# *DRAFT ENVIRONMENTAL ASSESSMENT*

## FOR NON-AERONAUTICAL DEVELOPMENT

Colonel James Jabara Airport

Wichita, Kansas

*Prepared for:*

***Wichita Airport Authority***
***2173 S Air Cargo Road***
***Wichita, Kansas 67209***

**U.S. DEPARTMENT OF TRANSPORTATION**
**FEDERAL AVIATION ADMINISTRATION**

As lead Federal Agency pursuant to the *National Environmental Policy Act of 1969*

*Prepared by:*

Coffman Associates, Inc.
Overland Park, Kansas

**July 2025**

**This environmental assessment becomes a Federal document when evaluated, signed and dated by the responsible FAA Official.**

_____ _____

**Responsible FAA Official** **Date**

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**BY**

Coffman Associates
Airport Consultants

## July 2025

COLONEL JAMES
JABARA AIRPORT

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# 1.0 PURPOSE AND NEED

## 1.1 INTRODUCTION

This environmental assessment (EA) was prepared in accordance with the *National Environmental Policy Act* (NEPA), Federal Aviation Administration (FAA) Order 1050.1F, *Environmental Impacts: Policies and Procedures*, and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instruction for Airport Actions*. This EA is prepared for the Wichita Airport Authority.

The Wichita Airport Authority (WAA) is the owner and operator of Colonel James Jabara Airport, which is located in the City of Wichita, Kansas, nine miles northeast of the city's downtown business district (**Exhibit 1A**). The WAA seeks to construct a mix of commercial, manufacturing, and/or warehouse buildings on a 95-acre parcel located north of East 45th Street North.

## 1.2 PURPOSE AND NEED

### 1.2.1 Federal Action

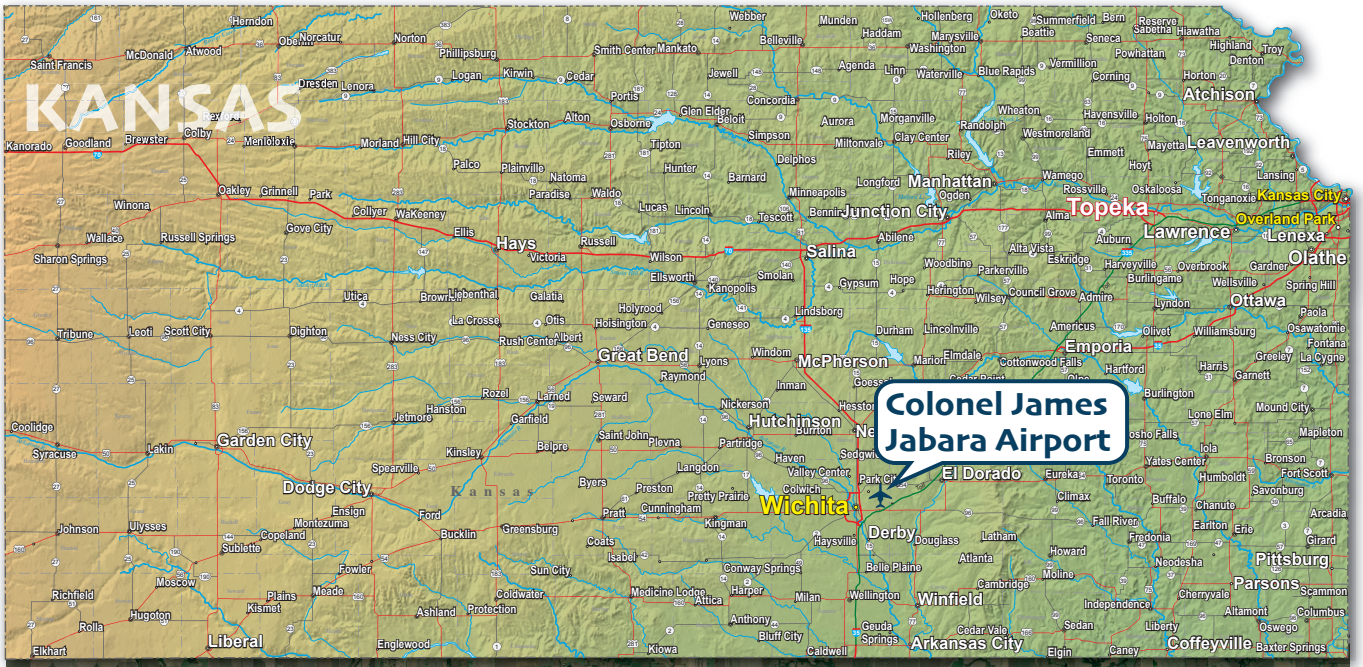
The FAA's Federal action would be to approve WAA's request to change from an aeronautical to a non-aeronautical land use for 95 acres of airport property (Property) and to unconditionally approve the Airport Layout Plan (ALP) for the proposed development. The FAA has the legal authority to approve or disapprove the WAA's request to change the Property's aeronautical use restriction. The FAA's Proposed Action would not change the WAA's ownership of the Property, only what type of activities could occur there. The FAA's Proposed Action would enable the WAA's non-aeronautical land development to proceed.

### 1.2.2 WAA Purpose and Need

The Purpose and Need is to develop the Property for non-aeronautical uses. The purpose of the development is to support the long-term viability of the airport by providing a sustainable revenue source from a parcel of land that is currently undeveloped, while also helping the WAA meet FAA Grant Assurance 24 for self-sustainability. The project site is outside the Air Operations Area (AOA) and has been identified for non-aeronautical land use on the airport layout plan (ALP). The proposed action addresses the need for the airport to generate revenue from a currently non-revenue generating parcel of vacant property, in accordance with the property's highest and best use, and the need for the airport to ensure land development occurring near the airport is compatible with airport operations.

## 1.3 PROPOSED ACTION

The WAA's Project includes three components: (1) requesting a land use change from aeronautical to non-aeronautical land use and the release of the Property from a federal land obligation; (2) constructing three buildings on 95 acres of the Property (see **Exhibit 1B**); and (3) constructing associated site improvements, such as parking lots, ancillary roads, and utilities. State and county permit application and approval processes will be completed prior to development.


KANSAS
Colonel James
Jabara Airport
Wichita
Topeka
Kansas City
Overland Park
Lawrence
Leavenworth
Atchison
Manhattan
Junction City
Salina
Hays
Great Bend
McPherson
Hutchinson
Garden City
Dodge City
Liberal
El Dorado
Derby
Winfield
Arkansas City
Coffeyville
Pittsburg
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E.37th.St.N
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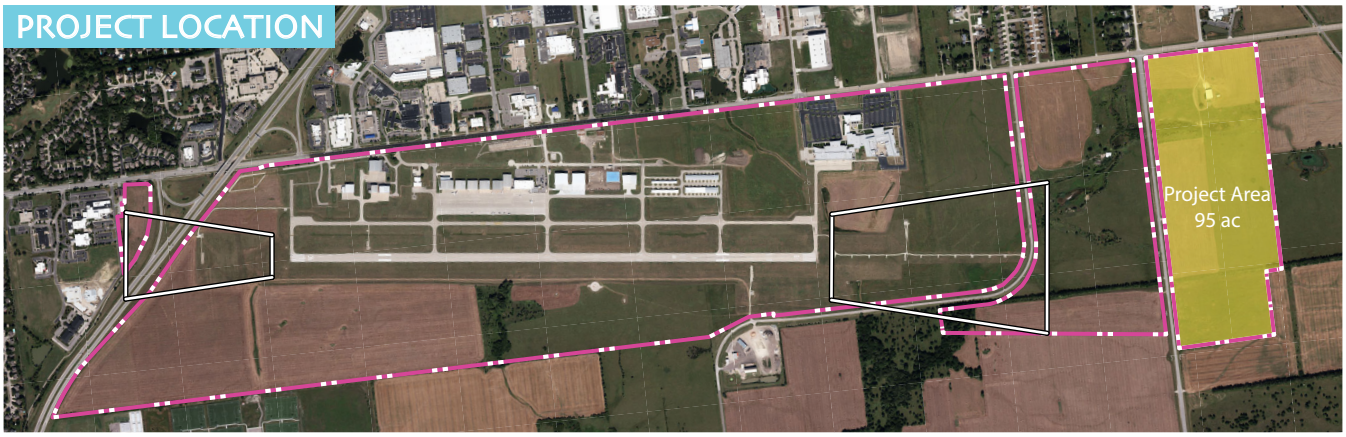
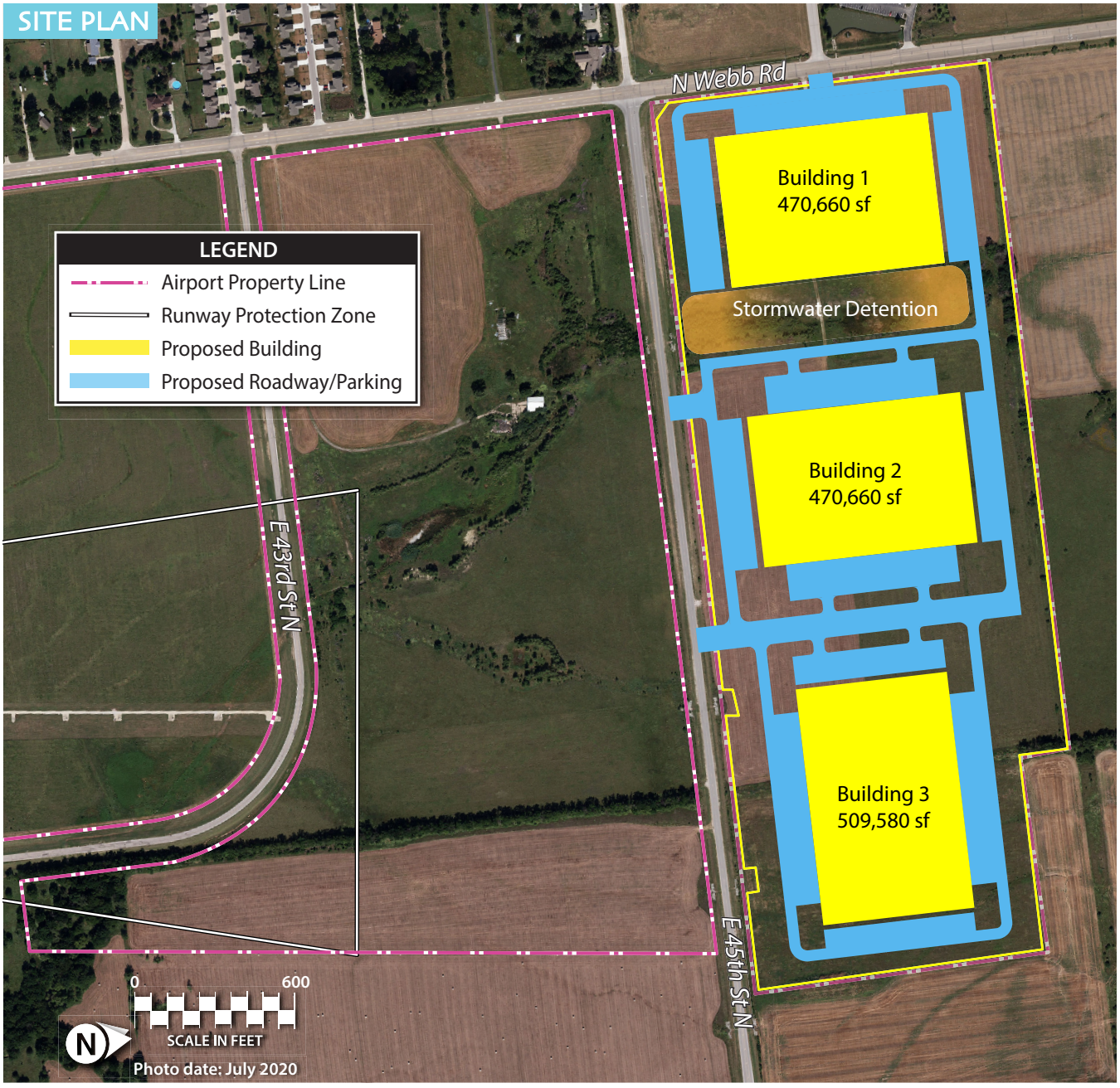
## PROJECT LOCATION




## SITE PLAN



The anticipated building sizes are as follows:

- Building 1 (west) – 470,660 square feet
- Building 2 (center) – 470,660 square feet
- Building 3 (east) – 509,580 square feet

Other on-site developments would include drainage improvements and landscaping. The structures would be one story of approximately 50 feet and would include dock doors for semi-trailer loading and unloading. As shown on **Exhibit 1B**, the Project also includes connections to N Webb Road and E 45th Street North.

Utilities – including sanitary sewer, irrigation, potable water, fire suppression, electric, telecommunication, and natural gas – would be extended from the rights-of-way for N Webb Road and E 45th Street North. The Proposed Action also includes an on-site stormwater detention basin located between Building 1 and Building 2.

The project property is currently pastureland, wooded riparian areas, scrub-shrub habitat, and agricultural buildings. The depth of excavation for utilities is unknown at this time but should not exceed 20 feet, based on a review of similar projects.

Ground elevations on the site range between 1,400 feet and 1,425 feet. No material would be imported or exported as part of the Project (i.e., grading quantities would balance). During construction, the development area would be accessed via N Webb Road and E 45th Street North and all construction staging would occur on-site. Construction equipment on the site could include graders, scrapers, cranes, dump trucks, delivery trucks, front-end loaders, watering trucks, pickup trucks, and other miscellaneous equipment. The equipment would be present during construction activities and would be removed at the conclusion of the project.

