

Notice of Availability of a Draft Environmental Assessment (EA) for the Consolidated Rental Car Facility at the Fayetteville Regional Airport (FAY). The proposed project includes a car washing/maintenance facility, fuel and vacuum positions, and three parking areas for approximately 600 cars. Additional site improvements include security fencing, a stormwater management area, and roadway connections to existing infrastructure. This notice of opportunity for public involvement is pursuant to *FAA Order 1050.1G - FAA National Environmental Policy Act Implementing Procedures* and *FAA Order 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*.

A Public Information Meeting can be held if an interest is presented to address the Proposed Action, potential economic and environmental impacts, and the projects consistency with the goals and objectives of the area's land use or planning strategy. Should anyone wish to attend a Public Information Meeting on this Proposed Action or submit a comment on the proposed development, please state your request or comment in writing to:

Brianna Barrineau, Ardurra Group, Inc., 1320 Main Street Suite 400, Columbia, SC, 29201 or email: bbarrineau@ardurra.com

Written requests for a Public Information Meeting will be accepted until 5:00 p.m. (Eastern Daylight Time) June 1, 2026.

The Draft EA is available for public review until June 8, 2026, during normal business hours at the Fayetteville Regional Airport, 400 Airport Road, Fayetteville, NC 28306. This Draft EA is also available online at: [Airport | City of Fayetteville, N.C.](#)

All comments must be received by 5:00 p.m. (Eastern Daylight Time) on June 8, 2026. By including your name, address, telephone number, email, or other personal identifying information in your comment, be advised that your entire comment—including your personal identifying information—may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.



Draft Environmental Assessment

**FEDERAL AVIATION ADMINISTRATION
MEMPHIS AIRPORTS DISTRICT OFFICE**

Airport Name: Fayetteville Regional Airport (FAY)

Proposed Project: Rental Car Facility Relocation Project

Date Submitted to FAA: May 2025

Unique Identification Number: EAXX-021-12-ARP- 1770653859

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

Responsible FAA Official

Date

General Information and applicability

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

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

Steps for completing EA

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

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

¹ On June 30, 2025, FAA rescinded FAA Order 1050.1F and issued FAA Order 1050.1G, *FAA National Environmental Policy Act Implementing Procedures*, to update FAA's NEPA implementing procedures. See Notice of Rescission of FAA Order 1050.1F, Availability of FAA Order 1050.1G, Request for Comments, 90 FR 29,615 (July 3, 2025). Because the preparation of this EA was already underway when this revision to FAA Order 1050.1F took place, and because this revision does not change the analysis of environmental effects for this proposed action, this EA continues to rely on FAA Order 1050.1F.

² FAA Order 1050.1F provides for an evaluation of cumulative impacts. The term cumulative effects (impacts) was defined in CEQ's NEPA-implementing regulations. 40 CFR § 1508(i)(3) (2024). However, on February 25, 2025, CEQ published an interim final rule to remove these regulations in accordance with Executive Order 14154, *Unleashing American Energy*. See 90 Fed. Reg. 10610 (February 25, 2025). The rule became effective on April 11, 2025. Section 102 of NEPA does not require agencies to consider the "cumulative effects" of proposed agency actions; NEPA instead requires consideration of "reasonably foreseeable" effects, regardless of whether or not those effects might be characterized as "cumulative." Based on the plain language of NEPA as well as the U.S. Supreme Court's recent decision in *Seven Cnty. Infrastructure Coal. v. Eagle Cnty., Colorado*, 605 U.S. 168 (2025), the draft EA does not include a discussion of Cumulative Impacts.

must be attached to the form. The use of additional graphics, pictures of the study area, and appendices is recommended and may be required depending upon the proposed action and environmental impacts.

As previously mentioned, Section III addresses the affected environment and environmental consequences. If the proposed action does not impact a particular resource, provide a brief explanation for why there is no impact. If the proposed action does impact a resource, describe the affected environment for the resource before discussing environmental consequences. For all resources, consider impacts caused by construction and post-construction activities. Also consider reasonably foreseeable effects.

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

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

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

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

Section I

1. Airport and Project Information:

Airport Name and Three Letter Identifier: Fayetteville Regional Airport (FAY)

Airport Address: 400 Airport Road

City: Fayetteville County: Cumberland State: NC

Project Name: Rental Car Facility Relocation

Estimated Start Date: June 2026 Estimated Completion Date: May 2027

2. Preparer Information:

Name: Brianna Barrineau

Title: Aviation Planner

Organization: WK Dickson, An Ardurra Company

Address: 1320 Main Street, Suite 400

City: Columbia State: SC

Telephone: 281-253-1304

E-mail: bbarrineau@ardurra.com

Preparer Certification

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

Signature

Date

3. Airport Sponsor Information:

Name: Deontae Watson, A.A.E

Title: Deputy Airport Director

Organization: Fayetteville Regional Airport (FAY), City of Fayetteville, NC

Address: 400 Airport Road, Suite 1

City: Fayetteville State: NC

Telephone: 910-433-1160

E-mail: DeontaeWatson@fayettevillenc.gov

Airport Sponsor Certification

I certify that the information I have provided in this document is, to the best of my knowledge, correct. I also recognize and agree that no construction activity, including but not limited to site preparation, demolition, or land disturbance, shall proceed until the FAA issues a final environmental decision for the proposed action described in this document.

Signature

Date

Section II

1. Provide purpose and need statement.

The purpose of this project is to utilize non-aeronautical airport land that is currently undeveloped to accommodate and relocate a consolidated rental car facility. The proposed facility will provide a more efficient and updated system for the maintenance and ingress/egress of rental vehicles from several companies in an efficient consolidated facility. The need for the project is to provide additional revenue to the airport. The consolidation of the facility diversifies the tenants by providing a single point for them to perform rental car maintenance. This allows flexibility for the rental car companies to scale their operations up/down accordingly and fosters competition. Furthermore, it reduces the airports overhead maintenance costs by creating one shared facility rather than multiple.

The Proposed Action from the Federal Aviation Administration (FAA) include:

1. Review and approval of the Airport Layout Plan depicting the rental car facility relocation.

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

The attached graphic (Appendix A) shows the proposed development on a site that was determined to be suitable based on the size, proximity to terminal parking access, building height restrictions, land use considerations, highway/road access, utility availability, and terminal area nexus. As a result, only the No Action and Proposed Project Alternative are being environmentally assessed in this study. Under the No Action, the proposed development would not occur, and the Proposed Project site would remain undeveloped.

The Proposed Project includes two roadway connections, one for facility access and fuel tank offloading and one for quick return access to the terminal parking lot. The proposed facility is comprised of a car wash and maintenance area with staged parking, fuel and vacuum positions, security fencing/access gates, and a potential stormwater management area (to be refined during the design phase) to accommodate the additional impervious surface on the site.

The environmental impacts to this site under the Proposed Action include: the removal of trees and grading of the site, removal of unused buildings, increased impervious surface, and potential introduction of an additional stormwater management area. Noise, pollutants, and air quality are not anticipated to increase as part of this project, as these activities are already occurring onsite.

The Proposed Action increases operational efficiencies by creating a consolidated facility and streamlining the ingress/egress of rental cars between the facility and terminal parking lot. The Proposed Action is uniformly revenue generating for the airport and several rental car tenants.

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

The No Action Alternative would leave the site as-is, which is partially paved with prior residential access roadways, and partially wooded areas. Unused buildings also stand on the property, which have been a nuisance to the city caused by transient squatting and other illegal or unsavory activities.

4. List and describe other reasonable alternatives.

The proposed site was determined to be suitable (see discussion in Section 2), and therefore only the No Action and Proposed Project Alternative (Alternative 4) are being environmentally assessed in this study. Other facility configurations and locations were considered but quickly eliminated for the following reasons: operational efficiency, safety, ability to meet the purpose and need of the project, investment, and environmental factors. These other alternatives included: (1) Crossfield New Development, (2) Redevelopment of Current Area, (3) Non-Consolidated Facility on Proposed Property.

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

Other facility configurations and locations included non-consolidated facilities, which are less efficient, require larger developments, and can create a lack of tenant diversity and/or hamstringing the number of tenants that can operate at the airport. Other consolidated facility configurations and locations were eliminated from consideration because the fuel tanker and rental car ingress/egress were less efficient and/or safe and were projected to create extended operational times for movement of rental cars within tenant operations locations and the ready return lot. The matrix below provides a summary of the alternatives.

Alternative	Alternative Description	Meets Site Requirement Needs	Utility Access	Existing Surface Infrastructure	Potential Environmental Impacts	Operational Impact	Cost Prohibitive	Elimination Reasoning
1	Crossfield New Development	Yes	No	No	Additional impervious surface, ingress/egress through environmentally sensitive stream/wetland areas, tree clearing, grading.	High	Yes	Cost prohibitive due to lack of existing infrastructure and ingress/egress through surrounding environmentally sensitive areas. Impact to airfield and rental car operations is high during and after construction.
2	Redevelopment of Current Rental Car Facility	No	Yes	Yes	Removal & mitigation of hazardous waste, reconfiguration of roads through environmentally sensitive stream areas, tree clearing, grading.	Low	No	Site does not meet development requirements, and additional site preparation to meet these needs introduces potential environmental impacts.
3	Non-Consolidated Facility on Proposed Property	Yes	Yes	Yes	Minimal. Tree clearing to occur within USFWS designated window for Tricolored Bat habitat requirements.	Medium	No	A non-consolidated facility is less efficient, requires larger development footprint, and creates opportunity for lack of tenant diversity. This alternative does not meet the sponsor goals for operational efficiency.
4	Consolidated Facility on Proposed Property (Proposed Alternative)	Yes	Yes	Yes	Minimal. Tree clearing to occur within USFWS designated window for Tricolored Bat habitat requirements.	Low	No	Proposed Alternative (not eliminated).

Section III

(A) Air Quality

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

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

Resources:

Resources:

(1) FAA Order 1050.1F Exhibit 4-1. Significance Determination for FAA

Actions:<https://www.faa.gov/documentLibrary/media/Order/FAAOrder10501F.pdf>

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

The Proposed Project is a relocation of an existing facility and is intended to replace/maintain the current levels of surface traffic operations at FAY. As previously noted, the consolidated facility and streamlined ingress/egress should marginally decrease the emissions per vehicle during rental car operations. The Air Quality information from the above-described resources is as follows:

The project area is located in an "in attainment" area for all National Ambient Air Quality emissions. Following the FAA Air Quality Handbook Figure 4-1: The action is not anticipated to create a reasonably foreseeable emissions increase. Additionally, this project falls under the list of presumed to conform actions (Table 4-2, #12 – Commercial Vehicle Staging Areas, and falls within the numeric limits

The following answers are provided in concurrence with the Attainment Area Screening Methodology:

1. The FAA decision will not cause a direct result of an increase of 5,000 aircraft operations per year. The proposed action accommodates the current aircraft operational level.
2. This commercial and general aviation facility does not have capacity issues in regard to pattern, takeoff, landing, or taxi times. The proposed action would not increase aircraft delays.
3. The proposed action will not result in an additional 25 million VMT. The proposed action will not substantially increase vehicle traffic for the facility.
4. The scale of this project and site size are such that the proposed action will not utilize more than 125 construction vehicles/GSE.

(B) Biological Resources

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

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

Resources:

- (1) USFWS IPAC: <http://ecos.fws.gov/ipac/>
- (2) NC state list <http://www.ncnhp.org/>

Staff Field Surveys and an IPaC were completed to identify potential habitat for Federal and State Listed species on the site of Proposed Action. Currently, the site consists of forest, previously developed open space, and transitional habitats along maintained roadways and edges.

Wildlife on the site are likely limited to common species including songbirds, raptors, mammals (mouse, vole, rabbit, raccoon, etc.), and reptiles (snakes, lizards, etc.). Although the Proposed Action Site does support wildlife habitat, the species potentially present on the site are mobile and no long-term impacts are expected from the Proposed Action. The presence of similar vegetation throughout the region will continue to support migratory bird species.

According to an IPaC Analysis conducted through the USFWS (Appendix B) the following species were identified and discussed:

- American Chaffseed (no habitat is present on this site)
- Atlantic Pigtoe (no habitat is present on this site)
- Michaux's Sumac (suitable habitat does not exist on site)
- Monarch Butterfly (no habitat is present on this site)
- Pondberry (suitable habitat does not exist on this site)
- Red-Cockaded Woodpecker (suitable habitat does not exist on this site)
- Rough-Leaved Loosestrife (suitable habitat does not exist on this site)
- Tricolored Bat (conservation should include habitat preservation within the action area)

No reasonably foreseeable effects are anticipated. The project will require tree clearing, which is potential tricolored bat habitat. Clearing of the site should occur in winter months to avoid potential disturbance of Tricolored Bat habitat. USFWS did not respond to coordination letters, but is being contacted again by FAA during the advertisement period.

(C) Climate³

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

Resources: (none)

The Proposed Project is a relocation of an existing facility and is intended to replace/maintain the current levels of surface traffic operations at FAY. *(continued on next page)*

³ Consistent with FAA Order 1050.1F, the FAA retains climate as an impact category in its analysis, but it does not include an evaluation of social cost of carbon or a monetization of impacts of greenhouse gas emissions, in accordance with Executive Order 14154, Unleashing American Energy, and Office of Management and Budget guidance (OMB memorandum M-25-27, dated May 5, 2025).

As previously noted, the consolidated facility and streamlined ingress/egress should marginally decrease the emissions per vehicle during rental car operations. Furthermore, the proposed action will not utilize construction vehicles/GSE in quantities that will increase GHGs or impact air quality.

(D) Coastal Resources

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

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

Resources:

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

The Airport is not located in a coastal zone management area, nor is Cumberland County, North Carolina, designated as a Coastal Zone Management County.

(E) DOT Section 4(f) and 6(f)

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

Resources: (none)

There are no anticipated impacts to parks, recreational areas, or wildlife refuges, nor any Section 106 resources or Section 6(f) lands. Given proximity to the terminal area and state highways, and that this is a relocation of an existing facility, impacts from noise will be negligible.

(F) Farmland

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

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

Resources:

- (1) NRCS/USDA AD 1006 Form:

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

According to the Web Soil Survey, 100% of the Proposed Action site consists of Lakeland-Urban land complex soil at 1-8% slopes (LbB). The NRCS lists this soil type as “not prime farmland”.

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

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

Resources:

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

The proposed rental car facility relocation will include above-ground storage tanks with secondary containment for fuel, which are easier to maintain and repair, if necessary. The underground storage tanks at the previous site will be removed and/or mitigated following EPA procedures and guidelines and the airports SPCC plan, which will be updated to reflect their removal. Design of the new facility will include best management practices (BMPs) for pollutant containment and disposal to ensure no adverse environmental impacts.

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

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

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

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

Resources:

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

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

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

The resource databases do not provide any nearby historic, architectural, archeological, and/or cultural resources. Coordination with NCSHPO and the Section 106 proceedings will follow this document at the direction of the NC Division of Aviation (on behalf of the FAA).

(I) Land Use

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

Resources: (none)

The Proposed Action site is in an area currently zoned for airport non-aeronautical use, consistent with the proposed project. FAY owns the project site. Adjacent land uses will not be disrupted by the Proposed Action.

(J) Natural Resources and Energy Supply

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

Resources: (none)

Construction of the Proposed Action of Proposed Action would require the use of readily available construction materials. Neither the physical structure nor the construction process would consume a notable quantity of natural resources that would exceed local supply.

No unusual energy uses would occur on this site. Fuel will be made available through tanker deliveries to above-ground storage tanks. Water consumption consistent with the regular maintenance and cleaning of rental vehicles is to be expected. The levels of consumption will be comparable with the current rental car operation at FAY. It is anticipated that the construction and implementation of the Proposed Action will not result in demand for natural resources or energy supply more than the current supply.

(K) Noise and Compatible Land Use

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

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

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

Resources:

(1) FAA 1050.1F Desk Reference noise section:

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

(2) FAA noise/land use compatibility chart: [http://www.ecfr.gov/cgi-bin/text-](http://www.ecfr.gov/cgi-bin/text-idx?SID=1ae7ac2b63580049ff71cc00a57ce7fa&mc=true&node=ap14.3.150_135.a&rgn=div9)

[idx?SID=1ae7ac2b63580049ff71cc00a57ce7fa&mc=true&node=ap14.3.150_135.a&rgn=div9](http://www.ecfr.gov/cgi-bin/text-idx?SID=1ae7ac2b63580049ff71cc00a57ce7fa&mc=true&node=ap14.3.150_135.a&rgn=div9)

The proposed project would not increase operations, change fleet mix, or create new flight tracks. As a result, the Proposed Action would not result in changes to the noise environment at FAY and does not require a noise analysis per FAA Order 1050.1F.

(L) Socioeconomics, Children's Environmental Health and Safety Risks⁴

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

Resources:

(1) Census Bureau fact finder: <http://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml>

(2) Bureau of Economic Analysis: <http://www.bea.gov/>

The existing structures on the site are vacant. No homes or businesses would be acquired, and no homes or businesses would need to be relocated.

(M) Visual Effects (including light emissions)

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

Resources: (none)

There will not be an increase in the net light emissions produced at FAY caused by this project. However, there will be an increase in light emissions on the Proposed Action site, which is adjacent to businesses, transportation corridors, and the airport. Nearby businesses may experience seasonal light impacts from the roadway and the airside at FAY during their business hours. However, light emissions generally happen outside of business hours and therefore, would not impact adjacent properties. *(continued on next page)*

⁴ On Jan. 20, 2025, President Trump issued Executive Order 14148, Initial Rescissions of Harmful Executive Orders and Actions, rescinding Executive Order 14096, Revitalizing Our Nation's Commitment to Environmental Justice for All (2023). Executive Order 14096 supplemented Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (1994), establishing a government-wide mandate to advance environmental justice. As a result, FAA no longer evaluates Environmental Justice (EJ) as a part of its NEPA reviews. Thus, the EA does not include any discussion of EJ, and EJ was not considered by FAA in its decision-making.

Light emissions during construction of the Proposed Action are not anticipated to cause any impact to the surrounding areas, as most of the construction would occur during the daytime hours. Therefore, no light impacts are anticipated because of the proposed project.

(N) Water Resources

Factors to consider: (1) Impacts to floodplains, wetlands, surface waters, groundwater, and wild and scenic rivers (2) Impacts to jurisdictional and non-jurisdictional wetlands (3) Impacts from increased stormwater runoff (4) Changes in hydrologic patterns (5) Impacts to ground water recharge capability and drinking water supplies (6) Impacts from sedimentation, petroleum/chemical/hazmat spills, or other factors causing water quality degradation (7) Impacts to NRI listed rivers, river segments, or study rivers

Resources:

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

A USACE Preliminary Jurisdictional Determination (JD) is attached (Appendix C) for the Proposed Action Site and surrounding areas. While the JD outlines the presence of waters and wetlands in the area, the proposed development concepts used this data to avoid those resources. Figure 6 within the JD illustrates that the approximate stream, wetland, pond, and ephemeral drainage locations are outside of the Proposed Action Site. Therefore, no impacts to these resources are anticipated.

A stormwater management area is proposed as part of this project, to solve for potential stormwater drainage issues related to the increased impervious surface. Details are to be determined in the design phase. BMPs will be implemented to minimize sedimentation and maintain water quality during the construction phase.

