U.S. Department
of Transportation
Federal Aviation
Administration

Department of Transportation

Federal Aviation Administration
Orlando Airports District Office
Orlando, Florida

FINDING OF NO SIGNIFICANT IMPACT
AND
RECORD OF DECISION

Environmental Assessment for
Air Traffic Control Tower
at
Kissimmee Gateway Airport

Kissimmee, Florida

June 24, 2024

BACKGROUND: The Kissimmee Gateway Airport (ISM) is a General Aviation (GA) Reliever airport owned and operated by the City of Kissimmee (City or Airport Sponsor), which supports a range of aviation services and activities. Reliever airports help to reduce congestion at busy commercial service airports like Orlando International Airport by providing a nearby facility where GA activity can be better accommodated. The Airport is located approximately two miles west of historic downtown Kissimmee, in Osceola County. ISM supports the general aviation community by providing fixed-based operators (FBO), aircraft storage options, and pilot training.

The City proposes to design and construct a new Air Traffic Control Tower (ATCT) approximately 1500 feet southeast of the existing tower. The existing tower will not be demolished at this time and the City is exploring options to re-purpose the facility. The construction of the new ATCT is referred to as the Proposed Action. The Proposed Action is subject to review under the *National Environmental Policy Act of 1969* (NEPA). Accordingly, an EA was prepared by the Airport Sponsor to comply with the requirements of NEPA, Council on Environmental Quality (CEQ) regulations implementing NEPA, FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, and FAA Order 5050.4B, *NEPA Implementing Instructions for Airport Actions*.

This Finding of No Significant Impact (FONSI) and Record of Decision (ROD) provides the FAA's environmental determination, approval, and conditions for agency actions necessary to implement the Proposed Action. This FONSI/ROD is based on information and analyses contained in the *Environmental Assessment for Design and Construction of a New Airport Traffic Control Tower*, which is incorporated by reference, and other related documents available to the Agency. The ROD is issued in accordance with CEQ regulations at 40 CFR §1505.2.

PROPOSED DEVELOPMENT PROJECT: The Airport Sponsor proposes to replace the existing ATCT with a new ATCT in the southeast quadrant of ISM and adjacent to the new electrical vault and lift station (Figure 4 of the EA). The Proposed Project includes constructing an octagonal cab with columns (for open viewing space of movement areas) and slatwall. The cab will comprise 440 SF of floor space with a cab eye level of 85 feet AGL, floor level of 80 feet AGL, and overall height of 115 feet AGL. The construction of the project will occur on previously disturbed soil and the parcel will be located on property owned by the Airport Sponsor and not leased to others. Following construction of the new ATCT, the existing ATCT will be repurposed as a training facility and will not be demolished for the foreseeable future. Construction activities are anticipated to occur between 2025 and 2027.

Additional features to be constructed along with the proposed ATCT include parking, access, sidewalks, and an equipment pad which will add at total of approximately 4,300 square feet of impervious surface. The proposed ATCT will be located within the secure Air Operations Area (AOA) at ISM, so no new fencing or access gates will be needed. The facility will provide sufficient space and long-term functionality to house communications equipment, weather equipment, operations floor equipment, non-operations equipment, and other building equipment. The proposed ATCT will include an elevator to comply with Americans with Disability Act (ADA) regulations and will provide sufficient space for personnel offices, break room, restrooms, and a training area.

FAA PROPOSED ACTION: The Airport Sponsor's Proposed Project described above and in Section 4 of the EA represents the Airport Sponsor's intended development at the airport. The FAA has determined approval authority over the entire project.

REQUESTED FEDERAL ACTION: The requested Federal actions associated with the proposed development project include the following:

1. Unconditional approval of the Airport Layout Plan (ALP) to depict the proposed improvements, pursuant to 49 USC § 40103(b) and 47107(a)(16).
2. Determinations under 49 USC § 47106 and 47107 relating to the eligibility of the Proposed Action for federal funding under the Airport Improvement Plan (AIP) and/or determinations under 49 USC § 40117, as implemented by 14 CFR 158.25, to impose and use passenger facility charges (PFCs) collected at the airport to assist in construction of potentially eligible development items on the ALP including the proposed construction of an ATCT and associated actions.

PURPOSE AND NEED: Section 5 of the EA describes the purpose of and need for the Proposed Action, as identified by the Airport Sponsor.

The existing ATCT at ISM opened in April 1997 and it does not meet current FAA visual performance criteria, the facility is out of space to accommodate any additional equipment or staff, and the existing structure cannot be expanded, raised, or improved. A complete

list of deficiencies regarding the existing ATCT are summarized below to emphasize the need for the Proposed Action.

• The views from the existing ATCT are severely limited at certain corners because of the presence of wide columns that are flush with the windows.

• The existing ATCT has frequent rain leaks that require repair, which is costing the Sponsor high annual maintenance costs. The Proposed Action would reduce or eliminate the Airport's maintenance costs for a tower.

• The location of the existing ATCT near the FBO generates noise levels that make it difficult for ATC personnel to properly hear and communicate with pilots.

• The existing ATCT cab height is not tall enough to provide an acceptable angle of incidence to an existing portion of the Airport and a proposed portion of the airfield. Using the Airport Traffic Control Tower Visibility Analysis Tool (ATCTVAT), it shows that while the current tower passes the object discrimination analysis, it fails the line of sight (LOS) angle of incidence criteria. The existing eye height needs to be 11 feet higher to provide an acceptable angle of incidence threshold (0.8 degrees or 48 minutes) to the key point on the existing airfield. This key point is the Taxiway A end connector to Runway 33 at 4,255 feet from the ATCT. In the future, this key point distance is likely to increase once Taxiway D is extended as shown on the Airport Layout Plan (ALP), thus requiring an eye height 12 feet higher than the current.

• The existing ATCT does not have an elevator and therefore does not comply with ADA regulations.

• The existing ATCT at ISM has limited capacity for necessary equipment and is functionally inadequate for ATC personnel and equipment needs.

• The existing ATCT is too small to allow for designated areas for office space, break/lunchroom, training room, and adequate restrooms.

• There is no fire suppression system within the existing ATCT, unreliable circuit breakers, and no way to easily manage the wiring of the systems within the tower (i.e., limited ability to cleanly wire the systems within the tower).

Overall, the Proposed Action would provide a safer and more efficient operating environment at ISM.

ALTERNATIVES: Section 6 of the EA evaluated a range of reasonable alternatives to the Proposed Action, including the No-Action Alternative. The City of Kissimmee commissioned an ATCT siting study for ISM in 2012, which considered criteria such as FAA design standards and obstruction clearance requirements, visual performance, feasibility of construction, site accessibility, and various other factors. The ATCT alternatives were previously identified and analyzed in and the 2012 Siting Report for a

Replacement ATCT and the subsequent FAA Virtual Immersive Siting Tower Assessment (VISTA) study that was completed in 2022. The evaluation criteria considered whether an alternative met the Purpose and Need and the ability for the alternative to provide a minimum setback of 200 feet from surrounding public facilities, have existing landside access, be easily connected to existing utilities, and provide space for future facility expansion, if necessary. Figure 6 of the EA illustrates the five alternative sites that were evaluated in this EA.

The EA considered the Proposed Project (Alternative 5), No Action Alternative, and four other alternative locations (Alternatives 1, 2, 3, and 4). The No-Action Alternative would not satisfy the Purpose and Need. With this alternative, the existing ATCT would remain in operation at its present location. No improvements would be made to the ATCT other than routine maintenance and repairs. Although the existing ATCT provides controllers with unobstructed views of all movement areas at ISM, it does not meet FAA visual performance criteria, the facility is out of space to accommodate any additional equipment or staff, and the existing structure cannot be expanded, raised, or improved. Although the No-Action Alternative would not satisfy the purpose of and need for the Proposed Action, it was retained for further detailed evaluation in the EA in accordance with NEPA and CEQ regulations.

Table 5 of the EA presents a comparison of the No Action Alternative and the five (5) alternative sites to the Purpose and Need and the other evaluation factors. The No Action Alternative is the only alternative that does not meet the stated Purpose and Need of the Proposed Action. Alternative Site 5 was selected as the preferred site in the FAA VISTA study that was completed in 2022, has the least environmental concerns of the five alternative sites, can be easily connected to the recently constructed electrical vault, has existing controlled access from Patrick Street, and has the most expansion capability of any of the sites. Although Alternative Site 2 is located near Alternative Site 5 and was the preferred site in the 2012 Siting Report, Alternative Site 5 is located further from the new electrical vault and was found to provide enhanced views of the airfield in the 2022 FAA VISTA study compared to Alternative Site 2. Alternative Site 1, which is the existing ATCT location, meets the stated Purpose and Need, but the need for a temporary ATCT during demolition and construction, proximity to existing public facilities, and noise levels around the FBO makes Alternative Site 1 a non-preferential site for a new ATCT at ISM. Alternative Site 3, located on the closed golf course in the southwest corner of the airfield, is also non-preferential because of potential impacts to the adjacent pond, considerable site clearing requirements to construct a new ATCT and associated access, and because other developments are planned for that area on the ALP. The ALP also shows other developments planned for Alternative Site 4, which is in the northwest quadrant of the airfield. Site 4 would require a much higher overall ATCT height (and associated costs) compared to the other alternatives for controllers to be able to sufficiently see all movement areas.

For the reasons mentioned above, Alternative Site 5 was considered the only “reasonable alternative” for the City of Kissimmee to pursue for a new ATCT at ISM and is referred to as the Proposed Action in the remaining sections of this EA. No other alternatives were carried forward for detailed analysis, except for the No Action Alternative.

ENVIRONMENTAL IMPACTS: The No-Action Alternative and Proposed Action were evaluated for potential impacts on the environmental resource categories identified in FAA Order 1050.1F. The Affected Environment and Environmental Consequences sections of the EA (Sections 7 and 8) provide a description of existing conditions and an analysis of direct, indirect, and cumulative impacts. Under the No-Action Alternative, the Proposed Action would not be implemented, and the environmental impacts associated with the proposed ATCT would not occur. The Proposed Action is to be constructed southeast of the existing ATCT, adjacent to the recently constructed electrical vault and lift station. The area currently consists of mowed and maintained turf and was previously disturbed. No wetlands or protected species are to be impacted. There are no floodplains mapped within the area. The Proposed Action is not expected to generate additional aircraft activity, change fleet mix, impact airspace, or influence flight tracks that might affect the noise environment.

Air Quality – The airport is in Osceola County, which is designated by the EPA as “attainment” with respect to all current National Ambient Air Quality Standards (NAAQS). Accordingly, the General Conformity Regulations do not apply to the Proposed Action, and a detailed analysis and Conformity Determination were not required. Nevertheless, annual emissions inventories of construction emissions associated with the Proposed Project were provided for disclosure purposes.

Table 12 of the EA discloses the temporary emissions associated with construction of the Proposed Action. All construction activities and associated pollutant emissions are expected to occur in 2025-2027 and the project will take 12 months to complete. Because construction emissions are temporary in nature, it is not likely that the construction emissions will create a significant or lasting impact on air quality in the area. However, to mitigate for temporary increases in emissions during construction, the selected contractor could implement Best Management Practices (BMPs) including, regular maintenance of construction equipment, prohibiting idling of construction vehicles for more than five minutes, stabilizing construction road entrances and staging areas, and allowing parking only on paved areas.

The Proposed Action occurs in an area classified as attainment for all criteria air pollutants, and there is no State Implementation Plan or numeric significance threshold applicable to the Proposed Action. No significant air quality impacts are anticipated.

Biological Resources (including Fish, Wildlife, and Plants) – The Proposed Action, a control tower with a 4,300 square foot footprint, is being constructed on a previously modified area currently consisting of mowed and maintained airfield turf that is categorized

by the FDOT FLUCCS as (8110) Airport. It is a monoculture of bahia grass (*paspalum notatum*). No natural habitat nor wetlands occur within the study area, and none will be impacted because of the Proposed Action.

Federally-Listed Species - As described in the EA, due to the lack of natural habitat to be impacted and documented occurrences, the Proposed Action would have No Effect on the Florida bonneted bat, Florida panther, Audubon's crested caracara, Eastern black rail, red-cockaded woodpecker, whooping crane, wood stork, American alligator, Eastern indigo snake, sand skink, or monarch butterfly. Additionally, the project would not affect listed plant species and is not in a critical habitat area for any species.

State-Listed Species – There is no natural habitat and no documented occurrences of listed species in the Proposed Action area. As such there are No Effects Anticipated for the gopher tortoise or other state-listed species.

The bald eagle is no longer listed under the Endangered Species Act but remains protected by the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act. The closest known bald eagle nests are over one mile south of the Study Area. Management guidelines and protection measures apply to projects which occur within 660 feet of a nest location. Due to the highly disturbed nature of the Study Area and the distance to the nest, the bald eagle will not be adversely affected.

Given the available data, the FAA determined the Proposed Action would not have a significant impact on biological resources, including natural habitats, common species of wildlife, and protected species.

Climate – As mentioned in Section 3.5 of this EA, the construction of the new ATCT at ISM would not induce additional aircraft activity and the forecast growth only represents the anticipated natural growth in operations, with or without the project. Therefore, no emissions modeling was conducted for baseline or forecast operations at ISM.

Greenhouse gas (GHG) emission inventories were prepared for construction of the Proposed Action which is projected to occur at some point between 2025 and 2027 and will take approximately 12 months to complete. Compared to the No Action Alternative, the temporary construction activities associated with the Proposed Action would produce 1,1972.38 MT of CO2 emissions. However, this would only be for the short term. To mitigate these effects, the selected contractor could implement BMPs, including regular maintenance of construction equipment, prohibiting idling of construction vehicles for more than five minutes, utilizing sustainable and environmentally sound materials when possible, minimizing the amount of waste that goes to landfills and utilizing new technologies that produce zero or minimal GHG emissions.

Based on the analysis conducted for this EA, GHG emissions associated with the Proposed Action are not anticipated to have a significant effect on climate or climate change.

Coastal Resources – The entire State of Florida is located within a coastal zone. Osceola County is designated as an Inland County by the Florida Coastal Zone Management Program (FCMP). The closest USFWS Coastal Barrier Resource System (CBRS) unit, Canaveral National Seashore, is located approximately 45 miles east of the Study Area.

The Proposed Action would not affect coastal resources, create plans to direct future agency actions, or propose rulemaking that alters uses of a coastal zone that are inconsistent with the Coastal Management Program. As such, the Proposed Action would have no significant impact on these resources.

DOT Act, Section 4(f) and Section 6(f) Resources – There are no 4(f) resources within the Direct Study Area. The closest 4(f) resource is Owen Brown Community Park, a recreational facility which is approximately 0.85 miles south of the Study Area. There are no known Section 6(f) resources that were acquired or developed with financial assistance under the Land and Water Conservation Fund (LWCF) State Assistance Program in the project study area, on the airport property, or within the immediate vicinity of the airport property. The Proposed Project would not require the direct (physical) use of Section 4(f) resources. The Proposed Project would not require using any recreational or park land purchased with Section 6(f) Land and Water Conservation Funds. In addition, the Proposed Project would not affect environmental resources (e.g., air quality, noise, etc.) in a manner that would indirectly affect (constructively use) Section 4(f) and 6(f) resources. Therefore, the Proposed Project would have no effect on Section 4(f) or 6(f) resources.

Farmlands – According to the Web Soil Survey (WSS) mapping tool from the U.S. Department of Agriculture's (USDA's) Natural Resources Conservation Service (NRCS), the entire project study area consists of Myakka Urban land complex, which is not prime farmland and comprises most of the airport property. The Proposed Action would not affect prime, unique, or state-significant farmland.

Hazardous Materials, Solid Waste, and Pollution Prevention – An Environmental Site Assessment (ESA) was completed in conjunction with the recently completed Master Plan Update for ISM, which included an American Society for Testing and Materials (ASTM) Database Review survey. The information from the ESA and ASTM database review indicated that no known or listed potentially hazardous materials appear to exist on the airport property in an apparent condition which would cause spillage, leakage, or violate federal or state environmental laws for the subject site including the area where the Proposed Action would be constructed. Additionally, a search of the Florida Department of Environmental Protection's (DEP) Contamination Locator Map indicated that the Proposed Project site is not located in an area designated as a brownfield, petroleum, superfund, or other waste cleanup site.

Because the Proposed Action does not include demolition of structures (the existing tower is to remain as a training facility for the foreseeable future), it is expected that construction activities would generate minimal construction debris. Debris and wastes that could be generated during the construction would be recycled where possible, and whatever could

not be recycled will be disposed at a permitted landfill. The local landfill is expected to have sufficient capacity to handle the solid waste produced from construction of the proposed project. All materials would be disposed of in accordance with federal, state, and local rules and regulations.

The Proposed Action would not generate a considerable amount of hazardous materials or solid waste. The Proposed Action would not enable new activity types and would not result in new types of solid waste or hazardous materials at ISM. Based on the analysis in the EA, no significant impacts related to hazardous materials, solid wastes, and pollution are anticipated.

Historical, Architectural, Archeological and Cultural Resources –The Area of Potential Effect (APE) includes the direct impacts that may be associated with the 4,300 square foot project footprint (the ground disturbance area). During a site visit, two (2) C.E.C. and Register of Professional Archaeologists (RPA) from Storm L. Richard & Associates, Inc. conducted a pedestrian survey. The survey was based on visual inspection and historical aerial review and did not identify any significant resources within the airport property. Storm L. Richard & Associates, Inc. also reviewed information from the Florida State Historic Preservation Office (SHPO) and the Florida Division of Historical Resources. Based on the information obtained from those agencies and referenced in the Florida Master Site File (FMSF) in Appendix F of the EA, Storm L. Richards & Associates, Inc. did not identify any state-listed significant structures, sites, historical cemeteries, or cultural resources in the project study area nor within the airport property.

There are no resources listed on the National Register of Historic Places (NRHP) within or adjacent to the APE. According to the National Park Service, the nearest National Register-listed resource is the Osceola County Courthouse located about 1.3 miles east of the APE. According to the FMSF records, 17 cultural resources exist within or adjacent to the ISM property boundary, but outside the APE (Table 9 of the EA). Of the 17 resources, 14 are Historic Structures, 2 Resource Groups, and 1 Archeological Site. None of the 17 resources were deemed eligible for listing by the SHPO, except one Resource Group, the South Florida Railroad, which is approximately 0.80 miles south of the APE.

The APE consists of mowed and maintained airfield turf that has been previously disturbed. The FMSF database did not identify any resources within or near the APE. As such, no archaeological investigation was performed. The Proposed Action is located on previously disturbed soil where no historical, architectural, archaeological, or cultural resources have been observed and no takings or impacts to such resources would occur. As described throughout the EA, the Proposed Action would not result in significant environmental impacts, such as increased noise exposure or degraded air quality, that could indirectly affect NRHP-listed, state-listed, or eligible properties. Therefore, when compared to the No Action Alternative, the Proposed Action would not result in a direct or indirect impact to any NRHP-listed, state-listed, or eligible resources within the APE.

Pursuant to Section 106 (36 CFR 800.3(a)(1)) state, "*If the undertaking is a type of activity that does not have the potential to cause effects on historic properties, assuming such historic properties were present, the agency official has no further obligations under section 106 of this part*." Based on the background research, there was no potential to cause effects on historic properties, therefore, consultation with the State Historic Preservation Officer (SHPO) was not initiated for the Proposed Project.

Based on the research and site assessment conducted, the Proposed Action would not have significant impacts on historic architectural, archaeological, and cultural resources.

Land Use – The Proposed Action would occur entirely on airport property and the existing land use in the Study Area is zoned as Airport Operations (AO) by the City of Kissimmee. The Proposed Action is consistent with future plans, would not cause any incompatibilities or inconsistences with local land use plans or affect other resources that could indirectly affect land use.

Natural Resources and Energy Supply –Construction of the project would require use of some natural resources and energy. However, it would not create a demand for construction materials that would be in short supply, produce scarcity of high-commodity resources, or deplete rare or valuable sources of raw materials unique to the area.

Operationally, the Proposed Action would use additional energy to provide water, heating, air conditioning, lighting, electricity, and telecommunications to the new ATCT. The Kissimmee Utility Authority (KUA) provides electric service to the City of Kissimmee, the Airport, and surrounding areas. The KUA and Florida Municipal Power Agency (FMPA) recently conducted upgrades to the local Cane Island Power Plant to provide more power and to help reduce carbon emissions and operating costs. The upgrades to the power plant, combined with the new electrical vault that was completed at ISM in early 2023, will provide sufficient capacity to operate the new ATCT. The Proposed Action would not create a substantial increase in demand for local resources and utilities or strain the capacity of the Cane Island Power Plant and other utilities to meet the additional demand. The design of the ATCT will incorporate sustainable elements and measures to allow for more sustainable construction practices and energy efficient operations. The new ATCT will be designed to be more energy-efficient than the existing ATCT.

The implementation of the Proposed Action is not expected to exceed current or future energy supplies. Based on the analysis in the EA, the Proposed Action would not have a significant impact on natural resource or energy supplies.

Noise and Noise-Compatible Land Use – As mentioned in Section 3.5 of the EA, the Proposed Project is not expected to increase operations or affect runway use, flight tracks, flight track utilization, flight profiles, the airport's fleet mix, distribution of operations throughout an average day, and approach/departure procedures when compared to the No-Action Alternative. No changes to airspace structure or utilization are projected because of this project. The lack of difference in activity between the Proposed Project

and the No-Action Alternative indicates no potential direct or indirect aircraft noise impacts would result from the Proposed Project.

Socioeconomics, Environmental Justice, And Children's Environmental Health and Safety Risks – The Proposed Project would not affect public service demands and would not require the acquisition of land, nor would it displace any residences or businesses. The Proposed Project would not result in the acquisition or relocation of any residences, schools, childcare centers, or other similar facilities. No schools or childcare facilities are in areas that would be affected by the Proposed Project. The Proposed Project will not result in any changes to vehicle traffic patterns, increase congestion, or affect the Level of Service (LOS) of area roadways, nor will the Proposed Project directly or indirectly impact minority or low-income populations. Based on the analysis in the EA, the Proposed Project would not result in any significant socioeconomic, Environmental Justice, and children's health and safety risk impacts.

Visual Effects Including Light Emissions – As described in Section 7.15 of the EA, the lighting associated with the Proposed Action will include a red obstruction light(s), interior lights within the ATCT cab, and flood lighting for the parking and walkways, which would only be visible at night. There is also existing street lighting on Patrick Street and surrounding exiting hangars that are closer to residential properties than the proposed project. The existing rotating beacon, which is located approximately 330 feet from the nearest residential structure, may need to be relocated to the roof of the new ATCT to prevent the light beam from penetrating the cab of the new ATCT, which would create an unsafe environment for controllers. If the rotating beacon is relocated to the roof of the new ATCT, the associated light beam would radiate upwards above the overall ATCT height of 115 feet Above Ground Level (AGL) and well above the visible range from the nearby residential properties.

The existing ATCT has an overall height of 55 feet Above Ground Level (AGL) and the new ATCT will be 60 feet taller with an overall height of 115 feet AGL. The Proposed Action will be constructed approximately 766 feet from the nearest residential property located at 2804 Patrick Street. There is a line of trees and existing hangars between the residential structures and the airport property, which would help to block the view of the new ATCT. Since construction will only occur during daylight hours, no lighting will be utilized for construction at night that could cause a nuisance to nearby residential properties. Based on the analysis in the EA, the Proposed Action would not significantly change light emissions from ISM and would not have lighting-related impacts to light-sensitive resources.

Water Resources (including Wetlands, Floodplains, Surface Waters, Groundwater, and Wild and Scenic Rivers)

Wetlands – No wetlands or other surface waters which could be considered Waters of the United States are in the Study Area. The Study Area does include a drainage ditch associated with the Airport's stormwater system, but this is not a wetland. Due to the lack

of wetlands and use of the permitted stormwater treatment system there would be no significant impacts to Waters of the United States by the Proposed Action.

Floodplains – A review of the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs) shows that the entire airport is located within a 500-year floodplain and not within the 100-year floodplain. Areas within a 500-year floodplain have a 0.2% annual chance of flooding. When compared to the No Action Alternative, the base of the new ATCT will be elevated above the Base Flood Elevation (BFE) of the 500-year floodplain, preventing flooding of the new structure and avoiding significant impacts to the 500-year floodplain. The additional and limited impervious surface associated with the Proposed Action (approximately 4,300 square feet) is not expected to affect the footprint of the 500-year floodplain in the immediate vicinity of the project study area. The Proposed Action's construction within the 500-year floodplain would not impact human life or transportation facilities and would not impact the floodplain's natural and beneficial values. Therefore, the Proposed Project would not cause significant adverse impacts to floodplains.

Surface Waters and Groundwater – There is a drainage ditch that runs for approximately 130 linear feet in the southeastern portion of the project study area. The drainage ditch is part of a system of ditches and ponds that control the drainage of stormwater in the different basins on the airport property. The Proposed Action will only add approximately 4,300 square feet of new impervious surface. The existing stormwater management system has sufficient capacity to handle the newly proposed runoff. Construction of the Proposed Action during the estimated 12-month long period has the potential to temporarily effect water quality. To avoid significantly affecting water quality, the selected building contractor could use BMPs. Examples of those BMPs include the use of straw bale barriers; silt fences; sediment traps; sandbag barriers; and/or check dams.

The entire project study area and airport property overlies the Biscayne Aquifer, which underlies an area of approximately 4,000 square miles in southeastern Florida. Stormwater runoff from the Proposed Action would be contained in the storm drain system and treated for water quality in stormwater management facilities. The Proposed Action would not impact groundwater such that groundwater quality standards set forth by federal, state, or local agencies would be exceeded or would have the potential to contaminate an aquifer used for public water supply. Also, the Proposed Project would not exceed the impervious surface thresholds requiring permitting from the state since it would only result in the creation of approximately 4,300 square feet of new impervious surface.

The City's Development Review Committee (DRC) requires a National Pollutant Discharge Elimination System (NPDES) Construction Generic Permit to be acquired before construction. The contractor is required to meet all relevant requirements of this permit. The implementation of BMPs and a Stormwater Pollution Prevention Plan (SWPPP), installing silt fences, and other permit conditions will minimize potential water quality impacts. As a result of these control measures, significant and long-term water

quality impacts resulting from construction activities associated with the Proposed Action are not anticipated.

There is a possibility of the release of contaminants to groundwater during construction. However, the use of BMPs and a SWPPP to be designed for the Proposed Project would prevent or minimize the potential release of contaminants into groundwater. The BMPs and SWPPP would require measures to prevent spills, offer swift response to accidental spills, and define acceptable on-site storage of fuel and lubricants. Given the availability of regionally accepted BMPs and the design of project-specific plans, the Proposed Project would not have a substantial impact on groundwater resources.

Based on the analysis in the EA, the Proposed Action is not likely to contaminate surface waters or aquifers used for public drinking water supply such that public health may be adversely affected. It will not adversely affect natural and beneficial surface water or groundwater resource values to a degree that substantially diminishes or destroys such values. Therefore, the Proposed Project would not significantly impact surface water or groundwater resources.

Wild and Scenic Rivers – The closest Wild and Scenic River, the Wekiva River, is approximately 30 miles north of the Airport. The project study area is situated outside the 0.25-mile corridor of Wild and Scenic Rivers, study rivers, or National River Inventory (NRI) rivers. The Proposed Action would not affect the Wekiva River.

Cumulative Impacts – The past, present, and future cumulative projects identified in Table 13 of the EA have generated, or are anticipated to generate, no significant environmental impacts. The projects are subject to different environmental regulatory programs, some of which may require mitigation to reduce impacts below levels considered significant. The impacts associated with the Proposed Action, when considered in addition to other cumulative projects, are not expected to exceed thresholds that would indicate a significant impact.

OTHER FEDERAL, STATE, AND LOCAL ACTIONS AND PERMITS:

The Sponsor is required to obtain all permits and regulatory approvals necessary to implement the Proposed Project. The permits identified in the EA are listed below.

- South Florida Water Management District – Environmental Resource Permit
- Florida Department of Environmental Protection – NPDES Generic Permit for Stormwater Discharge from Large and Small Construction Activities

CONSISTENCY WITH APPROVED PLANS OR LAWS: The Proposed Project is consistent with local plans and ordinances, as well as applicable plans, laws, and administrative environmental determinations of Federal, State, and local agencies. State and local agencies were notified of the Proposed Project through the Florida State Clearinghouse. No response was received from other agencies as of June 2024.

MITIGATION MEASURES: Mitigation to reduce impacts below a level indicating a significant impact under NEPA is not required. There were no significant impacts identified by the analysis contained in the EA. The EA describes voluntary measures and BMPs that the City will employ to ensure impacts are avoided or minimized, but no mitigation measures were identified.

PUBLIC INVOLVEMENT: Notification letters were sent to the Florida State Clearinghouse for coordinated state agency review. However, the traditional public comment period was waved for this EA because the project does not have impacts to resources protected by special purpose laws and because it is not highly controversial on environmental grounds. This is supported by FAA guidance in FAA Order 1050.1F: *Per FAA Order 1050.1F, Section 6-2.2g. Public Comments on a Draft EA. Circulation of a draft EA for public comment should be considered but is optional at the discretion of the responsible FAA official. In determining whether to circulate a draft EA, the responsible FAA official should consider the type of proposed action, potential for impacts, and community controversy. Examples of situations where circulation of a draft EA may be appropriate include draft EAs prepared for projects involving special purpose laws and requirements that necessitate public input (e.g., Section 106 of the National Historic Preservation Act; Executive Order 11988, Floodplain Management, as amended in Executive Order 13690, Establishing a Federal Flood Risk Management Standard and a Process for Further Soliciting and Considering Stakeholder Input; Executive Order 11990, Protection of Wetlands, etc.) and projects that are highly controversial on environmental grounds (see Paragraph 5-2.b.(10)).*

FEDERAL FINDING OF NO SIGNIFICANT IMPACT: After careful and thorough consideration of the facts contained herein, the undersigned finds that the proposed Federal action is consistent with existing national environmental policies and objectives as set forth in Section 101 of NEPA and other applicable environmental requirements and will not significantly affect the quality of the human environment or otherwise include any condition requiring consultation pursuant to Section 102(2)(C) of NEPA.

APPROVED: JUAN C BROWN Digitally signed by JUAN C BROWN Date: 2024.06.24 10:16:06 -04'00'

Juan C. Brown, Manager, Orlando Airports District Office

DISAPPROVED: _____

RECORD OF DECISION AND ORDER

I have carefully considered the FAA's statutory mandate to ensure the safe and efficient use of the national airspace system as well as the other aeronautical goals and objectives discussed in the EA. My review of the EA and determination regarding issuance of the FONSI included evaluation of the purpose and need that this proposed action would serve, the alternate means of achieving the purpose and need, the environmental impacts associated with these alternatives, and any mitigation necessary to preserve and enhance the human, cultural, and natural environment.

Under the authority delegated to me by the FAA Administrator, I find the FAA Proposed Action described in the attached EA is reasonably supported. I, therefore, direct that action be taken to carry forward the necessary agency actions discussed in the attached EA and FONSI.

APPROVED: JUAN C BROWN Digitally signed by JUAN C BROWN Date: 2024.06.24 10:16:51 -04'00'

Juan C. Brown, Manager, Orlando Airports District Office

DISAPPROVED: _____

Judicial Review

This Record of Decision (ROD) represents the FAA's final decision and approval for the actions identified in the EA and constitutes a final order of the FAA Administrator subject to review by the Courts of Appeal of the United States in accordance with the provisions of 49 U.S.C. § 46110.

ENVIRONMENTAL ASSESSMENT

FOR

AIRPORT DEVELOPMENT ACTIONS

FEDERAL AVIATION ADMINISTRATION

ORLANDO AIRPORTS DISTRICT OFFICE

SOUTHERN REGION AIRPORTS DIVISION

Airport Name: Kissimmee Gateway Airport (ISM)

Proposed Action: Design and Construction of a New Airport Traffic Control Tower

This Environmental Assessment becomes a Federal document when evaluated, signed, dated by the responsible FAA official.

Responsible FAA Official: JUAN C BROWN Digitally signed by JUAN C BROWN Date: 2024.06.24 10:00:28 -04'00'

Date: June 24, 2024

Prepared for:

Kissimmee Gateway Airport

Prepared by:

AVCON, INC.

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1. Introduction/Background

The City of Kissimmee (the Airport Sponsor) is preparing an Environmental Assessment (EA) for the construction of a new Airport Traffic Control Tower (ATCT) at the Kissimmee Gateway Airport (ISM or the Airport). This EA was prepared in accordance with the guidance in Federal Aviation Administration (FAA) FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*, and FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, which incorporate the implementing regulations issued by the Council of Environmental Quality (CEQ). This document presents the following elements of the EA for the new ATCT at ISM:

- Airport Information
- Existing ATCT at ISM
- Proposed Action
- Purpose and Need
- Alternatives to the Project
- Affected Environment
- Environmental Consequences
- Public and Agency Coordination
- List of Preparers
- Appendix A – Photos of Existing ATCT
- Appendix B – Air Pollution Facilities
- Appendix C – Threatened and Endangered Species
- Appendix D – Farmland
- Appendix E – Hazardous Materials
- Appendix F – Historical, Architectural, Archaeological, and Cultural Resources
- Appendix G – Environmental Justice Indexes

2. Airport Information

As the Airport Sponsor, the City of Kissimmee, which is located in Osceola County, Florida (see **Figure 1**), is the owner and operator of ISM. The FAA's National Plan of Integrated Airport Systems (NPIAS) classifies ISM as a General Aviation (GA) "Reliever" airport to Orlando International Airport (MCO), which is located 10 miles to the northeast of ISM. Reliever airports are necessary to help reduce congestion at busy commercial service airports like MCO by providing a nearby facility where GA activity can be better accommodated. ISM is also categorized as a "National" GA airport in the NPIAS, which is the highest category of GA airports (the others being regional, local, basic, and unclassified). According to the NPIAS 2023-2027 report, "National airports are located in metropolitan areas near major business centers and support flying throughout the Nation and the world. These airports provide pilots with attractive alternatives to the primary airports. National airports have very high levels of activity with many jets and multiengine propeller aircraft." FAA records indicate that the Airport experienced a total 119,908 operations in 2022, of which at least 11,090 were conducted by corporate jets, and the on-site ATCT handled 146,873 aircraft movements.[1] According to the FAA's National Based Aircraft Inventory Program (NBAIP), there were a total of 271 validated based aircraft at ISM as of July 2023.

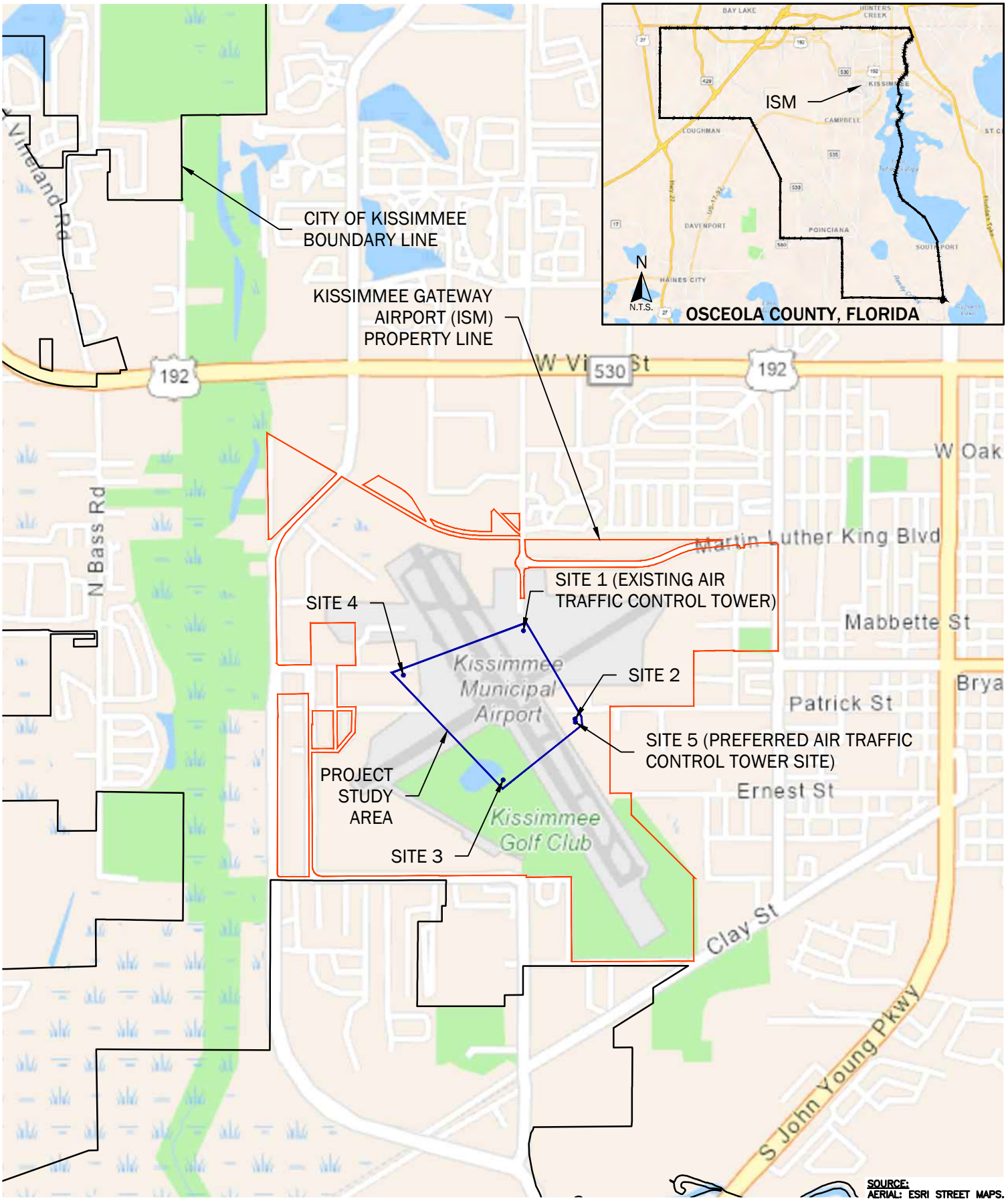
ISM has two runways that are both designed to accommodate corporate jet activity. The longest runway is Runway 15-33 and is 6,001 feet long, 100 feet wide, has a Precision Instrument Landing System (ILS) approach to the Runway 15 end, and routinely experiences multiple operations per day by ultra-long-range Gulfstream and Bombardier Global Express corporate jets. The other runway is Runway 6-24 and is 5,001 feet long, 100 feet wide, and is designed to accommodate activity by medium-range corporate jets such as the Dassault Falcon 900. The Airport Sponsor completed a Master Plan Update for ISM in early 2024 and produced an aggressive growth plan for the 892-acre airport property that is largely based on known development interest by aircraft manufacturers (e.g., Cirrus Aircraft), Fixed Base Operators (FBOs) (e.g., Signature Aviation), private developers (e.g., Sheltair Aviation Services), pilot training organizations/colleges to help support the growing demand for commercial airline pilots (given the current and impending shortage), and other hangar, business park, and non-aviation developments (e.g., a hotel, commercial development, restaurant, and office buildings). The Airport Sponsor is also very interested in constructing a vertiport at ISM to accommodate Electric Vertical Takeoff and Landing (eVTOL) aircraft and has had discussions with eVTOL manufacturers that view ISM as a prime location in Central Florida

[1] FAA Operations Network (OPSNET) database and Traffic Flow Management System Counts (TFMSC) database.

for that type of activity and associated development to occur, particularly considering the significant tourism activity, business convention activity, frequent automobile traffic congestion, and rapid population growth in the Greater Orlando area. As an example, it commonly takes over 30 minutes to drive between ISM and Walt Disney World, the Orange County Convention Center, and Downtown Orlando, but eVTOLs could reduce that time to a matter of minutes. The 2024 Master Plan Update for ISM forecasts total operations to increase to 173,409 by 2040, jet operations to increase to 64,150, and total based aircraft to increase to 313. As discussed throughout this EA, these and other factors contribute to the strong justification and need for a new ATCT at ISM.

Figure 1 illustrates a Project Location Map for the new ATCT at ISM and the Project Study Area for this EA. Although 5 potential sites are shown, Site 5 was determined to be the preferred site for the new ATCT (referred to herein as the Proposed Action). The remaining sections of this document discuss the existing ATCT at ISM, the Proposed Action, the Purpose and Need for this EA, and the Affected Environment.

FIGURE 1 - PROJECT LOCATION MAP



V:\2022\2022.161.01 – ISM ATCT Design\2022.161.01 – CADD\Exhibits\2216101_ISM_LocationMap.dwg October 12 2023–11:36

3. Existing ATCT at ISM

The existing ATCT is located in the northeast quadrant of ISM adjacent to the Fixed Base Operator (FBO) facility occupied by Signature Aviation. The existing ATCT shown in **Figure 2** became operational on April 1, 1997 and is a Federal Contract Tower (FCT). The City of Kissimmee recognized the need to construct the tower as a safety initiative for ISM and funding for the $550,000 construction costs were covered by local and Florida Department of Transportation (FDOT) funds (i.e., no FAA funds were utilized). The tower has a total height of 55 feet Above Ground Level (AGL) / 135 feet Above Mean Sea Level (AMSL) and a controller eye height elevation of 45 feet AGL / 125 feet AMSL. The cab of the existing ATCT is six-sided, has an overall area of 225 square feet (SF), and is operated 365 days a year from 7:00 a.m. to 10:00 p.m. (15 hours per day). Although the existing ATCT provides controllers with unobstructed views of all movement areas at ISM, it does not meet FAA visual performance criteria and the facility is out of space to accommodate any additional equipment or staff, and the existing structure cannot be expanded, raised, or improved.

There are several additional issues associated with the existing ATCT at ISM which are noted in the 2012 Siting Report for a Replacement ATCT and highlighted in the excerpt from below. These statements in the excerpt were reconfirmed during an on-site meeting with ATCT personnel on October 18, 2023.

Excerpt from the 2012 Siting Report for a Replacement ATCT at ISM

The undersized cab makes it difficult to work the local and ground control positions given that every bit of the console is used and no additional equipment can be added. This is in part due to the number of FAA systems that the air traffic managers at MCO have provided at their own initiative in order to reduce the MCO workload and mitigate the complex Class B airspace relationship. In fact, even though an additional radar presentation screen has been offered, there is no place for it to go in the current cab. The cab console also has to accommodate space for the controllers to prepare food (limited to microwave, sink, and small fridge) since they typically cannot leave the cab to eat. Finally, limited space in the tower structure required an additional equipment shelter to be constructed at the tower base.

Other than the cab, only a part of the cab access level below (3rd floor) is built out. This provides 200 SF which serves as the Air Traffic Manager's office, break room, training room, equipment room, storage area, and restroom. The structure has had leaks in the roof, but those are repaired as they occur. From an operational standpoint, the current tower is located in the middle of the FBO area on the north side of the airfield. Noise created by the aircraft operating around the base of the tower make it difficult at times to hear the radios and landlines.

Due to a low cab roof, the windows in the cab are shorter than most, which can make it difficult to see aircraft in the traffic patterns. While the current tower provides an unobstructed view of all controlled movement areas, it does not provide the proper elevation for the current visual performance criteria. Using the Airport Traffic Control Tower Visibility Analysis Tool (ATCTVAT) shows that while the current tower passes the object discrimination analysis, it fails the line of sight (LOS) angle of incidence criteria. The existing eye height needs to be 11 feet higher to provide an acceptable angle of incidence threshold (0.8 degrees or 48 minutes) to the key point on the existing airfield. This key point is the Taxiway A end connector to Runway 33 at a distance of 4,255 feet from the ATCT. In the future, this key point distance will increase slightly once the parallel taxiway on the other side of the primary runway (Taxiway D) is extended, thus requiring an eye height 12 feet higher than the current.

FIGURE 2
EXISTING ATCT AT ISM

Source: AVCON, INC.

3.1 Functional Limitations

As described in the excerpt above, the existing ATCT has limited space for necessary equipment that was offered by ATC personnel at MCO to help reduce their workload requirements. It is also too small to allow for space for food preparation, additional equipment storage, office space, break room, training room, and adequate restrooms. There are also frequent rain leaks that require repair. In 2023 alone, the Airport received quotes totaling approximately $10,000 for repairs to the tower's roof and catwalk and for caulking of the windows, which is a common annual expense borne by the Airport. There is also no fire suppression system within the existing ATCT, a very small exit door to a shaky catwalk and fire escape ladder, unreliable circuit breakers (e.g., there are power surges about once a month that trip the breakers), and no way to easily manage the wiring of the systems within the tower (i.e., limited ability to cleanly wire the systems within the tower). The views from the existing ATCT are also severely limited at certain corners because of the presence of wide columns that are flush with the windows. The location near the FBO also generates noise levels that make it difficult for ATC personnel to properly hear and communicate with pilots. While on-site at ISM on October 18, 2023, there was a large jet parked adjacent to the existing ATCT for several minutes that made having discussions with ATCT personnel challenging while in the cab. **Appendix A** of this EA includes several photos of the existing ATCT at ISM.

