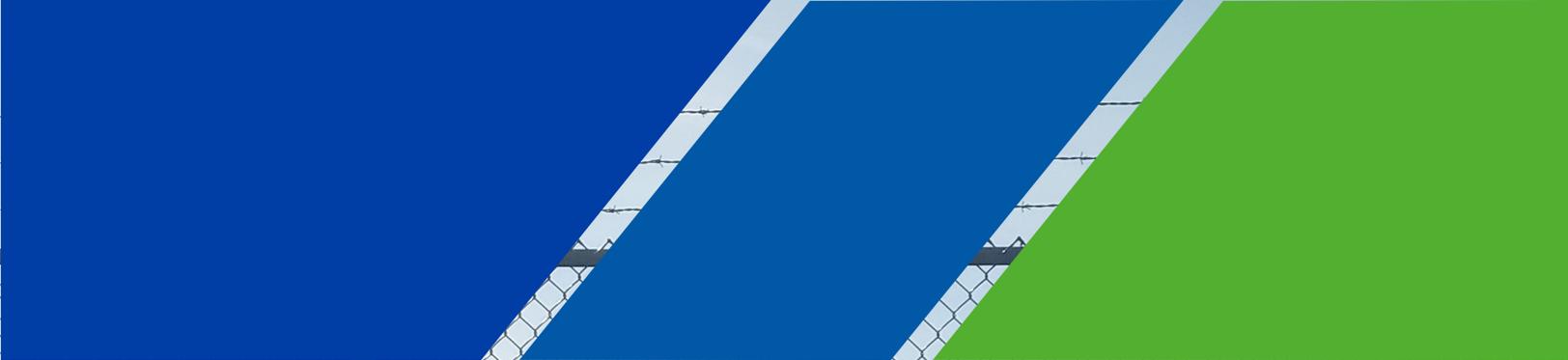




Appendix: H

SHPO Project Review Package



TWEED
NEW HAVEN
AIRPORT

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PROJECT REVIEW COVER FORM

This is: a new submittal supplemental information other Date Submitted: October 4, 2022

PROJECT INFORMATION

Project Name: Tweed-New Haven Airport Environmental Assessment

Project Proponent: Tweed New Haven Airport (Consultant McFarland-Johnson, Inc.)

The individual or group sponsoring, organizing, or proposing the project.

Project Street Address: 155 Burr Street New Haven, CT 06512
Include street number, street name, and or Route Number. If no street address exists give closest intersection.

City or Town: New Haven County: New Haven
Please use the municipality name and not the village or hamlet.

PROJECT DESCRIPTION (REQUIRED)

Please summarize the project below. In a separate attachment, describe the project in detail. As applicable, provide any information regarding past land use, project area size, renovation plans, demolitions, and/or new construction.

The proposed project will include the extension of Runway 02-20, including replacement of the existing terminal with a new terminal on the east side of the airport property, in previously disturbed land. Details for the project and a site plan are enclosed. The current submission provides supplemental information to reflect latest revision to the APE. It is anticipated that the new information will not cause any change to the previous No Adverse Effect determination that was issued by SHPO on 05/11/22.

List all state and federal agencies involved in the project and indicate the funding, permit, license or approval program pertaining to the proposed project:

Agency Type	Agency Name	Program Name
<input checked="" type="checkbox"/> State <input type="checkbox"/> Federal	CT-DEEP	Inland Wetland Permit and 401 WQC
<input checked="" type="checkbox"/> State <input type="checkbox"/> Federal	CT-DEEP	GP for the Discharge of Stormwater and Dewatering Wastewaters from Construction Activities
<input type="checkbox"/> State <input checked="" type="checkbox"/> Federal	USACE	Section 404 Permit
<input type="checkbox"/> State <input checked="" type="checkbox"/> Federal	Administered by the State of CT	NPDES
<input type="checkbox"/> State <input checked="" type="checkbox"/> Federal	Federal Aviation Administration (FAA)	National Environmental Policy Act (NEPA) Review

If there is no state or federal agency involvement, please state the reason for your review request:



FOR SHPO USE ONLY

Based on the information submitted to our office for the above named property and project, it is the opinion of the Connecticut State Historic Preservation Office that no historic properties will be affected by the proposed activities.*

Jonathan Kinney
Deputy State Historic Preservation Officer

Date

*All other determinations of effect will result in a formal letter from this office

Updated 1/2021

PROJECT REVIEW COVER FORM

CULTURAL RESOURCES IDENTIFICATION

Background research for previously identified historic properties within a project area may be undertaken at the SHPO's office. To schedule an appointment, please contact Catherine Labadia, 860-500-2329 or Catherine.labadia@ct.gov. Some applicants may find it advantageous to hire a qualified historic preservation professional to complete the identification and evaluation of historic properties.

Are there any historic properties listed on the State or National Register of Historic Places within the project area? (Select one)

Yes No Do Not Know **If yes, please identify:** _____

Architecture

Are there any buildings, structures, or objects within the Area of Potential Effects (houses, bridges, barns, walls, etc.)? The area of potential effects means the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties. If you're not sure, check "I don't know."

- Yes (attach clearly labeled photographs of each resource and applicable property cards from the municipality assessor)
- No (proceed to next section) see results of previous cultural resources investigations below. A No Adverse Effect determination was issued by SHPO on 5/11/22
- I don't know (proceed to next section)

Date the existing building/structures/objects were constructed: _____

If the project involves rehabilitation, demolition, or alterations to existing buildings older than 50 years, provide a work plan (If window replacements are proposed, provide representative photographs of existing windows).

Archeology

Does the proposed project involve ground disturbing activities?

- Yes (provide below or attach a description of current and prior land use and disturbances. Attach an excerpt of the soil survey map for the project area. These can be created for free at: <https://websoilsurvey.nrcs.usda.gov>
See attached Soils Map. The project area has been previously disturbed and committed to current airport utilization and development
- No

CHECKLIST (Did you attach the following information?)

Required for all Projects	Required for Projects with architectural resources
<input checked="" type="checkbox"/> Completed Form	<input type="checkbox"/> Work plans for rehabilitation or renovation
<input checked="" type="checkbox"/> Map clearly labelled depicting project area	<input type="checkbox"/> Assessor's Property Card
<input checked="" type="checkbox"/> Photographs of current site conditions	Required for Projects with ground disturbing activities
<input checked="" type="checkbox"/> Site or project plans for new construction	<input checked="" type="checkbox"/> Soil survey map

Suggested Attachments, as needed

- Supporting documents needed to explain project Supporting documents identifying historic properties
 Historic maps or aerials (available at <http://magic.lib.uconn.edu> or <https://www.historicaerials.com/>)

PROJECT CONTACT

Name: David Rosa	Firm/Agency: McFarland Johnson	
Address: 49 Court Street, Suite 240		
City: Binghamton	State: New York	Zip Code: 13901
Phone: 305-705-4871	Email: drosa@mjinc.com	

Federal and state laws exist to ensure that agencies, or their designated applicants, consider the impacts of their projects on historic resources. At a minimum, submission of this completed form with its attachments constitutes a request for review by the Connecticut SHPO. The responsibility for preparing documentation, including the identification of historic properties and the assessment of potential effects resulting from the project, rests with the federal or state agency, or its designated applicant. The role of SHPO is to review, comment, and consult. SHPO's ability to complete a timely project review largely depends on the quality of the materials submitted. Please mail the completed form with all attachments to the attention of: Environmental Review, State Historic Preservation Office, 450 Columbus Boulevard, Suite 5, Hartford, CT. Electronic submissions are not accepted at this time.