No FEMA-indicated floodplains, wild and scenic rivers, wetlands, streams, groundwater, or other water resources will be impacted by the Proposed Action.

(O) Permits and Certifications

List all permits and certifications required to be obtained.

NCDEQ Stormwater Permit
Cumberland County Building Permit
Utilities Permits (water, sewer)
NCDOT Encroachment Permit (if necessary for access road tie-in)
FAA 7460-1 Notification of Potential Hazard to Air Navigation

(P) Mitigation

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

Based on the analysis within this EA, no mitigation is required related to the Proposed Action.

(Q) Public Involvement

List agencies and organizations that reviewed the proposed action.

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

Initial scoping letters were provided to the following agencies in June 2024, and copies can be referenced in Appendix D:

EPA (no response), NC Environmental Clearinghouse (no response), USACE (responded, Appendix C), and USFWS (no response).

The FAA coordinated with Tribal Nations via letter, which were submitted December 23, 2025. Those letters can be referenced in Appendix E.

FAA Order 1050.1F requires notice and opportunity for public involvement under the NEPA process. To meet the requirements, FAY announces its intent to present the EA pursuant to the NEPA by issuing a notice of availability (NOA) for the EA and make the EA available for public review at their website (<https://www.fayettevillenc.gov/City-Departments/Airport>) Throughout the NEPA review process, FAY and the FAA seek input in writing from the public and federal, tribal, state and local agencies.

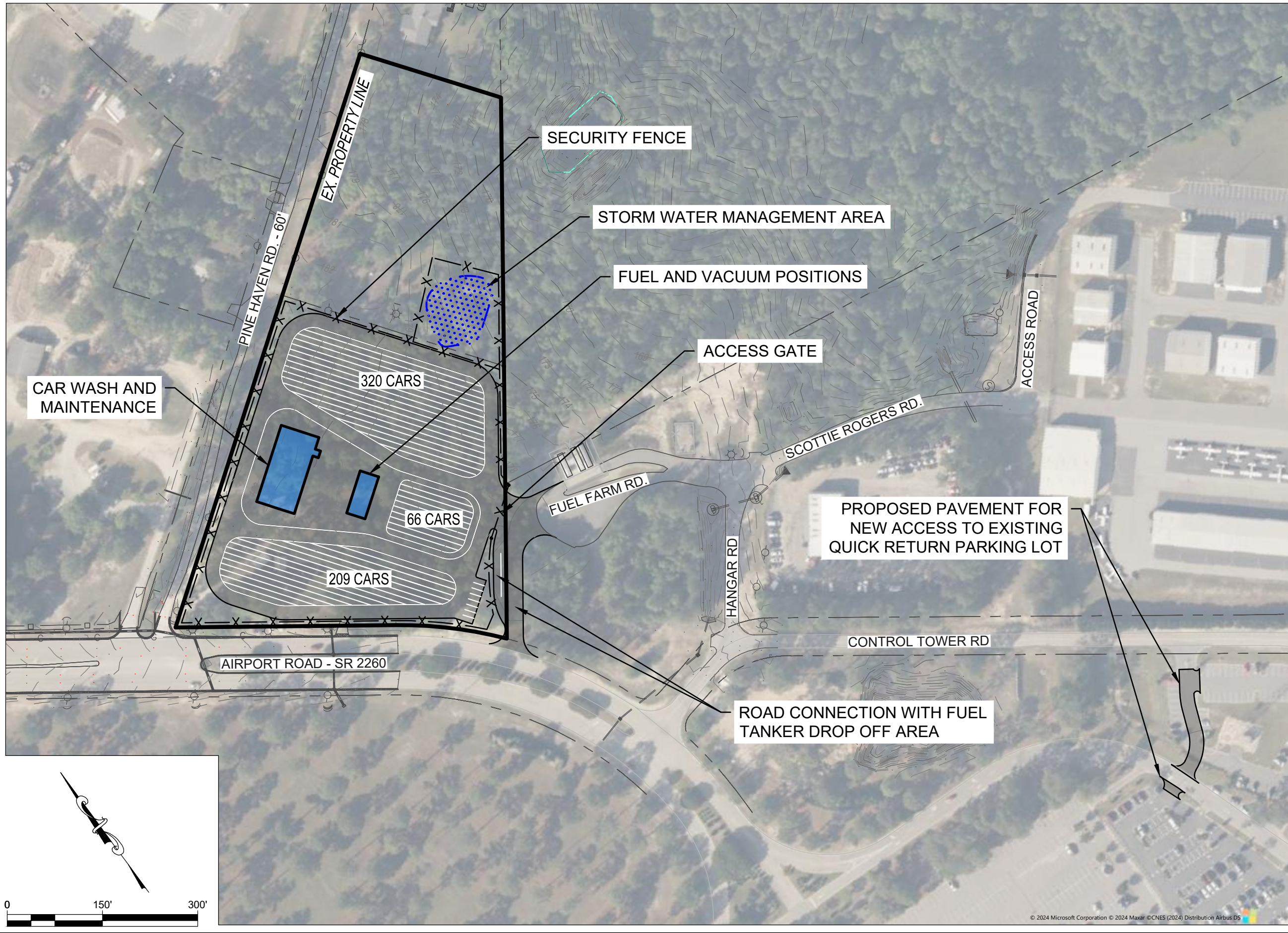
The NEPA process for this EA includes a 30-day public comment period, starting from publication of the NOA, giving time to the public, interested agencies, organizations and Native American tribes to provide input and comments on all aspects of the EA. Substantive written comments received during the 30-day public comment period would be considered in preparing the Final EA. A public hearing will be scheduled if it is requested during the comment period.

APPENDIX A

Proposed Action Exhibit

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FILE PATH: Z:\Projects\Fayetteville Regional Airport\2023099000CL - FAY - Rental Car Relo Program\Plan Set\Exhibits\2023099000CL - Rental Car Proposed Site.dwg, FILE:PHART_6/18/2024 5:29:57 PM



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 community infrastructure consultants
 1213 W. MOREHEAD STREET
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 CHARLOTTE, NC 28202
 (t) 704-334-5348
 WWW.WKDICKSON.COM
 NC LICENSE NO. F-0374

PROJECT NAME: NEW RENTAL CAR FACILITY FOR THE CITY OF FAYETTEVILLE FAYETTEVILLE, NORTH CAROLINA
 DRAWING TITLE: CONSOLIDATED RENTAL CAR FACILITY PRELIMINARY LAYOUT

PLANNING DOCUMENT

PROJ. MGR.:	MDM
DESIGN BY:	FDL
DRAWN BY:	FDL
PROJ. DATE:	6-17-2024
DRAWING NUMBER:	
1 OF 1	
WKD PROJ. NO.:	
2023099000CL	

APPENDIX B

USFWS IPaC

FAYETTEVILLE AIRPORT RENTAL CAR

BIOLOGICAL ANALYSIS

Prepared using IPaC

Generated by Daniel Zurlo (dzurlo@wkdickson.com)

June 14, 2024

The purpose of this document is to assess the effects of the proposed project and determine whether the project may affect any federally threatened, endangered, proposed, or candidate species. If appropriate for the project, this document may be used as a biological assessment (BA), as it is prepared in accordance with legal requirements set forth under [Section 7 of the Endangered Species Act \(16 U.S.C. 1536 \(c\)\)](#).

In this document, any data provided by U.S. Fish and Wildlife Service is based on data as of June 13, 2024.

Prepared using IPaC version 6.110.1-rc4

FAYETTEVILLE AIRPORT RENTAL CAR BIOLOGICAL ASSESSMENT

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1 DESCRIPTION OF THE ACTION

1.1 PROJECT NAME

Fayetteville Airport Rental Car

1.2 EXECUTIVE SUMMARY

On-site habitat is not supportive of any potentially occurring species, other than the tricolored bat. Only a small, 3-5 acre section of forest will be cleared, limiting potential interactions. If necessary we may be able to clear during the winter months for further limit potential interactions.

1.3 EFFECT DETERMINATION SUMMARY

SPECIES (COMMON NAME)	SCIENTIFIC NAME	LISTING STATUS	PRESENT IN ACTION AREA	EFFECT DETERMINATION
American Alligator	Alligator mississippiensis	Similarity of Appearance (Threatened)	Not Applicable	Not Applicable
American Chaffseed	Schwalbea americana	Endangered	No	NE
Atlantic Pigtoe	Fusconaia masoni	Threatened	No	NE
Michaux's Sumac	Rhus michauxii	Endangered	No	NE
Monarch Butterfly	Danaus plexippus	Candidate	Excluded from analysis	Excluded from analysis
Pondberry	Lindera melissifolia	Endangered	No	NE
Red-cockaded Woodpecker	Picoides borealis	Endangered	No	NE
Rough-leaved Loosestrife	Lysimachia asperulaefolia	Endangered	No	NE
Tricolored Bat	Perimyotis subflavus	Proposed Endangered	Yes	NLAA

1.4 PROJECT DESCRIPTION

1.4.1 LOCATION



LOCATION

Cumberland County, North Carolina

1.4.2 DESCRIPTION OF PROJECT HABITAT

Project habitat is primarily mid-successional mixed pine-hardwood forest. An abandoned residence also exists on the property that contains <1 ac. of maintained land. A maintained powerline ROW is located in the northwestern portion of the project area.

RELEVANT DOCUMENTATION

- [Maintained roadside](#)
- [Pow Row](#)
- [Mixed forest](#)

1.4.3 PROJECT PROPONENT INFORMATION

Provide information regarding who is proposing to conduct the project, and their contact information. Please provide details on whether there is a Federal nexus.

REQUESTING AGENCY

Private Entity

FULL NAME

Daniel Zurlo

STREET ADDRESS

1213 W Morehead St.

CITY

Charlotte

STATE

NC

ZIP

28208

PHONE NUMBER

7042273416

E-MAIL ADDRESS

dzurlo@wkdickson.com

LEAD AGENCY

Department of Transportation

Federal Aviation Administration

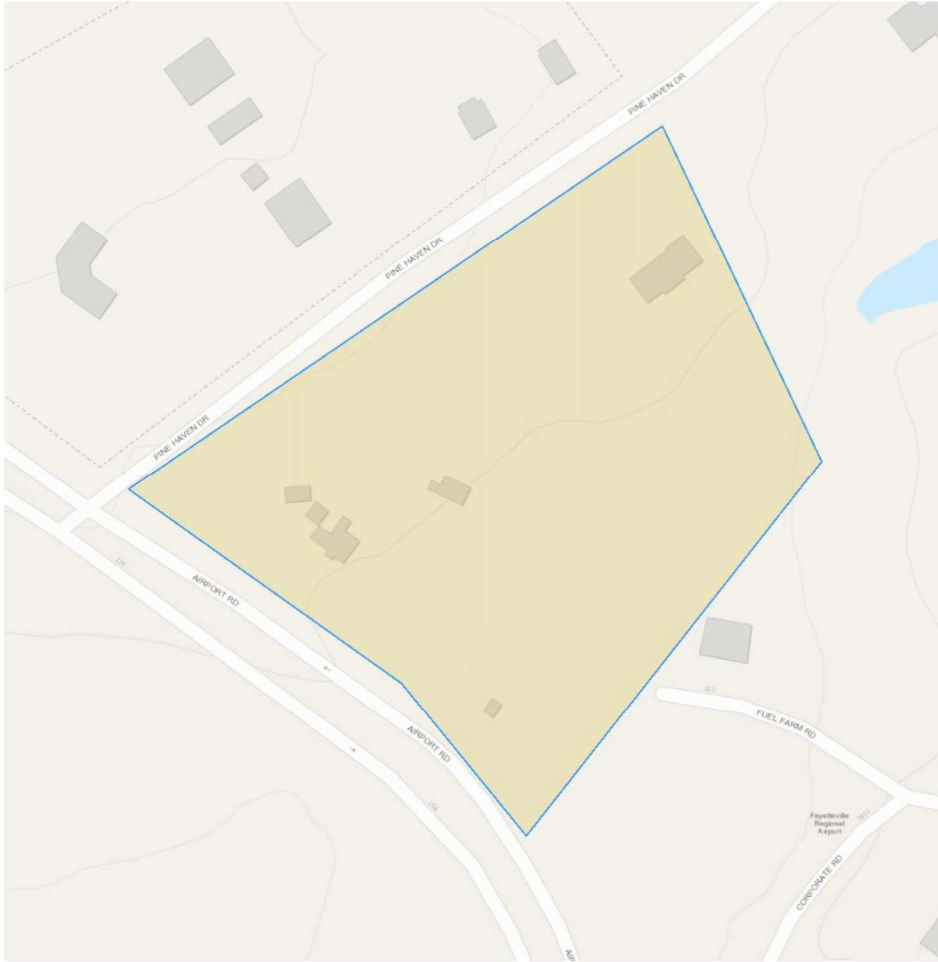
1.4.4 PROJECT PURPOSE

The purpose of the project is to construct a new rental car facility for the Fayetteville Regional Airport with access to the primary entrance to the airport.

1.4.5 PROJECT TYPE AND DECONSTRUCTION

This project is a airport rental car facility project.

1.4.5.1 PROJECT MAP



LEGEND



Project footprint



Parking Lot area: Parking lot construction

1.4.5.2 PARKING LOT CONSTRUCTION

ACTIVITY START DATE

January 01, 2026

ACTIVITY END DATE

June 18, 2026

STRESSORS

- [Change in vegetation structure](#)
- [Decrease in vegetation](#)
- [Increase in fuel load](#)
- [Increase in water turbidity](#)
- [Change in topography](#)
- [Increase in impervious surfaces](#)
- [Increase in dust](#)
- [Increase in soil compaction](#)
- [Increase in surface runoff](#)
- [Increase in human presence](#)
- [Increase in noise](#)
- [Increase in soil disturbance](#)
- [Increase in vehicle traffic](#)

DESCRIPTION

Approximately 3-5 acres of mixed upland forest will be replaced with impervious surface. Project is still in planning phase. Construction timeline has not yet been established.

1.4.6 ANTICIPATED ENVIRONMENTAL STRESSORS

Describe the anticipated effects of your proposed project on the aspects of the land, air and water that will occur due to the activities above. These should be based on the activity deconstructions done in the previous section and will be used to inform the action area.

1.4.6.1 PLANT FEATURES

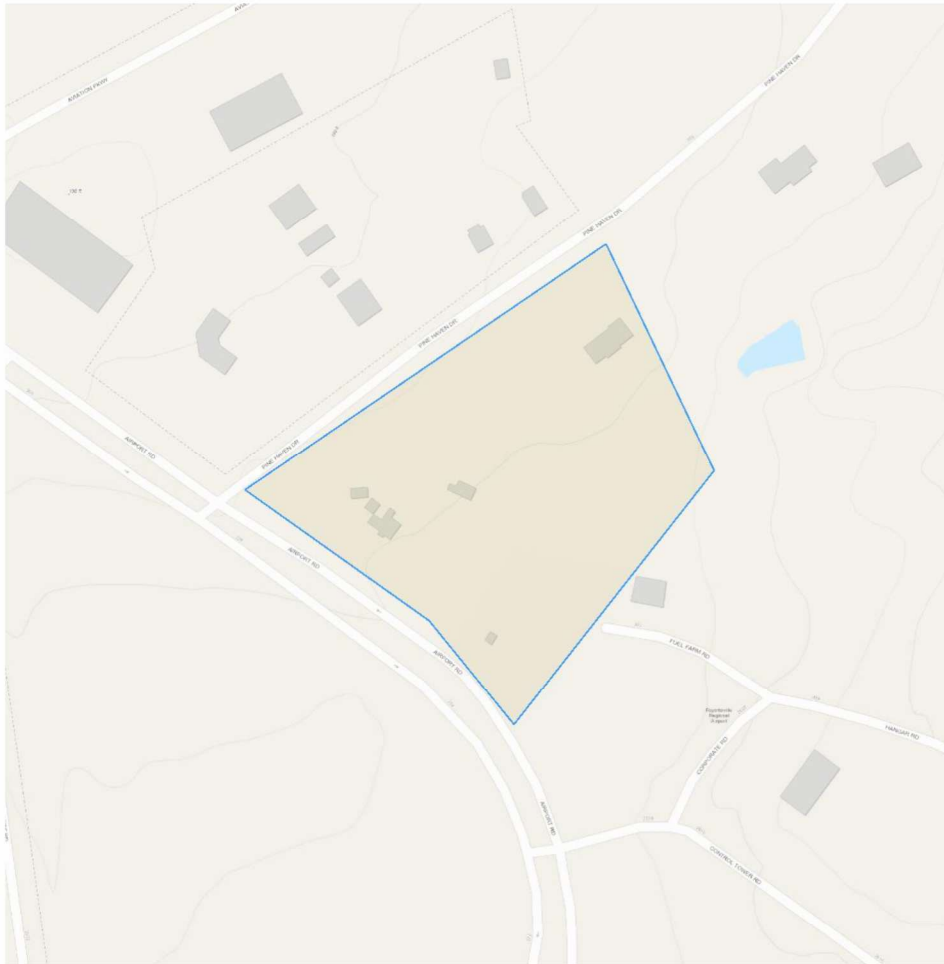
Individuals from the Plantae kingdom, such as trees, shrubs, herbs, grasses, ferns, and mosses. This feature also includes products of plants (e.g., nectar, flowers, seeds, etc.).

1.4.6.1.1 CHANGE IN VEGETATION STRUCTURE



ANTICIPATED MAGNITUDE

Approximately 3-5 acres of mixed upland forest will be replaced with impervious surface. Project is still in planning phase. Construction timeline has not yet been established.

STRESSOR LOCATION



LEGEND

-  Project footprint
-  Stressor location

CONSERVATION MEASURES

No conservation measures for this stressor

STRUCTURES AND ACTIVITIES

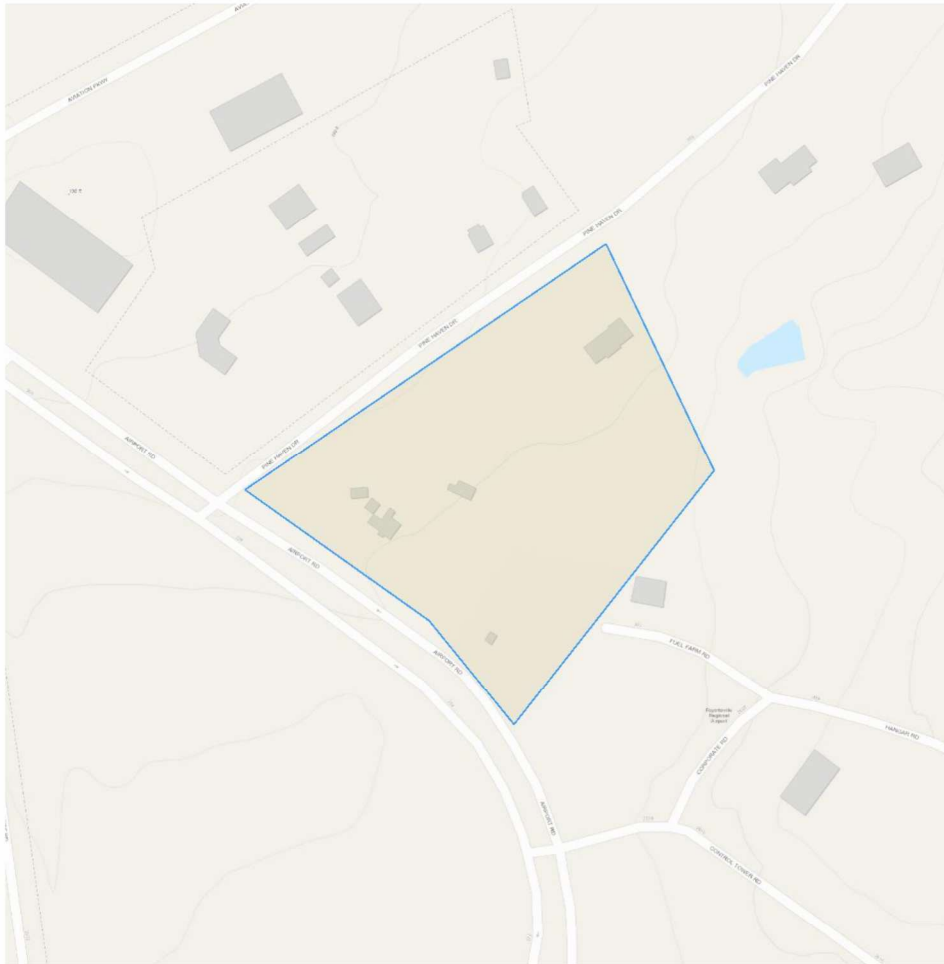
- [Parking lot construction](#)

1.4.6.1.2 DECREASE IN VEGETATION



ANTICIPATED MAGNITUDE

Approximately 3-5 acres of mixed upland forest will be replaced with impervious surface. Project is still in planning phase. Construction timeline has not yet been established.