A Minimum Equipment and Facilities List (MEL) was not utilized during the design of the existing ATCT as prescribed in FAA Job Order (JO) 7210.78 (Change 1), *FAA Contract Tower (FCT) New Start and Replacement Tower Process*, which resulted in the provision of a less than ideal ATCT from a functional standpoint. According to the JO, "Existing towers that are already participants in the FCT program and do not meet the requirements of this MEL must develop an action plan that addresses and resolves the deficiencies within 5 years." The following five areas are covered by the MEL in the JO:

1. Communications Equipment
2. Weather Equipment
3. Operations Floor Equipment
4. Non-Operations Equipment
5. Building Equipment/Specifications

3.2 Visual Limitations

Regarding the Line of Sight (LOS) Angle of Incidence Analysis, which according to the FAA "defines the minimum line-of-sight slant angle required to perform ATCT specialists' separation task," the existing ATCT cab height is not tall enough to provide an acceptable angle of incidence to an existing portion of the Airport and a proposed portion of the airfield. The proposed extension of parallel Taxiway D to the Runway 33 end, which the Airport Sponsor has it in their Capital Improvement Plan (CIP) to conduct within the next five (5) years, would also require having a 12-foot higher cab than the existing ATCT to provide an acceptable angle of incidence.

3.3 Americans with Disabilities Act (ADA) Compliance

The existing ATCT at ISM also does not have an elevator and therefore does not comply with Americans with Disabilities Act (ADA) regulations. According to FAA Order 1400.9B, *Standards and Procedures Essential for Ensuring Access to Airport Facilities by Persons with Disabilities*, "This Order describes how the FAA acts to ensure that airport sponsors over which the agency has jurisdiction, including those that receive Airport Improvement Program (AIP) grants, meet their federal accessibility obligations. The Order provides the policies, standards, and procedures by which to implement the Americans with Disabilities Act of 1990 (ADA), as amended." The ADA recommends that facilities greater than three floors be provided with an elevator. The cab of the existing ATCT at ISM is greater than a typical three floor building and there is no way to retrofit the facility to provide an elevator to comply with ADA regulations.

3.4 Operational & Airspace Considerations

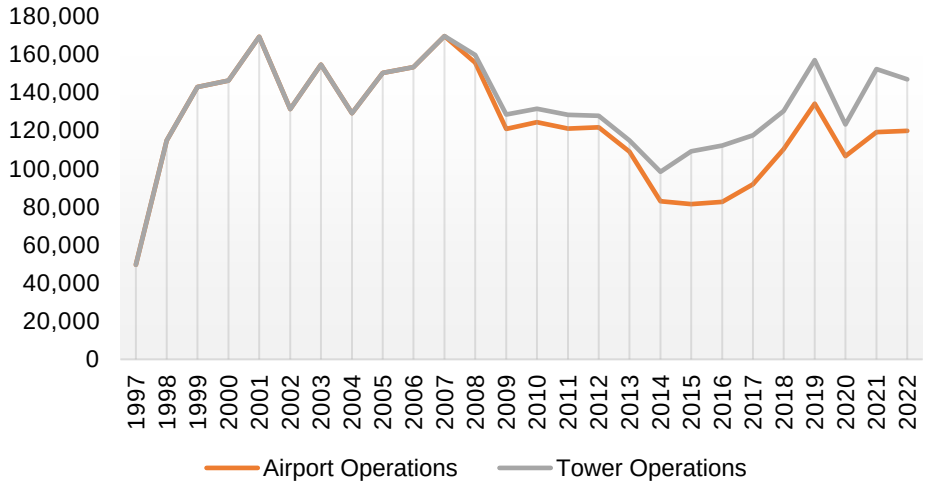
According to data from the FAA Operations Network (OPSNET) database, the existing ATCT at ISM handled 49,605 aircraft movements when it first opened in 1997 and in 2022 it handled 146,873 aircraft movements (refer to **Table 1** and **Figure 3**). From the first full year after the existing ATCT opened (1998) to 2022, the Average Annual Growth Rate (AAGR) in aircraft movements handled was 1.03 percent. Furthermore, of the FCTs listed in the OPSNET database, the existing ATCT at ISM was the 15th busiest facility in the U.S. and 10th busiest in Florida in 2022 (refer to **Table 2**). As shown in **Table 3**, the existing ATCT at ISM has experienced the highest AAGR in aircraft movements handled among the 4 towered airports located within MCO's Class B airspace (the other airports being Orlando Executive Airport [ORL] and Orlando Sanford International Airport [SFB]). In 2022, the existing ATCT handled 17.1 percent of the 859,025 total aircraft movements handled by the ATCTs at those 4 airports. It is noted that during the latest 12 months of data from the OPSNET database (August 2022 to July 2023), the towers at those 4 ATCTs handled a total of 941,902 aircraft movements with the existing ATCT at ISM handling 15.3 percent of them. According to passenger enplanement data from the FAA, MCO was the 8th busiest airport in the U.S. in 2022 and the busiest airport in Florida. Consequently, it is important to have modern ATCT facilities and equipment to properly manage this very busy airspace environment in Central Florida.

3.5 Forecast Operations at ISM

As show in **Table 4**, an updated activity forecast was also produced for this EA for both total operations and total tower operations for the 10-year period from 2022 through 2032. The forecast was developed by applying an AAGR of 1.19% to both total operations and total tower operations, which is the same growth rate that was utilized for total operations in the FAA-approved forecast for the 2024 Master Plan Update. According to the FAA's June 2008 Review and Approval of Aviation Forecasts guidance, total operations and based aircraft forecasts are considered consistent with the FAA's Terminal Area Forecast (TAF) if they differ by less than 10 percent in the five-year forecast period and 15 percent in the 10-year forecast period. The FAA's 2022 TAF for total operations is also shown in **Table 4** with a comparison illustrating the percent difference in each year to the total operations forecast produced for this EA. It is noted that the construction of a new ATCT at ISM would not induce additional activity growth and the forecast shown only represents the anticipated natural growth in operations.

TABLE 1 HISTORICAL AIRPORT & TOWER OPERATIONS AT ISM (1997-2022)		
Year	**Airport Operations**	**Tower Operations**
1997	49,605	49,605
1998	114,734	114,734
1999	142,885	142,885
2000	146,181	146,181
2001	169,115	169,115
2002	131,179	131,179
2003	154,590	154,590
2004	129,126	129,126
2005	150,242	150,242
2006	153,297	153,297
2007	169,514	169,514
2008	155,556	159,664
2009	120,762	128,360
2010	124,310	131,454
2011	120,962	128,269
2012	121,665	127,653
2013	108,998	114,747
2014	82,889	98,389
2015	81,377	109,067
2016	82,572	112,080
2017	91,818	117,505
2018	110,262	130,181
2019	134,054	156,852
2020	106,592	123,154
2021	119,094	152,284
2022	119,908	146,873
Average Annual Growth Rate (AAGR)		
1997-2000	43.37%	43.37%
2000-2010	-1.61%	-1.06%
2010-2022	-0.30%	0.93%
1998-2022	0.18%	1.03%
Sources: FAA Operations Network (OPSNET) database and AVCON, INC.		

FIGURE 3
HISTORICAL AIRPORT & TOWER OPERATIONS AT ISM (1997-2022)



Sources: FAA Operations Network (OPSNET) database and AVCON, INC.

TABLE 2
TOP 20 FEDERAL CONTRACT TOWER AIRPORTS IN 2022

Airport ID	City	2022 Tower Operations	2022 Rank
HWO	Hollywood, Florida	278,847	1
IWA	Phoenix, Arizona	259,272	2
CHD	Chandler, Arizona	208,776	3
CRG	Jacksonville, Florida	186,533	4
JRF	Kapolei, Hawaii	183,683	5
PMP	Pompano Beach, Florida	180,220	6
DTO	Denton, Texas	177,281	7
FMY	Fort Myers, Florida	177,066	8
EVB	New Smyrna Beach, Florida	168,397	9
GYR	Goodyear, Arizona	168,084	10
OPF	Miami, Florida	166,428	11
FIN	Palm Coast, Florida	154,143	12
LAL	Lakeland, Florida	151,705	13
MLB	Melbourne, Florida	150,024	14
ISM	Kissimmee, Florida	146,873	15
TKI	Dallas, Texas	145,777	16
SUA	Stuart, Florida	142,857	17
PVU	Provo, Utah	139,294	18
GKY	Arlington, Texas	137,984	19
RAL	Riverside, California	136,563	20

Sources: FAA Operations Network (OPSNET) database and AVCON, INC.

TABLE 3
HISTORICAL TOWER OPERATIONS IN MCO CLASS B AIRSPACE (1997-2022)

Year	Tower Operations					% of Total Tower Operations			
	ISM	MCO	ORL	SFB	Total	ISM	MCO	ORL	SFB
1997	49,605	360,368	184,144	351,993	946,110	5.2%	38.1%	19.5%	37.2%
1998	114,734	364,781	201,642	380,918	1,062,075	10.8%	34.3%	19.0%	35.9%
1999	142,885	363,856	225,140	363,224	1,095,105	13.0%	33.2%	20.6%	33.2%
2000	146,181	366,278	225,449	371,784	1,109,692	13.2%	33.0%	20.3%	33.5%
2001	169,115	326,456	218,162	397,557	1,111,290	15.2%	29.4%	19.6%	35.8%
2002	131,179	302,843	198,201	373,277	1,005,500	13.0%	30.1%	19.7%	37.1%
2003	154,590	301,322	160,840	385,303	1,002,055	15.4%	30.1%	16.1%	38.5%
2004	129,126	326,470	157,009	357,076	969,681	13.3%	33.7%	16.2%	36.8%
2005	150,242	359,609	156,952	319,812	986,615	15.2%	36.4%	15.9%	32.4%
2006	153,297	356,012	163,811	318,860	991,980	15.5%	35.9%	16.5%	32.1%
2007	169,514	367,860	149,328	293,857	980,559	17.3%	37.5%	15.2%	30.0%
2008	159,664	343,795	137,758	224,262	865,479	18.4%	39.7%	15.9%	25.9%
2009	128,360	307,053	119,322	218,904	773,639	16.6%	39.7%	15.4%	28.3%
2010	131,454	315,408	113,006	191,286	751,154	17.5%	42.0%	15.0%	25.5%
2011	128,269	317,857	118,128	219,444	783,698	16.4%	40.6%	15.1%	28.0%
2012	127,653	312,344	114,045	303,606	857,648	14.9%	36.4%	13.3%	35.4%
2013	114,747	299,378	114,383	271,748	800,256	14.3%	37.4%	14.3%	34.0%
2014	98,389	298,117	116,866	222,019	735,391	13.4%	40.5%	15.9%	30.2%
2015	109,067	315,272	117,255	295,006	836,600	13.0%	37.7%	14.0%	35.3%
2016	112,080	324,632	117,322	290,385	844,419	13.3%	38.4%	13.9%	34.4%
2017	117,505	339,106	105,914	307,286	869,811	13.5%	39.0%	12.2%	35.3%
2018	130,181	356,291	110,436	322,259	919,167	14.2%	38.8%	12.0%	35.1%
2019	156,852	367,038	131,765	356,975	1,012,630	15.5%	36.2%	13.0%	35.3%
2020	123,154	226,408	127,892	236,254	713,708	17.3%	31.7%	17.9%	33.1%
2021	152,284	319,941	149,260	172,698	794,183	19.2%	40.3%	18.8%	21.7%
2022	146,873	365,676	158,172	188,304	859,025	17.1%	42.6%	18.4%	21.9%
Average Annual Growth Rate (AAGR)									
1997-2000	43.37%	0.54%	6.98%	1.84%	5.46%	35.95%	-4.66%	1.44%	-3.43%
2000-2010	-1.06%	-1.48%	-6.67%	-6.43%	-3.83%	2.88%	2.44%	-2.96%	-2.71%
2010-2022	0.93%	1.24%	2.84%	-0.13%	1.12%	-0.19%	0.11%	1.70%	-1.24%
1998-2022	1.03%	0.01%	-1.01%	-2.89%	-0.88%	1.93%	0.90%	-0.13%	-2.03%

Sources: FAA Operations Network (OPSNET) database and AVCON, INC.

TABLE 4 FORECAST OPERATIONS AT ISM (2022-2032)				
Year	**Tower Operations**	**Airport Operations**	**2022 TAF Operations**	**% Difference (Airport to TAF)**
2022	146,873	119,908	119,088	0.69%
2023	148,619	121,334	130,552	-7.06%
2024	150,387	122,777	139,372	-11.91%
2025	152,175	124,236	139,803	-11.13%
2026	153,984	125,714	140,238	-10.36%
2027	155,815	127,209	140,674	-9.57%
2028	157,668	128,721	141,113	-8.78%
2029	159,543	130,252	141,560	-7.99%
2030	161,440	131,800	142,010	-7.19%
2031	163,360	133,368	142,465	-6.39%
2032	165,302	134,954	142,922	-5.58%
Average Annual Growth Rate (AAGR)				
2022-2032	1.19%	1.19%	1.84%	N/A
Sources: FAA Operations Network (OPSNET) database, 2022 TAF, and AVCON, INC.				

4. Proposed Action

The Airport Sponsor proposes to replace the existing ATCT with a new ATCT in the southeast quadrant of ISM and adjacent to the new electrical vault and lift station (refer to **Figure 4**). The Proposed Action includes constructing an octagonal cab with columns (for open viewing space of movement areas) and slatwall. The cab will comprise 440 SF of floor space with a cab eye level of 85 feet AGL, floor level of 80 feet AGL, and overall height of 115 feet AGL. Other sites that were considered for the construction of a new ATCT are depicted in **Figure 5** and will be further discussed and evaluated later in this EA. The center point of the new ATCT will be located approximately 725 feet to the northeast of the closest centerline point of Runway 15-33. The construction of the project will occur on previously disturbed soil and the parcel will be located on property owned by the Airport Sponsor and not leased to others, as is common that the Airport Sponsor maintains the property associated with FCTs. Following construction of the new ATCT, the City of Kissimmee has no short-term plans to demolish the existing ATCT and is exploring opportunities to repurpose the facility.

The proposed ATCT will be constructed of a pre-cast concrete, functional (occupied) shaft and an 8-sided, 440 square-foot (floor area), steel frame cab with columns and traditional consoles and no base building. The proposed ATCT will facilitate a safe operating environment for aeronautical activity at ISM well into the future. The recommended site produces no LOS issues to the runways, taxiways, other movement areas, and traffic patterns at ISM and was identified as the best available location for a new ATCT according to the results of the FAA Visual Immersive Siting Tower Assessment (VISTA) that was completed in 2022. The proposed ATCT center coordinates are 28° 17’ 21.23” N and 81° 26’ 3.09” W. The proposed ATCT cab floor height will be 80 feet AGL. This is the shortest possible ATCT that meets all siting criteria and is deemed safe under the Safety Management System (SMS). The FAA conducted Airspace Determinations for the proposed top of tower elevations of 115 feet AGL (refer to ASN 2022-ASO-7755-NRA through 2022-ASO-7761-NRA on the OE/AAA portal). According to the Final Determination, “Proposed ATC tower will exceed the Part 77 transitional surface of all runways. This structure must be marked with a red obstruction light(s). Red obstruction light(s) must conform to chapter 3, 4, 5, and 12 in accordance with FAA’s advisory circular 70/7460-1M, *Obstruction Marking and Lighting*.” The proposed ATCT is also depicted on the Airport Layout Plan (ALP) associated with the 2024 Master Plan Update, which was recently approved by the FAA Orlando ADO.

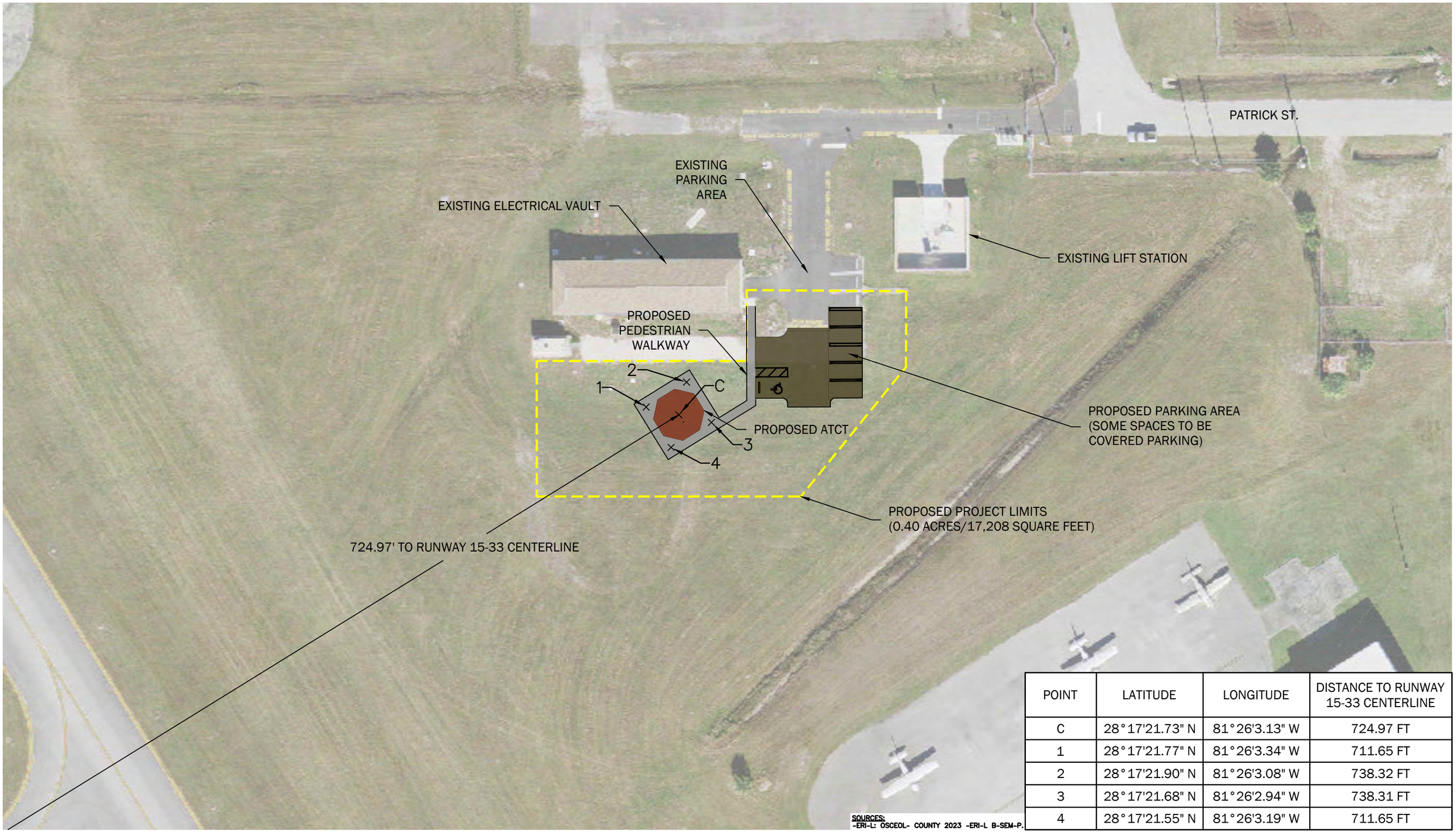
Additional features to be constructed along with the proposed ATCT include parking, access, sidewalks, and an equipment pad which will add approximately 4,300 square feet of impervious surface. The proposed ATCT will be located within the secure Air Operations Area (AOA) at ISM, so no new fencing

or access gates should be needed around the facility. The facility will be designed in accordance with the MEL as specified in FAA JO 7210.78 (Change 1) and therefore will provide sufficient space and long-term functionality to house communications equipment, weather equipment, operations floor equipment, non-operations equipment, and other building equipment. The proposed ATCT will include an elevator to comply with ADA regulations and will provide sufficient space for personnel offices, break room, restrooms, and a training area. Furthermore, the proposed ATCT will no longer be located adjacent to the busy FBO facility and will therefore provide a quieter and safer environment for ATC personnel to manage traffic at ISM.

4.1 Funding and Schedule

The total construction budget for the proposed ATCT is estimated at $16 million and the costs for engineering design and permitting are estimated at $1.45 million. Funding for the proposed ATCT is expected to come from a combination of the following sources: FAA Airport Improvement Program (AIP), FAA Contract Tower Competitive Grant Program from the Bipartisan Infrastructure Law (BIL), FDOT, possibly other federal or state funding sources, and/or other local funds. The engineering design for the new ATCT is scheduled to occur between 2024 and 2025 and construction is scheduled to occur between 2025 and 2027.

FIGURE 4 - PREFERRED SITE FOR NEW AIRPORT TRAFFIC CONTROL TOWER (SITE 5)



POINT	LATITUDE	LONGITUDE	DISTANCE TO RUNWAY 15-33 CENTERLINE
C	28°17'21.73" N	81°26'3.13" W	724.97 FT
1	28°17'21.77" N	81°26'3.34" W	711.65 FT
2	28°17'21.90" N	81°26'3.08" W	738.32 FT
3	28°17'21.68" N	81°26'2.94" W	738.31 FT
4	28°17'21.55" N	81°26'3.19" W	711.65 FT

SOURCES:
-ERI-L: OSCEOL- COUNTY 2023 -ERI-L B-SEM-P.

0 25 50
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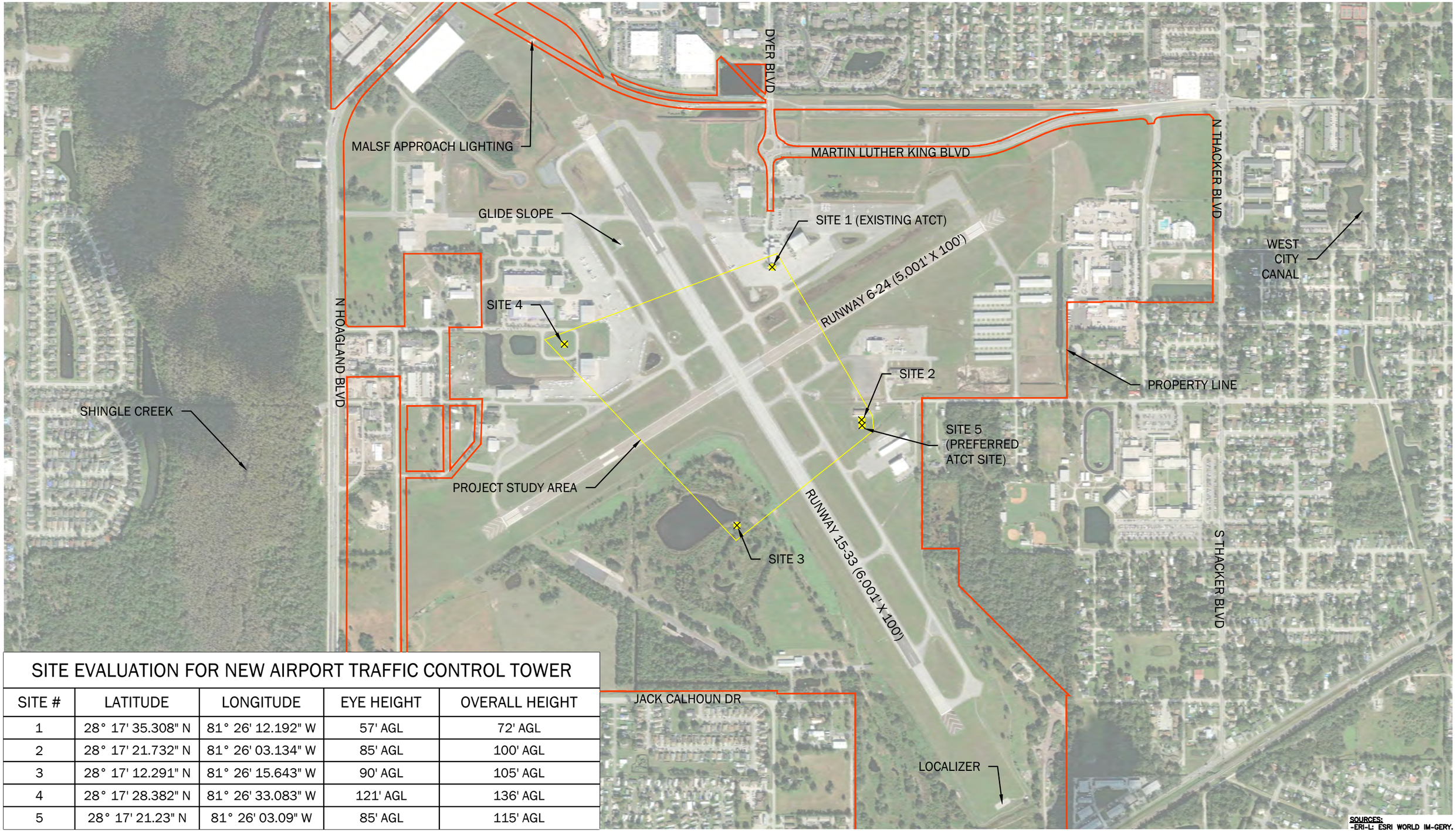
FIGURE 5 - SITE EVALUATION FOR NEW AIRPORT TRAFFIC CONTROL TOWER



SITE EVALUATION FOR NEW AIRPORT TRAFFIC CONTROL TOWER

SITE #	LATITUDE	LONGITUDE	EYE HEIGHT	OVERALL HEIGHT
1	28° 17' 35.308" N	81° 26' 12.192" W	57' AGL	72' AGL
2	28° 17' 21.732" N	81° 26' 03.134" W	85' AGL	100' AGL
3	28° 17' 12.291" N	81° 26' 15.643" W	90' AGL	105' AGL
4	28° 17' 28.382" N	81° 26' 33.083" W	121' AGL	136' AGL
5	28° 17' 21.23" N	81° 26' 03.09" W	85' AGL	115' AGL

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5. Purpose & Need

According to FAA Order 5050.4B, *NEPA Implementing Instructions for Airport Actions*, "The purpose and need should be defined considering the statutory objectives of the proposed Federal actions as well as the sponsor's goals and objectives." The Purpose and Need identifies the problem facing the Airport Sponsor (representing the "Need" for the Proposed Action) and the proposed solution to the problem (representing the "Purpose" of the Proposed Action). The Purpose and Need for the Proposed Action at ISM is described in the paragraphs below and is supported and justified by the information presented in the previous sections of this EA.

5.1 Purpose

The Airport Sponsor proposes to construct a replacement ATCT at ISM to provide enhanced visibility of the existing and proposed airfield, improved functional and space capabilities for ATCT equipment and personnel, and to comply with ADA requirements. The replacement ATCT would be designed and constructed in accordance with the MEL presented in FAA Job Order (JO) 7210.78 (Change 1), FAA JO 6480.7E, ATCT and Terminal Radar Approach Control (TRACON) Design Policy, and other applicable FAA, state, and local regulations. Overall, the Proposed Action would provide a safer and more efficient operating environment at ISM and within the busy airspace surrounding MCO in Central Florida.

5.2 Need

As described in Section 2 of this EA, the existing ATCT at ISM opened on April 1, 1997 and it does not meet FAA visual performance criteria, the facility is out of space to accommodate any additional equipment or staff, and the existing structure cannot be expanded, raised, or improved. The following problems regarding the existing ATCT are summarized below to emphasize the need for the Proposed Action.

- The existing ATCT at ISM has limited space for necessary equipment that was offered by ATC personnel at MCO to help reduce their workload requirements. No MEL was used during the design of the existing ATCT and it is functionally inadequate for ATCT personnel and equipment needs.
- The existing ATCT is too small to allow for space for food preparation, additional equipment storage, office space, break room, training room, and adequate restrooms.
- There is also no fire suppression system within the existing ATCT and a very small exit door to a shaky catwalk and fire escape ladder, unreliable circuit breakers (e.g., there are power surges

about once a month that trip the breakers), and no way to easily manage the wiring of the systems within the tower (i.e., limited ability to cleanly wire the systems within the tower).

- The views from the existing ATCT are also severely limited at certain corners because of the presence of wide columns that are flush with the windows.
- The existing ATCT also has frequent rain leaks that require repair. In 2023 alone, the Airport received quotes totaling approximately $10,000 for repairs to the tower's roof and catwalk and for caulking of the windows, which is a common annual expense borne by the Airport. The Proposed Action would reduce or eliminate the Airport's maintenance costs for a tower.
- The location of the existing ATCT near the FBO generates noise levels that make it difficult for ATCT personnel to properly hear and communicate with pilots.
- The existing ATCT cab height is not tall enough to provide an acceptable angle of incidence to an existing portion of the Airport and a proposed portion of the airfield. Using the Airport Traffic Control Tower Visibility Analysis Tool (ATCTVAT) shows that while the current tower passes the object discrimination analysis, it fails the line of sight (LOS) angle of incidence criteria. The existing eye height needs to be 11 feet higher to provide an acceptable angle of incidence threshold (0.8 degrees or 48 minutes) to the key point on the existing airfield. This key point is the Taxiway A end connector to Runway 33 at a distance of 4,255 feet from the ATCT. In the future, this key point distance will increase slightly once the parallel taxiway on the other side of the primary runway (Taxiway D) is extended, thus requiring an eye height 12 feet higher than the current.
- The existing ATCT does not have an elevator and therefore does not comply with ADA regulations.

The Proposed Action would correct all problems summarized above associated with the existing ATCT, and as stated in Section 3 of this EA, is estimated to cost approximately $16 million for construction and $1.45 million for engineering design and permitting. The engineering design for the new ATCT is scheduled to occur between 2024 and 2025 and construction is scheduled to occur between 2025 and 2027.

6. Alternatives to the Project

As previously mentioned, the Airport Sponsor proposes to replace the existing ATCT with a new ATCT in the southeast quadrant of ISM and adjacent to the new electrical vault and lift station (refer to Figure 4). As part of this EA, it was also necessary to discuss other ATCT alternatives that were previously analyzed in the FAA VISTA study that was completed in 2022 and the 2012 Siting Report for a Replacement ATCT. Those previous ATCT alternatives, in conjunction with a No Action Alternative, are described in this section of the EA. The alternatives evaluated were previously illustrated in Figure 5 and include the following:

- No Action Alternative
- Alternative Site 1 – Existing ATCT Site
- Alternative Site 2 – East Site
- Alternative Site 3 – South Site
- Alternative Site 4 – West Site
- Alternative Site 5 – Preferred East Site
- Alternatives Comparison to Purpose & Need

6.1 No Action Alternative

The No Action Alternative would include not constructing a new ATCT at ISM. The existing ATCT would continue to be utilized and the Airport Sponsor would continue to pay for annual maintenance repairs to the roof, windows, catwalk, and other aging systems within the existing ATCT.

Section 4 of this EA documented the Purpose and Need for the Proposed Action. The No Action Alternative does not satisfy the Purpose and Need for the Proposed Action, specifically because of the limited space within the existing ATCT, lack of proper fire suppression, unreliable circuit breakers, insufficient views of the airfield, high noise levels, and lack of an elevator to comply with ADA regulations, in addition to the annual costs that are required to maintain the aging structure. However, it is noted that the No Action Alternative would not create any environmental impacts that could result from the implementation of the Proposed Action or other alternatives. Therefore, as required by 40 Code of Federal Regulations (CFR) 1502.14(c), the No Action Alternative was carried forward in this EA to serve as a baseline for comparing the potential environmental impacts associated with other alternatives and the Proposed Action

6.2 Alternative Site 1 – Existing ATCT Site

Figure 6 illustrates the five alternative sites that were evaluated in this EA and depicts the ground elevations at each site. Alternative Site 1 is in the same location as the existing ATCT and was evaluated in the 2012 Siting Report for a Replacement ATCT at ISM, which considered criteria such as FAA design standards and obstruction clearance requirements, visual performance, feasibility of construction, site accessibility, and various other factors. Alternative Site 1 was evaluated with eye level of 57 feet AGL and an overall height of 72 feet AGL. Although Alternative Site 1 satisfies most of the ATCT siting criteria for ISM, the limited space available creates some secondary issues that need to be considered. This location would likely have a higher construction cost due to the proximity of the surrounding public facilities. Also, a temporary ATCT facility would need to be provided prior to the demolition of the existing ATCT and throughout the duration of the construction of the new ATCT.

6.3 Alternative Site 2 – East Site

Alternative Site 2 is located to the southeast of the existing ATCT adjacent to the recently constructed electrical vault and lift station and was evaluated with eye level of 85 feet AGL and an overall height of 100 feet AGL. Alternative Site 2 was previously identified in the 2012 Siting Report for a Replacement ATCT at ISM and satisfies a majority of the ATCT siting criteria. This site provides a minimum setback of 200 feet from surrounding public facilities, has existing landside access, can be easily connected to existing utilities, and provides space for future facility expansion if ultimately necessary. Under this alternative, the City of Kissimmee would not consider demolishing the existing ATCT in the short-term and would explore opportunities to repurpose the facility.

6.4 Alternative Site 3 – South Site

Alternative Site 3 is located to the south of the existing ATCT adjacent to the pond in the abandoned golf course and was evaluated with eye level of 90 feet AGL and an overall height of 105 feet AGL. Alternative Site 3 was previously identified in the 2012 Siting Report for a Replacement ATCT at ISM. Alternative Site 3 satisfies most of the ATCT siting criteria and is a secure area with a minimum setback of 200 feet from surrounding public facilities and has adequate space for future facility expansion if ultimately necessary. However, this site would require significant costs to clear the site, provide landside access, and connect to existing nearby utilities. Furthermore, Alternative Site 3 is located close to the area where a future extension of Taxiway D will be constructed and may conflict with the associated Taxiway Object Free Area (TOFA), and the recently approved ALP depicts future apron and hangar construction in this area.

Under this alternative, the City of Kissimmee would not consider demolishing the existing ATCT in the short-term and would explore opportunities to repurpose the facility.

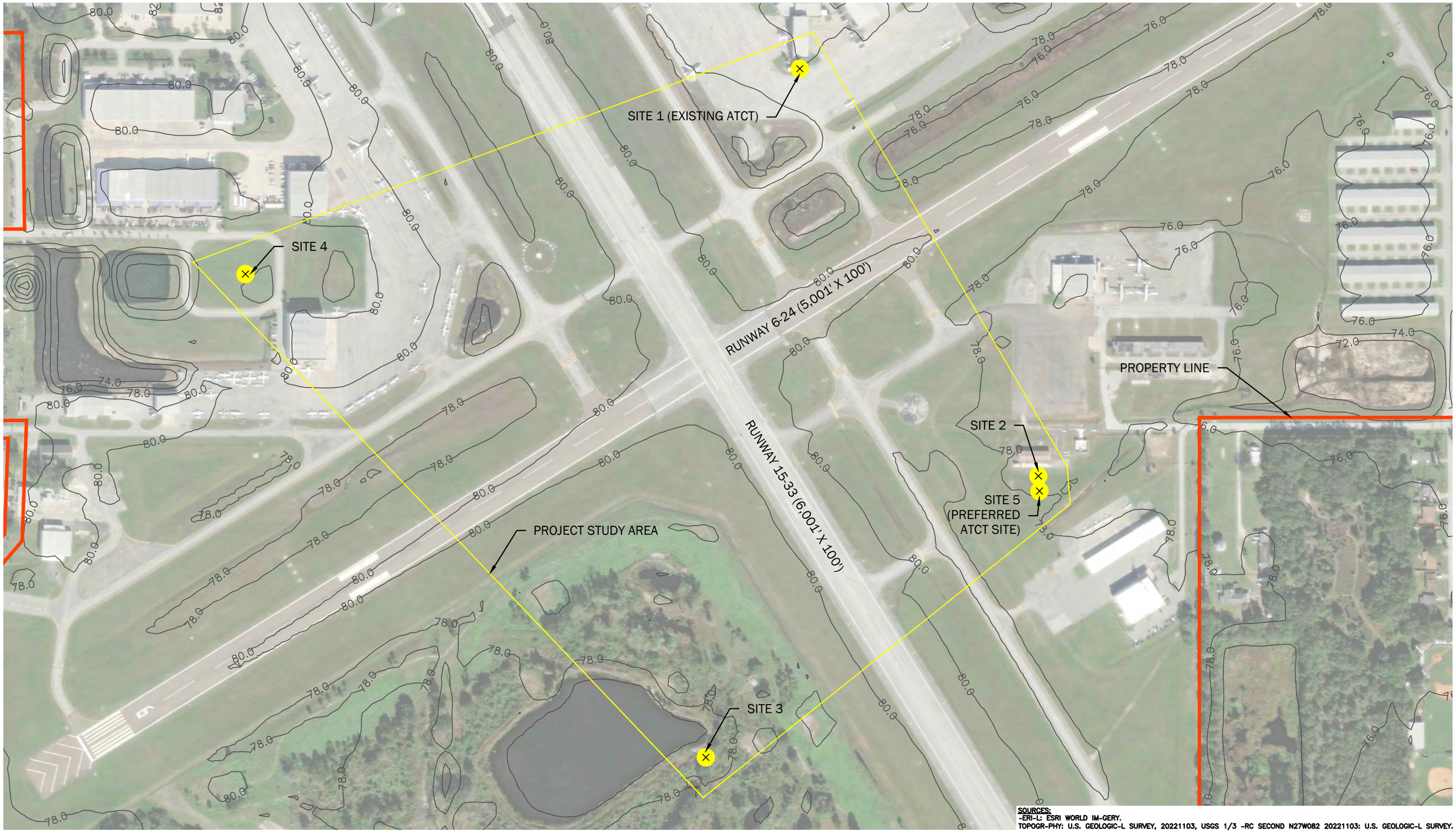
6.5 Alternative Site 4 – West Site

Alternative Site 4 is located to the west of the existing ATCT in an open lot and was evaluated with eye level of 121 feet AGL and an overall height of 136 feet AGL. Alternative Site 4 was previously identified in the 2012 Siting Report for a Replacement ATCT at ISM. Alternative Site 4 satisfies a majority of the ATCT siting criteria but is located close to existing public facilities and it may be difficult to provide a secure environment for a new ATCT at this site and does not provide much space for future facility expansion if ultimately necessary. This site would also require the construction of the tallest ATCT of all alternatives considered to provide sufficient views of the entire airfield. Furthermore, the recently approved ALP depicts a future parking for a hangar in this area. Under this alternative, the City of Kissimmee would not consider demolishing the existing ATCT in the short-term and would explore opportunities to repurpose the facility.

6.6 Alternative Site 5 – Preferred East Site

Alternative Site 5 is located just to the south of Alternative Site 2 and was evaluated with eye level of 85 feet AGL and an overall height of 115 feet AGL. This was determined to be the preferred site in the FAA VISTA study that was completed in 2022. It is slightly different than the preferred site in the 2012 Siting Report for a Replacement ATCT at ISM (Alternative Site 2) in that it moves the ATCT further south of the recently constructed electrical vault. This site provides a minimum setback of 200 feet from surrounding public facilities, has existing landside access, can be easily connected to existing utilities, and provides space for future facility expansion if ultimately necessary. Based on controller observations, it was determined that Alternative Site 5 is the preferred site for a new ATCT at ISM. Controllers would have better LOS and angle of incidence at this site and can see all critical movement areas with no depth perception issues. The ATCT associated with Alternative Site 5 is depicted on the recently approved ALP. Under this alternative, the City of Kissimmee would not consider demolishing the existing ATCT in the short-term and would explore opportunities to repurpose the facility.

FIGURE 6 - GROUND CONTOURS



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6.7 Alternatives Comparison to Purpose & Need

Table 5 presents a comparison of the No Action Alternative and the five (5) alternative sites to the Purpose and Need and several additional factors. As shown, the No Action Alternative is the only alternative that does not meet the stated Purpose and Need of the Proposed Action. Alternative Site 5 was selected as the preferred site in the FAA VISTA study that was completed in 2022 and has the least environmental concerns of the five (5) alternative sites, can be easily connected to the recently constructed electrical vault, has existing controlled access from Patrick Street, and has the most expansion capability of any of the sites. While the FAA did note that the proposed ATCT at Alternative Site 5 will impact the transitional surface of all runways at ISM, they will permit the ATCT to be constructed with obstruction lights in accordance with FAA AC 70/7460-1M, *Obstruction Marking and Lighting*. Although Alternative Site 2 is located near Alternative Site 5, Alternative Site 5 is located further from the electrical vault and was found to provide enhanced views of the airfield in the 2022 FAA VISTA study compared to Alternative Site 2. Arguably, while Alternative Site 1 meets the stated Purpose and Need, the need for a temporary ATCT during demolition and construction, proximity to existing public facilities, and noise levels around the FBO makes Alternative Site 1 a non-preferential site for a new ATCT at ISM. Alternative Sites 3 is also non-preferential because of potential impacts to the pond, considerable site clearing requirements to construct a new ATCT and associated access, and because other developments are planned for that area on the ALP that was recently approved by the FAA. The ALP also shows other developments planned for Alternative Site 4 and the site would require a much higher overall ATCT height (and associated costs) compared to the other alternatives for controllers to be able to sufficiently see all movement areas.

For the reasons mentioned above, Alternative Site 5 was considered the only “reasonable alternative” for the City of Kissimmee to pursue for a new ATCT at ISM and is referred to as the Proposed Action in the remaining sections of this EA. No other alternatives were carried forward for detailed analysis, with the exception of the No Action Alternative.

TABLE 5
ALTERNATIVES COMPARISON TO PURPOSE & NEED

Evaluation Item	No Action Alternative	Site 1 – Existing ATCT Site	Site 2 – East Site	Site 3 – South Site	Site 4 – West Site	Site 5 – Preferred East Site
Satisfies Purpose & Need	No	Yes	Yes	Yes	Yes	Yes
Eye Level Height	45 Feet AGL	57 Feet AGL	85 Feet AGL	90 Feet AGL	121 Feet AGL	85 Feet AGL
Overall Height	55 Feet AGL	72 Feet AGL	100 Feet AGL	105 Feet AGL	136 Feet AGL	115 Feet AGL
Environmental Concerns	None	None	None	Potential Wetland & Site Clearing Impacts	None	None
Navigational Aid Impacts	None	Consideration must be made to relocate the existing FAA-owned ISM RTR from the existing ATCT. A reimbursable agreement is required to be entered upon by the proponent with the FAA to mitigate anticipated NAS facility/service impacts.				
FAA Design Standard Impacts	None	None	None	May Conflict with Extended Taxiway D TOFA	None	None
Site Access	Existing Access	Existing Access	Connects to Electrical Vault Access	New Access Required with Long Access Road to Jack Calhoun Drive		Connects to Electrical Vault Access
Expansion Potential	None	None	High	Yes	Minimal	High
Security Concerns	Some – Mixed with Existing Public Facilities	Some – Mixed with Existing Public Facilities	None – Existing Secure Site	Conflicts with Planned Public Facilities	Conflicts with Planned Public Facilities	None – Existing Secure Site
Setback from Public Facilities	Close to Existing Public Facilities	Close to Existing Public Facilities	No Issues	Conflicts with Planned Public Facilities	Conflicts with Planned Public Facilities	No Issues
Site Clearing Requirements	None	Requires Demolition of Existing ATCT	Previously Cleared for Electrical Vault Project	Requires Tree Removal for Facility and Access	Minimal	Previously Cleared for Electrical Vault Project
Conflicts with Existing/Planned Development	None	None	Located Close to Existing Electrical Vault	Conflicts with Planned Apron/Hangar Development	Conflicts with Planned Hangar/Parking Lot Development	None
Construction/Maintenance Concerns	Requires Ongoing Maintenance	Requires Temporary Tower	None	Requires Extensive Site Clearing for Facility Development and Access	Requires Tallest Tower	None

Source: AVCON, INC.

7. Affected Environment

According to FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, the Affected Environment section of an EA "succinctly describes the environmental conditions of the potentially affected geographic area or areas. The discussion of the affected environment will be no longer than is necessary to understand the impacts of the alternatives; data and analyses should be presented in detail commensurate with the importance of the impact." The environmental resource categories are organized as identified in FAA Order 1050.1F and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. The potential environmental impacts of the No Action Alternative and Proposed Action are presented in Chapter 8 (Environmental Consequences) of this EA. This chapter presents the following sections regarding the Affected Environment of the Proposed Action at ISM:

- Airport Overview
- Project Study Area
- Air Quality
- Biological Resources
- Climate
- Coastal Resources
- Department of Transportation Act, Section 4(f)
- Farmlands
- Hazardous Materials Solid Waste, and Pollution Prevention
- Historical, Architectural, Archeological, and Cultural Resources
- Land Use
- Natural Resources and Energy Supply
- Noise and Compatible Land Use
- Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks
- Visual Effects (including light emissions)
- Water Resources (including wetlands, floodplains, surface waters, ground water, and wild and scenic rivers)
- Other Considerations

7.1 Airport Overview

As described in Section 2 of this EA, ISM is located within the City of Kissimmee in Osceola County, Florida. The airport property is comprised of 892 acres that are entirely located within the city limits of Kissimmee. The FAA's National Plan of Integrated Airport Systems (NPIAS) classifies ISM as a General Aviation (GA) "Reliever" airport to Orlando International Airport (MCO), which is located 10 miles to the northeast of ISM. ISM has two runways that are both designed to accommodate corporate jet activity. The longest runway is Runway 15-33 and is 6,001 feet long, 100 feet wide, has a Precision Instrument Landing System (ILS) approach to the Runway 15 end, and routinely experiences multiple operations per day by ultra-long-range Gulfstream and Bombardier Global Express corporate jets. The other runway is Runway 6-24 and is 5,001 feet long, 100 feet wide, and is designed to accommodate activity by medium-range corporate jets such as the Dassault Falcon 900.

Osceola County has a total land area of 1,327.55 square miles, mostly consisting of flat terrain and over 50 named lakes. According to data from the National Oceanic and Atmospheric Administration (NOAA) on U.S. Monthly Climate Normals from 1991-2020, the City of Kissimmee experiences hot summers with an average high of 82.7° Fahrenheit in the warmest month (August) and mild winters with an average low of 60.1° Fahrenheit in the coldest month (January).