Updated 1/2021

Introduction

This cultural resources review and the attached and updated Project Review Form are being submitted to the Connecticut State Historic Preservation Office (CT-SHPO) to provide supplemental information concerning an alteration to the Area of Potential Effect (APE) for the proposed action at the Tweed New Haven Airport, which includes a revised projected noise contour. As discussed below, the revision of the noise contour will have no adverse effect on historic properties or archaeological deposits within the APE.

Tweed New Haven Airport and the Area of Potential Effect

The Tweed New Haven Airport (the Airport) is situated within both the City of New Haven and the Town of East Haven property (see Figures 1 and 2). It is located approximately 4.8 km (3 mi) to the southeast of the Central Business District of New Haven. The development of the Airport was initiated in 1922 by then mayor David E. Fitzgerald, who proposed the purchase of 220 acres of land in formerly rural portions of New Haven and East Haven. Planning and construction of the Airport occurred through the 1920s, and the facility was opened in 1931 and intermittent air service for passenger and mail flights operated by American Airlines began. The Airport facilities and layout were improved upon throughout the middle decades of the twentieth century to accommodate the growing number of commercial flights resulting from increased air travel. In 1982, the increased air traffic justified the addition of an Airport Traffic Control Tower and an Instrument Landing System on Runway 2. Throughout the later decades of the twentieth century, traffic at the Airport continued to increase as flights to Chicago, Illinois; Philadelphia and Pittsburgh, Pennsylvania; Baltimore, Maryland; Washington D.C.; and Newark, New Jersey were added. This increase was supported by the installation of a new terminal building in 1995; a hangar at the Airport was converted for use as the new terminal. The previous terminal building was converted to Airport administration offices and Federal Aviation Administration offices. Today, the Airport support flights to the above-referenced cities, as well as Cincinnati, Ohio and Charlotte, North Carolina. The Airport remains an important hub for travelers and other types of air traffic.

The Tweed New Haven Airport proposes the extension of Runway 02-20 and the replacement of the existing terminal with the construction of a new terminal development within airport property. The runway extension entails increasing the length of Runway 02 end for approximately 639 feet, Runway 20 end for approximately 336 feet, and construction of Engineered Material Arresting System (EMAS) at Runway 2 end. The new terminal development would be constructed on the east side of the existing airport (airfield) footprint. The new terminal development includes a terminal building, apron, surface parking lot and access road. Access would be located off of Proto Drive. The APE for the project encompasses the majority of the Airport property, as well as limited areas of residential and commercial properties to the north, west, south, and northeast. For the purposes of this Project Notification Form, the APE established for the Project also includes the area within the Proposed Action 2029 DNL contour (65-75 dB), reportable noise increases outside of the HVN property and foreseeable ground disturbance associated with the Project (Figure 2).

Cultural Resources

The following sections present the results of previous investigation of the Airport property, cultural resources data, and reviews of historical maps and aerial images associate with the APE so that they may be used for project review by the staff of the CT-SHPO. The data presented below was gathered from the CT-SHPO files, as well as from Geographic Information System (GIS) maintained by Heritage Consultants, LLC (Heritage). In addition to cultural resources data, the following sections provided examples of historical maps, aerial images, photos, and soils data related to the APE to aid in the CT-SHPO review process.

Results of CT-SHPO Consultation

Also included is a copy of letter dated March 26, 1996 that was sent to Mr. Richard Dymont of Hoyle, Tanner, and Associates, Inc., regarding then-proposed upgrades to the Airport area. The letter indicates that the CT-SHPO notes that “extensive ground disturbance exists within the Tweed-Hew Haven Airport and Morris Creek areas and as such, the proposed project area does not possess archaeological integrity or sensitivity” (emphasis in original). The 1996 letter from the CT-SHPO also states that “the existing structures at Tweed-Hew Haven Airport and the adjacent residential neighborhood lack historical and architectural importance.” In addition, in May of 2022, the CT-SHPO also determined that the proposed Project will have no adverse effects on historic properties. That letter states that “Based on the information provided to our office, it is SHPO’s opinion that no historic properties will be affected by the proposed undertaking.”

Archaeological Resources

A review for archaeological resources within and near the APE was performed pursuant to all pertinent cultural resources laws, regulations, and guidelines, including Section 106 of the National Historic Preservation Act of 1966, as amended and the *Environmental Review Primer for Connecticut's Archaeological Resources*, as necessary. Heritage personnel who completed the archaeological review effort meet the qualifications specified in the *Secretary of the Interior's Standards*, and published in 36 CFR §61. There are a total of 15 known archaeological sites in the Airport region. A total of six of these are prehistoric period sites that are located in Branford; they include Sites 14-1, 14-10, 14-20, 14-21, 14-50 and 14-51. They consist of camp sites, a lithic workshop, one site of an unknown type, and one shell midden. A total of seven prehistoric period sites were identified in East Haven; they are Sites 44-4, 44-5, 44-13, 44-15, 44-16, 44-17, and 44-18. Of these, two were identified as Archaic/Woodland period sites, including one isolated find and a village site. The other sites were identified as a Late Archaic period isolated find and a hunting/foraging occupation. The remaining sites in East Haven included a campsite dating from an unknown time period, another hunting/foraging occupation from an unknown time period, and an unknown occupation type. Finally, two prehistoric period sites were identified in New Haven; however, no information about these sites was provided in the inventory forms (Figure 3). None of the archaeological sites are located within the APE.

National and State Register of Historic Places Districts/Properties Resources

Figure 4 reveals that there are 12 National Register of Historic Places (NRHP) and nine State Register of Historic Places (SRHP) districts and individually-listed properties within the Airport region. Of these, two NRHP districts are in Branford; they include the late nineteenth century residential Short Beach Historic District and the early twentieth century Branford Electric Railway Historic District. There also are one NRHP historic district and one individually NRHP listed building located in East Haven; they include the East Haven Green Historic District, which is the town green and part of the commercial business district in East Haven, and the twentieth century East Haven High School. The Gideon Potter House, which is located in East Haven also has been determined eligible for listing on the NRHP. There also are nine SHRP properties situated within the vicinity of the Airport (Figure 4). Of these, two are located in Branford and include the Babcock House and the nineteenth century Short Beach Union Chapel. The remaining seven SRHP properties are situated in East Haven; six of them are characterized as historical residences and one is the Christ Church.