STRESSOR LOCATION



LEGEND

-  Project footprint
-  Stressor location

CONSERVATION MEASURES

No conservation measures for this stressor

STRUCTURES AND ACTIVITIES

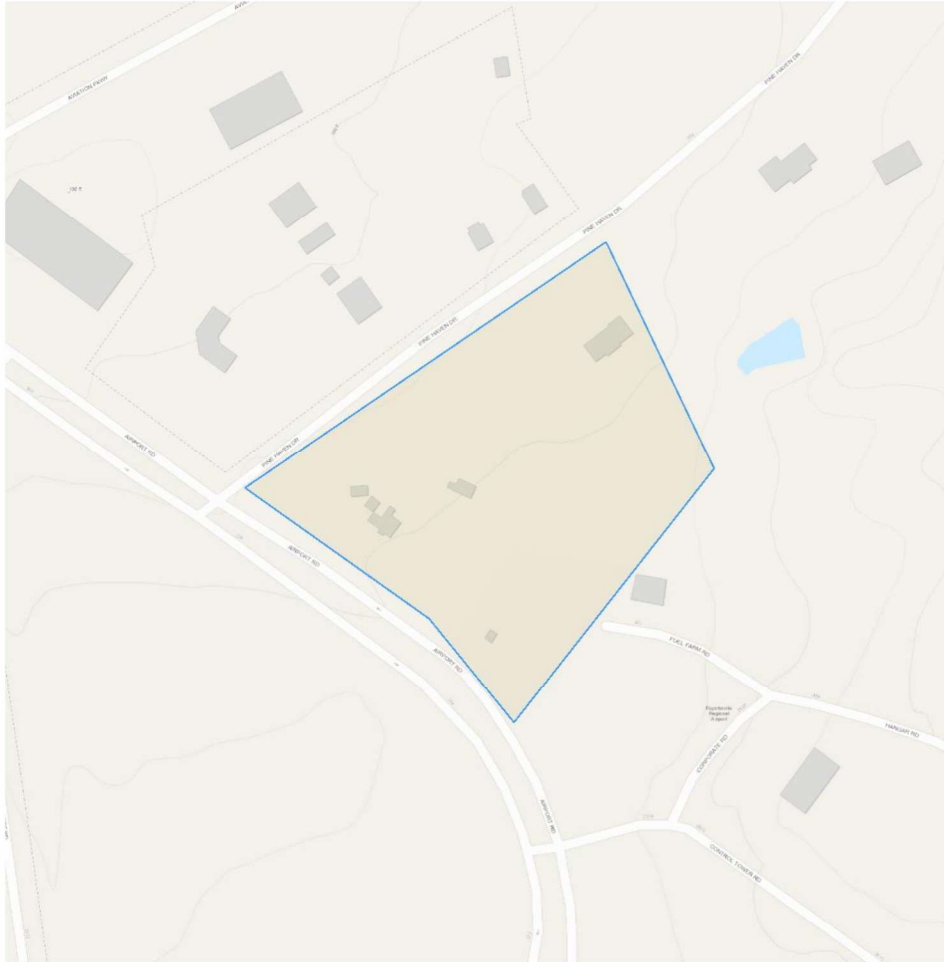
- [Parking lot construction](#)

1.4.6.1.3 INCREASE IN FUEL LOAD



ANTICIPATED MAGNITUDE

Approximately 3-5 acres of mixed upland forest will be replaced with impervious surface. Fuel storage facility will likely be constructed. Project is still in planning phase. Construction timeline has not yet been established.

STRESSOR LOCATION



LEGEND

-  Project footprint
-  Stressor location

CONSERVATION MEASURES

No conservation measures for this stressor

STRUCTURES AND ACTIVITIES

- [Parking lot construction](#)

1.4.6.2 ENVIRONMENTAL QUALITY FEATURES

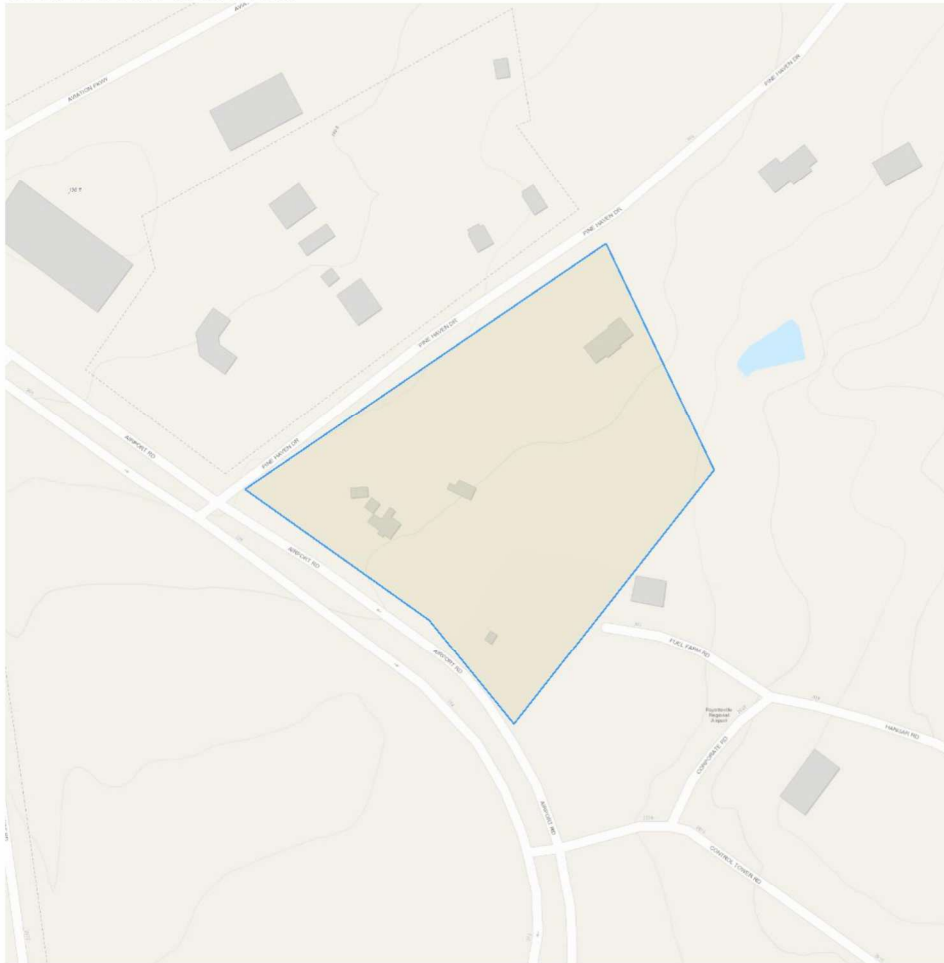
Abiotic attributes of the landscape (e.g., temperature, moisture, slope, aspect, etc.).

1.4.6.2.1 INCREASE IN WATER TURBIDITY



ANTICIPATED MAGNITUDE

Approximately 3-5 acres of mixed upland forest will be replaced with impervious surface. Project is still in planning phase. May result in increase sediment runoff, increasing turbidity in nearby waterways. Construction timeline has not yet been established.

STRESSOR LOCATION



LEGEND

-  Project footprint
-  Stressor location

CONSERVATION MEASURES

- [Standard NCDEQ erosion and sediment control best practices](#)

STRUCTURES AND ACTIVITIES

- [Parking lot construction](#)

1.4.6.3 LANDFORM (TOPOGRAPHIC) FEATURES

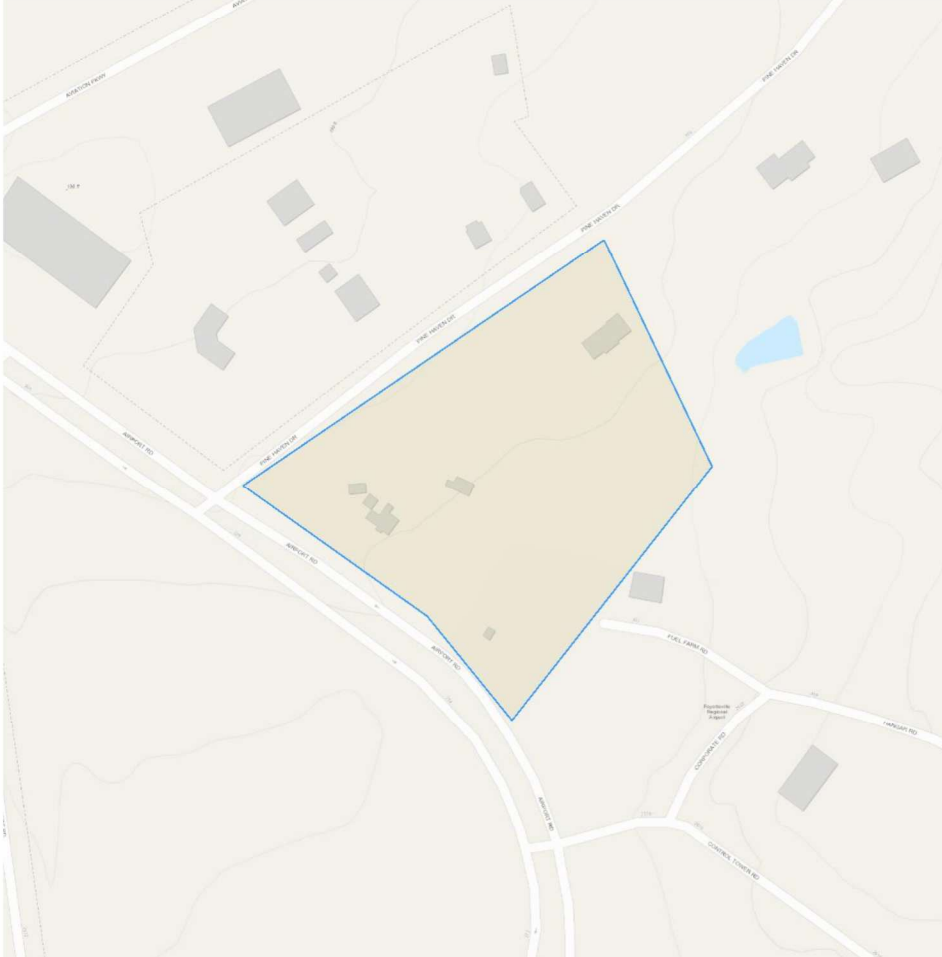
Topographic (landform) features that typically occur naturally on the landscape (e.g., cliffs, terraces, ridges, etc.). This feature does not include aquatic landscape features or man-made structures.

1.4.6.3.1 CHANGE IN TOPOGRAPHY



ANTICIPATED MAGNITUDE

Approximately 3-5 acres of mixed upland forest will be replaced with impervious surface. Project is still in planning phase; however site will be graded as necessary.

STRESSOR LOCATION



LEGEND

-  Project footprint
-  Stressor location

CONSERVATION MEASURES

No conservation measures for this stressor

STRUCTURES AND ACTIVITIES

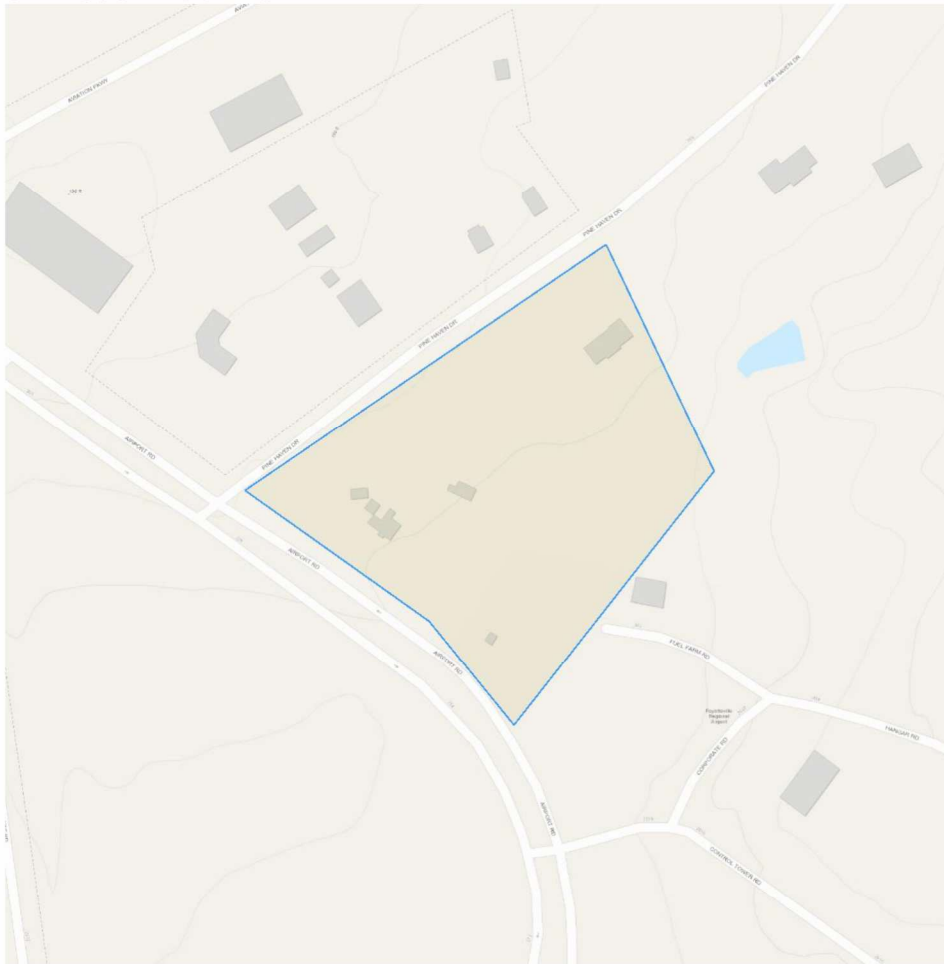
- [Parking lot construction](#)

1.4.6.3.2 INCREASE IN IMPERVIOUS SURFACES



ANTICIPATED MAGNITUDE

Approximately 3-5 acres of mixed upland forest will be replaced with impervious surface. Project is still in planning phase.

STRESSOR LOCATION



LEGEND

-  Project footprint
-  Stressor location

CONSERVATION MEASURES

No conservation measures for this stressor

STRUCTURES AND ACTIVITIES

- [Parking lot construction](#)

1.4.6.4 SOIL AND SEDIMENT

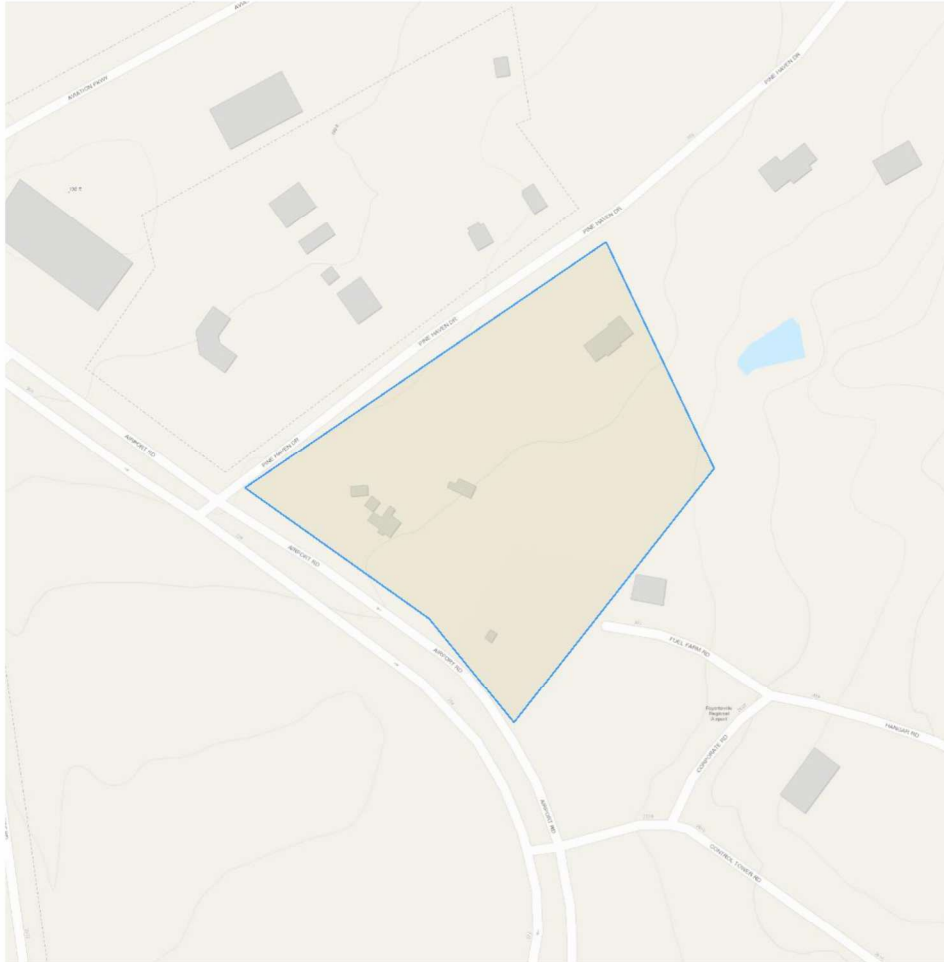
The topmost layer of earth on the landscape and its components (e.g., rock, sand, gravel, silt, etc.). This feature includes the physical characteristics of soil, such as depth, compaction, etc. Soil quality attributes (e.g, temperature, pH, etc.) should be placed in the Environmental Quality Features.

1.4.6.4.1 INCREASE IN DUST



ANTICIPATED MAGNITUDE

Approximately 3-5 acres of mixed upland forest will be replaced with impervious surface. Project is still in planning phase. Some dust will be created as the site will be cleared, and bare earth will be exposed.