The WAA and the developer propose the following construction schedule:

- Site preparation and utility extensions would begin in August 2026 with a duration of 90 days.
- Construction of Building 1 (west) would begin in November 2026. Assuming a duration of 200 workdays, the anticipated completion date would be in May 2027.
- Construction of Building 2 (center) would begin in March 2027. Assuming a duration of 200 workdays, the anticipated completion date would be in September 2027.
- Construction of Building 3 (east) would begin in August 2027. Assuming a duration of 220 workdays, the anticipated completion date would be in March 2028.

# 2.0 ALTERNATIVES

## 2.1 INTRODUCTION

This section defines the No Action Alternative, the preferred alternative (Proposed Action), and reasonable other alternatives. It also briefly explains the screening process and why each alternative meets or does not meet the Purpose and Need and whether each alternative is considered reasonable or not reasonable.

The alternatives evaluation of the Proposed Action first involves a determination of whether the alternatives are reasonable. An alternative is considered reasonable if it meets the purpose and need for the Proposed Action, as identified in Section 1.2. As outlined above, the purpose of the project is to support the long-term viability of the airport by providing a sustainable revenue source. The need is for the airport to generate revenue from a currently non-revenue generating parcel of vacant property, in accordance with the property's highest and best use, and to ensure land development occurring near the airport is compatible with airport operations.

The following criteria were considered to determine if proposed alternatives were reasonable, based on the stated purpose and need of the Proposed Action:

- Would the alternative create an opportunity for the airport to be financially self-sustaining?
- Would the alternative allow for development of a compatible land use that can act as a financial revenue resource?

## 2.2 NO ACTION ALTERNATIVE

Under the No Action alternative, no construction or site development would occur. The site would remain the same, with grasslands and a few agricultural buildings on the parcels of land. No additional revenue for the airport would be generated. While the No Action alternative does not meet the Purpose and Need and is thus not considered a reasonable alternative, the No Action alternative serves as a baseline to compare the impacts of the Proposed Action.

## 2.3 ALTERNATIVE 1 (PROPOSED ACTION)

Alternative 1 would include construction of three buildings on 95 acres of the Property (see **Exhibit 1A**), as well as installation of ancillary roads and utilities.

The anticipated building sizes are as follows:

- Building 1 (west) – 470,660 square feet
- Building 2 (center) – 470,660 square feet
- Building 3 (east) – 509,580 square feet

This alternative meets the purpose and need, is reasonable, and will be carried forward for environmental evaluation.

## 2.4 ALTERNATIVES CONSIDERED BUT DISMISSED FROM FURTHER ANALYSIS

### 2.4.1 Alternative Land Uses

Alternative land uses for the project site were evaluated in a previous study: *Commercial Site Development Study for Colonel James Jabara Airport (AAO)*, dated December 2022 (**Appendix B**). The Proposed Action site was identified as Study Area 3, as shown in Figure 1 below. The study determined that because the area is physically separated from the primary airport property by 45th Street North and is not planned to be served by a future taxilane in the most recent ALP for AAO, Study Area 3 is best available to serve in a non-aeronautical revenue-generating capacity, compared to Areas 1 and 2; therefore, aeronautical uses for Area 3 are not considered further in this EA. Additionally, Areas 1 and 2 are eliminated from consideration as sites for the Proposed Action.

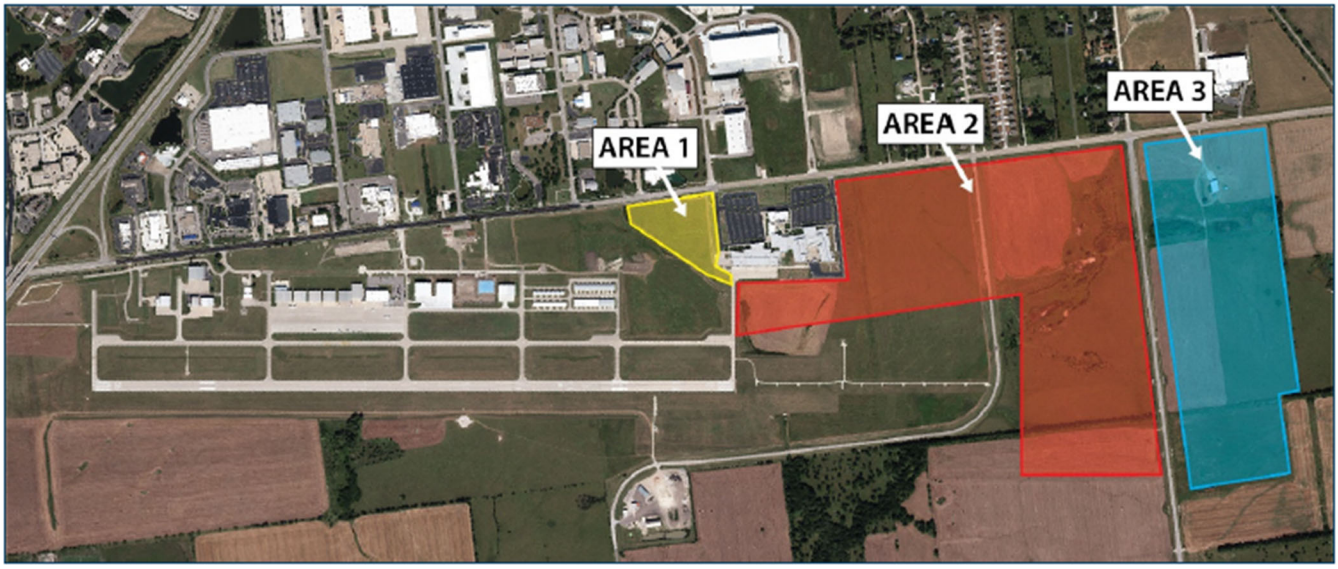



*Figure 1 – Study Area Parcels (Generalized)*

### 2.4.2 Off-Airport Development

Off-airport development locations are not considered reasonable as alternatives for the Proposed Action. Constructing the WAA's development off the airport would not meet the purpose and need because it would not provide the airport with a sustainable source of revenue; therefore, off-airport sites for the project are not considered further in this EA.

### 2.4.3 Alternative Sources of Income

Alternatives that provide a sustainable source of revenue from other airport land were eliminated from consideration. This approach is not considered reasonable because it would conflict with the *2022 Airport Layout Plan and Narrative Report,* which designates much of the remaining airport property for aeronautical development. Subsequently, in the *Commercial Site Development Study for Colonel James Jabara Airport (AAO)*, dated December 2022, an in-depth analysis of three vacant areas designated as aeronautical yielded the Proposed Action project site (Area 3) as the most suitable alternative for nonaeronautical development, with Area 1 and Area 2 preferred for aeronautical revenue sources.

Alternatives that provide revenue from non-land sources were also considered. These included establishing landing fees for transient aircraft, increasing airport tenant lease rates, and charging for automobile parking. Establishing a landing fee at an airport may decrease activity at the airport; pilots may choose to land at another airport, such as Wichita Dwight D. Eisenhower Airport, because of the fee.

In addition to requiring airport staff time to monitor activity and collect fees, pilots choosing to land at alternate airports could have a negative effect on fuel sales at the airport. Increased lease rates for airport tenants could also exceed what is considered fair and reasonable for aeronautical uses, which may be inconsistent with the policies and procedures of the FAA Airport Compliance Program. The airport FBO area has an existing automobile parking lot with 110 stalls. Due to the limited number of stalls and availability of adjacent, on-street parking, it is expected that there would be limited demand for this service. In each case, the alternative was not considered reasonable because it would likely decrease demand for the use of the airport (landing fees) or service (leases, automobile parking) and therefore would not provide a sustainable source of income for the airport.

# *3.0 AFFECTED ENVIRONMENT*

## 3.1 INTRODUCTION

This section describes the existing environmental conditions of the potentially affected project area.

As shown on **Exhibits 1A** and **1B**, Colonel James Jabara Airport is located in Wichita, Kansas. The airport is located south of the Union Pacific Railroad tracks and is accessed from N Webb Road Street. The project site is located northwest of the approach end of Runway 18 on a parcel of land north of E 45$^{th}$ Street North. The project site is within the limits of the City of Wichita and the City of Bel Aire.

## 3.2 ENVIRONMENTAL IMPACT CATEGORIES

### 3.2.1 Air Quality

Colonel James Jabara Airport is in Sedgwick County, which is an attainment area for all federal criteria pollutants according to the National Ambient Air Quality Standards (NAAQS).

### 3.2.2 Biological Resources (including fish, wildlife, and plants)

The U.S. Fish and Wildlife Service (USFWS) is charged with overseeing the requirements in Section 7 of the *Endangered Species Act* (ESA). The ESA provides a framework to conserve and protect animal or plant species whose populations are threatened by human activities. The FAA and USFWS review projects to determine if a significant impact to protected species will result from the implementation of a Proposed Action. Significant impacts occur when a Proposed Action could jeopardize the continued existence of a protected species or would result in the destruction or adverse modification of federally designated critical habitat in the area.

A federally protected threatened and endangered species evaluation was prepared for the project site (see **Appendix C**). The purpose of the habitat assessment was to document potential threatened and endangered species habitat, wetlands, and other water features within the project area. In letter dated March 24, 2025, contained in Appendix C, the USFWS confirms this list fulfills the requirements of the U.S. Fish and Wildlife Service under section 7(c) of the Endangered Species Act of 1973, as amended (16 U.S.C. 1531 *et seq.*).

Based on the site visit, habitat on the site is characterized as a mix of pastureland, wooded riparian areas, and scrub-shrub habitat.

An official species list for the Proposed Action project site was requested by the project team through the USFWS Information for Planning and Consultation (IPaC) platform. The list notes that the following species may occur within the boundary for the Proposed Action and/or may be affected by the Proposed Action: tricolored bat (*Perimyotis subflavus*), peppered chub (*Macrhybopsis tetranema*), monarch butterfly (*Danaus plexippus*), and western regal fritillary (*Argynnis idalia occidentalis*). **Table 3A** includes information regarding the federal status, habitat requirements, and habitat availability within the environmental study area.[1]

**TABLE 3A | Project Site Federally Listed Species**

| Species | Federal Status | Habitat Requirements | Habitat Present Within Study Area |
|---|---|---|---|
| tricolored bat (*Perimyotis subflavus*) | Proposed Endangered | Tricolored bat habitat includes live or dead trees and/or snags with a diameter at breast height (DBH) greater than or equal to three inches. Linear treed features can also be used by this species. | Multiple dead and live trees with large cavities were observed within the study area. These wooded areas also contained trees with a DBH of greater than or equal to three inches. Long-term habitat alterations include relatively minor reduction in the amount of overall habitat available for tricolored bats. |
| peppered chub (*Macrhybopsis tetranema*) | Endangered | Peppered chub habitat includes sandy-bottomed main channel rivers designed as occupied water bodies, or their direct tributaries, with slow-moving shallow water. | No habitat observed. |
| monarch butterfly (*Danaus plexippus*) | Proposed Threatened | Monarch butterfly habitat includes milkweed and native habitat with the presence of flowering or potentially flowering nectar plants. | Nectar-producing plants were observed during the field investigation within the right-of-way, in riparian zones, and in adjacent pastureland. |
| western regal fritillary (*Argynnis idalia occidentalis*) | Proposed Threatened | Fritillary habitat includes tall-grass prairie and other open and sunny locations, such as meadows, marshes, wet fields, and mountain pastures. Three main habitat components consist of violet hostplants. | Nectar-producing plants were observed within the study area during the field investigation. Violet species capable of acting as hostplants have been recorded on nearby properties. |

*Source: Garver, Federally Protected Threatened & Endangered Species Habitat Assessment & Preliminary Effects Determination Memo, 2025*

The USFWS IPaC report for the project site includes species that are protected under the *Migratory Bird Treaty Act and Bald* and *Golden Eagle Protection Act* and have the potential to occur within the project

[5] The environmental study area is defined in the Federally Protected Threatened & Endangered Species Habitat Assessment & Preliminary Effects Determination Memo dated March 26, 2025, as depicted in Appendix C (Figure 2, page 6).

site. Suitable bald eagle (*Haliaeetus leucocephalus*) habitat is present within the study area in the form of large supercanopy trees, such as eastern cottonwood (*Populus deltoides*).

- **bald eagle (*Haliaeetus leucocephalus*) –** Bald eagles are present in most of Kansas and nesting eagles are common in the eastern portion of the state. During the winter, the bald eagle migrates to Kansas and breeds in the early part of the year, with eggs typically being laid in February. This species nests on tall structures or dead snags. There is limited habitat present within the project site. Based on the findings of the IPaC report, there is not likely to be an effect on the bald eagle habitat within the project site.

- **chimney swift (*Chaetura pelagica*) –** Chimney swifts nest in chimneys and on other vertical surfaces (air vents, wells, hollow trees, etc.). They can forage over both urban and rural habitats. Kansas is within the breeding range of this species; however, this species migrates to South America during the winter. There is limited habitat present within the project site. Based on the findings of the IPaC report, there is not likely to be an effect on the chimney swift habitat within the project site during the breeding season and there will be no effect during the winter.

- **lesser yellowlegs (*Tringa flavipes*) –** The lesser yellowlegs forages in areas of shallow water and is a migratory species that passes through Kansas. During the winter, this species winters in Mexico and the southeast United States. There is no habitat present within the project site.

- **red-headed woodpecker (*Melanerpes erythrocephalus*) –** The preferred habitat for the red-headed woodpecker is open woods; the species tends to avoid heavily wooded areas in favor of forest edges. The red-headed woodpecker is a migratory species in Kansas, except in the southeast portion of the state, where it is common year-round. During the summer, this species breeds throughout the eastern two thirds of the state. There is limited habitat present within the project site. Based on the findings of the IPaC report, there is not likely to be an effect on the red-headed woodpecker during the breeding season and there will be no effect during the winter.