The NRHP resource located closest to the Airport is the Morris Cove Historic District, which abuts the western limits of the APE. The Morris Cove Historic District, which was listed on the NRHP in 2018, consists of a historical summer resort area in New Haven, Connecticut. The area was developed as a coastal

summer community prior to its transformation into a streetcar suburb of the New Haven during the second quarter of the twentieth century. The district encompasses 61 acres of land that contains 341 buildings that contribute to its NRHP significance under Criterion A for the period of 1870 to 1948. Architectural styles represented in the Morris Cove Historic District include the Colonial Revival, Craftsman, Bungalow, Victorian, and Dutch Colonial styles. The vast majority of the buildings in the Morris Cove Historic District are residences, though the area also contained a schoolhouse and a fire station. None of the above-referenced NRHP or SRHP properties/districts intersect with or are situated within the boundaries of the APE.

Historical Maps and Aerial Images

In order to aid CT-SHPO staff during the project review process, Heritage has included a sample of historical maps and aerial images showing the APE and the larger project region (Figures 5 through 9). Figure 5 shows the condition of the general project region as of 1852. These parts of New Haven and East Haven were rural at that time and contained a few farms/residences, as well as a small network of roads. The APE contained no mapped buildings as of 1852 and it appears to have consisted of outlying parcels of land that were likely used for agriculture. By 1869, additional development had occurred within the larger region, and houses, roads, a school, and commercial enterprises were added to the building stock near the Airport (Figure 6). As of 1869, the APE contained only one mapped building in the north. It was the residence of "Mrs. Andrew." The remainder of the APE remained undeveloped as of 1869 and likely remained agricultural fields or outlying parcels.

The first aerial image of the Airport area dates from 1934; it shows the landscape conditions of the APE and the surrounding region just prior to the construction of the Airport (Figure 7). At that time, the APE consisted of a mixture of farm fields, wetlands, and small pockets of development. The latter appear to have been largely residential in character. Figure 8, an aerial image dating from 1951, shows that the Airport had been built and was in operation by the middle of the twentieth century. Areas to the north, east, and south of the runways contained small pockets of housing as of 1951, but the remainder of the region was characterized by conditions similar to 1934. The final aerial image dates from 2019 and shows the region in its essentially modern state (Figure 9). As of 2019, the Airport was in its current configuration and the former pockets of housing to the north, east, and south had been removed. Today, the Airport parcel appears as a well-developed area that has been subject to significant alterations related to various construction episodes throughout the twentieth century.

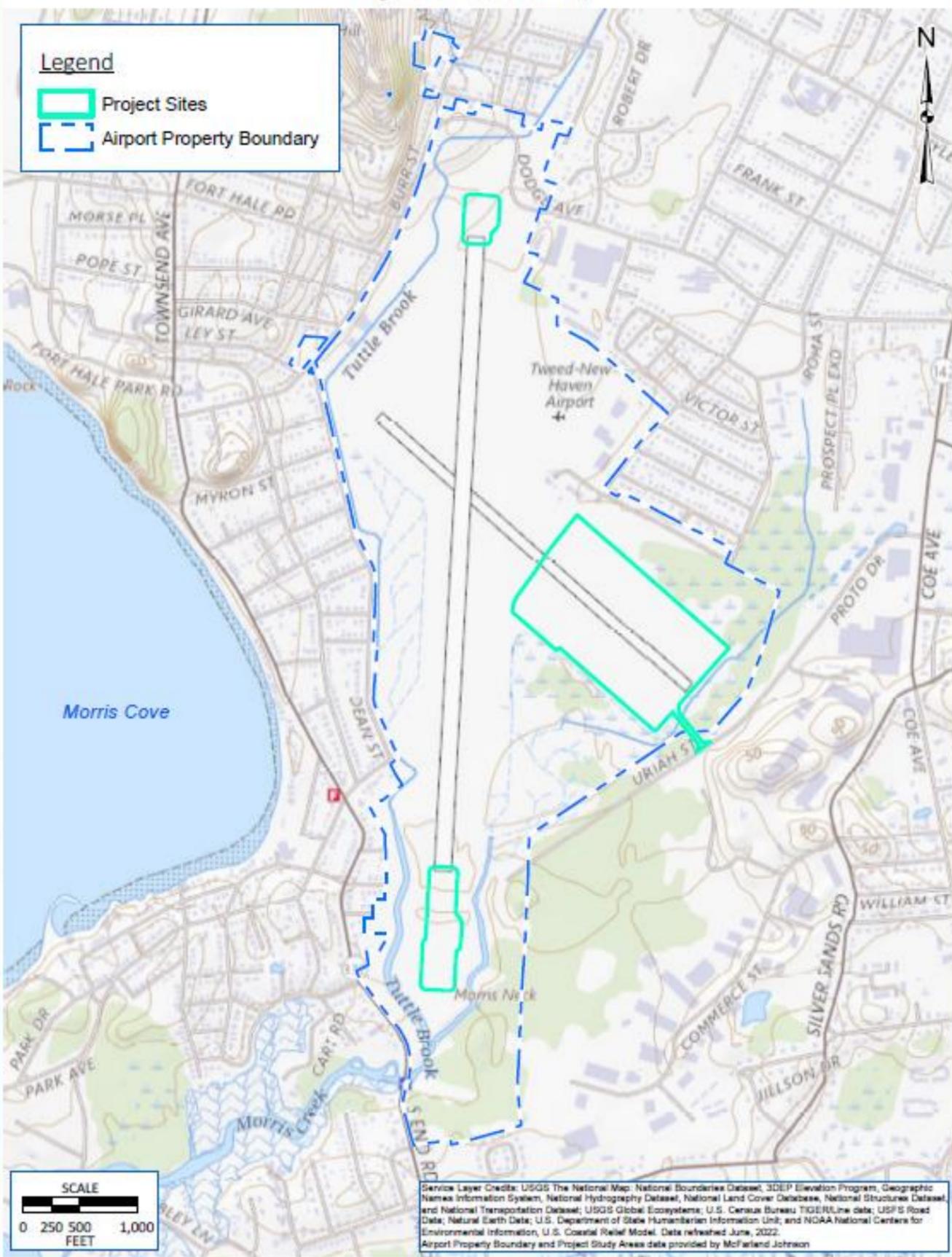
Soil Data

In addition to the information above, a map of the various soil types situated within the APE is included (Figure 10). Soils located within the APE belong to a eight different soil series. These include Walpole (Code 27), Deerfield (Code 24), Manchester (Code 37), Cheshire (Code 77), Holyoke Rock Outcrop Complex (Code 78), Westbrook (Code 98), Penwood-Urban Land (Code 235), and Udorthents-Urban Land (Code 306). With the exception of the Deerfield and Cheshire series, which are sandy and well drained, the soil types throughout the APE are either characterized by mucks or poorly drained areas (e.g., Walpole and Westbrook soil), gravelly areas (e.g., Manchester soils), rocky locales (e.g., Hollis Rock Outcrop Complex soils), or zones that have been subjected to construction-related impacts (Penwood-Urban Land and Udorthent-Urban Land soils). Thus, the majority of soil types within the APE were not amenable to prehistoric occupation. Finally, the Deerfield and Cheshire soils comprise only a small percentage of the APE, and the areas in which they are located have been disturbed by prior construction episodes.