STRESSOR LOCATION



LEGEND

-  Project footprint
-  Stressor location

CONSERVATION MEASURES

No conservation measures for this stressor

STRUCTURES AND ACTIVITIES

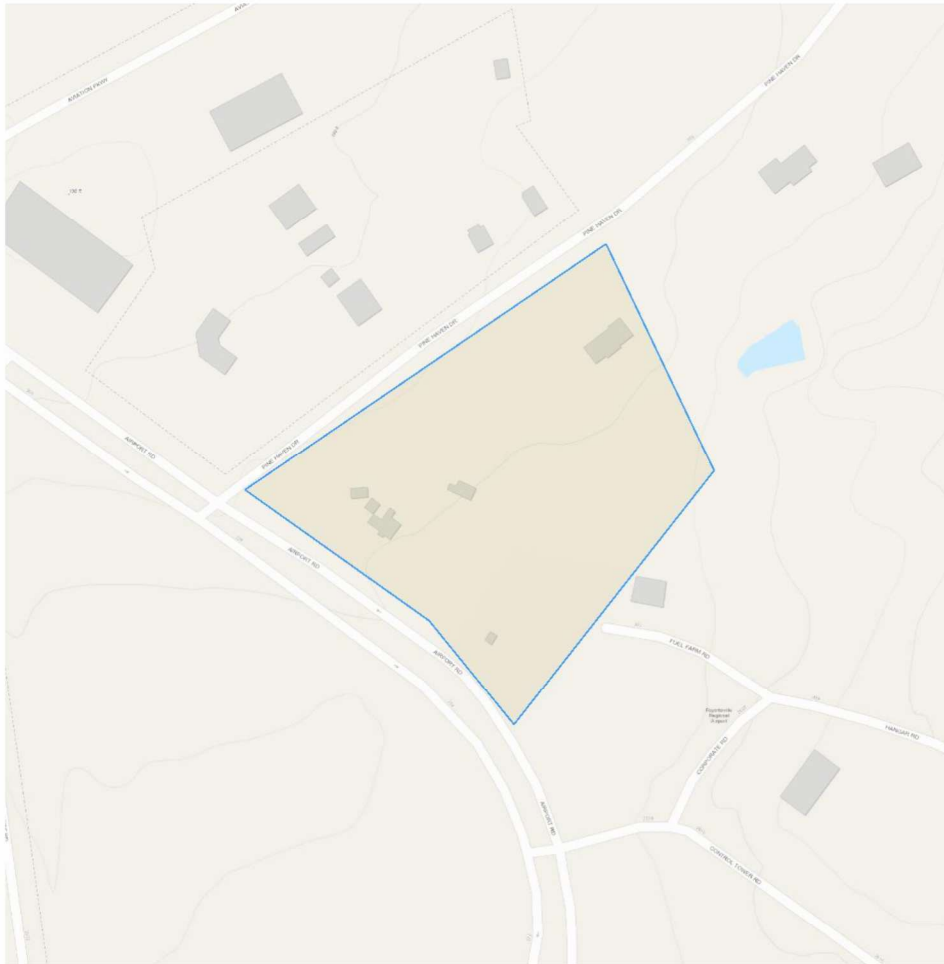
- [Parking lot construction](#)

1.4.6.4.2 INCREASE IN SOIL COMPACTION



ANTICIPATED MAGNITUDE

Approximately 3-5 acres of mixed upland forest will be replaced with impervious surface. Project is still in planning phase. Site will be graded and compacted as necessary to support construction of the facility.

STRESSOR LOCATION



LEGEND

-  Project footprint
-  Stressor location

CONSERVATION MEASURES

No conservation measures for this stressor

STRUCTURES AND ACTIVITIES

- [Parking lot construction](#)

1.4.6.5 ENVIRONMENTAL PROCESSES

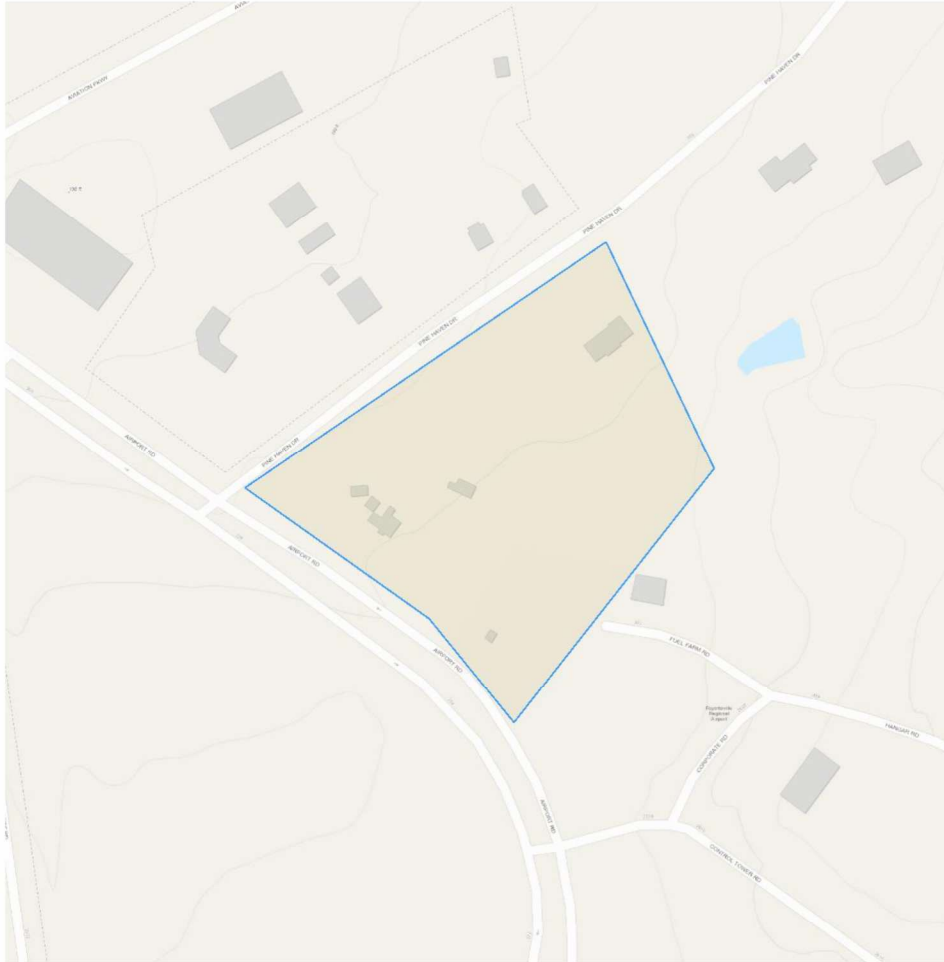
Abiotic processes that occur in the natural environment (e.g., erosion, precipitation, flood frequency, photoperiod, etc.).

1.4.6.5.1 INCREASE IN SURFACE RUNOFF



ANTICIPATED MAGNITUDE

Approximately 3-5 acres of mixed upland forest will be replaced with impervious surface. Project will necessarily increase in runoff. The project may need coverage under the Airport's NPDES permit. Project is still in planning phase.

STRESSOR LOCATION



LEGEND

-  Project footprint
-  Stressor location

CONSERVATION MEASURES

- [Standard NCDEQ erosion and sediment control best practices](#)

STRUCTURES AND ACTIVITIES

- [Parking lot construction](#)

1.4.6.6 HUMAN ACTIVITIES

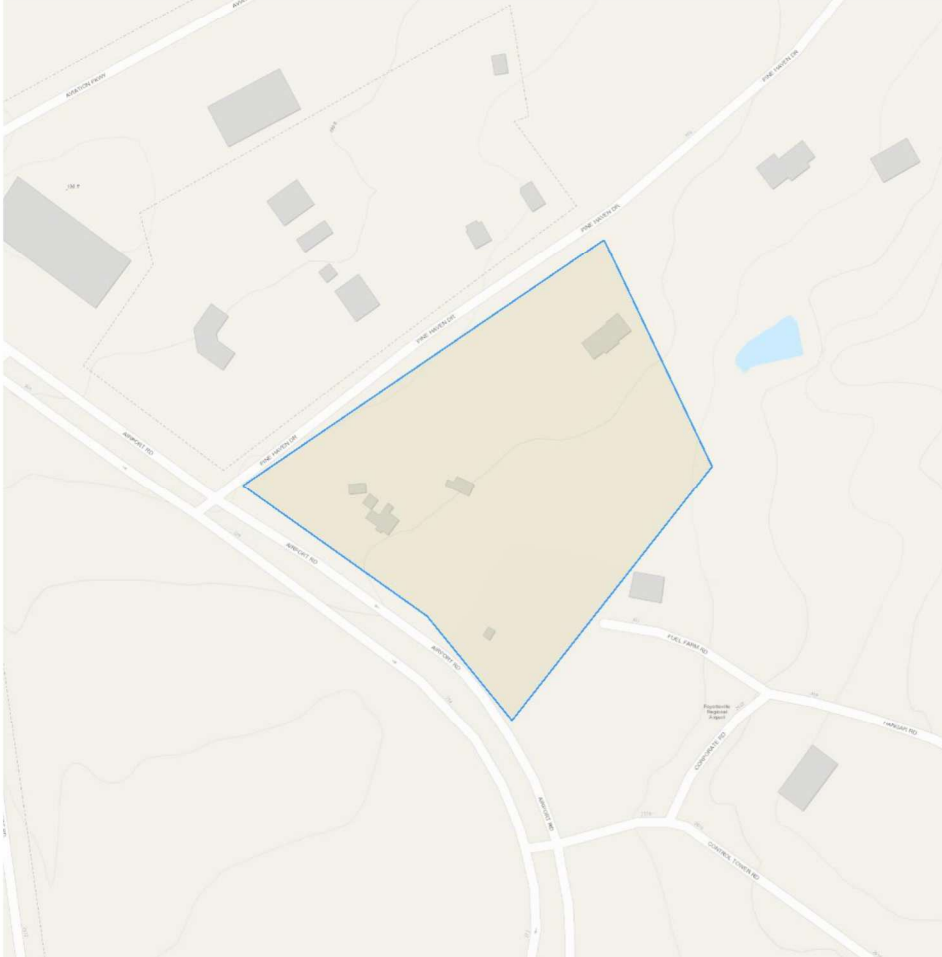
Human actions in the environment (e.g., fishing, hunting, farming, walking, etc.).

1.4.6.6.1 INCREASE IN HUMAN PRESENCE



ANTICIPATED MAGNITUDE

Proposed project is a rental car facility. It will increase human presence within the project area.

STRESSOR LOCATION



LEGEND

-  Project footprint
-  Stressor location

CONSERVATION MEASURES

No conservation measures for this stressor

STRUCTURES AND ACTIVITIES

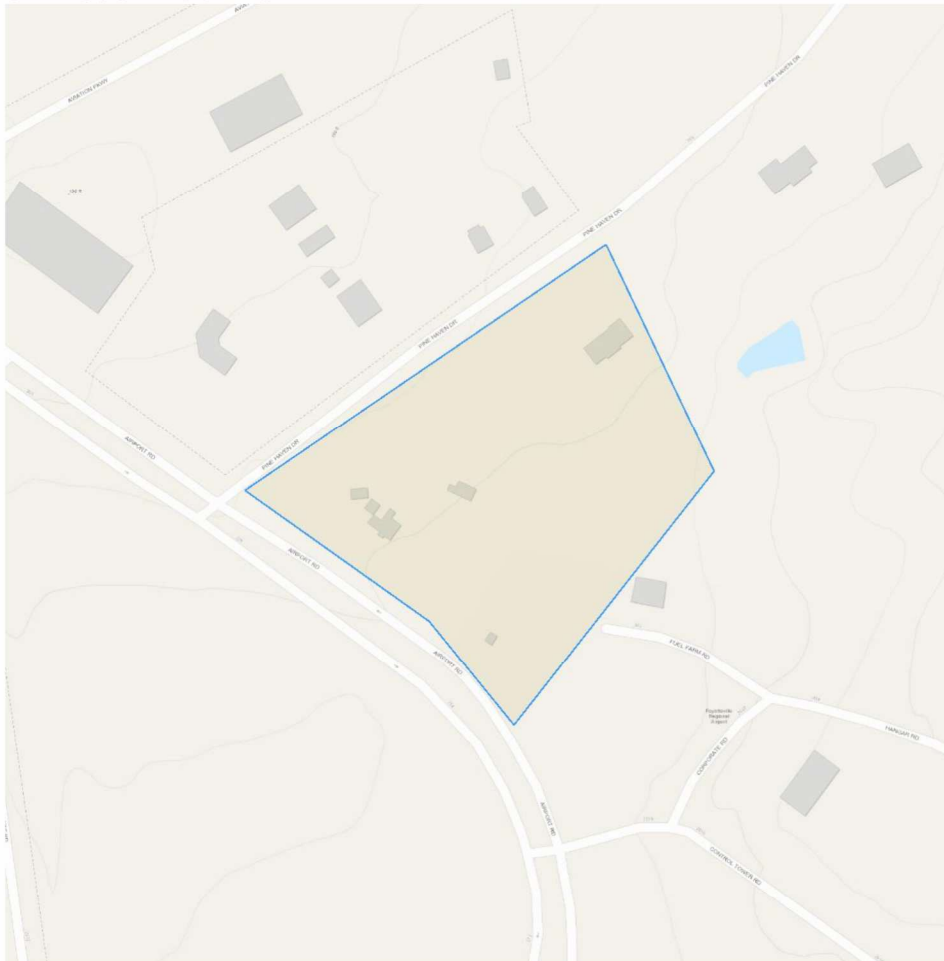
- [Parking lot construction](#)

1.4.6.6.2 INCREASE IN NOISE



ANTICIPATED MAGNITUDE

Noise may increase temporarily during construction. Slight noise increase due to standard activities at the rental car facility is possible.

STRESSOR LOCATION



LEGEND

-  Project footprint
-  Stressor location

CONSERVATION MEASURES

No conservation measures for this stressor

STRUCTURES AND ACTIVITIES

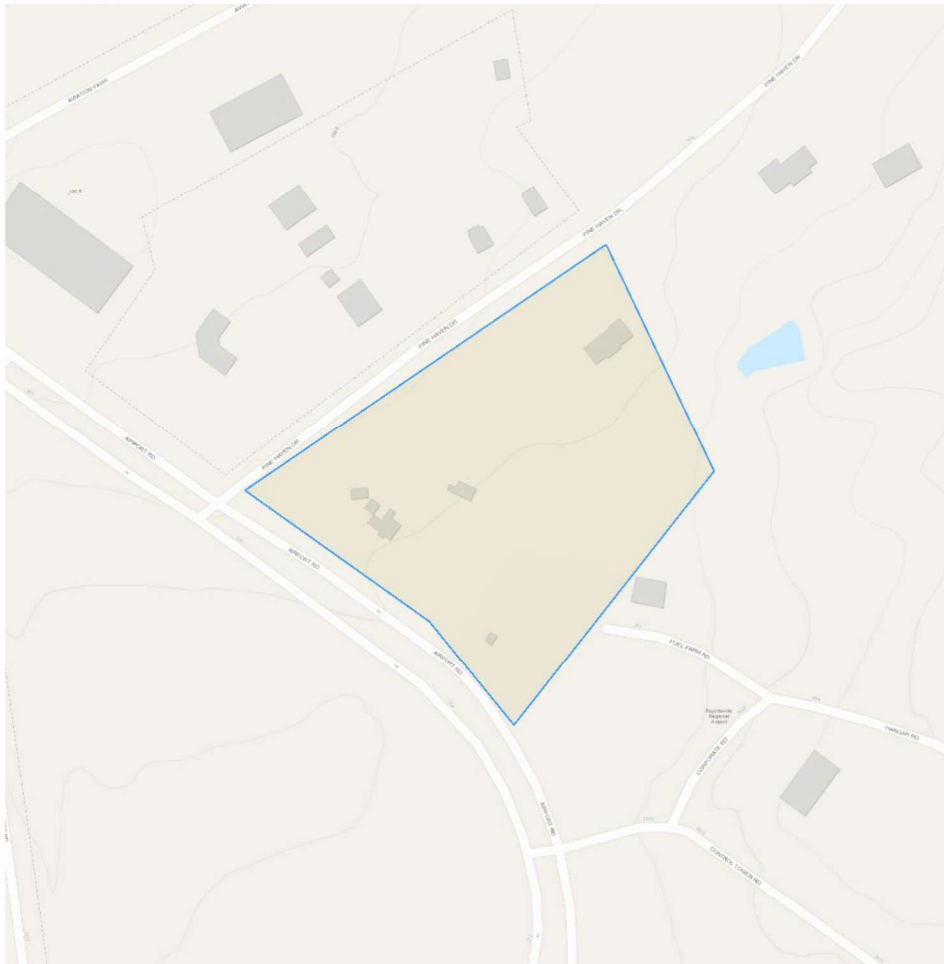
- [Parking lot construction](#)

1.4.6.6.3 INCREASE IN SOIL DISTURBANCE



ANTICIPATED MAGNITUDE

Approximately 3-5 acres of mixed upland forest will be replaced with impervious surface. Soil will be disturbed during construction. Project is still in planning phase.

STRESSOR LOCATION



LEGEND

-  Project footprint
-  Stressor location

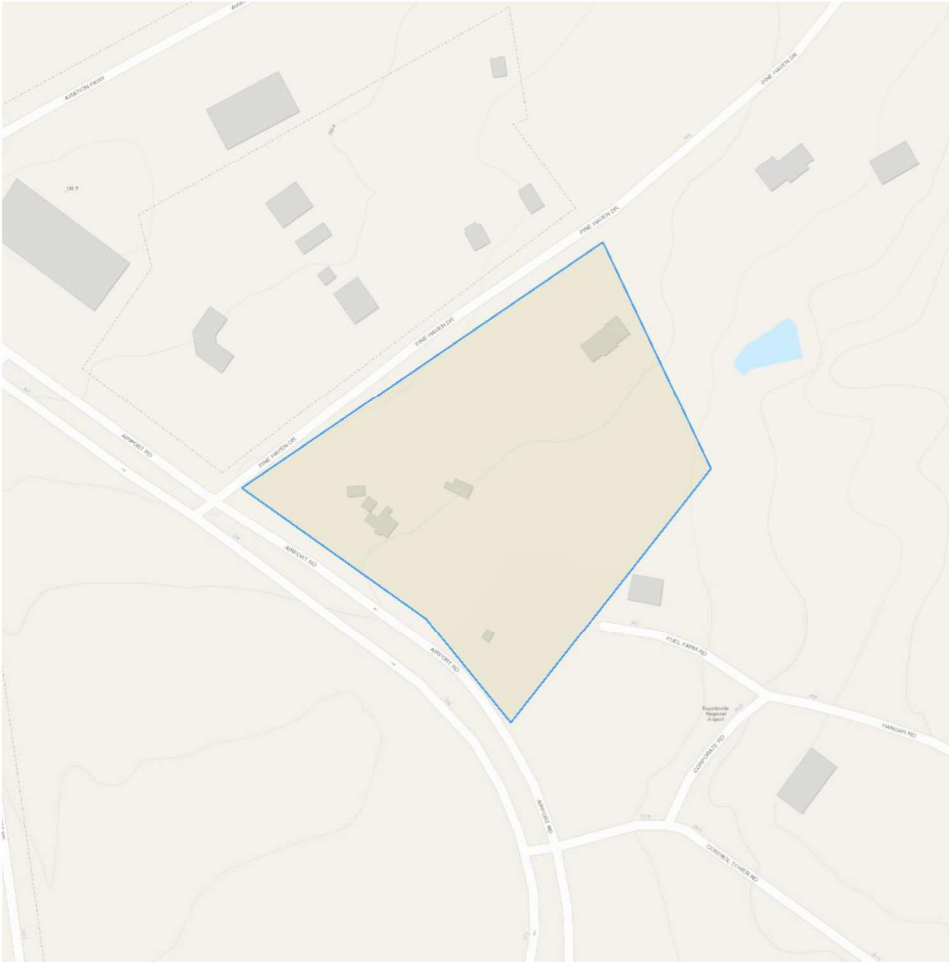
CONSERVATION MEASURES

No conservation measures for this stressor



STRUCTURES AND ACTIVITIES

- [Parking lot construction](#)

1.5 ACTION AREA



LEGEND

-  Project footprint
-  Stressor location

1.6 CONSERVATION MEASURES

1.6.1 CLEARING MAY OCCUR IN THE WINTER MONTHS

DESCRIPTION

Clearing may occur between November-February if necessary to reduce the chances of interaction.

