

Draft Scoping Document for the Preparation of a Generic Environmental Impact Statement

SYR Airport 2040

Onondaga County

State Environmental Quality Review Act Lead Agency:



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GLOSSARY TERMS

Syracuse Regional Airport Authority (SRAA)	The public benefit corporation responsible for the operation, management, and development of Syracuse Hancock International Airport and serving as Lead Agency for the Project's SEQRA review.
2025 Syracuse Hancock International Airport Master Plan Update (SYR-MPU)	The updated planning document adopted by SRAA in September 2025 that establishes the framework for Airport development and capital improvements through 2040. The SYR-MPU identifies the Project and associated Actions proposed for environmental review under SEQRA.
Project	The phased development program for Syracuse Hancock International Airport identified in Chapter 10, "Implementation Plan," of the SYR-MPU.
Actions	The individual capital improvement projects, operational improvements, and infrastructure developments that collectively comprise the Project.

Introduction

This Draft Scoping Document has been prepared pursuant to the New York State Environmental Quality Review Act, Article 8 of the New York Environmental Conservation Law, and the regulations promulgated thereunder at 6 NYCRR Part 617 (collectively referred to as “SEQRA”). This Draft Scoping Document outlines the topics to be studied and analyzed in the Draft Generic Environmental Impact Statement (DGEIS) for future (phased) development at the Syracuse Hancock International Airport (“Airport” or “SYR”) (the “Project”). In September 2025, the Syracuse Regional Airport Authority (SRAA) adopted the 2025 Syracuse Hancock International Airport Master Plan Update (SYR-MPU)¹, which provides a strategic framework for Airport development through approximately 2040. The SYR-MPU was prepared in accordance with Federal Aviation Administration (FAA) guidance and establishes an approximately 20-year planning horizon as the most appropriate time frame for evaluating proposed development and improvements within the Airport. The adopted SYR-MPU provides the framework for the Project and associated environmental assessments under SEQRA. The Project includes phased improvements to operations and infrastructure serving varied purposes, as further described herein.

Summary of the Project’s SEQRA Process

On June 9, 2026, the SRAA initiated the SEQRA process by declaring its intent to serve as Lead Agency for the SEQRA review of the Project. The declaration of intent to serve as lead agency, along with the completed Environmental Assessment Form (EAF) Part 1, was shared with involved agencies including the City of Syracuse, Town of DeWitt, Town of Salina, Town of Clay, Town of Cicero, Onondaga County Department of Water Environmental Protection (WEP), Onondaga County Planning Department, Onondaga County Water Authority (OCWA), New York State Office of Parks, Recreation, and Historic Preservation (NYSOPRHP), New York State Department of Environmental Conservation (NYSDEC), and New York State Department of Health (NYSDOH). A revised EAF form released by the NYSDEC became effective on June 12, 2026². Accordingly, EAF Part 1 was updated using the revised form and recirculated to all involved agencies to ensure consistency with the current NYSDEC requirements and facilitate a comprehensive and coordinated SEQRA review. No agency objected to the SRAA’s role as SEQRA Lead Agency for the proposed action. SRAA subsequently completed EAF Parts 2 and 3. Based on the information contained in the EAF, SRAA issued a Positive Declaration on August 19, 2026, determining that the Project may have a potential significant adverse impact on the environment, which requires the preparation of an Environmental Impact Statement (EIS) pursuant to Section 617.10 of the SEQRA regulations³. The Positive Declaration was filed with involved agencies and published in the Environmental Notice Bulletin.

Pursuant to the applicable requirements of SEQRA, a DGEIS for the Project will be prepared to facilitate the environmental review process, seek public comment and constructive input, and provide a basis for informed decision-making. The DGEIS will present an analysis of the potentially

¹ The SYR-MPU can be viewed on the Syracuse Hancock International Airport website: <https://syrairport.org/2021-syr-master-plan-update/>

² The NYSDEC adopted amendments to the regulations (6 NYCRR Part 617) that implement SEQRA. The amended regulations became effective June 12, 2026. [State Environmental Quality Review Act \(SEQRA\) Regulatory Revisions - NYSDEC](#)

³ Project-specific SEQRA documents can be viewed on the Project website, <https://syrairport.org/sraa/public-and-legal-notice/>

significant adverse and beneficial environmental impacts of the Project, as well as potential measures to avoid, minimize, or mitigate potential significant adverse impacts to the maximum extent practical. An alternative analysis will also be provided with emphasis placed on the Project as the preferred alternative.