Sample Photos

A total of 12 photos are included with this submittal. They consist of overview photos of the Airport area, the Runway 2 Extension Area, the new Terminal area, and general pictures showing the overall landscape within and adjacent to the Airport, including the built environment.

Figure 1-1: Location Map



Document Path: K:\Tweed New Haven\T-18839.00 MPU EA\Draw\Location Map.mxd

Figure 1. Project Area Map.

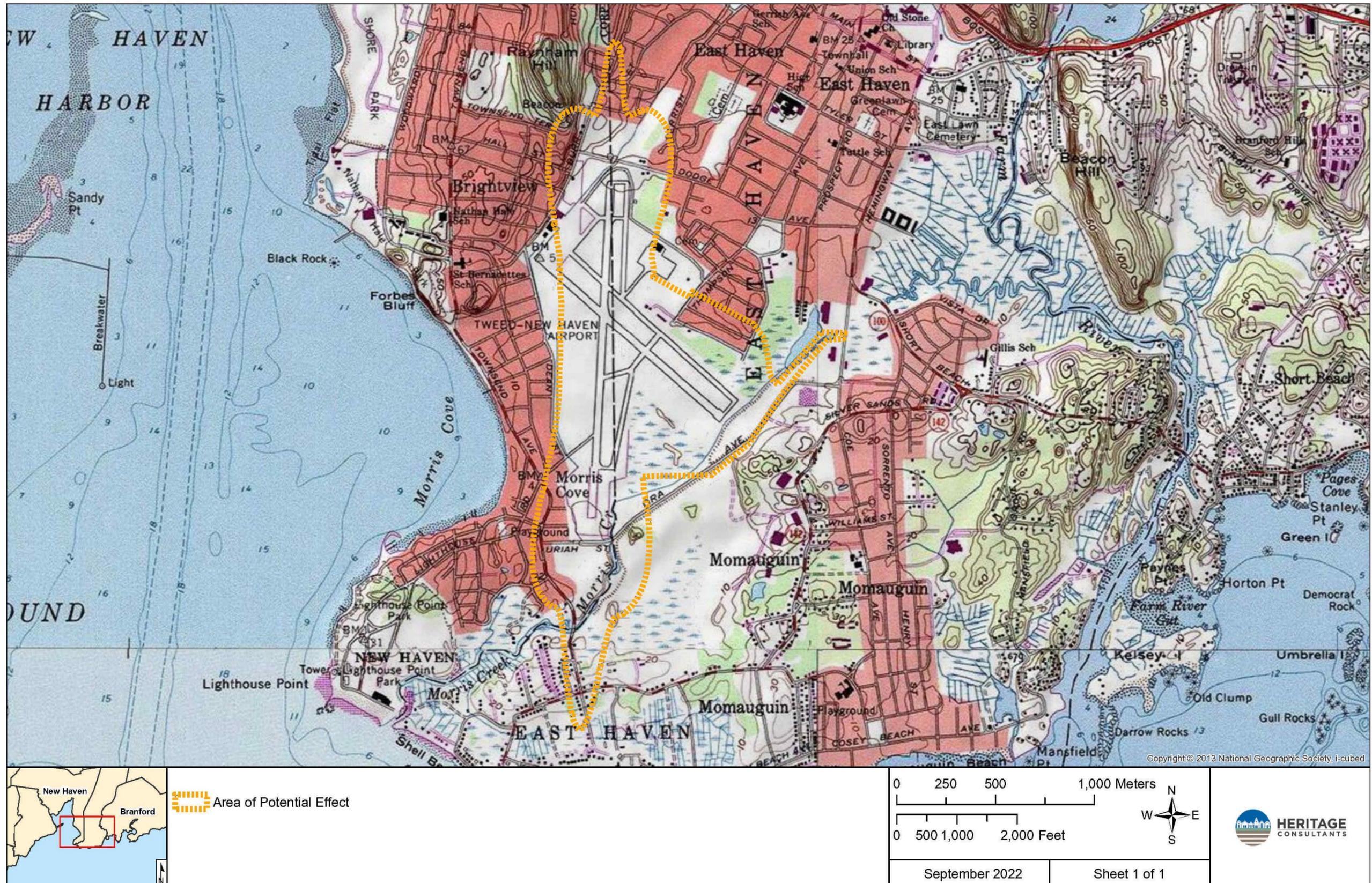


Figure 2. Excerpt from a USGS 7.5' series topographic quadrangle image showing the location of the Area of Potential Effect associated with the Tweed New Haven Airport in East Haven and New Haven, Connecticut.