7.2 Project Study Area

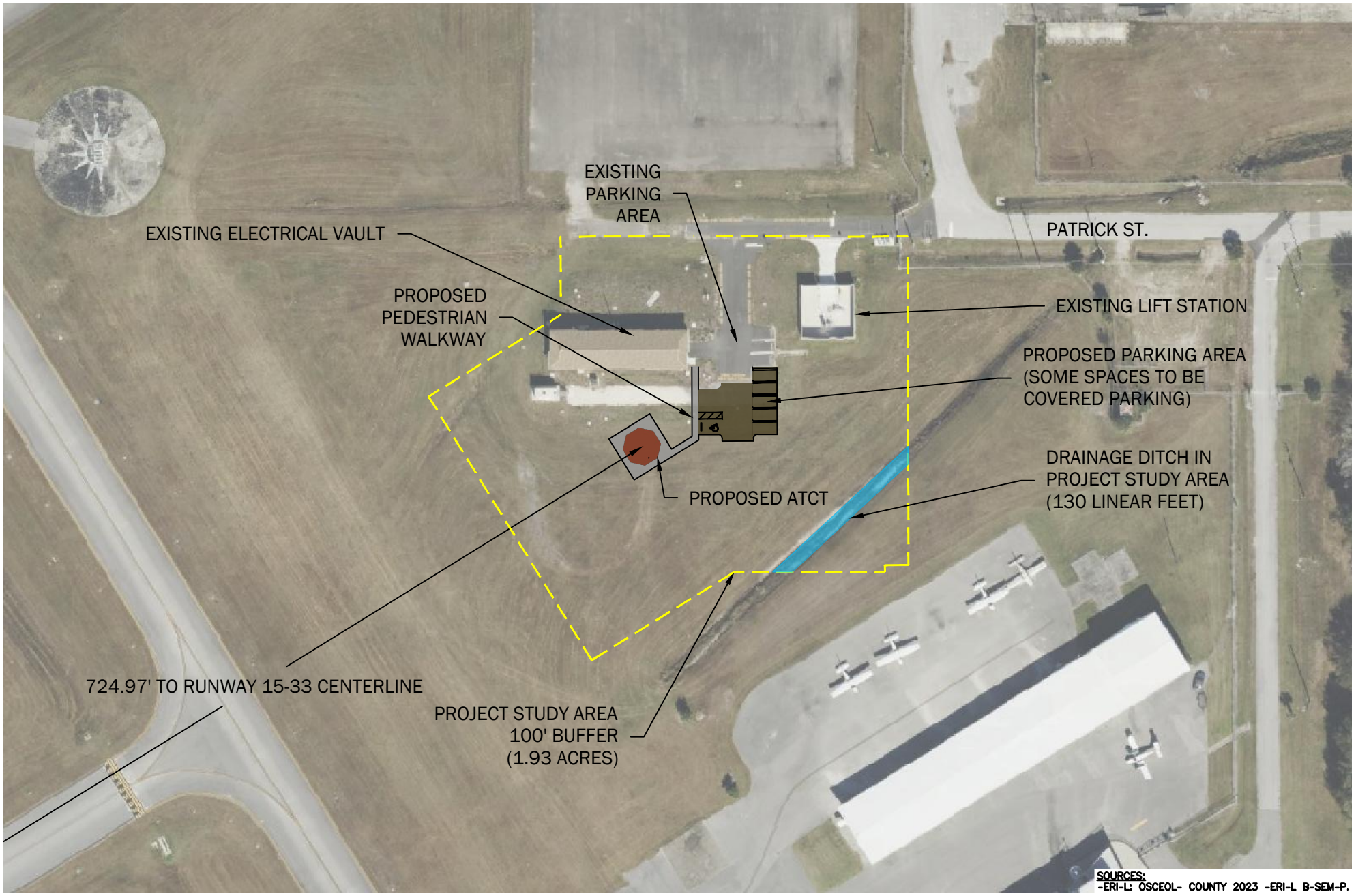
A project study area was established for this EA to serve as a reference point for evaluating potential environmental impacts that could result from implementing the Proposed Action. As shown in **Figure 7**, the project study area encompasses 1.93 acres surrounding the proposed location of the new ATCT at ISM. This area was developed by adding a 100-foot buffer around all construction elements associated with the Proposed Action. The area primarily consists of previously disturbed soils from recent construction projects, including the new electrical vault and lift station that were completed in March 2023. Since no tree removal is necessary to provide a clear line-of-sight from the new ATCT, it was not necessary to extend the project study area boundary beyond the construction limits for the proposed ATCT structure and associated walkways and parking. Furthermore, the purpose of the new/replacement ATCT at ISM is to provide enhanced visibility of the existing and proposed airfield, improved functional and space capabilities for ATCT equipment and personnel, and to comply with ADA requirements. Therefore, the provision of a new/replacement ATCT at ISM is not expected to result in additional aircraft activity and noise exposure at the Airport that would warrant the need to evaluate a larger project study area. It is noted that some of the environmental resource categories presented in this EA consider larger Indirect Study Areas (ISA) to satisfy NEPA requirements.

The project study area and the entire airport property were evaluated by two Certified Environmental Consultants (C.E.C.) during a site visit in October 2021 in conjunction with the recent-completed Master Plan Update efforts for ISM. The 2021 site visit and subsequent findings are referenced throughout this EA and were conducted by the following individuals from Storm L. Richards & Associates, Inc. who are also both certified by the Register of Professional Archaeologists (RPA):

- Jeanne Fillman-Richards, Ph.D., C.E.C., C.E.I. –RPA Registration Number 11410.
- Storm L. Richards, Ph.D., C.E.P., C.E.C., C.E.I. – RPA Registration Number 10121.

Additional site visits were conducted by AVCON, INC. in June 2023 and October 2023 to revalidate the previous findings of Storm L. Richards & Associates, Inc. as it pertains to the existing and proposed conditions within the project study area.

FIGURE 7 - PROJECT STUDY AREA



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7.3 Air Quality

FAA Order 1050.1F provides guidelines for determining when an air quality analysis is required for proposed development. The U.S. Environmental Protection Agency (EPA) developed National Ambient Air Quality Standards (NAAQS) for six common air pollutants under the Clean Air Act (CAA), also referred to as criteria air pollutants. The six criteria air pollutants are listed below and have been determined by the EPA to "may harm human health and the environment, and cause property damage. The EPA regulates these pollutants to permissible levels through human health-based (primary standards) and environmental-based (secondary standards) criteria."[2]

- Carbon Monoxide (CO)
- Nitrogen Dioxide (NO_2)
- Ozone (O_3)
- Particulate Matter (PM)
- Sulfur Dioxide (SO_2)
- Lead (Pb)

The EPA designates those areas of the U.S. that have ambient concentrations of criteria air pollutants above the NAAQS as "nonattainment areas." If an area is classified as a nonattainment area, "it is required to have an applicable State Implementation Plan (SIP) that prescribes mitigation measures and timelines necessary to bring ambient concentrations of criteria air pollutants below the NAAQS."[3] "Attainment areas" are those that have ambient concentrations of criteria air pollutants below the NAAQS which have not been previously identified as nonattainment areas. "Maintenance areas" are those which were previously identified as nonattainment areas that have attained the NAAQS and have a SIP to prevent them from reaching nonattainment status again.

Florida Administrative Code (FAC) Chapter 62-204, *Air Pollution Control – General Provisions*, adopts federal air quality regulations for federal actions/projects and does not specifically identify air quality standards that must be reviewed by Florida Department of Environmental Protection (FDEP) personnel for federal actions/projects. FAA Order 1050.1F also requires that any state regulations associated with investigating indirect sources (i.e., sources beyond those associated directly with the proposed project) be addressed when determining the need to assess air quality. However, the State of Florida SIP does not have any requirements for Indirect Source Review (ISR).

[2] FAA 1050.1 Desk Reference.
[3] FAA 1050.1 Desk Reference.

The EPA's Green Book identifies Osceola County as an attainment area for all NAAQS criteria for air pollutants as of February 2024 (refer to **Table 6**). There are three Air Pollution Facilities on or near the airport property. Only one of these facilities, Aviation Blade Services, is located on the airport property, situated in the northwest quadrant and not within the project study area. The other two facilities are located outside the airport property (refer to **Appendix B**).

TABLE 6
EPA GREEN BOOK DESIGNATIONS FOR OSCEOLA COUNTY

Pollutant	Attainment or Nonattainment
8-Hour Ozone (2015)	Attainment Area
Lead (2008)	Attainment Area
Sulfur Dioxide (2010)	Attainment Area
PM-2.5 (2012)	Attainment Area
PM-10 (1987)	Attainment Area
Carbon Monoxide (1971)	Attainment Area
1-Hour Ozone (1979)	Attainment Area
Nitrous Dioxide (1971)	Attainment Area
Source: U.S. EPA Green Book.	

7.4 Biological Resources

There are numerous federal and state regulations related to biological resources and they are "valued for their intrinsic, aesthetic, economic, and recreational qualities and include fish, wildlife, plants, and their respective habitats."[4] Within this section of the EA, relevant species evaluations are presented as they pertain to potential impacts associated with constructing the Proposed Action within the project study area at ISM. The evaluations were conducted through a review of online databases, agency coordination, information derived from a site visit conducted by two C.E.C. in October 2021, and through revalidation site visits that were conducted for this EA in 2023.

FDOT's Florida Land Use, Cover, and Forms Classification System (FLUCCS) was used to classify the land use and land cover types within the project study area and airport property to preliminarily define the existing habitat for the protected species evaluations. The entire project study area and most of the airport property is classified as FLUCCS 8110 "Airports." "Airport facilities include runways, intervening land, terminals, service buildings, navigational aids, fuel storage, parking lots and a limited buffer zone and fall within the Transportation category."[5] All undeveloped portions of the project study area consist

[4] FAA 1050.1 Desk Reference.
[5] Florida Land Cover Classification System.

of previously disturbed soils and are maintained (mowed) upland bahiagrass (*Paspalum notatum*) areas (i.e., there are no trees in the project study area).

7.4.1 Federally Protected Species, Critical Habitat, and Essential Fish Habitat

On June 15, 2023, the USFWS Information for Planning and Consultation (iPaC) tool was utilized to identify threatened, endangered, proposed and candidate species that occur within the boundaries of the entire airport property (i.e., a much larger area than the project study area for this EA). The correspondence from the USFWS is provided in **Appendix C**. According to the USFWS, 19 federally listed species have been documented to occur within the vicinity of ISM; however, no critical habitats were identified within the boundaries of the airport property that fall under USFWS' jurisdiction. **Table 7** presents the USFWS iPaC list of federally protected species that were identified, all of which have a low likelihood of occurring within the project study area of this EA.

Furthermore, the wildlife inventory that was conducted by two C.E.C. in October 2021 evaluated whether federal USFWS resources identified within the iPaC database were present on the airport property and found that "Federally protected species of the flora and fauna were not observed on site based on investigation."[6] However, gopher tortoise (*Gopherus polyphemus*) burrows were observed at ISM during the October 2021 site visit, but the area where the Proposed Action would be constructed was recently cleared and disturbed during the construction of the adjacent electrical vault and lift station. During the construction of those projects that were completed in March 2023, no gopher tortoise burrows were found within the associated project study area, and no gopher tortoise burrows were observed during site visits that were conducted for this EA in 2023. However, if new gopher tortoise burrows are ultimately found prior to construction of the Proposed Action, a FWC gopher tortoise permit(s) may need to be issued.

[6] January 2024 Kissimmee Gateway Airport Master Plan Update.

TABLE 7
FEDERALLY PROTECTED SPECIES IN VICINITY OF AIRPORT

Group	Species	Federal Species Status (iPaC)	State Species Status (FNAI)	Likelihood of Occurrence in Project Study Area
Mammal	Florida Bonneted Bat (*Eumops floridanus*)	Endangered	Not Listed in Study Area	Low – No Critical Habitat in Project Study Area
Mammal	Florida Panther (*Puma concolor coryi*)	Endangered	Endangered	Low – No Critical Habitat Under USFWS Jurisdiction
Mammal	Puma (*Puma concolor coryi*)	Threatened	Endangered (as Florida Panther)	Low – No Critical Habitat Under USFWS Jurisdiction
Bird	Audubon's Crested Caracara (*Polyborus plancus audubonii*)	Threatened	Not Listed in Study Area	Low – No Critical Habitat Under USFWS Jurisdiction
Bird	Eastern Black Rail (*Laterallus jamaicensis ssp. Jamaicensis*)	Threatened	Not Listed in Study Area	Low – No Critical Habitat Under USFWS Jurisdiction
Bird	Everglade Snail Kite (*Rostrhamus sociabilis plumbeus*)	Endangered	Endangered	Low – No Critical Habitat in Project Study Area
Bird	Red-cockaded Woodpecker (*Picoides borealis*)	Endangered	Not Listed in Study Area	Low – No Critical Habitat Under USFWS Jurisdiction
Bird	Whooping Crane (*Grus americana*)	Non-Essential	Not Listed in Study Area	Low – No Critical Habitat Under USFWS Jurisdiction
Bird	Wood Stork (*Mycteria americana*)	Threatened	Threatened	Low – No Critical Habitat Under USFWS Jurisdiction
Reptile	American Alligator (*Alligator mississippiensis*)	Threatened	Not Listed in Study Area	Low – No Critical Habitat Under USFWS Jurisdiction
Reptile	Eastern Indigo Snake (*Drymarchon couperi*)	Threatened	Threatened	Low – No Critical Habitat Under USFWS Jurisdiction
Reptile	Sand Skink (*Neoseps reynoldsi*)	Threatened	Not Listed in Study Area	Low – No Critical Habitat Under USFWS Jurisdiction
Insect	Monarch Butterfly (*Danaus Plexippus*)	Candidate	Not Listed in Study Area	Low – No Critical Habitat Under USFWS Jurisdiction
Flowering Plant	Britton's Beargrass (*Nolina brittoniana*)	Endangered	Endangered	Low – No Critical Habitat Under USFWS Jurisdiction
Flowering Plant	Lewton's Polygala (*Polygala lewtonii*)	Endangered	Endangered	Low – No Critical Habitat Under USFWS Jurisdiction
Flowering Plant	Papery Whitlow-wort (*Paronychia chartacea*)	Threatened	Endangered	Low – No Critical Habitat Under USFWS Jurisdiction
Flowering Plant	Pigeon Wings (*Clitoria fragrans*)	Threatened	Not Listed in Study Area	Low – No Critical Habitat Under USFWS Jurisdiction
Flowering Plant	Pygmy Fringe-tree (*Chionanthus pygmaeus*)	Endangered	Endangered	Low – No Critical Habitat Under USFWS Jurisdiction
Flowering Plant	Sandlace (*Polygonella myriophylla*)	Endangered	Endangered	Low – No Critical Habitat Under USFWS Jurisdiction

Sources: USFWS iPaC database and FSU FNAI database.

7.4.2 State Protected Species

Florida State University's (FSU) Florida Natural Areas Inventory (FNAI) database was re-accessed on May 7, 2024 to determine if any rare state-listed species have been documented to occur within the vicinity of the project study area for this EA (FNAI Matrix Unit 45891). Of the 46 species listed for FNAI Matrix Unit 45891 (see Appendix C), two (2) species were identified as likely to occur within the vicinity of the project study area including the wood stork (*Mycteria americana*) and the *Mesic flatwoods*. The wood stork is a bird that is a federally listed threatened species, of which there is no critical habitat under USFWS' jurisdiction on the airport property. The *Mesic flatwoods* is a tree and there are no trees within the project study area nor would any be removed in conjunction with the construction of the Proposed Action at ISM. Table 7 contains a comparison of those species listed in both the iPaC and FNAI databases. As shown, many of the species listed in the iPaC database were not found in the project study area of the FNAI database (and vice versa), even though the project study areas utilized for both databases covered the approximate similar area comprising the airport property and some surrounding areas. Species identified in both the iPaC and FNAI databases include the following:

- Florida Panther (Puma concolor coryi)
- Puma (Puma concolor coryi)
- Everglade Snail Kite (Rostrhamus sociabilis plumbeus)
- Wood Stork (Mycteria americana)
- Eastern Indigo Snake (Drymarchon couperi)
- Britton's Beargrass (Nolina brittoniana)
- Lewton's Polygala (Polygala lewtonii)
- Papery Whitlow-wort (Paronychia chartacea)
- Pygmy Fringe-tree (Chionanthus pygmaeus)
- Sandlace (Polygonella myriophylla)

Furthermore, the wildlife inventory that was conducted by two C.E.C. in October 2021 evaluated whether rare state-listed species identified within the FNAI database were present on the airport property and found that "State of Florida protected species were identified but development is not expected to have a direct adverse impact on species."[7]

[7] January 2024 Kissimmee Gateway Airport Master Plan Update.

7.4.3 Migratory Birds Treaty Act

The Migratory Bird Treaty Act of 1918 (MBTA) "Protects migratory birds by prohibiting private parties (and federal agencies in certain judicial circuits) from intentionally taking, selling, or conducting other activities that would harm migratory birds, their eggs, or nests (such as removal of an active nest or nest tree), unless the Secretary of the Interior authorizes such activities under a special permit."[8] On June 15, 2023, the USFWS iPaC tool was utilized to identify MBTA Birds of Conservation Concern (BCC) that warrant special attention within the boundaries of the airport property (see Appendix C), which is summarized in **Table 8** along with their breeding season. Each MBTA bird was entered into the E-bird data mapping tool (https://ebird.org/map/) to determine if any have been observed within the project study area for this EA. While some of the MBTA birds have been observed in other portions of the airport property and outside the airport property, none of the MBTA birds listed in Table 8 have been observed in the project study area for this EA. There are no active colonies of Wood Storks located on the airport property. The closest active Wood Stork colony is located approximately 5 miles to the northeast of the project study area at Gatorland and the second closest is located approximately 11 miles south at Lake Russell (see Appendix C). During site visits that were conducted for this EA in 2023, no MBTA birds were observed in the project study area for this EA. However, given the grassy vegetation in the area, MBTA birds may utilize the area but there are no nests due to their being no trees.

The Bald and Golden Eagle Protection Act of 1940 (BAGEPA) "Protects bald and golden eagles from the unauthorized capture, purchase, or transportation of the birds, their nests, or their eggs."[9] As shown in **Figure 8**, there are three (3) documented bald eagle nesting sites located just south of the airport property. These sites were identified through the FWC's Historical Bald Eagle Nesting Areas mapping program and all three (3) sites were last surveyed and reported as having active bald eagle nests in 2015. The USFWS has regulations to protect bald eagle nesting sites and habitats. Within 330 feet of an active bald eagle nesting site, no activities are permitted during nesting season. Within 660 feet or less of an active bald eagle nesting site, certain activities, such as construction, logging, or other forms of disturbance, may require permits or additional considerations to ensure they do not adversely impact the eagles or their habitat. The three (3) closest documented bald eagle nesting sites are more than a mile from the project study area at ISM.

[8] 1050.1 Desk Reference.

TABLE 8 MIGRATORY BIRDS IN VICINITY OF ISM		
Species	**Breeding Season**	**Observed in Study Area**
American Kestrel (*Falco sparverius Paulus*)	Apr 1 to Aug 31	No
Bachman's Sparrow (*Aimophila aestivalis*)	May 1 to Sep 30	No
Bald Eagle (*Haliaeetus leucocephalus*)	Sep 1 to Jul 31	No
Black Skimmer (*Rynchops niger*)	May 20 to Sep 15	No
Chimney Swift (*Chaetura pelagica*)	Mar 15 to Aug 25	No
Great Blue Heron (*Ardea herodias occidentalis*)	Jan 1 to Dec 31	No
King Rail (*Rallus elegans*)	May 1 to Sep 5	No
Lesser Yellowlegs (*Tringa flavipes*)	Breeds Elsewhere	No
Painted Bunting (*Passerina ciris*)	Apr 25 to Aug 15	No
Prairie Warbler (*Dendroica discolor*)	May 1 to Jul 31	No
Red-headed Woodpecker (*Melanerpes erythrocephalus*)	May 10 to Sep 10	No
Reddish Egret (*Egretta rufescens*)	Mar 1 to Sep 15	No
Swallow-tailed Kite (*Elanoides forficatus*)	Mar 10 to Jun 30	No
Sources: USFWS iPaC database and E-bird data mapping tool.		

7.4.4 USFWS Service Facilities

There are no USFWS facilities within the project study area. The nearest USFWS facility is the St. John's National Wildlife Refuge in Titusville, Florida and is located approximately 38 miles to the northeast of ISM (straight line or point to point distance).

FIGURE 8 - BALD EAGLE NESTING SITES

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7.5 Climate

There are two (2) primary regulations related to the reduction of Greenhouse Gas (GHG) emissions in the U.S. (e.g., Carbon Dioxide or CO_2) and other climate change initiatives. The Clean Air Act "Regulates GHG emissions from on-road surface transportation vehicles and stationary power generation sources." Executive Order 13514, *Federal Leadership in Environmental Energy and Economic Performance*, "Makes it the policy of the United States that Federal agencies measure, report, and reduce their GHG emissions from direct and indirect activities. Provides for development of the Technical Support Document that establishes reporting criteria for GHGs."[10]

The Aviation Environmental Design Tool (AEDT) is the FAA-approved computer program that is used to quantify emissions from aircraft operations and stationary sources and other programs/models are used to determine emissions from construction activities. Baseline emissions modeling using AEDT is necessary as part of an EA if the proposed project is expected to result in an increase in aircraft activity at an airport. As mentioned in Section 3.5 of this EA, the construction of the new ATCT at ISM would not induce additional activity growth and the forecast growth only represents the anticipated natural growth in operations. Therefore, no emissions modeling was conducted for baseline or forecast operations at ISM.

7.6 Coastal Resources

Coastal resources include all natural resources occurring within coastal waters and their adjacent shorelands such as islands, transitional and intertidal areas, salt marshes, wetlands, floodplains, estuaries, beaches, dunes, barrier islands, and coral reefs, as well as fish and wildlife and their respective habitats within these areas. In geographic terms, coastal resources include the coastlines of the U.S. and its territories along the Atlantic and Pacific oceans, the Great Lakes, and the Gulf of Mexico.

7.6.1 Coastal Zone Management Act

The Coastal Zone Management Act (CZMA) "Provides for management of the nation's coastal resources, including the Great Lakes. It includes requirements for ensuring that activities conducted or authorized by federal agencies are consistent with approved state coastal zone management programs through four different consistency consultation processes." The Florida Coastal Zone Management Program (FCMP) is administered by FDEP. Osceola County is designated as an Inland County by the FCMP. Correspondence was requested from the Florida State Clearinghouse to confirm that the Proposed Action

[10] 1050.1 Desk Reference.

would not impact coastal resources at ISM, but an official response has yet to be received as of June 2024.

7.6.2 Coastal Barriers Resources Act

The Coastal Barrier Resource Systems (CBRS) is a system of protected coastal areas along the U.S. coastline managed by the USFWS to minimize development and preserve natural habitats. Osceola County is not located within a CBRS. Osceola County is designated as an Inland County by the FCMP. According to the USFWS' Coastal Barrier Resources System Mapper, the closest CBRS to ISM is located along the east coast of Florida and is the Canaveral National Seashore (located approximately 45 miles to the east of ISM).

7.6.3 Executive Order 13089, Coral Reef Protection

Under Executive Order 13089, U.S. coral reef ecosystems are defined to mean those species, habitats, and other natural resources associated with coral reefs in all maritime areas and zones subject to the jurisdiction or control of the U.S. Osceola County is designated as an Inland County by the FCMP and there are no coral reef ecosystems in the project study area.

7.6.4 National Marine Sanctuaries Act

The nearest two National Marine Sanctuaries are: 1) the Greys Reef Ocean Discovery Center in Savannah, Georgia, located approximately 188 miles northeast from the project study area, and 2) the Florida Keys National Marine Sanctuary, located approximately 310 miles southwest from the project study area.

7.7 Department of Transportation Act, Section 4(f)

The USDOT Act, Section 4(f) protects publicly owned parks, historic sites, recreational areas, and wildlife and waterfowl refuges. It protects the physical taking of these facilities, as well as the "constructive use" of these properties by impacting the property to such an extent either by means of excessive noise, air pollution or other impacts that the properties of the facility are severely impaired. The Proposed Action will be centrally located on airport property. The nearest parks are Owen Brown Community Park (0.85 miles southwest of the project study area); Oak Street Community Park (1.00 miles northeast of the project study area); and Shingle Creek Regional Park (0.89 miles northwest of the project study area). The Osceola High School Baseball Field is 0.26 miles southeast of the project study area and the Osceola High School Softball Field is 0.29 miles to the east.

7.7.1 Section 6(f) of the Land and Water Conservation Fund Act

There are no known Section 6(f) resources that were acquired or developed with financial assistance under the Land and Water Conservation Fund (LWCF) State Assistance Program in the project study area, on the airport property, or within the immediate vicinity of the airport property.

7.8 Farmlands

The Farmland Protection Policy Act is administered by the USDA's Natural Resources Conservation Service (NRCS) and "regulates federal actions with potential to convert important farmland to non-agricultural uses."[11] According to the Web Soil Survey (WSS) mapping tool from the USDA's Natural Resources Conservation Service (NRCS), the entire project study area consists of Myakka Urban land complex, which is not prime farmland and comprises most of the airport property. The output from the WSS mapping tool for the entire airport property is provided in **Appendix D** of this EA.

7.9 Hazardous Materials, Solid Waste, and Pollution Prevention

Hazardous materials, solid waste, and pollution prevention requires a consideration of various factors such as waste streams during the construction and operation of a project, spill prevention, handling of materials, and potential interference with ongoing mitigation efforts in the vicinity of a project. An Environmental Site Assessment (ESA) was completed in conjunction with the recently completed Master Plan Update for ISM, which included an American Society for Testing and Materials (ASTM) Database Review survey. The information from the ESA and ASTM Database Review indicated that no known or listed potentially hazardous materials appear to exist on the airport property in an apparent condition

[11] 1050.1 Desk Reference.

which would cause spillage, leakage, or violate federal or state environmental laws for the subject site including the area where the Proposed Action would be constructed (see **Appendix D**).

7.10 Historical, Architectural, Archeological, and Cultural Resources

Historical, architectural, archeological, and cultural resources are those which are considered important to human culture and history and the physical environment. They can include sites, properties, and physical resources such as prehistoric and historic archaeological sites, structures, objects, and districts There are various federal, state, and local regulations that are in-place to ensure the protection of these important resources including the American Indian Religious Freedom Act, Antiquities Act of 1906, and the National Historic Preservation Act (NHPA). For this EA, historical, architectural, archaeological, and cultural resources were investigated in the vicinity of ISM to determine if the Proposed Action could result in potential impacts to those resources. Through a review of the National Register of Historic Places (NRHP), it was found that there are five (5) NRHP-listed historic structures in the City of Kissimmee, which are shown in **Table 9** with their approximate straight line or point to point distance from the project study area at ISM in feet. For the purposes of this EA, the Area of Potential Effects (APE) for NHPA resources was identified as the project study area, which consists entirely of previously disturbed soils. State-listed resources from the Florida Master Site File (FMSF), such as significant structures, sites, historical cemeteries, or cultural resources, were identified in the immediate vicinity of the airport property but not within the project study area as documented in **Appendix F** of this EA.

During a site visit in October 2001, two (2) C.E.C. and RPA from Storm L. Richard & Associates, Inc. conducted a pedestrian survey with no pit test excavation based on the guidance in FAA Order 1050.1F. The survey was based on visual inspection and historical aerial review and did not identify any significant resources within the airport property. Storm L. Richard & Associates, Inc. also reviewed information from the Florida State Historic Preservation Office (SHPO) and the Florida Division of Historical Resources. Based on the information obtained from those agencies and referenced in the FMSF in Appendix F, Storm L. Richards & Associates, Inc. did not identify any state-listed significant structures, sites, historical cemeteries, or cultural resources in the project study area nor within the airport property.

TABLE 9 NRHP LISTED HISTORIC PLACES		
Site Name	**Distance From Study Area**	**Type**
NRHP-Listed Historic Places		
Colonial Estate	2.61 Miles NE	Building
First United Methodist Church	1.65 Miles E	Building
Kissimmee Historic District	1.10 Miles E	District
Monument of States	1.70 Miles E	Object
Old Holy Redeemer Catholic Church	1.70 Miles E	Building
Osceola County Courthouse	1.34 Miles E	Building
State-Listed Historic Places		
420 North Rolfe Street	0.45 Miles SE	Structure
South Florida RR	0.80 Miles S	Resource Group
Florida Midland RR	0.54 Miles N	Resource Group
1102 North Hoagland Blvd	1.03 Miles NW	Structure
950 North Hoagland Blvd	1.02 Miles NW	Structure
Kissimmee Pipe Storage Facility	1.04 Miles NW	Archaeological
2620 Pershing Street	0.77 Miles S	Structure
2648 Pershing Street	0.80 Miles S	Structure
2501 Clay Street	0.82 Miles S	Structure
2740 Pershing Street	0.75 Miles S	Structure
2746 Pershing Steet	0.79 Miles S	Structure
2858 Pershing Street	0.77 Miles S	Structure
1100 Dawes Avenue - Building 1	0.77 Miles S	Structure
1100 Dawes Avenue - Building 2	0.77 Miles S	Structure
2902 Pershing Street	0.74 Miles S	Structure
2922 Pershing Street	0.74 Miles S	Structure
980 S Hoagland Blvd	0.58 Miles SW	Structure
Sources: National Park Service NHRP and Florida SHPO.		

7.11 Land Use

Most of the airport property is zoned as Airport Operations (AO) by the City of Kissimmee. According to the Code of Ordinances of the City of Kissimmee, AO “is intended to provide for appropriate land uses within that portion of the Kissimmee Municipal Airport tract that is used for aircraft operations and the direct support of such operations.” The AO district is intended for use in areas that have been assigned an Airport Industrial (AI) land use designation by the Kissimmee Comprehensive Plan. The land upon which the Airport Administrative Building is located as well as future development along Martin Luther King Jr. Boulevard is designated as Mixed Use Planned Use Development (MUPUD).

While most of the parcels surrounding the Airport are designated as AI in the Kissimmee Code of Ordinances, there are parcels adjacent to the Airport that are identified as follows:

- Industrial Business (IB)
- Open Space (OS)
- Single Family Residential (RA-1) and (RA-2)
- Medium Density Residential (RB-1)
- Residential Planned Unit Development (RPUD)
- Business Park (BP)
- Community Facility (CF)

7.12 Natural Resources and Energy Supply

The Kissimmee Utility Authority (KUA) provides electric service to the City of Kissimmee, the Airport, and surrounding areas. The Cane Island Power Park is located in Intercession City, Florida and is jointly owned by KUA and the Florida Municipal Power Agency (FMPA). KUA manages the day-to-day operations of the power plant, which has four power generating units (two baseload units, one intermediate load unit, and one peaking unit) that primarily run on natural gas. "The plant received an award for its excellent operating record in 2021, which plays an essential role in providing customers with affordable, reliable power. This was especially true when Hurricane Ian hit Central Florida as a Category 4 storm on Sept. 28. Cane Island operated throughout the storm and supplied electricity to customers who were able to take power."[12] With a total generating capacity of 410 megawatts (MW), KUA is the 6th largest municipal utility in Florida. KUA and FMPA recently made upgrades to the power plant to provide power for an additional 8,400 homes and to help reduce carbon emissions and operating costs.

7.13 Noise and Compatible Land Use

The compatibility of existing and planned land uses with proposed aviation actions is usually determined in relation to the level of aircraft noise. AEDT is the FAA-approved computer program that is used to generate airport noise contours and to evaluate incompatible noise exposure to sensitive land uses such as residential properties, schools, places of worship, and hospitals. Baseline noise modeling using AEDT is necessary as part of an EA if the Proposed Action is expected to result in an increased in aircraft activity at an airport. As mentioned in Section 3.5 of this EA, the construction of the Proposed Action at ISM would not induce additional activity growth and the forecast growth only represents the anticipated

[12] "Award recognizes plant's record of providing affordable, reliable, and clean power." KUA News Release, October 2023, https://kua.com/news/cane-island-power-park-named-top-power-plant/.

natural growth in operations and there would be no changes in flight tracks. Therefore, no noise exposure modeling was conducted for baseline or forecast operations at ISM.

7.14 Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks

Socioeconomics is an umbrella term used to describe aspects of a project that are either social or economic in nature, or a combination of the two. A socioeconomic analysis evaluates how indicators such as population, employment, housing, and public services might be affected by the proposed action and alternative(s). According to the 2017-2021 American Community Survey (ACS) five-year summary, there are 23,095 people within a one-mile radius of ISM and the Proposed Action, but there are no residential properties within the project study area. Of those, 18,044 (78 percent) are people of color and 12,240 (53 percent) are considered "low income" (individuals living with incomes below 200 percent of the federal poverty level). There are 6,791 households of which only 1,619 (24 percent) have a household income greater than $75,000 per year. The education level of persons within a one-mile radius of ISM that are 25 and older is shown in **Table 10**. The environmental justice indices shown in **Table 11** were reviewed for ISM and the surrounding areas and were obtained from the EPA's "EJScreen" tool. Screen shots of the environmental justice indices are provided in **Appendix G** of this EA.

There are no residential land uses, daycare facilities, preschools, or schools within the project study area. The nearest schools to the project study are Thacker Avenue Elementary School for International Studies (approximately 0.8 miles to the northeast), Pleasant Hill Elementary School (approximately 1.1 miles to the south), and Trinity Lutheran School (approximately 1 mile to the north). The nearest daycare facilities to the project study area are Seeds of Joy Childcare LLC (approximately 1.2 miles northeast) and Let the Children Come Daycare (approximately 1.6 miles to the northwest). The nearest preschools are over two (2) miles from the project study area.

TABLE 10 EDUCATION LEVELS OF POPULATION WITHIN 1 MILE OF ISM		
Education Levels of Population Within 1-Mile of ISM		
Education Level	**2017-2021 ACS Estimate**	**Percent**
Less than 9th Grade	1,099	7%
9th -12th, No Diploma	1,110	7%
High School Graduate	4,483	30%
Some College, No Degree	3,230	22%
Associates Degree	1,684	11%
B.S./B.A. (Bachelor's Degree)	3,247	22%
Total	**14,853**	**100%**
Households by Household Income Within 1-Mile of ISM		
Household Income	**2017-2021 ACS Estimate**	**Percent**
< $15,000	928	14%
$15,000 - $25,000	996	15%
$25,000 - $50,000	1,950	29%
$50,000 - $75,000	1,298	19%
$75,000 +	1,619	24%
Total	**6791**	**100%**
Age Groups Within 1-Mile of ISM		
Age Group	**2017-2021 ACS Estimate**	**Percent**
Age 0-4	2239	10
Age 0-17	6026	26
Age 18+	17069	74
Age 65+	2096	9
Population by Race Within 1-Mile of ISM		
Race	**2017-2021 ACS Estimate**	**Percent**
White Alone	5,052	22%
Black Alone	1,394	6%
American Indian Alone	2	0%
Non-Hispanic Asian Alone	931	4%
Pacific Islander Alone	6	0%
Some Other Race Alone	44	0%
Two or More Races Alone	477	2%
Hispanic	15,190	66%
Sources: 2017-2021 ACS and EPA EJScreen.		

TABLE 11 ENVIRONMENTAL JUSTICE INDEXES		
Environmental Justice Index	**Airport Percentile**	**Surrounding Area Percentile Range**
Particulate Matter 2.5	73	50-82
Ozone	80	77-88
Deisel Particulate Matter	92	60-98
Air Toxics Cancer Risk	85	81-93
Air Toxics Respiratory HI	94	86-98
Toxic Releases to Air	85	82-93
Traffic Proximity	>62	62-91
Lead Paint	65	0-79
Superfund Proximity	59	55-70
RMP Facility Proximity	70	67-76
Hazardous Waste Proximity	60	59-71
Underground Storage Tanks	88	83-97
Wastewater Discharge	30	25-39
Source: EPA EJScreen.		

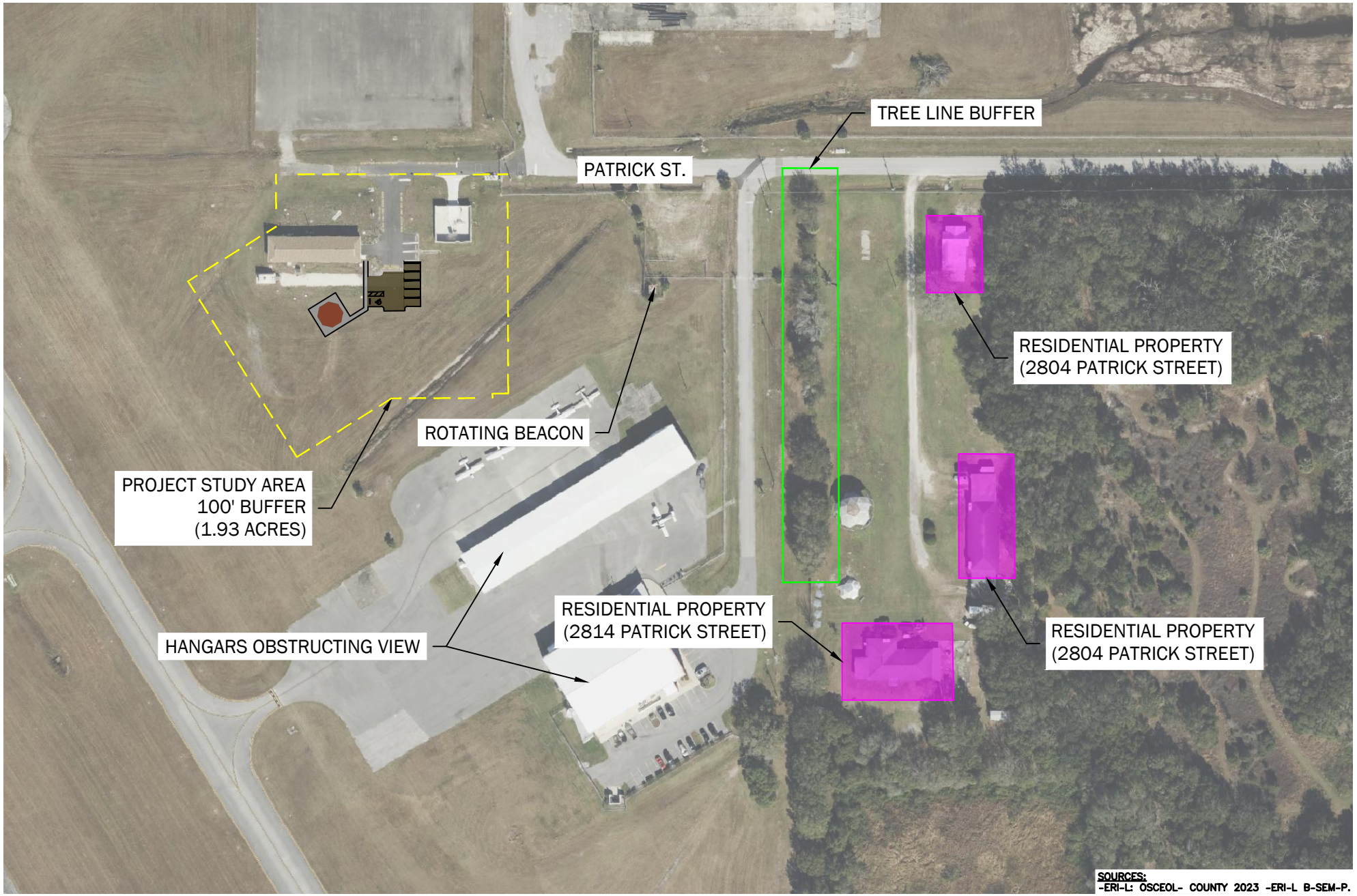
7.15 Light Emissions and Visual Resources / Visual Character

According to the 1050.1 Desk Reference, "Visual effects deal broadly with the extent to which the proposed action or alternative(s) would either: 1) produce light emissions that create annoyance or interfere with activities; or 2) contrast with, or detract from, the visual resources and/or the visual character of the existing environment."[13] The lighting associated with the Proposed Action will include a red obstruction light(s), interior lights within the ATCT cab, and flood lighting for the parking and walkways. The Proposed Action will be constructed approximately 766 feet from the nearest residential property located at 2804 Patrick Street. As shown in **Figure 9**, there are two (2) residential structures located at 2804 Patrick Street and one (1) residential structure located at 2814 Patrick Street. There is a line of trees between the residential structures and the airport property. There are also hangars and ISM's rotating beacon located between the residential structures and the site where the Proposed Action will be constructed.

Due to the location of the Proposed Action, the rotating beacon may need to be relocated to either the roof of the new ATCT or to another location on the airport property to prevent the existing light beam from penetrating the cab of the new ATCT creating an unsafe nuisance for controllers. If the rotating beacon is relocated to the roof of the new ATCT, the associated light beam would radiate upwards above the overall ATCT height of 115 feet Above Ground Level (AGL).

[13] FAA 1050.1 Desk Reference.

FIGURE 9 - TREE LINE BUFFER



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7.16 Water Resources

Water resources are rivers, streams, wetlands, surface waters, and groundwaters that provide important drinking water and provide recreational opportunities as well as contribute to transportation, commerce, agriculture, and aquatic ecosystems. It is important to understand the water resources because disruption of any part of the system can have consequences to the functioning of the entire system.

7.16.1 Wetlands

Wetlands are defined by soils identified for hydric, seasonally wet, and depressional wetlands, and vegetation both forested and shrub. To evaluate whether wetlands are present in the project study area at ISM, wetland data from the USFWS' National Wetlands Inventory (NWI) was superimposed over the project study area and is shown in **Figure 10**. Although there are no wetlands in the project study area, there is a drainage ditch that runs for approximately 130 linear feet in the southeastern portion of the project study area (see Figure 7 for a detailed view of the drainage ditch within the project study area). The drainage ditch is part of a system of ditches and ponds that control the drainage of stormwater in the different basins on the airport property. No formal wetland delineation was conducted as part of this EA.

7.16.2 Floodplains

Floodplains are lowland areas adjoining inland and coastal waters which are periodically inundated by flood waters, including flood-prone areas of offshore islands. As shown in **Figure 11**, the entire airport property is located within a 500-year floodplain according to FEMA floodplain maps. Areas within a 500-year floodplain have a 0.2% annual chance of flooding. Considering the flooding that occurred at ISM after Hurricane Ian in September 2022, the City of Kissimmee is extremely cognizant of the need to ensure that buildings are constructed above established Base Flood Elevations (BFEs) to prevent future flood damages to structures.

7.16.3 Surface Waters

According to the FAA 1050.1 Desk Reference, "Surface waters include streams, rivers, lakes, ponds, estuaries, and oceans." They also include the features of the airport's stormwater system including ditches, swales, and stormwater retention ponds. As previously mentioned, there is a drainage ditch that runs for approximately 130 linear feet in the southeastern portion of the project study area (see Figure 7 for a detailed view of the drainage ditch within the project study area). The drainage ditch is part of a system of ditches and ponds that control the drainage of stormwater in the different basins on the airport

property. Although there are isolated ponds on the airport property, there are no other surface waters in the project study area.

7.16.4 Groundwater

Groundwater is subsurface water that occupies the space between sand, clay, and rock formations. The term aquifer is used to describe the geologic layers that store or transmit groundwater to wells, springs, and other water sources. The EPA defines a Sole Source Aquifer (SSA) as "an underground water source that supplies at least 50 percent of the drinking water consumed in the area overlying the aquifer. These areas have no alternative drinking water source(s) that could physically, legally, and economically supply all those who depend upon the aquifer for drinking water." The entire project study area and airport property overlies the Biscayne Aquifer, which underlies an area of approximately 4,000 square miles in southeastern Florida.

According to the USGS' National Ground-Water Monitoring Network, the nearest groundwater monitoring well to ISM is "Shingle Creek at State Highway 531A Near Kissimmee, FL," located approximately 1.5 miles south of the Airport. The South Florida Water Management District's (SFWMD) Environmental Monitoring mapping system also shows an additional groundwater monitoring well approximately 0.77 miles northeast of the project study area along North Thacker Avenue ("Lake Toho Drawdown Site 7"). These wells are part of the Florida aquifer system, and the data collected from them helps track changes in water levels and quality, thereby providing valuable insights for managing water resources and assessing environmental impacts.

7.16.5 Wild and Scenic Rivers

The U.S. Department of the Interior maintains a national inventory of river segments that qualify for inclusion in the National Wild and Scenic River System. The closest Wild and Scenic River to ISM is the Wekiva River. The Wekiva River, along with its tributaries, was designated as a National Wild and Scenic River in October 2000. This river system is located just north of Orlando, within parts of Lake, Orange, and Seminole counties, and is located approximately 30 miles north of ISM.