In accordance with the SEQRA regulations, after the acceptance of the DGEIS by SRAA, and filing the requisite notice of completion, a minimum 30-day public review and comment period shall commence. A final Generic Environmental Impact Statement (FGEIS) will then be developed, which will include responses to any comments received on the DGEIS. Finally, a SEQRA Findings Statement will be prepared. The FGEIS and Findings Statement will set forth, among other things, "specific conditions or criteria under which future actions will be undertaken or approved, including requirements for any subsequent SEQRA compliance." The issuance of the Findings Statement will conclude the SEQRA review process for the Project.

Purpose of Scoping in SEQRA

The basic purpose of SEQRA is to incorporate the consideration of environmental factors into the planning, review, and decision-making processes of State, regional, and local government agencies at the earliest possible time. To accomplish this goal, SEQRA requires a determination of whether a proposed action may have a significant adverse impact on the environment, and if it is determined that the action may have a significant adverse impact, an EIS must be prepared. It was the intention of the State Legislature that the protection and enhancement of the environment, human and community resources should be given appropriate weight with social and economic considerations, and that those factors be considered together in reaching decisions on proposed actions. It is not the intention of SEQRA that environmental factors be the sole consideration in decision-making.

The primary goals of scoping are to focus an EIS on potentially significant adverse impacts and to eliminate consideration of those impacts that are not relevant or non-significant with respect to the Project. Scoping also provides an opportunity for involved agencies, interested agencies, and the public to review and comment on the identification of significant environmental conditions and resources that may be affected, and the extent and quality of information necessary to address those issues during the SEQRA review process.

Description of the Project

In September 2025, SRAA adopted the 2025 SYR-MPU, which provides a strategic framework for future (phased) development for the Airport through 2040. SYR is a public-use, joint civil-military commercial airport owned by the City of Syracuse and operated by SRAA. Covering approximately 2,400 acres, the Airport is located approximately 4 miles northeast of the City of Syracuse in Onondaga County within the municipal limits of the towns of Clay, Cicero, DeWitt, and Salina, Onondaga County, New York. The Airport is accessed by public vehicular traffic through Colonel Eileen Collins Boulevard (formerly Airport Boulevard) from either Interstate 81 (I-81) or South Bay Road.

The SYR-MPU was prepared in accordance with FAA guidance and references the National Environmental Policy Act (NEPA) as the applicable federal environmental review framework, which is consistent with actions taken in accordance with processes established by federal agencies, including the FAA. The SYR-MPU reference to NEPA recognizes that individual actions requiring federal approvals, funding, or permits may be subject to project-specific NEPA review. The Project DGEIS and this Draft Scoping Document are intended to satisfy the requirements of SEQRA, and to provide a comprehensive environmental evaluation under SEQRA to support long-term planning and decision-making in accordance with New York State's environmental review framework.

The SYR-MPU defines goals and actions intended to maintain/improve aviation safety; meet the needs of Airport users, passengers, and tenants; sustain efficient use of Airport property and orderly development of facilities; and proposes a reasonable and achievable Capital Improvement Plan. The SYR-MPU describes existing conditions within and the history of the Airport, summarizes public and stakeholder outreach, describes and evaluates proposed development alternatives, and includes descriptions and sequence of proposed capital improvements. The adopted SYR-MPU provides the framework for the Project, which can be used to facilitate the associated environmental assessments under SEQRA. The DGEIS will analyze the potential environmental effects of these phased improvements, and throughout the SEQRA record (e.g., Draft Scoping Document, Final Scoping Document, DGEIS, FGEIS, Findings Statement) these phased improvements will collectively be referred to as the Actions.

The SYR-MPU establishes a 20-year planning horizon as the most appropriate timeframe for evaluating the Actions. The planning horizon is divided into three periods (Phases): short-term (upcoming 5 years), mid-term (6 to 10 years), and long-term (11 to 20 years). The mid- and long-term planning periods are considered strategic in nature and help to align near-term Actions with anticipated longer-term development needs.