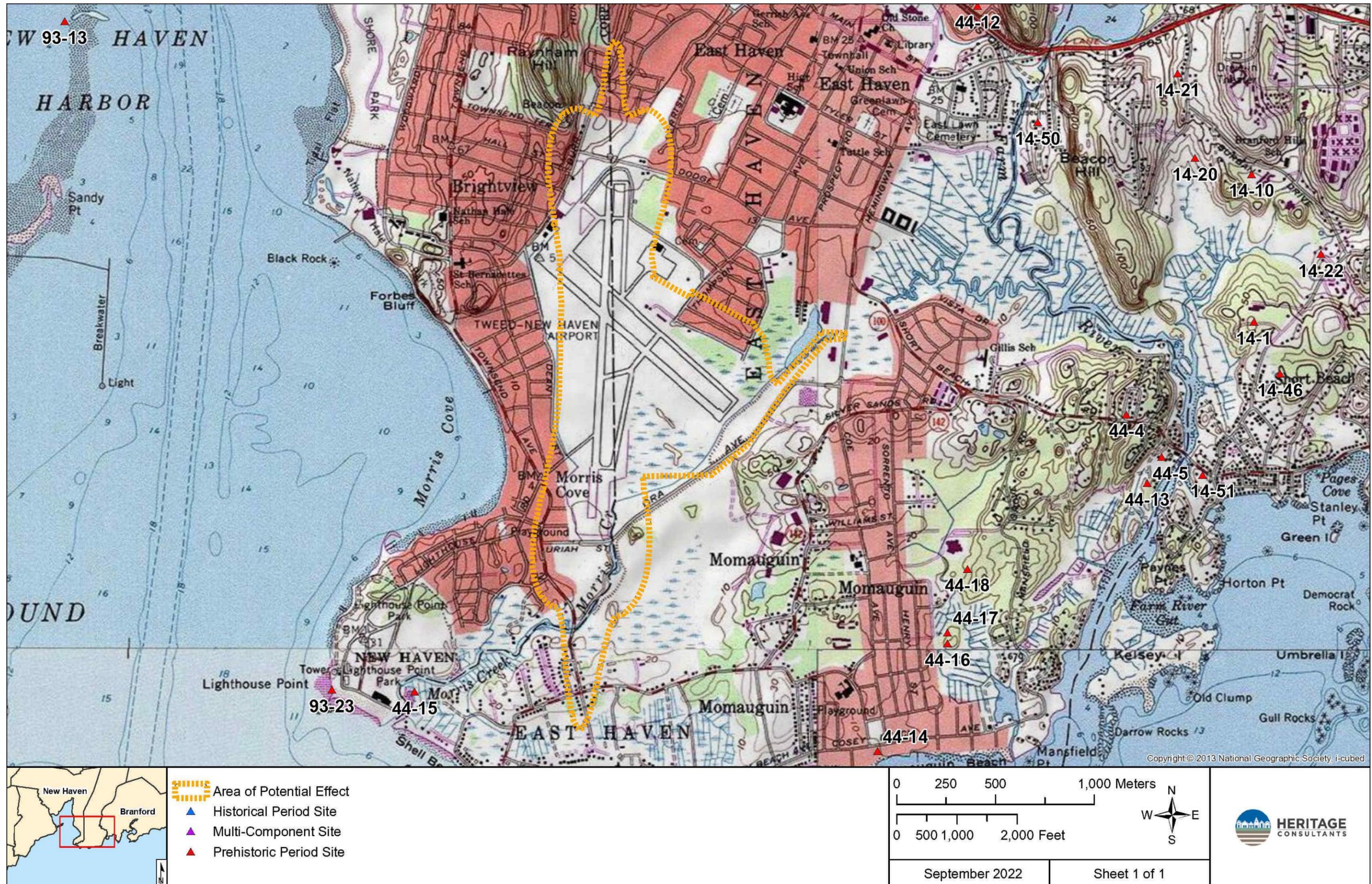


Figure 3. Digital map depicting the locations of previously identified archaeological sites in the vicinity of the Area of Potential Effect associated with the Tweed New Haven Airport in East Haven and New Haven, Connecticut.

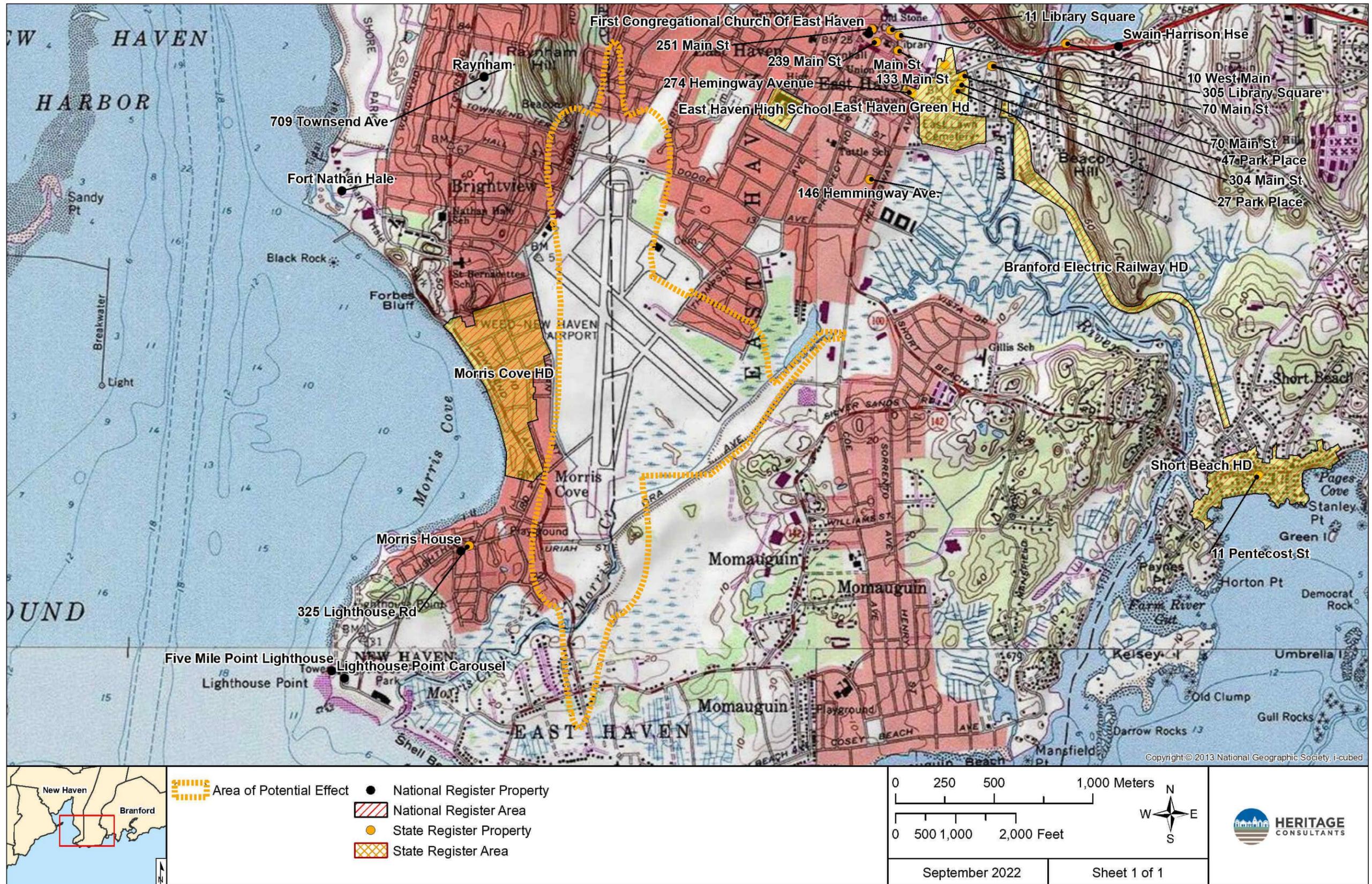


Figure 4. Digital map depicting the locations of previously identified National Register of Historic Places properties in the vicinity of the Area of Potential Effect associated with the Tweed New Haven Airport in East Haven and New Haven, Connecticut.

