APPENDIX L

Public Participation

Public Notices

[TO BE INSERTED AT A LATER DATE]

Agency Meetings

C&S Companies
499 Col. Eileen Collins Blvd.
Syracuse NY 13212
p: (315) 455-2000
f: (315) 455-9667
www.cscos.com

Memo

To: Call Participants

From: Gayle M. McKee, Senior Planner

Date: August 26, 2013

Re: Oneida County Airport Land Release Environmental Assessment

File: 146.098.001

A webex/conference call with the County and C&S Engineers, Inc. was held on August 19, 2013 at 2:00 p.m.

PARTICIPANTS:	REPRESENTING:
Mark Laramie	Oneida County, Deputy Commissioner of Public Works
John Kent	Oneida County, Commissioner of Planning
Ralph Napolitano	C&S
Aileen Maguire-Meyer	C&S
Kevin Kelley	C&S
Gayle McKee	C&S

The purpose of the conference call was to provide the County with an overview of the environmental assessment process, identify key milestones in the project schedule, and discuss key issues and concerns.

Items that were discussed at the meeting included:

Environmental Assessment Process

The environmental assessment process includes the following:

- Scoping - a letter is sent out to environmental agencies with a scoping map developed from online resources
- Purpose and need – identifies project
- Affected environment – presents environmental conditions as they exist today
- Alternatives –no action and EDGE Phase 2 development plan will be the only alternatives assessed
- Environmental consequences – identifies the potential impacts associated with development plan but does not include detailed studies or field surveys (i.e., archeological surveys, wetland delineation, etc.)

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Project Schedule

The anticipated completion date for the draft report is March 2014 and the final report is August 2014. Item to note is that the zoning changes need to be implemented prior to the final report being submitted and the issuance of a Findings of No Significant Impact (FONSI).

Key Issues and Concerns

Key issues and concerns that were discussed include the following:

Zoning Discrepancies between EDGE plan and Town zoning

Zoning discrepancies exist between the Towns zoning and the EDGE plan that include the following:

- The Town of Whitestown is currently zoned Airport and Airport-Manufacturing, while the EDGE plan shows a mix of uses
- The Town of Westmoreland is zoned Residential, while the EDGE plan shows mixed-use development
- A portion of Airport Zoning District is not covered in the EDGE plan. There may be small portions covered by the EDGE plan that are not in the Airport or Airport Manufacturing Districts.

The following recommendations were made

- Change the Town of Whitestown zoning from Airport to Planned Developmentto coincide with EDGE plan recommendations
- Take a phased approach to changing the EDGE plan in the Town of Westmoreland . Phase IIA would show proposed development consistent with Westmoreland's existing zoning, allowing the environmental analysis to proceed without depending on the Town to change their zoning. The reasons for this are initial development would focus on development in the Town of Whitestown which already has an existing business park with infrastructure in place to accommodate the EDGE plan. Phase IIB would be the long-term plan showing a mix of uses consistent with Phase II of the original EDGE Plan. This could be used to encourage the Town of Westmoreland to update their zoning to create a PDD or a mixed-use district, but the land release project can proceed without that change occurring.

Zoning Amendment Process

The county has already been initiating discussions with the Oneida County Business Park owners (that include county board members, town supervisors, and local business owners) regarding the proposed zoning amendments. Based on these initial conversations the response has been positive. The County intends to take two steps related to zoning in Whitestown:

1) Request the Town rezone the Airport District (primarily County-owned) to PDD.
2) Request the Town rezone the Airport Manufacturing District (non-County-owned) to PDD.

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SEQRA

SEQR will need to be completed as part of the zoning amendment process. The county foresees two zoning actions. The first action is the county as applicant and owners of the airport will be requesting the airport be re-zoned from Airport to Planned Development. The second action is the county as facilitator, not applicant, will be requesting re- the Oneida County Business Park parcel that is located adjacent to the airport be re-zoned from Airport-Manufacturing to Planned Development. The county requested C&S's assistance in preparing the SEQR forms for submittal to the Town of Whitestown. These actions can take place concurrently, and should take about 60-90 days.