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FIGURE 10 - WETLANDS

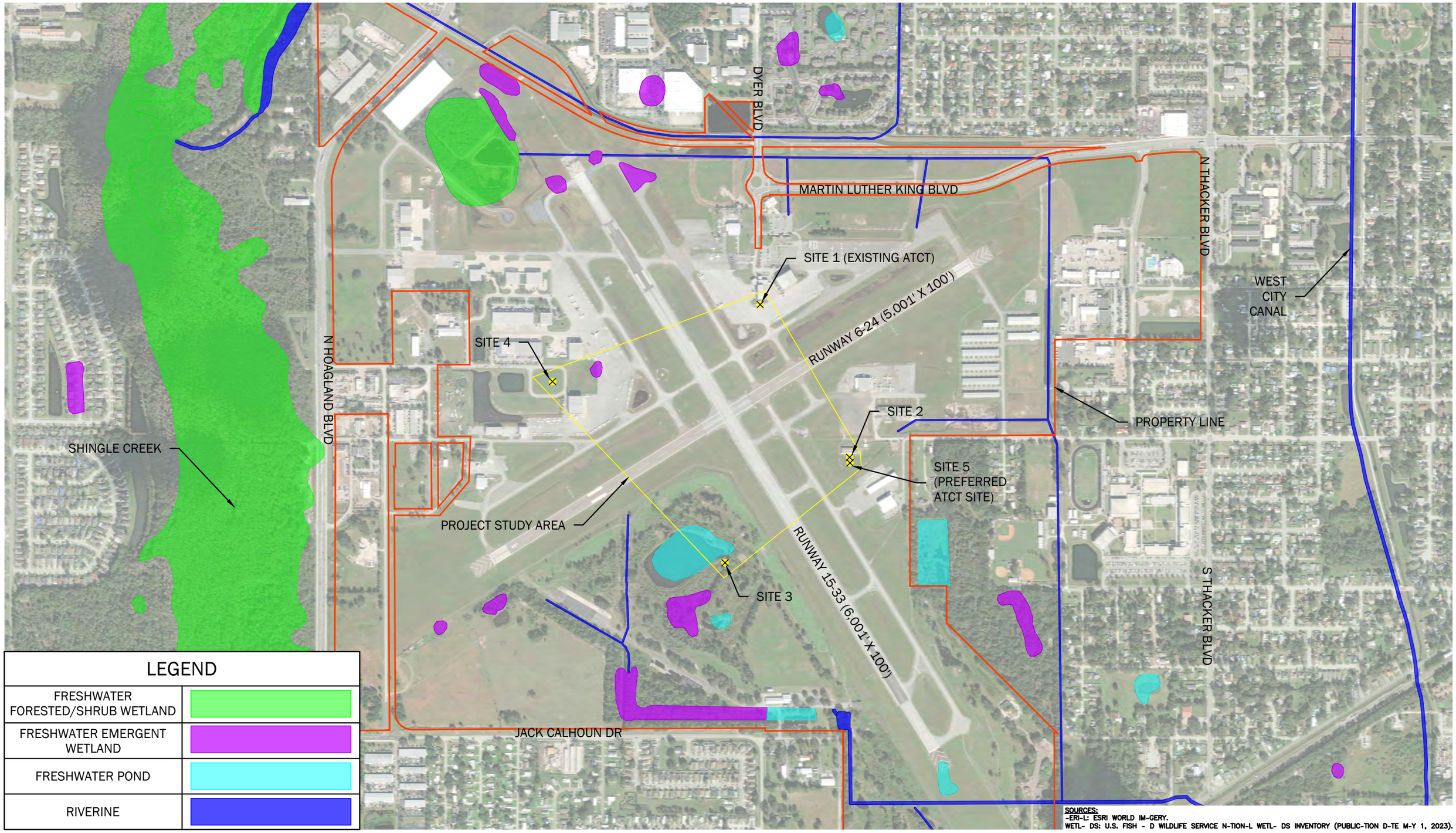

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FIGURE 11 - FLOODPLAINS

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7.17 Other Considerations

Consideration must be made to relocate the existing FAA-owned ISM Remote Transmitter/Receiver (RTR) from the existing ATCT. A reimbursable agreement is required to be entered upon by the proponent with the FAA to mitigate anticipated NAS facility/service impacts. Additional FAA equipment associated with the Instrument Landing System (ILS) will also need to be relocated from the existing ATCT to the new ATCT. Therefore, it will be necessary to closely coordinate the transfer of equipment between the two facilities with the FAA to ensure continuity of operations at ISM. Although these actions would not result in environmental impacts, such coordination is necessary early and often to prevent potential disruptions to the busy airspace surrounding Orlando International Airport (MCO).

8. Environmental Consequences

According to FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures* "The EA must discuss, in comparative form, the reasonably foreseeable environmental impacts of the proposed action, the no action alternative, and any other alternatives being considered in detail. The discussion of environmental impacts must focus on substantive issues and provide sufficient evidence and analysis for determining whether to prepare an EIS or a FONSI." Potential impacts are discussed in relation to their respective project study area by environmental resource category as described in Chapter 7 of this EA for only the No Action Alternative and the Proposed Action. Potential cumulative impacts resulting from the incremental effects of the Proposed Action when added to the effects of past, present, and reasonably foreseeable future actions are also analyzed in this chapter. Where necessary, potential mitigation measures are discussed that would reduce or eliminate anticipated environmental impacts for each of the alternatives.

8.1 Air Quality

Exhibit 4-1 of FAA Order 1050.1F identifies the significance threshold for Air Quality as: "*The action would cause pollutant concentrations to exceed one or more of the National Ambient Air Quality Standards (NAAQS), as established by the Environmental Protection Agency under the Clean Air Act, for any of the time periods analyzed, or to increase the frequency or severity of any such existing violations*."

8.1.1 Impact Analysis

As described in Section 3.5 of this EA, the construction of the Proposed Action would not induce additional aircraft activity growth and the forecast growth only represents the anticipated natural growth in operations. The Proposed Action would not increase flights, passenger loads, operational procedures (e.g., flight patterns), or vehicular traffic. Without conducting the Proposed Action, aircraft operations would continue to grow and there would be no constraints to continued growth. Because there would be no difference in emissions from aircraft operations between the No Action Alternative and the Proposed Action, emissions associated with aircraft operations were not quantified for this EA.

Construction emissions represent the only air pollutant emissions associated with the Proposed Action. The Transportation Research Board's (TRB) Airport Construction Emissions Inventory Tool (ACEIT) was developed under Airport Cooperative Research Program (ACRP) Project 02-33. The ACEIT model was used to identify the types of construction activities and equipment that would be applicable for the Proposed Action. For this analysis, the ACEIT model was also used to derive the hours of operation for off-road construction equipment and Vehicle Miles Traveled (VMT) for on-road trucks and employee

vehicles. Construction activity levels were derived for the ACEIT model based on the City of Kissimmee's conceptual designs for the new ATCT as well as associated parking and access. The construction activity levels developed in the ACEIT model were then used to calculate emissions using emission factors obtained from OFFROAD2017 (non-road equipment) and EPA's Motor Vehicle Emissions Simulator (MOVES). The emissions inventories were then compared to NAAQS general conformity thresholds.

As mentioned in Section 7.3 of this EA, the EPA's Green Book identifies Osceola County as an attainment area for all National Ambient Air Quality Standards (NAAQS) criteria air pollutants as of February 2024. It is anticipated that construction of the Proposed Action will occur sometime between 2025 and 2027 and will take 12 months to complete. Therefore, emissions inventories were prepared to evaluate pollutant or pollutant precursor emissions associated with construction of the Proposed Action for the 12-month timeframe. **Table 12** presents the construction emission inventories for the 12 months of proposed construction. Because the ACEIT model only has standard building and parking footprints (i.e., square foot areas) to select from, which are all significantly larger than those associated with the Proposed Action at ISM, the construction emissions shown in Table 12 are significantly higher than what would be expected to occur during the construction of the Proposed Action. The level of construction related emissions of CO, Nitrogen Oxides (NO_x), Volatile Organic Compounds (VOC), SO_2, $PM_{2.5}$, and PM_{10} would vary by pollutant. Construction-related air emissions would be short-term in nature and associated with air pollutants emitted by construction equipment and construction worker vehicles. As shown in Table 12, construction emissions associated with the Proposed Action would not even exceed de minimis levels for maintenance areas, of which projects in Osceola County are not subject to because it is an attainment area.

As a result, the General Conformity regulations do not require a conformity determination and it can be presumed that the emissions would not cause or contribute to a violation of or exceed the NAAQS or result in a significant impact. An emissions dispersion analysis is not necessary to demonstrate emissions would meet the NAAQS for all criteria pollutants. Compared to the No Action Alternative, the Proposed Action would not significantly degrade local air quality. However, to mitigate for temporary increases in emissions during construction, the selected contractor could implement the following Best Management Practices (BMPs):

- Regular maintenance of construction equipment.
- Prohibiting idling of construction vehicles for more than five minutes.
- Stabilizing construction road entrances.
- Stabilizing vehicle staging areas.

- Allowing construction vehicle parking only on paved areas.

TABLE 12 PROPOSED ACTION CONSTRUCTION EMISSIONS						
Source	**Pollutant Emissions (Metric Tons)**					
	CO	**NO_x**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**	**VOC**
Total Construction Emissions (Non-Road & On-Road)	8.80	9.62	0.09	0.35	0.39	1.23
De Minimis Levels for Maintenace Areas	*100*	*100*	*100*	*100*	*100*	*100*
Exceed De Minimis for Maintenance Areas?	*No*	*No*	*No*	*No*	*No*	*No*
Sources: TRB ACEIT and FAA 1050.1 Desk Reference.						

8.1.2 Mitigation & Permits

No mitigation would be required for "Air Quality" for the construction of the Proposed Action and no permits would be required.

8.2 Biological Resources

Exhibit 4-1 of FAA Order 1050.1F identifies the significance threshold for Biological Resources (including fish, wildlife, and plants) as: "*The U.S. Fish and Wildlife Service or the National Marine Fisheries Service determines that the action would be likely to jeopardize the continued existence of a federally listed threatened or endangered species, or would result in the destruction or adverse modification of federally designated critical habitat."* However, the FAA has not established a significance threshold for non-listed species.

8.2.1 Impact Analysis

Federally Protected Species, Critical Habitat, and Essential Fish

As mentioned in Section 7.4.1 of this EA, the Proposed Action would involve construction of a new ATCT over previously disturbed soils that consist of maintained (mowed) upland bahiagrass (*Paspalum notatum*), and no other trees or plant communities would be impacted. The USFWS Information for Planning and Consultation (iPaC) tool was utilized on June 15, 2023 to identify threatened, endangered, proposed and candidate species that occur within the boundaries of the entire airport property (i.e., a much larger area than the project study area for this EA). There are 19 federally listed species with a low likelihood of occurring within the project study area but no critical habitats were identified within the boundaries of the airport property that fall under USFWS' jurisdiction. Field reconnaissance was conducted in the project study area by a Certified Environmental Consultant (C.E.C.) in October 2021 in conjunction with the recently completed Master Plan Update for ISM. As part of that effort, the C.E.C. evaluated whether federal USFWS resources identified within the iPaC database were present on the airport property and found that "Federally protected species of the flora and fauna were not observed on

site based on investigation." Furthermore, no federally protected species were observed within the project study area during follow-up site visits that were conducted for this EA in June 2023 and October 2023. No federally listed species have been previously documented within the project study area. Additionally, there is no critical habitat within the project study area. Under the No Action Alternative, the City of Kissimmee would not replace the existing ATCT. Therefore, the No Action Alternative would not impact federally protected species. The Proposed Action would not adversely affect or significantly alter the habitat at the Airport or in the surrounding areas that protected species may use. Therefore, a federal incidental take permit or mitigation is not anticipated to be required as part of the Proposed Action. Compared to the No Action Alternative, the Proposed Action would not significantly affect federally protected species.

State Protected Species

As mentioned in Section 7.4.2 of this EA, Florida State University's (FSU) Florida Natural Areas Inventory (FNAI) database was re-accessed on May 7, 2024 to determine if any rare state-listed species have been documented to occur within the vicinity of the project study area for this EA (FNAI Matrix Unit 45891). Of the 46 species listed for FNAI Matrix Unit 45891, two (2) species were identified as likely to occur within the vicinity of the project study area including the wood stork (*Mycteria americana*) and the *Mesic flatwoods*. The wood stork is a bird that is a federally listed threatened species, of which there is no critical habitat under USFWS jurisdiction on the airport property. The *Mesic flatwoods* is a tree and there are no trees within the project study area nor would any be removed in conjunction with the construction of the new ATCT at ISM. Furthermore, a wildlife inventory was conducted by a C.E.C. in October 2021 to evaluate whether rare state-listed species identified within the FNAI database were present on the airport property and found that "State of Florida protected species were identified but development is not expected to have a direct adverse impact on species."[14] Furthermore, no rare state-listed species were observed in within the project study area during follow-up site visits that were conducted for this EA in June 2023 and October 2023. Therefore, the No Action Alternative would not impact state-protected species. The Proposed Action would not significantly alter the habitats at the Airport or in the surrounding areas that protected species may use. Therefore, the Proposed Action is not anticipated to directly or indirectly impact state-protected species. No state wildlife permits or mitigation are anticipated to be required as part of the Proposed Action. Compared to the No Action Alternative, the Proposed Action would not significantly impact state-protected species.

[14] March 2024 Kissimmee Gateway Airport Master Plan Update.

However, gopher tortoise (*Gopherus polyphemus*) burrows were observed on the airport property during the October 2021 site visit by the C.E.C., but none were observed in the project study area that was recently cleared and disturbed during the construction of the adjacent electrical vault and lift station that were completed in March 2023. Furthermore, no gopher tortoise burrows were observed within the project study area during follow-up site visits that were conducted for this EA in June 2023 and October 2023. However, if new gopher tortoise burrows are ultimately found prior to construction of the new ATCT, a FWC gopher tortoise permit(s) may need to be issued.

Migratory Birds Treaty Act

As mentioned in Section 7.4.3 of this EA, species protected under the Migratory Bird Treaty Act (MBTA) were not observed within the project study area or in the immediate vicinity of the project study area. Furthermore, there are no active colonies of wood storks located on or near the airport property. The closest active wood stork colony is located approximately 5 miles to the northeast of the project study area at Gatorland and the second closest is located approximately 11 miles south at Lake Russell. According to the USFWS, "typical foraging sites for wood stork include freshwater marshes and stock ponds, shallow, seasonally flooded roadside agricultural ditches, narrow tidal creeks and shallow tidal pools, managed impoundments, and depressions in cypress heads and swamp sloughs." The Wood Stork Effect Determination Key is used to determine if wood stork colonies or their Suitable Foraging Habitat (SFH) could be affected by a proposed project, which are based on distances from Wood Stork colonies and their SFH. Since the project study area contains no SFH for the Wood Storks and the two (2) closest colonies are greater than 0.47 miles from the project study area, no significant impacts to wood storks would occur under the Proposed Action. Under the No Action Alternative, the City of Kissimmee would not replace the existing ATCT. Therefore, the No Action Alternative would not impact species protected under the MBTA. Furthermore, the Proposed Action would not directly or indirectly impact species protected under the MBTA. Since there are no trees within the project study area, there are no avian nests in the area. Compared to the No Action Alternative, the Proposed Action would not significantly affect species protected under the MBTA.

Construction of the Proposed Action may result in temporary and minor impacts to air quality, noise, and water quality. Because potential construction-related impacts would be temporary (lasting approximately 12 months) and minor, and because selected contractors would use BMPs and avoid potential migratory birds during their mating seasons, the Proposed Action is not expected to cause significant indirect impacts to fish, wildlife, or plants. Under the No Action Alternative, the City of Kissimmee would not replace the existing ATCT, and no construction activities related to its replacement would occur at the

Airport. Compared to the No Action Alternative, the construction of the Proposed Action would not significantly impact fish, wildlife, or plants.

8.2.2 Mitigation & Permits

No mitigation would be required for "Biological Resources" for the construction of the Proposed Action and no permits would be required. However, if new gopher tortoise burrows are ultimately found prior to construction of the new ATCT, a FWC gopher tortoise permit(s) may need to be issued.

8.3 Climate

Exhibit 4-1 of FAA Order 1050.1F identifies the significance threshold for Climate as: *"The FAA has not established a significance threshold for Climate."* However, it is recommended the Proposed Action's climate impacts and the effects of climate change relevant to the environmental outcomes of the project be analyzed in terms of GHG emissions resulting from: 1) GHG emissions from additional (induced) aeronautical activity that may result from the Proposed Action, and 2) GHG emissions associated with constructing the Proposed Action.

8.3.1 Impact Analysis

As described in Section 3.5 of this EA, the construction of the Proposed Action would not induce additional aircraft activity growth and the forecast growth only represents the anticipated natural growth in operations. The Proposed Action would not increase flights, passenger loads, operational procedures (e.g., flight patterns), or vehicular traffic. Without conducting the Proposed Action, aircraft operations would continue to grow and there would be no constraints to continued growth. Because there would be no difference in GHG emissions from aircraft operations between the No Action Alternative and the Proposed Action, GHG emissions associated with aircraft operations were not quantified for this EA.

GHG emission inventories were prepared for construction of the Proposed Action which is projected to occur at some point between 2025 and 2027 and will take approximately 12 months to complete. Using the proposed construction schedule, GHG emissions were estimated from construction activity levels derived using the ACEIT model and GHG emission factors obtained from OFFROAD2017 and EPA's MOVES. Compared to the No Action Alternative, the temporary construction activities associated with the Proposed Action would produce **1,1972.38 MT of CO_2 emissions**. However, this would only be for the short term, and post-construction, the Proposed Action would not increase CO_2 emissions over those with the No Action Alternative

Because the Proposed Action represents such a small amount of U.S. GHG emissions and given the related uncertainties involving the assessment of such emissions regionally and globally, the incremental contribution of the Proposed Action to U.S. and global GHG emissions cannot be adequately assessed given the current state of the science and assessment methodology. However, since the Proposed Action would contribute GHGs only temporarily during construction, no significant permanent increase in GHGs would occur.

Under the No Action Alternative, the City of Kissimmee would not replace the existing ATCT, and consequently, no construction activities related to the replacement would take place. Therefore, there would be no impact on the climate associated with increased GHG emissions in the U.S. However, construction of the Proposed Action could temporarily result in increased GHG emissions associated with direct emissions from construction equipment (i.e., burning fossil fuels) and generating waste. To mitigate these effects, the selected contractor could implement the following BMPs:

- Regular maintenance of construction equipment.
- Prohibiting idling of construction vehicles for more than five minutes.
- Utilize sustainable and environmentally sound materials when possible.
- Minimize the amount of waste that goes to landfills and reduce, reuse, and recycle materials.
- Utilize new technologies that produce zero or minimal GHG emissions.

The Proposed Action will be constructed with climate adaptation in mind. Considering the flooding that occurred at ISM after Hurricane Ian in September 2022, the City of Kissimmee is extremely cognizant of the need to ensure that buildings are constructed above established Base Flood Elevations (BFEs) to prevent future flood damages to structures. Furthermore, the Proposed Action will be constructed with more sustainable features and equipment and will be more energy efficient than the existing ATCT at ISM. Therefore, compared to the No Action Alternative, the Proposed Action will be more capable of adapting to climate change.

8.3.2 Mitigation & Permits

No mitigation would be required for “Climate” for the construction of the Proposed Action and no permits would be required.

8.4 Coastal Resources

Exhibit 4-1 of FAA Order 1050.1F identifies the significance threshold for Costal Resources as: *"The FAA has not established a significance threshold for Coastal Resources."* However, the FAA lists the following factors to consider as the Proposed Action may have the potential to:

- Be inconsistent with the relevant state coastal zone management plan(s);
- Impact a coastal barrier resources system unit (and the degree to which the resource would be impacted);
- Pose an impact to coral reef ecosystems (and the degree to which the ecosystem would be affected);
- Cause an unacceptable risk to human safety or property; or
- Cause adverse impacts to the coastal environment that cannot be satisfactorily mitigated.

8.4.1 Impact Analysis

The Coastal Zone Management Act (CZMA) "Provides for management of the nation's coastal resources, including the Great Lakes. It includes requirements for ensuring that activities conducted or authorized by federal agencies are consistent with approved state coastal zone management programs through four different consistency consultation processes." The Florida Coastal Zone Management Program (FCMP) is administered by FDEP. Osceola County is designated as an Inland County by the FCMP. Correspondence was requested from the Florida State Clearinghouse to confirm that the Proposed Action would not impact coastal resources in the State of Florida (to seek a Coastal Zone Consistency determination for the Proposed Action), but an official response has yet to be received as of June 2024. However, because Osceola County is designated as an Inland County by the FCMP, it is known that the Proposed Action would not impact coastal resources in the state, and therefore, the project is assumed to be consistent with the FCMP. Under the No Action Alternative, the City of Kissimmee would not replace the existing ATCT, and no construction activities or impacts to coastal zones would occur at the Airport. Compared to the No Action Alternative, the construction of the Proposed Action would not significantly impact coastal zones within the State of Florida. Furthermore, compared to the No Action Alternative and due to their lack of presence within the project study area at ISM, the Proposed Action would not significantly impact Coastal Barriers Resources, Coral Reef, or National Marine Sanctuaries.

8.4.2 Mitigation & Permits

No mitigation would be required for "Coastal Resources" for the construction of the Proposed Action and no permits would be required.

8.5 Department of Transportation Act, Section 4(f)

Exhibit 4-1 of FAA Order 1050.1F identifies the significance threshold for Department of Transportation Act, Section 4(f) resources as: "*The action involves more than a minimal physical use of a Section 4(f) resource or constitutes a "constructive use" based on an FAA determination that the aviation project would substantially impair the Section 4(f) resource. Resources that are protected by Section 4(f) are publicly owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance; and publicly or privately owned land from an historic site of national, state, or local significance. Substantial impairment occurs when the activities, features, or attributes of the resource that contribute to its significance or enjoyment are substantially diminished."*

8.5.1 Impact Analysis

Under the No Action Alternative, the City of Kissimmee would not replace the ATCT and there would be no direct or indirect impacts to Section 4(f) resources. The Proposed Action would not change the number or type of aircraft operations at the Airport. Therefore, the sizes and shapes of the Airport's aviation noise contours would not change. Land disturbance associated with construction of the Proposed Action would occur entirely on the airport property and, consequently, no direct use of Section 4(f) resources would occur. Additionally, the Proposed Action's construction-related traffic would not affect air quality, noise, water quality, or the viewshed of the Airport in a manner that would cause constructive use of Section 4(f) resources. It is noted that all construction would occur during daylight hours and no night construction would occur. Therefore, when compared to the No Action Alternative, the Proposed Action would not directly or indirectly affect Section 4(f) resources.

Under the No Action Alternative, the City of Kissimmee would not replace the ATCT and there would be no direct or indirect impacts to Section 6(f) resources of the Land and Water Conservation Fund (LWCF). The Proposed Action would also not directly or indirectly affect Section 6(f) resources. Therefore, when compared to the No Action Alternative, the Proposed Action would not directly or indirectly affect Section 6(f) resources.

8.5.2 Mitigation & Permits

No mitigation would be required for "Department of Transportation Act, Section 4(f) resources" for the construction of the Proposed Action and no permits would be required.

8.6 Farmlands

Exhibit 4-1 of FAA Order 1050.1F identifies the significance threshold for Farmlands as: *"The total combined score on Form AD-1006, "Farmland Conversion Impact Rating," ranges between 200 and 260 points."* The Farmland Conversion Impact Rating (FCIR) is a measure used to assess the potential impact of converting farmland to non-agricultural uses. Urban areas are not typically considered prime farmland because they have been developed for non-agricultural purposes such as residential, commercial, industrial, or infrastructure uses.

8.6.1 Impact Analysis

As described in Section 7.8 of this EA, the Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS) does not classify the land within the project study area as prime farmland. Neither the No Action Alternative nor the Proposed Action would affect prime, unique, or state or locally significant farmland because there is no land classified as such within the project study area and because it is located in an urban area (i.e., the City of Kissimmee). Additionally, the No Action Alternative and the Proposed Action would not involve the acquisition or use of any off-airport lands.

Under the No Action Alternative, the City of Kissimmee would not replace the existing ATCT; therefore, the No Action Alternative would not change the land use or impact prime farmland associated with the existing ATCT. When compared to the No Action Alternative, the Proposed Action would not affect prime, unique, or state or locally significant farmland.

8.6.2 Mitigation & Permits

No mitigation would be required for "Farmlands" for the construction of the Proposed Action and no permits would be required.

8.7 Hazardous Materials, Solid Waste, and Pollution Prevention

Exhibit 4-1 of FAA Order 1050.1F identifies the significance threshold for Hazardous Materials, Solid Waste, and Pollution Prevention as: *"The FAA has not established a significance threshold for Hazardous Materials, Solid Waste, and Pollution Prevention."* However, FAA Order 1050.1F presents several factors to consider, which are described in the impact analysis.

8.7.1 Impact Analysis

As described in Section 7.9 of this EA, an Environmental Site Assessment (ESA) was conducted in conjunction with the recently completed Master Plan Update for ISM, which included an American Society

for Testing and Materials (ASTM) Database Review survey. The information from the ESA and ASTM Database Review indicated that no known or listed potentially hazardous materials appear to exist on the airport property in an apparent condition which would cause spillage, leakage, or violate federal or state environmental laws for the subject site including the area where the Proposed Action would be constructed.

The solid wastes associated with construction of the Proposed Action would likely be confined to miscellaneous building materials. These materials may be transported and disposed of in nearby landfills or repurposed or recycled to the extent feasible. The JED Landfill is located is located approximately 25 miles to the southeast of the project study area and ISM and comprises an area of 2,179 acres. The JED Landfill is the primary site for the disposal of residential, commercial, construction, demolition, and industrial wastes in Osceola County. According to FDEP records, 1,155,009 tons of waste was processed at the JED Landfill in 2023, of which 157,054 tons were from waste collected in Osceola County. The landfill is expected to have sufficient capacity to handle the solid waste produced from construction of the Proposed Action. The use of hazardous materials during construction of the Proposed Action would be limited mostly to fuels, solvents and their waste products.

Under the No Action Alternative, the City of Kissimmee would not replace the existing ATCT; therefore, the No Action Alternative would not change the amount of solid waste associated with the existing ATCT. The Proposed Action would not increase the amount of solid waste associated with the operation of an ATCT because it would not change the number of personnel working within the ATCT. When compared to the No Action Alternative, the construction and operation of the Proposed Action would not generate a significant amount of solid waste. Furthermore, under the Proposed Action, the existing ATCT would initially be repurposed and not immediately demolished, which would not generate a significant amount of solid waste compared to the No Action Alternative. Similarly, no impacts to hazardous materials would be expected under the No Action Alternative and the Proposed Action.

8.7.2 Mitigation & Permits

No mitigation would be required for “Hazardous Materials, Solid Waste, and Pollution Prevention” for the construction of the Proposed Action and no permits would be required.

8.8 Historical, Architectural, Archeological, and Cultural Resources

Exhibit 4-1 of FAA Order 1050.1F identifies the significance threshold for Historical, Architectural, Archaeological, and Cultural Resources as: *"The FAA has not established a significance threshold for Historical, Architectural, Archaeological, and Cultural Resources."* However, FAA Order 1050.1F notes that *"The action would result in a finding of Adverse Effect through the Section 106 process. However, an adverse effect finding does not automatically trigger preparation of an EIS (i.e., a significant impact)."* Section 106 of the National Historic Preservation Act (NHPA) involves the identification of historic structures in the vicinity of the project study area, whether listed or unlisted, that could be impacted by a proposed project.

8.8.1 Impact Analysis

As described in Section 7.10 of this EA, the Area of Potential Effects (APE) for NHPA resources was identified as the project study area and state-listed resources were identified in the immediate vicinity of the airport property (based on those listed in the Florida Master Site File (FMSF)) as shown in Appendix F of this EA and summarized in Table 7 with their associated distances from the project study area. During a site visit in October 2001, two (2) C.E.C. and Register of Professional Archaeologists (RPA) from Storm L. Richard & Associates, Inc. conducted a pedestrian survey with no pit test excavation based on the guidance in FAA Order 1050.1F. The survey was based on visual inspection and historical aerial review and did not identify any significant resources within the airport property. Storm L. Richard & Associates, Inc. also reviewed information from the Florida State Historic Preservation Office (SHPO) and the Florida Division of Historical Resources and no state-listed significant structures, sites, historical cemeteries, or resource groups were identified in the project study area nor within the airport property (based on those listed in the FMSF). For this EA, updated correspondence was requested from the Florida State Clearinghouse (specifically to obtain confirmation from the SHPO) to confirm that the Proposed Action would have No Adverse Effect to state-listed significant structures, sites, historical cemeteries, or resource groups with or immediately adjacent to the project study areas, but no response has been received as of June 2024.

The closest NRHP-listed historic place to the project study area is the Osceola County Courthouse, located 1.34 miles to the east. As identified in the FMSF, the closest state-listed historic place to the project study area is 420 North Rolfe Street, located 0.45 miles to the southeast. All listed historic places within the APE are outside the project study area and the airport property. Therefore, The Proposed Action would be located on previously disturbed soil where no historical, architectural, archaeological, or cultural resources have been observed and no takings or impacts to such resources would occur. As

described throughout this EA, the Proposed Action would not result in significant environmental impacts, such as increased noise exposure or degraded air quality, that could indirectly affect NRHP-listed, state-listed, or eligible properties. Therefore, when compared to the No Action Alternative, the Proposed Action would not result in a direct or indirect impact to any NRHP-listed, state-listed, or eligible resources within the APE.

However, if human remains or prehistoric or historic artifacts, such as pottery or ceramics, projectile points, dugout canoes, metal implements, historic building materials, or any other physical remains that could be associated with Native American, early European, or American settlement are encountered at any time within the project study area, the City of Kissimmee would immediately stop construction and would contact the FAA and the SHPO and project activities would not resume without verbal and/or written FAA authorization.

8.8.2 Mitigation & Permits

No mitigation would be required for "Historical, Architectural, Archaeological, and Cultural Resources" for the construction of the Proposed Action and no permits would be required.

8.9 Land Use

Exhibit 4-1 of FAA Order 1050.1F identifies the significance threshold for Land Use as: *"The FAA has not established a significance threshold for Land Use."* However, FAA Order 1050.1F states that *"The land use impact category is normally dependent on the significance of other impacts."* State and local land use plans, comprehensive plans, and zoning laws provide context for land use compatibility. Section 1506.2(b) of CEQ Regulations requires that NEPA documents discuss any inconsistency with approved state and/or local plan(s) and law(s) (whether or not federally sanctioned). FAA Advisory Circular (AC) 150/5200-33C, *Hazardous Wildlife Attractants on or Near Airports*, is also relevant to the evaluation of land use impacts.

8.9.1 Impact Analysis

The Proposed Action and No Action Alternative were reviewed to determine their consistency with existing and future land use plans and zoning in the City of Kissimmee. The potential to create habitat or increase wildlife attractants was also considered and potential impacts in other resource categories were analyzed as they relate to land use, such as impacts related to aircraft noise and socioeconomic impacts. Most of the airport property is zoned as Airport Operations (AO) by the City of Kissimmee. According to the Code of Ordinances of the City of Kissimmee, AO "is intended to provide for appropriate land uses

within that portion of the Kissimmee Municipal Airport tract that is used for aircraft operations and the direct support of such operations." The AO district is intended for use in areas that have been assigned an Airport Industrial (AI) land use designation by the Kissimmee Comprehensive Plan, which is "intended to accommodate activities predominantly connected with typical industrial uses, as well as supporting non-industrial uses in the vicinity of the Airport."

The Proposed Action is located within existing airport property and the project is consistent with the Airport's March 2024 Master Plan Update and Airport Layout Plan (ALP), as well as the Code of Ordinances of the City of Kissimmee and the Kissimmee Comprehensive Plan (i.e., consistent with the AO zoning designation and AI land use designation). No changes in the AO zoning designation or AI land use designation in the project study area would be necessary to construct the Proposed Action. As described throughout this EA, the Proposed Action would have no impact on aircraft noise and operation of heavy equipment would only occur on the airport property during daylight hours and would not result in construction noise impacts to surrounding land uses. The Proposed Action would not disrupt surrounding communities, require any acquisition of properties, or change the amount of vehicular traffic on and around the Airport. The Proposed Action would not impact natural resources on the airport property or within the project study area. Due to proximity to an airfield, the proposed improvements are subject to wildlife hazard restrictions. The proposed improvements would not be located near or create a wildlife hazard as defined in FAA AC 150/5200-33C.

Under the No Action Alternative, the City of Kissimmee would not replace the existing ATCT; therefore, the No Action Alternative would not change the land use and would remain consistent with the City of Kissimmee's AO zoning designation or AI land use designation. The Proposed Action would not result in impacts to noise, socioeconomics, or natural resources, and is not subject to wildlife hazard restrictions. When compared to the No Action Alternative, the construction and operation of the Proposed Action would not generate significant land use impacts.

8.9.2 Mitigation & Permits

No mitigation would be required for "Land Use" for the construction of the Proposed Action and no permits would be required.

8.10 Natural Resources and Energy Supply

Exhibit 4-1 of FAA Order 1050.1F identifies the significance threshold for Natural Resources and Energy Supply as: *"The FAA has not established a significance threshold for Natural Resources and Energy Supply."* However, FAA Order 1050.1F states that *"The action would have the potential to cause demand to exceed available or future supplies of these resources."*

8.10.1 Impact Analysis

When analyzing the potential impacts to natural resources and energy supply, the following was considered: impacts to utilities servicing the area; capacity of water resources to support projects; fuel consumption; impacts to consumable materials, especially scarce or unusual materials; and state or local regulations. The Proposed Action would require additional energy use to provide water, heating, air conditioning, lighting, electricity, and telecommunications to the new ATCT. As described in Section 7.12 of this EA, the Kissimmee Utility Authority (KUA) and Florida Municipal Power Agency (FMPA) recently conducted upgrades to the Cane Island Power Plant to provide power for an additional 8,400 homes and to help reduce carbon emissions and operating costs. The upgrades to the power plant, combined with the new electrical vault that was completed at ISM in early 2023, will provide sufficient capacity to operate the new ATCT. Consequently, the anticipated increase in additional resources and energy consumption associated with the Proposed Action would not amount to a significant percentage of the Airport's total use. Furthermore, the Proposed Action would not create a substantial increase in demand for local resources and utilities or strain the capacity of the Cane Island Power Plant and other utilities to meet the additional demand.

During construction of the Proposed Action, it is not anticipated that any unusual or scarce resources would be utilized nor cause a demand for the use of any unusual or scarce resources that are in short supply. Therefore, no significant impacts related to the use of natural resources or energy supply are expected under the Proposed Action. Furthermore, ACRP Synthesis 10, *Airport Sustainability Practices*, and the Sustainable Aviation Guidance Alliance (SAGA) Database suggest sustainable design elements that the selected contractor could use for the design, construction, and operation of the Proposed Action. The design phase for the Proposed Action will incorporate such recommendations and measures to allow for a more sustainable construction practices and energy efficient operations.

Under the No Action Alternative, the City of Kissimmee would not replace the existing ATCT. The existing ATCT would continue to operate under current conditions and there would be no impact on energy supplies or the consumption of natural resources. The Proposed Action would not change the number or

type of aircraft operations at the Airport and it would not increase the number of personnel working in the ATCT. Therefore, the Proposed Action would not introduce a significant new source of energy consumption. Additionally, the new ATCT would be designed to be more energy-efficient than the existing ATCT. Compared to the No Action Alternative, the Proposed Action would not significantly impact energy supplies or natural resource consumption.

8.10.2 Mitigation & Permits

No mitigation would be required for "Natural Resources and Energy Supply" for the construction of the Proposed Action and no permits would be required.

8.11 Noise and Noise-Compatible Land Use

Noise impacts are evaluated based on the Day-Night Average Sound Level (DNL) sound metric. "DNL is the 24-hour average sound level, in decibels (dB) or the period from midnight to midnight, obtained after the addition of ten decibels to sound levels for the periods between midnight and 7 a.m., and between 10 p.m., and midnight, local time."[15] Exhibit 4-1 of FAA Order 1050.1F identifies the significance threshold for Noise and Noise-Compatible Land Use as: *"The action would increase noise by DNL 1.5 dB or more for a noise sensitive area that is exposed to noise at or above the DNL 65 dB noise exposure level, or that will be exposed at or above the DNL 65 dB level due to a DNL 1.5 dB or greater increase, when compared to the no action alternative for the same timeframe. For example, an increase from DNL 65.5 dB to 67 dB is considered a significant impact, as is an increase from DNL 63.5 dB to 65 dB."*

8.11.1 Impact Analysis

As described in Section 3.5 of this EA, the construction of the Proposed Action would not induce additional aircraft activity growth and the forecast growth only represents the anticipated natural growth in operations. The Proposed Action would not change the existing fleet mix at ISM and would not increase flights, passenger loads, operational procedures (e.g., flight patterns), or vehicular traffic. Without conducting the Proposed Action, aircraft operations would continue to grow and there would be no constraints to continued growth. Because there would be no difference in aircraft noise exposure from aircraft operations between the No Action Alternative and the Proposed Action, the sizes and shapes of the ISM's DNL noise contours would not change. Consequently, it was not necessary to evaluate noise exposure associated with aircraft operations for this EA. Compared to the No Action Alternative, the Proposed Action would not generate additional aircraft noise exposure or create significant noise impacts.

[15] FAA 1050.1 Desk Reference.

Under the No Action Alternative, the City of Kissimmee would not replace the existing ATCT and construction activities related to the Proposed Action would not occur. Therefore, the No Action Alternative would not increase ambient noise levels due to the operation of construction equipment. The Proposed Action would require construction-related activities and would generate construction-related noise. Noise by construction equipment would vary depending on various equipment types. Grading and scraping operations generally are the noisiest activities, with equipment noise levels as high as 70 to 90 dBA within 50 feet of the activities, but noise levels would rapidly decrease as distance from these activities increases. The closest noise sensitive land use (e.g., residential area) to the Proposed Action is approximately 766 feet from the project study area and is mostly shielded by existing trees and airport structures that would help to dissipate noise from construction activities. Furthermore, all construction would occur during the day. Therefore, construction activities associated with the Proposed Action are not likely to significantly affect noise sensitive land uses. Therefore, when compared to the No Action Alternative, construction of the Proposed Action would not significantly increase ambient noise levels.

8.11.2 Mitigation & Permits

No mitigation would be required for “Noise and Noise-Compatible Land Use” for the construction of the Proposed Action and no permits would be required.

8.12 Socioeconomics, Environmental Justice, and Children’s Environmental Health and Safety Risks

Exhibit 4-1 of FAA Order 1050.1F indicates that the FAA has not established significance thresholds for Socioeconomics, Environmental Justice, and Children’s Environmental Health and Safety Risks. However, FAA Order 1050.1F provides many factors to consider in the determination of whether or not those categories could be impacted as a result of a Proposed Action. For example, the potential for the Proposed Action to result in the relocation of residences or businesses, division of established communities, disruption of orderly planned development, or changes in employment could result in impacts. Additionally, any actions resulting from the Proposed Action that could result in high or adverse human health or environmental impacts that would disproportionately impact minority or low-income populations could also result in impacts.

8.12.1 Impact Analysis

Socioeconomics

Because the Proposed Action would occur entirely on the airport property and within the project study area, it would not disrupt or divide an established community and would not displace any residences or people. Therefore, no residential or other land uses would be impacted by the Proposed Action. There would be positive direct effects and benefits related to temporary construction employment and expenditure in the local community. The economic activity and benefits thereof generated by the temporary construction activities can be absorbed within the existing community infrastructure. Thus, no permanent adverse economic impacts, which are associated with disruption of an established community and relocation of people or business, would occur under the Proposed Action. Compared to the No Action Alternative, no significant impacts to socioeconomics are anticipated from the Proposed Action.

Environmental Justice

Tables 10 of this EA profiles the population of the demography area located within one (1) mile around the airport property. While there are minority and low-income populations in this area, there are no residential properties within the project study area or on airport property. The Proposed Action would not result in impacts beyond any temporary construction noise impacts in the immediate vicinity of the project study area. Therefore, the environmental justice communities in the vicinity of ISM would not experience construction noise impacts, as described in Section 8.11 of this EA as construction noise would be limited to daylight hours and far enough away from residences to not produce significant impacts. Because the Proposed Action would not require the acquisition or displacement of residents or businesses or the division of communities, it would have no direct effect on minority and low-income populations. Compared to the No Action Alternative, the Proposed Action would have no disproportionate or adverse impacts on any minority or low-income communities.

Children's Environmental Health and Safety Risks

There are no residential land uses, daycare facilities, preschools, or schools within the project study area. The nearest schools to the project study are Thacker Avenue Elementary School for International Studies (approximately 0.8 miles to the northeast), Pleasant Hill Elementary School (approximately 1.1 miles to the south), and Trinity Lutheran School (approximately 1 mile to the north). The nearest daycare facilities to the project study area are Seeds of Joy Childcare LLC (approximately 1.2 miles northeast) and Let the Children Come Daycare (approximately 1.6 miles to the northwest). The nearest preschools are over two (2) miles from the project study area. The Proposed Action would have no impact on these facilities and

does not have the potential to lead to a disproportionate health or safety risk to children. All proposed construction areas would be within airport property and contractors would be responsible for securing construction sites. When compared to the No Action Alternative, the Proposed Action would not result in environmental health risks or safety risks that would disproportionately affect children.

8.12.2 Mitigation & Permits

No mitigation would be required for "Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks" for the construction of the Proposed Action and no permits would be required.

8.13 Light Emissions and Visual Resources / Visual Character

Exhibit 4-1 of FAA Order 1050.1F indicates that the FAA has not established significance thresholds for Light Emissions and Visual Resources / Visual Character. However, FAA Order 1050.1F provides many factors to consider in the determination of whether or not those categories could be impacted as a result of a Proposed Action. For example, Light Emissions from a proposed project may be considered significant if light emissions would create significant annoyance or inference with normal activities; or if light emissions affect the visual character of an area (i.e., importance, uniqueness, aesthetic value). Visual Resources / Visual Character may be considered significant from a proposed project if it would affect the nature of the visual character of an area, contrast with visual resources or character in the project study area, or block or obstruct the views of visual resources.

8.13.1 Impact Analysis

Light Emissions

As described in Section 7.15 of this EA, the lighting associated with the Proposed Action will include a red obstruction light(s), interior lights within the ATCT cab, and flood lighting for the parking and walkways, which would mostly only be visible during the night. There is also existing street lighting on Patrick Street and around the hangars closer to residential properties that are illuminated at night. Due to the location of the Proposed Action, the existing rotating beacon, which is located approximately 330 feet from the nearest residential structure, may need to be relocated to either the roof of the new ATCT or to another location on the airport property to prevent the existing light beam from penetrating the cab of the new ATCT creating an unsafe nuisance for controllers. If the rotating beacon is relocated to the roof of the new ATCT, the associated light beam would radiate upwards above the overall ATCT height

of 115 feet Above Ground Level (AGL) and well above the visible range from the nearby residential properties. The Proposed Action will be constructed approximately 766 feet from the nearest residential property located at 2804 Patrick Street. There is a line of trees between the residential structures and the airport property, which would help to block the view of the new ATCT. There are also hangars located between the residential structures and the site where the Proposed Action will be constructed, which would help to block the view of the Proposed Action. Since construction will only occur during daylight hours, no lighting will be utilized for construction at night that could cause a nuisance to nearby residential properties. For the reasons mentioned, the light emissions associated with the Proposed Action are not anticipated to affect residential areas. When compared to the No Action Alternative, the Proposed Action would not significantly change light emissions from ISM and would not have lighting-related impacts to light-sensitive resources.

Visual Resources / Visual Character

The Proposed Action would not affect the visual character of the airport property. The Proposed Action may change the visual character for those approaching ISM from Patrick Street as it would become the newest and tallest structure in the southeast quadrant of the Airport. For reference, the existing ATCT has an overall height of 55 feet Above Ground Level (AGL) and the new ATCT will be 60 feet taller with an overall height of 115 feet AGL. However, the architecture and aesthetics of Proposed Action would be consistent with the airport environment and would not negatively impact the visual character of the Airport. It is not anticipated that there would be any significant visual impacts to cultural resources associated with the Proposed Action as all NRHP-listed and state-listed resources are located outside the boundaries of the airport property. Given the presence of vegetation and other airport structures between the Airport and the nearby residential areas, it is unlikely that residential areas would have a direct view of the new ATCT from people's properties. The new ATCT would not affect the use of Section 4(f), Section 6(f) properties, or adversely affect NRHP-listed or eligible properties. When compared to the No Action Alternative, the Proposed Action would not cause visual effects.

8.13.2 Mitigation & Permits

No mitigation would be required for "Light Emissions and Visual Resources / Visual Character" for the construction of the Proposed Action and no permits would be required.

8.14 Water Resources

Exhibit 4-1 of FAA Order 1050.1F identifies the significance threshold for Wetlands, Floodplains, Surface Waters, Groundwater, and Wild and Scenic Rivers as follows:

Wetlands

"The action would:

1. Adversely affect a wetland's function to protect the quality or quantity of municipal water supplies, including surface waters and sole source and other aquifers;

2. Substantially alter the hydrology needed to sustain the affected wetland system's values and functions or those of a wetland to which it is connected;

3. Substantially reduce the affected wetland's ability to retain floodwaters or storm runoff, thereby threatening public health, safety or welfare (the term welfare includes cultural, recreational, and scientific resources or property important to the public);

4. Adversely affect the maintenance of natural systems supporting wildlife and fish habitat or economically important timber, food, or fiber resources of the affected or surrounding wetlands;

5. Promote development of secondary activities or services that would cause the circumstances listed above to occur; or

6. Be inconsistent with applicable state wetland strategies."

Floodplains

"The action would cause notable adverse impacts on natural and beneficial floodplain values. Natural and beneficial floodplain values are defined in Paragraph 4.k of DOT Order 5650.2, Floodplain Management and Protection."

