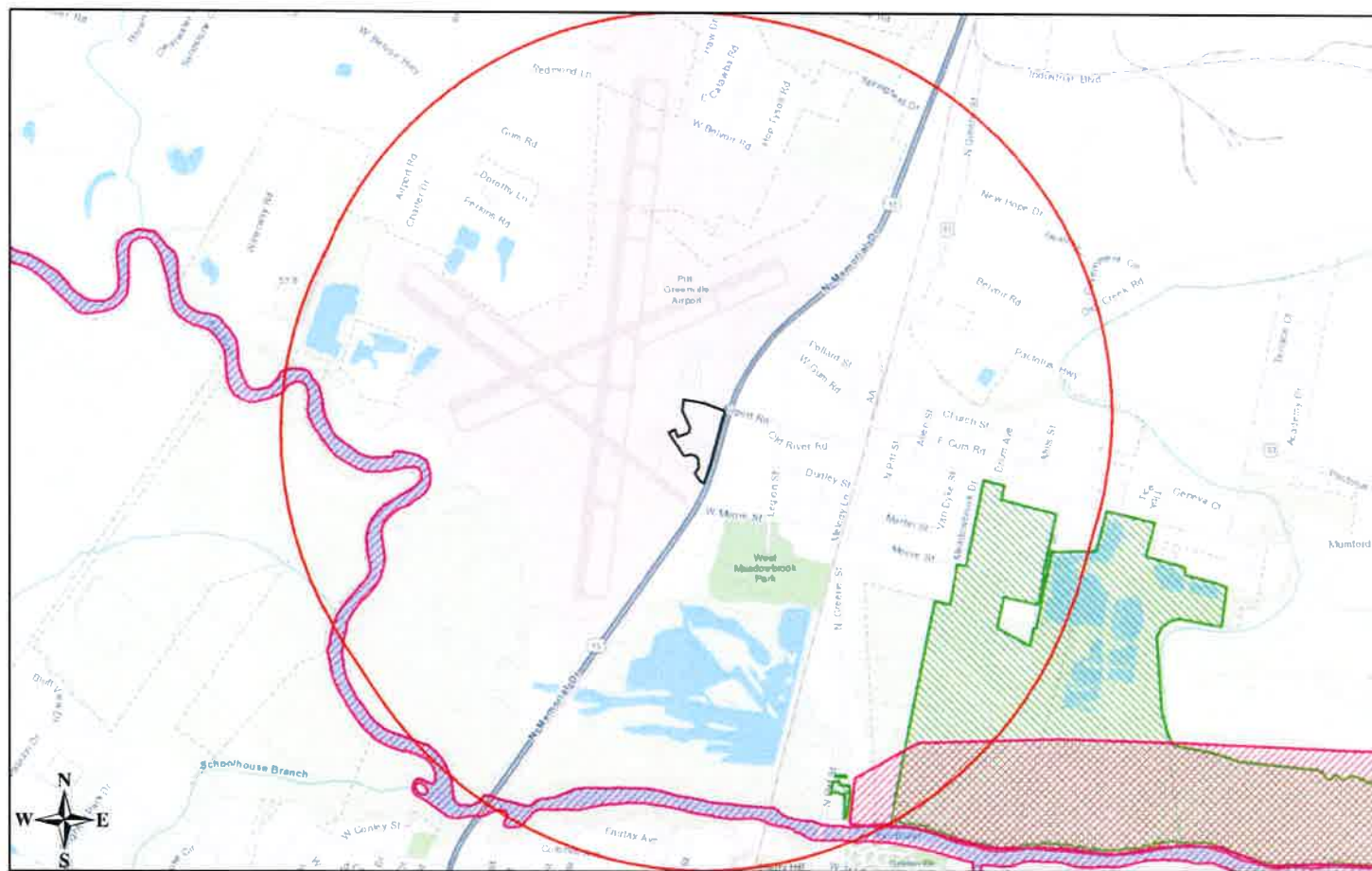
Site Name	Representational Rating	Collective Rating
TAR/Lower Tar River Aquatic Habitat	n/a (Not Applicable)	C1 (Exceptional)
River Park North Floodplain Forest	R4 (Moderate)	C5 (General)

Managed Areas Documented Within a One-mile Radius of the Project Area

Managed Area Name	Owner	Owner Type
NC Department of Transportation Mitigation Site	NC Department of Transportation	State
River Park North	City of Greenville	Local Government

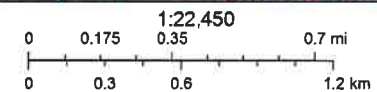
Definitions and an explanation of status designations and codes can be found at <https://ncnhde.natureserve.org/content/help>. Data query generated on December 6, 2017; source: NCNHP, Q4 October 2017. Please resubmit your information request if more than one year elapses before project initiation as new information is continually added to the NCNHP database.

