

**Agenda**  
**County Facilities Committee – Airport**  
**Department of Public Works**  
**January 22, 2019 – 10:30 am**

Committee Members: *BEATY, Loeb, Geraghty, Strough, Simpson, Frasier, Wild, McDevitt Sokol, Diamond, Braymer*

- I. Committee Meeting Call to Order..... Chairman Beaty**
- II. Motion to Approve Minutes of Prior Committee Meeting..... Chairman Beaty**

**III. Action Agenda/New Business**

**Page**

- 2 Resolution Request: To establish Warren County as the Lead Agency for.. Kevin Hajos  
State Environmental Quality Review (SEQR)  
Rationale: This is related to the Construction of the Two - (10) Bay  
T-Hangars (Hangars 20) project at the Floyd Bennett Memorial Airport.

**IV. Referral/Pending Items**

- None

**V. Information for Discussion/Review**

- Hangars 20 Project Update – airport and consultants are working with the NYS to establish an updated scope of work for the project, which will keep the project within the grant award amount. The updated estimated cost for one (10 bay) hangar is \$825K + \$90K consultant fee = \$915K, the NYS Grant Amount is \$993K (10% local county match or \$99,300).....Kevin H / Don D.
- Hangars 18 Lease Transfers – the airport is signing new leases from tenants and started collecting rent from the outer tie downs (\$75 per month), 12 south hangars (\$280 per month) and 6 north hangars (\$340 per month). Estimated monthly revenue \$5,850. .... Don D.
- Runway Extension Project Update – an updated response to FAA questions related to the proposed New Alternative was submitted to the FAA on January 4, 2019 and no further action is being taken on EA#4 until the FAA responds back to Warren County. Amanda has the latest response to the FAA on file, if anyone would like a copy.....Kevin H / Don D.

**VI. Privilege of the Floor to discuss any additional items to come before the Committee**

**VII. Motion to Adjourn**

- 
- Attachments

# RESOLUTION REQUEST FORM NO. 20

## MISCELLANEOUS

*\*Please List All Other Requests Not Covered by Previous Resolution Request Forms Here.  
Please attach any backup information available and be as detailed as possible.*

DEPARTMENT NAME: DPW - Airport

DATE: 1-22-19

- (a) Purpose of Request: To establish Warren County as the Lead Agency for State Environmental Quality Review (SEQR) related to the Construction of Two (2) - Ten (10) Bay T-Hangars project at the Floyd Bennett Memorial Airport, determine project SEQR Type and declare a Negative Declaration relative to the determination of non-significance under SEQR.
  
- (b) Details: This project proposes to demolish two (2), six (6) bay t-hangars and replace with ten (10) tie-downs on existing asphalt and construct two (2) new ten (10) bay t-hangars on the south tie-down ramp. The following agencies have been notified and have not filed an objection to Warren County assuming the Lead Agency role under SEQR as well as the issuance of a Negative Declaration: US Army Corps of Engineers, NYSDEC, NYSDOT and the FAA. The project will have no significant adverse environmental impacts on the surrounding environment under SEQR regulations.
  
- (c) Previous Resolution Number: NA

617.20  
Appendix B  
Short Environmental Assessment Form

**Instructions for Completing**

**Part 1 - Project Information.** The applicant or project sponsor is responsible for the completion of Part 1. Responses become part of the application for approval or funding, are subject to public review, and may be subject to further verification. Complete Part 1 based on information currently available. If additional research or investigation would be needed to fully respond to any item, please answer as thoroughly as possible based on current information.

Complete all items in Part 1. You may also provide any additional information which you believe will be needed by or useful to the lead agency; attach additional pages as necessary to supplement any item.