Surface Waters

"The action would:

1. Exceed water quality standards established by Federal, state, local, and tribal regulatory agencies; or

2. Contaminate public drinking water supply such that public health may be adversely affected."

Groundwater

"The action would:

1. Exceed groundwater quality standards established by Federal, state, local, and tribal regulatory agencies; or

2. Contaminate an aquifer used for public water supply such that public health may be adversely affected."

Wild and Scenic Rivers

"The FAA has not established a significance threshold for Wild and Scenic Rivers."

8.14.1 Impact Analysis

Wetlands

As mentioned in Section 7.16.1 of this EA, there are no wetlands in the project study area and there would be no impacts to wetlands from the construction of the Proposed Action. Therefore, Under the No Action Alternative, the City of Kissimmee would not replace the existing ATCT and there would be no impacts to wetlands. When compared to the No Action Alternative, the Proposed Action would not significantly impact wetlands.

Floodplains

As mentioned in Section 7.16.2 of this EA, floodplains are lowland areas adjoining inland and coastal waters which are periodically inundated by flood waters, including flood-prone areas of offshore islands. The entire airport property is located within a 500-year floodplain according to FEMA floodplain maps. Areas within a 500-year floodplain have a 0.2% annual chance of flooding. Considering the flooding that occurred at ISM after Hurricane Ian in September 2022, the City of Kissimmee is extremely cognizant of the need to ensure that buildings are constructed above established Base Flood Elevations (BFEs) to prevent future flood damages to structures.

Under DOT Order 5650.2, a significant floodplain encroachment is defined as an encroachment resulting in one or more of the following construction of flood related impacts: (1) a considerable probability of loss of human life; (2) likely future damage associated with the encroachment that could be substantial in cost or extent, including interruption of service on or loss of a vital transportation facility; and (3) a notable adverse impact on "natural and beneficial floodplain values." Based on the factors described in the FAA Order 1050.1F Desk Reference, the Proposed Action's construction within the 500-year floodplain would not impact those factors associated with human life and transportation facilities and would not impact the floodplain's natural and beneficial values (e.g., would not impact capacity to carry or store floodwaters, sustain agriculture, provide for groundwater recharge, or maintain water quality). Furthermore, the Proposed Action would not impact the floodplain's natural and beneficial values and would not impact agricultural activities, aquacultural activities, aquatic or terrestrial organisms, flood control, groundwater recharge, or water quality.

Thus, there would be no impact to the natural and beneficial value of the floodplains and no mitigation necessary. Under the No Action Alternative, the City of Kissimmee would not replace the existing ATCT, and therefore, would not impact the 500-year floodplain. When compared to the No Action Alternative, the base of the new ATCT would be elevated above the BFE of the 500-year floodplain, and by doing so, would be better suited to prevent flooding of the new structure and would not cause significant impacts to the 500-year floodplain. The additional and limited impervious surface associated with the Proposed Action (approximately 4,300 square feet) is not expected to affect the footprint of the 500-year floodplain in the immediate vicinity of the project study area. Since the entire airport property is located in the 500-year floodplain, there are no locations on the Airport where an ATCT could be sited to preclude any new construction into a floodplain area.

8.14.2 Surface Waters

Although there is a drainage ditch in the project study area, the Proposed Action will not impact any surface waters and the grading limits of the Proposed Action and construction activities will not impact the drainage ditch. BMPs during construction will prevent impacts to surface waters from occurring. Under the No Action Alternative, the City of Kissimmee would not replace the existing ATCT and construction activities related to the replacement of the ATCT would not occur. Therefore, the No Action Alternative would not deteriorate water quality when erosion and pollutant runoff occur. Construction of the Proposed Action during the estimated12 month long period has the potential to temporarily effect water quality. For example, rain events could result in stormwater runoff that could contain construction-related pollution. These pollutants could include sediments due to disturbing the 1.93-acre project study area where ATCT-related construction would occur (and total impervious surface of approximately 4,300 square feet added to the proposed study area). Florida's National Pollutant Discharge Elimination System (NPDES) Stormwater Program regulates discharge of stormwater to surface waters or to a municipal separate storm sewer system (MS4) from construction activities that disturb more than one (1) acre, or are part of certain larger projects that disturb more than one (1) acre. Operators of construction activities that meet the criteria for coverage must obtain a NPDES stormwater permit and implement a Stormwater Pollution Prevention Plan (SWPPP). Because the Proposed Action would only result in 4,300 square feet of new impervious surface at ISM (9.87% of an acre), an NPDES stormwater permit should not be required; however, the City of Kissimmee's Development Review Committee (DRC) requires contractors to pull NPDES permits for all projects at ISM regardless of their size and the South Florida Water Management District's (SFWMD) will require a SWPPP for the project.

The existing stormwater management system at ISM has been designed and expanded over the years to handle new developments at the Airport, particularly in the project study area where the new electrical vault, lift station, and associated parking and access was recently completed. The stormwater basin in the project study area can handle a max buildout of approximately 80% impervious surface, while the area is currently covered by approximately 33.5% impervious surface. Therefore, because the Proposed Action would only occur on 0.01% of the Airport's 892-acre property (and 1.77% of the stormwater basin in the project study area), the existing stormwater management system has enough capacity to handle the new impervious surface.

Pollutants due to leakages of fuels, lubricants, and fluids from construction equipment could also affect water quality during project construction. As directed by the March 2022 SWPPP and Spill Control and Countermeasure (SPCC) Plan for ISM, to avoid significantly affecting water quality, the selected building contractor could use BMPs. Examples of those BMPs include the use of straw bale barriers; silt fences; sediment traps; sandbag barriers; and/or check dams. Compared to the No Action Alternative, the construction of the Proposed Action would not significantly degrade water quality. The Proposed Action would not deteriorate water quality through erosion and pollutant runoff during construction or after the new ATCT is operational.

Construction of the Proposed Action would require the use of trucks and other construction equipment that consume common fuels and involve ground-disturbing activities. The selected contractor might employ sustainable construction measures, including but not limited to:

- Minimizing land disturbances as much as possible.
- Controlling stormwater runoff to minimize water quality impacts.
- Reducing pollutant emissions from construction activities.

Techniques to minimize land disturbances could include:

- Preserving existing vegetation.
- Mulching cleared vegetation and distributing it to control erosion and runoff.
- Hydroseeding exposed soils.
- Distributing straw mulch.
- Using geotextile mats.

To control stormwater runoff, the following methods could be used:

- Installing straw bale barriers.
- Using silt fences.
- Setting up sediment traps.
- Placing sandbag barriers.
- Constructing check dams.

To mitigate air quality impacts from construction activities, the following measures could be implemented:

- Regular maintenance of construction equipment.
- Prohibiting idling of construction vehicles for longer than five minutes.
- Stabilizing construction road entrances.

8.14.3 Groundwater

As mentioned in Section 7.16.4 of this EA, the entire project study area and airport property overlies the Biscayne Aquifer, which underlies an area of approximately 4,000 square miles in southeastern Florida. Stormwater runoff from the Proposed Action would be contained in the storm drain system and treated for water quality in stormwater management facilities. The Proposed Action would not impact groundwater such that groundwater quality standards set forth by federal, state, or local agencies would be exceeded or would have the potential to contaminate an aquifer used for public water supply. Therefore, the Proposed Action would not result in a significant impact to groundwater. Furthermore, The Proposed Action at ISM would not exceed the impervious surface thresholds requiring permitting from the state to undertake the project since it would only result in the creation of approximately 4,300 square feet of new impervious surface.

8.14.4 Wild and Scenic Rivers

As mentioned in Section 7.16.15 of this EA, the closest Wild and Scenic River to ISM is the Wekiva River. The Wekiva River, along with its tributaries, was designated as a National Wild and Scenic River in October 2000. This river system is located just north of Orlando, within parts of Lake, Orange, and Seminole counties, and is located approximately 30 miles north of ISM. The project study area is situated outside the 0.25-mile corridor of Wild and Scenic Rivers, study rivers, or National River Inventory (NRI) rivers. Therefore, neither the No Action Alternative nor the Proposed Action would affect a Wild and Scenic River, study river, or river listed on the NRI.

8.14.5 Mitigation & Permits

No mitigation would be required for “Water Resources” for the construction of the Proposed Action. However, the City of Kissimmee’s DRC requires contractors to pull NPDES permits for all projects at ISM regardless of their size and the SFWMD will require a SWPPP for the project.

8.15 Cumulative Impacts

CEQ Regulations define a *cumulative impact* as “the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions” Cumulative impacts can be viewed as the total combined impacts on the environment of the proposed action or alternative(s) and other known or reasonably foreseeable actions. A review of several information sources was conducted to determine past, present, and reasonably foreseeable development actions at ISM and the surrounding area.

8.15.1 On-Airport Projects

The primary sources for information on past projects was the FAA’s Airport Improvement Program (AIP) Grant History Visualization Dashboard and the Florida Aviation Database (FAD). For future projects at ISM, all projects were pulled from the FAD and the recently completed Master Plan Update, which reflects the most currently programmed projects for development at ISM. The construction activities associated with the Proposed Action are anticipated to occur between 2025 and 2027. As shown in **Table 13**, past projects reflect the timeframe from 2022 to 2023, current projects are those occurring or completed in 2024, and future projects are from 2025 to 2035.

TABLE 13 ON AIRPORT CUMULATIVE PROJECTS	
Time	**Project Name**
Past Projects (2022-2023)	• Electrical Vault and Lift Station • FAA Auxiliary Weather Station • Taxiway E Extension and Taxiway Lighting
Current Projects (2024)	• Airfield Markings Under State Contract
Future Projects (2025-2035)	• Taxiway D Rehabilitation and Extension • ATCT Construction • Cirrus Aviation Customer Delivery Centert • Hangar Construction for Multiple Tenants • Non-Aeronautical Development for Multiple Tenants • ARFF Station Construction • Business Park Development • Taxiway A Rehabilitation • Land Acquisition • Security System Upgrades • Taxiway B Rehabilitation • Airfield Maintenance Facility Construction • Runway 6-24 Extension • Perimeter Road Construction • North Apron Reconstruction • Customs and Border Patrol Facility Construction • Fuel Farm Construction • South Quadrant Site Preparation • Taxiway G Relocation • Taxiway C Rehabilitation • Obstruction Removal • Run-Up Pad Construction • West Apron Reconstruction • Miscellaneous Taxiway and Apron Rehabilitation
Sources: March 2024 Master Plan Update, Florida Aviation Database (FAD), and FAA Grant History Visualization Dashboard.	

8.15.2 Off-Airport/Non-Aeronautical Projects

Off-airport projects that are planned for implementation in proximity to ISM were also evaluated as part of this EA. The projects identified in this section are limited to those within the immediate vicinity of ISM. The projects listed are reasonably foreseeable based on local planning documentation.

Non-Aeronautical Development North of MLK Jr. Boulevard

The parcel of land just north of ISM and MLK Jr. Boulevard is available for development and the City of Kissimmee has experienced some interest from prospective developers to construct facilities in that location. Although there are no formal plans for development at this time, it is anticipated that the land will ultimately be developed for a mix of commercial uses and potentially hotel construction. The most recent FDOT traffic study for MLK Jr. Boulevard lists the 2023 Average Annual Daily Traffic (AADT) at

7,500 average vehicles per day. Based on a review of FDOT's service volume tables for four lane roadways, the current traffic volumes on MLK Jr. Boulevard are well below the minimum service volume criteria for such a roadway and any new commercial or hotel developments to the north of ISM would likely not be significant enough in size to change the service volume of the roadway.

Non-Aeronautical Development in Former Golf Course

The land associated with the former golf course and along South Hoagland Boulevard in the southwestern quadrant of the airport property is available for development and the City of Kissimmee has experienced some interest from prospective developers to construct facilities in that location. Although there are no formal plans for development at this time, it is anticipated that the land will ultimately be developed for a mix of commercial uses. The most recent FDOT traffic study for South Hoagland Boulevard lists the 2023 AADT at 18,500 average vehicles per day. Based on a review of FDOT's service volume tables for four lane roadways, the current traffic volumes on South Hoagland Boulevard are well below the minimum service volume criteria for such a roadway and any new commercial developments to the west of ISM would likely not be significant enough in size to change the service volume of the roadway.

Other Projects in the City of Kissimmee

The City of Kissimmee has active studies to improve the corridors along Central Avenue and downtown. The Central Avenue Corridor Study was conducted with a future vision for Central Avenue and the Medical Arts District and assesses the feasibility of improving multimodal safety and mobility using a "complete streets" approach. The Downtown Kissimmee Corridor Study was conducted to identify multimodal improvements that will provide safe and efficient operations for all modes of transportation on Emmett Street, Broadway, and Main Street, between John Young Parkway and Vine Street. Both studies are ongoing and specific projects and improvements have yet to be formalized, programmed, or funded..

8.15.3 Cumulative Impacts Summary

The on-airport projects are proposed to address the long-term development and rehabilitation needs at ISM and were determined in conjunction with the recently completed Master Plan Update and ongoing engineering analyses. Like this EA for the new ATCT at ISM, the City of Kissimmee would be responsible for satisfying NEPA requirements for future projects at ISM and obtaining all necessary approvals and permits to minimize environmental impacts. The off-airport and non-aeronautical projects are all related to speculative and unfunded projects at this time. Where applicable, the off-airport and non-aeronautical projects would be subject to environmental analyses and permitting requirements whether it is at the local, state, or federal level (based on project specifics, location, and funding mechanisms). Therefore, it

is unlikely that the cumulative impacts from past, present, and reasonably foreseeable future projects, including the Proposed Action, would cause significant impacts as the City of Kissimmee adheres to all applicable environmental and permitting requirements for all development proposals.

8.16 Permits

The City of Kissimmee's DRC requires contractors to pull NPDES permits for all projects at ISM regardless of their size and the SFWMD will require a SWPPP for the project. No other federal or state permits should be required for the construction of the Proposed Action at ISM. Local permitting will be required through the City of Kissimmee's Building Division.

9. Public and Agency Involvement

Public and agency involvement is important in the environmental review process to ensure that information is provided to the general public and public agencies with jurisdiction or special knowledge. The sections that follow provide a summary of public and agency involvement completed for development of this EA.

9.1 Public Involvement

Because it was known that the Proposed Action associated with this EA would not cause any significant impacts to any environmental resource categories when compared to the No Action Alternative, no detailed public involvement effort was conducted.

9.2 Agency Coordination

For this EA, updated correspondence was requested from the Florida State Clearinghouse. The Florida State Clearinghouse has logged the application and assigned a State Application Identifier (SAI) number of FL202405160113C for the review of the Proposed Action. The application is under review by appropriate state agencies, water management districts, regional planning councils, local governments and the Governor's Office of Planning and Budgeting, but no response has been received as of June 2024.

10. List of Preparers

This chapter identifies the individuals assisting in the preparation and review of this EA. **Table 14** provides the title, years' experience and project responsibilities of those individuals from ISM and the consultant team responsible for preparation of the document, respectively.

TABLE 14
LIST OF PREPARERS

Personnel	Title	Years of Experience	Project Responsibilities
ISM			
Shaun Germolus, A.A.E.	Director of Aviation	30	Document Review
AVCON, INC.			
Michael Kotlow	Senior Aviation Planner	20	Project Manager, EA Development
Mary Soderstrum	Senior Aviation Planner	45	Document Review
Russ Holliday, PE	Senior Project Manager	31	Document Review
Matt Tracy	CAD Technician	5	Graphics

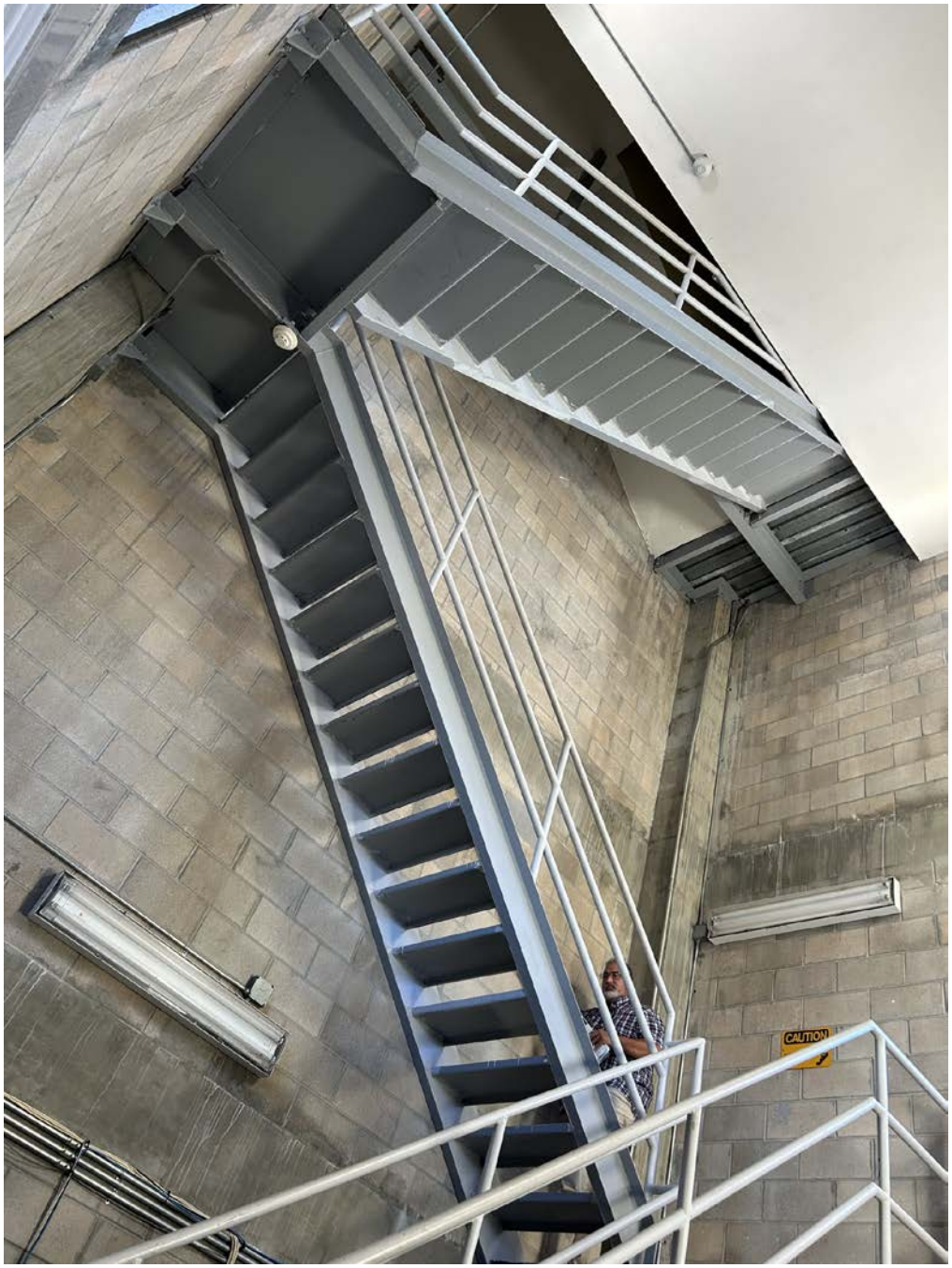
Appendix A

Photos of Existing ATCT

PHOTO 1
EXTERIOR VIEW OF ATCT IN RELATIONSHIP TO AIRCRAFT AWNING

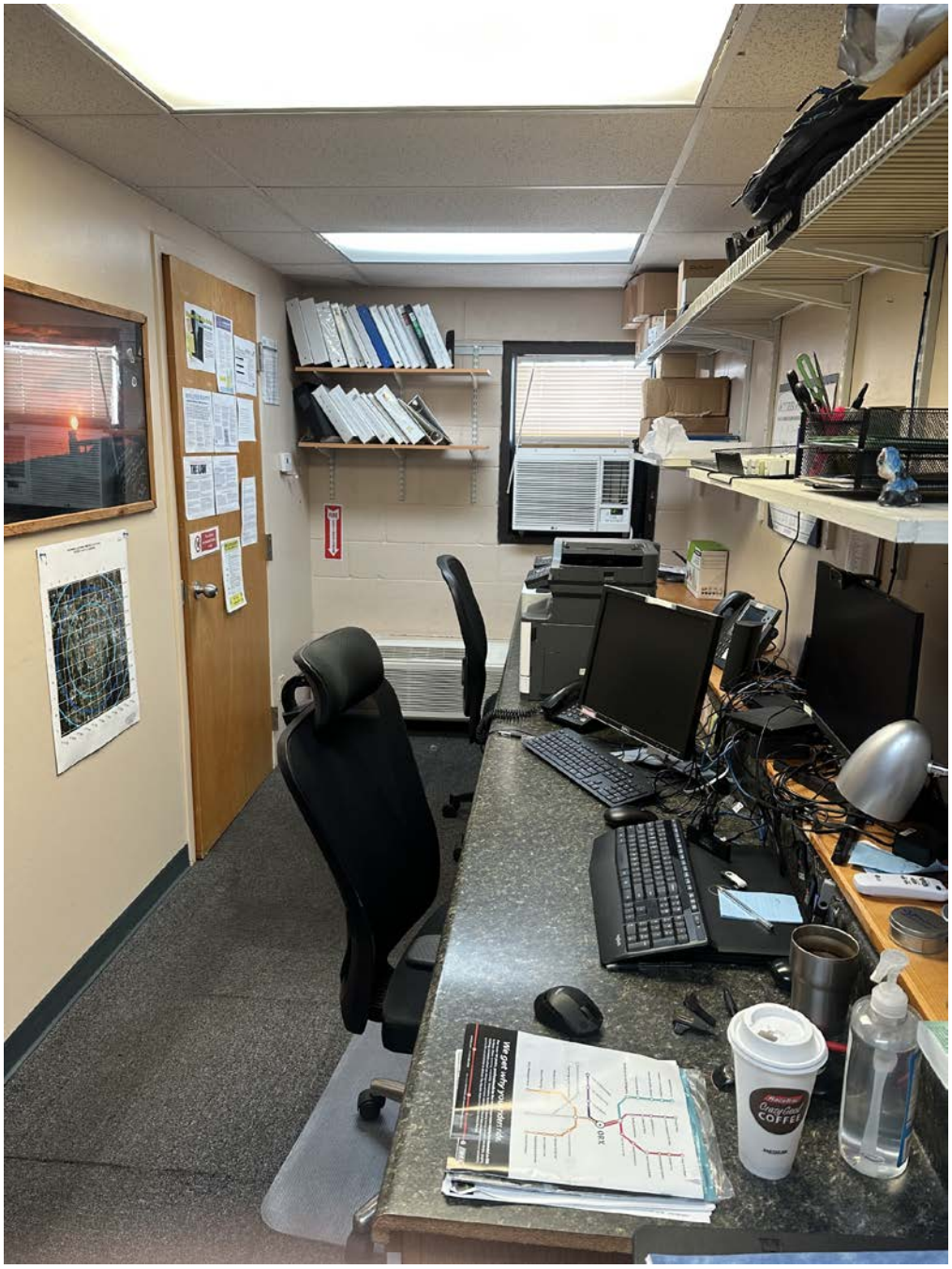
Source: AVCON, INC.

PHOTO 2
ATCT STAIRWELL LOOKING UP FROM GROUND



Source: AVCON, INC.

PHOTO 3
ATCT OFFICE SPACE



Source: AVCON, INC.

PHOTO 4
OBSTRUCTED VIEW BY LARGE CORNER COLUMN

Source: AVCON, INC.

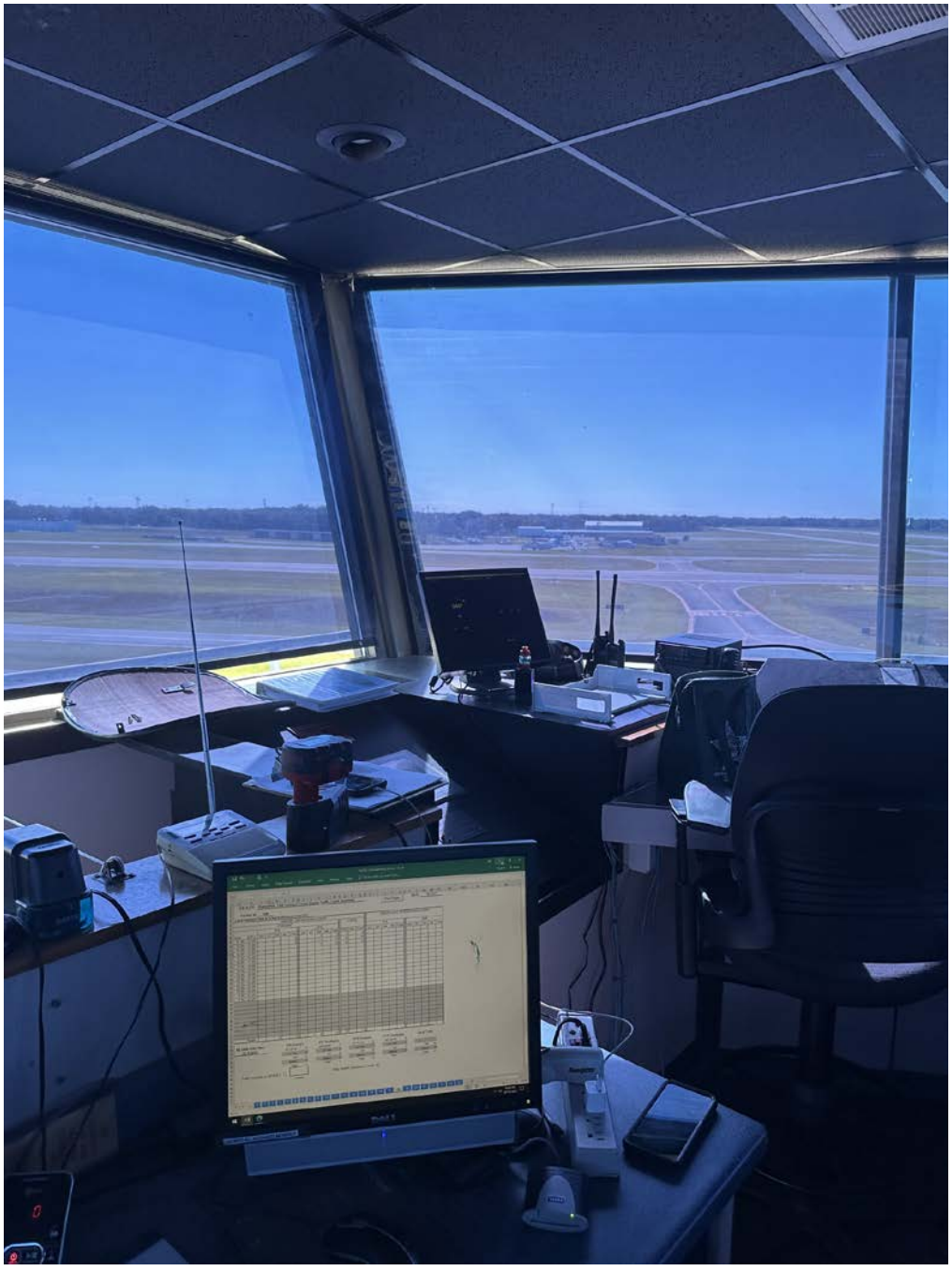
PHOTO 5
APRON IN FRONT OF ATCT

Source: AVCON, INC.

PHOTO 6
OLD CAULKING TO PREVENT LEAKING

Source: AVCON, INC.

PHOTO 7
WIRING IN ATCT CAB



Source: AVCON, INC.

PHOTO 8
GROUND VIEW FROM ATCT TO AIRCRAFT AWNING

Source: AVCON, INC.

PHOTO 9
BREAK ROOM AMENITIES IN ATCT CAB

Source: AVCON, INC.

PHOTO 10
ESCAPE HATCH TO ATCT CATWALK

Source: AVCON, INC.

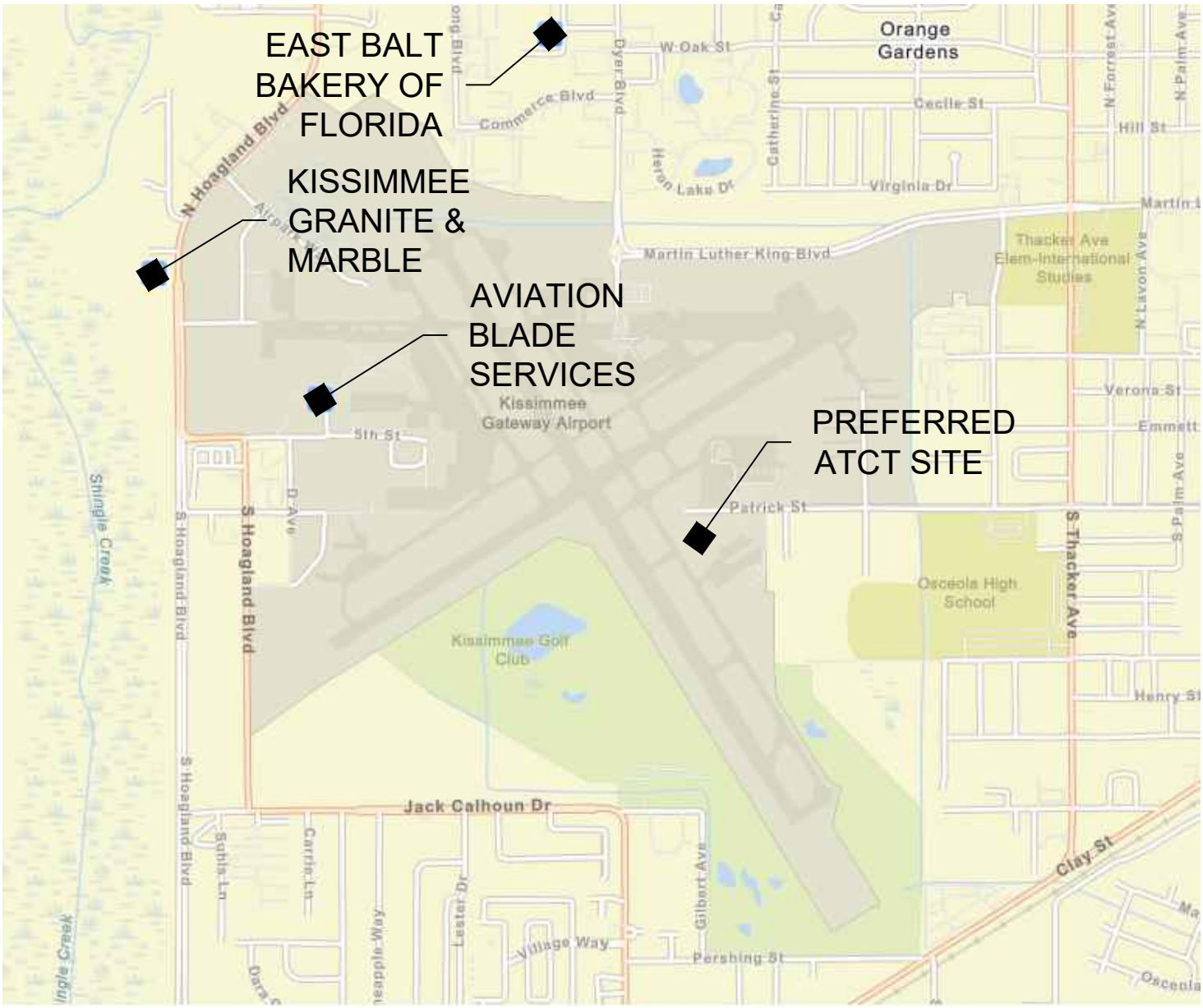
PHOTO 11
FIRE ESCAPE HATCH ON CATWALK

Source: AVCON, INC.

Appendix B

Air Pollution Facilities

AIR POLLUTION FACILITIES



SOURCE: NEPASSIST

AIR QUALITY

0 700 1400
GRAPHIC SCALE (FT)

N

Appendix C

Threatened and Endangered Species

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Florida Ecological Services Field Office
1339 20th Street
Vero Beach, FL 32960-3559
Phone: (772) 562-3909 Fax: (772) 562-4288
Email Address: fw4flesregs@fws.gov

In Reply Refer To: June 15, 2023
Project Code: 2023-0094057
Project Name: New Airport Traffic Control Tower (ATCT) at the Kissimmee Gateway Airport (ISM)

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. **Please include your Project Code, listed at the top of this letter, in all subsequent correspondence regarding this project.** Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts see https://www.fws.gov/birds/policies-and-regulations.php.

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures see https://www.fws.gov/birds/bird-enthusiasts/threats-to-birds.php.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit https://www.fws.gov/birds/policies-and-regulations/executive-orders/e0-13186.php.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Code in the header of

this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List
- USFWS National Wildlife Refuges and Fish Hatcheries
- Migratory Birds
- Wetlands

OFFICIAL SPECIES LIST

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Florida Ecological Services Field Office
1339 20th Street
Vero Beach, FL 32960-3559
(772) 562-3909

PROJECT SUMMARY

Project Code: 2023-0094057

Project Name: New Airport Traffic Control Tower (ATCT) at the Kissimmee Gateway Airport (ISM)

Project Type: Airport - New Construction

Project Description: The existing ATCT opened in 1997 and is a Federal Contract Tower (FCT) that has a controller eye height elevation of 43 feet Above Ground Level (AGL). The low eye height elevation in the existing ATCT does not provide controllers with sufficient views of the airport's airside and landside areas and there are other issues pertaining to the aging equipment, grounding, and ADA compliance (i.e., no elevators). The recommended site for a new ATCT (PROPOSED ACTION) is in the southeast quadrant of the airport to the east of Taxiway A and will have a floor height elevation of 80 feet AGL and an eye height AGL of 85 feet. The PROPOSED ACTION will allow Air Traffic Control (ATC) personnel to have unobstructed views of the existing and planned airside and landside envelopes at ISM. It is anticipated that the new ATCT will be constructed in the next couple of years.

Project Location:

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@28.288585050000002,-81.43588856563335,14z

Counties: Osceola County, Florida

ENDANGERED SPECIES ACT SPECIES

There is a total of 19 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

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1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

MAMMALS

NAME	STATUS
Florida Bonneted Bat *Eumops floridanus* There is **proposed** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/8630	Endangered
Florida Panther *Puma (=Felis) concolor coryi* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/1763	Endangered
Puma (=mountain Lion) *Puma (=Felis) concolor (all subsp. except coryi)* Population: FL No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/6049	Similarity of Appearance (Threatened)

BIRDS

NAME	STATUS
Audubon's Crested Caracara *Polyborus plancus audubonii* Population: FL pop. No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/8250	Threatened
Eastern Black Rail *Laterallus jamaicensis ssp. jamaicensis* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/10477	Threatened
Everglade Snail Kite *Rostrhamus sociabilis plumbeus* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/7713	Endangered
Red-cockaded Woodpecker *Picoides borealis* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/7614	Endangered
Whooping Crane *Grus americana* Population: U.S.A. (AL, AR, CO, FL, GA, ID, IL, IN, IA, KY, LA, MI, MN, MS, MO, NC, NM, OH, SC, TN, UT, VA, WI, WV, western half of WY) No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/758	Experimental Population, Non-Essential
Wood Stork *Mycteria americana* Population: AL, FL, GA, MS, NC, SC No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/8477 General project design guidelines: https://ipac.ecosphere.fws.gov/project/U2PZG5ZBKZEGTP5TQR6JD6BNKY/documents/generated/6954.pdf	Threatened

REPTILES

NAME	STATUS
American Alligator *Alligator mississippiensis* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/776	Similarity of Appearance (Threatened)
Eastern Indigo Snake *Drymarchon couperi* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/646	Threatened
Sand Skink *Neoseps reynoldsi* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4094	Threatened

INSECTS

NAME	STATUS
Monarch Butterfly *Danaus plexippus* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9743	Candidate

FLOWERING PLANTS

NAME	STATUS
Britton's Beargrass *Nolina brittoniana* Population: No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4460	Endangered
Lewton's Polygala *Polygala lewtonii* Population: No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/6688	Endangered
Papery Whitlow-wort *Paronychia chartacea* Population: No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/1465	Threatened
Pigeon Wings *Clitoria fragrans* Population: No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/991	Threatened
Pygmy Fringe-tree *Chionanthus pygmaeus* Population: No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/1084	Endangered
Sandlace *Polygonella myriophylla* Population: No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/5745	Endangered

CRITICAL HABITATS

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

USFWS NATIONAL WILDLIFE REFUGE LANDS AND FISH HATCHERIES

Any activity proposed on lands managed by the National Wildlife Refuge system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS OR FISH HATCHERIES WITHIN YOUR PROJECT AREA.

MIGRATORY BIRDS

Certain birds are protected under the Migratory Bird Treaty Act[1] and the Bald and Golden Eagle Protection Act[2].

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described below.

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1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.
3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

The birds listed below are birds of particular concern either because they occur on the USFWS Birds of Conservation Concern (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ below. This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the E-bird data mapping tool (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found below.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
American Kestrel *Falco sparverius paulus* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9587	Breeds Apr 1 to Aug 31
Bachman's Sparrow *Aimophila aestivalis* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/6177	Breeds May 1 to Sep 30

NAME	BREEDING SEASON
Bald Eagle *Haliaeetus leucocephalus* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.	Breeds Sep 1 to Jul 31
Black Skimmer *Rynchops niger* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/5234	Breeds May 20 to Sep 15
Chimney Swift *Chaetura pelagica* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Mar 15 to Aug 25
Great Blue Heron *Ardea herodias occidentalis* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds Jan 1 to Dec 31
King Rail *Rallus elegans* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/8936	Breeds May 1 to Sep 5
Lesser Yellowlegs *Tringa flavipes* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9679	Breeds elsewhere
Painted Bunting *Passerina ciris* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds Apr 25 to Aug 15
Prairie Warbler *Dendroica discolor* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 1 to Jul 31
Red-headed Woodpecker *Melanerpes erythrocephalus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 10 to Sep 10
Reddish Egret *Egretta rufescens* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/7617	Breeds Mar 1 to Sep 15
Swallow-tailed Kite *Elanoides forficatus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/8938	Breeds Mar 10 to Jun 30

PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

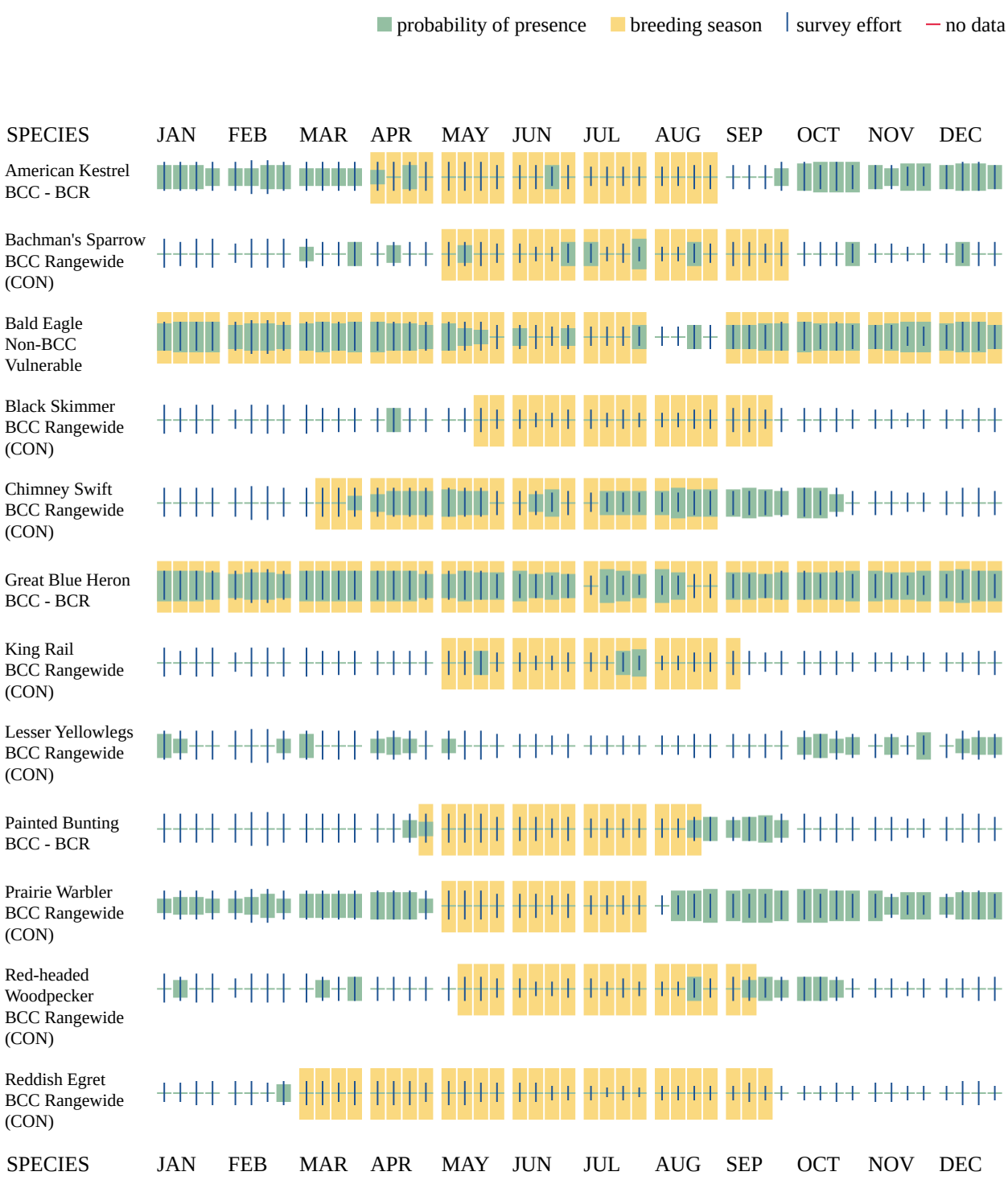
Breeding Season (■)
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

No Data (–)
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe

Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.



Swallow-tailed Kite
BCC Rangewide
(CON)

Additional information can be found using the following links:

- Birds of Conservation Concern https://www.fws.gov/program/migratory-birds/species
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide conservation measures for birds https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf

MIGRATORY BIRDS FAQ

Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

Nationwide Conservation Measures describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. Additional measures or permits may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the list of migratory birds that potentially occur in my specified location?

The Migratory Bird Resource List is comprised of USFWS Birds of Conservation Concern (BCC) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle (Eagle Act requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the Rapid Avian Information Locator (RAIL) Tool.

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the Avian Knowledge Network (AKN). This data is derived from a growing collection of survey, banding, and citizen science datasets.

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering or migrating in my area?
To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may query your location using the RAIL Tool and look at the range maps provided for birds in your area at the bottom of the profiles provided for each bird in your results. If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?
Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are Birds of Conservation Concern (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the Eagle Act requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects
For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the Northeast Ocean Data Portal. The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the Diving Bird Study and the nanotag studies or contact Caleb Spiegel or Pam Loring.

What if I have eagles on my list?
If your project has the potential to disturb or kill eagles, you may need to obtain a permit to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report
The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

WETLANDS

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

FRESHWATER FORESTED/SHRUB WETLAND

- PSS7B

FRESHWATER EMERGENT WETLAND

- PEM1F
- PEM1Fx
- PEM1C

RIVERINE

- R5UBH
- R2UBHx
- R5UBFx

FRESHWATER POND

- PUBHx

IPAC USER CONTACT INFORMATION

Agency: Tampa city
Name: MICHAEL KOTLOW
Address: 5550 W Idlewild Ave. Ste 102
City: Tampa
State: FL
Zip: 33634
Email mjkotlow@hotmail.com
Phone: 8134659559

LEAD AGENCY CONTACT INFORMATION

Lead Agency: Federal Aviation Administration

1018 Thomasville Road
Suite 200-C
Tallahassee, FL 32303
850-224-8207
850-681-9364 fax
www.fnai.org

Florida Natural Areas Inventory

Biodiversity Matrix Query Results

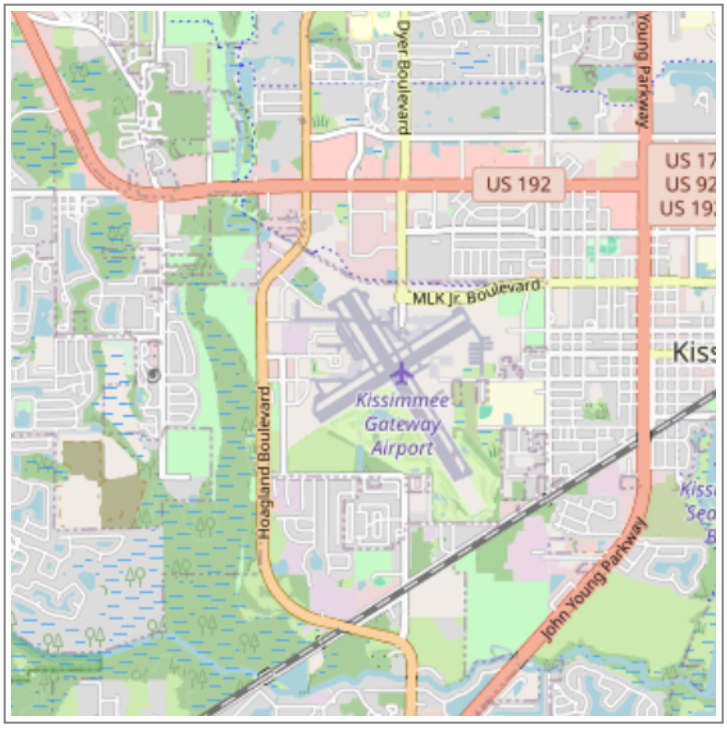
UNOFFICIAL REPORT

Created 5/7/2024

(Contact the FNAI Data Services Coordinator at 850.224.8207 or kbrinegar@fnai.fsu.edu for information on an official Standard Data Report)

NOTE: The Biodiversity Matrix includes only rare species and natural communities tracked by FNAI.