NCNHDE-4814: Pitt-Greenville Airport (PGV) - Corp Taxilane & Hangar



December 6, 2017

- Project Boundary
- Buffered Project Boundary
- NHP Natural Area (NHNA)
- Managed Area (MAREA)

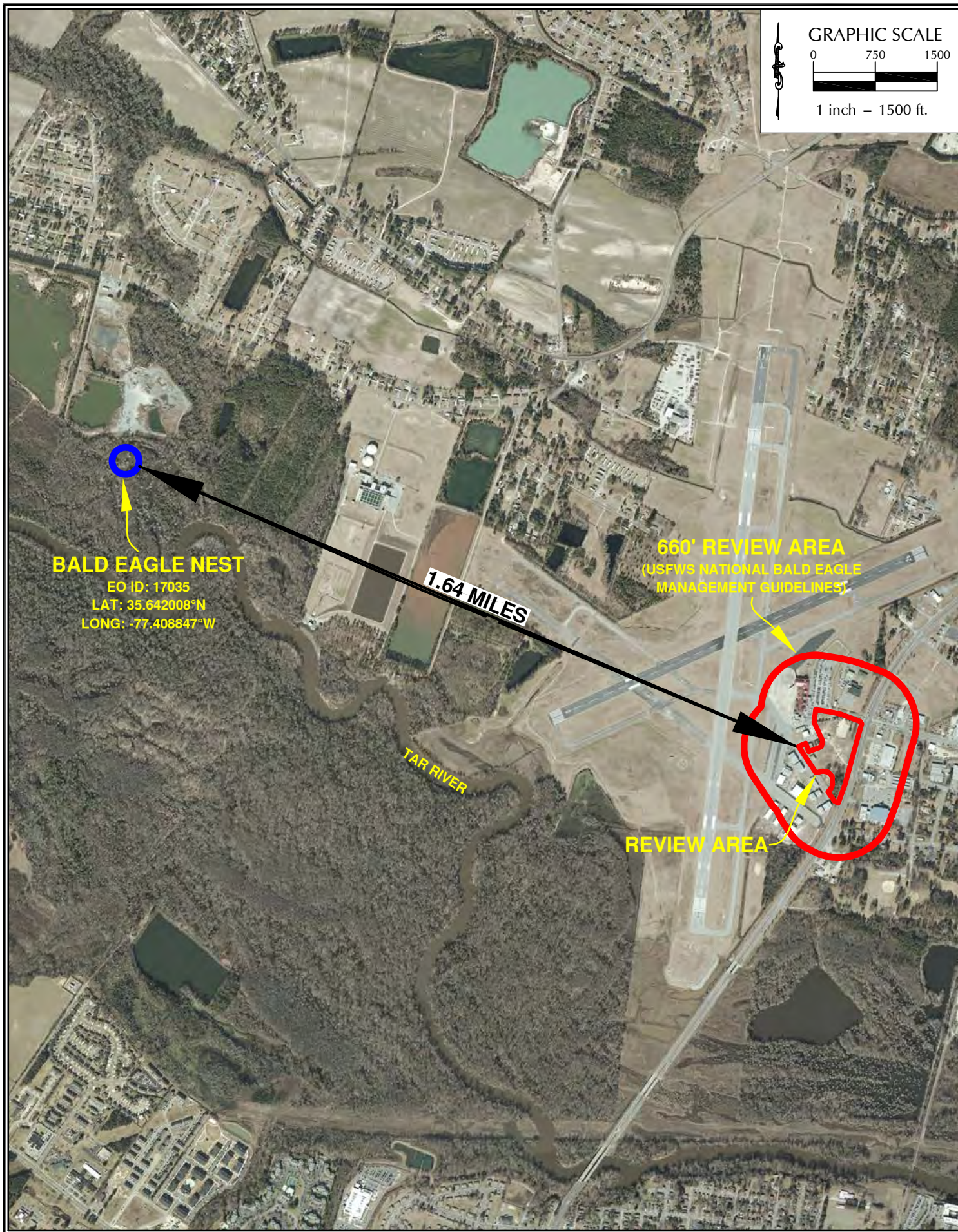
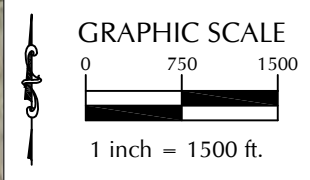


Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, Geobase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), Swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community



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BALD EAGLE EXHIBIT



BALD EAGLE NEST

EO ID: 17035
LAT: 35.642008°N
LONG: -77.408847°W

660' REVIEW AREA
(USFWS NATIONAL BALD EAGLE
MANAGEMENT GUIDELINE)