Additionally, the *Federally Protected Threatened & Endangered Species Habitat Assessment & Preliminary Effects Determination Memo* (see Appendix C) notes species protected under the *Kansas Nongame and Endangered Species Conservation Act of 1975.* Based on information obtained through the Kansas Department of Wildlife, Parks and Tourism (KDWP) website, the following state-listed threatened and endangered species may be present in Sedgwick County:

- **whooping crane (*Grus americana*) –** This species is listed as endangered under the KDWP classification. Whooping crane habitat is in dense emergent vegetation (sedge, bulrush) in shallow ponds, freshwater marshes, wet prairies, or along lake margins, with large expanses of undisturbed wilderness. Between November and March, this species begins migrating and often utilizes wetland areas in central Kansas as a stopover location. There is no apparent habitat for this species within the project site.

- **least tern (*Sterna antillarum*) –** This species is listed as endangered under the KDWP classification. Preferred habitat for least terns consists of areas of sparse vegetation near saline flats, river sand bars, and shores of large impoundments. Terns also require habitats with a steady food supply of small fish and aquatic crustaceans. Nesting for this species has been documented in central and western Kansas. There is no habitat for this species within the project site.

- **piping plover (*Charadrius melodus*) –** This species is listed as threatened under the KDWP classification. Preferred habitat for piping plovers consists of sparsely vegetated shallow wetland areas and sandbars adjacent to or within streams and/or impoundments. Piping plovers are rare migrants through Kansas. Nesting for this species has been recorded on sandbars along the Kansas River. There is no habitat for this species within the project site.

- **snowy plover (*Charadrius alexandrines*) –** This species is listed as threatened under the KDWP classification. Preferred habitat for snowy plovers consists of open salt flats, beaches and sandbars, or wetland areas. The snowy plover is typically a migrant in Kansas but may rarely nest in central and southwestern Kansas where there are open salt flats or sandy areas. There is no habitat for this species within the project site.

- **Arkansas river shiner (*Notropis Girardi*) –** This species is listed as endangered under the KDWP classification. Preferred habitat for Arkansas river shiners consists of main channels of wide, shallow, sandy-bottomed rivers and larger streams of the Arkansas River Basin. Adult Arkansas river shiners are not found in quiet pools or backwaters, and almost never occur in tributaries with deep water and bottoms of mud or stone. There is no habitat for this species within the project site.

- **peppered chub (*Marcrhybopsis tetranema*) –** This species is listed as endangered under the KDWP classification. Preferred habitat for the peppered chub is shallow channels of permanently flowing streams with substrates of clean fine sand. This fish species is primarily found in lower Arkansas River Basin streams. There is no habitat for this species within the project site.

- **plains minnow (*Hybognathus placitus*) –** This species is listed as threatened under the KDWP classification. The plains minnow requires sufficient water flow and flow rates with high and low extremes in order to spawn. It feeds in schools near the stream bed where sediments have settled over a sand substrate. In Sedgwick County, this species is found in Arkansas River Basin streams. There is no habitat for this species within the project site.

- **silver chub (*Marcrhybopsis storeriana*)** – This species is listed as endangered under the KDWP classification. The silver chub is typically found in larger rivers with a sandy substrate. During the summer months, it is found in deep water. In Sedgwick County, this species is found in segments of the Arkansas River. There is no habitat for this species within the project site.

### 3.2.3 Coastal Resources

Kansas is located inland and there are no coastal zones or coastal barriers resources within the vicinity of Colonel James Jabara Airport.

### 3.2.4 Climate

Climate change is described in FAA Order 1050.1F Desk Reference, Section 3, as:

*"…a global phenomenon that can have local impacts. Scientific measurements show that Earth's climate is warming, with concurrent impacts including warmer air temperatures, increased sea level rise, increased storm activity, and an increased intensity in precipitation events. Research has shown there is a direct correlation between fuel combustion and Greenhouse Gas (GHG) emissions".*

The 2022 Kansas State Climate Summary notes that extreme precipitation events have been generally increasing and have been more pronounced in the eastern part of the state. The state's geography lends itself to severe thunderstorm events and tornados, as well as droughts. Summer precipitation is projected to decrease, winter precipitation is projected to increase, and future droughts are projected to increase.[2]

### 3.2.5 *Department of Transportation Act*, Section 4(f)

There are no wildlife or waterfowl refuges, publicly owned parks and recreation areas, or historic properties listed or eligible for listing on the NRHP within or adjacent to the project area.[3]

The closest park to the airport is Chisolm Creek Park, located three miles to the southwest and north of the intersection of East 29th N and N Woodlawn Boulevard. Chisolm Creek Park would not be physically or constructively used, or substantially impaired, by the Proposed Action. There are no properties within the study area that were acquired under Section 6(f) of the *Land and Water Conservation Fund Act of 1965*, which provides federal funds for buying or developing public-use recreational lands.

### 3.2.6 Hazardous Materials and Solid Waste

There are no known hazardous waste, air pollution, water discharges, toxic releases, or Superfund or brownfield sites located on airport property, based on a review of the EPA's NEPAssist tool. The nearest brownfield or Superfund site is 21st Street Corridor #1, located 2.8 miles south of the airport.

### 3.2.7 Land Use

Colonel James Jabara Airport is primarily located within the city limits of the City of Wichita, approximately six miles northeast of Wichita's downtown business district. The airport borders the City of Bel Aire along the north and northwestern boundaries and the County of Sedgwick on the eastern boundary. A portion of the airport property, located along E 45th Street North, is located within the City of Bel Aire.[4] The airport is located on the northeastern side of Wichita, immediately north of Kansas 96 (K-96) and approximately five miles east of Interstate 235.

[2] NOAA National Centers for Environmental Information, Kansas State Climate Summary, (https://statesummaries.ncics.org/downloads/Kansas-StateClimateSummary2022.pdf)

[3] National Register of Historic Places (https://www.nps.gov/maps/full.html?mapId=7ad17cc9-b808-4ff8-a2f9-a99909164466)

[4] City of Bel Aire, Planning and Zoning, Bel Aire Comprehensive Development Plan Update, Ordinance No. 558 (https://www.belaireks.gov/DocumentCenter/), January 22, 2015

The airport is surrounded by diverse land uses, including industrial, agricultural, commercial, and residential developments. Land east and north of the airport is primarily agricultural with sparsely spread out single-family residential land uses. To the southeast of airport property boundaries is a sports complex consisting of 11 outdoor all-sports turf fields, outdoor lighting, and a 112,000 square foot indoor sports facility. The property immediately south of the airport and K-96 largely consists of single-family residential land uses and some commercial uses. Land uses west of the airport are commercial and industrial, and land uses northwest of the airport are primarily residential. Directly west of the airport, along Webb Road, are medical, commercial, and industrial land uses.

Land west and southwest of the project site is primarily composed of single-family residential land uses. Land east of the project site is primarily agricultural with sparsely spread out single-family residential land uses. The Future Land Use Map for Colonel James Jabara Airport designates the project site as commercial and agricultural land uses.[5]

The locations of the closest school, place of worship, and hospital were determined by reviewing Google Earth. These facilities' distances in relation to the airport are summarized in **Table 3B**.

**TABLE 3B | Locations of Nearest School, Place of Worship, and Hospital**

| Facility | Location | Distance[1] |
|---|---|---|
| Greenwich Elementary School | 3520 N Greenwich Rd, Wichita, KS 67226 | 1.84 miles |
| Eastminster Presbyterian Church | 1958 North Webb Road | 3.41 miles |
| Kansas Heart Hospital | 3601 North Webb Road | 1.18 miles |

[1]As measured from the nearest corner of the project site.

*Source: Google Earth Aerial Imagery, 2023*

### 3.2.8 Natural Resources and Energy Supply

The Proposed Action project area does not currently have utility access; however, nearby parcels are served with electric, water, sewer, and public roadways. Natural resources that would be required for Proposed Action are not considered to be in short supply. Wind energy is the primary source of electricity in Kansas, surpassing coal as the state's largest energy source, according to the Kansas Department of Commerce. The state of Kansas offers numerous programs and incentives for renewable energy development.

### 3.2.9 Pollution Prevention

The airport maintains and enforces a stormwater pollution prevention plan (SWPPP). The SWPPP is a project-specific document that deals primarily with reducing pollutant sources associated with erosion and sediment transfer, as well as chemicals used at construction sites. The airport's SWPPP outlines a list of potential pollutants and spill prevention and response procedures for potential leaks, spills, and other releases. Project proponents disturbing one or more acres must obtain also coverage for construction under the state's National Pollutant Discharge Elimination System (NPDES) General Stormwater Permit. In Kansas, the Kansas Department of Health and Environment (KDHE) manages NPDES permitting.

[5] Wichita-Sedgwick County Planning, Community Investments Plan, a Framework for the Future, 2015-2035 (https://www.wichita.gov/Planning/Pages/default.aspx)

### 3.2.10 Farmlands

Under the *Farmland Protection Policy Act,* federal agencies are directed to identify and consider the adverse effects of federal programs on the preservation of farmland, evaluate appropriate alternative actions which could lessen adverse effects, and ensure such federal programs are compatible with state or local government programs and policies to protect farmland, to the extent practicable. The FPPA guidelines, developed by the U.S. Department of Agriculture (USDA), apply to airport activities where federal funds are applied and involves the irreversible conversion of important farmland to non-agricultural uses. Important farmland is classified as prime, unique or of state or local importance, as determined by the appropriate government agency and concurred by the Secretary of Agriculture. A project may be exempt from the FPPA when:

- The land is not considered important farmland, including land that is already developed or irreversibly converted;
- The land is already committed to urban development, including land designated as an urban area by the U.S. Census Bureau;
- The land is committed to water storage;
- The construction is of non-farm structures to support agricultural operations; or
- The construction or land development is for national defense purposes.

Information obtained from the Natural Resource Conservation Service's (NRCS) Web Soil Survey (WSS) indicates much of the airport property and land adjacent to the airport is classified as being all areas are prime farmland and farmland of statewide importance. According to the U.S. Census Bureau, the project site is located within a non-urbanized area. If prime farmlands are determined to be located within non-urbanized areas, the FPPA may apply.

### 3.2.11 Historical, Architectural, Archaeological, and Cultural Resources

Cultural resources surveys were completed by Buried Past Consulting, LLC, in March 2023 to determine the presence of surface and subsurface cultural deposits across the project area, based on the National Register of Historic Places (NRHP) criteria of significance. Section 106 of the National Historic Preservation Act requires federal stakeholders to identify and assess the effect of federal actions on historic buildings. (See Section 1 of the National Historic Preservation Act, Pub. L. No. 89-665, as amended by Pub. L. No. 96-515., and 36 CFR Part 800). Field methodology included an intensive pedestrian survey and standardized shovel testing. Besides modern/recent buildings and building ruins and a small, diffuse scatter of historic-period domestic debris possibly corresponding with a former farmstead location, the survey produced no evidence of cultural resources exceeding 50 years in age within the Proposed Action project area. The paucity of artifacts related to the farmstead fails to meet the threshold of a historic site.

### 3.2.12 Noise and Compatible Land Use

The nearest noise-sensitive land-use is a single-family residence located 200 feet from the Proposed Action project area. The Proposed Action is nonaeronautical in nature and would not lead to an increase in noise due to aircraft operations. The proposed land use is compatible with airport operations and consistent with city and county land use plans, as discussed in Section 3.2.7, Land Use.

### 3.2.13 Socioeconomics and Children's Environmental Health and Safety Risks

**Socioeconomics**

**Table 3C** summarizes the overall economic characteristics of the city, county, and state using 2022 ACS estimates. As shown in this table, the city's median household income and per capita income are lower than the median incomes of the county and state. The percentage of people below the poverty level in the city is higher than in the county and the state.

**TABLE 3C | Economic Characteristics (2022 Estimates) – City of Wichita, Sedgwick County, and State of Kansas**

| Characteristic | City of Wichita | Sedgwick County | State of Kansas |
|---|---|---|---|
| Median Household Income | $59,277 | $64,286 | $68,925 |
| People Below the Poverty Level | 18.3% | 16.0% | 12.0% |
| Per Capita Income | $34,134 | $27,219 | $37,919 |

*Source: U.S. Census Bureau Website, Table DP03, Selected Economic Characteristics, 2022: ACS 1-Year Estimates Data Profiles, 2023*

The airport is an economic engine and valuable asset for the region. According to the 2016 *Kansas Aviation Economic Impact Study*, AAO has the sixth highest total economic impact of the 73 general aviation airports in Kansas and accounts for more than 9.18 percent of the total employment generated by Kansas general aviation airports. Large tracts of undeveloped land provide an opportunity to generate additional revenue for the airport.

Indicators for housing, public services, and social conditions are not relevant for this EA because the Proposed Action would be located entirely on airport property and would not change housing, public services, and social conditions in the surrounding communities.

**Children's Environmental Health and Safety Risks**

The project area is undeveloped and does not contain residences or other land uses supporting children. Based on the 2023 American Community Survey (ACS) data, 1,389 children under 18 years of age live within the census tract containing the subject property (Census Tract 101.16; Sedgwick County, Kansas). The nearest single-family residence is 200 feet from the disturbance area for proposed parking lot improvements and is separated from the project study area by N Webb Road. The areas directly west, north, and south of the project site are developed with industrial land uses.

The closest parks or recreation areas likely to cater to children are the Stryker Sports Complex located 1.7 miles to the southeast of the Proposed Action project site. The closest daycare center to the Proposed Action project site is Wonder Montessori school located approximately 0.8 miles to the

southwest. The nearest school to the project site, Wichita Northeast Magnet High School, is located 1.3 miles to the north. No schools, parks, or children's recreational facilities are located within 0.5 miles.