Report for 1 Matrix Unit: 45891



Descriptions

DOCUMENTED - There is a documented occurrence in the FNAI database of the species or community within this Matrix Unit.

DOCUMENTED-HISTORIC - There is a documented occurrence in the FNAI database of the species or community within this Matrix Unit; however the occurrence has not been observed/reported within the last twenty years.

LIKELY - The species or community is *known* to occur in this vicinity, and is considered likely within this Matrix Unit because:

1. documented occurrence overlaps this and adjacent Matrix Units, but the documentation isn't precise enough to indicate which of those Units the species or community is actually located in; *or*
2. there is a documented occurrence in the vicinity and there is suitable habitat for that species or community within this Matrix Unit.

POTENTIAL - This Matrix Unit lies within the known or predicted range of the species or community based on expert knowledge and environmental variables such as climate, soils, topography, and landcover.

Matrix Unit ID: 45891

0 **Documented** Elements Found

0 **Documented-Historic** Elements Found

2 **Likely** Elements Found

Scientific and Common Names	Global Rank	State Rank	Federal Status	State Listing
Mesic flatwoods	G4	S4	N	N
Mycteria americana Wood Stork	G4	S2	T	FT

Matrix Unit ID: 45891

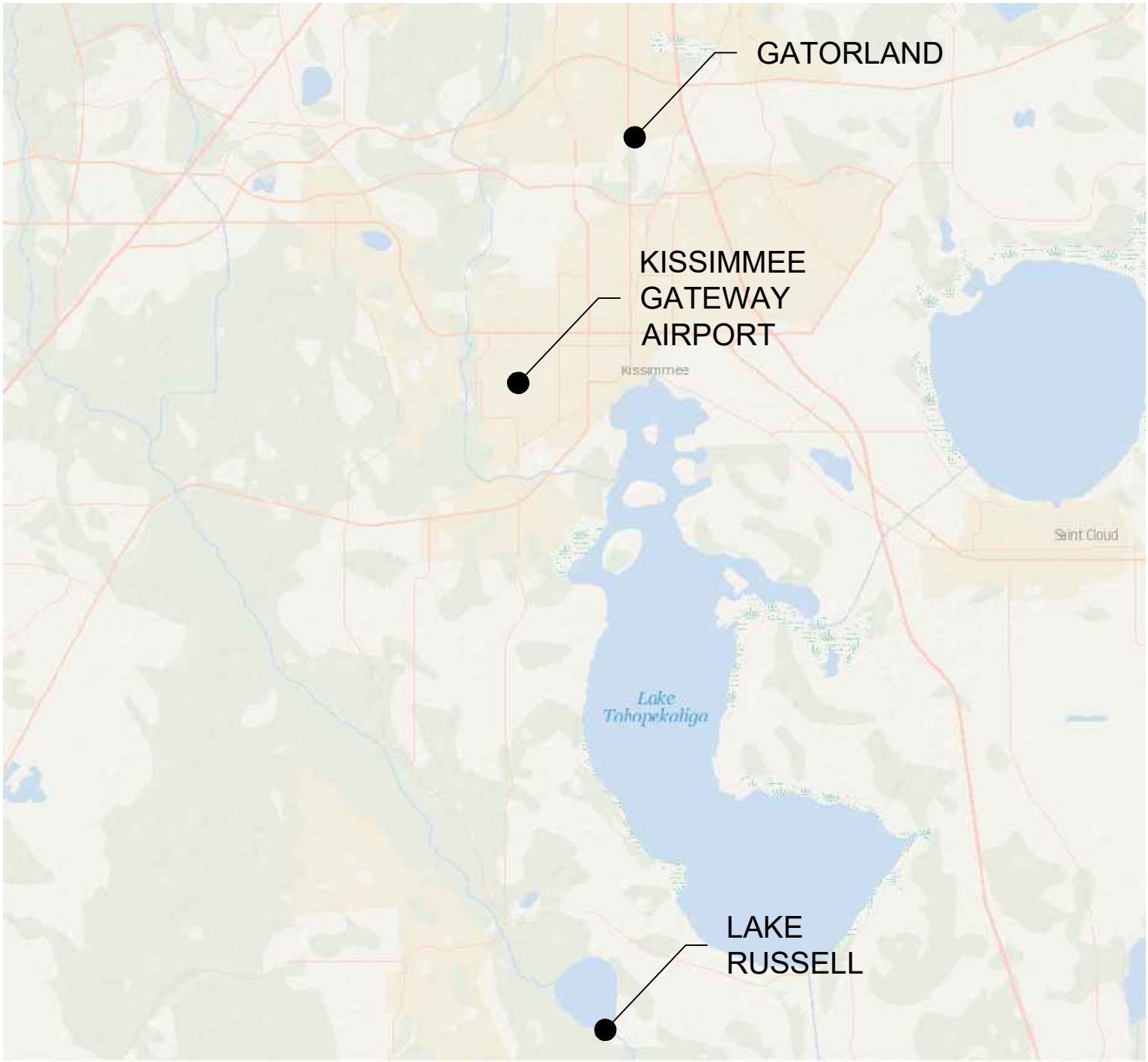
44 **Potential** Elements for Matrix Unit 45891

Scientific and Common Names	Global Rank	State Rank	Federal Status	State Listing

Andropogon arctatus pinewoods bluestem	G3	S3	N	T
Antigone canadensis pratensis Florida Sandhill Crane	G5T2	S2	N	ST
Athene cunicularia floridana Florida Burrowing Owl	G4T3	S3	N	ST
Bonamia grandiflora Florida bonamia	G3	S3	T	E
Calamintha ashei Ashe's savory	G3	S3	N	T
Calopogon multiflorus many-flowered grass-pink	G2G3	S2S3	N	T
Carex chapmannii Chapman's sedge	G3	S3	N	T
Centrosema arenicola sand butterfly pea	G2Q	S2	N	E
Chionanthus pygmaeus pygmy fringe tree	G2G3	S2S3	E	E
Coleataenia abscissa cutthroatgrass	G3	S3	N	E
Deeringothamnus pulchellus beautiful pawpaw	G1	S1	E	E
Drymarchon couperi Eastern Indigo Snake	G3	S2?	T	FT
Dryobates borealis Red-cockaded Woodpecker	G3	S2	E, PT	FE
Eriogonum longifolium var. gnaphalifolium scrub buckwheat	G4T3	S3	T	E
Gopherus polyphemus Gopher Tortoise	G3	S3	C	ST
Gymnopogon chapmanianus Chapman's skeletongrass	G3	S3	N	N
Hartwrightia floridana hartwrightia	G2	S2	N	T
Illicium parviflorum star anise	G2	S2	N	E
Latrodectus bishopi Red Widow Spider	G2G3	S2S3	N	N
Lechea cernua nodding pinweed	G3	S3	N	T
Liatris ohlingerae Florida blazing star	G2	S2	E	E
Lithobates capito Gopher Frog	G2G3	S3	N	N
Lupinus aridorum scrub lupine	G3T1	S1	E	E
Matelea floridana Florida spiny-pod	G2	S2	N	E
Mustela frenata peninsulae Florida Long-tailed Weasel	G5T3?	S3?	N	N
Nemastylis floridana celestial lily	G2	S2	N	E
Neofiber alleni Round-tailed Muskrat	G2	S2	N	N
Nolina atopocarpa Florida beargrass	G3	S3	N	T
Nolina brittoniana Britton's beargrass	G3	S3	E	E
Paronychia chartacea var. chartacea paper-like nailwort	G3T3	S3	T	E
Peucaea aestivalis Bachman's Sparrow	G3	S3	N	N
Platanthera integra yellow fringeless orchid	G3G4	S3	N	E

Podomys floridanus Florida Mouse	G3	S3	N	N
Polygala lewtonii Lewton's polygala	G2	S2	E	E
Polygonella myriophylla Small's jointweed	G3	S3	E	E
Pteroglossaspis ecristata giant orchid	G2G3	S2	N	T
Puma concolor coryi Florida Panther	G5T1	S1	E	FE
Rostrhamus sociabilis Snail Kite	G4G5	S2	E	FE
Salix floridana Florida willow	G2G3	S2S3	N	E
Sceloporus woodi Florida Scrub Lizard	G2G3	S2S3	N	N
Sciurus niger niger Southeastern Fox Squirrel	G5T5	S3	N	N
Selonodon floridensis Florida Cebrionid Beetle	G2G4	S2S4	N	N
Ursus americanus floridanus Florida Black Bear	G5T4	S4	N	N
Warea carteri Carter's warea	G1	S1	E	E

WOODSTORK COLONIES



SOURCE: FLORIDA FISH AND WILDLIFE CONSERVATION COMMISSION

THREATENED AND ENDANGERED SPECIES

0 7,500 15,000
GRAPHIC SCALE (FT)

N

V:\2022\2022.161.01 – ISM -TCT Design\2022.161.01 – C-DD\Exhibits\2216101_Ex_Woodstork.dwg -pril 23 2024–14:25

Appendix D

Farmland

Map Scale: 1:27,400 if printed on A portrait (8.5" x 11") sheet.

N

Meters
0 400 800 1600 2400

Feet
0 1000 2000 4000 6000

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 17N WGS84

MAP LEGEND

Area of Interest (AOI)
- Area of Interest (AOI)

Soils
- Soil Map Unit Polygons
- Soil Map Unit Lines
- Soil Map Unit Points

Special Point Features
- Blowout
- Borrow Pit
- Clay Spot
- Closed Depression
- Gravel Pit
- Gravelly Spot
- Landfill
- Lava Flow
- Marsh or swamp
- Mine or Quarry
- Miscellaneous Water
- Perennial Water
- Rock Outcrop
- Saline Spot
- Sandy Spot
- Severely Eroded Spot
- Sinkhole
- Slide or Slip
- Sodic Spot
- Spoil Area
- Stony Spot
- Very Stony Spot
- Wet Spot
- Other
- Special Line Features

Water Features
- Streams and Canals

Transportation
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background
- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:20,000.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Osceola County, Florida
Survey Area Data: Version 21, Sep 5, 2023

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Feb 25, 2021—Sep 1, 2023

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
4	Arents, 0 to 5 percent slopes	41.1	1.3%
5	Basinger fine sand, 0 to 2 percent slopes	330.4	10.6%
6	Basinger fine sand, depressional, 0 to 1 percent slopes	137.3	4.4%
12	Floridana fine sand, frequently ponded, 0 to 1 percent slopes	129.6	4.2%
13	Gentry fine sand	37.6	1.2%
14	Holopaw fine sand, 0 to 2 percent slopes	45.7	1.5%
16	Immokalee fine sand, 0 to 2 percent slopes	192.8	6.2%
17	Kaliga muck, frequently ponded, 0 to 1 percent slopes	110.3	3.5%
22	Myakka fine sand, 0 to 2 percent slopes	389.9	12.5%
23	Myakka-Urban land complex	1,434.7	46.1%
24	Narcoossee fine sand, 0 to 2 percent slopes	2.9	0.1%
25	Nittaw muck	19.8	0.6%
27	Ona fine sand, 0 to 2 percent slopes	0.9	0.0%
32	Placid fine sand, frequently ponded, 0 to 1 percent slopes	42.9	1.4%
33	Placid variant fine sand	14.4	0.5%
38	Riviera fine sand, 0 to 2 percent slopes	88.0	2.8%
39	Riviera fine sand, frequently ponded, 0 to 1 percent slopes	63.8	2.0%
45	Wabasso fine sand, 0 to 2 percent slopes	3.2	0.1%
47	Winder loamy fine sand	10.1	0.3%
99	Water	19.2	0.6%
Totals for Area of Interest		**3,114.8**	**100.0%**

Appendix E

Hazardous Materials

Kissimmee Gateway Airport
401 Dyer Blvd
Kissimmee, FL 34741

Inquiry Number: 6690317.2s
October 05, 2021

The EDR Radius Map™ Report with GeoCheck®

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

TABLE OF CONTENTS

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E 1527-13), the ASTM Standard Practice for Environmental Site Assessments for Forestland or Rural Property (E 2247-16), the ASTM Standard Practice for Limited Environmental Due Diligence: Transaction Screen Process (E 1528-14) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

TARGET PROPERTY INFORMATION

ADDRESS

401 DYER BLVD
KISSIMMEE, FL 34741

COORDINATES

Latitude (North):	28.2908090 - 28° 17' 26.91"
Longitude (West):	81.4378650 - 81° 26' 16.31"
Universal Tranverse Mercator:	Zone 17
UTM X (Meters):	457063.1
UTM Y (Meters):	3129322.2
Elevation:	79 ft. above sea level

USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property Map:	5652780 KISSIMMEE, FL
Version Date:	2012

AERIAL PHOTOGRAPHY IN THIS REPORT

Portions of Photo from:	20151017
Source:	USDA

MAPPED SITES SUMMARY

Target Property Address:
401 DYER BLVD
KISSIMMEE, FL 34741

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELAT ELEVA	DIST (ft. & mi.) DIRECTION
A1	RUNWAY 15-33 REHABIL	401 DYER BLVD	NPDES	wer	1 ft.
A2	RUNWAY 15-33 REHABIL	401 DYER BLVD	FINDS, ECHO	gher	1 ft.
Reg	WEST 192 DEVELOPMENT		BROWNFIELDS	Sgher	1 ft.
Reg	KISSIMMEE ENVIRONMEN		BROWNFIELDS	Sawer	1 ft.
B3	JR DAVIS MAINTENANCE	80 S HOAGLAND BLVD	RGA LUST	Lcgher	1 ft.
C4	KISSIMMEE AVIATION I	3031 PATRICK ST	LUST, UST, Financial Assurance	Lower	1 ft.
C5	KISSIMMEE AVIATION I	3031 PATRICK ST	AST	Lower	1 ft.
D6	JR DAVIS CONSTRUCTIO	180 S HOAGLAND BLVD	RGA LUST	Lcgher	1 ft.
D7	JR DAVIS CONSTRUCTIO	180 S HOAGLAND BLVD	LUST, AST, Financial Assurance	Lower	1 ft.
B8	JR DAVIS MAINTENANCE	80 S HOAGLAND BLVD	LUST, UST, Financial Assurance	Lower	1 ft.
9	OSCEOLA CNTY SHERIFF	4013 5TH ST	AST, Financial Assurance	Hiwer	1 ft.
10	SOUTH FLORIDA WATER	80 SOUTH AIRPORT ROA	TIER 2	Higher	1 ft.
E11	AVIATION BLADE SERVI	3969 MERLIN DR	CORRACTS, RCRA-SQG	Hiwer	1 ft.
E12	AVIATION BLADE SERVI	3969 MERLIN DR	AIRS, HW GEN, NPDES	Hiwer	1 ft.
F13	KISSIMMEE SPRING WAT	15 S HOAGLAND BLVD	AST	Lower	1 ft.
C14	KISSIMMEE AVIATION I	3031 PATRICK ST	RGA LUST	Lower	1 ft.
F15	KISSIMMEE SPRING WAT	15 S HOAGLAND BLVD	RCRA-VSQG	Lower	1 ft.
F16	KISSIMMEE SPRING WAT	15 S HOAGLAND BLVD	FINDS, ECHO	Lower	1 ft.
D17	JR DAVIS CONSTRUCTIO	180 SOUTH HOAGLAND B	FINDS	Lower	1 ft.
G18	PAN AM AB INITIO TRA	4010 4TH ST	Financial Assurance	Hiwer	1 ft.
G19	FLORIDA AIR CENTER	4010 4TH ST	RCRA NonGen / NLR, FINDS, ECHO	Hiwer	1 ft.
H20		3010 W PATRICK ST	SPILLS	Lc	
G21	WEST ONE HANGAR	4014 4TH ST	FINDS, ECHO	Hi	
D22	JR DAVIS CONSTRUCTIO	210 SOUTH HOAGLAND B	TIER 2	Lc	
23	HOAGLAND PARTIAL CUR	210 HANGAR RD	NPDES	Lc	
G24	PAN AM AB INITIO TRA	4010 4TH ST	AST	Hi	
D25	JR. DAVIS CONSTRUCTI	210 S HOAGLAND BLVD	FINDS, ECHO	Lc	
I26	KISSIMMEE RADIO RELA		DWM CONTAM	Lc	
H27		3031 WEST PATRICK ST	ERNS	Lc	
G28	CENTRAL FLORIDA AIRC	3807 4TH ST	CORRACTS, RCRA NonGen / NLR, RAATS, ICIS, FINDS,...	Hi	
I29	KISSIMMEE RADIO RELA		FUDS	Lc	
H30	SIGNATURE FLIGHT SUP	3010 W PATRICK ST	LUST, UST, Financial Assurance	Lc	
H31	MARATHON FLIGHT SCHO	3010 W PATRICK ST	RGA LUST	Lc	
H32		3010 WEST PATRICK ST	ERNS	Lc	
H33	SIGNATURE FLIGHT SUP	3010 W PATRICK ST	RGA LUST	Lc	
34	KISSIMMEE AIRPORT -		NPDES	Lc	
J35	SIGNATURE FLIGHT SUP	301 NORTH DYER BOULE	TIER 2	Lc	
K36	KISSIMMEE GATEWAY AI	606 DYER BLVD	LUST	Lc	
K37	KISSIMMEE GATEWAY AI	606 DYER BLVD	AST	Lc	

66903

IVE TION | DIST (ft. & mi.) DIRECTION

TP

TP

MAPPED SITES SUMMARY

Target Property Address:
401 DYER BLVD
KISSIMMEE, FL 34741

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
J38	2017 RAMP REHABILITA	301 DYER BLVD	FINDS, ECHO	Lower	1 ft.
J39	KISSIMMEE AIRPORT FK	301 N DYER	CLEANUP SITES, DWM CONTAM, RESP PARTY	Lower	1 ft.
J40	KISSIMMEE AIRPORT	301 DYER BLVD	NPDES	Lower	1 ft.
J41	KISSIMMEE AIRPORT	301 DYER BLVD	RCRA NonGen / NLR, FINDS, ECHO	Lower	1 ft.
K42	KISSIMMEE MUNICIPAL	606 N DYER BLVD	FINDS	Lower	1 ft.
K43	ORLANDO FLIGHT TRAIN	606 N DYER BLVD (KIS	FINDS, ECHO	Lower	1 ft.
K44	ATTRACTION JET CENTE	606 N DYER	TANKS	Lower	1 ft.
K45	KISSIMMEE MUNICIPAL	606 N. DYER BLVD.	FINDS, ECHO	Lower	1 ft.
K46		606 N. DYER BLVD.	ERNS	Lower	1 ft.
K47	KISSIMMEE GATEWAY AI	606 DYER BLVD	Financial Assurance	Lower	1 ft.
K48	ORLANDO FLIGHT TRAIN	606 N DYER BLVD	RGA LUST	Lower	1 ft.
K49	KAZ AVIATION ORLANDO	606 N DYER BLVD	RGA LUST	Lower	1 ft.
J50	RUNWAY 6 RUNUP APRON	301 DYER BLVD	FINDS	Lower	1 ft.
51	ATLANTIC - TRAEJEN F	3950 MARLIN DRIVE	FINDS	Lower	1 ft.
52	AMEGA SCIENCES INC	3954 MERLIN DR	FINDS	Lower	1 ft.
L53	ATLANTIC AVIATION	3950 MERLIN DRIVE	TIER 2	Higher	1 ft.
54	CLASSIC BRITISH AIRC	231 N HOAGLAND BLVD	UST, Financial Assurance	Higher	1 ft.
M55	HIGHLIFT HELICOPTERS	51 N HOAGLAND BLVD	RCRA NonGen / NLR	Higher	1 ft.
E56	AVIATION BLADE SERVI	3969 MERLIN DR	FINDS, ECHO	Higher	1 ft.
M57	HI-LIFT HELICOPTERS	51 N HOAGLAND BLVD	RCRA NonGen / NLR, FINDS, ECHO	Higher	1 ft.
M58	AVIATION BLADE SERVI	51-B N HOAGLAND BLVD	FINDS, ECHO	Higher	1 ft.
J59	SIGNATURE FLIGHT SUP	201 DYER BLVD	UST, AST, Financial Assurance	Lower	1 ft.
60	WARBIRD ADVENTURES L	233 N HOAGLAND BLVD	FINDS, ECHO	Higher	1 ft.
J61	KISSIMMEE GATEWAY AI	301 DYER BLVDSTE 101	FINDS, ECHO	Lower	1 ft.
J62	SIGNATURE FLIGHT SUP	201 DYER BOULEVARD	TIER 2	Lower	1 ft.
L63	RANGER AVIATION HANG	3950 MERLIN DR	FINDS, ECHO	Higher	1 ft.
L64	QUANTEM FBO GROUP LL	3950 MERLIN DR	Financial Assurance	Higher	1 ft.
L65	QUANTEM FBO GROUP LL	3950 MERLIN DR	AST	Higher	1 ft.
L66	QUANTEM FBO GROUP, L	3950 MERLIN DRIVE	TIER 2	Higher	1 ft.
67	KISSIMMEE AAF		FUDS	Higher	1 ft.
N68	SUNSTATE AVIATION GR	3008 PATRICK ST	FINDS, ECHO	Higher	1 ft.
N69	SUNSTATE AVIATION GR	3008 PATRICK ST	NPDES	Higher	1 ft.
70	SOUTHEAST AUTO PAINT	850 N HOAGLAND BLVD	RCRA-VSQG, FINDS, ECHO	Lower	90, 0.017, NW
O71	OSCEOLA WELDING LLC	945 N HOAGLAND BLVD	RCRA NonGen / NLR	Lower	136, 0.026, NW
P72	TOM REILLY VINTAGE A	500 N AIRPORT ROAD	RCRA NonGen / NLR, FINDS, ECHO	Lower	140, 0.027, WNW
73	SOUTHEAST MARBLE INC	500 N. HOAGLAND BLVD	RCRA NonGen / NLR, FINDS, ECHO	Lower	325, 0.062, WNW
O74	MILLAN AUTO SALVAGE	950 N. HOAGLAND BLVD	RCRA-VSQG	Lower	336, 0.064, NW
P75	ALL TIRE TRANSPORT L	590 N. HOAGLAND BLVD	SWF/LF	Lower	376, 0.071, WNW
Q76	LYNX OPERATIONS KISS	100 N ALASKA AVE LOT	AST	Lower	378, 0.072, ENE

MAPPED SITES SUMMARY

Target Property Address:
401 DYER BLVD
KISSIMMEE, FL 34741

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
Q77	KISSIMMEE CITY-SRVC	100 N ALASKA AVE	LUST, UST, Financial Assurance, HW GEN, TIER 2	Lower	378, 0.072, ENE
Q78	KISSIMMEE CITY-SRVC	100 N ALASKA AVE	AST	Lower	378, 0.072, ENE
Q79	KISSIMMEE, CITY OF -	100 N ALASKA AVE	RCRA-SQG, FINDS, ECHO	Lower	378, 0.072, ENE
Q80	MABETTE ST DEBRIS ST	2213 MABETTE ST	SWF/LF	Lower	387, 0.073, ENE
R81	LAWSON MANUFACTURING	700 DYER BLVD	RCRA-VSQG	Lower	558, 0.106, North
R82	KISSIMMEE CITY-AIRPO	704 DYER BLVD	AST	Lower	565, 0.107, North
83	J K FOOD MART	120 JOHN YOUNG PKWY	LUST, UST, DWM CONTAM, Financial Assurance	Lower	659, 0.125, ENE
84	B & K FLORIDA INVEST	901 ARMSTRONG BLVD	UST, Financial Assurance	Lower	716, 0.136, NNW
85	AIRPORT-HOAGLAND DIS	S HOAGLAND BLVD	SWF/LF	Lower	724, 0.137, SW
S86	KISSIMMEE GOLF CLUB	3103 FLORIDA COACH D	AST	Lower	796, 0.151, SSE
T87	MUNOZ TIRES	1000 AMERICAN WAY	SWF/LF	Lower	877, 0.166, SW
S88	FLORIDA COACH INC	3150 FLORIDA COACH D	RCRA-VSQG, FINDS, ECHO	Lower	883, 0.167, SSE
U89	PPG FINISHES	3400 COMMERCE BLVD	RCRA-VSQG, FINDS, ECHO	Higher	917, 0.174, North
U90	PPG BUSINESS DEVELOP	3402 COMMERCE BLVD	RCRA-VSQG	Higher	932, 0.177, North
U91	PPG BUSINESS DEVELOP	3402 COMMERCE BLVD	RCRA-VSQG, FINDS, ECHO	Higher	932, 0.177, North
T92	MEDINA'S TIRES	1025 AMERICAN WAY	SWF/LF	Lower	1065, 0.202, SW
T93	MEDINA'S TIRES LLC	1025 AMERICAN WAY	SWF/LF	Lower	1065, 0.202, SW
94	LESLIE TIRES DISPOSA	1037 AMERICAN WAY	SWF/LF	Lower	1295, 0.245, SW
V95	HWY 192 MOBIL	4101 W VINE ST	LUST, UST, Financial Assurance	Higher	1796, 0.340, NNW
V96	7-ELEVEN FOOD STORE	4015 W VINE ST	LUST, CLEANUP SITES, Financial Assurance	Higher	1937, 0.367, NNW
V97	7-ELEVEN FOOD STORE	4015 W VINE ST	DWM CONTAM	Higher	1937, 0.367, NNW
98	SAMUEL CORALUZZO CO	3511 GRISSOM LN	LUST, UST, Financial Assurance	Lower	2029, 0.384, North
99	SUNRISE FOOD MART #1	1078 HOAGLAND BLVD	LUST, UST, DWM CONTAM, Financial Assurance	Lower	2046, 0.387, South
100	CLAY STREET SUBSTATI	1100 DAVIS STREET	SPILLS, DWM CONTAM, RESP PARTY, TIER 2, NPDES	Lower	2349, 0.445, SSE
101	KISSIMMEE TIRE CENTE	3406 W VINE ST	SWF/LF	Lower	2486, 0.471, North
W102	7-ELEVEN FOOD STORE	3360 W VINE ST	LUST, Financial Assurance	Higher	2568, 0.486, North
W103	7-ELEVEN FOOD STORE	3360 W VINE ST	UST, DWM CONTAM	Higher	2568, 0.486, North
104	OSCEOLA COUNTY LF-KI	BASS ROAD	FI Sites	Lower	2750, 0.521, WSW

EXECUTIVE SUMMARY

TARGET PROPERTY SEARCH RESULTS

The target property was identified in the following records. For more information on this property see page 8 of the attached EDR Radius Map report:

Site	Database(s)	EPA ID
RUNWAY 15-33 REHABIL 401 DYER BLVD KISSIMMEE, FL	NPDES Status: A Facility ID: FLR20BV86 Facility ID: FLR05I390	N/A
RUNWAY 15-33 REHABIL 401 DYER BLVD KISSIMMEE, FL 34741	FINDS Registry ID:: 110070499729 ECHO Registry ID: 110070499729	N/A

DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records either on the target property or within the search radius around the target property for the following databases:

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list

NPL ..... National Priority List
Proposed NPL ..... Proposed National Priority List Sites
NPL LIENS ..... Federal Superfund Liens

Federal Delisted NPL site list

Delisted NPL ..... National Priority List Deletions

Federal CERCLIS list

FEDERAL FACILITY ..... Federal Facility Site Information listing
SEMS ..... Superfund Enterprise Management System

Federal CERCLIS NFRAP site list

SEMS-ARCHIVE ..... Superfund Enterprise Management System Archive

Federal RCRA non-CORRACTS TSD facilities list

RCRA-TSDF ..... RCRA - Treatment, Storage and Disposal

Federal RCRA generators list

RCRA-LQG..... RCRA - Large Quantity Generators

Federal institutional controls / engineering controls registries

LUCIS..... Land Use Control Information System
US ENG CONTROLS..... Engineering Controls Sites List
US INST CONTROLS..... Institutional Controls Sites List

State- and tribal - equivalent CERCLIS

SHWS..... Florida's State-Funded Action Sites

State and tribal leaking storage tank lists

LAST..... Leaking Aboveground Storage Tank Listing
INDIAN LUST..... Leaking Underground Storage Tanks on Indian Land

State and tribal registered storage tank lists

FF TANKS..... Federal Facilities Listing
FEMA UST..... Underground Storage Tank Listing
INDIAN UST..... Underground Storage Tanks on Indian Land

State and tribal institutional control / engineering control registries

ENG CONTROLS..... Institutional Controls Registry
INST CONTROL..... Institutional Controls Registry

State and tribal voluntary cleanup sites

VCP..... Voluntary Cleanup Sites
INDIAN VCP..... Voluntary Cleanup Priority Listing

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS..... A Listing of Brownfields Sites

Local Lists of Landfill / Solid Waste Disposal Sites

SWRCY..... Recycling Centers
INDIAN ODI..... Report on the Status of Open Dumps on Indian Lands
DEBRIS REGION 9..... Torres Martinez Reservation Illegal Dump Site Locations
ODI..... Open Dump Inventory
IHS OPEN DUMPS..... Open Dumps on Indian Land

Local Lists of Hazardous waste / Contaminated Sites

US HIST CDL..... Delisted National Clandestine Laboratory Register
PRIORITYCLEANERS..... Priority Ranking List

US CDL..... National Clandestine Laboratory Register
PFAS..... PFOS and PFOA stand for perfluorooctane sulfonate and perfluorooctanoic acid

Local Land Records

LIENS 2..... CERCLA Lien Information

Records of Emergency Release Reports

HMIRS..... Hazardous Materials Information Reporting System
SPILLS 90..... SPILLS 90 data from FirstSearch
SPILLS 80..... SPILLS 80 data from FirstSearch

Other Ascertainable Records

DOD..... Department of Defense Sites
SCRD DRYCLEANERS..... State Coalition for Remediation of Drycleaners Listing
US FIN ASSUR..... Financial Assurance Information
EPA WATCH LIST..... EPA WATCH LIST
2020 COR ACTION..... 2020 Corrective Action Program List
TSCA..... Toxic Substances Control Act
TRIS..... Toxic Chemical Release Inventory System
SSTS..... Section 7 Tracking Systems
ROD..... Records Of Decision
RMP..... Risk Management Plans
PRP..... Potentially Responsible Parties
PADS..... PCB Activity Database System
FTTS..... FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
MLTS..... Material Licensing Tracking System
COAL ASH DOE..... Steam-Electric Plant Operation Data
COAL ASH EPA..... Coal Combustion Residues Surface Impoundments List
PCB TRANSFORMER..... PCB Transformer Registration Database
RADINFO..... Radiation Information Database
HIST FTTS..... FIFRA/TSCA Tracking System Administrative Case Listing
DOT OPS..... Incident and Accident Data
CONSENT..... Superfund (CERCLA) Consent Decrees
INDIAN RESERV..... Indian Reservations
FUSRAP..... Formerly Utilized Sites Remedial Action Program
UMTRA..... Uranium Mill Tailings Sites
LEAD SMELTERS..... Lead Smelter Sites
US AIRS..... Aerometric Information Retrieval System Facility Subsystem
US MINES..... Mines Master Index File
ABANDONED MINES..... Abandoned Mines
DOCKET HWC..... Hazardous Waste Compliance Docket Listing
UXO..... Unexploded Ordnance Sites
FUELS PROGRAM..... EPA Fuels Program Registered Listing
ASBESTOS..... ASBESTOS
DEDB..... Ethylene Dibromide Database Results
DRYCLEANERS..... Drycleaning Facilities
FL Cattle Dip. Vats..... Cattle Dipping Vats
SITE INV SITES..... Site Investigation Section Sites Listing
UIC..... Underground Injection Wells Database Listing
MINES MRDS..... Mineral Resources Data System

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP..... EDR Proprietary Manufactured Gas Plants

EDR Hist Auto..... EDR Exclusive Historical Auto Stations
EDR Hist Cleaner..... EDR Exclusive Historical Cleaners

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA HWS..... Recovered Government Archive State Hazardous Waste Facilities List
RGA LF..... Recovered Government Archive Solid Waste Facilities List

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified in the following databases.

Elevations have been determined from the USGS Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified. Sites with an elevation equal to or higher than the target property have been differentiated below from sites with an elevation lower than the target property.
Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

STANDARD ENVIRONMENTAL RECORDS

Federal RCRA CORRACTS facilities list

CORRACTS: CORRACTS is a list of handlers with RCRA Corrective Action Activity. This report shows which nationally-defined corrective action core events have occurred for every handler that has had corrective action activity.

A review of the CORRACTS list, as provided by EDR, and dated 03/22/2021 has revealed that there are 2 CORRACTS sites within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
AVIATION BLADE SERVI EPA ID:: FLR000146365	***3969 MERLIN DR***	***0 - 1/8 (0.000 mi.)***	***E11***	***42***
CENTRAL FLORIDA AIRC EPA ID:: FLD107994063	***3807 4TH ST***	***0 - 1/8 (0.000 mi.)***	***G28***	***123***

Federal RCRA generators list

RCRA-SQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

A review of the RCRA-SQG list, as provided by EDR, and dated 03/22/2021 has revealed that there are 2

RCRA-SQG sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
AVIATION BLADE SERVI EPA ID:: FLR000146365	***3969 MERLIN DR***	***0 - 1/8 (0.000 mi.)***	***E11***	***42***

Lower Elevation	Address	Direction / Distance	Map ID	Page
KISSIMMEE, CITY OF - EPA ID:: FLR000013821	***100 N ALASKA AVE***	***ENE 0 - 1/8 (0.072 mi.)***	***Q79***	***324***

RCRA-VSQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Very small quantity generators (VSQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

A review of the RCRA-VSQG list, as provided by EDR, and dated 03/22/2021 has revealed that there are 8 RCRA-VSQG sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
PPG FINISHES EPA ID:: FLR000007799	***3400 COMMERCE BLVD***	***N 1/8 - 1/4 (0.174 mi.)***	***U89***	***352***
PPG BUSINESS DEVELOP EPA ID:: FLR000052837	3402 COMMERCE BLVD	N 1/8 - 1/4 (0.177 mi.)	U90	356
PPG BUSINESS DEVELOP EPA ID:: FLT060077971	***3402 COMMERCE BLVD***	***N 1/8 - 1/4 (0.177 mi.)***	***U91***	***360***

Lower Elevation	Address	Direction / Distance	Map ID	Page
KISSIMMEE SPRING WAT EPA ID:: FLTMP9002262	15 S HOAGLAND BLVD	0 - 1/8 (0.000 mi.)	F15	98
SOUTHEAST AUTO PAINT EPA ID:: FLR000208629	***850 N HOAGLAND BLVD***	***NW 0 - 1/8 (0.017 mi.)***	***70***	***282***
MILLAN AUTO SALVAGE EPA ID:: FLR000131094	950 N. HOAGLAND BLVD	NW 0 - 1/8 (0.064 mi.)	O74	300
LAWSON MANUFACTURING EPA ID:: FLR000097063	700 DYER BLVD	N 0 - 1/8 (0.106 mi.)	R81	329
FLORIDA COACH INC EPA ID:: FLR000088559	***3150 FLORIDA COACH D***	***SSE 1/8 - 1/4 (0.167 mi.)***	***S88***	***348***

Federal ERNS list

ERNS: The Emergency Response Notification System records and stores information on reported releases of oil and hazardous substances. The source of this database is the U.S. EPA.

A review of the ERNS list, as provided by EDR, and dated 06/14/2021 has revealed that there are 3

ERNS sites within approximately 0.001 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
Not reported NRC Report #: 827971 Incident Date Time: 2007-02-27 12:00:00	3031 WEST PATRICK ST	0 - 1/8 (0.000 mi.)	H27	119
Not reported NRC Report #: 516435 Incident Date Time: 2000-01-07 09:30:00	3010 WEST PATRICK ST	0 - 1/8 (0.000 mi.)	H32	200
Not reported NRC Report #: 764419 Incident Date Time: 2005-05-05 16:00:00	606 N. DYER BLVD.	0 - 1/8 (0.000 mi.)	K46	224

State and tribal landfill and/or solid waste disposal site lists

SWF/LF: The Solid Waste Facilities/Landfill Sites records typically contain an inventory of solid waste disposal facilities or landfills in a particular state. The data come from the Department of Environmental Protection's Facility Directory (Solid Waste Facilities).

A review of the SWF/LF list, as provided by EDR, has revealed that there are 8 SWF/LF sites within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
ALL TIRE TRANSPORT L Database: SWF/LF, Date of Government Version: 07/12/2021 Facility-Site Id: 101179 Class Status: INACTIVE (I)	590 N. HOAGLAND BLVD	WNW 0 - 1/8 (0.071 mi.)	P75	305
MABETTE ST DEBRIS ST Database: SWF/LF, Date of Government Version: 07/12/2021 Facility-Site Id: 98040 Class Status: INACTIVE (I)	2213 MABETTE ST	ENE 0 - 1/8 (0.073 mi.)	Q80	328
AIRPORT-HOAGLAND DIS Database: SWF/LF, Date of Government Version: 07/12/2021 Facility-Site Id: 101936 Class Status: PRE-AUTHORIZED (B)	S HOAGLAND BLVD	SW 1/8 - 1/4 (0.137 mi.)	85	346
MUNOZ TIRES Database: SWF/LF, Date of Government Version: 07/12/2021 Facility-Site Id: 99215 Class Status: ACTIVE (A)	1000 AMERICAN WAY	SW 1/8 - 1/4 (0.166 mi.)	T87	347
MEDINA'S TIRES Database: SWF/LF, Date of Government Version: 07/12/2021 Facility-Site Id: 99226 Class Status: ACTIVE (A)	1025 AMERICAN WAY	SW 1/8 - 1/4 (0.202 mi.)	T92	363
MEDINA'S TIRES LLC Database: SWF/LF, Date of Government Version: 07/12/2021 Facility-Site Id: 100923 Class Status: INACTIVE (I)	1025 AMERICAN WAY	SW 1/8 - 1/4 (0.202 mi.)	T93	363
LESLIE TIRES DISPOSA Database: SWF/LF, Date of Government Version: 07/12/2021	1037 AMERICAN WAY	SW 1/8 - 1/4 (0.245 mi.)	94	364

Facility-Site Id: 95564
Class Status: NOT YET DETERMINED (D)
Class Status: NFA,NO FURTHER ACTION (F)

KISSIMMEE TIRE CENTE 3406 W VINE ST N 1/4 - 1/2 (0.471 mi.) 101 418
Database: SWF/LF, Date of Government Version: 07/12/2021
Facility-Site Id: 96428
Class Status: INACTIVE (I)

State and tribal leaking storage tank lists

LUST: The Leaking Underground Storage Tank Incident Reports contain an inventory of reported leaking underground storage tank incidents. The data come from the Department of Environmental Protection's PCTO1--Petroleum Contamination Detail Report.

A review of the LUST list, as provided by EDR, and dated 04/27/2021 has revealed that there are 12 LUST sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
HWY 192 MOBIL	***4101 W VINE ST***	***NNW 1/4 - 1/2 (0.340 mi.)***	***V95***	***365***
Discharge Cleanup Status: SRCR - SRCR COMPLETE Facility Status: OPEN Facility-Site Id: 9200569				
7-ELEVEN FOOD STORE	***4015 W VINE ST***	***NNW 1/4 - 1/2 (0.367 mi.)***	***V96***	***375***
Discharge Cleanup Status: RA - RA ONGOING Discharge Cleanup Status: NREQ - CLEANUP NOT REQUIRED Facility Status: OPEN Facility-Site Id: 8731909				
7-ELEVEN FOOD STORE	***3360 W VINE ST***	***N 1/4 - 1/2 (0.486 mi.)***	***W102***	***418***
Discharge Cleanup Status: SA - SA ONGOING Discharge Cleanup Status: NREQ - CLEANUP NOT REQUIRED Facility Status: OPEN Facility-Site Id: 8513622				

Lower Elevation	Address	Direction / Distance	Map ID	Page
KISSIMMEE AVIATION I	***3031 PATRICK ST***	***0 - 1/8 (0.000 mi.)***	***C4***	***10***
Discharge Cleanup Status: SRCR - SRCR COMPLETE Facility Status: OPEN Facility-Site Id: 8627102				
JR DAVIS CONSTRUCTIO	***180 S HOAGLAND BLVD***	***0 - 1/8 (0.000 mi.)***	***D7***	***17***
Discharge Cleanup Status: NFA - NFA COMPLETE Facility Status: OPEN Facility-Site Id: 9700450				
JR DAVIS MAINTENANCE	***80 S HOAGLAND BLVD***	***0 - 1/8 (0.000 mi.)***	***B8***	***25***
Discharge Cleanup Status: NFA - NFA COMPLETE Facility Status: CLOSED Facility-Site Id: 8520968				
SIGNATURE FLIGHT SUP	***3010 W PATRICK ST***	***0 - 1/8 (0.000 mi.)***	***H30***	***193***
Discharge Cleanup Status: NFA - NFA COMPLETE Discharge Cleanup Status: NREQ - CLEANUP NOT REQUIRED				

Facility Status: CLOSED
Facility-Site Id: 8627106

KISSIMMEE GATEWAY AI	606 DYER BLVD	0 - 1/8 (0.000 mi.)	K36	207
Discharge Cleanup Status: NFA - NFA COMPLETE Facility Status: OPEN Facility-Site Id: 9805061				
KISSIMMEE CITY-SRVC	***100 N ALASKA AVE***	***ENE 0 - 1/8 (0.072 mi.)***	***Q77***	***307***
Discharge Cleanup Status: SRCR - SRCR COMPLETE Facility Status: OPEN Facility-Site Id: 8520974				
J K FOOD MART	***120 JOHN YOUNG PKWY***	***ENE 0 - 1/8 (0.125 mi.)***	***83***	***334***
Discharge Cleanup Status: ENTD - ELIGIBLE - NO TASK LEVEL DATA Discharge Cleanup Status: RAP - RAP ONGOING Facility Status: CLOSED Facility-Site Id: 8513741				
SAMUEL CORALUZZO CO	***3511 GRISSOM LN***	***N 1/4 - 1/2 (0.384 mi.)***	***98***	***386***
Discharge Cleanup Status: NREQ - CLEANUP NOT REQUIRED Discharge Cleanup Status: SRCR - SRCR COMPLETE Facility Status: OPEN Facility-Site Id: 8627119				
SUNRISE FOOD MART #1	***1078 HOAGLAND BLVD***	***S 1/4 - 1/2 (0.387 mi.)***	***99***	***395***
Discharge Cleanup Status: RA - RA ONGOING Facility Status: OPEN Facility-Site Id: 8627075				

State and tribal registered storage tank lists

UST: The Underground Storage Tank database contains registered USTs. Shortly after the September 11 event, the DEP was instructed to remove the detail about some of the storage tank facilities in the state from their reports. Federal-owned facilities and bulk storage facilities are included in that set.

A review of the UST list, as provided by EDR, has revealed that there are 8 UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
CLASSIC BRITISH AIRC	***231 N HOAGLAND BLVD***	***0 - 1/8 (0.000 mi.)***	***54***	***240***
Database: UST, Date of Government Version: 04/28/2021 Tank Status: B Facility-Site Id: 8627109 Facility Status: CLOSED				

Lower Elevation	Address	Direction / Distance	Map ID	Page
KISSIMMEE AVIATION I	***3031 PATRICK ST***	***0 - 1/8 (0.000 mi.)***	***C4***	***10***
Database: UST, Date of Government Version: 04/28/2021 Tank Status: A Facility-Site Id: 8627102 Facility Status: OPEN				
JR DAVIS MAINTENANCE	***80 S HOAGLAND BLVD***	***0 - 1/8 (0.000 mi.)***	***B8***	***25***
Database: UST, Date of Government Version: 04/28/2021				

Tank Status: B
Facility-Site Id: 8520968
Facility Status: CLOSED

SIGNATURE FLIGHT SUP ***3010 W PATRICK ST*** ***0 - 1/8 (0.000 mi.)*** ***H30*** ***193***
Database: UST, Date of Government Version: 04/28/2021
Tank Status: D
Tank Status: B
Tank Status: A
Facility-Site Id: 8627106
Facility Status: CLOSED

SIGNATURE FLIGHT SUP ***201 DYER BLVD*** ***0 - 1/8 (0.000 mi.)*** ***J59*** ***252***
Database: UST, Date of Government Version: 04/28/2021
Tank Status: B
Tank Status: D
Facility-Site Id: 8513695
Facility Status: OPEN

KISSIMMEE CITY-SRVC ***100 N ALASKA AVE*** ***ENE 0 - 1/8 (0.072 mi.)*** ***Q77*** ***307***
Database: UST, Date of Government Version: 04/28/2021
Tank Status: B
Tank Status: U
Facility-Site Id: 8520974
Facility Status: OPEN

J K FOOD MART ***120 JOHN YOUNG PKWY*** ***ENE 0 - 1/8 (0.125 mi.)*** ***83*** ***334***
Database: UST, Date of Government Version: 04/28/2021
Tank Status: B
Facility-Site Id: 8513741
Facility Status: CLOSED

B & K FLORIDA INVEST ***901 ARMSTRONG BLVD*** ***NNW 1/8 - 1/4 (0.136 mi.)*** ***84*** ***343***
Database: UST, Date of Government Version: 04/28/2021
Tank Status: A
Facility-Site Id: 9503022
Facility Status: CLOSED

AST: Shortly after the Sept 11 event, the DEP was instructed to remove the detail about some of the storage tank facilities in the state from their reports. Federal-owned facilities and bulk storage facilities are included in that set.