<b>Part 1 - Project and Sponsor Information</b>			
Warren County DPW			
Name of Action or Project: Construct Two 10-Bay T-Hangars			
Project Location (describe, and attach a location map): Floyd Bennett Memorial Airport			
Brief Description of Proposed Action: Demolish two 6-Bay T-Hangars, and replace 10 standard aircraft tie-downs on existing asphalt. This project will also construct two additional 10-Bay T-Hangars on the existing asphalt apron, near the Runway 30 apron area. An Add alternate may also construct two additional hangar bays on to Building 27 near the FBO on existing apron.  This project is being funded under a NYSDOT Bureau of Aviation Grant.			
Name of Applicant or Sponsor: Warren County DPW		Telephone: 518 792-0783	
		E-Mail: ddegrow@warrencountypdw.com	
Address: 443 Queensbury Ave., Room 201			
City/PO: Queensbury		State: NY	Zip Code: 12804
1. Does the proposed action only involve the legislative adoption of a plan, local law, ordinance, administrative rule, or regulation? If Yes, attach a narrative description of the intent of the proposed action and the environmental resources that may be affected in the municipality and proceed to Part 2. If no, continue to question 2.		NO <input checked="" type="checkbox"/>	YES <input type="checkbox"/>
2. Does the proposed action require a permit, approval or funding from any other governmental Agency? If Yes, list agency(s) name and permit or approval: NYS DOT Bureau of Aviation Funding.		NO <input type="checkbox"/>	YES <input checked="" type="checkbox"/>
3.a. Total acreage of the site of the proposed action?		_____ 1.4 acres	
b. Total acreage to be physically disturbed?		_____ 1.4 acres	
c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor?		_____ 628 acres	
4. Check all land uses that occur on, adjoining and near the proposed action. <input type="checkbox"/> Urban <input checked="" type="checkbox"/> Rural (non-agriculture) <input type="checkbox"/> Industrial <input checked="" type="checkbox"/> Commercial <input checked="" type="checkbox"/> Residential (suburban) <input checked="" type="checkbox"/> Forest <input type="checkbox"/> Agriculture <input type="checkbox"/> Aquatic <input checked="" type="checkbox"/> Other (specify): <u>Airport</u> <input type="checkbox"/> Parkland			



18. Does the proposed action include construction or other activities that result in the impoundment of water or other liquids (e.g. retention pond, waste lagoon, dam)? If Yes, explain purpose and size: _____	NO	YES
_____	<input checked="" type="checkbox"/>	<input type="checkbox"/>
19. Has the site of the proposed action or an adjoining property been the location of an active or closed solid waste management facility? If Yes, describe: _____	NO	YES
_____	<input checked="" type="checkbox"/>	<input type="checkbox"/>
20. Has the site of the proposed action or an adjoining property been the subject of remediation (ongoing or completed) for hazardous waste? If Yes, describe: _____	NO	YES
_____	<input checked="" type="checkbox"/>	<input type="checkbox"/>
I AFFIRM THAT THE INFORMATION PROVIDED ABOVE IS TRUE AND ACCURATE TO THE BEST OF MY KNOWLEDGE		
Applicant/sponsor name: <u>Lisa McNeary (Passive as agent to County)</u> Date: <u>11/11/18</u>		
Signature: <u>Lisa McNeary</u>		

**Part 2 - Impact Assessment.** The Lead Agency is responsible for the completion of Part 2. Answer all of the following questions in Part 2 using the information contained in Part 1 and other materials submitted by the project sponsor or otherwise available to the reviewer. When answering the questions the reviewer should be guided by the concept "Have my responses been reasonable considering the scale and context of the proposed action?"

	No, or small impact may occur	Moderate to large impact may occur
1. Will the proposed action create a material conflict with an adopted land use plan or zoning regulations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Will the proposed action result in a change in the use or intensity of use of land?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Will the proposed action impair the character or quality of the existing community?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Will the proposed action have an impact on the environmental characteristics that caused the establishment of a Critical Environmental Area (CEA)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Will the proposed action result in an adverse change in the existing level of traffic or affect existing infrastructure for mass transit, biking or walkway?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Will the proposed action cause an increase in the use of energy and it fails to incorporate reasonably available energy conservation or renewable energy opportunities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. Will the proposed action impact existing:		
a. public / private water supplies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. public / private wastewater treatment utilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
8. Will the proposed action impair the character or quality of important historic, archaeological, architectural or aesthetic resources?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9. Will the proposed action result in an adverse change to natural resources (e.g., wetlands, waterbodies, groundwater, air quality, flora and fauna)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	No, or small impact may occur	Moderate to large impact may occur
10. Will the proposed action result in an increase in the potential for erosion, flooding or drainage problems?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
11. Will the proposed action create a hazard to environmental resources or human health?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Part 3 - Determination of significance.** The Lead Agency is responsible for the completion of Part 3. For every question in Part 2 that was answered "moderate to large impact may occur", or if there is a need to explain why a particular element of the proposed action may or will not result in a significant adverse environmental impact, please complete Part 3. Part 3 should, in sufficient detail, identify the impact, including any measures or design elements that have been included by the project sponsor to avoid or reduce impacts. Part 3 should also explain how the lead agency determined that the impact may or will not be significant. Each potential impact should be assessed considering its setting, probability of occurring, duration, irreversibility, geographic scope and magnitude. Also consider the potential for short-term, long-term and cumulative impacts.