### 3.2.14 Visual Effects

The existing light emission effects, visual resources and visual character to the northeast of the airport near the Proposed Action project area are consistent with commercial and industrial development. To the east, land is largely undeveloped with minimal light emissions and no development present. There is one single-family residential directly west of the Proposed Action project area, with characteristics consistent with Wichita-Sedgwick County Subdivision Regulations.

### 3.2.15 Water Resources (Groundwater, Wild and Scenic Rivers)

There are no wildlife and waterfowl refuges, national or state forests, wilderness areas, Wild and Scenic Rivers, or rivers on the Nationwide Rivers Inventory within five miles of the airport.

None of the alternatives will diminish or destroy groundwater resources or adversely affect groundwater quantities.

### 3.2.16 Water Resources (Wetlands, Surface Waters, and Floodplains)

Discharges of dredged or fill material into Waters of the United States are regulated under Section 404 of the *Clean Water Act* (CWA). Any such action proposed in wetlands or other Waters of the U.S. (WOTUS) is subject to review by the U.S. Army Corps of Engineers (USACE) and other federal and state agencies and requires authorization by the USACE. For jurisdictional purposes, USACE and the U.S. Environmental Protection Agency (EPA) jointly define wetlands as follows:

> "*Those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas*." (USACE 1987)

According to the new waters of the United States (WOTUS) 2023 rule, for a wetland to be considered adjacent – and therefore jurisdictional – it must have a continuous surface connection with a relatively permanent body of water (RPW) or a traditionally navigable water.

A site visit was conducted by Garver in August 2023. During the visit, the entire project area was visually inspected for areas of potentially jurisdictional wetlands and waterways. During the site investigation, two wetland areas and one stream form were identified within the Proposed Action project area.[6]

[6] The Preliminary Wetland Delineation Report: Colonel James Jabara Airport (dated October 25, 2023) by Garver assessed two areas: the Proposed Action project site, located north of 45th Street, and a secondary portion of airport property, located south of 45th Street. A total of seven wetland areas and two stream forms were identified across the two areas. The secondary portion was subsequently dismissed from consideration as an alternative nonaeronautical development site.

Garver's preliminary wetland delineation report and the U.S. Army Corps of Engineers approved jurisdictional determination are included in **Appendix D**.

The applicable Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) (Map No. 20173CO238G, dated December 22, 2016) indicates that the project area is in an area designated as Zone X, an area determined to be outside the 0.2 percent annual chance floodplain. Additionally, the land south of the Proposed Action project site and north of the airport on the eastern boundary of N Webb Road is in an area designated as Zone AE, a special flood hazard area (without base flood elevation [BFE] or depth) (see **Exhibit 3A**).

## 3.3 ENVIRONMENTAL IMPACT ANALYSIS

### 3.3.1 Air Quality

**Threshold of Significance**

A significant air quality impact occurs when emissions from a project or action exceed one or more of the National Ambient Air Quality Standards (NAAQS) under FAA Order 1050.1F.

An airport action may also be subject to the General Conformity Rule requirements of the *Clean Air Act* (CAA) if it occurs in a nonattainment or maintenance area. The General Conformity Rule of the CAA establishes the procedures and criteria for determining whether certain federal actions conform to state or federal air quality implementation plans. Under the General Conformity Rule, all reasonably foreseeable *direct* and *indirect* emissions that occur due to federally supported actions should be quantified and compared against *de minimis* thresholds in what is known as an applicability test. The applicability test is only conducted on pollutants for which the area is classified as either maintenance or nonattainment. Colonel James Jabara Airport is in Sedgwick County, which is an attainment area for all federal criteria pollutants.

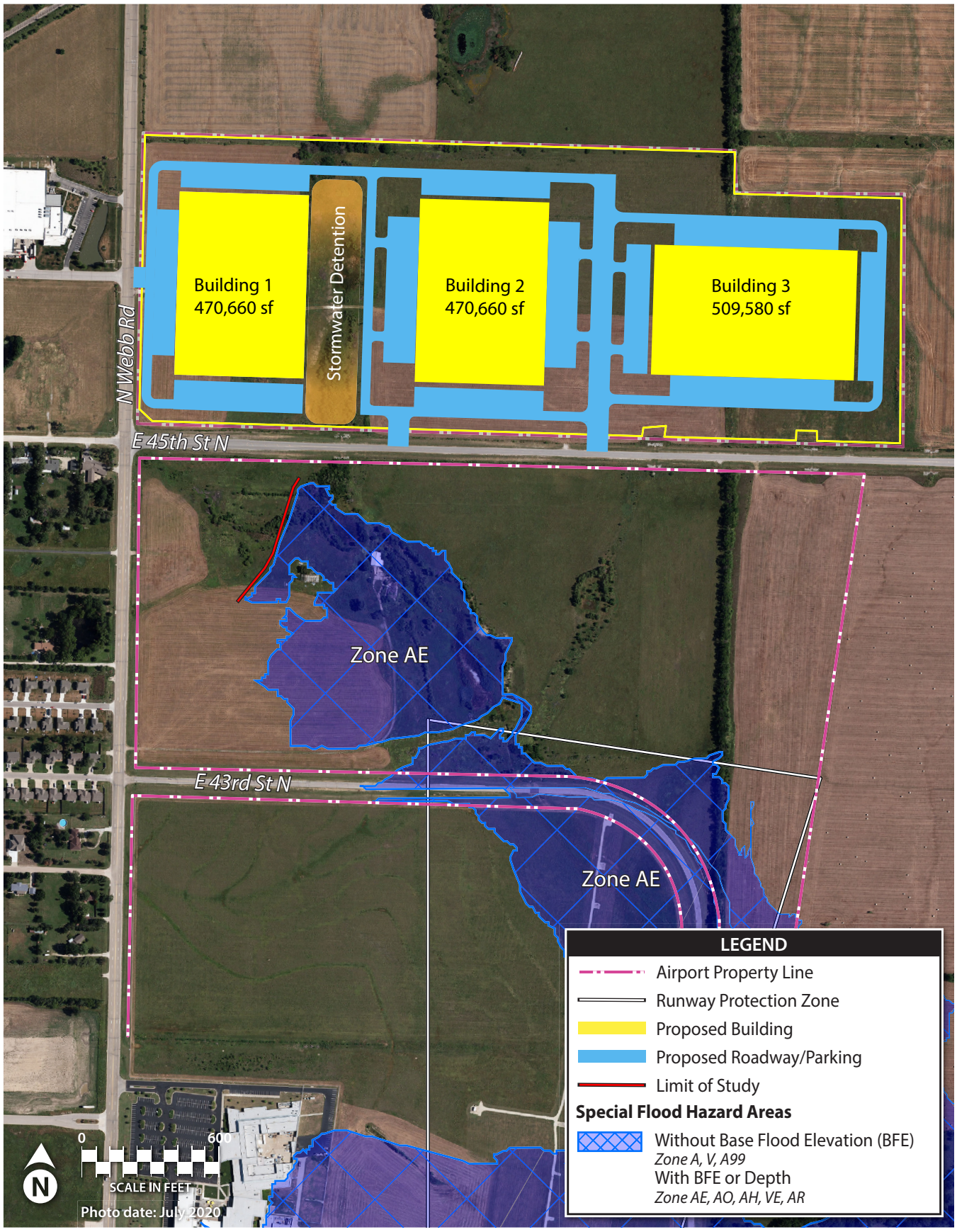
**No Action Alternative**

No construction or operational emissions would occur under the No Action alternative. Therefore, there would be no changes in local or regional air quality from construction or operations associated with the Proposed Action.

**Proposed Action Alternative**

The airport is in Sedgwick County, Kansas, which is designated as an attainment area for all federal criteria pollutants; therefore, emissions screening guidelines from the FAA's *Aviation Emissions and Air Quality Handbook*, Version 4 (July 2024),[7] paragraph 4.4.1.1 were used to evaluate air quality impacts at the airport. Four screening questions were initially asked to determine if the Proposed Action would generate changes in the airport's emissions:

[7] airquality_handbook_version_4.pdf


Building 1
470,660 sf
Stormwater Detention
Building 2
470,660 sf
Building 3
509,580 sf
N Webb Rd
E 45th St N
Zone AE
E 43rd St N
Zone AE
LEGEND
Airport Property Line
Runway Protection Zone
Proposed Building
Proposed Roadway/Parking
Limit of Study
Special Flood Hazard Areas
Without Base Flood Elevation (BFE)
Zone A, V, A99
With BFE or Depth
Zone AE, AO, AH, VE, AR
N
0
600
SCALE IN FEET
Photo date: July 2020

1. **Will the Proposed Action cause an increase in all aircraft operations of more than 14,000 operations per year?**

   *No; the Proposed Action is for non-aeronautical development and would not increase the number of annual itinerant or local aircraft operations (i.e., landings and takeoffs) during construction or operation and would not increase the storage capacity for based aircraft.*

2. **Will the Proposed Action cause a projected annual increase of aircraft delay exceeding 340,000 minutes?**

   *No; the Proposed Action would not introduce taxi delay/idle times or create new aircraft taxi distances.*

3. **Will the Proposed Action cause an additional 25 million vehicle miles traveled (VMT) from on-road vehicles per year?**

   *No; based on engineering estimates for similar projects, the Proposed Action would cause an increase of 625,000 vehicle miles traveled (VMT) over the time of construction for the Proposed Action. Once constructed, if each building contributes 313 trips by vehicles driven to and from the airport from Wichita, KS, which is 11 miles away, the project-related annual VMT would be 685,470 miles. The total additional on-road vehicle miles traveled would be approximately 1.3 million.*

   - *1.3 million additional vehicle miles traveled/25 = 0.052*

4. **Will the Proposed Action result in the use of an average of more than 125 pieces of construction equipment and ground support equipment (GSE) during a year?**

   *No; based on engineering estimates for similar projects, the Proposed Action would use around 21 pieces of construction equipment per year.*

   - *21 pieces of equipment/125 = 0.168*

Additionally, a construction and passenger vehicle emissions inventory for the Proposed Action was prepared using the U.S. EPA's Motor Vehicle Emissions Simulator (MOVES5). This approach is identified in the FAA's *Aviation Emissions and Air Quality Handbook*, Version 4, as the "current EPA-approved model used to compute motor vehicle emissions rates representative of various types of vehicles and activities." (FAA Office of Environment and Energy, 2024). The MOVES5 model generates emissions factors used to calculate emissions expressed in tons per year, based on miles driven for on-road vehicles (e.g., dump trucks and passenger cars) and hours of activity for off-road equipment (e.g., bulldozers and loaders). For the purposes of modeling construction equipment activity, preliminary engineering estimates provided by the developer were used. Modeling inputs regarding on-road vehicle fleets, speeds, fuel formulation, and other local conditions were derived from preliminary engineering estimates for projects of a similar scale. Operational emissions related to vehicular traffic associated with the Proposed Action were also modeled using MOVES5.

Ground-level O3 is not emitted directly into the air but is created by chemical reactions between oxides of nitrogen (NOx) and volatile organic compounds (VOCs) in the presence of sunlight. As a result, NOx and VOC emissions are used to estimate ozone emissions. PM10 and PM2.5 can be generated by construction equipment during ground disturbing activities. When generated in this manner, these emissions are considered fugitive dust.

Because the Proposed Action would not result in changes to aircraft operations, no operational aircraft pollutant estimates were prepared.

Construction Impacts. Construction of the Proposed Action would result in construction emissions. Additionally, delivery and personal vehicles would be used to transport construction materials and workers to the site. **Table 3D** summarizes the emissions inventory for the Proposed Action. As outlined in Chapter One, the Proposed Action would be constructed during a three-year timeframe (2026-2028). Construction emissions were calculated for each of these years.

Operational Impacts. Vehicular operational emissions associated with the Proposed Action were calculated using the traffic study results from similar projects and the MOVES5 emissions factors described above. Vehicular emissions result from employee and delivery trips to and from the site once it is developed. The site is estimated to receive an average of 1,721 daily trips (ADT) in passenger vehicles (1/3 of the average) and 3,343 ADT in delivery trucks (2/3 of the average). This analysis assumes two buildings would be operational in Year 2 and three buildings would be operational in Year 3; therefore, construction emissions for Year 2 were combined with 2/3 of the operational emissions. In Year 4, construction would be complete, and the site would be operational, so only operational emissions were computed. The results of the analysis are presented in **Table 3D**.

## Conclusion

**Table 3D** summarizes the construction and operational emissions for the Proposed Action and associated greenhouse gas (GHG) emissions. Based on the above, implementation of the Proposed Action alternative does not have the potential to cause significant air quality impacts.