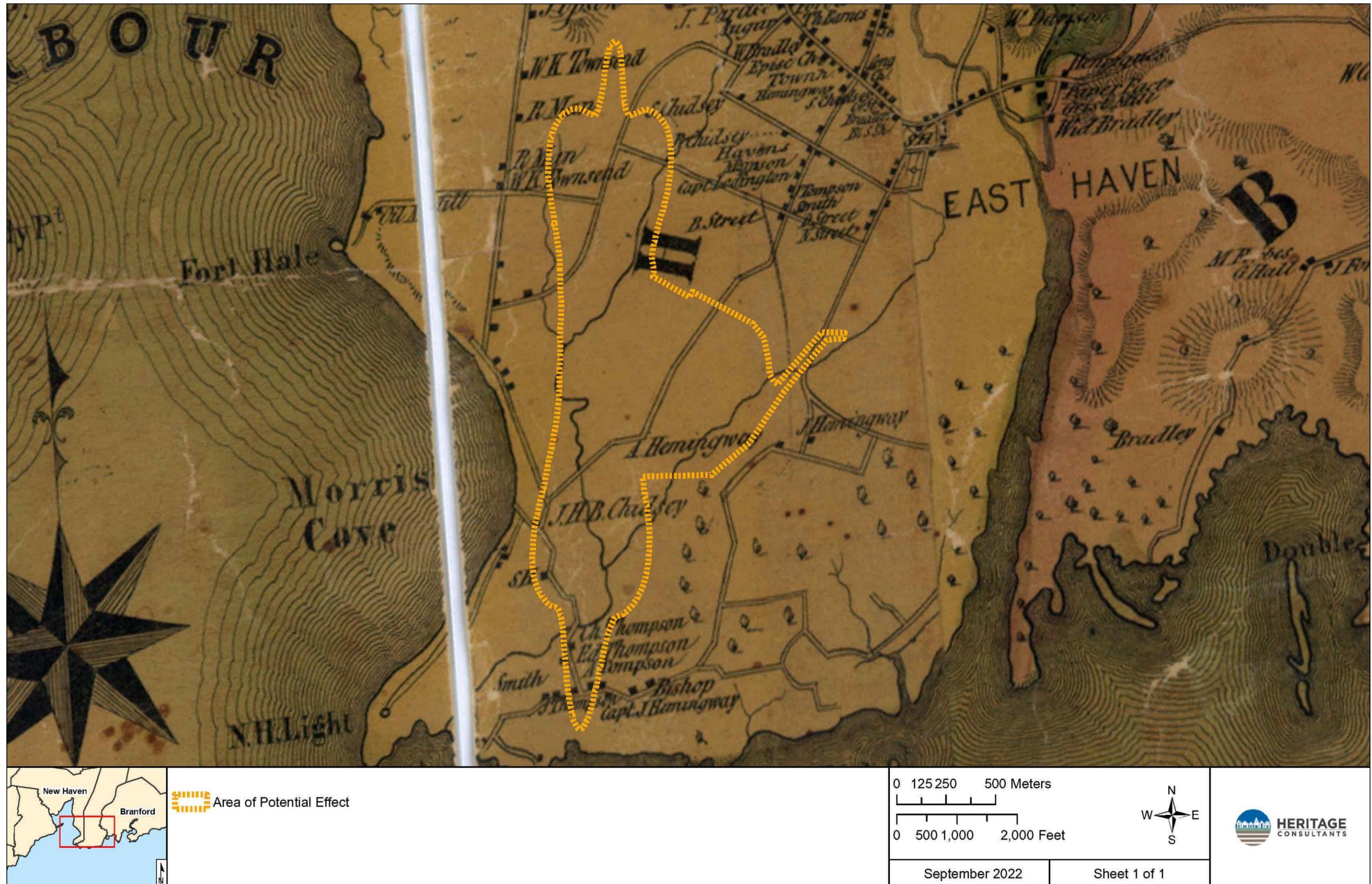


Figure 5. Excerpt from an 1852 historic map showing the location of the Area of Potential Effect associated with the Tweed New Haven Airport in East Haven and New Haven, Connecticut..