- Phase I (Short-Term) Actions focus primarily on near-term operational improvements and infrastructure upgrades. Actions in this phase include short-term automobile parking solutions, development of a consolidated rental car facility (CONRAC), and airfield modifications intended to improve accessibility and ensure compliance with current design and safety standards. Additional short-term initiatives include replacement of critical Aircraft Rescue, Fire Fighting (ARFF) equipment, and the first two phases of a consolidated deicing pad.
- Phase II (Mid-Term) Actions emphasize expanded landside capacity, cargo development, and additional operational improvements. This phase includes the demolition and construction of parking garages, as well as terminal curb-front improvements to enhance passenger circulation and access. It also includes development of cargo facilities and vertiport infrastructure, along with continued replacement of ARFF equipment, a baggage system, and modernization of ARFF equipment.
- Phase III (Long-Term) Actions address major infrastructure expansion needed to accommodate future growth and operational demand. Planned Actions include airfield expansions, modifications, and safety improvements; reconstruction of on-demand general

aviation (GA) facilities; and terminal expansion and modernization efforts. This phase also includes the final phase of expansion of the consolidated and centralized deicing pad as a continuation of the development begun in Phase I, and development of a new runway with an associated taxiway system.

A summary table has been created (see Table 1) that lists each of the Actions identified in the SYR-MPU⁴ and groups each Action according to the anticipated level of SEQRA and NEPA review. This breakdown reflects the anticipated level of environmental review at the state and federal level.

The associated NEPA-based classification for each Action listed in the SYR-MPU provides a useful parallel for understanding the likely level of state review, although the two processes are separate and have different thresholds requiring further review and analysis. In accordance with NEPA, Actions classified as a Categorical Exclusion (CATEX) using the framework provided by the FAA are expected to have minimal or no environmental effects and can typically proceed with limited documentation and review. Those categorized as requiring an Environmental Assessment (EA) under NEPA require further study to determine whether impacts could be significant; depending on the results, they may result in a Finding of No Significant Impact (FONSI) or be elevated to a more detailed review. Actions identified for EIS represent the most complex Actions, where significant environmental impacts are possible and therefore require a comprehensive analysis, alternatives evaluation, and public involvement before a decision can be made. Generally, Actions falling under CATEX could align with SEQRA Type II actions, which are exempt from detailed environmental review because they are not expected to have significant impacts. Actions requiring an EA can be comparable to SEQRA Unlisted actions and some SEQRA Type I actions, where an Environmental Assessment Form (EAF) is used to determine significance and that results in a Negative Declaration. Finally, Actions anticipated to require an EIS under NEPA would be expected to correspond to SEQRA Type I actions, which have the potential to result in significant adverse impacts and therefore often result in a Positive Declaration and require preparation of an EIS to comply with SEQRA.

Table 1 below provides a summary of all proposed Actions and their anticipated SEQRA and NEPA classifications and environmental review pathways.

Table 1. Individual Actions Proposed at the Syracuse Airport

Action Number	Action Name	SYR-MPU Reference (Chapter 10)	NEPA Review	Anticipated SEQRA Review	Further SEQRA review in the DGEIS
1	Snow Removal Equipment Facility Modification	Page 10-9	Completed	Type II	No ¹
2	CONRAC Facility and Supporting Roadways Construction	Page 10-10	Completed	Type I	No ^{1,2}

⁴ Three additional projects have been added to the scope of this draft scoping document for analysis in the DGEIS that was not identified in the SYR-MPU: Project #58, Landside Commercial Development, #59, Rehabilitation of Runway 15-33 and #60, Parallel Taxiway West of Runway 15-33 (Taxiway M).

Action Number	Action Name	SYR-MPU Reference (Chapter 10)	NEPA Review	Anticipated SEQRA Review	Further SEQRA review in the DGEIS
3	Maintenance Facility Expansion	Page 10-11	Completed	Unlisted	No ^{1, 2}
4	Consolidated/Centralized Deicing Pad - Phase 1A	Page 10-12	Completed	Type I	No ^{1, 2}
5	Consolidated/Centralized Deicing Pad - Phase 1B	Page 10-13	Completed	Type I	No ^{1, 2}
6	Terminal Apron Expansion	Page 10-14	Completed	Unlisted	Yes
7	Taxiway B Reconfiguration	Page 10-15	CATEX	Type II	No ¹
8	Airport Comprehensive Utility Master Plan	Page 10-16	CATEX	Type II	No ¹
9	Fuel Farm Facilities Rehabilitation and Expansion	Page 10-17	CATEX	Type II	No
10	ARFF Truck #3 Replacement	Page 10-18	Admin CATEX	Type II	No
11	Parallel Taxiway East of Runway 15-33	Page 10-19	EIS	Type I	Yes
12	Blast Pad Improvements	Page 10-20	Completed	Type II	No
13	Hot Spot Improvement	Page 10-21	CATEX	Type II	No
14	Taxiway N Relocation	Page 10-22	CATEX	Type II	No
15	Taxiway J Relocation	Page 10-23	CATEX	Type II	No
16	Cargo Apron Expansion Cargo Phase II	Page 10-24	Completed	Unlisted	Yes
17	Wind Cone Relocation Airfield Phase II	Page 10-25	CATEX	Type II	No
18	Intersection of Taxiways K, M, and S Airfield Phase II	Page 10-26	Completed	Type II	No ¹
19	Access Road for Future Cargo AAM (East) Construction	Page 10-27	EIS	Type I	Yes
20	ARFF Truck #4 Replacement	Page 10-28	CATEX	Type II	No
21	East Cargo Campus Construction – Facilities, Apron, and Taxiways	Page 10-29	EIS	Type I	Yes
22	Parking Garage and Surface Lot (Southern Section) Demolition	Page 10-30	Completed	Type I	Yes
23	New Parking Garage, Surface Lot, and Roadways (Southern Section) Construction	Page 10-31	Completed	Type I	Yes