**TABLE 3D-1 | Construction and Operational Emissions Inventory**

| EMISSIONS SOURCE | NAAQS (tons per year) | | | | | |
|---|---|---|---|---|---|---|
| | CO | NOx[1] | $SO_2$ | $PM_{10}$ | $PM_{2.5}$ | VOC[1] |
| **Construction-Related Emissions** | | | | | | |
| Year 1 On-Road (2026) | 8.277 | 0.908 | 0.011 | 0.009 | 0.008 | 0.138 |
| Year 1 Non-Road (2026) | 2.391 | 6.868 | 0.010 | 0.395 | 0.383 | 0.357 |
| Year 2 On-Road (2027) | 5.201 | 0.566 | 0.007 | 0.006 | 0.005 | 0.086 |
| Year 2 Non-Road (2027) | 1.606 | 4.552 | 0.006 | 0.265 | 0.257 | 0.238 |
| Year 3 On-Road (2028) | 5.201 | 0.566 | 0.007 | 0.006 | 0.005 | 0.086 |
| Year 3 Non-Road (2028) | 1.606 | 4.552 | 0.006 | 0.265 | 0.257 | 0.238 |
| **Combined Construction Emissions (On-Road + Non-Road)** | | | | | | |
| Year 1 Total (2022) | 10.668 | 7.777 | 0.021 | 0.404 | 0.392 | 0.494 |
| Year 2 Total (2023) | 6.807 | 5.118 | 0.013 | 0.271 | 0.262 | 0.324 |
| Year 3 Total (2024) | 6.807 | 5.118 | 0.013 | 0.271 | 0.262 | 0.324 |
| **Vehicular Operational Emissions** | | | | | | |
| Year 2 (2027, 2/3 of Operational Activity) | 1.560 | 0.187 | 0.028 | 0.001 | 0.001 | 0.644 |
| Year 3 (2028 and Beyond, Full Non-Construction Activity) | 2.340 | 0.281 | 0.041 | 0.002 | 0.002 | 0.966 |
| **TOTAL PROPOSED ACTION EMISSIONS** | | | | | | |
| Year 1 (2026, Construction Only) | 10.668 | 7.777 | 0.021 | 0.404 | 0.392 | 0.494 |
| Year 2 (2027, Construction + 2/3 of Operational Activity) | 8.367 | 5.306 | 0.041 | 0.272 | 0.264 | 0.969 |
| Year 3 (2028, Construction + Full Non-Construction Activity) | 9.147 | 5.399 | 0.055 | 0.273 | 0.264 | 1.291 |
| Year 4 (2029 and Beyond, Full Non-Construction Activity) | 2.340 | 0.281 | 0.041 | 0.002 | 0.002 | 0.966 |

[1] Ground-level $O_3$ is not emitted directly into the air but is created by chemical reactions between $NO_X$ and VOCs in the presence of sunlight. As a result, $NO_X$ and VOC emissions are used to estimate ozone emissions.

NOTE: Numbers may not sum to total due to rounding.

**TABLE 3D-2 | Greenhouse Gas Emissions Inventory**

| EMISSION SOURCE | GREENHOUSE GASES (metric tons) | | | |
|---|---|---|---|---|
| | $CO_2$ | $CH_4$ | $N_2O$ | TOTAL $CO_2e$ |
| **Construction-Related Emissions** | | | | |
| Year 1 On-Road (2026) | 2,222.742 | 77.029 | 46.856 | **2,346.626** |
| Year 1 Non-Road (2026) | 3,413.371 | 0.787 | -[2] | **3,414.158** |
| Year 2 On-Road (2027) | 1,418.991 | 47.820 | 29.393 | **1,496.204** |
| Year 2 Non-Road (2027) | 2,224.822 | 0.525 | -[2] | **2,225.348** |
| Year 3 On-Road (2028) | 1,418.991 | 47.820 | 29.393 | **1,496.204** |
| Year 3 Non-Road (2028) | 2,224.822 | 0.525 | -[2] | **2,225.348** |
| **Vehicular Operational Emissions** | | | | |
| Year 2 (2027, Construction + 2/3 of Operational Activity) | 326.363 | 18.443 | 9.801 | **354.608** |
| Year 3 (2028, Construction + Full Non-Construction Activity) | 489.620 | 27.669 | 14.704 | **531.993** |
| **TOTAL PROPOSED ACTION EMISSIONS** | | | | |
| Total $CO_2e$[1] | 13,739.722 | 220.618794 | 124.147 | 14,090.489 |

$CO_2e$ = carbon dioxide equivalent

[1] Emissions totals for $CO_2e$ are reported in metric tons. Emissions of $CO_2$, $CH_4$, and $N_2O$ were converted to $CO_2e$ using global warming potentials of 1, 30, and 273, respectively, as contained in the United Nations Intergovernmental Panel on Climate Change (IPCC) *Sixth Assessment Report* (2021).

[2] MOVES5 does not output nitrous oxide ($N_2O$) for non-road vehicles.

### 3.3.2 Biological Resources (including fish, wildlife, and plants)

#### Threshold of Significance

A significant impact to federally listed threatened or endangered species would occur when the USFWS determines a Proposed Action would be likely to jeopardize the continued existence of a federally listed threatened or endangered species or would result in the destruction or adverse modification of federally designated critical habitat. The FAA has not established a significance threshold for non-listed species.

#### No Action Alternative

No project area disturbance would occur under the No Action alternative; thus, no impacts to biological resources would occur.

#### Proposed Action Alternative

The Proposed Action would result in removal of the existing vegetation on the site, which includes pastureland, wooded riparian areas, and scrub-shrub habitat. As previously discussed, a federally protected threatened and endangered species evaluation was prepared for the project site (see **Appendix C**). The report concluded that the project has a preliminary no effect determination for the peppered chub and a preliminary no jeopardy determination for the tricolored bat and the monarch butterfly.

The USFWS response to the scoping letter (included in **Appendix A**) states that the agency does not anticipate negative impacts to federally listed plants or animals as a result of the Proposed Action.

The Kansas Department of Wildlife and Parks (KDWP) response to the scoping letter (included in **Appendix A**) states that there would be no significant impacts to designated critical wildlife habitats; therefore, no special mitigation measures are required.

No bald eagles or nests were observed during the site visit. No migratory bird nest or use of a structure was observed during the field survey.

Executive Order (E.O.) 13312, *Invasive Species*, aims to prevent the introduction of invasive species because of a project. Best management practices (BMPs) should be implemented to prevent the transfer of invasive species.

The Proposed Action will have no effect on threatened and endangered species, and significant impacts are not anticipated for biological resources.

**Mitigation (or Avoidance) Measures**

To ensure compliance with the *Endangered Species Act*, MBTA, and E.O. 13112, Section 2(3), the WAA will ensure the contractor carries out the following during construction activities:

- Before construction, verify that no new species were added to the Threatened and Endangered Species System. If species were added, coordinate again with the USFWS and the appropriate state agency.
- Seasonal restrictions on tree cutting are active when migratory birds are roosting or nesting. Tree trimming and clearing will occur outside of May 10 to September 10.
- To prevent the introduction of invasive species, disturbed areas will be revegetated with warm season grasses and shrubs.

In addition, the KDWP provided the following general recommendations and BMPs:

- Borrow/waste sites, materials stockpiles, staging, and laydown areas should be sited in previously disturbed habitats (e.g., cropland, non-native pasture).
- Detention basins and bioswales should not impound any streams. Ephemeral and intermittent streams are important breeding and nursery habitats for aquatic organisms. Off-channel basins or dry dams can provide the necessary detention functions without impeding aquatic organism movement in stream channels.
- Depth of basins/bioswales should allow for seasonal drying, which prevents the establishment of fish. Predatory fish reduce the suitability of the basin for breeding amphibians by preying on larvae.
- Erosion control blankets can pose impacts for reptiles and amphibians by ensnaring and entrapping individuals moving over/through the mesh. Compost, mulch, or biodegradable/ natural fiber blankets (coconut/coir fiber is common) are recommended as potential alternatives to plastic erosion control blankets. Such alternatives can also promote the growth of vegetation, further improving bank stability. Though less preferable than the aforementioned options, loose-weave mesh is also acceptable, specifically types with weaves that are not welded at the intersections, allowing the opening to expand if an animal attempts to pass through.
- Principles of low impact development (LID) should be incorporated, such as permeable asphalt pavement, porous concrete, swales, bioretention, or raingardens. (More information on LID principles can be found at https://www.epa.gov/nps/urban-runoff-low-impact-development.)

- Standard erosion control BMPs should be implemented and maintained during all aspects of construction by installing sediment barriers (wattles, filter logs, rock check ditches, mulching, or any combination of these) across the entire construction area to prevent sediment and spoil from entering aquatic systems. Barriers should be maintained at high-functioning capacity until construction is completed and vegetation is established. (More information on erosion BMPs can be found at https://www.kdhe.ks.gov/757/Construction-Stormwater-Program.)
- Impacts to streams and rivers, adjacent riparian zones, wetlands, and springs should be avoided, as well as impacts to native prairie and woodland areas. Bridges should be used to span streams crossed by access roads.
- Development in floodplain areas should be avoided or minimized due to probable flooding, potential destruction or damage to development, and the impacts to natural hydrologic interaction of the stream with its floodplain.
- Disturbed soils should be restored with native grasses, forbs, shrubs, and/or trees as appropriate for the ecological site. KDWP Ecological Services Division staff can provide technical assistance for site restoration. A diverse mixture of native wetland species should be planted to maximize water quality functions and habitat quality for wildlife.

### 3.3.3 Climate

**Threshold of Significance**

The FAA has not established a significance threshold for greenhouse gas (GHG) emissions, and there are currently no accepted methods of determining significance applicable to aviation projects given the small percentage of emissions they contribute; however, although there are no federal standards for aviation-related emissions, it is well-established that GHG emissions can affect climate.

**No Action Alternative**

The No Action alternative does not involve any construction activities and therefore would not cause any impacts to climate not already occurring or expected to occur. No direct GHG emissions would occur under the No Action alternative.

**Proposed Action Alternative**

The Proposed Action includes construction of the proposed development with commercial and light industrial facilities. Construction activities associated with the Proposed Action will result in increased fossil fuel combustion from the operation of construction vehicles and heavy equipment. Reduction in GHG emissions can be achieved during construction activities by implementing practices such as engine idle time restrictions and proper equipment maintenance. The methodology used to evaluate GHG emissions is the same as that used for modeling other types of air emissions. (Refer to Section 3.3.1 and the results for $CO_2$ equivalent shown in **Table 3D**).

Combustion of fossil fuels associated with operation of the facility will vary depending on the specific development, which is speculative in nature. Increases in fossil fuel combustion are anticipated from employee and passenger vehicles, freight trucks, and potential emissions from the businesses, depending on the type (i.e. heating/cooling, manufacturing, etc.). Impacts to this resource are not anticipated to be significant.

No change in aircraft operations, fleet mix, or runway use would occur due to the Proposed Action.

### 3.3.4 Hazardous Materials and Solid Waste

**Threshold of Significance**

The FAA has not established a significance threshold for this impact category; however, factors to consider per FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, Exhibit 4-1 are the Proposed Action's potential to:

- Violate applicable federal, state, tribal, or local laws or regulations regarding hazardous materials management;
- Involve a contaminated site, including (but not limited to) a site listed on the National Priorities List (NPL);
- Produce an appreciably different quantity or type of hazardous waste; or
- Adversely affect human health and the environment.

Four primary federal laws govern the handling and disposal of hazardous materials, chemicals, substances, and wastes. The two statutes of most importance to airport projects are the *Resource Conservation and Recovery Act* (RCRA) (as amended by the *Federal Facilities Compliance Act of 1992*) and the *Comprehensive Environmental Response, Compensation, and Liability Act* (CERCLA), as amended (also known as Superfund). The RCRA governs the generation, treatment, storage, and disposal of hazardous wastes. The CERCLA provides for cleanup of any release of a hazardous substance (excluding petroleum) into the environment.

Other related laws include the *Hazardous Materials Transportation Act*, which regulates the handling and transportation of hazardous materials and wastes, and the *Toxic Substances Control Act*, which regulates and controls the use of polychlorinated biphenyls (PCBs), as well as other chemicals or toxic substances in commercial use.

For preparation of this EA, federal and state online databases related to the presence and/or cleanup of hazardous materials, as well as available information on known hazardous or formerly hazardous airport conditions, have been accessed in relation to the project study area. The potential for the Proposed Action to create or result in increased risk of exposing surrounding populations or the environment to hazardous materials was evaluated based on the existing hazardous materials use and waste management programs in place at the airport, as well as the airport's spill prevention and response protocols.

Based on a review of the EPA's NEPAssist tool, no known EPA facilities (hazardous waste, air pollution, water discharges, toxic releases, or Superfund or brownfield sites) are located in the project area

considered under the Proposed Action alternatives. The nearest brownfield or Superfund site is 21st Street Corridor #1, located 2.8 miles south of the Proposed Action project site. An inventory of the closest schools to the project study area was also conducted. There are no schools within 0.25 miles of the airport (Section 3.2.13).

**No Action Alternative**

No impacts related to the use, transportation, or disposal of hazardous materials resources, solid waste disposal, or pollutant prevention practices would occur due to the No Action alternative. No changes to the existing airport environment or operating procedures would occur.

**Proposed Action Alternative**

*Construction Impacts*

Construction activities would use hazardous substances, such as fossil fuels for machinery and equipment, which could result in the exposure of persons and/or the environment to an adverse environmental impact due to an accidental release. The use or storage of hazardous materials and/or the generation of hazardous wastes would be subject to all applicable federal, state, and local requirements during construction. Appropriate spill prevention and cleanup kits would be readily available on site and accidental spills would be promptly cleaned up. The contractor would follow standard hazardous materials containment procedures and other BMPs should an inadvertent spill occur.

*Operational Impacts*

Use of hazardous substances during operation of the proposed facilities could result in the exposure of persons and/or the environment to an adverse impact due to the accidental release of hazardous materials; however, the use or storage of hazardous materials and the disposal of hazardous wastes would be subject to all applicable federal, state, and local requirements. The EPA regulates the various aspects of hazardous materials handling, storage, and disposal.

No long-term operational impacts related to solid waste resulting from the Proposed Action are anticipated. The Proposed Action would comply with federal and state regulations regarding waste treatment and/or disposal.

The airport maintains and enforces a stormwater pollution prevention plan (SWPPP). The airport's SWPPP outlines a list of potential pollutants and spill prevention and response procedures for potential leaks, spills, and other releases. The airport's SWPPP would be updated to include the newly developed area. No significant impacts related to pollution prevention are anticipated. Existing regulations are in place to prevent indirect impacts related to pollution from occurring off the project site.