1.64 MILES

TAR RIVER

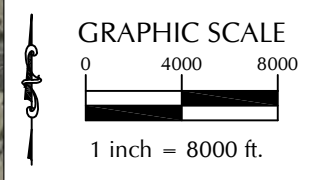
REVIEW AREA



WithersRavenel

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RED-COCKADED WOODPECKER EXHIBIT



PITT-GREENVILLE AIRPORT (PGV)
CORPORATE TAXILANE & HANGAR
GREENVILLE PITT COUNTY NORTH CAROLINA

RED-COCKADED WOODPECKER



WithersRavenel
Engineers | Planners | Surveyors

\\1717-0830\170830.01-POV-Corp Taxilane and Hangar\Wetlands-Streams\CAD\Wetlands Base.dwg - Thursday, December 14, 2017 8:35:19 AM - PHILLIPS, LNE



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Raleigh ES Field Office

Post Office Box 33726

Raleigh, North Carolina 27636-3726

February 8, 2018

Troy Beasley
WithersRavenel
219 Station Road, Suite 101
Wilmington, NC 28405

Re: Pitt-Greenville Airport Corporate Taxilane & Hangar Project – Pitt County, NC

Dear Mr. Beasley:

This letter is to inform you that the Service has established an on-line project planning and consultation process which assists developers and consultants in determining whether a federally-listed species or designated critical habitat may be affected by a proposed project. For future projects, please visit the Raleigh Field Office's project planning website at <https://www.fws.gov/raleigh/pp.html>. If you are only searching for a list of species that may be present in the project's Action Area, then you may use the Service's Information, Planning, and Consultation System (IPaC) website to determine if any listed, proposed, or candidate species may be present in the Action Area and generate a species list. The IPaC website may be viewed at <https://ecos.fws.gov/ipac/>. The IPaC web site contains a complete and frequently updated list of all endangered and threatened species protected by the provisions of the Endangered Species Act of 1973, as amended (16 U.S.C. 1531 et seq.)(Act), a list of federal species of concern¹ that are known to occur in each county in North Carolina, and other resources.

Section 7 of the Act requires that all federal agencies (or their designated non-federal representative), in consultation with the Service, insure that any action federally authorized, funded, or carried out by such agencies is not likely to jeopardize the continued existence of any federally-listed endangered or threatened species. A biological assessment or evaluation may be prepared to fulfill that requirement and in determining whether additional consultation with the Service is necessary. In addition to the federally-protected species list, information on the species' life histories and habitats and information on completing a biological assessment or

¹ The term "federal species of concern" refers to those species which the Service believes might be in need of concentrated conservation actions. Federal species of concern receive no legal protection and their designation does not necessarily imply that the species will eventually be proposed for listing as a federally endangered or threatened species. However, we recommend that all practicable measures be taken to avoid or minimize adverse impacts to federal species of concern.

evaluation and can be found on our web page at <http://www.fws.gov/raleigh>. Please check the web site often for updated information or changes.

If your project contains suitable habitat for any of the federally-listed species known to be present within the county where your project occurs, the proposed action has the potential to adversely affect those species. As such, we recommend that surveys be conducted to determine the species' presence or absence within the project area. The use of North Carolina Natural Heritage program data should not be substituted for actual field surveys.

If you determine that the proposed action may affect (i.e., likely to adversely affect or not likely to adversely affect) a federally-protected species, you should notify this office with your determination, the results of your surveys, survey methodologies, and an analysis of the effects of the action on listed species, including consideration of direct, indirect, and cumulative effects, before conducting any activities that might affect the species. If you determine that the proposed action will have no effect (i.e., no beneficial or adverse, direct or indirect effect) on federally listed species, then you are not required to contact our office for concurrence (unless an Environmental Impact Statement is prepared). However, you should maintain a complete record of the assessment, including steps leading to your determination of effect, the qualified personnel conducting the assessment, habitat conditions, site photographs, and any other related articles.

With regard to the above-referenced project, we offer the following remarks. Our comments are submitted pursuant to, and in accordance with, provisions of the Endangered Species Act.

Based on the information provided and other information available, it appears that the proposed action is not likely to adversely affect any federally-listed endangered or threatened species, their formally designated critical habitat, or species currently proposed for listing under the Act at these sites. We believe that the requirements of section 7(a)(2) of the Act have been satisfied for your project. Please remember that obligations under section 7 consultation must be reconsidered if: (1) new information reveals impacts of this identified action that may affect listed species or critical habitat in a manner not previously considered; (2) this action is subsequently modified in a manner that was not considered in this review; or, (3) a new species is listed or critical habitat determined that may be affected by the identified action.