Action Number	Action Name	SYR-MPU Reference (Chapter 10)	NEPA Review	Anticipated SEQRA Review	Further SEQRA review in the DGEIS
24	Terminal Frontage Curb Expansion by at Least 100 Feet	Page 10-32	Completed	Type I	Yes
25	South Overflow Lot Garage Construction	Page 10-33	Completed	Type I	Yes
26	Northern Section of Parking Garage and Surface Lot Demolition	Page 10-34	Completed	Type I	Yes
27	Terminal Frontage Curb Expansion by at Least 200 Feet	Page 10-35	Completed	Type I	Yes
28	RON Apron Rehabilitation/City Ramp Near Million Air	Page 10-36	CATEX	Type II	No
29	ARFF Truck #5 Replacement	Page 10-37	CATEX	Type II	No
30	Cargo Vertiport Facilities Construction	Page 10-38	EIS	Type I	Yes
31	Fuel Farm Construction/Hydrant Fueling Options	Page 10-39	CATEX	Type II	No
32	New Parking Garage, Surface Lot, and Roadways (Northern Section) Construction	Page 10-40	Completed	Type I	Yes
33	Terminal Expansion Project 1: Concourse Expansion South, New Concessions Node, and Connector with Single Gate	Page 10-41	EA	Type I	Yes
34	Terminal Expansion Project 2: Concourse B Demolition	Page 10-42	EA	Type I	Yes
35	Hangar Reconstruction/Demolition (Phase 1 On-Demand)	Page 10-43	CATEX	Unlisted	Yes
36	Transient Apron/Taxilane Construction (Phase 1 On-Demand)	Page 10-44	CATEX	Unlisted	Yes
37	Snow Melter #1 Acquisition	Page 10-45	Admin CATEX	Type II	No ¹
38	Dual Parallel Taxiway (North)	Page 10-46	CATEX	Unlisted	Yes
39	Hangar Reconstruction/Demolition (Phase 2 On-Demand)	Page 10-47	CATEX	Unlisted	Yes

Action Number	Action Name	SYR-MPU Reference (Chapter 10)	NEPA Review	Anticipated SEQRA Review	Further SEQRA review in the DGEIS
40	T-Hangar Construction and Demolition	Page 10-48	CATEX	Type II	No
41	Terminal Expansion Project 3: Concourse Expansion North	Page 10-49	EA	Type I	Yes
42	Transient Apron/Taxilane Construction (Phase 2 On-Demand)	Page 10-50	CATEX	Unlisted	Yes
43	FBO Access Improvements	Page 10-51	EA	Unlisted	Yes
44	Consolidated/Centralized Deicing Pad - Phase 2	Page 10-52	EA 1	Type I	No ¹
45	Terminal Expansion Project 4: Central Concessions Node	Page 10-53	EA 1	Type I	Yes
46	Hangar Reconstruction/Demolition (Phase 3 On-Demand)	Page 10-54	CATEX	Type I	Yes
47	FBO Reconstruction (On-Demand)	Page 10-55	CATEX	Unlisted	Yes
48	Snow Melter #2 Acquisition	Page 10-56	Admin CATEX	Type II	No ¹
49	Holding Pad Improvements	Page 10-57	CATEX	Unlisted	Yes
50	Terminal Expansion Project 5: Connector with Single Gate	Page 10-58	EA	Unlisted	Yes
51	Terminal Expansion Project 6: Concourse A Demolition	Page 10-59	EA	Unlisted	Yes
52	Runway 10L-28R (7,500' x 150') and Taxiway System Construction	Page 10-60	EIS	Type I	Yes
53	Dual Parallel Taxiway (South) Construction and Compass Pad Demolition	Page 10-62	CATEX	Unlisted	Yes
54	Elevated Passenger Vertiport and Corridor Construction	Page 10-63	EA	Unlisted	Yes
55	General Aviation Vertiport Facilities Construction	Page 10-64	EA	Unlisted	Yes
56	Second Snow Removal Equipment Facility Construction	Page 10-65	CATEX	Unlisted	Yes
57	Cargo Facilities (West) Improvements	Page 10-66	CATEX	Type II	No