### 3.3.5 Land Use

**Threshold of Significance**

The FAA has not established a significance threshold for land use, and the FAA has not provided specific factors to consider in making a significance determination for land use in Exhibit 4-1 of FAA Order 1050.1. Significance determinations for land use impacts are normally dependent on other impact categories, such as noise, disruption of communities, relocation, and induced socioeconomic impacts.

**No Action Alternative**

No impacts related to land use would occur under the No Action alternative, as the Proposed Action project site would remain undeveloped.

**Proposed Action Alternative**

The Proposed Action is consistent with City of Wichita and City of Bel Aire land use plans and zoning regulations. The Proposed Action would result in the development of land that is currently undeveloped with a use that is compatible with the airport. The Proposed Action would be consistent with the most recently approved ALP. There is no indication of significant impacts related to other impact categories.

### 3.3.6 Natural Resources and Energy Supply

**Threshold of Significance**

The FAA has not established a significance threshold for this impact category; however, a factor to consider under FAA Order 1050.1F is the Proposed Action's potential to cause demand to exceed available or future supplies of these resources.

**No Action Alternative**

The property would remain undeveloped and would not cause impacts to energy supply or natural resources.

**Proposed Action**

The Proposed Action includes installing electricity, lighting, natural gas, water service, access roads, and parking lots associated with commercial and light industrial businesses. Many of the supporting utilities and infrastructure exist within the surrounding roads and right-of-way. While these utilities would slightly increase the property's energy demand, they would not result in a significant effect upon the local energy supplies.

Construction of the proposed development will require use of materials such as concrete, construction aggregate, asphalt, fuels, glass, wire, and paints and coatings. The Proposed Action is not expected to use any natural resources that are considered to be in short supply during construction or operation of the businesses.

No significant impacts to energy generation or natural resources in short supply are anticipated under the Proposed Action.

### 3.3.7 Pollution Prevention

**Threshold of Significance**

The FAA has not established a significance threshold for this impact category; however, per FAA Order 1050.1F, Exhibit 4-1, consideration is given to the project's potential to:

- Violate applicable federal, state, tribal, or local laws or regulations regarding hazardous materials management;
- Involve a contaminated site, including (but not limited to) a site listed on the National Priorities List (NPL);
- Produce an appreciably different quantity or type of hazardous waste; or
- Adversely affect human health and the environment.

**No Action Alternative**

No changes to the existing environment would occur under the No Action alternative; thus, no impacts related to pollution prevention would occur.

**Proposed Action Alternative**

*Construction*

Project proponents disturbing one or more acres must obtain coverage under the state's National Pollutant Discharge Elimination System (NPDES) General Stormwater Permit. In Kansas, the Kansas Department of Health and Environment (KDHE) manages NPDES permitting. NPDES General Stormwater Permit conditions include BMPs to reduce erosion and sedimentation through implementation of a construction-specific SWPPP. The SWPPP is a project-specific document that deals primarily with reducing pollutant sources associated with erosion and sediment transfer, as well as chemicals used at construction sites.

The airport would ensure the contractor follows all BMPs. For example, if previously unknown contaminants are discovered or a spill occurs during construction, work would be halted and the National Response Center would be notified, when applicable. At a minimum, the airport administration would be notified, and the FAA and NDEP would also be notified, if necessary. The contractor would also be responsible for obtaining NPDES coverage through the U.S. EPA under a Construction General Permit. BMPs specified in FAA AC 150/5370-10H, Item C-102, *Standard Specifications for Construction of Airports*, would also be required.

*Operation*

The airport's operational SWPPP would be updated to include the newly developed areas. No significant impacts related to pollution prevention would occur, and existing regulations are in place to prevent indirect impacts related to pollution from occurring off the site.

**Mitigation (or Avoidance) Measures**

The KDWP provided the following general recommendation:

> *Avoid fuel spills or other contaminant releases. Have operational contingency plans (such as a Spill Prevention, Control, and Countermeasure plan) that comply with all applicable guidance from the KDHE in place to respond to leaks and spills. (More information about SPCC plans can be found at https://www.epa.gov/sites/production/files/documents/spccbluebroch.pdf.)*

### 3.3.8 Farmlands

**Threshold of Significance**

A significant impact to farmlands is when the total combined score on Form AD-1006, Farmland Conversion Impact Rating, ranges between 200 and 260. (Form AD-1006 is used by the U.S. Department of Agriculture, Natural Resources Conservation Service [NRCS] to assess impacts under the *Farmland Protection Policy Act* [FPPA].)

As mentioned in Section 3.2.10, the FPPA applies when airport activities meet the following conditions:

- Federal funds are involved;
- The action involves the potential for the irreversible conversion of important farmlands to non-agricultural uses. Important farmlands include pastureland, cropland, and forest considered to be prime, unique, or statewide or locally important land; or
- None of these exemptions to FPPA apply. These exemptions include:
    - When land is not considered "farmland" under FPPA, such as land already developed or already irreversibly converted. These instances include when land is designated as an urban area by the U.S. Census Bureau or the existing footprint includes rights-of-way;
    - When land is already committed to water storage;
    - The construction of non-farm structures that are necessary to support farming operations; and
    - The construction/land development for national defense purposes.

*No Action Alternative*

No development would occur under the No Action alternative; thus, no impacts to farmlands would occur.

*Proposed Action Alternative*

As stated in Section 3.2.10, soils classified as all areas are prime farmland and farmland of statewide importance are located on the project site. Based on the USDA-NRCS Form AD-1006, approximately 88.5 percent of the project site is farmland as defined in the FPPA (see **Appendix E**). As previously mentioned, a significant impact to farmland occurs when the Form AD-1006 score ranges between 200 and 260 points. The Proposed Action ranks this site as scoring 144 points on its Form AD-1006 document; thus, significant impacts to farmland are not anticipated.

### 3.3.9 Historical, Architectural, Archaeological, and Cultural Resources

**Threshold of Significance**

The FAA has not established a significance threshold for this resource category; however, a factor to consider is if a proposed action would result in a finding of adverse effect through the Section 106 process.

**No Action Alternative**

No development would occur under the No Action alternative; thus, no impacts to historic, architectural, archaeological, or cultural resources would occur.

**Proposed Action Alternative**

As discussed in Section 3.2.11, no cultural resources are present on the project site. The Kansas State Historic Preservation Office (SHPO) has reviewed a report entitled *A Cultural Resource Survey of Approximately 115 Acres for Planned Improvements Near Colonel James Jabara Airport, Sedgwick County, Kansas* by C. Tod Bevitt and Wendi M. Bevitt of Buried Past Consulting, LLC (dated March 2023). The SHPO finds the report to be acceptable and concurs that the project will have no effect on NRHP-eligible historic properties as defined in 36 CFR 800. This office has no objection to the Proposed Action. The SHPO concurrence and tribal correspondence are attached as **Appendix F**. !

**Mitigation (or Avoidance) Measures**

Buried Past Consulting, LLC recommends that the work be approved to proceed as planned, pending review and concurrence of the findings by the Kansas SHPO, Osage Nation Historic Preservation Office (ONHPO), or other consulting agencies.

If modifications to the project plans are made to include acreage beyond the scope of this investigation, an additional survey for cultural resources may be necessary.

In the unlikely event that undocumented cultural resources are encountered during construction work, work should be halted to allow for notification of the Kansas SHPO and State Archaeologist – as well as any consulting tribal preservation offices – and determination of an appropriate course of action to handle any inadvertent discovery.

Likewise, should human remains be encountered as part of ground-disturbing activities associated with this project, the *Kansas Unmarked Burials Protection Act* (KSA 75-2741 through 75-2754) requires that all work be halted within 50 feet of the find, as well as notification of local law enforcement and the State Archaeologist within 24 hours of discovery to allow an appropriate and respectful consideration of any such discovery.

### 3.3.10 Noise and Compatible Land Use

**Threshold of Significance**

As provided in FAA Order 1050.1F, the FAA's significance threshold is "any action that would increase noise by DNL 1.5 dB [decibels] or more for a noise sensitive area that is exposed to noise at or above the DN 65 dB noise exposure level, or that will be exposed at or above the DNL 65 dB level due to a DNL 1.5 dB or greater increase, when compared to the no action alternative for the same timeframe." Noise-sensitive land uses include single-family and multi-family residential uses, schools, healthcare facilities, places of worship, and cultural and historic sites.

**No Action Alternative**

No additional construction or aircraft operational noise would be generated under the No Action alternative.

**Proposed Action Alternative**

*Construction*

If approved, construction of the Proposed Action would occur between August 2026 and March 2028. Noise would be emitted by construction equipment and delivery vehicles in each phase.

Construction would occur on weekdays during daytime hours. The nearest single-family residence is 200 feet from the disturbance area for the parking lot improvements near Building 1. Noise from construction activity would be temporary in nature and would not disrupt residential areas or other noise-sensitive land uses at this distance.

As sound travels away from its source, the sound is absorbed by the atmosphere, to a certain extent. For example, at 700 feet, equipment noise would be reduced by four to five dB; at 1,500 feet, the reduction would be closer to 10 dB. Additionally, the decibel unit uses a logarithmic scale, rather than a linear scale, which is used in distance measurements. When sound is doubled, this equates to a three dB increase in sound intensity. For example, when multiple pieces of equipment are used that emit the same sound level, the noise emissions are not doubled; rather, the increase is three dB.

*Operation*

No change in aircraft operations will occur as a result of the Proposed Action; therefore, there will be no change to noise impacts from aviation-related activities above what is currently existing. There is expected to be an increase of 5,164 average daily trips (ADT) per year in passenger vehicles and truck

operations. The effect of the increase in daily trips is further discussed in Section 3.3.1. The types of passenger vehicles and trucks would be similar to those in use by the existing light industrial land uses around the airport; therefore, the type of noise generated by these vehicles would be similar to the existing condition.

The Proposed Action is not expected to have significant impacts on noise.

### 3.3.11 Socioeconomics and Children's Environmental Health and Safety Risks

**Thresholds of Significance**

*Socioeconomics*

FAA Order 1050.1F, Exhibit 4-1 shows that the FAA has not established a significance threshold for socioeconomics; however, factors to consider include whether the action would induce substantial economic growth in an area (either directly or indirectly); disrupt or divide the physical arrangement of an established community; cause extensive relocation when sufficient replacement housing is not available; cause extensive relocation of community businesses that would cause severe economic hardship for affected communities; disrupt local traffic patterns and substantially reduce the levels of service of roads serving an airport and its surrounding communities; or produce a substantial change in the community tax base.

*Children's Environmental Health and Safety Risks*

The FAA has not established a significance threshold for children's environmental health and safety risks, but factors to consider include whether the action would have the potential to lead to disproportionate health or safety risks to children.

**No Action Alternative**

Under the No Action alternative, the Proposed Action would not be constructed and the parcel of land would remain primarily grasslands; therefore, no changes or other impacts to socioeconomics or children's environmental health in the Colonel James Jabara Airport vicinity would occur.

**Proposed Action Alternative**

*3.3.11.1 Socioeconomics*

The area southwest of the project site is developed with single-family residential properties separated from the project site by North Webb Road. The project is expected to result in 1,675 additional daily vehicle trips as a result of Building 1; 1,675 additional daily vehicle trips as a result of Building 2; and 1,814 additional daily vehicle trips as a result of Building 3. Vehicles are likely to utilize the existing route on Webb Road that serves the airport and surrounding manufacturing and industrial developments.

The types of passenger vehicles and trucks would be similar to those in use by the existing light industrial land uses around the airport; therefore, the type of noise generated by these vehicles would be similar to the existing condition. Socioeconomic impacts listed as factors to consider in Section 3.3.11 are not anticipated to be significant from the Proposed Action or the No Action alternative.

#### *3.3.11.2 Children's Environmental Health and Safety Risks*

The Proposed Action would not result in impacts that would have the potential to lead to disproportionate health and safety risks to children living in or near the project area. Machinery will be operated in a safe manner and precautions will be taken to keep unauthorized persons, including children, outside active work areas.

Once the buildings are constructed and open to the public, a daycare will be established within the project site. The daycare will be located near the main entry of the building and will allow for adult supervision of children whose parents may be visiting and/or working within the buildings.

### 3.3.12 Visual Effects

**Threshold of Significance**

*Light Emissions*

The FAA has not established a significance threshold for this impact category; however, factors to consider are the degree to which a proposed action would have the potential to:

- Create annoyance or interfere with normal activities due to light emissions; or
- Affect the visual character of the area – including the importance, uniqueness, and aesthetic value of the affected visual resources – due to light emissions.

*Visual Resources/Visual Character*

The FAA has not established a significance threshold for visual resources or visual character; however, factors to consider include the extent to which an action would have the potential to:

- Affect the nature of the visual character of the area, including the importance, uniqueness, and aesthetic value of the affected visual resources;
- Contrast with the visual resources and/or visual character in the study area; or
- Block or obstruct the views of visual resources, including whether these resources would still be viewable from other locations.

**No Action Alternative**

Under the No Action alternative, the Proposed Action would not be constructed; therefore, no changes or other impacts to the visual aspects of the airport vicinity would occur.

**Proposed Action Alternative**

*3.3.12.1 Light Emissions*

Construction of buildings north of the airport may increase the amount of light from the airport property boundaries that is visible from the residences southwest of the project site. Lighting would be pole-mounted, shielded, and directed downward in conformance with local requirements. Lighting associated with vehicular drives would be 200 feet from the nearest residence.

*3.3.12.2 Visual Resources/Visual Character*

Construction Impacts: The nearest residence is 200 feet from the southwest corner of the Proposed Action project site. Construction equipment and activities would be visible from the residences to the southwest of the project site that face north toward E 45th Street North.