Action Steps

County

- provide C&S with cadd file of airport property map prepared by Homeland Security
- research and verify correct parcel boundaries and zoning areas and provide updated cadd/GIS files if needed (GIS preferred)
- review revised plans with EGDE to get their acceptance of the proposed approach
- verify if there was any legislative action regarding the EDGE plan

C&S

- provide County with map showing discrepancies between Airport zoning/airport boundary/EDGE plan
- develop a plan to show
  - EDGE Phase IIA reflecting Westmoreland zoning remaining Residential (R3)
  - EDGE Phase IIB reflecting Westmoreland rezoning in accordance with EDGE plan
- coordinate with FAA regarding cumulative impacts of two actions:
  - rezone county owned property from Airport to Planned Development
  - rezone non-county owned property from Airport-Manufacturing (A-M) to Planned Development
- schedule follow up conference call in one month
- prepare a scope and fee for additional services associated with SEQR preparation and incorporating the Oneida County Business Park into the EA process

If there are any additions, deletions, or corrections that need to be made to the updated summary please send them to Gayle McKee at C&S by September 2, 2013.

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Memo

To: Call Participants

From: Gayle M. McKee, Senior Planner

Date: September 30, 2013

Re: Oneida County Airport Land Release Environmental Assessment

File: 146.098.001

A WebEx/conference call with the County and C&S Engineers, Inc. was held on September 17, 2013 at 10:00 a.m.

PARTICIPANTS:	REPRESENTING:
Mark Laramie	Oneida County, Deputy Commissioner of Public Works
John Kent	Oneida County, Commissioner of Planning
Ralph Napolitano	C&S
Kevin Kelley	C&S
Gayle McKee	C&S

The purpose of the conference call was to follow up on the status of action items identified at the kickoff meeting held on August 18, 2013.

Items that were discussed at the meeting included:

Zoning Discrepancies

A map identifying zoning discrepancies was prepared and the areas were discussed with the County to get direction on how to address them (see EDGE Plan compared to Existing Zoning Map). There were ten areas that were discussed. General direction given by the County was that all County owned property located in the A or A-M Districts will be included in the proposed zoning change to PDD. Specific direction for each area included the following:

Areas 1 & 2: In A District not in EDGE plan – Area 1 was part of Airport property until 2006 when it was auctioned off. The Town should re-zone this to R-200 so as to not leave any remnants of the 'A' District. This parcel also needs to be included as part of the EA and land release application. Area 2 is not owned by the County and will not be included in the zoning change request.

Area 3: In A District and EDGE plan not part of Airport property - County owned land will be included in zoning change to PDD

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Areas 4 & 5: Homeland Security parcel boundaries do not match airport property boundary or tax parcel boundaries – not an issue when the A and A-M Districts were originally developed they did not follow tax parcels, will be included in the zoning change to PDD.

Area 6: In EDGE plan not in A or A-M District – will not be included in zoning change to PDD, road will serve as cut off, JR is located north of road while PDD will be located south of road, PDD will serve as a buffer between residential and commercial

Area 7: In A-M District not in EDGE plan – pre-existing residential parcels will not be included in the zoning change request, County will recommend to Town they create R200 for this area

Area 8: In A-M District not in EDGE plan – area is County-owned, EDGE plan should be extended to include this area as office/insurance and will be part of the zoning change to PDD

Area 9: In A district, not part of Airport property – area is County owned and should be included in zoning change to PDD

Area 10: In A district, not part of Airport property – the A District and EDGE plan boundaries are shown incorrectly they should match up with the Airport property line and will be included in zoning change to PDD

Phase IIA Development Plan

The Phase IIA development plan was reviewed with the County. This plan will be used for zoning request changes and the Environmental Assessment (EA) (see EDGE Plan Phase IIA map).

Results of Coordination with FAA on cumulative impacts

Based on consultation with the FAA, the EDGE development plan that extends beyond the airport property to be released should be discussed in the cumulative impacts section of the EA document.

Scope and Fee for Additional Work

C&S held off on preparing the scope and fee for additional work until the extent of additional services regarding resolution of airport property issues is determined.

Airport Property to be released

A map was prepared that identified discrepancies in the boundary of airport property to be released (see Proposed FAA Land Release Boundary Map). These discrepancies include the following:

Area 1: Tax mapping identified this area as not being owned by the County - This is a pre-existing residential parcel with a home on it that was in place prior to the airport being acquired by the County. This parcel was never acquired and is not part of airport property.

Area 2: The final boundary of the Homeland Security parcel does not coincide with the original boundary - The boundary of the Homeland Security parcel is based on the lease terms and a fixed offset from the runway.