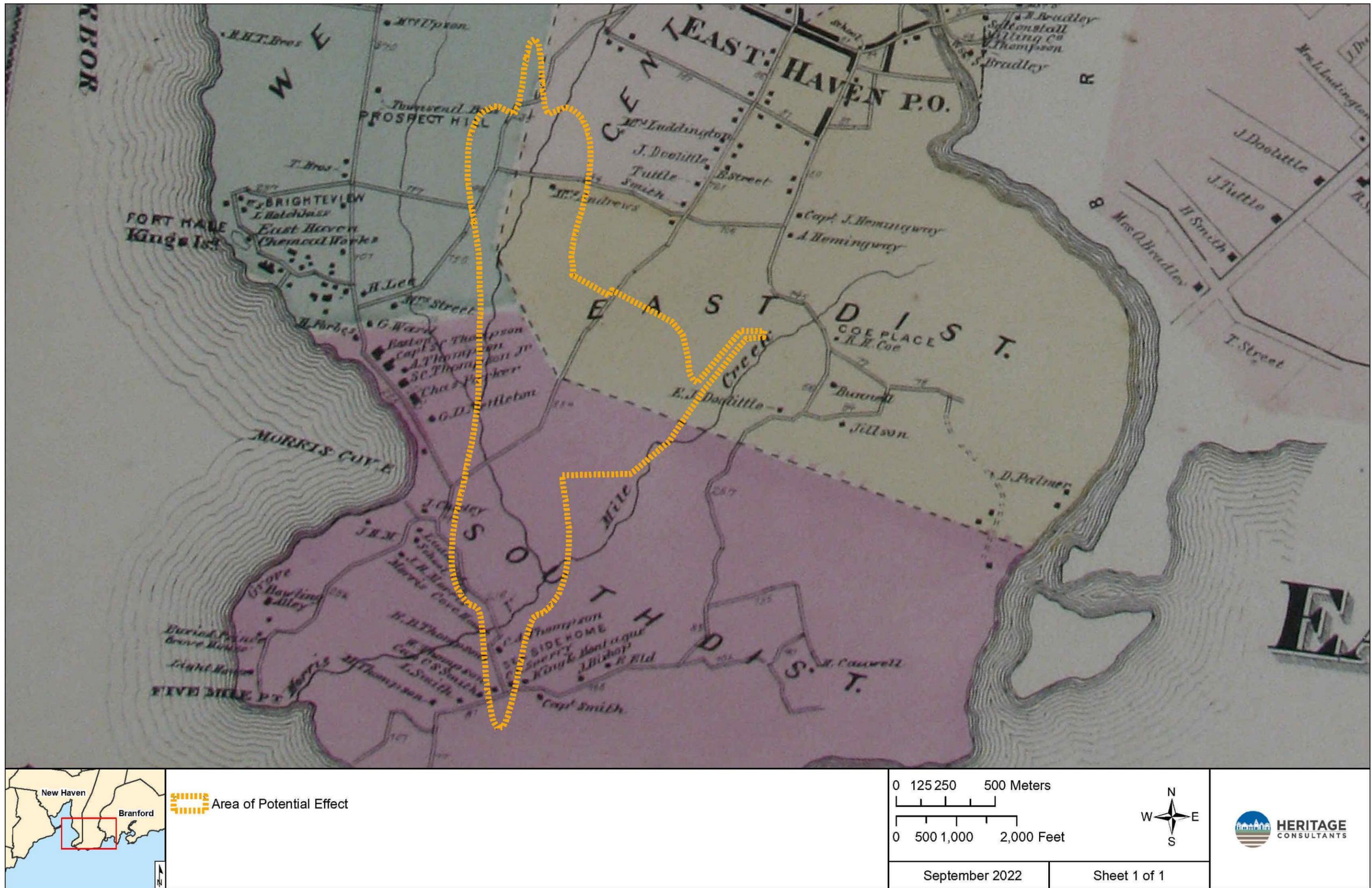


Figure 6. Excerpt from an 1869 historic map showing the location of the Area of Potential Effect associated with the Tweed New Haven Airport in East Haven and New Haven, Connecticut.

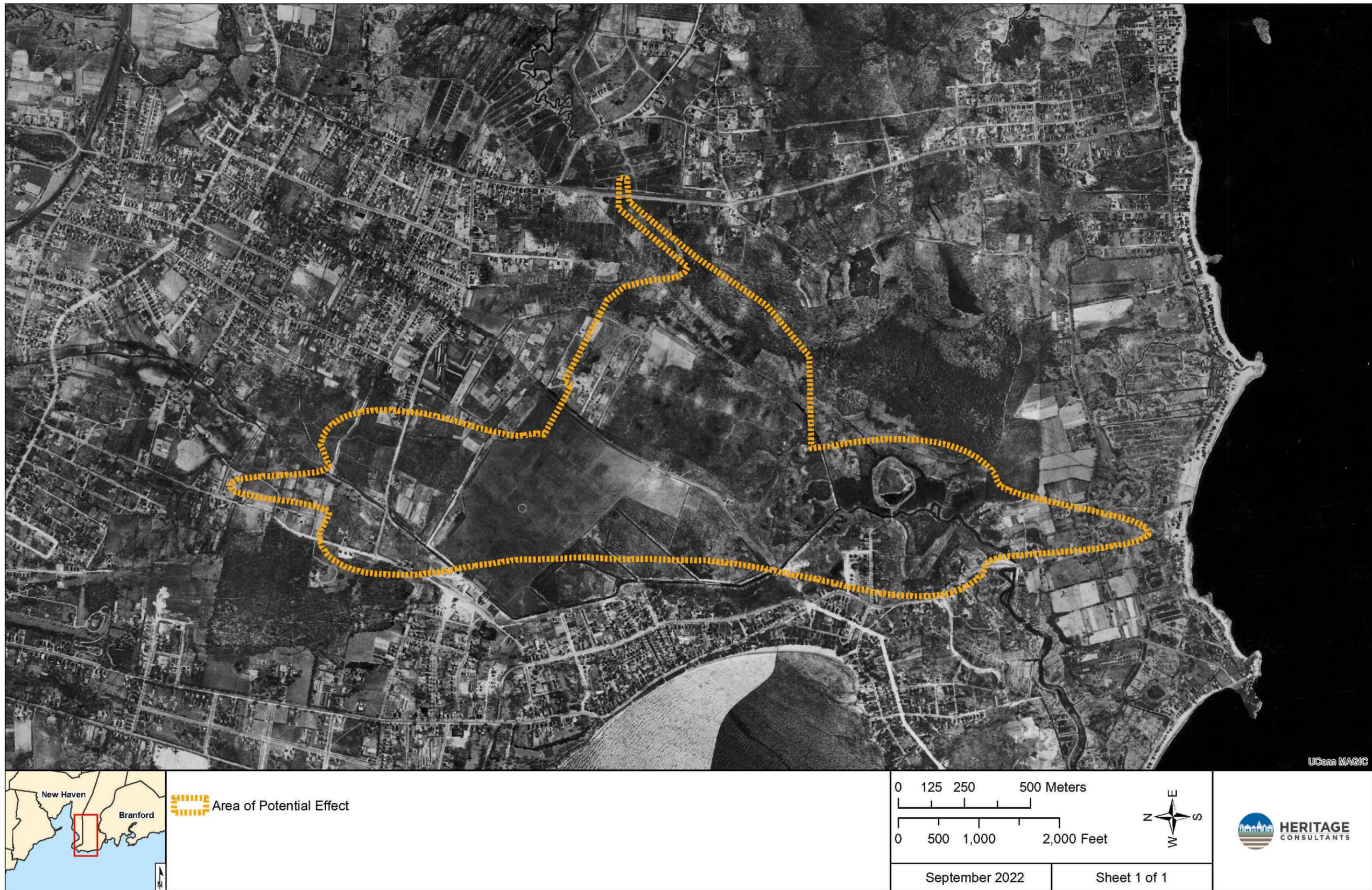


Figure 7. Excerpt from a 1934 aerial photograph showing the location of the Area of Potential Effect associated with the Tweed New Haven Airport in East Haven and New Haven, Connecticut.