However, the Service is concerned about the potential impacts the proposed action might have on aquatic species. Aquatic resources are highly susceptible to sedimentation. Therefore, we recommend that all practicable measures be taken to avoid adverse impacts to aquatic species, including implementing directional boring methods and stringent sediment and erosion control measures. An erosion and sedimentation control plan should be submitted to and approved by the North Carolina Division of Land Resources, Land Quality Section prior to construction. Erosion and sedimentation controls should be installed and maintained between the construction site and any nearby down-gradient surface waters. In addition, we recommend maintaining natural, vegetated buffers on all streams and creeks adjacent to the project site.

The North Carolina Wildlife Resources Commission has developed a Guidance Memorandum (a copy can be found on our website at (<http://www.fws.gov/raleigh>) to address and mitigate secondary and cumulative impacts to aquatic and terrestrial wildlife resources and water quality.

We recommend that you consider this document in the development of your projects and in completing an initiation package for consultation (if necessary).

We hope you find our web page useful and informative and that following the process described above will reduce the time required, and eliminate the need, for general correspondence for species' lists. If you have any questions or comments, please contact John Ellis of this office at (919) 856-4520 ext. 26.

Sincerely,

A handwritten signature in blue ink, appearing to read "Pete Benjamin". The signature is fluid and cursive, with the first name "Pete" being more prominent.

Pete Benjamin
Field Supervisor

Appendix D. SHPO Consultation



North Carolina Department of Natural and Cultural Resources
State Historic Preservation Office

Ramona M. Bartos, Administrator

Governor Roy Cooper
Secretary Susi H. Hamilton

Office of Archives and History
Deputy Secretary Kevin Cherry

January 16, 2018

Kara Giblin
Talbert & Bright
4810 Shelley Drive
Wilmington, NC 28405

Re: New Corporate Hangar Development Phase I, Pitt-Greenville Airport, Pitt County, ER 17-3097

Dear Ms. Giblin:

Thank you for your letter of December 15, 2017, concerning the above project.

We have conducted a review of the project and are aware of no historic resources which would be affected by the project. Therefore, we have no comment on the project as proposed.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, contact Renee Gledhill-Earley, environmental review coordinator, at 919-807-6579 or environmental.review@ncdcr.gov. In all future communication concerning this project, please cite the above referenced tracking number.

Sincerely,

for Ramona M. Bartos

TALBERT & BRIGHT

December 15, 2017

Ms. Renee Gledhill-Earley
NC State Historic Preservation Office
4617 Mail Service Center
Raleigh, NC 27699-4617

RE: Request for Environmental Review – New Corporate Hangar Development Phase 1 at Pitt-Greenville Airport

Ms. Gledhill-Earley:

Talbert & Bright requests your review of the New Corporate Hangar Development Phase 1 Project at the Pitt-Greenville Airport (PGV). The project is Phase 1 of corporate hangar development on airport property southwest of the intersection of Airport Road and Memorial Drive (see Figures 1 and 2). The project includes site preparation for up to three future aircraft hangars, construction of a new hangar taxilane, construction of a paved access road and a gravel access road, and perimeter fencing.

Site preparation includes grading and storm drainage (closed pipes and/or drainage ditches). Borrow soils for site preparation will be taken from adjacent areas on the airport and obtained off-site from commercial borrow sources, as needed. An existing small hangar built in 1973 will be demolished and a small group of trees will be removed.

The new hangar taxilane will be 50 feet wide to the first hangar position to support Group III aircraft, then transition to a 35-foot wide taxilane for Group II aircraft. The paved access road will be constructed off Memorial Drive on the south end of the project area. The entire project area is approximately 9 acres and currently consists of an open grassy area, an isolated stand of trees, a rental car ready lot, and rental car wash area. There are no jurisdictional wetlands or threatened and endangered species habitat within the project site. The majority of the site was formerly occupied by an Army Reserve facility (four buildings and parking lots) which were demolished around 2013 (Figure 3).

Based on our review of the SHPO's online GIS mapping application, there are no registered or eligible historic properties within 0.5 mile of the project area (Figure 4). We are requesting a review by your office for known occurrences of archeological, cultural, and historical resources within or near the project site which could be affected by the project.