RESOURCE NEEDS

- [forest \(During the spring, summer, and fall, tricolored bats are found in forested habitats where they roost in trees, primarily among leaves of live or recently dead deciduous hardwood trees, but may also be found in Spanish moss, pine trees, and occasionally human structures.\)](#)

DIRECT INTERACTIONS

- [dislodgement](#)

1.6.2 STANDARD NCDEQ EROSION AND SEDIMENT CONTROL BEST PRACTICES

DESCRIPTION

NCDEQ required erosion and sediment control measures will be taken to limit sediment runoff from the site.

STRESSORS

- [Increase in surface runoff](#)
- [Increase in water turbidity](#)

1.7 PRIOR CONSULTATION HISTORY

No prior consultation history

1.8 OTHER AGENCY PARTNERS AND INTERESTED PARTIES

No other interested parties at this time.

1.9 OTHER REPORTS AND HELPFUL INFORMATION

None at this time.

2 SPECIES EFFECTS ANALYSIS

This section describes, species by species, the effects of the proposed action on listed, proposed, and candidate species, and the habitat on which they depend. In this document, effects are broken down as direct interactions (something happening directly to the species) or indirect interactions (something happening to the environment on which a species depends that could then result in effects to the species).

These interactions encompass effects that occur both during project construction and those which could be ongoing after the project is finished. All effects, however, should be considered, including effects from direct and indirect interactions and cumulative effects.

2.1 AMERICAN CHAFFSEED

This species has been excluded from analysis in this environmental review document.

RELEVANT DOCUMENTATION

A WK Dickson scientist performed the habitat survey. Chaffseed needs regular wildfire to complete its life-cycle. Typical habitat is longleaf pine savannah. No such habitat exists within the site. On-site maintained areas are maintained too frequently with mowing to be supportive habitat.

JUSTIFICATION FOR EXCLUSION

No habitat is present for American Chaffseed.

2.2 ATLANTIC PIGTOE

This species has been excluded from analysis in this environmental review document.

RELEVANT DOCUMENTATION

No aquatic habitat exists on-site.

JUSTIFICATION FOR EXCLUSION

No aquatic habitat exists on-site.

2.3 MICHAUX'S SUMAC

This species has been excluded from analysis in this environmental review document.

RELEVANT DOCUMENTATION

- [Maintained roadside](#)
- [Pow Row](#)

A WK Dickson scientist conducted a site habitat assessment. Michaux's sumac is limited to 50 known populations. It is a shade intolerant plant that depends on fire regulated habitat to maintain a sparse overstory. The majority of the site is comprised of dense mixed forest that is unsuitable for Michaux's sumac. A small maintained powerline right of way is located at the northwestern portion of the site. However, it is very closely maintained via regular mowing, and vegetation is no higher than ankle height. Therefore it is not suitable habitat.

JUSTIFICATION FOR EXCLUSION

Suitable habitat does not exist on-site.

2.4 MONARCH BUTTERFLY

This species has been excluded from analysis in this environmental review document.

RELEVANT DOCUMENTATION

- [Mixed forest](#)

Habitat for this species is primarily milkweed. No milkweed exists on this site.

JUSTIFICATION FOR EXCLUSION

No habitat is present.

2.5 PONDBERRY

This species has been excluded from analysis in this environmental review document.

RELEVANT DOCUMENTATION

- [Mixed forest](#)

A WK Dickson scientist performed an on-site habitat survey. Hydrophytic plant that primarily exists in wetlands within bottomland hardwood forest. No wetland habitat exists within project area.

JUSTIFICATION FOR EXCLUSION

No suitable habitat exists on-site.

2.6 RED-COCKADED WOODPECKER

This species has been excluded from analysis in this environmental review document.

RELEVANT DOCUMENTATION

- [Mixed forest](#)

A WK Dickson scientist conducted an on-site habitat survey. The RCW requires large stands (>50 acres) of mature longleaf or loblolly pine with sparse understory. Ideal habitat is fire maintained longleaf pine savannah. On-site habitat is primarily mid-successional mixed forest and is not supportive of the RCW.

JUSTIFICATION FOR EXCLUSION

Suitable habitat is not present.

2.7 ROUGH-LEAVED LOOSESTRIFE

This species has been excluded from analysis in this environmental review document.

RELEVANT DOCUMENTATION

- [Mixed forest](#)

An on-site habitat assessment was conducted by a WK Dickson scientist. Rough leaf loosestrife needs fire-maintained habitat to keep a clear overstory. A maintained power line right of way exists in the northwestern portion of the project area, however it is very closely maintained via mowing. Vegetation is only ankle height. It is not considered suitable habitat.

JUSTIFICATION FOR EXCLUSION

No suitable habitat exists on-site.

2.8 TRICOLORED BAT

2.8.1 STATUS OF THE SPECIES

This section should provide information on the species' background, its biology and life history that is relevant to the proposed project within the action area that will inform the effects analysis.

2.8.1.1 LEGAL STATUS

The Tricolored Bat is federally listed as 'Proposed Endangered' and additional information regarding its legal status can be found on the [ECOS species profile](#).

2.8.1.2 RECOVERY PLANS

Available recovery plans for the Tricolored Bat can be found on the [ECOS species profile](#).

2.8.1.3 LIFE HISTORY INFORMATION

The tricolored bat is a small insectivorous bat that is distinguished by its unique tricolored fur and often appears yellowish to nearly orange. The once common species is wide ranging across the eastern and central United States and portions of southern Canada, Mexico and Central America. During the winter, tricolored bats are often found in caves and abandoned mines, although in the southern United States, where caves are sparse, tricolored bats are often found roosting in road-associated culverts where they exhibit shorter torpor bouts and forage during warm nights. During the spring, summer, and fall, tricolored bats are found in forested habitats where they roost in trees, primarily among leaves of live or recently dead deciduous hardwood trees, but may also be found in Spanish moss, pine trees, and occasionally human structures. Tricolored bats face extinction due primarily to the rangewide impacts of white-nose syndrome, a deadly disease affecting cave-dwelling bats across the continent. White-nose syndrome has caused estimated declines of more than 90 percent in affected tricolored bat colonies across the majority of the species range. To address the growing threat of white-nose syndrome to the tricolored bat and other bats across North America, the U.S. Fish and Wildlife Service is leading the White-nose Syndrome National Response Team, a coordinated effort of more than 150 non-governmental organizations, institutions, Tribes, and state and federal agencies. Together we are conducting critical white-nose syndrome research and developing management strategies to minimize impacts of the disease and recover affected bat populations. For more information on white-nose syndrome, please see: <https://www.whitenosesyndrome.org/> For more information on tricolored bats, please see: <https://www.fws.gov/species/tricolored-bat-perimyotis-subflavus>

IDENTIFIED RESOURCE NEEDS

Forest

During the spring, summer, and fall, tricolored bats are found in forested habitats where they roost in trees, primarily among leaves of live or recently dead deciduous hardwood trees, but may also be found in spanish moss, pine trees, and occasionally human structures.

2.8.1.4 CONSERVATION NEEDS

White nose syndrome is the primary stressor for the tricolored bat. Habitat loss is a secondary stressor.

2.8.2 ENVIRONMENTAL BASELINE

*The environmental baseline describes the species' health **within the action area only** at the time of the consultation, and does not include the effects of the action under review. Unlike the species information provided above, the environmental baseline is at the scale of the Action area.*

2.8.2.1 SPECIES PRESENCE AND USE

On-site habitat would primarily be used for spring/summer roosting and foraging.

RELEVANT DOCUMENTATION

- [Mixed forest](#)

2.8.2.2 SPECIES CONSERVATION NEEDS WITHIN THE ACTION AREA

Conservation needs include habitat preservation within the action area.

2.8.2.3 HABITAT CONDITION (GENERAL)

FOREST (DURING THE SPRING, SUMMER, AND FALL, TRICOLORED BATS ARE FOUND IN FORESTED HABITATS WHERE THEY ROOST IN TREES, PRIMARILY AMONG LEAVES OF LIVE OR RECENTLY DEAD DECIDUOUS HARDWOOD TREES, BUT MAY ALSO BE FOUND IN SPANISH MOSS, PINE TREES, AND OCCASIONALLY HUMAN STRUCTURES.)

Project site is comprised of approximately 4 ac. of mixed pine-hardwood forest.

SUPPORTING DOCUMENTATION

- [Mixed forest](#)

2.8.2.4 INFLUENCES

Tricolored bats face extinction due primarily to the rangewide impacts of white-nose syndrome, a deadly disease affecting cave-dwelling bats across the continent. White-nose syndrome has caused estimated declines of more than 90 percent in affected tricolored bat colonies across the majority of the species' range. To address the growing threat of white-nose syndrome to the tricolored bat and other bats across North America, the U.S. Fish and Wildlife Service is leading the White-nose Syndrome National Response Team, a coordinated effort of more than 150 non-governmental organizations, institutions, Tribes, and state and federal agencies. Together they are conducting critical white-nose syndrome research and developing management strategies to minimize impacts of the disease and recover affected bat populations.

2.8.2.5 ADDITIONAL BASELINE INFORMATION

n/a

2.8.3 EFFECTS OF THE ACTION

This section considers and discusses all effects on the listed species that are caused by the proposed action and are reasonably certain to occur, including the effects of other activities that would not occur but for the proposed action.

2.8.3.1 INDIRECT INTERACTIONS

RESOURCE NEED	STRESSORS	CONSERVATION MEASURES	AMOUNT OF RESOURCE IMPACTED	INDIVIDUALS AFFECTED
Forest (during the spring, summer, and fall, tricolored bats are found in forested habitats where they roost in trees, primarily among leaves of live or recently dead deciduous hardwood trees, but may also be found in spanish moss, pine trees, and occasionally human structures.)	Decrease in vegetation Change in vegetation structure Increase in human presence	Clearing may occur in the winter months	All mixed forested habitat on-site will be cleared.	Should clearing occur outside of the winter, unintentional interactions with tricolored bat individuals may occur.

2.8.3.2 DIRECT INTERACTIONS

DIRECT INTERACTION	CONSERVATION MEASURES	INDIVIDUALS IMPACTED	IMPACT EXPLANATION
Dislodgement	Clearing may occur in the winter months	Yes	Clearing may result in the dislodgement of tricolored bat individuals. Clearing may occur during the winter months, outside of their active period, however a construction schedule has not been determined.

2.8.4 CUMULATIVE EFFECTS

None anticipated

2.8.5 DISCUSSION AND CONCLUSION

DETERMINATION: NLAA

COMPENSATION MEASURES

Only 3-5 acres of mixed forest will be cleared. Because of the small area of clearing, the potential for interaction is low. We may also be able to commit to a winter clearing schedule for further reduce the chance for interactions if necessary.

3 CRITICAL HABITAT EFFECTS ANALYSIS

No critical habitats intersect with the project action area.

4 SUMMARY DISCUSSION AND CONCLUSION

4.1 SUMMARY DISCUSSION

On-site habitat is not supportive of any potentially occurring species, other than the tricolored bat. Only a small, 3-5 acre section of forest will be cleared, limiting potential interactions. If necessary we may be able to clear during the winter months for further limit potential interactions.

4.2 CONCLUSION

On-site habitat is not supportive of any potentially occurring species, other than the tricolored bat. Only a small, 3-5 acre section of forest will be cleared, limiting potential interactions. If necessary, we may be able to clear during the winter months for further limit potential interactions.

APPENDIX C

USACE Preliminary Jurisdictional Determination

U.S. ARMY CORPS OF ENGINEERS
WILMINGTON DISTRICT

Action Id. SAW-2012-00240 County: Cumberland U.S.G.S. Quad: NC- Hope Mills

NOTIFICATION OF JURISDICTIONAL DETERMINATION

Requestor: City of Fayetteville
Doug Hewett
Address: 433 Hay Street
Fayetteville, NC 28301
Telephone Number: 910.433.1990
E-mail: dhewett@ci.fay.nc.us

Size (acres)	<u>82</u>	Nearest Town	<u>Fayetteville</u>
Nearest Waterway	<u>Locks Creek</u>	River Basin	<u>Cape Fear</u>
USGS HUC	<u>03030004</u>	Coordinates	Latitude: <u>34.998432</u> Longitude: <u>-78.882406</u>

Location description: The project is located east of Pine haven Drive, south of Owen Drive, north of Hanger Road, west of NC Highway 87 in Fayetteville, Cumberland County, NC.

Indicate Which of the Following Apply:

A. Preliminary Determination

- There appear to be **waters, including wetlands** on the above described project area/property, that may be subject to Section 404 of the Clean Water Act (CWA)(33 USC § 1344) and/or Section 10 of the Rivers and Harbors Act (RHA) (33 USC § 403). The **waters, including wetlands** have been delineated, and the delineation has been verified by the Corps to be sufficiently accurate and reliable. The approximate boundaries of these waters are shown on the enclosed delineation map dated 9/13/2018. Therefore this preliminary jurisdiction determination may be used in the permit evaluation process, including determining compensatory mitigation. For purposes of computation of impacts, compensatory mitigation requirements, and other resource protection measures, a permit decision made on the basis of a preliminary JD will treat all waters and wetlands that would be affected in any way by the permitted activity on the site as if they are jurisdictional waters of the U.S. This preliminary determination is not an appealable action under the Regulatory Program Administrative Appeal Process (Reference 33 CFR Part 331). However, you may request an approved JD, which is an appealable action, by contacting the Corps district for further instruction.
- There appear to be **waters, including wetlands** on the above described project area/property, that may be subject to Section 404 of the Clean Water Act (CWA)(33 USC § 1344) and/or Section 10 of the Rivers and Harbors Act (RHA) (33 USC § 403). However, since the **waters, including wetlands** have not been properly delineated, this preliminary jurisdiction determination may not be used in the permit evaluation process. Without a verified wetland delineation, this preliminary determination is merely an effective presumption of CWA/RHA jurisdiction over all of the **waters, including wetlands** at the project area, which is not sufficiently accurate and reliable to support an enforceable permit decision. We recommend that you have the **waters, including wetlands** on your project area/property delineated. As the Corps may not be able to accomplish this wetland delineation in a timely manner, you may wish to obtain a consultant to conduct a delineation that can be verified by the Corps.

B. Approved Determination

- There are Navigable Waters of the United States within the above described project area/property subject to the permit requirements of Section 10 of the Rivers and Harbors Act (RHA) (33 USC § 403) and Section 404 of the Clean Water Act (CWA)(33 USC § 1344). Unless there is a change in law or our published regulations, this determination may be relied upon for a period not to exceed five years from the date of this notification.
- There are **waters, including wetlands** on the above described project area/property subject to the permit requirements of Section 404 of the Clean Water Act (CWA) (33 USC § 1344). Unless there is a change in the law or our published regulations, this determination may be relied upon for a period not to exceed five years from the date of this notification.
- We recommend you have the **waters, including wetlands** on your project area/property delineated. As the Corps may not be able to accomplish this wetland delineation in a timely manner, you may wish to obtain a consultant to conduct a delineation that can be verified by the Corps.
- The **waters, including wetlands** on your project area/property have been delineated and the delineation has been verified by the Corps. The approximate boundaries of these waters are shown on the enclosed delineation map dated DATE. We strongly

SAW-2012-00240

suggest you have this delineation surveyed. Upon completion, this survey should be reviewed and verified by the Corps. Once verified, this survey will provide an accurate depiction of all areas subject to CWA jurisdiction on your property which, provided there is no change in the law or our published regulations, may be relied upon for a period not to exceed five years.

- The **waters, including wetlands** have been delineated and surveyed and are accurately depicted on the plat signed by the Corps Regulatory Official identified below on **DATE**. Unless there is a change in the law or our published regulations, this determination may be relied upon for a period not to exceed five years from the date of this notification.
- There are no waters of the U.S., to include wetlands, present on the above described project area/property which are subject to the permit requirements of Section 404 of the Clean Water Act (33 USC 1344). Unless there is a change in the law or our published regulations, this determination may be relied upon for a period not to exceed five years from the date of this notification.
- The property is located in one of the 20 Coastal Counties subject to regulation under the Coastal Area Management Act (CAMA). You should contact the Division of Coastal Management in **in Wilmington, NC, at (910) 796-7215** to determine their requirements.

Placement of dredged or fill material within waters of the US, including wetlands, without a Department of the Army permit may constitute a violation of Section 301 of the Clean Water Act (33 USC § 1311). Placement of dredged or fill material, construction or placement of structures, or work within navigable waters of the United States without a Department of the Army permit may constitute a violation of Sections 9 and/or 10 of the Rivers and Harbors Act (33 USC § 401 and/or 403). If you have any questions regarding this determination and/or the Corps regulatory program, please contact **Emily Greer at 910.251.4567 or emily.c.greer@usace.army.mil.**

C. Basis For Determination: Basis For Determination: See the preliminary jurisdictional determination form dated 09/30/2019.