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Area 3: Tax mapping identified this area as not being owned by the County - This area was auctioned off in 2006 and is no longer County-owned.

Area 4: Tax mapping identified this area as not being owned by the County - This area was sold to the Meatcutters Union and is no longer County-owned.

Action Steps

County

- provide parcel information required to complete the metes and bounds description
- review revised plans with EGDE to get their acceptance of the proposed approach

C&S

- EDGE Phase IIA development plan will be updated based on direction received from the County during the meeting and an updated map will be submitted to the County
- prepare a scope and fee for additional services associated with SEQR preparation, incorporating the Oneida County Business Park into the EA process, and additional work to conclude metes and bounds descriptions
- discuss property issues with FAA in October

If there are any additions, deletions, or corrections that need to be made to the updated summary please send them to Gayle McKee at C&S by October 9, 2013.

Environmental Assessment for Land Release of Former Oneida County Airport Property Meeting Memo

Date: July 16, 2014
Location: Mohawk Valley EDGE offices

Purpose of Meeting

The purpose of the meeting is to develop a maximum build out alternative that can be qualitatively analyzed in the Environmental Assessment (EA) based on the new zoning that will be implemented by the Town of Whitestown. The build out alternative needs to include cumulative development in terms of overall square feet of building space, parking space, etc.

Background Information

The Environmental Assessment (EA) is being prepared to assess the impacts associated with the release and redevelopment of the remaining 1,210 acres of former airport land. As shown on **Figure 2** the 1,210 acre area is broken down into the following three parcels:

- *Parcel I* consists of approximately 227 acres of vacant undeveloped land.
- *Parcel II* consists of approximately 944 acres of vacant undeveloped land.
- *Parcel III* consists of approximately 39 acres of mostly developed land.

To guide the redevelopment of the former Oneida County Airport, an amendment to the Town's Zoning Ordinance and Zoning Map via establishment of a Planned Development District ("PDD") will take place. The PDD sets forth eight general categories of land use for the former airport, designated to provide an integrated community with a diverse mix of uses including warehouse and distribution, light industrial, research and development/office, mega site, town center, opportunity site, single-family residential, and conservation area (wetlands, natural landscape, and parks). **Figure 3** illustrates the areas within the former airport committed to each of the eight general categories:

1. The Light Industrial Area is comprised of three areas totaling 160 acres (13% of the total PDD). Uses to be permitted in these areas include offices and light manufacturing, building materials storage and sales, self-storage, contractors, and construction yards. The three areas are located along the western (94 acres), northern (15 acres), and northeastern (51acres) edges of the former airport and adjacent to the existing Oneida County Business Park that is located between Hangar and Sutliff Roads.

2. The Research and Development / Office Area is comprised of one area totaling 15 acres (1% of the total PDD) and is located along the northern portion of the former airport lands. Permitted uses in this area include general office space.

3. The Warehouse and Distribution Area is comprised of one area totaling 128 acres (11% of the total PDD) and is located along the eastern portion of the former airport lands. Permitted uses in this area include trucking and warehousing.

4. The Mega Site Area is comprised of one area totaling 203 acres (17% of the total PDD) and is located along the southeastern portion of the former airport lands. This area is a reserved

parcel for a larger 200 acre + "mega" development (e.g., Marcy Nanocenter at SUNYIT, Family Dollar distribution facility at Griffiss Business Park, or Walmart distribution center at Marcy, NY). Permitted uses include heavy to light industrial, hi-tech manufacturing, large scale distribution and warehousing, and job producing development that would require a vast amount of acreage to accommodate.

5. The Opportunity Site Area is comprised of one area totaling 156 acres (13% of the total PDD) and is located along the eastern portion of the former airport lands. The opportunity site could act as a smaller mega site including heavy to light industrial, hi-tech manufacturing, large scale distribution and warehousing, and job producing development that would require a vast amount of acreage to accommodate.

6. The Residential Area is comprised of two areas totaling 410 acres (34% of the total PDD). The two areas are located along the southern (341 acres) and eastern (69 acres) edges of the former airport lands. Permitted uses in this area include single-family residential.

7. The Town Center / Business Park Center Area is comprised of one area totaling 3 acres (.2% of the total PDD) and is located along the northern portion of the former airport lands. Permitted uses in the Business Park Center include pedestrian-scale retail, restaurants, and public spaces that will provide a gathering place for the Business Park community.