Action Number	Action Name	SYR-MPU Reference (Chapter 10)	NEPA Review	Anticipated SEQRA Review	Further SEQRA review in the DGEIS
58	Landside Commercial Development	N/A	EIS	Type I	Yes
59	Rehabilitation of Runway 15-33	N/A	Completed	Type II	No ¹
60	Parallel Taxiway West of Runway 15-33 (Taxiway M)	N/A	CATEX	Unlisted	Yes

¹ These projects have already completed NEPA/SEQRA review and, as such, are not included within the scope of the DGEIS.

² This project is already under development and, as such, is not included within the scope of the DGEIS.

Consistent with SEQRA, and specific to the proposed Project, the SRAA has reviewed all 60 Actions and determined the applicable SEQRA classification for each Action. Actions identified as Type II actions by the SRAA are exempt from further environmental review because they have been determined not to have a significant environmental impact. Accordingly, Type II actions are not evaluated further in the DGEIS, and no additional SEQRA documentation or environmental permitting under SEQRA is required for those Actions as currently defined. With respect to the SEQRA Unlisted actions, this designation is representative of actions that are not exempt as Type II actions and do not meet thresholds for Type I actions but are still subject to environmental review because they may have potential impacts on the environment. Unlisted actions typically require a Short EAF; however, a SEQRA lead agency has the discretion to determine if a Full EAF may be required. Additionally, Unlisted actions can undergo either a coordinated review or an uncoordinated review. Specific to the proposed Project, the Unlisted Actions are generally limited in scope, involve minimal or localized physical disturbance, and are not expected to result in significant adverse environmental impacts. The potential environmental impacts associated with many of the Unlisted Actions have already been, or will be, assessed through a NEPA review process conducted by SRAA, resulting in each of these previously reviewed Actions being classified as a CATEX. Table 2 below identifies each Unlisted Action that has been reviewed under NEPA and received a CATEX determination. Table 2 also provides a summary of the reasoning associated with each CATEX determination.

Table 2. Summary of NEPA Review for Actions Considered Unlisted Under SEQRA

Action Number	Action Name	NEPA Determination
6	Terminal Apron Expansion	NEPA Completed
16	Cargo Apron Expansion Cargo Phase II	NEPA Completed
35	Hangar Reconstruction/Demolition (Phase 1 On-Demand)	CATEX: Work occurs on previously disturbed land and rehabilitation of existing facilities. Expected to have no significant environmental impacts.

Action Number	Action Name	NEPA Determination
36	Transient Apron/Taxilane Construction (Phase 1 On-Demand)	CATEX: Work occurs on previously disturbed land. Expected to have no significant environmental impacts.
38	Dual Parallel Taxiway (North)	CATEX: Work occurs on previously disturbed land. Expected to have no significant environmental impacts.
39	Hangar Reconstruction/Demolition (Phase 2 On-Demand)	CATEX: Work occurs on previously disturbed land. Expected to have no significant environmental impacts.
42	Transient Apron/Taxilane Construction (Phase 2 On-Demand)	CATEX: Work occurs on previously disturbed land. Expected to have no significant environmental impacts.
47	FBO Reconstruction (On-Demand)	CATEX: Work occurs on previously disturbed land. Expected to have no significant environmental impacts.
49	Holding Pad Improvements	CATEX: Work occurs on previously disturbed land. Expected to have no significant environmental impacts.
53	Dual Parallel Taxiway (South) Construction and Compass Pad Demolition	CATEX: Work occurs on previously disturbed land. Expected to have no significant environmental impacts.
56	Second Snow Removal Equipment Facility Construction	CATEX: Work occurs on previously disturbed land. Expected to have no significant environmental impacts.
60	Parallel Taxiway West of Runway 15-33 (Taxiway M)	CATEX: Work occurs on previously disturbed land. Expected to have no significant environmental impacts.