D. Remarks: None.

E. Attention USDA Program Participants

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

F. Appeals Information (This information applies only to approved jurisdictional determinations as indicated in B. above)

This correspondence constitutes an approved jurisdictional determination for the above described site. If you object to this determination, you may request an administrative appeal under Corps regulations at 33 CFR Part 331. Enclosed you will find a Notification of Appeal Process (NAP) fact sheet and request for appeal (RFA) form. If you request to appeal this determination you must submit a completed RFA form to the following address:

US Army Corps of Engineers
South Atlantic Division
Attn: Phillip Shannin, Review Officer
60 Forsyth Street SW, Room 10M15
Atlanta, Georgia 30303-8801

In order for an RFA to be accepted by the Corps, the Corps must determine that it is complete, that it meets the criteria for appeal under 33 CFR part 331.5, and that it has been received by the Division Office within 60 days of the date of the NAP. Should you decide to submit an RFA form, it must be received at the above address by **Not applicable.**

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

Corps Regulatory Official: GREER.EMILY.C.1385325300 Digitally signed by GREER.EMILY.C.1385325300
Date: 2019.09.30 17:05:05 -04'00'

Date of JD: **09/30/2019** Expiration Date of JD: **Not applicable**

SAW-2012-00240

The Wilmington District is committed to providing the highest level of support to the public. To help us ensure we continue to do so, please complete the Customer Satisfaction Survey located at http://corpsmapu.usace.army.mil/cm_apex/f?p=136:4:0

Copy furnished:

Agent: **ECS Limited, LLC**
Brandon Fulton
E-mail: **BFulton@ecslimited.com**

**NOTIFICATION OF ADMINISTRATIVE APPEAL OPTIONS AND PROCESS AND
REQUEST FOR APPEAL**

Applicant: <u>City of Fayetteville, Doug Hewett</u>	File Number: <u>SAW-2012-00240</u>	Date: <u>09/30/2019</u>
Attached is:	See Section below	
<input type="checkbox"/> INITIAL PROFFERED PERMIT (Standard Permit or Letter of permission)	A	
<input type="checkbox"/> PROFFERED PERMIT (Standard Permit or Letter of permission)	B	
<input type="checkbox"/> PERMIT DENIAL	C	
<input type="checkbox"/> APPROVED JURISDICTIONAL DETERMINATION	D	
<input checked="" type="checkbox"/> PRELIMINARY JURISDICTIONAL DETERMINATION	E	

SECTION I - The following identifies your rights and options regarding an administrative appeal of the above decision. Additional information may be found at <http://www.usace.army.mil/Missions/CivilWorks/RegulatoryProgramandPermits.aspx> or the Corps regulations at 33 CFR Part 331.

A: INITIAL PROFFERED PERMIT: You may accept or object to the permit.

- **ACCEPT:** If you received a Standard Permit, you may sign the permit document and return it to the district engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.
- **OBJECT:** If you object to the permit (Standard or LOP) because of certain terms and conditions therein, you may request that the permit be modified accordingly. You must complete Section II of this form and return the form to the district engineer. Your objections must be received by the district engineer within 60 days of the date of this notice, or you will forfeit your right to appeal the permit in the future. Upon receipt of your letter, the district engineer will evaluate your objections and may: (a) modify the permit to address all of your concerns, (b) modify the permit to address some of your objections, or (c) not modify the permit having determined that the permit should be issued as previously written. After evaluating your objections, the district engineer will send you a proffered permit for your reconsideration, as indicated in Section B below.

B: PROFFERED PERMIT: You may accept or appeal the permit

- **ACCEPT:** If you received a Standard Permit, you may sign the permit document and return it to the district engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.
- **APPEAL:** If you choose to decline the proffered permit (Standard or LOP) because of certain terms and conditions therein, you may appeal the declined permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

C: PERMIT DENIAL: You may appeal the denial of a permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

D: APPROVED JURISDICTIONAL DETERMINATION: You may accept or appeal the approved JD or provide new information.

- **ACCEPT:** You do not need to notify the Corps to accept an approved JD. Failure to notify the Corps within 60 days of the date of this notice, means that you accept the approved JD in its entirety, and waive all rights to appeal the approved JD.
- **APPEAL:** If you disagree with the approved JD, you may appeal the approved JD under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the district engineer. This form must be received by the division engineer within 60 days of the date of this notice.

E: PRELIMINARY JURISDICTIONAL DETERMINATION: You do not need to respond to the Corps regarding the preliminary JD. The Preliminary JD is not appealable. If you wish, you may request an approved JD (which may be appealed), by contacting the Corps district for further instruction. Also you may provide new information for further consideration by the Corps to reevaluate the JD.

SECTION II - REQUEST FOR APPEAL or OBJECTIONS TO AN INITIAL PROFFERED PERMIT

REASONS FOR APPEAL OR OBJECTIONS: (Describe your reasons for appealing the decision or your objections to an initial proffered permit in clear concise statements. You may attach additional information to this form to clarify where your reasons or objections are addressed in the administrative record.)

ADDITIONAL INFORMATION: The appeal is limited to a review of the administrative record, the Corps memorandum for the record of the appeal conference or meeting, and any supplemental information that the review officer has determined is needed to clarify the administrative record. Neither the appellant nor the Corps may add new information or analyses to the record. However, you may provide additional information to clarify the location of information that is already in the administrative record.

POINT OF CONTACT FOR QUESTIONS OR INFORMATION:

If you have questions regarding this decision and/or the appeal process you may contact:
District Engineer, Wilmington Regulatory Division
Attn: Emily Greer
Wilmington Regulatory Office
U.S Army Corps of Engineers
69 Darlington Avenue
Wilmington, North Carolina 28403

If you only have questions regarding the appeal process you may also contact:
Mr. Phillip Shannin, Administrative Appeal Review Officer
CESAD-PDO
U.S. Army Corps of Engineers, South Atlantic Division
60 Forsyth Street, Room 10M15
Atlanta, Georgia 30303-8801
Phone: (404) 562-5137

RIGHT OF ENTRY: Your signature below grants the right of entry to Corps of Engineers personnel, and any government consultants, to conduct investigations of the project site during the course of the appeal process. You will be provided a 15 day notice of any site investigation, and will have the opportunity to participate in all site investigations.

<hr/> Signature of appellant or agent.	Date:	Telephone number:
---	-------	-------------------

For appeals on Initial Proffered Permits send this form to:

District Engineer, Wilmington Regulatory Division, Attn: Emily Greer, 69 Darlington Avenue, Wilmington, North Carolina 28403

For Permit denials, Proffered Permits and Approved Jurisdictional Determinations send this form to:

Division Engineer, Commander, U.S. Army Engineer Division, South Atlantic, Attn: Mr. Phillip Shannin, Administrative Appeal Officer, CESAD-PDO, 60 Forsyth Street, Room 10M15, Atlanta, Georgia 30303-8801
Phone: (404) 562-5137

PRELIMINARY JURISDICTIONAL DETERMINATION (PJD) FORM

BACKGROUND INFORMATION

A. REPORT COMPLETION DATE FOR PJD: 9/30/2019

B. NAME AND ADDRESS OF PERSON REQUESTING PJD: City of Fayetteville c/o Doug Hewett, 433 Hay Street, Fayetteville, NC 28301

C. DISTRICT OFFICE, FILE NAME, AND NUMBER: Wilmington District, Fayetteville Regional Airport/stream at Control Tower Road, SAW-2012-00240

D. PROJECT LOCATION(S) AND BACKGROUND INFORMATION: Airport Road and Pine Haven Drive Fayetteville, Cumberland County, North Carolina

(USE THE TABLE BELOW TO DOCUMENT MULTIPLE AQUATIC RESOURCES AND/OR AQUATIC RESOURCES AT DIFFERENT SITES)

State: NC County: Cumberland City: Fayetteville
Center coordinates of site (lat/long in degree decimal format): Latitude: 34.998432, Longitude: -78.882406

Universal Transverse Mercator: 17

Name of nearest waterbody: UT Cape Fear River

E. REVIEW PERFORMED FOR SITE EVALUATION (CHECK ALL THAT APPLY):

Office (Desk) Determination. Date:

Field Determination. Date(s):

TABLE OF AQUATIC RESOURCES IN REVIEW AREA WHICH "MAY BE" SUBJECT TO REGULATORY JURISDICTION.

Site Number	Latitude (decimal degrees)	Longitude (decimal degrees)	Estimated amount of aquatic resources in review area (acreage and linear feet, if applicable)	Type of aquatic resources (i.e., wetland vs. non-wetland waters)	Geographic authority to which the aquatic resource "may be" subject (i.e., Section 404 or Section 10/404)
W1	34.996988	-78.883852	~ 13.9780 Acres	Wetland	404
P1	34.996551	-78.886731	~ 0.1694-Acre	Non-wetland	404
S1	34.997308	-78.883184	~ 2,363 Linear Feet	Non-wetland	404
S2	34.995081	-78.883191	~ 52 Linear Feet	Non-wetland	404

1) The Corps of Engineers believes that there may be jurisdictional aquatic resources in the review area, and the requestor of this PJD is hereby advised of his or her option to request and obtain an approved JD (AJD) for that review area based on an informed decision after having discussed the various types of JDs and their characteristics and circumstances when they may be appropriate.

2) In any circumstance where a permit applicant obtains an individual permit, or a Nationwide General Permit (NWP) or other general permit verification requiring "pre- construction notification" (PCN), or requests verification for a non-reporting NWP or other general permit, and the permit applicant has not requested an AJD for the activity, the permit applicant is hereby made aware that: (1) the permit applicant has elected to seek a permit authorization based on a PJD, which does not make an official determination of jurisdictional aquatic resources; (2) the applicant has the option to request an AJD before accepting the terms and conditions of the permit authorization, and that basing a permit authorization on an AJD could possibly result in less compensatory mitigation being required or

different special conditions; (3) the applicant has the right to request an individual permit rather than accepting the terms and conditions of the NWP or other general permit authorization; (4) the applicant can accept a permit authorization and thereby agree to comply with all the terms and conditions of that permit, including whatever mitigation requirements the Corps has determined to be necessary; (5) undertaking any activity in reliance upon the subject permit authorization without requesting an AJD constitutes the applicant's acceptance of the use of the PJD; (6) accepting a permit authorization (e.g., signing a proffered individual permit) or undertaking any activity in reliance on any form of Corps permit authorization based on a PJD constitutes agreement that all aquatic resources in the review area affected in any way by that activity will be treated as jurisdictional, and waives any challenge to such jurisdiction in any administrative or judicial compliance or enforcement action, or in any administrative appeal or in any Federal court; and (7) whether the applicant elects to use either an AJD or a PJD, the JD will be processed as soon as practicable. Further, an AJD, a proffered individual permit (and all terms and conditions contained therein), or individual permit denial can be administratively appealed pursuant to 33 C.F.R. Part 331. If, during an administrative appeal, it becomes appropriate to make an official determination whether geographic jurisdiction exists over aquatic resources in the review area, or to provide an official delineation of jurisdictional aquatic resources in the review area, the Corps will provide an AJD to accomplish that result, as soon as is practicable. This PJD finds that there "may be" waters of the U.S. and/or that there "may be" navigable waters of the U.S. on the subject review area, and identifies all aquatic features in the review area that could be affected by the proposed activity, based on the following information:

SUPPORTING DATA. Data reviewed for PJD (check all that apply)

Checked items should be included in subject file. Appropriately reference sources below where indicated for all checked items:

- Maps, plans, plots or plat submitted by or on behalf of the PJD requestor:
Map: Figure 6. Stream/Wetland Location Map dated 9/13/2018
- Data sheets prepared/submitted by or on behalf of the PJD requestor.
 - Office concurs with data sheets/delineation report.
 - Office does not concur with data sheets/delineation report. Rationale: _____
- Data sheets prepared by the Corps: _____
- Corps navigable waters' study: _____
- U.S. Geological Survey Hydrologic Atlas: _____
- USGS NHD data.
- USGS 8 and 12 digit HUC maps.
- U.S. Geological Survey map(s). Cite scale & quad name: 1:24k, Hope Mills and Fayetteville, NC
- Natural Resources Conservation Service Soil Survey. Citation: NRCS Web Soil Survey
- National wetlands inventory map(s). Cite name: USFWS Online Wetland Mapper
- State/local wetland inventory map(s): _____
- FEMA/FIRM maps: ID: 37051C DATED: 11/30/2010
- 100-year Floodplain Elevation is: _____ (National Geodetic Vertical Datum of 1929)
- Photographs:
 - Aerial (Name & Date): Current SAW Regulatory GIS Viewer
 - or Other (Name & Date): ECS Photolog
- Previous determination(s). File no. and date of response letter: _____
- Other information (please specify): _____

IMPORTANT NOTE: The information recorded on this form has not necessarily been verified by the Corps and should not be relied upon for later jurisdictional determinations.

GREER.EMILY.C.138
5325300

Digitally signed by
GREER.EMILY.C.1385325300
Date: 2019.09.30 17:05:32 -04'00'



9/28/2018

Signature and date of Regulatory
staff member completing PJD
9/30/2019

Signature and date of person requesting PJD
(REQUIRED, unless obtaining the signature is
impracticable)¹

¹ Districts may establish timeframes for requester to return signed PJD forms. If the requester does not respond within the established time frame, the district may presume concurrence and no additional follow up is necessary prior to finalizing an action.

Legend

- Project Study Area
- Approximate Wetland Location
- Approximate Pond Location
- Approximate Stream Location
- Ephemeral Drainage
- Data Point

ECS PERFORMED A WETLAND/STREAM DETERMINATION ON SEPTEMBER 11 & 12, 2018. ECS'S FINDINGS HAVE NOT BEEN SURVEYED OR VERIFIED BY THE USACE OR NCDWR AND ARE SUBJECT TO CHANGE. THIS FIGURE SHOULD BE USED FOR PRELIMINARY PLANNING PURPOSES. ECS RECOMMENDS CONSULTATION WITH A CIVIL ENGINEER TO CONFIRM THE LOCAL BUFFER REQUIREMENTS.



Client:
**FAYETTEVILLE
 CUMBERLAND
 COUNTY
 EDC**

Project:
 FAYETTEVILLE
 REGIONAL
 AIRPORT SITE

 AIRPORT ROAD &
 PINE HAVEN DRIVE
 FAYETTEVILLE
 CUMBERLAND COUNTY
 NORTH CAROLINA

Title:
**STREAM / WETLAND
 LOCATION MAP**

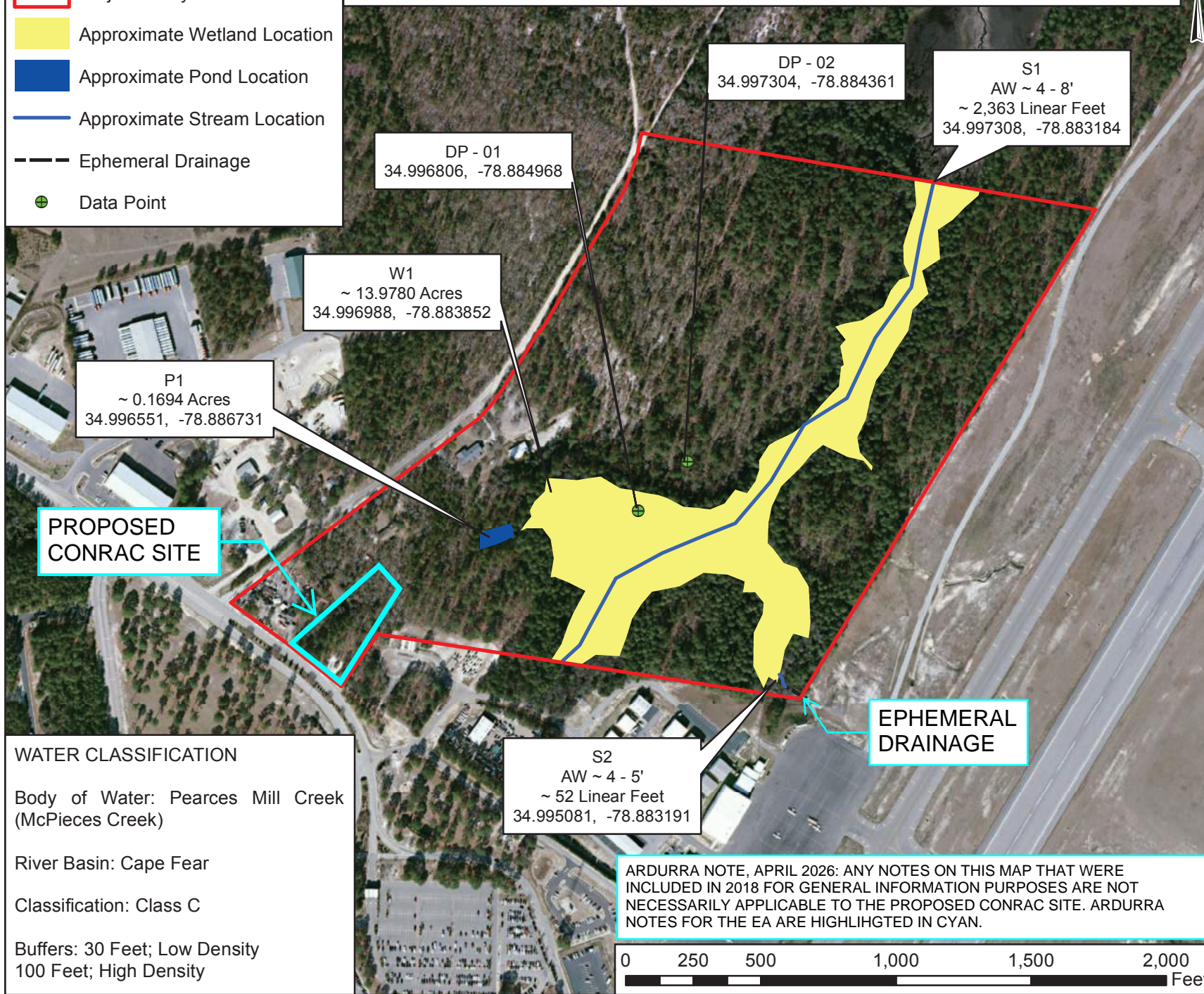


Drawn By: KCF	Checked By: CBD
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Approved By: WBF	Date: 09/13/2018
---------------------	---------------------

ECS Project No.
49:7718

FIGURE 6



WATER CLASSIFICATION
 Body of Water: Pearces Mill Creek (McPieces Creek)
 River Basin: Cape Fear
 Classification: Class C
 Buffers: 30 Feet; Low Density
 100 Feet; High Density

ARDURRA NOTE, APRIL 2026: ANY NOTES ON THIS MAP THAT WERE INCLUDED IN 2018 FOR GENERAL INFORMATION PURPOSES ARE NOT NECESSARILY APPLICABLE TO THE PROPOSED CONRAC SITE. ARDURRA NOTES FOR THE EA ARE HIGHLIGHTED IN CYAN.

APPENDIX D

*Agency Coordination Letters**

Submitted by Ardurra (fka WK Dickson) on July 17, 2024

*The project exhibit from Appendix A was submitted as an attachment to each coordination letter

July 17, 2024

Ms. Ntale Kajumba
US EPA Region 4
Sam Nunn Atlanta Federal Center
61 Forsyth Street, SW
Atlanta, GA 30303-8960

**RE: Rental Car Facility Relocation Short-Form Environmental Assessment- NEPA Scoping Request
Fayetteville Regional Airport (FAY)
City of Fayetteville, NC
Cumberland County
20230990.00.CL**

Dear Ms. Kajumba:

The City of Fayetteville has initiated a Short Form Environmental Assessment (EA) for review of a Rental Car Facility Relocation project at the Fayetteville Regional Airport (FAY). In accordance with NEPA requirements outlined in FAA Order 1050.1f, we are requesting your input on the proposed project.

The proposed project will include adding a car washing and maintenance facility, fuel and vacuum positions, and three parking areas for approximately 600 cars. The site will also feature security fencing, a stormwater management area, and connections to both Fuel Farm Road and Airport Road. The intention is for rental cars to ingress/egress via Control Tower Road. Therefore, there is proposed additional pavement between Control Tower Road and the terminal parking lot. Attached are exhibit(s) that outline area of potential impact with the proposed development depicted.

Your interest in this project and your participation are appreciated. If you have any questions or require any additional information, please feel free to contact us at 281-253-1304.

Sincerely,



Brianna Barrineau
Aviation Planner
W.K. Dickson & Co., Inc.