8. The Wetlands, Natural Landscape, and Parks Area is comprised of one area totaling 135 acres (11% of the total PDD). This area is reserved for an open space network that includes the extensive wetland area in the northwest portion of the PDD and a multi-purpose trail for biking and walking.

Action Items

In order to analyze impacts associated with the build out alternative the following needs to be identified:

- Whitestown zoning district categories that the redevelopment plan land uses would coincide with

- Size of anticipated buildings and other impervious surfaces (i.e., parking lots) contained on various land use areas (i.e., mega site, warehouse and distribution, light industrial, R&D/office, etc.) in order to assess impacts in the EA

Memo

To: Call Participants

From: Gayle M. McKee, Senior Project Planner

Date: July 20, 2015

Re: Oneida County Airport Land
Release Environmental Assessment

File: 146.098.002

A conference call with the FAA and C&S Engineers, Inc. was held on July 14, 2015 at 2:30 p.m.

PARTICIPANTS:	**REPRESENTING:**
Marie Jenet	FAA
Marc Champigny	C&S
Gayle McKee	C&S

The purpose of the conference call was to discuss the status of the project and steps needed to proceed with the EA document now that the zoning change has been approved.

Items that were discussed at the meeting included:

Comments on Draft Report

FAA comments on the Draft Report focused on the need to quantify acres of impacts (i.e., acres of impervious surface that include building, utilities, roads, etc.) and the need to address a maximum build out plan for the site.

Maximum Build Out Analysis / County Approval

The Maximum Build Out Analysis was developed after a meeting that was held with Mohawk Valley EDGE and the County. The maximum development allowed on each parcel was quantified based on the land use and zoning codes. In addition, for the residential development proposed in the Town of Westmoreland, the zoning codes would allow development of approximately 300 to 400 residential lots however this was not considered reasonable based on an analysis of housing growth trends in the Town and was reduced as a result.

The FAA cannot approve the Maximum Build Out Plan but a letter of support from the County that documents a “good faith effort” to proceed with the plan based on the revised zoning is needed as part of the EA and to be able to estimate quantities based on the County’s approved plan.

Scoping Letter Responses

A summary of scoping letter responses included the following:

- Tribal coordination per USEPA and SHPO
- Phase 1A Literature Search & Sensitivity Assessment per SHPO
- Cumulative impacts of habitat loss and support of Redevelopment Plan per USEPA
- Threatened and Endangered Species per NYSDEC and USFWS IPAC
- Wetland delineation per NYSDEC

Approach to Complete EA

Discussion/Question: C&S proposed approach to FAA of using available online resources to quantify impacts for environmental categories impacted by proposed development plan. An example given was state and federal wetlands. Can quantify impacts as to whether new roads require fill in wetlands but since the actual location of where buildings and parking areas are not known at this time not sure how to quantify this. Since we do not know can the EA discuss best practice measures will be taken to avoid wetlands?

Response by FAA: We could discuss the use of best practice measures to avoid wetlands however, any significant impacts to wetlands we would need to document there are areas available for mitigation.

Discussion/Question: C&S then discussed how to quantify impacts to environmental categories such as archeological resources or threatened and endangered species. There are no online resources that document actual locations they just identify whether the area is of concern or not. Can we base an analysis for potential impacts to T&E species using land cover types to say there would be no species affected or if there is the potential for species to be impacted document the use of avoidance measures and conduct surveys prior to construction?

Response by FAA: The EA cannot just document avoidance measures and the need for surveys later on. Providing GIS mapping with different layers that identify the areas of concern (i.e., wetlands, archeologically sensitive areas, etc.) would help to preserve and document any areas that need to be avoided in development. We have to be able to quantify impacts or rule out impacts. For federal agencies this will be the only opportunity for them to comment on the project. Once the property is released federal agencies will not have any jurisdiction. As a result agency sign off will be required as part of the EA.

Action Items

- C&S to work with County to obtain letter supporting Maximum Build Out Plan
- C&S to prepare updated development plan map based on approved zoning that will include acreages of impervious surfaces for each parcel
- C&S to provide FAA with draft tribal letter
- FAA to forward updated development plan to environmental agencies for review and discussion on a follow up conference call
- C&S and FAA to hold conference call with environmental agencies to discuss what will be needed to obtain sign off from their agencies

If there are any additions, deletions, or corrections that need to be made to the updated summary please send them to Gayle McKee at C&S by July 31, 2015.

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