<input type="checkbox"/>	Check this box if you have determined, based on the information and analysis above, and any supporting documentation, that the proposed action may result in one or more potentially large or significant adverse impacts and an environmental impact statement is required.
<input checked="" type="checkbox"/>	Check this box if you have determined, based on the information and analysis above, and any supporting documentation, that the proposed action will not result in any significant adverse environmental impacts.
<u>WARREN COUNTY</u>	<u>1/15/19</u>
Name of Lead Agency	Date
<u>RONALD CONOVER</u>	<u>CHAIRMAN OF THE BOARD OF SUPV.</u>
Print or Type Name of Responsible Officer in Lead Agency	Title of Responsible Officer
<u>[Signature]</u>	<u>[Signature]</u>
Signature of Responsible Officer in Lead Agency	Signature of Preparer (if different from Responsible Officer)

**PRINT**

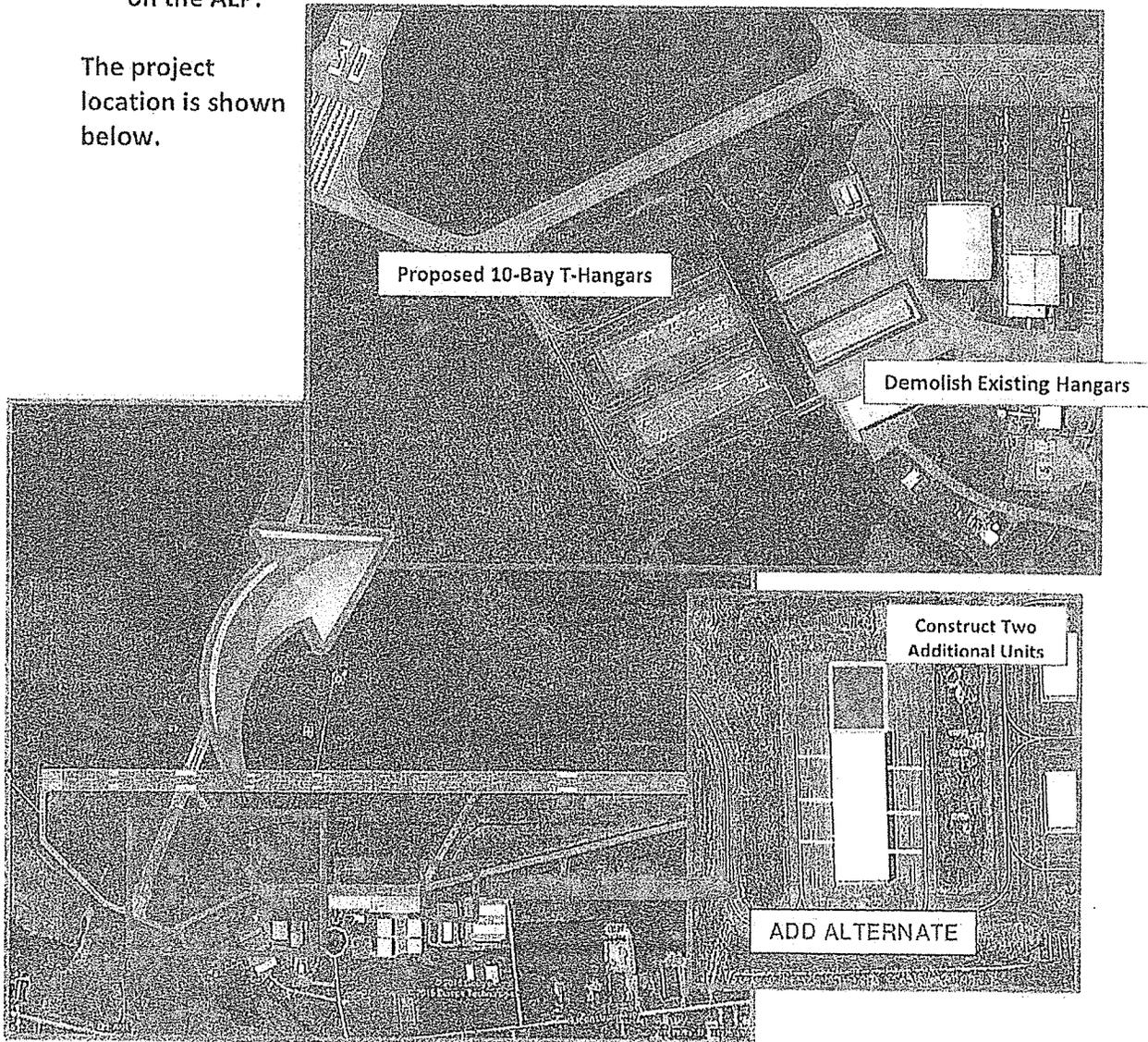


**SHORT PROJECT DESCRIPTION:**

The project includes:

- Demolish two 6-bay T-Hangars and replace the deteriorated structures with 10 standard aircraft tie-down positions.
- Construct two new 10-bay T-Hangars on an existing adjacent asphalt apron.
- **ADD ALTERNATE:** Construct two additional hangar bays on Building 27 as shown on the ALP.

The project location is shown below.



State Environmental Quality Review

In accordance with the rules, regulations, and procedures adopted by

County of Warren

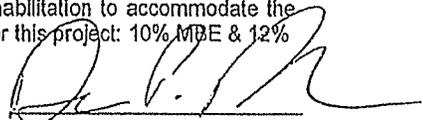
(or 6NYCRR Part 617 where the Municipal Corporation has not adopted such rules, regulations, and procedures) pursuant to the intent of the State Environmental Quality Review Act, the project described below is classified as a:

CHECK ONE

- Type I Action - with possible significant effect (NEPA or SEQR DEIS, FEIS, and SEQR Record of Decision have been prepared).
- Type I Action - with no significant effect (Environmental Assessment Form or Environmental Assessment and Negative Declaration have been prepared and filed).
- Unlisted Action - with possible significant effect (NEPA or SEQR DEIS, FEIS, and SEQR Record of Decision have been prepared).
- Unlisted Action - with no significant effect (Environmental Assessment Form or Environmental Assessment and Negative Declaration have been/will be prepared and filed).
- Type II Action
- Ministerial Act
- Exempt Act

PROJECT DESCRIPTION

Furnish and construct two 10-Bay T-Hangars on the existing adjacent asphalt parking apron, including normal electric service. Possible add alternate of construction of two (2) additional hangar bays on Building 27. Demolition of two 70+ year old 6-Bay T-Hangars replacing the hangar footprint with 10 paved tie-down positions. Associated asphalt pavement rehabilitation to accommodate the replacement tie-down positions and new T-Hangars. M/WBE goals for this project: 10% MBE & 12% WBE.



Authorized Signature

Airport Manager

Title

10-22-19

Date

## Why PVC Tensile Fabric Hangars

- Durability – With industrial-grade galvanized steel frames and flame-retardant PVC-vinyl fabric, no maintenance is required, and 25-30-year warranties are offered
- Heat and temperature reduction – Our fabric buildings block the sun and can reduce temperature by as much as 71 degrees in your aircraft and equipment.
- Corrosion reduction – Your aircraft will be five times less likely to corrode, as our buildings protect from the harmful effects of the elements.
- Clearspan design – Our structures do not require any support poles or guy wires, so they provide a wide-open, covered space.
- Structures can be designed to accommodate any type of powered or manual door
- The fabric lets in an abundance of natural light and reduces energy typically required to provide lighting. Additionally, when lights are used near the white fabric, light is reflected off the surface amplifying the total lumens in the building.
- The structure can be assembled on many different types of foundations
- Partitions can be configured as needed to divide the space as needed
- Cost effectiveness – Our fabric buildings cost much less per square foot than buildings made of metal or wood, so you can get the same protection for less.



## Manual Doors

- No Electrical power needed
- Small Panel width makes turning corner easy
- Steel, Aluminum or Polycarbonate sheeting covers each panel without cutting width

- Maintenance Free Pre-Painted Aluminum verticals and mill finish extruded aluminum girts
- Balanced lifetime warranty Trolleys
- Top and Bottom Seals
- Starter Hinged Panel Operates with lock as a walk door for building access.
- Heavy Duty Cannon Ball Round Track Hardware
- Is suitable in high wind loading climates
- Full assembly in our standard sizes including optional sheeting



## Sliding doors

- Doors slide inside, down the side wall of the building, moves the door away from bad weather, away from snow or winds. The door operates smoothly by manual effort and stores on the building side walls yet allowing storage space



## Stacked Doors

Designed for the typical General Aviation Hangar to tightly stack and give maximum door opening in your building. The door can be installed on the inside or on the outside of the building making it attractive for any climate or area.