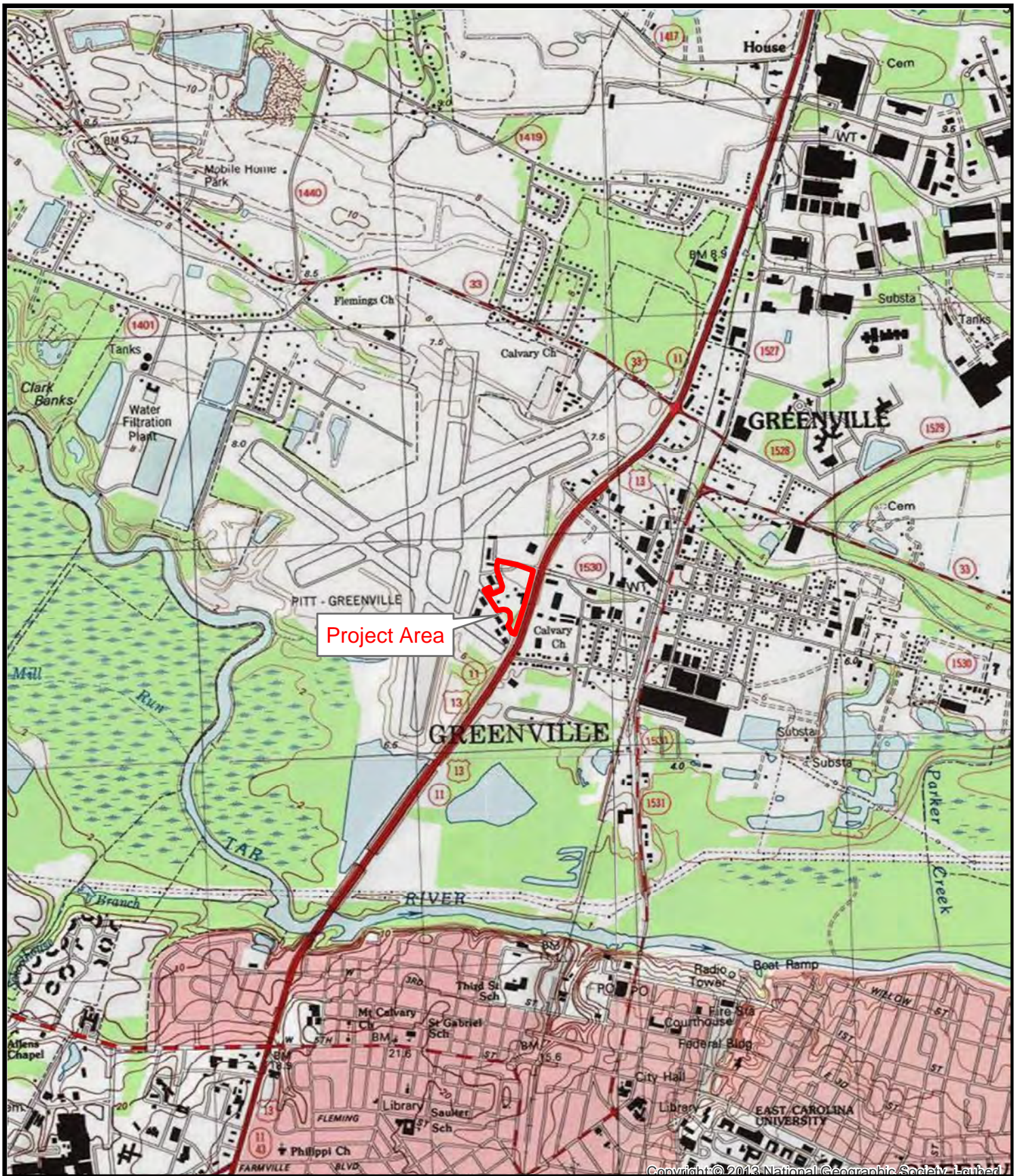
Please call or email me if you have any questions, or require additional information to complete your review.

Sincerely,



Kara Giblin
Environmental Specialist
kgiblin@tbiilm.com

Attachments



TALBERT & BRIGHT

ENGINEERING & PLANNING CONSULTANTS

4810 SHELLEY DRIVE
FAX: 910-762-6281

WILMINGTON, NC 28405
PHONE: 910-763-5350

Pitt-Greenville Airport
Pitt County, North Carolina
Figure 1. Project Location
USGS Greenville NW Quadrangle

0 0.125 0.25 0.5
Miles



December 2017



Legend

- Project Area
- Taxilane/Apron
- Hangar
- + Borrow Area

TALBERT & BRIGHT

ENGINEERING & PLANNING CONSULTANTS

4810 SHELLEY DRIVE
FAX: 910-762-6281

WILMINGTON, NC 28405
PHONE: 910-763-5350

NC LICENSE NO. C-0713

EMAIL: TBILM@TBILM.COM

Pitt-Greenville Airport
Greenville, Pitt County, North Carolina
Figure 2. Project Area