A review of the AST list, as provided by EDR, has revealed that there are 12 AST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
OSCEOLA CNTY SHERIFF	***4013 5TH ST***	***0 - 1/8 (0.000 mi.)***	***9***	***33***
Database: AST, Date of Government Version: 04/28/2021 Facility-Site Id: 9810381 Facility Status: OPEN Facility Status: OPEN				
PAN AM AB INITIO TRA	4010 4TH ST	0 - 1/8 (0.000 mi.)	G24	117
Database: AST, Date of Government Version: 04/28/2021 Facility-Site Id: 9812585 Facility Status: CLOSED Facility Status: CLOSED				
QUANTEM FBO GROUP LL	3950 MERLIN DR	0 - 1/8 (0.000 mi.)	L65	276
Database: AST, Date of Government Version: 04/28/2021				

Facility-Site Id: 9802901
Facility Status: OPEN
Facility Status: OPEN

Lower Elevation	Address	Direction / Distance	Map ID	Page
KISSIMMEE AVIATION I Database: AST, Date of Government Version: 04/28/2021 Facility-Site Id: 8627102 Facility Status: OPEN Facility Status: OPEN	3031 PATRICK ST	0 - 1/8 (0.000 mi.)	C5	16
JR DAVIS CONSTRUCTIO Database: AST, Date of Government Version: 04/28/2021 Facility-Site Id: 9700450 Facility Status: OPEN Facility Status: OPEN	***180 S HOAGLAND BLVD***	***0 - 1/8 (0.000 mi.)***	***D7***	***17***
KISSIMMEE SPRING WAT Database: AST, Date of Government Version: 04/28/2021 Facility-Site Id: 8839801 Facility Status: CLOSED Facility Status: CLOSED	15 S HOAGLAND BLVD	0 - 1/8 (0.000 mi.)	F13	97
KISSIMMEE GATEWAY AI Database: AST, Date of Government Version: 04/28/2021 Facility-Site Id: 9805061 Facility Status: OPEN Facility Status: OPEN	606 DYER BLVD	0 - 1/8 (0.000 mi.)	K37	210
SIGNATURE FLIGHT SUP Database: AST, Date of Government Version: 04/28/2021 Facility-Site Id: 8513695 Facility Status: OPEN Facility Status: OPEN	***201 DYER BLVD***	***0 - 1/8 (0.000 mi.)***	***J59***	***252***
LYNX OPERATIONS KISS Database: AST, Date of Government Version: 04/28/2021 Facility-Site Id: 9814167 Facility Status: OPEN Facility Status: OPEN	100 N ALASKA AVE LOT	ENE 0 - 1/8 (0.072 mi.)	Q76	306
KISSIMMEE CITY-SRVC Database: AST, Date of Government Version: 04/28/2021 Facility-Site Id: 8520974 Facility Status: OPEN Facility Status: OPEN	100 N ALASKA AVE	ENE 0 - 1/8 (0.072 mi.)	Q78	324
KISSIMMEE CITY-AIRPO Database: AST, Date of Government Version: 04/28/2021 Facility-Site Id: 9200751 Facility Status: OPEN Facility Status: OPEN	704 DYER BLVD	N 0 - 1/8 (0.107 mi.)	R82	333
KISSIMMEE GOLF CLUB Database: AST, Date of Government Version: 04/28/2021 Facility-Site Id: 9045923 Facility Status: CLOSED Facility Status: CLOSED	3103 FLORIDA COACH D	SSE 1/8 - 1/4 (0.151 mi.)	S86	346

TANKS: This listing includes storage tank facilities that do not have tank information. The tanks have either be closed or removed from the site, but the facilities were still registered at some point in history.

A review of the TANKS list, as provided by EDR, and dated 04/28/2021 has revealed that there is 1 TANKS site within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
ATTRACTION JET CENTE Facility Status: CLOSED Facility ID: 9805065	606 N DYER	0 - 1/8 (0.000 mi.)	K44	223

State and tribal Brownfields sites

BROWNFIELDS: Brownfields are defined by the Florida Department of Environmental Protection (FDEP) as abandoned, idled, or underused industrial and commercial facilities where expansion or redevelopment is complicated by real or perceived environmental contamination.

A review of the BROWNFIELDS list, as provided by EDR, has revealed that there are 2 BROWNFIELDS sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
WEST 192 DEVELOPMENT Database: BROWNFIELDS AREAS, Date of Government Version: 05/28/2021		NW 0 - 1/8 (0.012 mi.)	0	9
KISSIMMEE ENVIRONMEN Database: BROWNFIELDS AREAS, Date of Government Version: 05/28/2021		0 - 1/8 (0.000 mi.)	0	10

ADDITIONAL ENVIRONMENTAL RECORDS

Local Lists of Hazardous waste / Contaminated Sites

FI Sites: This summary status report is a compilation and revision of other existing lists. It was developed from a number of lists including the Eckhardt list, the Moffit list, the EPA Hazardous Waste Sites list, EPA's Emergency and Remedial Response Information System list (RCRA Section 3012), and existing department lists such as the Obsolete Uncontrolled Hazardous Waste Sites list. The purpose of this list is to track the progress of activities within and outside the department as they relate to the listed sites. It is not a list of uncontrolled sites or sources causing environmental contamination. The Sites List comes from the Department of Environmental Protection.

A review of the FI Sites list, as provided by EDR, and dated 12/31/1989 has revealed that there is 1 FI Sites site within approximately 1 mile of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
OSCEOLA COUNTY LF-KI Facility-Site Id: 000110	BASS ROAD	WSW 1/2 - 1 (0.521 mi.)	104	434

Records of Emergency Release Reports

SPILLS: Fuel Spill Cases from the Department of Environmental resource management

A review of the SPILLS list, as provided by EDR, and dated 06/29/2021 has revealed that there is 1 SPILLS site within approximately 0.001 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
Not reported OHMIT Incident Number: 7533 Incident Status: Closed	3010 W PATRICK ST	0 - 1/8 (0.000 mi.)	H20	106

Other Ascertainable Records

RCRA NonGen / NLR: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

A review of the RCRA NonGen / NLR list, as provided by EDR, and dated 03/22/2021 has revealed that there are 8 RCRA NonGen / NLR sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
FLORIDA AIR CENTER EPA ID:: FLD982084618	***4010 4TH ST***	***0 - 1/8 (0.000 mi.)***	***G19***	***103***
CENTRAL FLORIDA AIRC EPA ID:: FLD107994063	***3807 4TH ST***	***0 - 1/8 (0.000 mi.)***	***G28***	***123***
HIGHLIFT HELICOPTERS EPA ID:: FLR000065946	51 N HOAGLAND BLVD	0 - 1/8 (0.000 mi.)	M55	241
HI-LIFT HELICOPTERS EPA ID:: FLR000018531	***51 N HOAGLAND BLVD***	***0 - 1/8 (0.000 mi.)***	***M57***	***246***

Lower Elevation	Address	Direction / Distance	Map ID	Page
KISSIMMEE AIRPORT EPA ID:: FL0001009620	***301 DYER BLVD***	***0 - 1/8 (0.000 mi.)***	***J41***	***218***
OSCEOLA WELDING LLC EPA ID:: FLR000212456	945 N HOAGLAND BLVD	NW 0 - 1/8 (0.026 mi.)	O71	286
TOM REILLY VINTAGE A EPA ID:: FLD982165706	***500 N AIRPORT ROAD***	***WNW 0 - 1/8 (0.027 mi.)***	***P72***	***288***
SOUTHEAST MARBLE INC EPA ID:: FLR000048173	***500 N. HOAGLAND BLVD***	***WNW 0 - 1/8 (0.062 mi.)***	***73***	***296***

EXECUTIVE SUMMARY

FUDS: The Listing includes locations of Formerly Used Defense Sites Properties where the US Army Corps Of Engineers is actively working or will take necessary cleanup actions.

A review of the FUDS list, as provided by EDR, and dated 05/04/2021 has revealed that there are 2 FUDS sites within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
KISSIMMEE AAF		0 - 1/8 (0.000 mi.)	67	280
Lower Elevation	**Address**	**Direction / Distance**	**Map ID**	**Page**
KISSIMMEE RADIO RELA		0 - 1/8 (0.000 mi.)	I29	192

RAATS: The RCRA Administration Action Tracking System contains records based on enforcement actions issued under RCRA and pertaining to major violators. It includes administrative and civil actions brought by the United States Environmental Protection Agency. The source of this database is the U.S. EPA.

A review of the RAATS list, as provided by EDR, and dated 04/17/1995 has revealed that there is 1 RAATS site within approximately 0.001 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
CENTRAL FLORIDA AIRC	***3807 4TH ST***	***0 - 1/8 (0.000 mi.)***	***G28***	***123***
Status: 02				
Status: 01				
Facility ID: FLD107994063				

ICIS: The Integrated Compliance Information System (ICIS) supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.

A review of the ICIS list, as provided by EDR, and dated 11/18/2016 has revealed that there is 1 ICIS site within approximately 0.001 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
CENTRAL FLORIDA AIRC	***3807 4TH ST***	***0 - 1/8 (0.000 mi.)***	***G28***	***123***
FRS ID:: 110002539469				

FINDS: The Facility Index System contains both facility information and "pointers" to other sources of information that contain more detail. These include: RCRIS; Permit Compliance System (PCS); Aerometric Information Retrieval System (AIRS); FATES (FIFRA [Federal Insecticide Fungicide Rodenticide Act] and TSCA Enforcement System, FTTS [FIFRA/TSCA Tracking System]; CERCLIS; DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes); Federal Underground Injection Control (FURS); Federal Reporting Data System (FRDS); Surface Impoundments (SIA); TSCA Chemicals in Commerce Information System (CICS); PADS; RCRA-J (medical waste transporters/disposers); TRIS; and TSCA. The source of this database is the U.S. EPA/NTIS.

A review of the FINDS list, as provided by EDR, and dated 05/05/2021 has revealed that there are 21 FINDS sites within approximately 0.001 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
FLORIDA AIR CENTER	***4010 4TH ST***	***0 - 1/8 (0.000 mi.)***	***G19***	***103***

Registry ID:: 110007421897				
WEST ONE HANGAR Registry ID:: 110037311496	***4014 4TH ST***	***0 - 1/8 (0.000 mi.)***	***G21***	***106***
CENTRAL FLORIDA AIRC Registry ID:: 110002539469	***3807 4TH ST***	***0 - 1/8 (0.000 mi.)***	***G28***	***123***
AVIATION BLADE SERVI Registry ID:: 110043729221	***3969 MERLIN DR***	***0 - 1/8 (0.000 mi.)***	***E56***	***245***
HI-LIFT HELICOPTERS Registry ID:: 110007472797 Registry ID:: 110005662041	***51 N HOAGLAND BLVD***	***0 - 1/8 (0.000 mi.)***	***M57***	***246***
AVIATION BLADE SERVI Registry ID:: 110038182597	***51-B N HOAGLAND BLVD***	***0 - 1/8 (0.000 mi.)***	***M58***	***252***
WARBIRD ADVENTURES L Registry ID:: 110032807381	***233 N HOAGLAND BLVD***	***0 - 1/8 (0.000 mi.)***	***60***	***259***
RANGER AVIATION HANG Registry ID:: 110032779964	***3950 MERLIN DR***	***0 - 1/8 (0.000 mi.)***	***L63***	***272***
SUNSTATE AVIATION GR Registry ID:: 110044878692	***3008 PATRICK ST***	***0 - 1/8 (0.000 mi.)***	***N68***	***281***

Lower Elevation	Address	Direction / Distance	Map ID	Page
KISSIMMEE SPRING WAT Registry ID:: 110035469098	***15 S HOAGLAND BLVD***	***0 - 1/8 (0.000 mi.)***	***F16***	***100***
JR DAVIS CONSTRUCTIO Registry ID:: 110030475153	180 SOUTH HOAGLAND B	0 - 1/8 (0.000 mi.)	D17	100
JR. DAVIS CONSTRUCTI Registry ID:: 110054104312	***210 S HOAGLAND BLVD***	***0 - 1/8 (0.000 mi.)***	***D25***	***118***
2017 RAMP REHABILITA Registry ID:: 110070147857	***301 DYER BLVD***	***0 - 1/8 (0.000 mi.)***	***J38***	***212***
KISSIMMEE AIRPORT Registry ID:: 110057194076	***301 DYER BLVD***	***0 - 1/8 (0.000 mi.)***	***J41***	***218***
KISSIMMEE MUNICIPAL Registry ID:: 110035461531	606 N DYER BLVD	0 - 1/8 (0.000 mi.)	K42	222
ORLANDO FLIGHT TRAIN Registry ID:: 110020564281	***606 N DYER BLVD (KIS***	***0 - 1/8 (0.000 mi.)***	***K43***	***223***
KISSIMMEE MUNICIPAL Registry ID:: 110020535713	***606 N. DYER BLVD.***	***0 - 1/8 (0.000 mi.)***	***K45***	***224***
RUNWAY 6 RUNUP APRON Registry ID:: 110027249047	301 DYER BLVD	0 - 1/8 (0.000 mi.)	J50	231
ATLANTIC - TRAEJEN F Registry ID:: 110030475162	3950 MARLIN DRIVE	0 - 1/8 (0.000 mi.)	51	232
AMEGA SCIENCES INC Registry ID:: 110033636199	3954 MERLIN DR	0 - 1/8 (0.000 mi.)	52	232
KISSIMMEE GATEWAY AI Registry ID:: 110040324020	***301 DYER BLVDSTE 101***	***0 - 1/8 (0.000 mi.)***	***J61***	***260***

EXECUTIVE SUMMARY

ECHO: ECHO provides integrated compliance and enforcement information for about 800,000 regulated facilities nationwide.

A review of the ECHO list, as provided by EDR, and dated 06/26/2021 has revealed that there are 16 ECHO sites within approximately 0.001 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
FLORIDA AIR CENTER Registry ID: 110007421897	*4010 4TH ST*	*0 - 1/8 (0.000 mi.)*	*G19*	*103*
WEST ONE HANGAR Registry ID: 110037311496	*4014 4TH ST*	*0 - 1/8 (0.000 mi.)*	*G21*	*106*
CENTRAL FLORIDA AIRC Registry ID: 110002539469	*3807 4TH ST*	*0 - 1/8 (0.000 mi.)*	*G28*	*123*
AVIATION BLADE SERVI Registry ID: 110043729221	*3969 MERLIN DR*	*0 - 1/8 (0.000 mi.)*	*E56*	*245*
HI-LIFT HELICOPTERS Registry ID: 110005662041 Registry ID: 110007472797	*51 N HOAGLAND BLVD*	*0 - 1/8 (0.000 mi.)*	*M57*	*246*
AVIATION BLADE SERVI Registry ID: 110038182597	*51-B N HOAGLAND BLVD*	*0 - 1/8 (0.000 mi.)*	*M58*	*252*
WARBIRD ADVENTURES L Registry ID: 110032807381	*233 N HOAGLAND BLVD*	*0 - 1/8 (0.000 mi.)*	*60*	*259*
RANGER AVIATION HANG Registry ID: 110032779964	*3950 MERLIN DR*	*0 - 1/8 (0.000 mi.)*	*L63*	*272*
SUNSTATE AVIATION GR Registry ID: 110044878692	*3008 PATRICK ST*	*0 - 1/8 (0.000 mi.)*	*N68*	*281*

Lower Elevation	Address	Direction / Distance	Map ID	Page
KISSIMMEE SPRING WAT Registry ID: 110035469098	*15 S HOAGLAND BLVD*	*0 - 1/8 (0.000 mi.)*	*F16*	*100*
JR. DAVIS CONSTRUCTI Registry ID: 110054104312	*210 S HOAGLAND BLVD*	*0 - 1/8 (0.000 mi.)*	*D25*	*118*
2017 RAMP REHABILITA Registry ID: 110070147857	*301 DYER BLVD*	*0 - 1/8 (0.000 mi.)*	*J38*	*212*
KISSIMMEE AIRPORT Registry ID: 110057194076	*301 DYER BLVD*	*0 - 1/8 (0.000 mi.)*	*J41*	*218*
ORLANDO FLIGHT TRAIN Registry ID: 110020564281	*606 N DYER BLVD (KIS*	*0 - 1/8 (0.000 mi.)*	*K43*	*223*
KISSIMMEE MUNICIPAL Registry ID: 110020535713	*606 N. DYER BLVD.*	*0 - 1/8 (0.000 mi.)*	*K45*	*224*
KISSIMMEE GATEWAY AI Registry ID: 110040324020	*301 DYER BLVDSTE 101*	*0 - 1/8 (0.000 mi.)*	*J61*	*260*

AIRS: A listing of Air Resources Management permits.

A review of the AIRS list, as provided by EDR, and dated 01/26/2021 has revealed that there is 1 AIRS site within approximately 0.001 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID
AVIATION BLADE SERVI	***3969 MERLIN DR***	***0 - 1/8 (0.000 mi.)***	***E12***
Facility Status: A			
Facility Id: 970099			

CLEANUP SITES: This listing includes the locations of waste cleanup sites from various programs. The source of the cleanup site data includes Hazardous Waste programs, Site Investigation Section, Compliance Enforcement Tracking, Drycleaning State Funded Cleanup Program (possibly other state funded cleanup Tank Contamination Monitoring.

A review of the CLEANUP SITES list, as provided by EDR, and dated 05/21/2021 has revealed that there is 1 CLEANUP SITES site within approximately 0.001 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID
KISSIMMEE AIRPORT FK	***301 N DYER***	***0 - 1/8 (0.000 mi.)***	***J39***
DEP Cleanup Site Key: 67147196			

DWM CONTAM: A listing of active or known sites. The listing includes sites that need cleanup but are not actively being working on because the agency currently does not have funding (primarily petroleum and drycleaning).

A review of the DWM CONTAM list, as provided by EDR, and dated 11/13/2020 has revealed that there are 7 DWM CONTAM sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID
7-ELEVEN FOOD STORE	4015 W VINE ST	NNW 1/4 - 1/2 (0.367 mi.)	V97
Program Site Id: 8731909			
7-ELEVEN FOOD STORE	***3360 W VINE ST***	***N 1/4 - 1/2 (0.486 mi.)***	***W103***
Program Site Id: 8513622			

Lower Elevation	Address	Direction / Distance	Map ID
KISSIMMEE RADIO RELA		0 - 1/8 (0.000 mi.)	I26
Program Site Id: I04FL0325			
KISSIMMEE AIRPORT FK	***301 N DYER***	***0 - 1/8 (0.000 mi.)***	***J39***
Program Site Id: ERIC_9112			
J K FOOD MART	***120 JOHN YOUNG PKWY***	***ENE 0 - 1/8 (0.125 mi.)***	***83***
Program Site Id: 8513741			
SUNRISE FOOD MART #1	***1078 HOAGLAND BLVD***	***S 1/4 - 1/2 (0.387 mi.)***	***99***
Program Site Id: 8627075			
CLAY STREET SUBSTATI	***1100 DAVIS STREET***	***SSE 1/4 - 1/2 (0.445 mi.)***	***100***
Program Site Id: ERIC_12921			

EXECUTIVE SUMMARY

A list of hazardous waste facilities required to provide financial assurance under RCRA.

A review of the Financial Assurance list, as provided by EDR, has revealed that there are 10 Financial Assurance sites within approximately 0.001 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
OSCEOLA CNTY SHERIFF	***4013 5TH ST***	***0 - 1/8 (0.000 mi.)***	***9***	***33***
Database: Financial Assurance 3, Date of Government Version: 04/26/2021 Facility Status: OPEN Facility ID: 9810381				
PAN AM AB INITIO TRA	4010 4TH ST	0 - 1/8 (0.000 mi.)	G18	101
Database: Financial Assurance 3, Date of Government Version: 04/26/2021 Facility Status: CLOSED Facility ID: 9812585				
CLASSIC BRITISH AIRC	***231 N HOAGLAND BLVD***	***0 - 1/8 (0.000 mi.)***	***54***	***240***
Database: Financial Assurance 3, Date of Government Version: 04/26/2021 Facility Status: CLOSED Facility ID: 8627109				
QUANTEM FBO GROUP LL	3950 MERLIN DR	0 - 1/8 (0.000 mi.)	L64	272
Database: Financial Assurance 3, Date of Government Version: 04/26/2021 Facility Status: OPEN Facility ID: 9802901				

Lower Elevation	Address	Direction / Distance	Map ID	Page
KISSIMMEE AVIATION I	***3031 PATRICK ST***	***0 - 1/8 (0.000 mi.)***	***C4***	***10***
Database: Financial Assurance 3, Date of Government Version: 04/26/2021 Facility Status: OPEN Facility ID: 8627102				
JR DAVIS CONSTRUCTIO	***180 S HOAGLAND BLVD***	***0 - 1/8 (0.000 mi.)***	***D7***	***17***
Database: Financial Assurance 3, Date of Government Version: 04/26/2021 Facility Status: OPEN Facility ID: 9700450				
JR DAVIS MAINTENANCE	***80 S HOAGLAND BLVD***	***0 - 1/8 (0.000 mi.)***	***B8***	***25***
Database: Financial Assurance 3, Date of Government Version: 04/26/2021 Facility Status: CLOSED Facility ID: 8520968				
SIGNATURE FLIGHT SUP	***3010 W PATRICK ST***	***0 - 1/8 (0.000 mi.)***	***H30***	***193***
Database: Financial Assurance 3, Date of Government Version: 04/26/2021 Facility Status: CLOSED Facility ID: 8627106				
KISSIMMEE GATEWAY AI	606 DYER BLVD	0 - 1/8 (0.000 mi.)	K47	228
Database: Financial Assurance 3, Date of Government Version: 04/26/2021 Facility Status: OPEN Facility ID: 9805061				
SIGNATURE FLIGHT SUP	***201 DYER BLVD***	***0 - 1/8 (0.000 mi.)***	***J59***	***252***
Database: Financial Assurance 3, Date of Government Version: 04/26/2021 Facility Status: OPEN Facility ID: 8513695				

EXECUTIVE SUMMARY

HW GEN: Small Quantity Hazardous Waste Generators are regulated under the federal Resource Conservation and Recovery Act (RCRA) and applicable state regulations as generators of hazardous wastes in quantities greater than 100 Kg but less than 1,000 Kg in any one calendar month. Large Quantity Generators of Hazardous Waste are tracked in this coverage based on their notification to the Department of Environmental Protection as to their handler status, or based on inspections conducted at their facilities. These facilities are regulated under the federal Resource Conservation and Recovery Act (RCRA) and applicable state regulations as generators of hazardous wastes in quantities equal to or greater than 1,000 Kg in any one calendar month.

A review of the HW GEN list, as provided by EDR, and dated 08/06/2021 has revealed that there are 2 HW GEN sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
AVIATION BLADE SERVI	***3969 MERLIN DR***	***0 - 1/8 (0.000 mi.)***	***E12***	***94***
Lower Elevation	**Address**	**Direction / Distance**	**Map ID**	**Page**
KISSIMMEE CITY-SRVC	***100 N ALASKA AVE***	***ENE 0 - 1/8 (0.072 mi.)***	***Q77***	***307***

RESP PARTY: Open, inactive and closed responsible party sites

A review of the RESP PARTY list, as provided by EDR, and dated 06/21/2021 has revealed that there are 2 RESP PARTY sites within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
KISSIMMEE AIRPORT FK Site Status: OPEN	***301 N DYER***	***0 - 1/8 (0.000 mi.)***	***J39***	***213***
CLAY STREET SUBSTATI Site Status: CLOSED	***1100 DAVIS STREET***	***SSE 1/4 - 1/2 (0.445 mi.)***	***100***	***405***

TIER 2: A listing of facilities which store or manufacture hazardous materials that submit a chemical inventory report.

A review of the TIER 2 list, as provided by EDR, and dated 12/31/2020 has revealed that there are 6 TIER 2 sites within approximately 0.001 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SOUTH FLORIDA WATER Facility Id: 3986704	80 SOUTH AIRPORT ROA	0 - 1/8 (0.000 mi.)	10	37
ATLANTIC AVIATION	3950 MERLIN DRIVE	0 - 1/8 (0.000 mi.)	L53	233
QUANTEM FBO GROUP, L Facility Id: 6137316 Facility Id: 6390484 Facility Id: 6789916	3950 MERLIN DRIVE	0 - 1/8 (0.000 mi.)	L66	278

Lower Elevation	Address	Direction / Distance	Map ID	Page
JR DAVIS CONSTRUCTIO Facility Id: 4048960 Facility Id: 5846437 Facility Id: 4545192 Facility Id: 6372367	210 SOUTH HOAGLAND B	0 - 1/8 (0.000 mi.)	D22	107

Facility Id: 6084363
Additional key fields are available in the Map Findings section

SIGNATURE FLIGHT SUP	301 NORTH DYER BOULE	0 - 1/8 (0.000 mi.)	J35	205
SIGNATURE FLIGHT SUP	201 DYER BOULEVARD	0 - 1/8 (0.000 mi.)	J62	260
Facility Id: 5351272				
Facility Id: 6667992				
Facility Id: 4519476				
Facility Id: 5809753				
Facility Id: 6820272				
Additional key fields are available in the Map Findings section				

NPDES: Domestic and Industrial Wastewater Facilities

A review of the NPDES list, as provided by EDR, and dated 03/31/2021 has revealed that there are 5 NPDES sites within approximately 0.001 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
AVIATION BLADE SERVI	***3969 MERLIN DR***	***0 - 1/8 (0.000 mi.)***	***E12***	***94***
Status: A				
Facility ID: FLR05H109				
Facility ID: FLR05I523				
SUNSTATE AVIATION GR	3008 PATRICK ST	0 - 1/8 (0.000 mi.)	N69	282
Status: A				
Facility ID: FLR10LC73				

Lower Elevation	Address	Direction / Distance	Map ID	Page
HOAGLAND PARTIAL CUR	210 HANGAR RD	0 - 1/8 (0.000 mi.)	23	117
Status: A				
Facility ID: FLR20DH67				
KISSIMMEE AIRPORT -		0 - 1/8 (0.000 mi.)	34	205
Status: A				
Facility ID: FLR10KW92				
KISSIMMEE AIRPORT	301 DYER BLVD	0 - 1/8 (0.000 mi.)	J40	215
Status: A				
Facility ID: FLR10RI66				
Facility ID: FLR10MO28				
Facility ID: FLR10NO90				
Facility ID: FLR10ML75				
Facility ID: FLA801992				
Additional key fields are available in the Map Findings section				

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA LUST: The EDR Recovered Government Archive Leaking Underground Storage Tank database provides a

list of LUST incidents derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the Department of Environmental Protection in Floridia.

A review of the RGA LUST list, as provided by EDR, has revealed that there are 7 RGA LUST sites within approximately 0.001 miles of the target property.

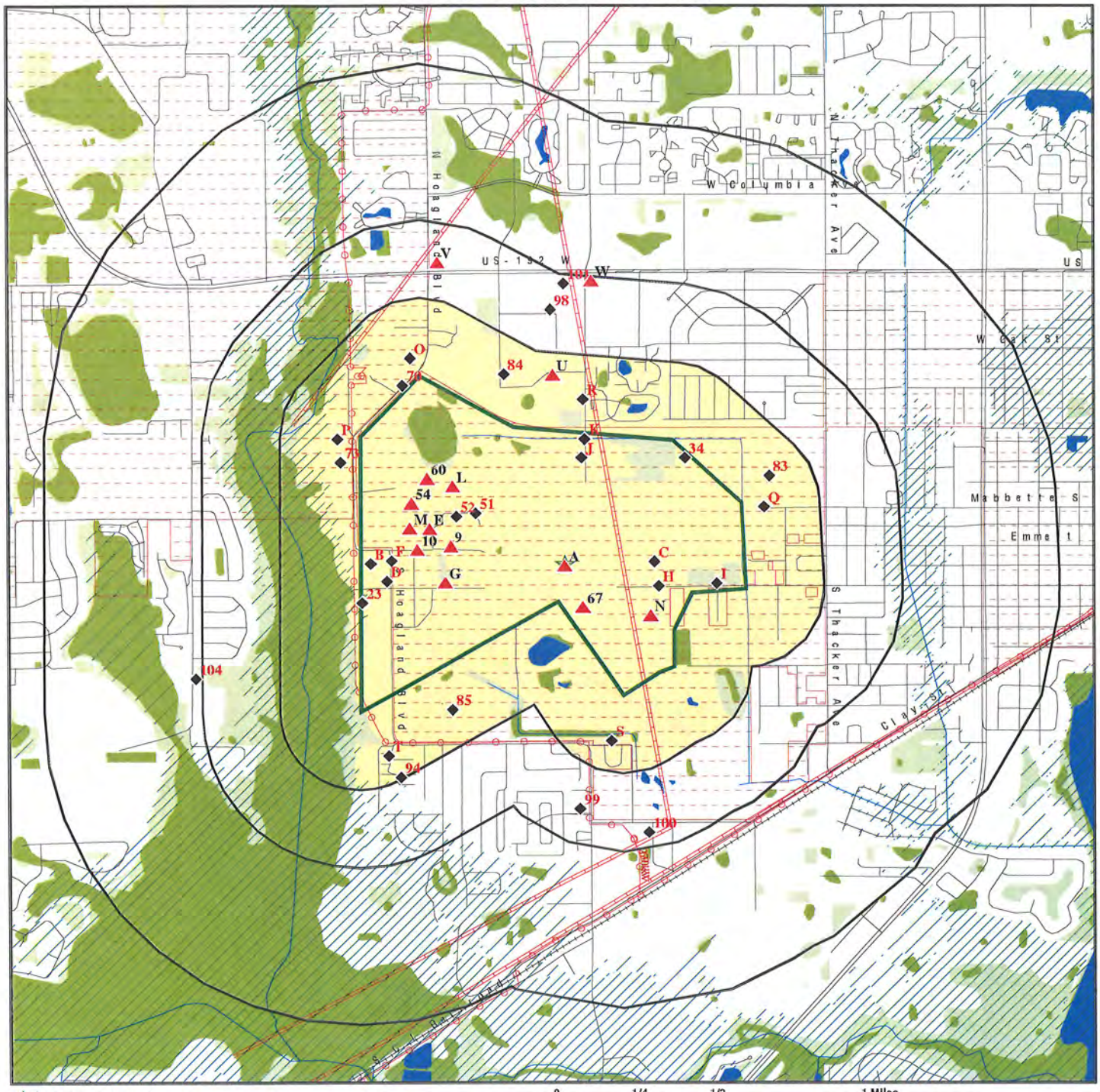
Lower Elevation	Address	Direction / Distance	Map ID	Page
JR DAVIS MAINTENANCE Facility ID: 8520968	80 S HOAGLAND BLVD	0 - 1/8 (0.000 mi.)	B3	10
JR DAVIS CONSTRUCTIO Facility ID: 9700450	180 S HOAGLAND BLVD	0 - 1/8 (0.000 mi.)	D6	17
KISSIMMEE AVIATION I Facility ID: 8627102	3031 PATRICK ST	0 - 1/8 (0.000 mi.)	C14	98
MARATHON FLIGHT SCHO Facility ID: 8627106	3010 W PATRICK ST	0 - 1/8 (0.000 mi.)	H31	200
SIGNATURE FLIGHT SUP Facility ID: 8627106	3010 W PATRICK ST	0 - 1/8 (0.000 mi.)	H33	204
ORLANDO FLIGHT TRAIN Facility ID: 9805061	606 N DYER BLVD	0 - 1/8 (0.000 mi.)	K48	231
KAZ AVIATION ORLANDO Facility ID: 9805061	606 N DYER BLVD	0 - 1/8 (0.000 mi.)	K49	231

EXECUTIVE SUMMARY

Due to poor or inadequate address information, the following sites were not mapped. Count: 1 records.

Site Name	Database(s)
DON LIVINGSTON	PRP

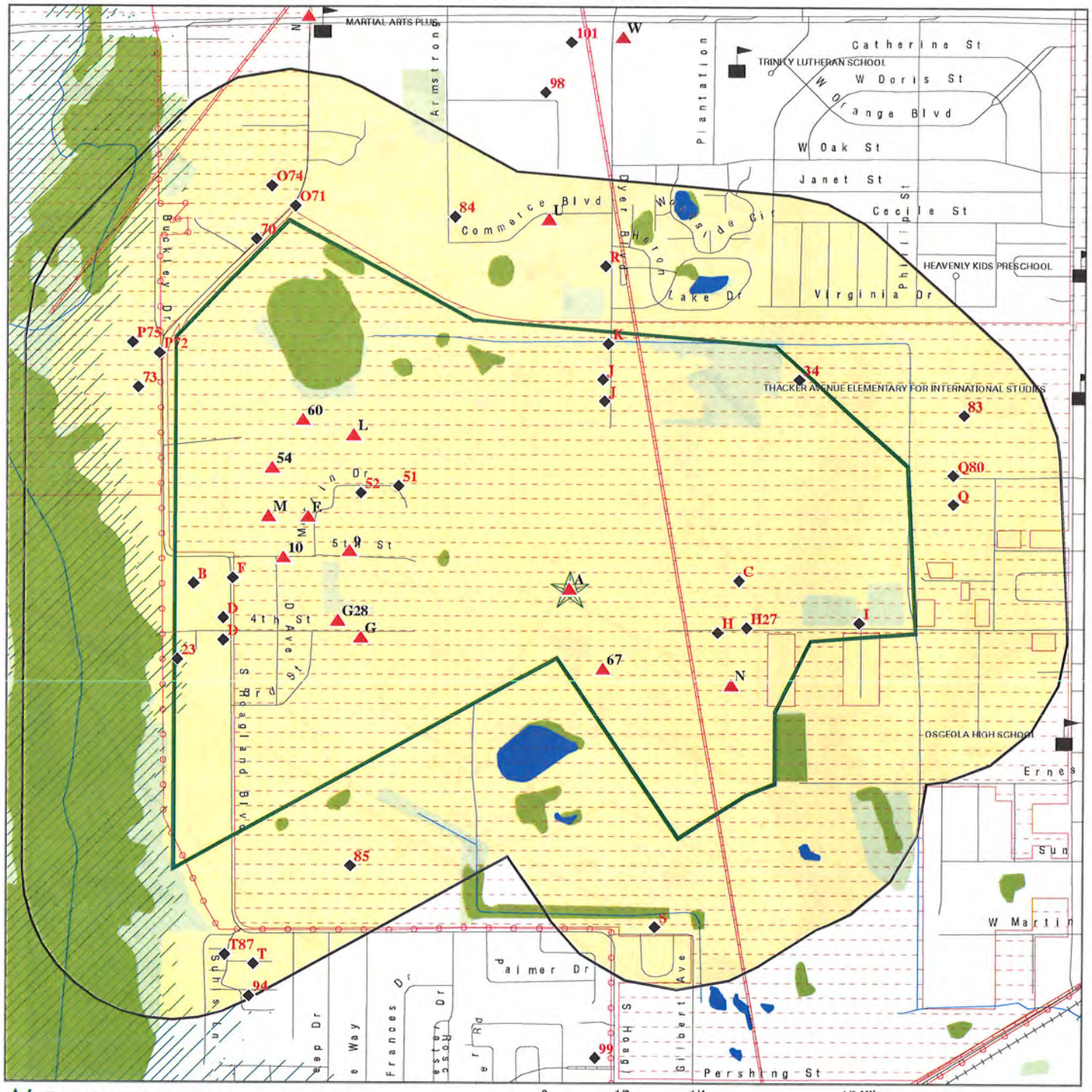
OVERVIEW MAP - 6690317.2S



This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: Kissimmee Gateway Airport ADDRESS: 401 Dyer Blvd Kissimmee FL 34741 LAT/LONG: 28.290809 / 81.437865	CLIENT: Storm L. Richards & Assoc.,Inc CONTACT: Jeanne Fillman-Richards INQUIRY #: 6690317.2s DATE: October 05, 2021 10:28 am

DETAIL MAP - 6690317.2S



- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Manufactured Gas Plants
- Sensitive Receptors
- National Priority List Sites
- Dept. Defense Sites
- Indian Reservations BIA
- Power transmission lines
- Pipelines
- Special Flood Hazard Area (1%)
- 0.2% Annual Chance Flood Hazard
- National Wetland Inventory
- State Wetlands
- FL Brownfield

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: Kissimmee Gateway Airport ADDRESS: 401 Dyer Blvd Kissimmee FL 34741 LAT/LONG: 28.290809 / 81.437865	CLIENT: Storm L. Richards & Assoc.,Inc CONTACT: Jeanne Fillman-Richards INQUIRY #: 6690317.2s DATE: October 05, 2021 10:30 am

Appendix F

Historical, Architectural, Archaeological, and Cultural Resources

APPENDIX E-H

MAPS AND ROSTERS FROM THE DIVISION OF HISTORICAL RESOURCES

APPENDIX

Maps & Rosters from Division of Historical Resources

Date: 10/22/2021

Legend

- Buffer_of_Default_Annotation_Target_164
- FloridaStructures
- FloridaSites
- HistoricalCemeteries
- ResourceGroups

450 225 0 450 Meters

N

Florida Master Site File

Created: 10/22/2021

Manuscript Roster

Total=7

MS#	Title	Publication Information	Year
24952	Cultural Resource Assessment Survey of the Osceola Fire Training Facility, Osceola County, Florida	P18009, ACI, Sarasota	2018
23794	CULTURAL RESOURCE ASSESSMENT SURVEY SAFE ROUTES TO SCHOOL SIDEWALKS - HOAGLAND BOULEVARD FROM OLD TAMPA HIGHWAY TO WEST OF CARRIE LANE AND PERSHING STREET FROM HOAGLAND BOULEVARD TO CLAY STREET, OSCEOLA COUNTY, FLORIDA	on file at SEARCH, Newberry, Florida. SEARCH Project No. 3872-17016T. FM #433041-1-58-01.	2017
16923	Cultural Resource Assessment Survey for the Hoagland Blvd/Pleasant Hill Rd PD&E Study, Osceola County, Florida		2008
12573	Cultural Resource Assessment Survey Report Central Florida Commuter Rail Transit (CFCRT) Environmental Assessment, Volusia, Seminole, Orange, and Osceola Counties, Florida	Archaeological Consultants, Inc., Sarasota, and EarthTech, Orlando. Submitted to Florida Department of Transportation District 5, DeLand	2005
8241	An Archaeological and Historical Survey of the Kissimmee Airport West Tower Site in Osceola County, Florida	Panamerican Consultants, Inc., Tampa. Submitted to Universal Engineering Services	2000
241	An Archaeological and Historical Survey of the Kissimmee/St. Cloud/Osceola County 201 Plan, Revision 1	Ms. on file, FDHR/BAR.	1981
89	An Archaeological and Historical Survey of the 201 Facilities Plan Project, Kissimmee, St. Cloud, Osceola County	Report submitted to Johnston's Engineers, Kissimmee. University of South Florida, Tampa.	1977

AR=1
SS=14
CM=0
RG=2
BR=0
Total=17

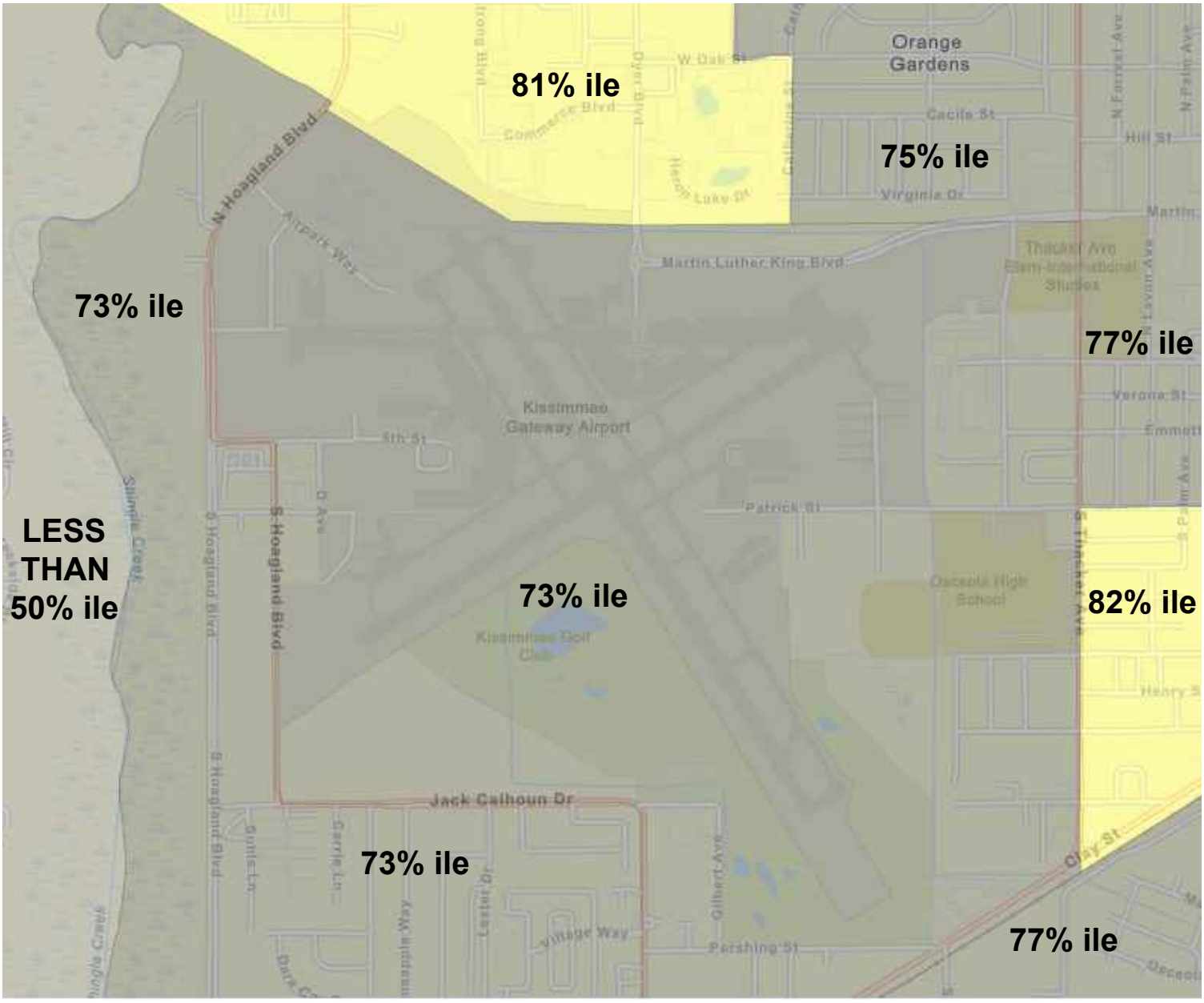
Cultural Resource Roster

SiteID	Type	Site Name	Address	Additional Info	SHPO Eval	NR Status
OS02159	SS	420 North Rolfe Street	420 N Rolfe ST, Kissimmee	1946 Frame Vernacular		
OS02540	RG	South Florida RR	Davenport	Linear Resource - 1 Contrib Resources	Eligible	
OS02541	RG	Florida Midland RR	Kissimmee	Linear Resource	Not Eligible	
OS02584	SS	1102 North Hoagland Blvd	1102 N Hoagland BLVD, Kissimmee	c1958 Frame Vernacular	Not Eligible	
OS02585	SS	950 N Hoagland Blvd	950 N Hoagland BLVD, Kissimmee	c1952 Frame Vernacular	Not Eligible	
OS02665	AR	Kissimmee Pipe Storage Facility	Kissimmee		Not Eligible	
OS02871	SS	2620 Pershing Street	2620 Pershing ST, Kissimmee	c1968 Masonry Vernacular	Not Eligible	
OS02872	SS	2648 Pershing Street	2648 Pershing ST, Kissimmee	c1925 Frame Vernacular	Not Eligible	
OS02873	SS	2501 Clay Street	2501 Clay ST, Kissimmee	c1945 Frame Vernacular	Not Eligible	
OS02874	SS	2740 Pershing Street	2740 Pershing ST, Kissimmee	c1958 Frame Vernacular	Not Eligible	
OS02875	SS	2746 Pershing Street	2746 Pershing ST, Kissimmee	c1936 Frame Vernacular	Not Eligible	
OS02876	SS	2858 Pershing Street	2858 Pershing ST, Kissimmee	c1964 Ranch	Not Eligible	
OS02877	SS	1100 Dawes Avenue - Building 1	1100 Dawes AVE, Kissimmee	c1940 Frame Vernacular	Not Eligible	
OS02878	SS	1100 Dawes Avenue - Building 2	1100 Dawes AVE, Kissimmee	c1940 Frame Vernacular	Not Eligible	
OS02879	SS	2902 Pershing Street	2902 Pershing ST, Kissimmee	c1958 Frame Vernacular	Not Eligible	
OS02880	SS	2922 Pershing Street	2922 Pershing ST, Kissimmee	c1958 Masonry Vernacular	Not Eligible	
OS02881	SS	980 S Hoagland Blvd	980 S Hoagland BLVD, Kissimmee	c1966 Masonry Vernacular	Not Eligible	