Operation Impacts: Changes to the visual landscape near the airport would occur due to the Proposed Action. Unless obstructed by existing trees, the buildings would be visible from residences facing north toward E 45th Street North. The buildings would be consistent with the general visual character of the area, which includes the airport to the south and a mix of commercial and industrial buildings to the north. Existing commercial/industrial buildings are visible to the north of the nearby residences and portions of the Sunflower Commerce Park light industrial facilities are visible to the northeast. The undeveloped parcel on which the Proposed Action would occur is zoned Limited Industrial by the City of Wichita and the undeveloped area west of the Proposed Action project site is zoned Commercial 2 by the City of Bel Aire. Although the final landscape design has not been determined, landscape design for the project will be completed in accordance with the *Landscape Ordinance Guidebook* published by the Wichita-Sedgwick County Metropolitan Area Planning Department and the associated city landscape ordinance (Title 28-Zoning: Chapter 28.06 of the *Wichita City Code*). The landscape design would include landscape buffers between nonresidential development and residential zoning, and parking lot screening consisting of a combination of shade trees, ornamental trees, and evergreen shrubs. The landscaping would not obstruct traffic visibility at street intersections.

Impacts to visual resources or the visual character of the area as a result of the Proposed Action alternative are not considered to be significant.

**Mitigation (or Avoidance) Measures**

Landscaping, buffering, screening, and signage within the project site would be controlled by the City of Wichita's development review process.

### 3.3.13 Water Resources (Wetlands and Surface Waters)

FAA Order 1050.1F, Paragraph 4-1, *Environmental Impact Categories*, identifies the following subcategories of impact under the overall topic of water resources: wetlands, floodplains, surface waters, groundwater, and wild and scenic rivers. No impact to groundwater quality or to Wild and Scenic Rivers would occur due to the Proposed Action and the Proposed Action is not located within the 100-year floodplain; therefore, the following discussion is focused on potential wetlands and surface waters impacts.

**Wetlands**

Exhibit 4-1 of FAA Order 1050.1F provides the FAA's significance threshold for wetlands. A significant impact would occur when the action would:

- Adversely affect a wetland's function to protect the quality or quantity of municipal water supplies, including surface waters and sole source and other aquifers;
- Substantially alter the hydrology needed to sustain the affected wetland system's values and functions or those of a wetland to which it is connected;
- Substantially reduce the affected wetland's ability to retain floodwaters or storm runoff, thereby threatening public health, safety, or welfare (the term welfare includes cultural, recreational, and scientific resources or property that are important to the public);[8]
- Adversely affect the maintenance of natural systems supporting wildlife and fish habitat or economically important timber, food, or fiber resources of the affected or surrounding wetlands;
- Promote development of secondary activities or services that would cause the circumstances listed above to occur; or
- Be inconsistent with applicable state wetland strategies.

*No Action Alternative*

Under the No Action alternative, the Proposed Action would not be constructed; therefore, the existing wetlands system would continue to function as it does at present. No impacts to wetlands would occur due to the No Action alternative.

*Proposed Action Alternative*

A field survey was conducted to determine the presence of wetlands within the project area. Features identified during the survey are summarized in **Table 3E**. As noted in the table, the survey report indicates that the wetlands would not be subject to regulation by the USACE. This report was submitted to the USACE.

[8] FAA, 1050.1 Desk Reference, Version 3, Water Resources 14-11, October 2023 (last updated February 2020)

On January 15, 2025, the USACE issued a Memorandum for Record outlining the Approved Jurisdictional Determination (AJD) for the project area. The AJD confirms the absence of jurisdictional WOTUS within the project area. The aquatic resources identified, including two wetlands (W6 & W7) and one stream (S1), were determined by the USACE to be non-jurisdictional (see **Appendix D**).

The existing non-jurisdictional wetlands areas will be converted to a stormwater detention basin. The stormwater detention review process will be conducted in accordance with the *City of Wichita/Sedgwick County Stormwater Manual*. No impacts to jurisdictional wetlands will occur due to the Proposed Action.

**TABLE 3E | Summary of Wetland Delineation Results**

| Resource Identified | Type | Wetland Delineation Findings |
|---|---|---|
| Wetland 6 (W6) | Emergent Wetland | According to the EPA and USACE's final rule issued in 2023, this wetland is not likely subject to regulation by the USACE as it is not an (a)(1) water and does not have a continuous surface connection to an (a)(2) or (a)(3) water. |
| Wetland 7 (W7) | Forested Wetland | According to the EPA and USACE's final rule issued in 2023, this wetland is not likely subject to regulation by the USACE as it is not an (a)(1) water and does not have a continuous surface connection to an (a)(2) or (a)(3) water. |
| Stream 1 (S1) | Ephemeral Stream | According to the EPA and USACE's final rule issued in 2023, this stream is not likely subject to regulation by the USACE as it does not meet the definition of a relatively permanent, standing, or continuously flowing body of water. |

*Source: Garver, Preliminary Wetland Delineation Report: Colonel James Jabara Airport, October 25, 2023*

## Surface Waters

*Threshold of Significance*

Per FAA Order 1050.1F, Table 4-1, a proposed action would have a significant impact to surface waters if it would:

- Exceed water quality standards established by federal, state, local, and tribal regulatory agencies; or
- Contaminate public drinking water supply such that public health may be adversely affected.

As discussed above, a field survey was conducted to determine the presence of surface waters within the project area. One ephemeral stream was identified during the survey, as summarized in **Table 3E**. As noted in the table, the survey report indicates that the stream would not be subject to regulation by the USACE. The approved final jurisdictional determination for the project site was received from the USACE on January 15, 2025 (see **Appendix D**).

*No Action Alternative*

Under the No Action alternative, the Proposed Action would not be constructed; therefore, the existing drainage system would continue to function as it does at present. No impacts related to jurisdictional surface water quantities or quality at the airport would occur due to the No Action alternative.

*Proposed Action Alternative*

Operation: All surface waters located within the boundaries of the Proposed Action are considered non-jurisdictional. The existing non-jurisdictional stream is located in an area that will be converted to a stormwater detention basin. The stormwater detention review process will be conducted in accordance with the *Wichita/Sedgwick County Stormwater Manual*. No impacts to jurisdictional surface waters will result from the Proposed Action alternative.

### 3.3.14 Summary of Environmental Consequences

**Table 3F** summarizes the environmental resource evaluation for the Proposed Action and No Action alternatives.

**TABLE 3F | Summary of Environmental Resource Evaluation**

| | PROPOSED ACTION ALTERNATIVE | | NO ACTION ALTERNATIVE | |
|---|---|---|---|---|
| **Resource** | **Impacts** | **Mitigation (or Avoidance) Measures** | **Impacts** | **Mitigation** |
| Air Quality | Not Significant | None required | None | None |
| Biological Resources | No Effect | None required | None | None |
| Climate | Not Significant | None required | None | None |
| Coastal Resources | None | None required | None | None |
| Section 4(f) | None | None required | None | None |
| Farmlands | None | None required | None | None |
| Hazardous Materials and Solid Waste | Not Significant | None required | None | None |
| Pollution Prevention | None | Obtain NPDES General Stormwater Permit and ensure all BMPs are followed | None | None |
| Historical, Archaeological, and Cultural Resources | No Effect | Immediately stop all activity and contact the SHPO and FAA if historic resources are uncovered during obstruction removal activities | None | None |
| Land Use and Compatible Land Use | No Adverse Effects | None required | None | None |
| Natural Resources and Energy Supply | Not Significant | None required | None | None |
| Noise | Not Significant | None required | None | None |
| Socioeconomics and Children's Health | None | None required | None | None |
| Visual Effects | Not Significant | Landscaping to be designed in accordance with Title 28 – Zoning: Chapter 28.06 of the *Wichita City Code* | None | None |
| Water Resources (Wetlands) | None | Stormwater detention design and review in accordance with the *Wichita/Sedgwick County Stormwater Manual* | None | None |
| Water Resources (Floodplains) | None | None required | None | None |
| Water Resources (Surface Water) | None | Stormwater detention design and review in accordance with the *Wichita/Sedgwick County Stormwater Manual* | None | None |
| Water Resources (Groundwater) | None | None required | None | None |
| Wild and Scenic Rivers | None | None required | None | None |

## 4.0 SUMMARY OF PUBLIC INVOLVEMENT

The Draft EA was made available to the public for a 30-day review and comment period: July 15, 2025, through August 14, 2025. The notice of public comment was published in The Wichita Eagle newspaper and on the airport website, https://www.flywichita.com/jabara-development-opportunities/.

## 5.0 LIST OF PREPARERS AND QUALIFICATIONS

Name: Kory Lewis (Coffman Associates)
Education: M.U.P., Urban Planning; B.A., Geography
Project Role: Project Manager
Experience: 19 years in airport planning and environmental documentation

COLONEL JAMES
JABARA AIRPORT

Appendix A

# AGENCY SCOPING MATERIALS & RESPONSES

**Colonel James Jabara Airport**
**Non-Aeronautical Proposed Development**
**Environmental Assessment**
**Agency Contact List**

**Federal Agencies:**

U.S. Fish and Wildlife Service
Kansas Ecological Services Field Office
Jason Luginbill, Field Supervisor
2609 Anderson Avenue
Manhattan, KS 66502-2801
Email: Jason_luginbill@fws.gov

U.S. Army Corps of Engineers
Kansas State Regulatory Office
Mr. Lucius Duerksen, Regulatory Project Manager
2710 NE Shady Creek Access Road
El Dorado, KS 67042-8644
Email: Lucius.J.Duerksen@usace.army.mil

U.S. Department of Agriculture
Sedgwick Service Center
Kevin Arnet, Natural Resources Conservation Service
11832 W Central Ave Suite 100
Wichita Kansas 67212
Email: kevin.arnet@usda.gov

U.S. Department of Agriculture
Wichita Service Center
Kasey Robinson, Natural Resources Conservation Service
612 W Broadway
Leoti, KS 67861-7030
Email: kasey.robinson@usda.gov

**State Agencies:**

Kansas - Cultural Resource Division
State Historic Preservation Office (SHPO)
Mr. Patrick Zollner, Executive Director
6425 SW 6th Avenue Topeka, KS 66615-1099
Email: Patrick.zollner@ks.gov

Kansas Department of Wildlife & Parks
KDWPT, Ecological Services Section
512 SE 25th Ave, Pratt, KS 67124-8174
Email: KDWPT.ess@ks.gov

**County & Municipal Offices:**

Wichita-Sedgwick County Metropolitan Area Planning Department
J.R. Cox, Chief Zoning and Sign Inspector
271 W 3rd Street, Suite 201
Wichita, KS 67202
Email: john.cox@sedgwick.gov

Wichita-Sedgwick County Metropolitan Area Planning Department
Scott Wadle, Planning Director
271 W 3rd Street, Suite 201
Wichita, KS 67202
Email: SWadle@wichita.gov

City of Wichita Public Works and Utilities Department
Alan King, Director of Public Works and Utilities
455 N Main, 8th Floor
Wichita, KS 67202
Email: AKing@wichita.gov

City of Bel Aire Public Works Department
Anne Stephens, City Engineer
4103 N Woodlawn
Bel Aire, KS 67220
Email: astephens@belaireks.gov

November 7, 2023

City of Bel Aire Public Works Department
Anne Stephens, City Engineer
4103 N Woodlawn
Bel Aire, KS 67220
astephens@belaireks.gov
*Sent by email*

**RE: Environmental Assessment for the Colonel James Jabara Airport, Wichita, Sedgwick County, Kansas**

Dear Ms. Anne Stephens:

The Wichita Airport Authority (WAA), as the airport sponsor of the Colonel James Jabara Airport, is announcing its intent to prepare an Environmental Assessment (EA) pursuant to the *National Environmental Policy Act* (NEPA) *of 1969* for the proposed construction of three warehouse and distribution buildings within airport property boundaries. The Environmental Assessment is being undertaken to ensure compliance with Federal Aviation Administration (FAA) safety and design standards.

The proposed project would include constructing three warehouse and distribution buildings on 95 acres of the airport and installing ancillary roads and utilities.

The anticipated building sizes are as follows:

Building 1 (west) – 470,660 square feet
Building 2 (center) – 470,660 square feet
Building 3 (east) – 509,580 square feet

Other on-site developments would include parking areas, drainage improvements, and landscaping. The structures would be one story and include dock doors for semi-trailer loading and unloading. The project also includes connections to N Webb Road and E 45$^{th}$ Street North.

The purpose of leasing the land to a private entity and constructing the buildings is to support the long-term viability of the airport by providing a sustainable revenue source from a parcel of land within airport property boundaries that is currently undeveloped.

Two exhibits are attached to this letter for informational purposes. **Exhibit A** is a general location map, and **Exhibit B** shows the location of the proposed development.

The purpose of the EA is to consider and evaluate the potential environmental impacts of the proposed actions and alternatives, including the no action alternative. The FAA is the Lead Agency for the project under NEPA, and the Wichita Airport Authority plans to prepare the EA in accordance with FAA Order 1050.1F: *Policies and Procedures for Considering Environmental Impacts,* and FAA Order 5050.4B: *National Environmental Policy Act implementing instructions for Airport Actions.*

On behalf of the Wichita Airport Authority, we request any comments you may have on the FAA's proposed action. The most useful comments are ones that:

- Identify specific concerns or sensitive areas;
- Identify available technical information or established research methods;
- Indicate your role, if any (e.g., action, permitting, reviewing, no role);
- Indicate your interest or disinterest in participating in the NEPA process; or
- Identify a point of contact.