December 2017

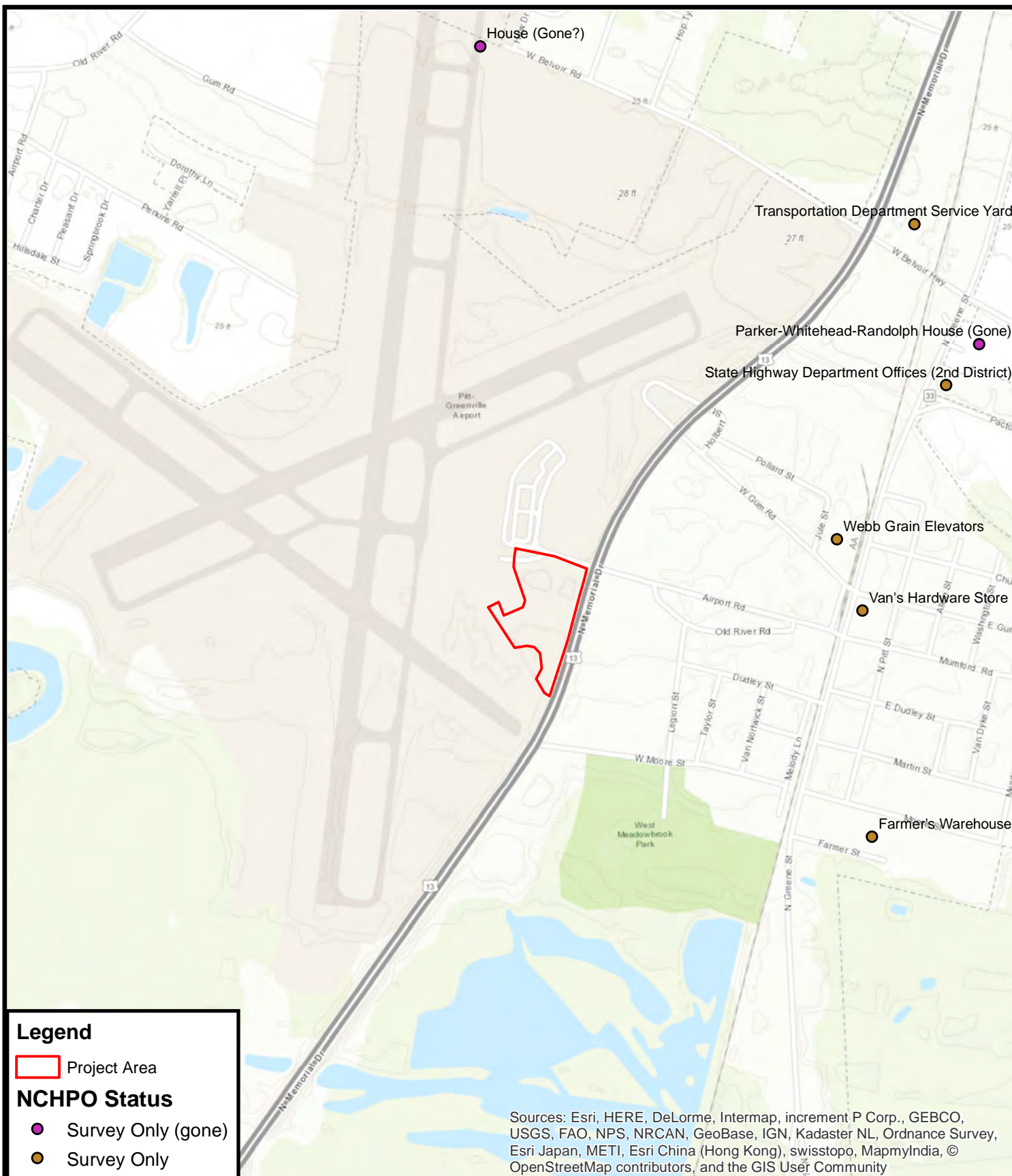
Figure 3. Army Reserve Facility (Demolished)



Google Earth Imagery 7/2012



Google Earth Imagery 4/2016



TALBERT & BRIGHT

ENGINEERING & PLANNING CONSULTANTS

4810 SHELLEY DRIVE
FAX: 910-762-6281

WILMINGTON, NC 28405
PHONE: 910-763-5350

NC LICENSE NO. C-0713

EMAIL: TBIILM@TBIILM.COM

Pitt-Greenville Airport Greenville, North Carolina Corporate Hangar Project

Figure 4. SHPO National Register

0 375 750 1,500
Feet



December 2017

**Appendix E. Summary of Coordination with City of Greenville and
NCDOT Division Engineer**

MEMORANDUM

TO: Amy McLane, PE, Talbert & Bright, Inc.

CC: Betty Stansbury, Pitt-Greenville Airport Authority
Rivers File 2017153-C

FROM: Dan Withers, PE 

DATE: April 17, 2018

SUBJECT: Pitt-Greenville Airport – New Corporate Taxilane
Summary of Site Design & Permitting Requirements

The purpose of this memorandum is to document various meetings held with permitting authorities in anticipation of permitting a new taxilane to serve construction of future corporate hangars. The subject site is generally the location of the demolished armory which is now open space on Airport property.