Appendix G

Environmental Justice Indexes

PARTICULATE MATTER 2.5



SOURCE: NEPASSIST

ENVIRONMENTAL JUSTICE INDEXES

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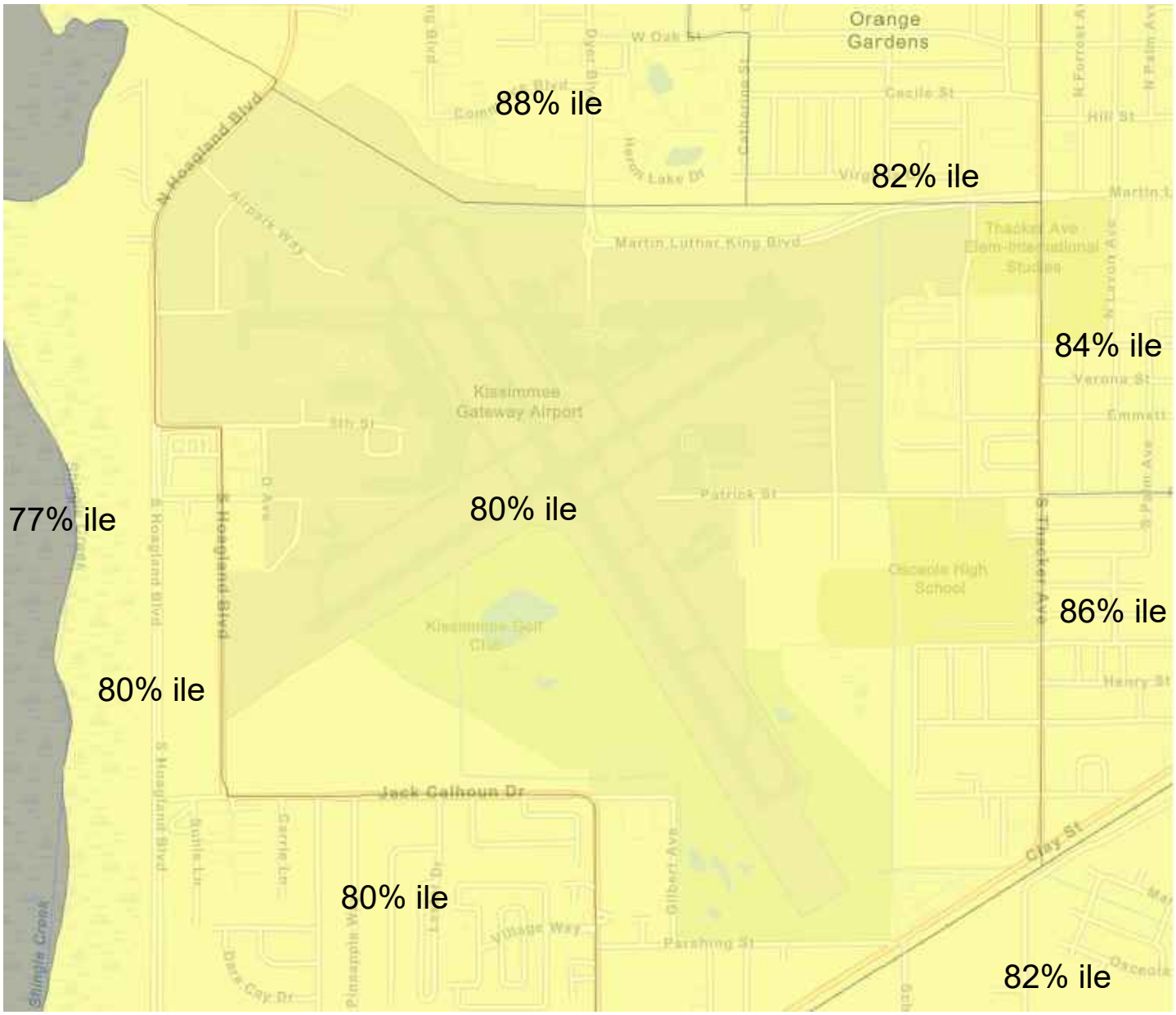
OZONE



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ENVIRONMENTAL JUSTICE INDEXES

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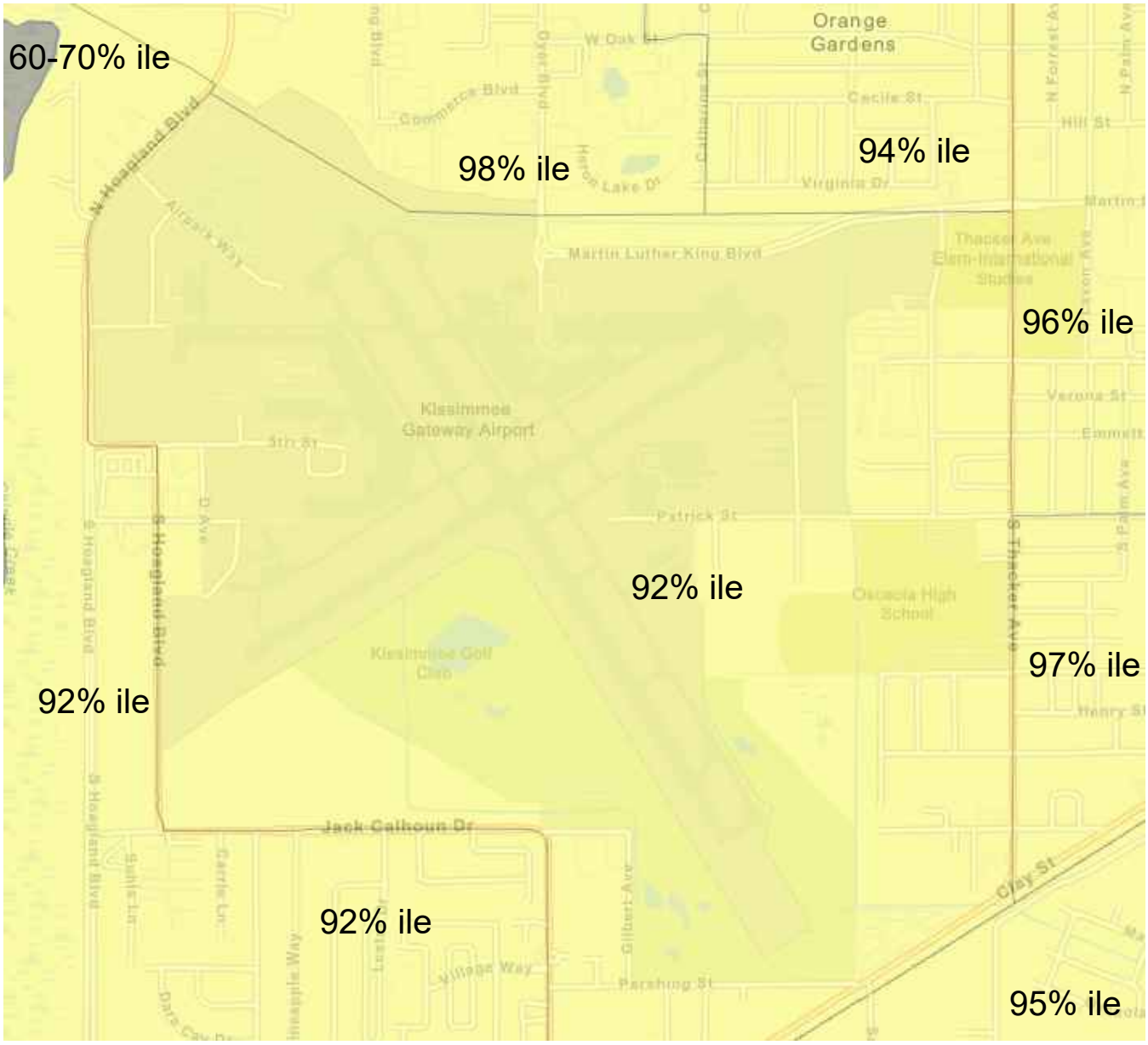
DIESEL PARTICULATE MATTER



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ENVIRONMENTAL JUSTICE INDEXES

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GRAPHIC SCALE (FT)

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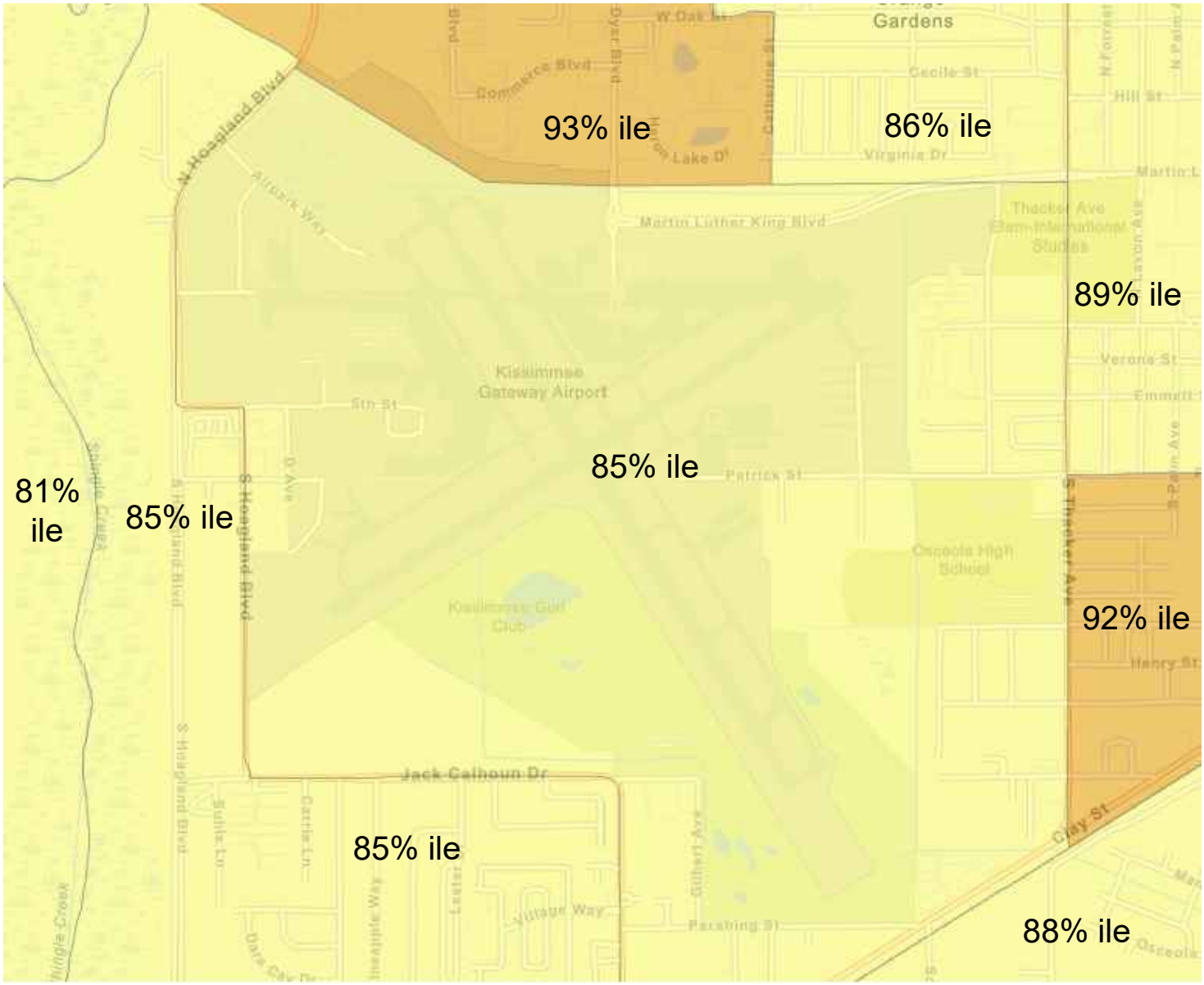
AIR TOXICS CANCER RISK



SOURCE: NEPASSIST AND ISM ECHO DETAILED FACILITY REPORT

ENVIRONMENTAL JUSTICE INDEXES

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GRAPHIC SCALE (FT)

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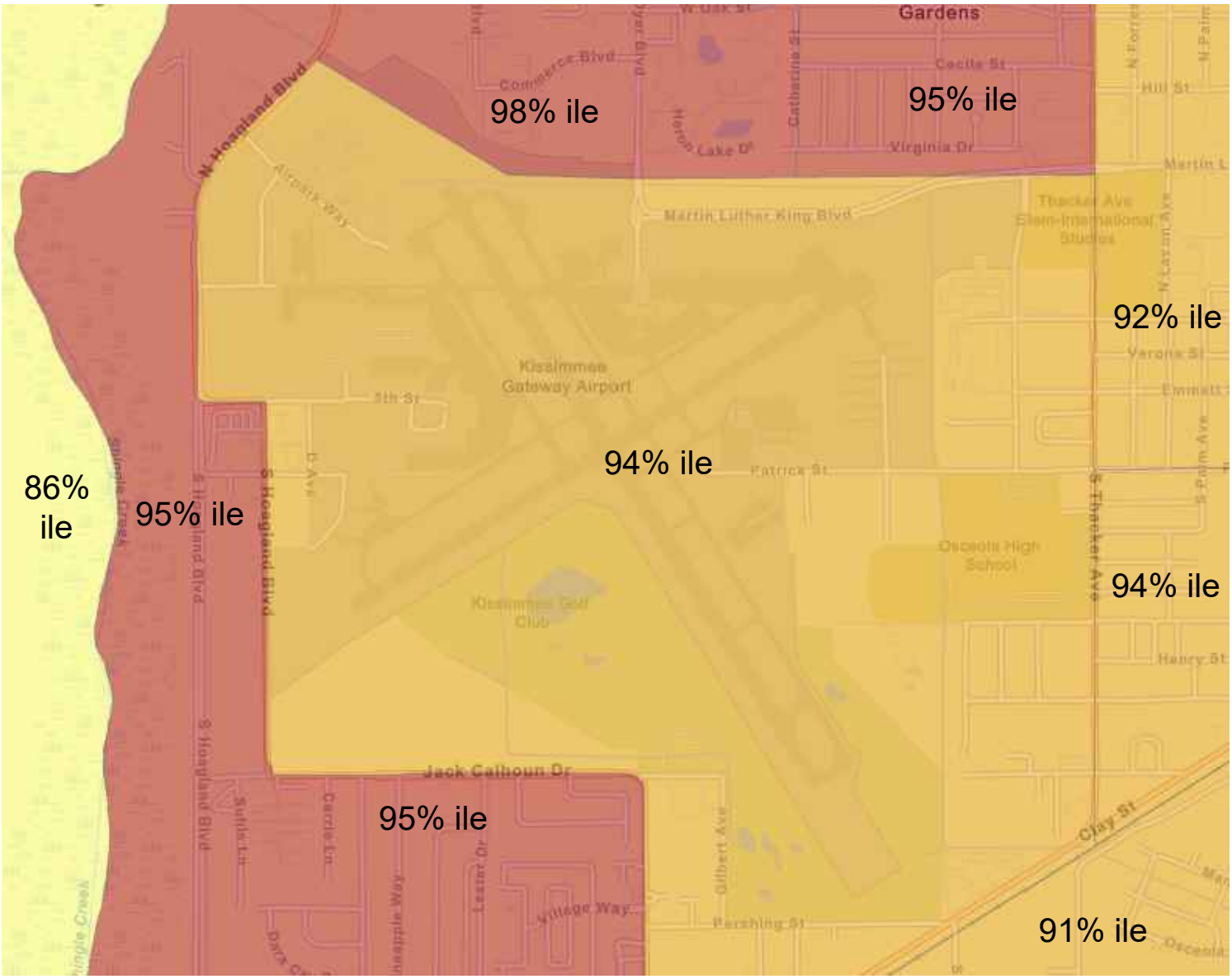
AIR TOXICS RESPIRATORY HI



SOURCE: NEPASSIST

ENVIRONMENTAL JUSTICE INDEXES

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GRAPHIC SCALE (FT)

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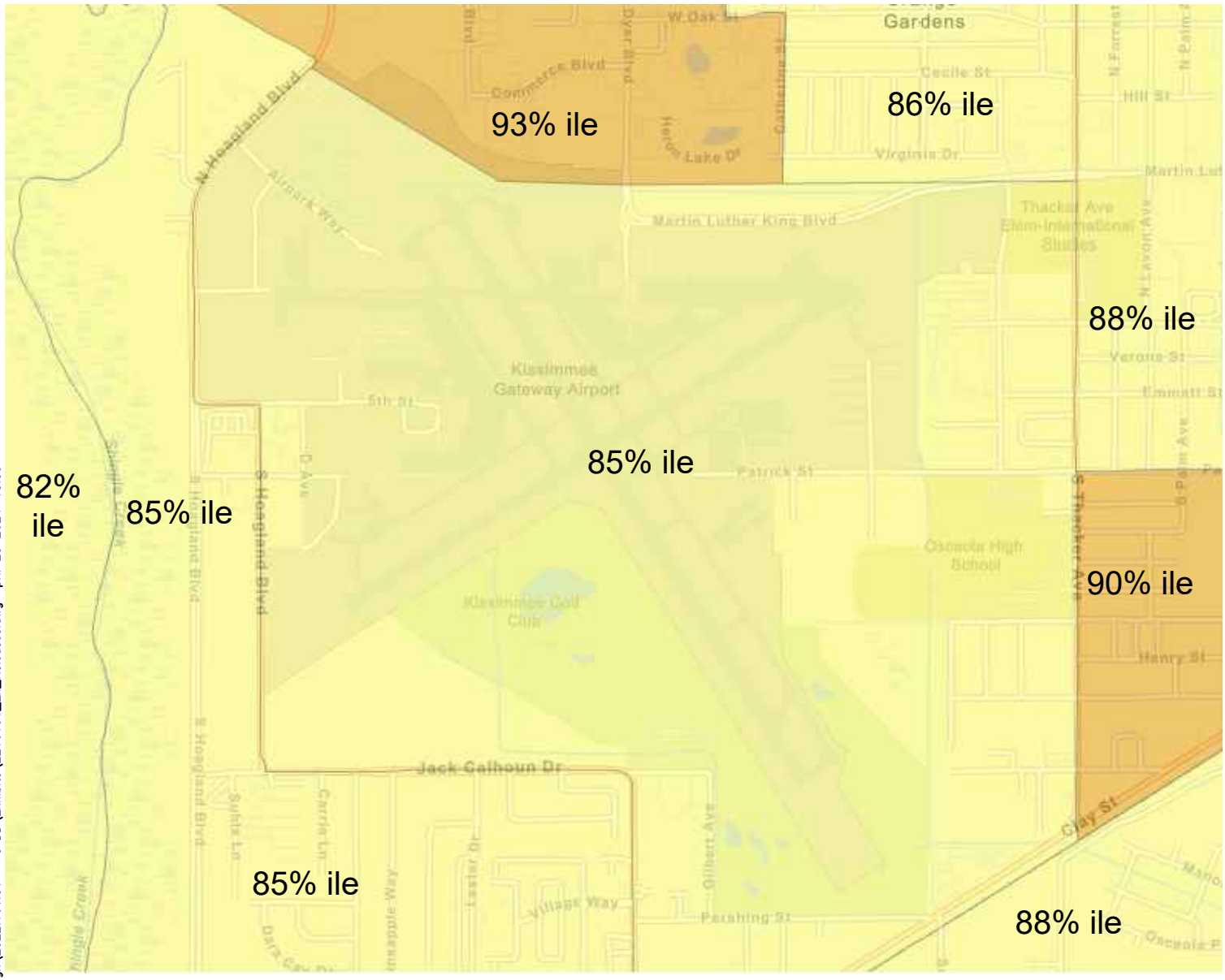
TOXIC RELEASES TO AIR



SOURCE: NEPASSIST

ENVIRONMENTAL JUSTICE INDEXES

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GRAPHIC SCALE (FT)

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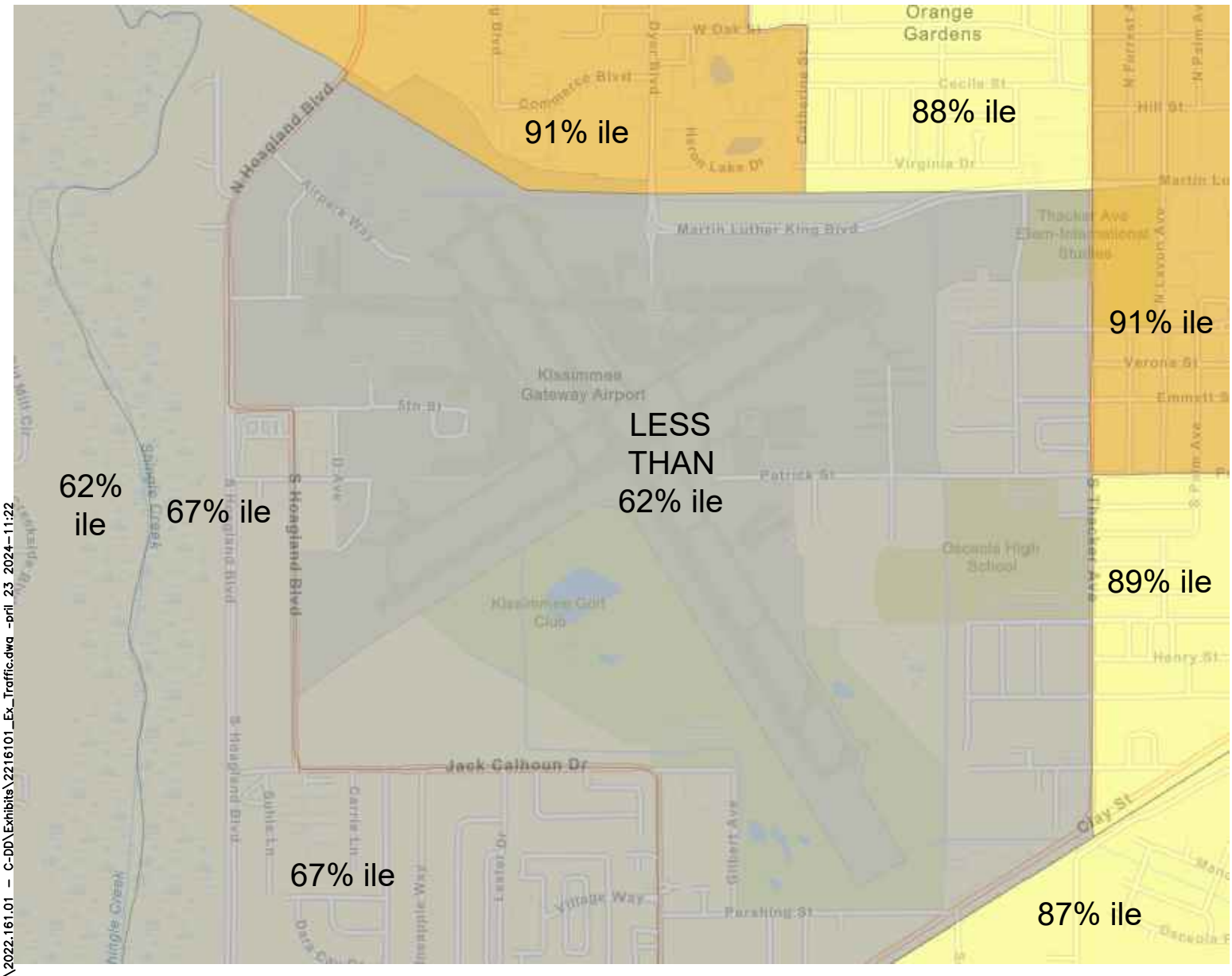
TRAFFIC PROXIMITY



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ENVIRONMENTAL JUSTICE INDEXES

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GRAPHIC SCALE (FT)

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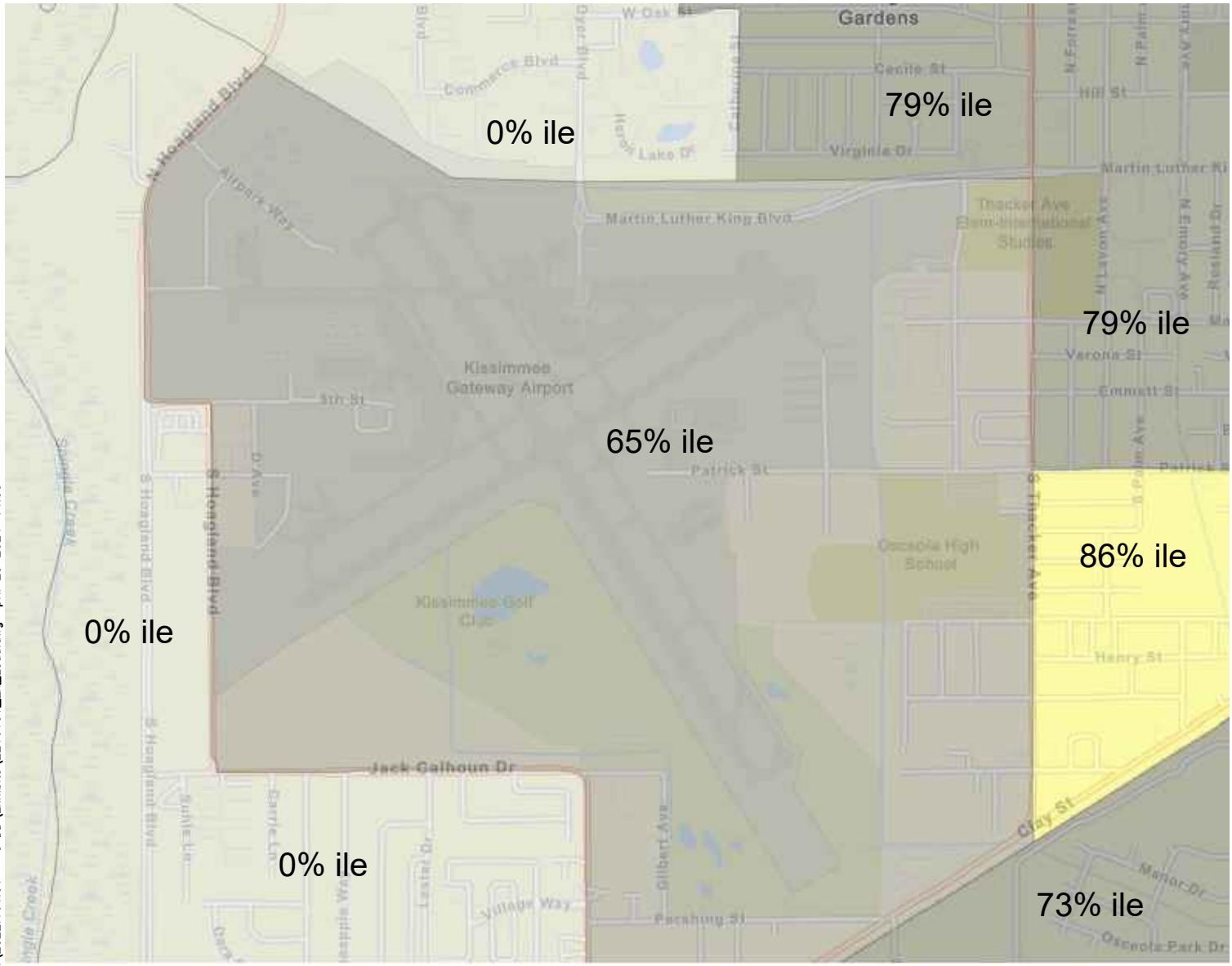
LEAD PAINT



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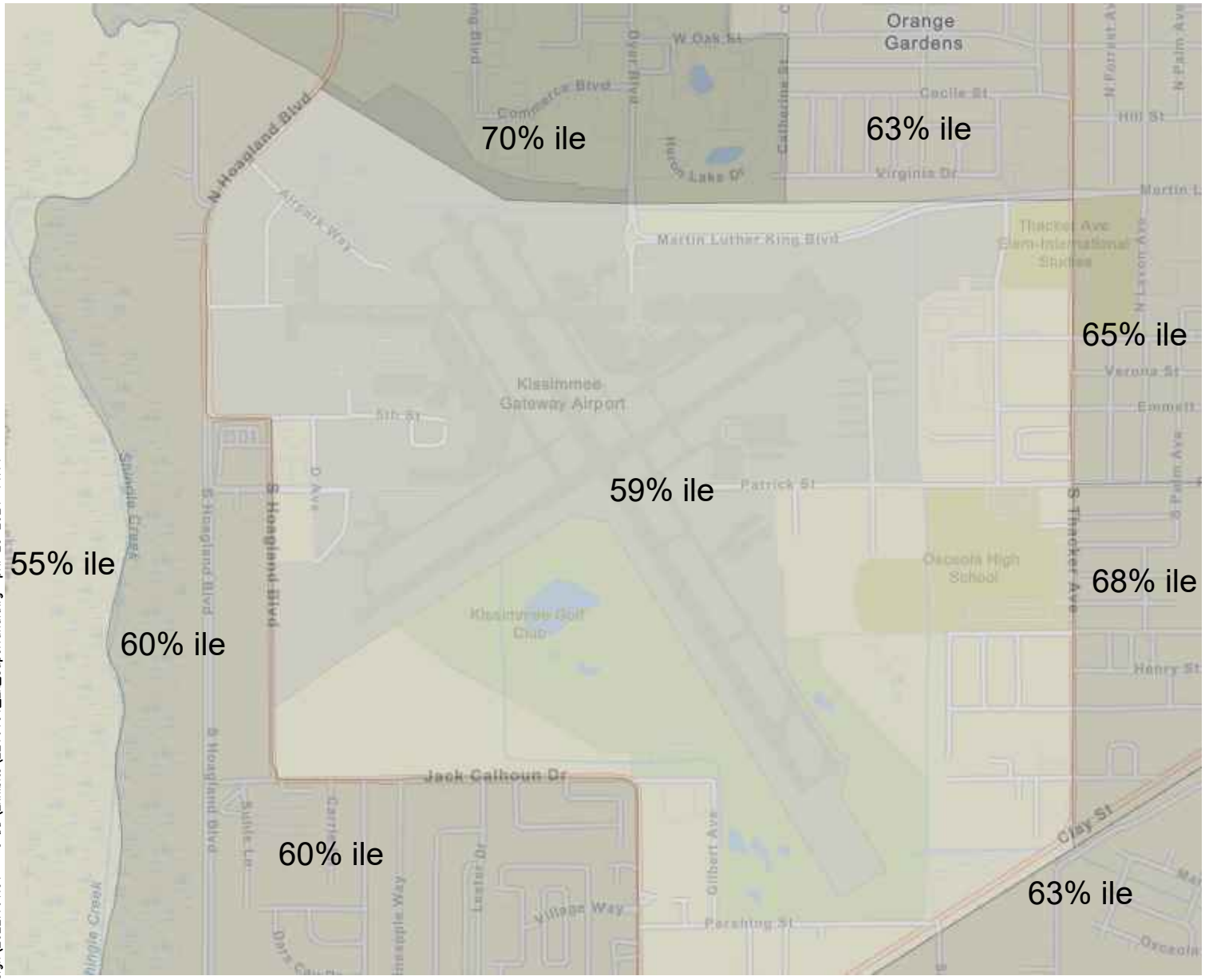
SUPERFUND PROXIMITY



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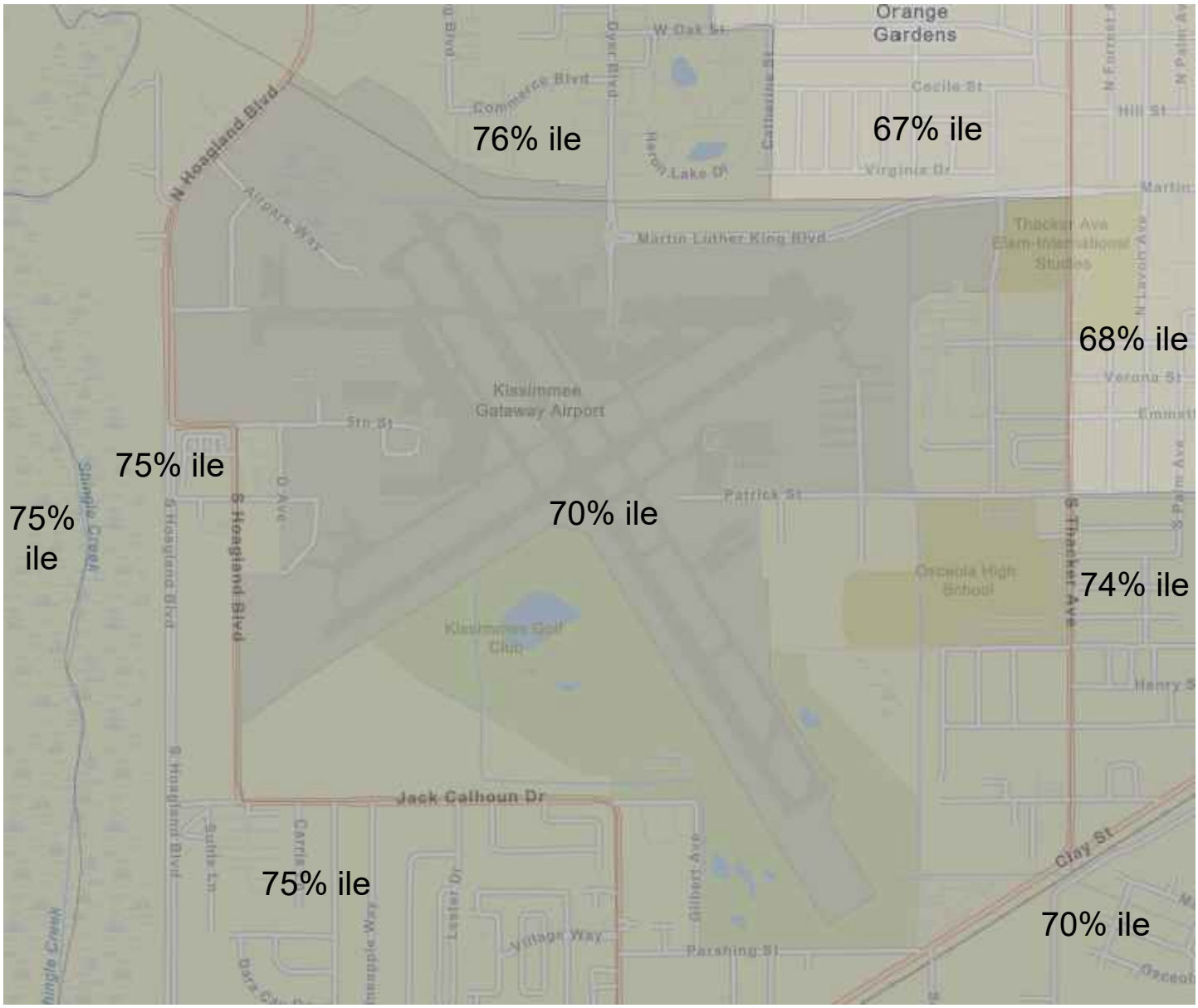
RMP FACILITY PROXIMITY



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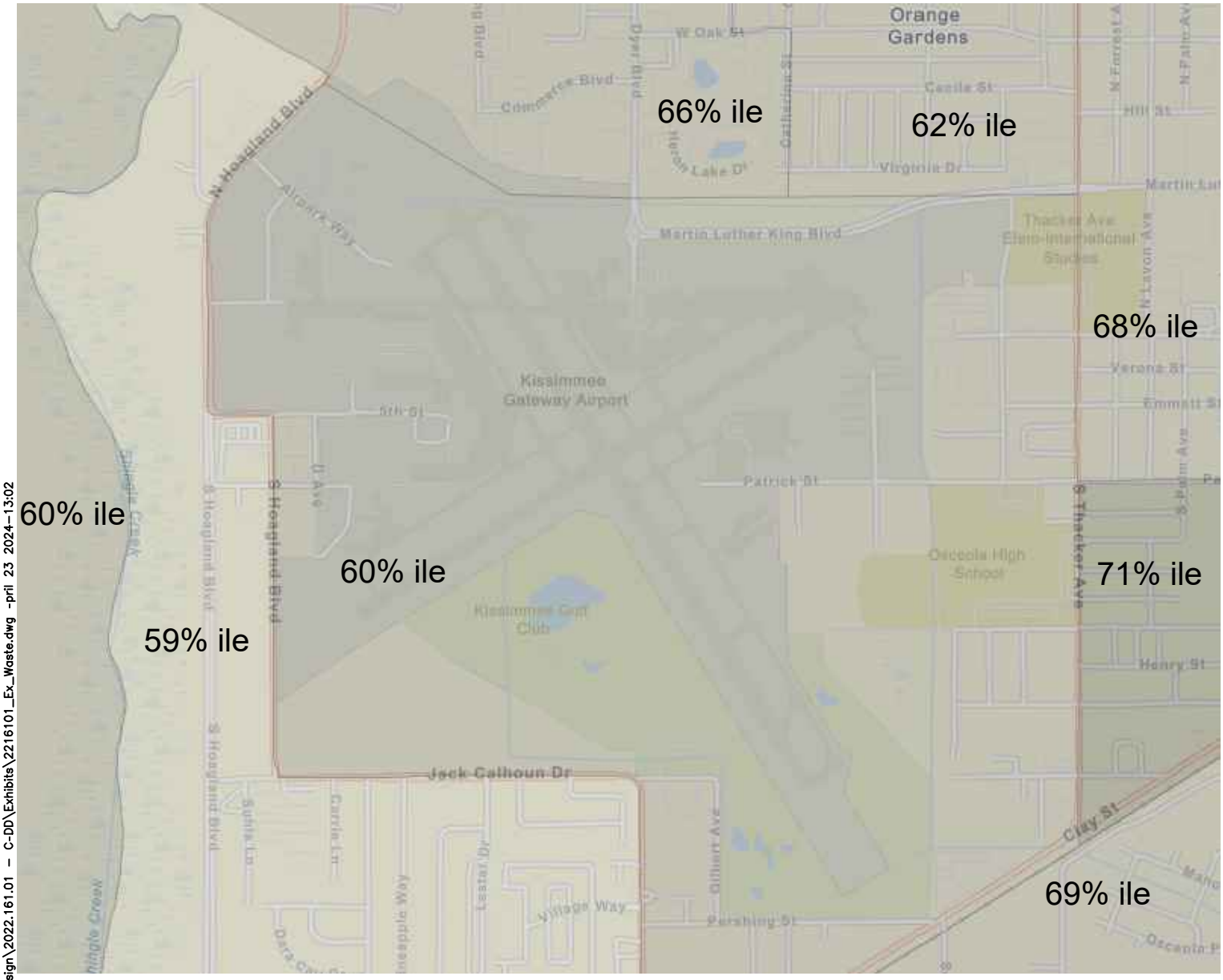
HAZARDOUS WASTE PROXIMITY



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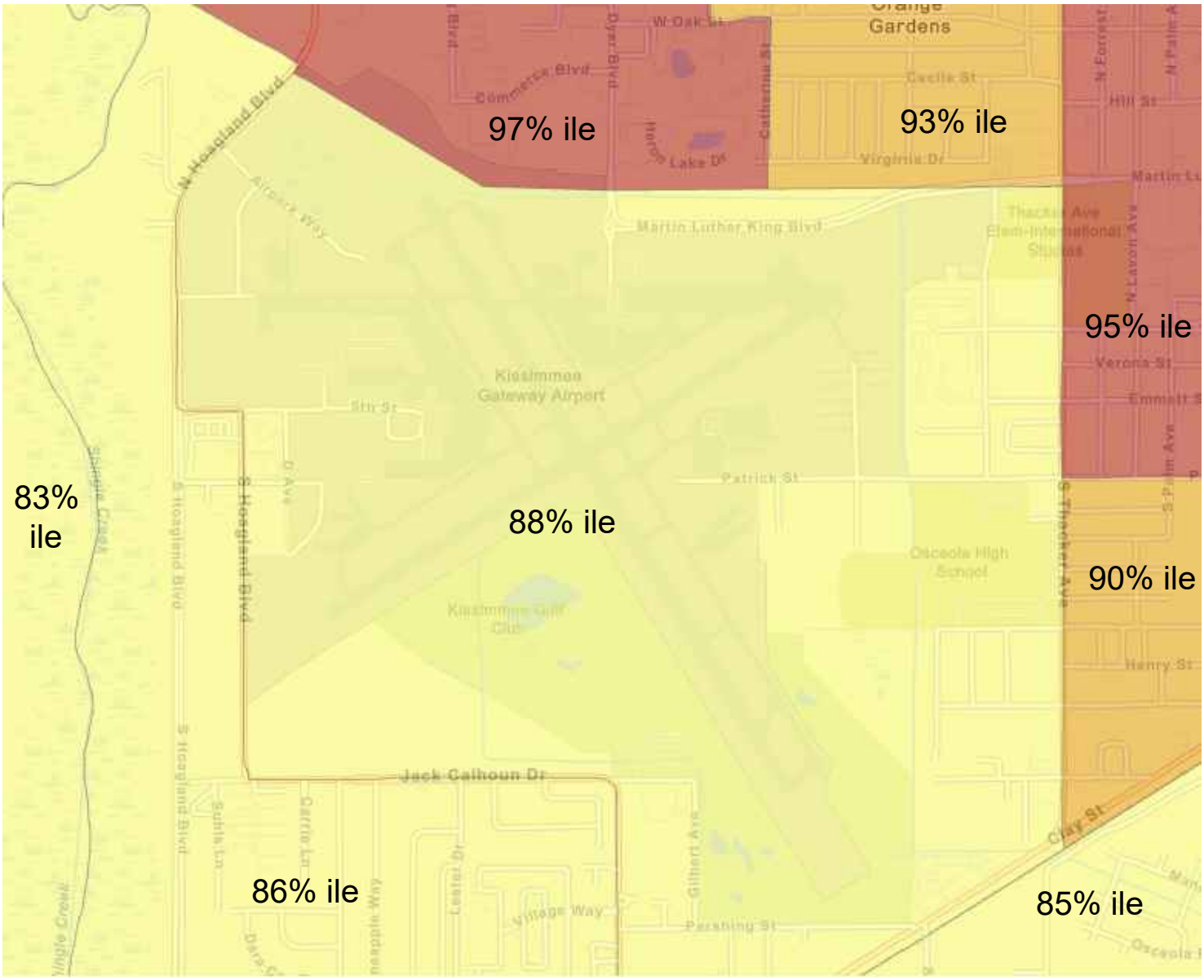
UNDERGROUND STORAGE TANKS



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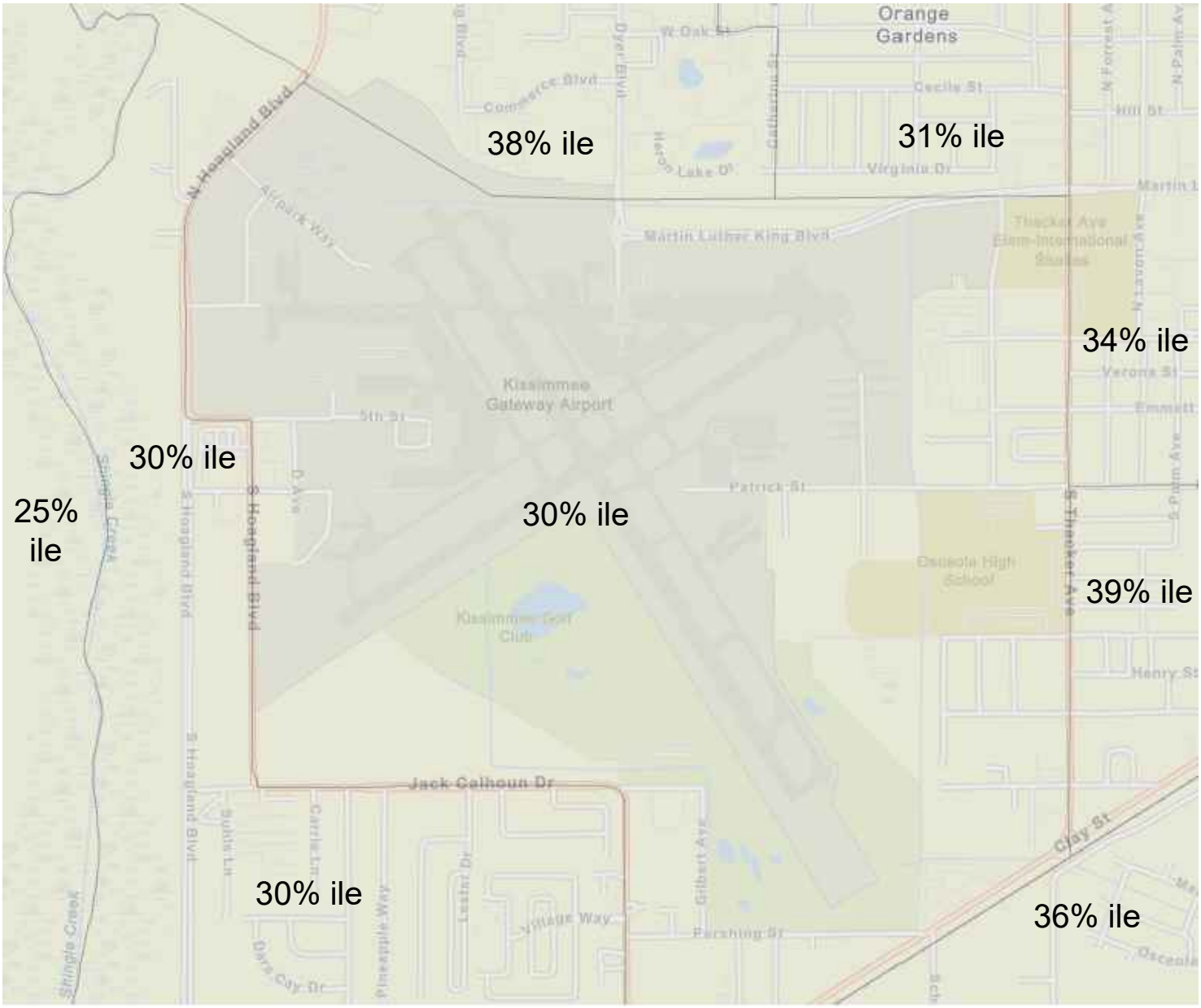
WASTEWATER DISCHARGE



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