Coffman Associates is preparing the Environmental Assessment Report. Please send your comments within thirty (30) days of receipt of this letter to me at either of the following addresses:

Mailing Address: Kory Lewis
Coffman Associates, Inc.
129020 Metcalf Ave., Suite 200
Overland, KS 66213

Email Address: klewis@coffmanassociates.com

Sincerely,

Kory Lewis

# COLONEL JAMES JABARA AIRPORT

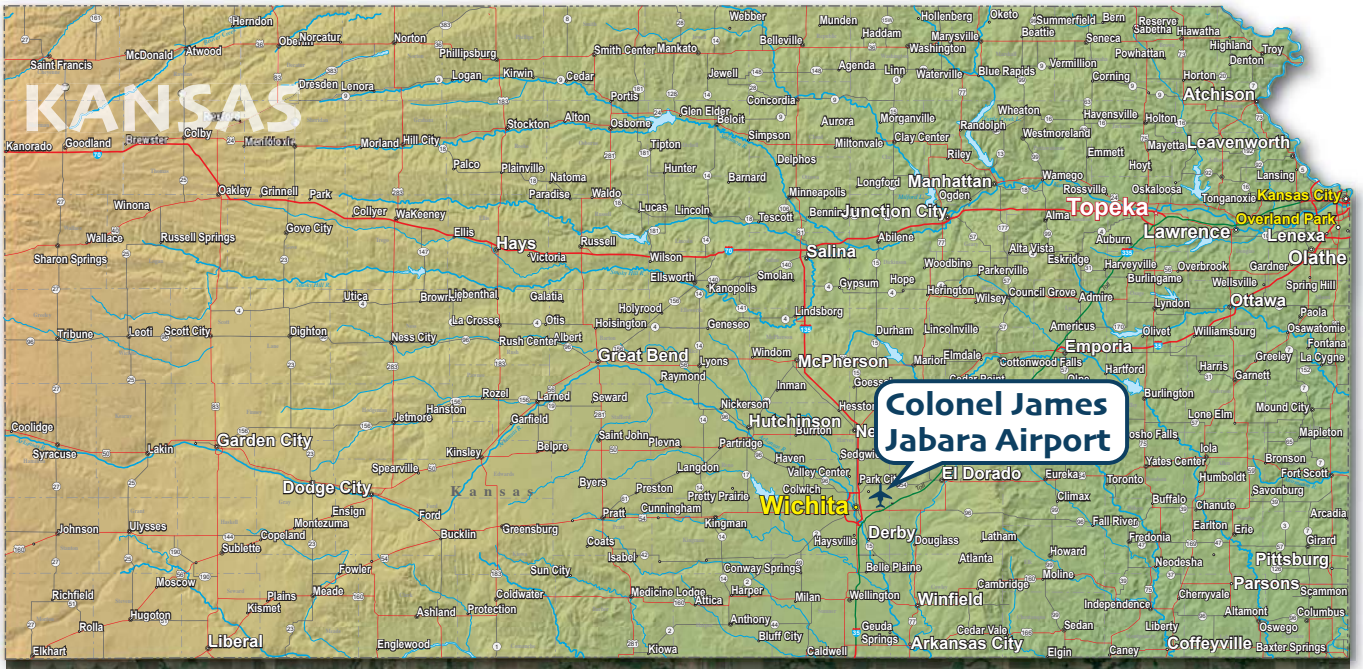



Exhibit A
AIRPORT VICINITY MAP

# COLONEL JAMES JABARA AIRPORT

## PROJECT LOCATION


## SITE PLAN

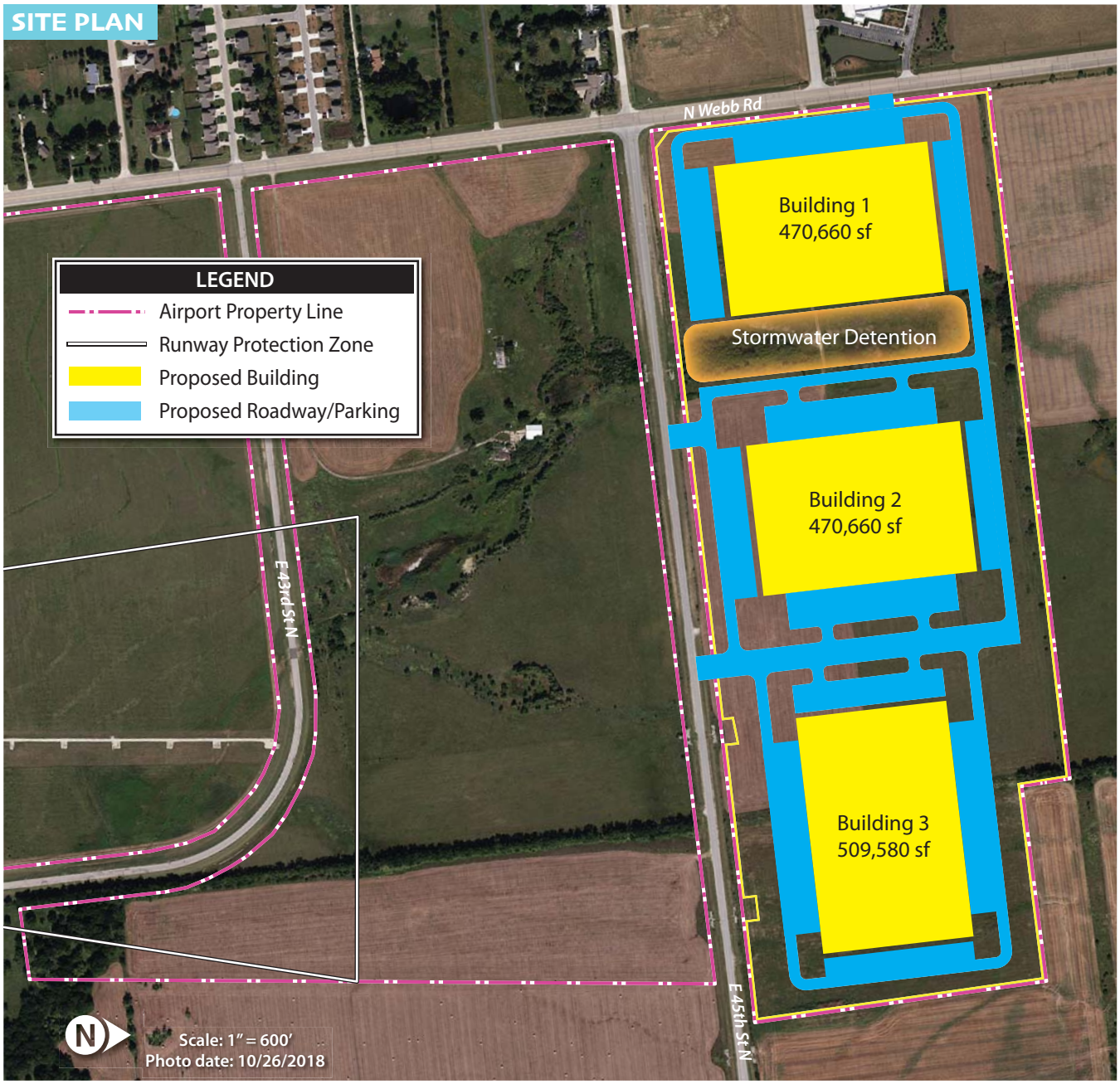



Exhibit B
SITE PLAN

## Madeline Holliman

**From:** Suleiman, Gibran <Gibran_Suleiman@fws.gov>
**Sent:** Friday, November 17, 2023 10:52 AM
**To:** Kory Lewis
**Cc:** Luginbill, Jason S
**Subject:** Environmental Assessment for the Colonel James Jabara Airport, Sedwick County KS

Kory Lewis,

Our office has reviewed the project that you submitted for the construction of three warehouse and distribution buildings on 95 acres of the airport and installing ancillary roads and utilities. The land that is to be developed appears to previously have been used for agriculture activities.

After our review of the proposed project we do not anticipate and negative impacts to federally listed plants or animals resulting with this project moving forward. Our office does not anticipate a need to be participant in the NEPA process as this project progresses forward.

If you have any question or concerns please contact myself using this email address. Thank you for the opportunity to review and comment.

Sincerely,

Gibran Suleiman

The U.S. Fish and Wildlife Service has developed an online tool to assist with project reviews. The tool is called the Information for Planning and Consultation (IPaC), and can be found at the following address: https://ipac.ecosphere.fws.gov. This tool allows project proponents to identify the presence of Federally protected species and habitats at a project site and will assist with the development of technical assistance and consultation packages, as appropriate. If you do not have a federal nexus, (i.e., the project is not funded, carried out, or permitted by a Federal agency) you may use IPaC for informational purposes and technical assistance (e.g., Official Species List). For Section 7 consultation under the Endangered Species Act, please use the IPaC system, and to the extent it is available for a given project type, the associated Consultation Package Builder. Effective October 1, 2023, the U.S. Fish and Wildlife Service, Kansas Ecological Services Field Office will require the use of the IPaC tool for all project reviews. Please include all documentation generated by IPaC as an attachment to your project correspondence. For assistance on using IPaC, please note the attached “Helpful Videos” and “Frequently Asked Questions” at the bottom of IPaC’s landing page.

**Gibran Suleiman // Fisheries and Wildlife Biologist**
Kansas Ecological Services Field Office
2609 Anderson Ave, Manhattan KS 66502
(785) 539-3474 ext. 114

## Madeline Holliman

**From:** Cordes, Zackary [KDWP] <Zackary.Cordes@KS.GOV>
**Sent:** Monday, November 27, 2023 9:41 AM
**To:** Kory Lewis
**Subject:** KDWP Review 20060552-8 (ERT20230264): Three Warehouse and Distribution Buildings - Colonel James Jabara Airport, SG Co.
**Attachments:** ERT20230264.zsc.pdf

Kory Lewis,

You recently submitted project information to Kansas Department of Wildlife and Parks (KDWP) for an ecological review of potential impacts to state-listed Threatened and Endangered wildlife species and/or their critical habitats. KDWP is currently testing a new online platform to review development projects, the Kansas Ecological Review Tool, and the attached Ecological Review Report has been generated by that system. Please consider the attached report the official review of your project. The report should be saved for your records and can be used to document consultation with KDWP, if required for permit applications from other agencies. The review report remains valid for 1 year from the date of the review, unless project plans change. If project plans change, updated details must be resubmitted for additional review.

In coming months, you may expect information from KDWP regarding the Kansas Ecological Review Tool. The system is expected to expedite the statutorily-required ecological review process by allowing users to directly submit pertinent project information into the automated online system. Many projects will receive their project report within 15 minutes of submission. Please contact me or KDWPT.ess@ks.gov if you have any questions regarding this information or your attached Ecological Review Report.

Thank you.

**Zack Cordes** | *Ecologist*
**Kansas Department of Wildlife and Parks**
512 SE 25th Ave. | Pratt, KS 67124
T: (620) 672-0822 | ksoutdoors.com
C: (785) 410-9652 | chickadeecheckoff.com

## Madeline Holliman

**From:** Anne Stephens <AStephens@belaireks.gov>
**Sent:** Friday, December 1, 2023 8:48 AM
**To:** Kory Lewis
**Cc:** Keith Price
**Subject:** RE: Request for Resource Information and Comments - Colonel James Jabara Airport, Sedgwick County, Kansas

46th Street would make more sense if it will work for the layout.

Thanks for asking!

City of Bel Aire
WWW.BELAIREKS.GOV

**Anne Stephens, PE**
*City Engineer*
7651 E. Central Park Ave.
Bel Aire, KS 67226
P: (316) 744-2451 ext: 133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**From:** Kory Lewis <klewis@coffmanassociates.com>
**Sent:** Thursday, November 30, 2023 2:46 PM
**To:** Anne Stephens <AStephens@belaireks.gov>
**Cc:** Keith Price <bldginsp@belaireks.gov>
**Subject:** RE: Request for Resource Information and Comments - Colonel James Jabara Airport, Sedgwick County, Kansas

Anne,

Thank you for your response. Does the City have a preference for the alignment of the connection point? 46th Street vs. the entrance to Wickham/ITI Glass?

Thank you,

Kory

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**From:** Anne Stephens <AStephens@belaireks.gov>
**Sent:** Monday, November 27, 2023 11:15 AM
**To:** Kory Lewis <klewis@coffmanassociates.com>
**Cc:** Keith Price <bldginsp@belaireks.gov>
**Subject:** RE: Request for Resource Information and Comments - Colonel James Jabara Airport, Sedgwick County, Kansas

Kory –

I will let other agencies comment on specific environmental concerns in this area.

Regarding the connection to Webb Road, since this road is owned and maintained by the City of Bel Aire, an application for connection to Webb will need to be made through the City of Bel Aire. We would prefer that the connection be made directly across from one of the existing connection points and not between them. Additionally, we will require a culvert pipe underneath the connection. From recent construction north of this location, the shoulder is not of a strength to be able to hold up to any type of construction traffic. This will also need to be taken into consideration when developing plans.

I am copying Keith Price, our Building Inspector in on this email. Either myself or Keith will work as a point of contact for the City.

City of Bel Aire
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**Anne Stephens, PE**
*City Engineer*
7651 E. Central Park Ave.
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P: (316) 744-2451 ext: 133


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**From:** Kory Lewis <klewis@coffmanassociates.com>
**Sent:** Tuesday, November 07, 2023 10:52 AM
**To:** Anne Stephens <AStephens@belaireks.gov>
**Subject:** Request for Resource Information and Comments - Colonel James Jabara Airport, Sedgwick County, Kansas

Please see the attached letter and information regarding a request for resource information and comments for an Environmental Assessment at Colonel James Jabara Airport.

Thank You,

Kory Lewis

**Kory Lewis**
**Principal**
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