Fire Department

On January 17, 2018, a meeting was held with Bryant Beddard, the City of Greenville Fire Marshal. The key points of discussion were as follows:

- Access must be provided to a point within 150 feet of any portion of a proposed building.
- Any dead-end access road must have a turnaround or some other means for an emergency vehicle to egress from the site.
- There is generally considered to be adequate pressure and quantity of water in this area for any proposed hydrants.
- Hydrants will be required within 400 feet of all portions of buildings without sprinkler systems and 600 feet of all portions of buildings with sprinkler systems. This distance is measured “as the hose lies” around the buildings.
- The Fire Marshal deferred to the Building Inspections department for requirement of sprinklers in buildings.

NC Department of Transportation

On January 24, 2018, a teleconference was held with Gene Pittman, Assistant District Engineer with Division 1 of the North Carolina Department of Transportation. The key points of discussion were as follows:

- Relocating the driveway to line up with the existing median crossover in Highway 11 is generally not allowed.
- Moving the driveway closer to Airport Road would create potential conflict with the traffic signal, while moving the driveway south of the median crossover would encourage an unsafe, illegal left turn out of the driveway.

- There is a strong preference from DOT to abandon the existing armory driveway in favor of utilizing an internal access from Airport Road.

After a February 15, 2018 progress meeting with the Airport, a meeting was held with Mr. Pittman on February 16, 2018 at the Division office in Washington, NC, with the following items discussed:

- The purpose of relocating the existing armory driveway is to allow tanker truck access to the fuel farm without having to utilize the gate at General Aviation and the Corporate Taxilane.
- Mr. Pittman indicated that an access drive in-line with the median crossover or south of the median crossover would be allowable, as long as the driveway was restricted to use by tankers and emergency vehicles.

Planning Department

On February 7, 2018, a meeting was held with Mike Dail, Lead Planner with the City of Greenville. The key points of discussion were as follows:

- The existing zoning is IU (Industrial), which is compliant with the proposed use.
- City ordinances require a 25-foot setback from the street right of way for any proposed buildings.
- City ordinances exempt the Airport from vegetation requirements.
- City ordinances require a 10-foot bufferyard from the street right of way. Although the Airport is exempt from vegetation requirements in this bufferyard, streets, driveways, or other improvements are not allowed in this bufferyard.
- Parking requirements vary significantly depending upon the proposed building uses. Mr. Dail indicated the City's intent was to apply a common-sense approach to parking requirements. I.e., the designers should make a good faith effort to provide adequate parking for the proposed use. It was noted that office space requires one space per 300 square feet of office space.

Building Department

On February 14, 2018, a teleconference was held with Les Everett, Chief Building Inspector with the City of Greenville. The key points of discussion were as follows:

- Generally, 30-foot separations between buildings eliminates requirements for fire rating of exterior walls.
- From a building permit perspective, the City is not concerned with accessory uses, such as parking facilities, occupying the clear spans between buildings.
- Mr. Everett referred to Chapters 4, 5, and 6 of the North Carolina Building Code for further research.

Subsequent to the conversations with Mr. Everett, further inspection of the Building Code suggested the following considerations:

- Section 412 of the Building Code references NFPA 409.
- These rules generally require a 50-foot separate between hangars unless the adjacent walls utilize fire-rated wall.

- The rules depend on the Group, but for a Group II hangar of Type IIB construction, having 3-hour rated exterior walls eliminated the spacing requirements, while 2-hour rating reduces the spacing by half to 25 feet.
- Careful consideration to the proposed buildings must be paid if the spacing is anything less than 50 feet.
- NFPA 407 appears to require that hangars be located at least 50 feet from filling points. Therefore, a 50-foot buffer from the fuel farm is recommended.

Stormwater Management

There are two basic components to stormwater management for the proposed project – attenuation of peak runoff and nutrient export.

The proposed corporate taxilane is exempt from attenuation of peak runoff in accordance with the City of Greenville's stormwater ordinance and the February 21, 2017 Memorandum from the City Engineer, *Clarification of Stormwater Detention Ordinance*, which state that development adjacent to a mapped floodway that is part of an approved development final platted before September 10, 2004 is exempt from attenuation of peak flow.

Nutrient export is a larger concern for this development. However, the Airport has removed a significant amount of impervious area since the most recent amendment to the 2010 Stormwater Master Plan, which was prepared in 2013. All pieces of the armory that have been demolished are shown in the current Master Plan, and a significant amount of taxilane is included in the Master Plan, which can be taken as credit for proposed impervious facilities.

A figure was prepared by Talbert & Bright, Inc., which is attached, that shows 82,784 square feet of pavement has been removed as part of recent taxilane rehabilitation.

A separate figure prepared by Rivers & Associates, Inc., also attached, shows the approximate limits of the proposed corporate hangars area at 263,441 square feet. The armory covered 58,427 square feet of pavement and 25,618 square feet of building improvements within this area.