Enclosure: Exhibit

July 17, 2024

Mr. Pete Benjamin
US Fish and Wildlife Service
P.O. Box 33726
Raleigh, NC 27636

**RE: Rental Car Facility Relocation Short-Form Environmental Assessment- NEPA Scoping Request
Fayetteville Regional Airport (FAY)
City of Fayetteville, NC
Cumberland County
20230990.00.CL**

Dear Mr. Benjamin:

The City of Fayetteville has initiated a Short Form Environmental Assessment (EA) for review of a Rental Car Facility Relocation project at the Fayetteville Regional Airport (FAY). In accordance with NEPA requirements outlined in FAA Order 1050.1f, we are requesting your input on the proposed project.

The proposed project will include adding a car washing and maintenance facility, fuel and vacuum positions, and three parking areas for approximately 600 cars. The site will also feature security fencing, a stormwater management area, and connections to both Fuel Farm Road and Airport Road. The intention is for rental cars to ingress/egress via Control Tower Road. Therefore, there is proposed additional pavement between Control Tower Road and the terminal parking lot. Attached are exhibit(s) that outline area of potential impact with the proposed development depicted.

We have performed a Biological Assessment (BA) and have included the Report for your reference in review of this proposed project.

Your interest in this project and your participation are appreciated. If you have any questions or require any additional information, please feel free to contact us at 281-253-1304.

Sincerely,



Brianna Barrineau
Aviation Planner
W.K. Dickson & Co., Inc.

Enclosure: Exhibit, Biological Assessment

**NOTE: THE BIOLOGICAL ASSESSMENT FROM APPENDIX B
WAS INCLUDED AS AN ATTACHMENT TO THIS AGENCY
COORDINATION LETTER. IT HAS BEEN REMOVED FROM
THIS APPENDIX FOR REDUNDANCY.**

July 17, 2024

Ms. Crystal Best
State Environmental Review Clearinghouse, NC Department of Administration
1301 Mail Service Center
Raleigh, NC 27699

**RE: Rental Car Facility Relocation Short-Form Environmental Assessment- NEPA Scoping Request
Fayetteville Regional Airport (FAY)
City of Fayetteville, NC
Cumberland County
20230990.00.CL**

Dear Ms. Best:

The City of Fayetteville has initiated a Short Form Environmental Assessment (EA) for review of a Rental Car Facility Relocation project at the Fayetteville Regional Airport (FAY). In accordance with NEPA requirements outlined in FAA Order 1050.1f, we are requesting your input on the proposed project.

The proposed project will include adding a car washing and maintenance facility, fuel and vacuum positions, and three parking areas for approximately 600 cars. The site will also feature security fencing, a stormwater management area, and connections to both Fuel Farm Road and Airport Road. The intention is for rental cars to ingress/egress via Control Tower Road. Therefore, there is proposed additional pavement between Control Tower Road and the terminal parking lot. Attached are exhibit(s) that outline area of potential impact with the proposed development depicted.

Your interest in this project and your participation are appreciated. If you have any questions or require any additional information, please feel free to contact us at 281-253-1304.

Sincerely,



Brianna Barrineau
Aviation Planner
W.K. Dickson & Co., Inc.

Enclosure: Exhibit

July 29, 2024

Mr. Tom Charles
US Army Corps of Engineers Raleigh Regulatory Field Office
3331 Heritage Trade Drive
Suite 105
Wake Forest, NC 27587

**RE: Rental Car Facility Relocation Short-Form Environmental Assessment- NEPA Scoping Request
Fayetteville Regional Airport (FAY)
City of Fayetteville, NC
Cumberland County
20230990.00.CL**

Dear Mr. Charles:

The City of Fayetteville has initiated a Short Form Environmental Assessment (EA) for review of a Rental Car Facility Relocation project at the Fayetteville Regional Airport (FAY). In accordance with NEPA requirements outlined in FAA Order 1050.1f, we are requesting your input on the proposed project.

The proposed project will include adding a car washing and maintenance facility, fuel and vacuum positions, and three parking areas for approximately 600 cars. The site will also feature security fencing, a stormwater management area, and connections to both Fuel Farm Road and Airport Road. The intention is for rental cars to ingress/egress via Control Tower Road. Therefore, there is proposed additional pavement between Control Tower Road and the terminal parking lot. Attached are exhibit(s) that outline area of potential impact with the proposed development depicted.

Please note that there is an existing previous Jurisdictional Determination in the development area, under Action ID SAW-2012-00240. It is enclosed for reference.

Your interest in this project and your participation are appreciated. If you have any questions or require any additional information, please feel free to contact us at 281-253-1304.

Sincerely,



Brianna Barrineau
Aviation Planner
W.K. Dickson & Co., Inc.

Enclosure: Exhibit
Notification of Jurisdictional Determination (SAW-2012-00240)

U.S. ARMY CORPS OF ENGINEERS
WILMINGTON DISTRICT

Action Id. SAW-2012-00240 County: Cumberland U.S.G.S. Quad: NC- Hope Mills

NOTIFICATION OF JURISDICTIONAL DETERMINATION

Requestor: City of Fayetteville
Doug Hewett
Address: 433 Hay Street
Fayetteville, NC 28301
Telephone Number: 910.433.1990
E-mail: dhewett@ci.fay.nc.us

Size (acres)	<u>82</u>	Nearest Town	<u>Fayetteville</u>
Nearest Waterway	<u>Locks Creek</u>	River Basin	<u>Cape Fear</u>
USGS HUC	<u>03030004</u>	Coordinates	Latitude: <u>34.998432</u> Longitude: <u>-78.882406</u>

Location description: The project is located east of Pine haven Drive, south of Owen Drive, north of Hanger Road, west of NC Highway 87 in Fayetteville, Cumberland County, NC.

Indicate Which of the Following Apply:

A. Preliminary Determination

- There appear to be **waters, including wetlands** on the above described project area/property, that may be subject to Section 404 of the Clean Water Act (CWA)(33 USC § 1344) and/or Section 10 of the Rivers and Harbors Act (RHA) (33 USC § 403). The **waters, including wetlands** have been delineated, and the delineation has been verified by the Corps to be sufficiently accurate and reliable. The approximate boundaries of these waters are shown on the enclosed delineation map dated 9/13/2018. Therefore this preliminary jurisdiction determination may be used in the permit evaluation process, including determining compensatory mitigation. For purposes of computation of impacts, compensatory mitigation requirements, and other resource protection measures, a permit decision made on the basis of a preliminary JD will treat all waters and wetlands that would be affected in any way by the permitted activity on the site as if they are jurisdictional waters of the U.S. This preliminary determination is not an appealable action under the Regulatory Program Administrative Appeal Process (Reference 33 CFR Part 331). However, you may request an approved JD, which is an appealable action, by contacting the Corps district for further instruction.
- There appear to be **waters, including wetlands** on the above described project area/property, that may be subject to Section 404 of the Clean Water Act (CWA)(33 USC § 1344) and/or Section 10 of the Rivers and Harbors Act (RHA) (33 USC § 403). However, since the **waters, including wetlands** have not been properly delineated, this preliminary jurisdiction determination may not be used in the permit evaluation process. Without a verified wetland delineation, this preliminary determination is merely an effective presumption of CWA/RHA jurisdiction over all of the **waters, including wetlands** at the project area, which is not sufficiently accurate and reliable to support an enforceable permit decision. We recommend that you have the **waters, including wetlands** on your project area/property delineated. As the Corps may not be able to accomplish this wetland delineation in a timely manner, you may wish to obtain a consultant to conduct a delineation that can be verified by the Corps.

B. Approved Determination

- There are Navigable Waters of the United States within the above described project area/property subject to the permit requirements of Section 10 of the Rivers and Harbors Act (RHA) (33 USC § 403) and Section 404 of the Clean Water Act (CWA)(33 USC § 1344). Unless there is a change in law or our published regulations, this determination may be relied upon for a period not to exceed five years from the date of this notification.
- There are **waters, including wetlands** on the above described project area/property subject to the permit requirements of Section 404 of the Clean Water Act (CWA) (33 USC § 1344). Unless there is a change in the law or our published regulations, this determination may be relied upon for a period not to exceed five years from the date of this notification.
- We recommend you have the **waters, including wetlands** on your project area/property delineated. As the Corps may not be able to accomplish this wetland delineation in a timely manner, you may wish to obtain a consultant to conduct a delineation that can be verified by the Corps.
- The **waters, including wetlands** on your project area/property have been delineated and the delineation has been verified by the Corps. The approximate boundaries of these waters are shown on the enclosed delineation map dated DATE. We strongly

SAW-2012-00240

suggest you have this delineation surveyed. Upon completion, this survey should be reviewed and verified by the Corps. Once verified, this survey will provide an accurate depiction of all areas subject to CWA jurisdiction on your property which, provided there is no change in the law or our published regulations, may be relied upon for a period not to exceed five years.

- The **waters, including wetlands** have been delineated and surveyed and are accurately depicted on the plat signed by the Corps Regulatory Official identified below on **DATE**. Unless there is a change in the law or our published regulations, this determination may be relied upon for a period not to exceed five years from the date of this notification.
- There are no waters of the U.S., to include wetlands, present on the above described project area/property which are subject to the permit requirements of Section 404 of the Clean Water Act (33 USC 1344). Unless there is a change in the law or our published regulations, this determination may be relied upon for a period not to exceed five years from the date of this notification.
- The property is located in one of the 20 Coastal Counties subject to regulation under the Coastal Area Management Act (CAMA). You should contact the Division of Coastal Management in **in Wilmington, NC, at (910) 796-7215** to determine their requirements.

Placement of dredged or fill material within waters of the US, including wetlands, without a Department of the Army permit may constitute a violation of Section 301 of the Clean Water Act (33 USC § 1311). Placement of dredged or fill material, construction or placement of structures, or work within navigable waters of the United States without a Department of the Army permit may constitute a violation of Sections 9 and/or 10 of the Rivers and Harbors Act (33 USC § 401 and/or 403). If you have any questions regarding this determination and/or the Corps regulatory program, please contact **Emily Greer at 910.251.4567 or emily.c.greer@usace.army.mil.**

C. Basis For Determination: Basis For Determination: See the preliminary jurisdictional determination form dated 09/30/2019.

D. Remarks: None.

E. Attention USDA Program Participants

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

F. Appeals Information (This information applies only to approved jurisdictional determinations as indicated in B. above)

This correspondence constitutes an approved jurisdictional determination for the above described site. If you object to this determination, you may request an administrative appeal under Corps regulations at 33 CFR Part 331. Enclosed you will find a Notification of Appeal Process (NAP) fact sheet and request for appeal (RFA) form. If you request to appeal this determination you must submit a completed RFA form to the following address:

US Army Corps of Engineers
South Atlantic Division
Attn: Phillip Shannin, Review Officer
60 Forsyth Street SW, Room 10M15
Atlanta, Georgia 30303-8801

In order for an RFA to be accepted by the Corps, the Corps must determine that it is complete, that it meets the criteria for appeal under 33 CFR part 331.5, and that it has been received by the Division Office within 60 days of the date of the NAP. Should you decide to submit an RFA form, it must be received at the above address by **Not applicable.**

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

Corps Regulatory Official: GREER.EMILY.C.1385325300 Digitally signed by GREER.EMILY.C.1385325300
Date: 2019.09.30 17:05:05 -04'00'

Date of JD: **09/30/2019** Expiration Date of JD: **Not applicable**

SAW-2012-00240

The Wilmington District is committed to providing the highest level of support to the public. To help us ensure we continue to do so, please complete the Customer Satisfaction Survey located at http://corpsmapu.usace.army.mil/cm_apex/f?p=136:4:0

Copy furnished:

Agent: **ECS Limited, LLC**
Brandon Fulton
E-mail: **BFulton@ecslimited.com**

**NOTIFICATION OF ADMINISTRATIVE APPEAL OPTIONS AND PROCESS AND
REQUEST FOR APPEAL**

Applicant: <u>City of Fayetteville, Doug Hewett</u>	File Number: <u>SAW-2012-00240</u>	Date: <u>09/30/2019</u>
Attached is:	See Section below	
<input type="checkbox"/> INITIAL PROFFERED PERMIT (Standard Permit or Letter of permission)	A	
<input type="checkbox"/> PROFFERED PERMIT (Standard Permit or Letter of permission)	B	
<input type="checkbox"/> PERMIT DENIAL	C	
<input type="checkbox"/> APPROVED JURISDICTIONAL DETERMINATION	D	
<input checked="" type="checkbox"/> PRELIMINARY JURISDICTIONAL DETERMINATION	E	

SECTION I - The following identifies your rights and options regarding an administrative appeal of the above decision. Additional information may be found at <http://www.usace.army.mil/Missions/CivilWorks/RegulatoryProgramandPermits.aspx> or the Corps regulations at 33 CFR Part 331.

A: INITIAL PROFFERED PERMIT: You may accept or object to the permit.

- **ACCEPT:** If you received a Standard Permit, you may sign the permit document and return it to the district engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.
- **OBJECT:** If you object to the permit (Standard or LOP) because of certain terms and conditions therein, you may request that the permit be modified accordingly. You must complete Section II of this form and return the form to the district engineer. Your objections must be received by the district engineer within 60 days of the date of this notice, or you will forfeit your right to appeal the permit in the future. Upon receipt of your letter, the district engineer will evaluate your objections and may: (a) modify the permit to address all of your concerns, (b) modify the permit to address some of your objections, or (c) not modify the permit having determined that the permit should be issued as previously written. After evaluating your objections, the district engineer will send you a proffered permit for your reconsideration, as indicated in Section B below.

B: PROFFERED PERMIT: You may accept or appeal the permit

- **ACCEPT:** If you received a Standard Permit, you may sign the permit document and return it to the district engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.
- **APPEAL:** If you choose to decline the proffered permit (Standard or LOP) because of certain terms and conditions therein, you may appeal the declined permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

C: PERMIT DENIAL: You may appeal the denial of a permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

D: APPROVED JURISDICTIONAL DETERMINATION: You may accept or appeal the approved JD or provide new information.

- **ACCEPT:** You do not need to notify the Corps to accept an approved JD. Failure to notify the Corps within 60 days of the date of this notice, means that you accept the approved JD in its entirety, and waive all rights to appeal the approved JD.
- **APPEAL:** If you disagree with the approved JD, you may appeal the approved JD under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the district engineer. This form must be received by the division engineer within 60 days of the date of this notice.

E: PRELIMINARY JURISDICTIONAL DETERMINATION: You do not need to respond to the Corps regarding the preliminary JD. The Preliminary JD is not appealable. If you wish, you may request an approved JD (which may be appealed), by contacting the Corps district for further instruction. Also you may provide new information for further consideration by the Corps to reevaluate the JD.

SECTION II - REQUEST FOR APPEAL or OBJECTIONS TO AN INITIAL PROFFERED PERMIT

REASONS FOR APPEAL OR OBJECTIONS: (Describe your reasons for appealing the decision or your objections to an initial proffered permit in clear concise statements. You may attach additional information to this form to clarify where your reasons or objections are addressed in the administrative record.)

ADDITIONAL INFORMATION: The appeal is limited to a review of the administrative record, the Corps memorandum for the record of the appeal conference or meeting, and any supplemental information that the review officer has determined is needed to clarify the administrative record. Neither the appellant nor the Corps may add new information or analyses to the record. However, you may provide additional information to clarify the location of information that is already in the administrative record.

POINT OF CONTACT FOR QUESTIONS OR INFORMATION:

If you have questions regarding this decision and/or the appeal process you may contact:
District Engineer, Wilmington Regulatory Division
Attn: Emily Greer
Wilmington Regulatory Office
U.S Army Corps of Engineers
69 Darlington Avenue
Wilmington, North Carolina 28403

If you only have questions regarding the appeal process you may also contact:
Mr. Phillip Shannin, Administrative Appeal Review Officer
CESAD-PDO
U.S. Army Corps of Engineers, South Atlantic Division
60 Forsyth Street, Room 10M15
Atlanta, Georgia 30303-8801
Phone: (404) 562-5137

RIGHT OF ENTRY: Your signature below grants the right of entry to Corps of Engineers personnel, and any government consultants, to conduct investigations of the project site during the course of the appeal process. You will be provided a 15 day notice of any site investigation, and will have the opportunity to participate in all site investigations.

Signature of appellant or agent.

Date:

Telephone number:

For appeals on Initial Proffered Permits send this form to:

District Engineer, Wilmington Regulatory Division, Attn: Emily Greer, 69 Darlington Avenue, Wilmington, North Carolina 28403

For Permit denials, Proffered Permits and Approved Jurisdictional Determinations send this form to:

Division Engineer, Commander, U.S. Army Engineer Division, South Atlantic, Attn: Mr. Phillip Shannin, Administrative Appeal Officer, CESAD-PDO, 60 Forsyth Street, Room 10M15, Atlanta, Georgia 30303-8801
Phone: (404) 562-5137

PRELIMINARY JURISDICTIONAL DETERMINATION (PJD) FORM

BACKGROUND INFORMATION

A. REPORT COMPLETION DATE FOR PJD: 9/30/2019

B. NAME AND ADDRESS OF PERSON REQUESTING PJD: City of Fayetteville c/o Doug Hewett, 433 Hay Street, Fayetteville, NC 28301

C. DISTRICT OFFICE, FILE NAME, AND NUMBER: Wilmington District, Fayetteville Regional Airport/stream at Control Tower Road, SAW-2012-00240

D. PROJECT LOCATION(S) AND BACKGROUND INFORMATION: Airport Road and Pine Haven Drive Fayetteville, Cumberland County, North Carolina

(USE THE TABLE BELOW TO DOCUMENT MULTIPLE AQUATIC RESOURCES AND/OR AQUATIC RESOURCES AT DIFFERENT SITES)

State: NC County: Cumberland City: Fayetteville
Center coordinates of site (lat/long in degree decimal format): Latitude: 34.998432, Longitude: -78.882406

Universal Transverse Mercator: 17

Name of nearest waterbody: UT Cape Fear River

E. REVIEW PERFORMED FOR SITE EVALUATION (CHECK ALL THAT APPLY):

Office (Desk) Determination. Date:

Field Determination. Date(s):

TABLE OF AQUATIC RESOURCES IN REVIEW AREA WHICH "MAY BE" SUBJECT TO REGULATORY JURISDICTION.

Site Number	Latitude (decimal degrees)	Longitude (decimal degrees)	Estimated amount of aquatic resources in review area (acreage and linear feet, if applicable)	Type of aquatic resources (i.e., wetland vs. non-wetland waters)	Geographic authority to which the aquatic resource "may be" subject (i.e., Section 404 or Section 10/404)
W1	34.996988	-78.883852	~ 13.9780 Acres	Wetland	404
P1	34.996551	-78.886731	~ 0.1694-Acre	Non-wetland	404
S1	34.997308	-78.883184	~ 2,363 Linear Feet	Non-wetland	404
S2	34.995081	-78.883191	~ 52 Linear Feet	Non-wetland	404

1) The Corps of Engineers believes that there may be jurisdictional aquatic resources in the review area, and the requestor of this PJD is hereby advised of his or her option to request and obtain an approved JD (AJD) for that review area based on an informed decision after having discussed the various types of JDs and their characteristics and circumstances when they may be appropriate.