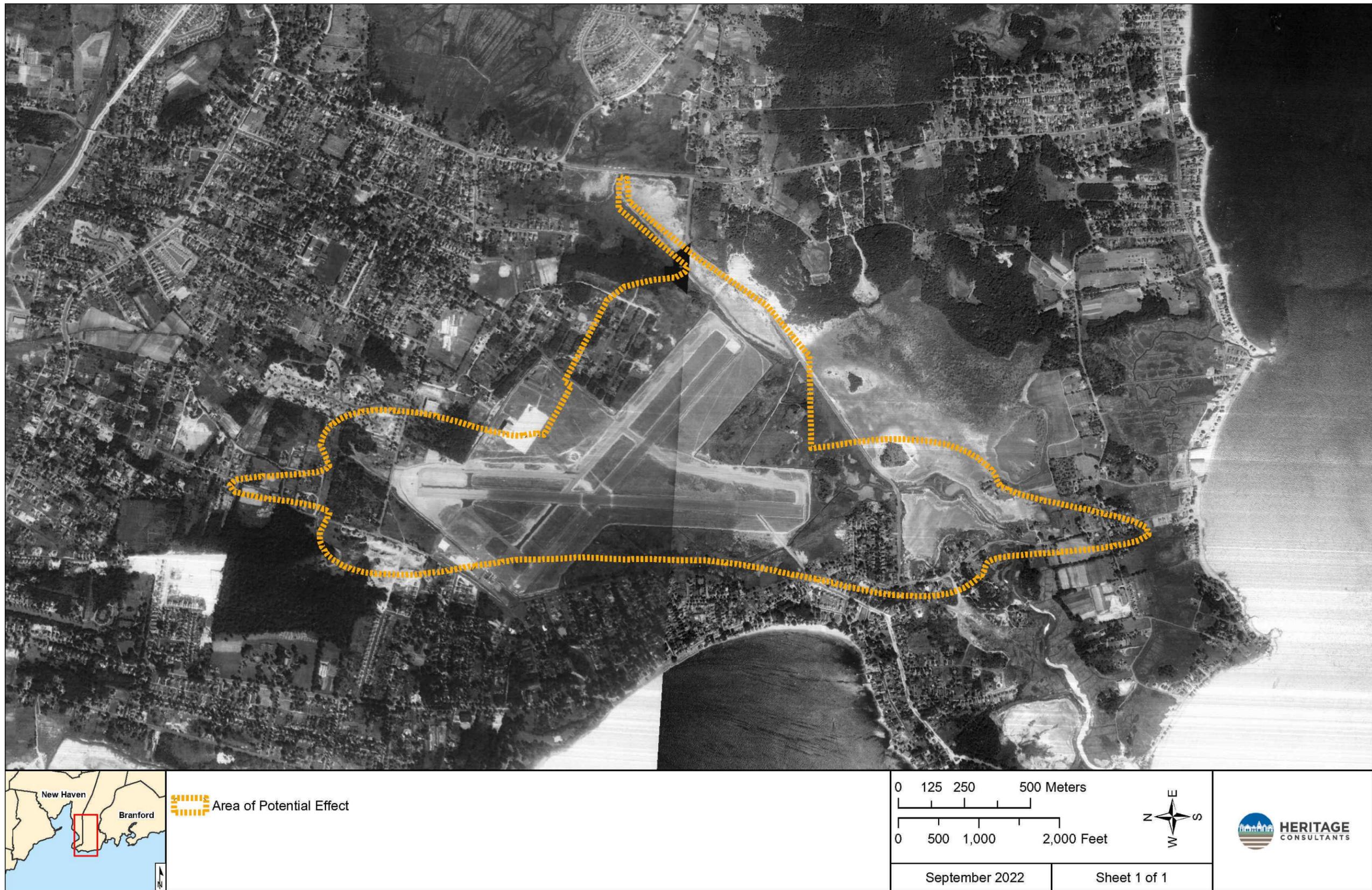


Figure 8. Excerpt from a 1951 aerial photograph showing the location of the Area of Potential Effect associated with the Tweed New Haven Airport in East Haven and New Haven, Connecticut.



Figure 9. Excerpt from a 2019 aerial photograph showing the location of the Area of Potential Effect associated with the Tweed New Haven Airport in East Haven and New Haven, Connecticut.



Photo 1. Overview photo of the northern portion of the Airport facing south.



Photo 2: Overview photo of the western portion of the Airport facing southwest.



Photo 3: Overview photo of the western portion of the Airport entrance facing east.



Photo 4: Overview photo of the southwestern portion of the Airport facing northeast.



Photo 5. Overview photo of the southern end of the Airport facing east.



Photo 6. Overview photo of the eastern portion of the Airport facing southeast.



Photo 7. Overview photo of the northeastern portion of the Airport facing southeast.



Photo 8. Overview photo of wetland within the Airport area.



Photo 9. Overview photo of Runway 2 Extension Area.



Photo 10. Overview photo of Runway 2 Extension Area.



Photo 11. Overview photo of the Terminal Development Area.



Photo 12. Overview photo of the Terminal Development Area.



STATE OF CONNECTICUT
CONNECTICUT HISTORICAL COMMISSION

March 28, 1996

Mr. Richard Dymont
Hoyle, Tanner & Associates Inc.
Five Commerce Park North
Bedford, NH 03110-6903

RECEIVED

APR 01 1996

HTA, INC.

Subject: Tweed-New Haven Airport
New Haven and East Haven, CT
HTA Job #063204.17

Dear Mr. Dymont:

The State Historic Preservation Office has reviewed the above-named project. This office notes that extensive ground disturbance exists within the Tweed-New Haven Airport and Morris Creek areas and as such, the proposed project area does not possess archaeological integrity or sensitivity. In addition, we note that the existing structures at Tweed-New Haven Airport and the adjacent residential neighborhood lack historical and architectural importance.

The State Historic Preservation Office expects that the proposed undertaking will have no effect on historic, architectural, or archaeological resources listed on or eligible for the National Register of Historic Places.

This office appreciates the opportunity to have reviewed and commented upon the proposed undertaking.

We commend Hoyle, Tanner & Associates Inc. on the comprehensiveness of its submitted material which facilitated this office's cultural resource review for this project.

For further information please contact Dr. David A. Poirier, Staff Archaeologist.

Sincerely,

Dawn Maddox
Deputy State Historic
Preservation Officer

DAP

May 11, 2022

Mr. David Rosa
McFarland-Johnson, Inc.
49 Court Street, Suite 240
Binghamton, NY 13901
(via email only to drosa@mjinc.com)

Subject: Tweed-New Haven Airport Environmental Assessment
155 Burr Street
New Haven, Connecticut

Dear Mr. Rosa,

The State Historic Preservation Office (SHPO) has reviewed your request for our comments regarding the referenced project. SHPO understands that the proposed undertaking consists of extending Runway 02-20 and replacing the existing terminal with a new one within the airport property. Because the proposed project will require state and federal permitting or authorizations, it is subject to review by this office pursuant to Section 106 of the National Historic Preservation Act, the National Environmental Policy Act, and the Connecticut Environmental Policy Act.

As noted in the information provided in your submission, there are no previously recorded archeological sites or properties listed in the State or National Registers of Historic Places recorded within the Area of Potential Effect. In addition, it appears that all activities will occur within previously disturbed areas. Therefore, it is unlikely that the proposed activities will impact significant archeological deposits. Based on the information provided to our office, it is SHPO's opinion that no historic properties will be affected by the proposed undertaking.

This office appreciates the opportunity to review and comment upon this project. Do not hesitate to contact Catherine Labadia, Staff Archaeologist and Deputy State Historic Preservation Officer, for additional information at (860) 500-2329 or catherine.labadia@ct.gov.

Sincerely,

A handwritten signature in blue ink that reads "Jonathan Kinney". The signature is written in a cursive style.

Jonathan Kinney
State Historic Preservation Officer