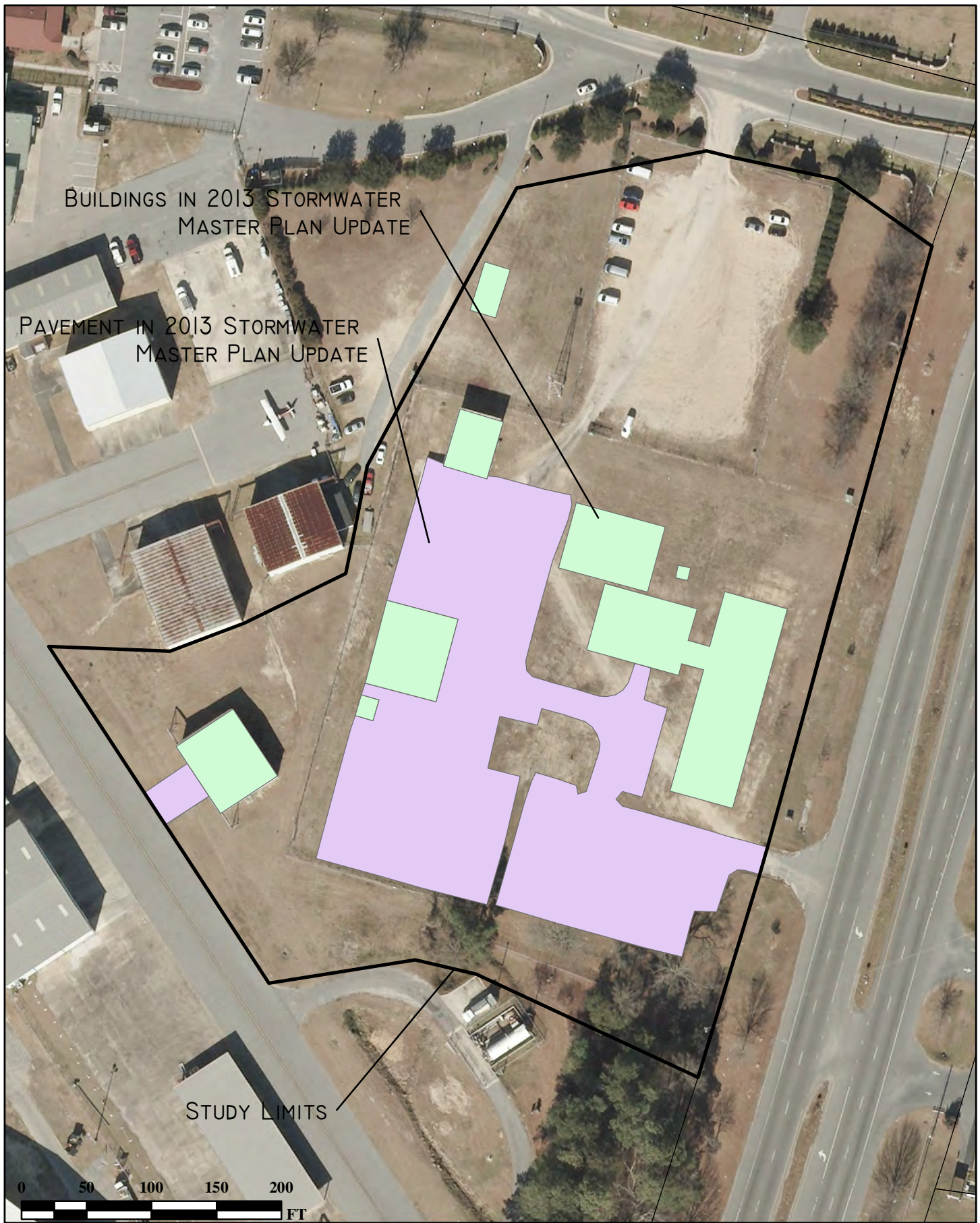
When armory demolition and taxilane demolition are examined together, approximately 193,829 square feet of the proposed corporate hangars area is immediately eligible for development. When taken in context of the larger master plan for the Airport, which includes demolition of the abandoned Runway 15-33/Taxiway C, essentially the entirety of this portion of the Airport is available for development as hardscape without creating an immediate need for an active nutrient export management strategy.



PITT-GREENVILLE AIRPORT
 GREENVILLE, NORTH CAROLINA
 REHABILITATION OF CORPORATE TAXILANES
 CHANGE IN IMPERVIOUS AREAS
 +897 SF
 -83,681 SF
 -82,784 SF (-1.90 ACRES)



SCALE
 1" = 200'



BUILDINGS IN 2013 STORMWATER
MASTER PLAN UPDATE

PAVEMENT IN 2013 STORMWATER
MASTER PLAN UPDATE

STUDY LIMITS

0 50 100 150 200
FT

PITT-GREENVILLE AIRPORT
ARMORY SITE REDEVELOPMENT

 **Rivers**
& ASSOCIATES, INC.
Since 1918