2) In any circumstance where a permit applicant obtains an individual permit, or a Nationwide General Permit (NWP) or other general permit verification requiring "pre- construction notification" (PCN), or requests verification for a non-reporting NWP or other general permit, and the permit applicant has not requested an AJD for the activity, the permit applicant is hereby made aware that: (1) the permit applicant has elected to seek a permit authorization based on a PJD, which does not make an official determination of jurisdictional aquatic resources; (2) the applicant has the option to request an AJD before accepting the terms and conditions of the permit authorization, and that basing a permit authorization on an AJD could possibly result in less compensatory mitigation being required or

different special conditions; (3) the applicant has the right to request an individual permit rather than accepting the terms and conditions of the NWP or other general permit authorization; (4) the applicant can accept a permit authorization and thereby agree to comply with all the terms and conditions of that permit, including whatever mitigation requirements the Corps has determined to be necessary; (5) undertaking any activity in reliance upon the subject permit authorization without requesting an AJD constitutes the applicant's acceptance of the use of the PJD; (6) accepting a permit authorization (e.g., signing a proffered individual permit) or undertaking any activity in reliance on any form of Corps permit authorization based on a PJD constitutes agreement that all aquatic resources in the review area affected in any way by that activity will be treated as jurisdictional, and waives any challenge to such jurisdiction in any administrative or judicial compliance or enforcement action, or in any administrative appeal or in any Federal court; and (7) whether the applicant elects to use either an AJD or a PJD, the JD will be processed as soon as practicable. Further, an AJD, a proffered individual permit (and all terms and conditions contained therein), or individual permit denial can be administratively appealed pursuant to 33 C.F.R. Part 331. If, during an administrative appeal, it becomes appropriate to make an official determination whether geographic jurisdiction exists over aquatic resources in the review area, or to provide an official delineation of jurisdictional aquatic resources in the review area, the Corps will provide an AJD to accomplish that result, as soon as is practicable. This PJD finds that there "may be" waters of the U.S. and/or that there "may be" navigable waters of the U.S. on the subject review area, and identifies all aquatic features in the review area that could be affected by the proposed activity, based on the following information:

SUPPORTING DATA. Data reviewed for PJD (check all that apply)

Checked items should be included in subject file. Appropriately reference sources below where indicated for all checked items:

- Maps, plans, plots or plat submitted by or on behalf of the PJD requestor:
Map: Figure 6. Stream/Wetland Location Map dated 9/13/2018
- Data sheets prepared/submitted by or on behalf of the PJD requestor.
 - Office concurs with data sheets/delineation report.
 - Office does not concur with data sheets/delineation report. Rationale: _____
- Data sheets prepared by the Corps: _____
- Corps navigable waters' study: _____
- U.S. Geological Survey Hydrologic Atlas: _____
- USGS NHD data.
- USGS 8 and 12 digit HUC maps.
- U.S. Geological Survey map(s). Cite scale & quad name: 1:24k, Hope Mills and Fayetteville, NC
- Natural Resources Conservation Service Soil Survey. Citation: NRCS Web Soil Survey
- National wetlands inventory map(s). Cite name: USFWS Online Wetland Mapper
- State/local wetland inventory map(s): _____
- FEMA/FIRM maps: ID: 37051C DATED: 11/30/2010
- 100-year Floodplain Elevation is: _____ (National Geodetic Vertical Datum of 1929)
- Photographs:
 - Aerial (Name & Date): Current SAW Regulatory GIS Viewer
 - or Other (Name & Date): ECS Photolog
- Previous determination(s). File no. and date of response letter: _____
- Other information (please specify): _____

IMPORTANT NOTE: The information recorded on this form has not necessarily been verified by the Corps and should not be relied upon for later jurisdictional determinations.

GREER.EMILY.C.138
5325300

Digitally signed by
GREER.EMILY.C.1385325300
Date: 2019.09.30 17:05:32 -04'00'



9/28/2018

Signature and date of Regulatory
staff member completing PJD
9/30/2019

Signature and date of person requesting PJD
(REQUIRED, unless obtaining the signature is
impracticable)¹

¹ Districts may establish timeframes for requester to return signed PJD forms. If the requester does not respond within the established time frame, the district may presume concurrence and no additional follow up is necessary prior to finalizing an action.

Legend

- Project Study Area
- Approximate Wetland Location
- Approximate Pond Location
- Approximate Stream Location
- Ephemeral Drainage
- ⊕ Data Point

ECS PERFORMED A WETLAND/STREAM DETERMINATION ON SEPTEMBER 11 & 12, 2018. ECS'S FINDINGS HAVE NOT BEEN SURVEYED OR VERIFIED BY THE USACE OR NCDWR AND ARE SUBJECT TO CHANGE. THIS FIGURE SHOULD BE USED FOR PRELIMINARY PLANNING PURPOSES. ECS RECOMMENDS CONSULTATION WITH A CIVIL ENGINEER TO CONFIRM THE LOCAL BUFFER REQUIREMENTS.

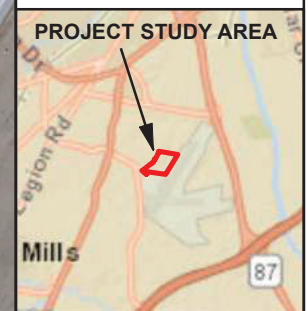


Client:
**FAYETTEVILLE
 CUMBERLAND
 COUNTY
 EDC**

Project:
 FAYETTEVILLE
 REGIONAL
 AIRPORT SITE

 AIRPORT ROAD &
 PINE HAVEN DRIVE
 FAYETTEVILLE
 CUMBERLAND COUNTY
 NORTH CAROLINA

Title:
**STREAM / WETLAND
 LOCATION MAP**

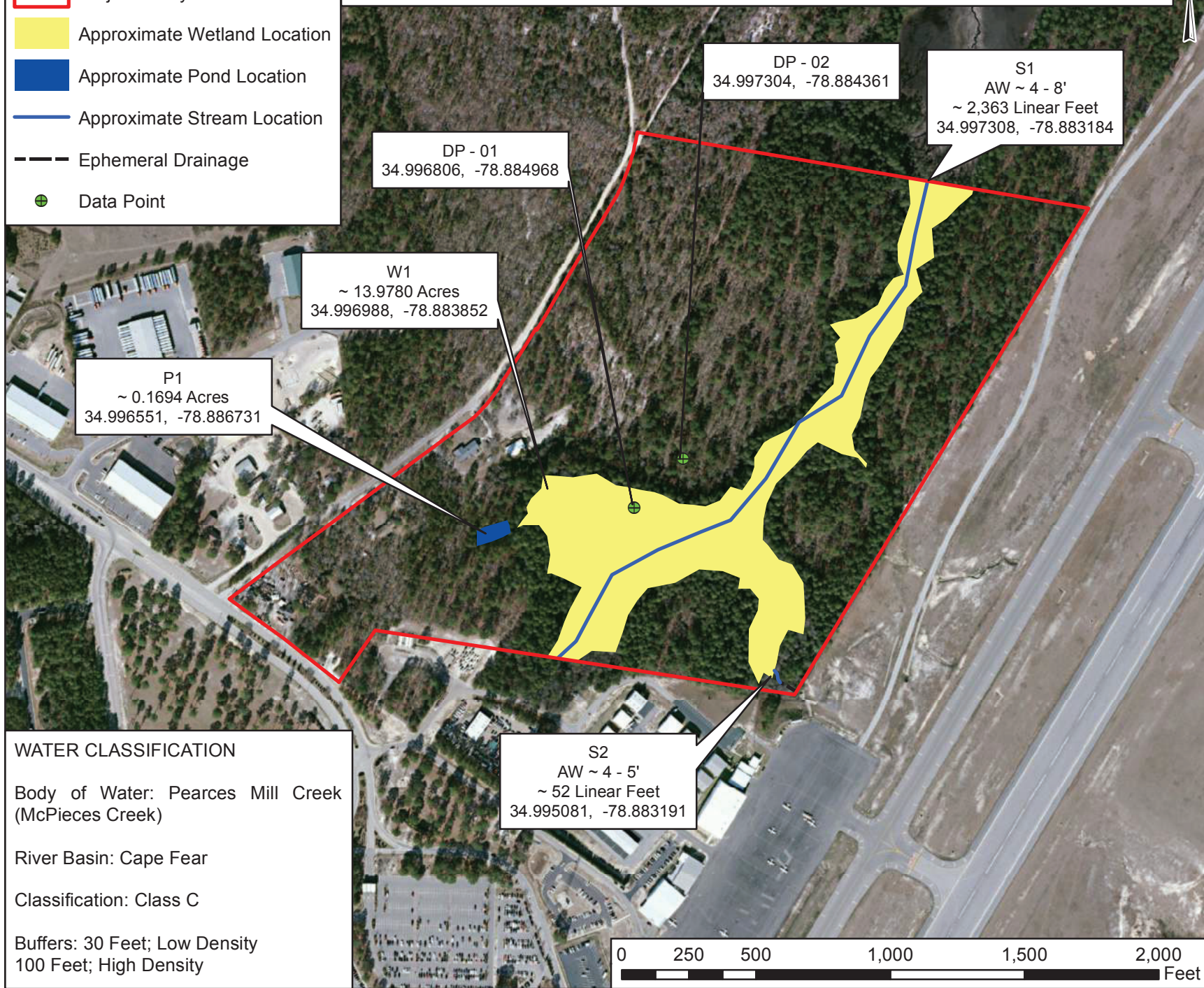


Drawn By: KCF	Checked By: CBD
------------------	--------------------

Approved By: WBF	Date: 09/13/2018
---------------------	---------------------

ECS Project No.
49:7718

FIGURE 6



WATER CLASSIFICATION

Body of Water: Pearces Mill Creek (McPieces Creek)

River Basin: Cape Fear

Classification: Class C

Buffers: 30 Feet; Low Density
 100 Feet; High Density

APPENDIX E

Tribal Coordination Letters

Initial Scoping Letter Sent by Ardurra (fka WK Dickson) to North Carolina Division of Indian Affairs (no response provided)
Letters Submitted to Tribes by FAA on 12/23/2025

July 29, 2024

Ms. Daphne Pinto
North Carolina Commission of Indian Affairs
1317 Mail Service Center
Raleigh, NC 27699-1317

**RE: Rental Car Facility Relocation Short-Form Environmental Assessment- NEPA Scoping Request
Fayetteville Regional Airport (FAY)
City of Fayetteville, NC
Cumberland County
20230990.00.CL**

Dear Ms. Pinto:

The City of Fayetteville has initiated a Short Form Environmental Assessment (EA) for review of a Rental Car Facility Relocation project at the Fayetteville Regional Airport (FAY). In accordance with NEPA requirements outlined in FAA Order 1050.1f, we are requesting your input on the proposed project.

The proposed project will include adding a car washing and maintenance facility, fuel and vacuum positions, and three parking areas for approximately 600 cars. The site will also feature security fencing, a stormwater management area, and connections to both Fuel Farm Road and Airport Road. The intention is for rental cars to ingress/egress via Control Tower Road. Therefore, there is proposed additional pavement between Control Tower Road and the terminal parking lot. Attached are exhibit(s) that outline area of potential impact with the proposed development depicted.

During the NEPA process for completing an Environmental Assessment, Native American Tribes in NC are invited to provide input via Nation-to-Nation contact, coordinated by the Federal Aviation Administration (FAA). This effort is a Short-Form Environmental Assessment, which is a concise version that meets NEPA requirements. As such, our review of the 2020 NCDOA NC Tribal and Urban Communities Map, no Tribal Nations are identified in the County. However, Cumberland County is the location of the Cumberland County Association for Indian People. Please advise via email (bbarrineau@wkdickson.com) if coordination is necessary with any representative Nations for this Short Form EA?

Your feedback and direction regarding this matter are greatly appreciated. If you have any questions or require any additional information, please feel free to contact me via email or 281-253-1304.

Sincerely,

W.K. Dickson & Co., Inc.

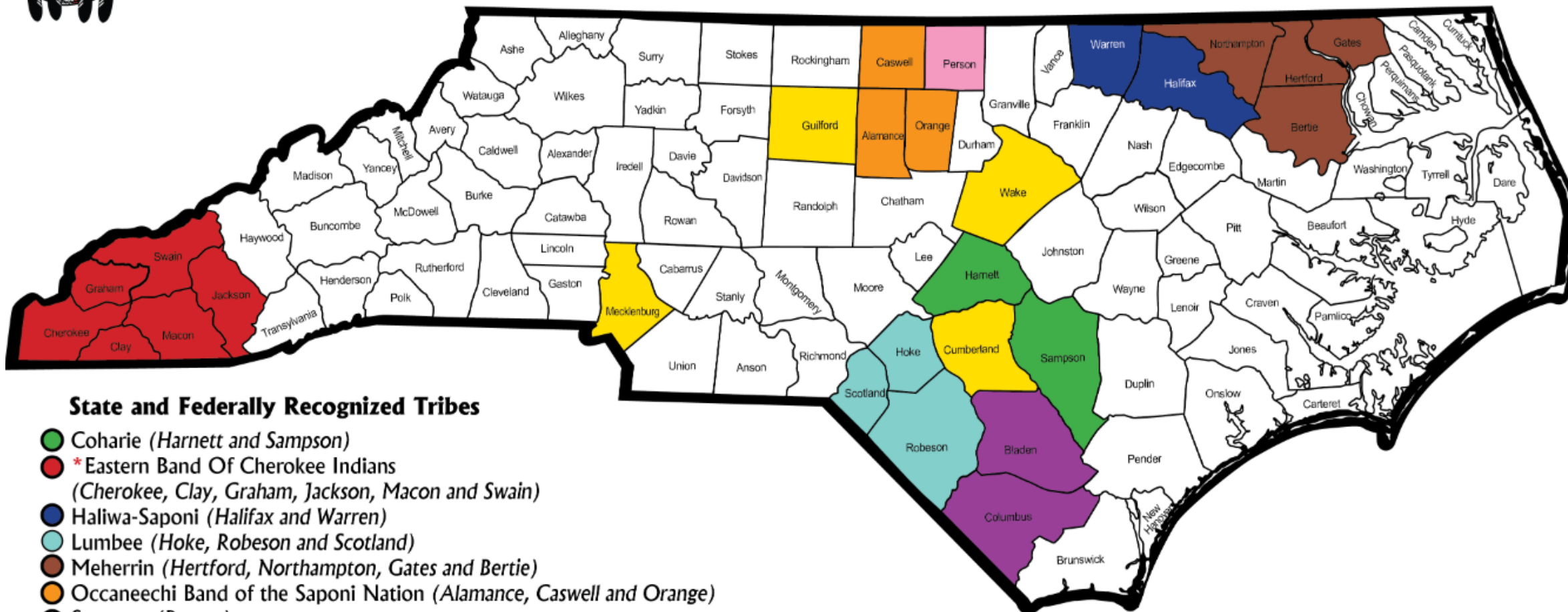


Brianna Barrineau
Aviation Planner

Enclosure: Exhibit, NC Tribal and Urban Communities Map (2020)

1320 Main Street
Suite 400
Columbia, SC 29201
Tel. 803.461.2725
www.wkdickson.com

N.C. TRIBAL AND URBAN COMMUNITIES



State and Federally Recognized Tribes

- Coharie (*Harnett and Sampson*)
 - * Eastern Band Of Cherokee Indians
(*Cherokee, Clay, Graham, Jackson, Macon and Swain*)
 - Haliwa-Saponi (*Halifax and Warren*)
 - Lumbee (*Hoke, Robeson and Scotland*)
 - Meherrin (*Hertford, Northampton, Gates and Bertie*)
 - Occaneechi Band of the Saponi Nation (*Alamance, Caswell and Orange*)
 - Sappony (*Person*)
 - Waccamaw Siouan (*Bladen and Columbus*)
- * Federally Recognized

- **Urban Indian Organizations**
(*Holding membership on the NC Commission of Indian Affairs*):
Cumberland County Association for Indian People
Guilford Native American Association
Metrolina Native American Association
Triangle Native American Society

Areas in Color indicate counties where the eight Recognized Tribes of North Carolina reside.

Counties in yellow (Mecklenburg, Guilford, Cumberland and Wake) Location of American Indian Associations

Map published by the North Carolina Commission of Indian Affairs.



U.S. Department
of Transportation
**Federal Aviation
Administration**

Memphis Airports District Office
2600 Thousand Oaks Blvd., Suite 2250
Memphis, TN 38118-2486
Phone: 901-322-8180

December 23, 2025

Mr. Terry Mitchell
Chairman, Waccamaw Siouan Tribal Council
3623 Old Northeast Road
Lake Waccamaw, NC 28450

**RE: Rental Car Facility Relocation Short-Form Environmental Assessment- NEPA Scoping Request
Fayetteville Regional Airport (FAY)
City of Fayetteville, NC
Cumberland County
20230990.00.CL**

Dear Mr. Mitchell:

The City of Fayetteville has initiated a Short Form Environmental Assessment (EA) for review of a Rental Car Facility Relocation project at the Fayetteville Regional Airport (FAY). In accordance with NEPA requirements outlined in FAA Order 1050.1F, we are requesting your input on the proposed project.

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Your interest in this project and your participation is appreciated. If you have any questions or require any additional information, please feel free to contact us at lopa.naik@faa.gov

Sincerely,

lopa naik

Lopa Naik
EPS, Memphis ADO

Enclosure: Exhibit



U.S. Department
of Transportation
**Federal Aviation
Administration**

Memphis Airports District Office
2600 Thousand Oaks Blvd., Suite 2250
Memphis, TN 38118-2486
Phone: 901-322-8180

December 23, 2025

Mr. Greg Jacobs
Administrator, Coharie Indian Tribe
7531 North U.S. Highway 421
Clinton, NC 28328

**RE: Rental Car Facility Relocation Short-Form Environmental Assessment- NEPA Scoping Request
Fayetteville Regional Airport (FAY)
City of Fayetteville, NC
Cumberland County
20230990.00.CL**

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The City of Fayetteville has initiated a Short Form Environmental Assessment (EA) for review of a Rental Car Facility Relocation project at the Fayetteville Regional Airport (FAY). In accordance with NEPA requirements outlined in FAA Order 1050.1F, we are requesting your input on the proposed project.

The proposed project will include adding a car washing and maintenance facility, fuel and vacuum positions, and three parking areas for approximately 600 cars. The site will also feature security fencing, a stormwater management area, and connections to both Fuel Farm Road and Airport Road. The intention is for rental cars to ingress/egress via Control Tower Road. Therefore, there is proposed additional pavement between Control Tower Road and the terminal parking lot. Attached are exhibit(s) that outline area of potential impact with the proposed development depicted.

Your interest in this project and your participation is appreciated. If you have any questions or require any additional information, please feel free to contact us at lopa.naik@faa.gov

Sincerely,

lopa naik

Lopa Naik
EPS, Memphis ADO

Enclosure: Exhibit



U.S. Department
of Transportation
**Federal Aviation
Administration**

Memphis Airports District Office
2600 Thousand Oaks Blvd., Suite 2250
Memphis, TN 38118-2486
Phone: 901-322-8180

December 23, 2025

Mr. Ricky Harris
Administrator, Lumbee Indian Tribe of North Carolina
6984 N.C. Highway 711 West
Pembroke, NC 28372

**RE: Rental Car Facility Relocation Short-Form Environmental Assessment- NEPA Scoping Request
Fayetteville Regional Airport (FAY)
City of Fayetteville, NC
Cumberland County
20230990.00.CL**

Dear Mr. Harris:

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