To comply with SEQRA, the SRAA intends to prepare Short EAFs for each of the Unlisted Actions identified in Table 2 above. Therefore, these Unlisted Actions will not be further evaluated in the DGEIS. As a result, the Project-specific Actions that will be evaluated in the DGEIS are summarized in Table 3 below.

Table 3. Actions Evaluated in the DGEIS

Action Number	Action Name	SEQRA Classification
11	Parallel Taxiway East of Runway 15-33	Type I
19	Access Road for Future Cargo AAM (East) Construction	Type I
21	East Cargo Campus Construction – Facilities, Apron, and Taxiways	Type I
22	Parking Garage and Surface Lot (Southern Section) Demolition	Type I

Action Number	Action Name	SEQRA Classification
23	New Parking Garage, Surface Lot, and Roadways (Southern Section) Construction	Type I
24	Terminal Frontage Curb Expansion by at Least 100 Feet	Type I
25	South Overflow Lot Garage Construction	Type I
26	Northern Section of Parking Garage and Surface Lot Demolition	Type I
27	Terminal Frontage Curb Expansion by at Least 200 Feet	Type I
30	Cargo Vertiport Facilities Construction	Type I
32	New Parking Garage, Surface Lot, and Roadways (Northern Section) Construction	Type I
33	Terminal Expansion Project 1: Concourse Expansion South, New Concessions Node, and Connector with Single Gate	Type I
34	Terminal Expansion Project 2: Concourse B Demolition	Type I
41	Terminal Expansion Project 3: Concourse Expansion North	Type I
43	FBO Access Improvements	Unlisted
44	Consolidated/Centralized Deicing Pad - Phase 2	Type I
45	Terminal Expansion Project 4: Central Concessions Node	Type I
46	Hangar Reconstruction/Demolition (Phase 3 On-Demand)	Type I
50	Terminal Expansion Project 5: Connector with Single Gate	Unlisted
51	Terminal Expansion Project 6: Concourse A Demolition	Unlisted
52	Runway 10L-28R (7,500' x 150') and Taxiway System Construction	Type I
54	Elevated Passenger Vertiport and Corridor Construction	Unlisted
55	General Aviation Vertiport Facilities Construction	Unlisted
58	Landside Commercial Development	Type I

Anticipated Content of the Draft Generic Environmental Impact Statement

The DGEIS will include all elements required by 6 NYCRR 617.10, including:

- i. DGEIS Cover Sheet.

All draft and final EISs must be preceded by a cover sheet stating whether it is a draft or final EIS; the name or descriptive title of the action; the location (county and town, village or city) and street address, if applicable, of the action; the name and address of the Lead Agency and the name and telephone number of a person at the agency who can provide further information; the names of individuals or organizations that prepared the EIS; the date of its acceptance by the Lead Agency; and in the case of a draft EIS, the date by which comments must be submitted.

ii. DGEIS Table of Contents.

The table of contents will include listings of DGEIS sections, tables, figures, maps, appendices, attachments and any items that may be submitted under separate cover (and identified as such).

In addition, the DGEIS shall include the following sections:

1.0 EXECUTIVE SUMMARY

The executive summary will include a brief description of the Project and a listing of potential adverse environmental impacts and proposed mitigation measures. A summary will also be provided of the approvals and permits required, and the alternatives to the Project that are evaluated within the DGEIS.

2.0 DESCRIPTION OF THE PROJECT

As described in more detail in the following sections, this chapter of the DGEIS will include a comprehensive description of the Project utilizing currently available information.

2.1 Site Description

This section of the DGEIS will characterize the size, geographic boundaries, and physiographic characteristics of the entire Project Site. The relationship of the Project to Colonel Eileen Collins Boulevard, I-81, and South Bay Road; the City of Syracuse and the municipal boundaries of the towns of DeWitt, Salina, Clay, and Cicero; and nearby landmarks will be described. The dominant land use within and adjacent to the Project Site will also be discussed. Detailed descriptions of various resources and any potential impacts will be analyzed in dedicated portions of Section 3.0, as discussed in more detail below.

2.2 Detailed Description of the Project

This section of the DGEIS will provide a detailed description of the overall Project and each individual Action identified for evaluation under the DGEIS. The discussion will be based on the proposed improvements identified in the 2025 SYR-MPU and will describe the purpose, location, and general characteristics of each Action within the Airport's 20-year planning horizon.

The project descriptions will identify the anticipated implementation phase (Phase I – Short-Term, Phase II – Mid-Term, or Phase III – Long-Term), summarize the proposed improvements, and describe the relationship of each Action to the overall Airport development program.

Available figures, maps, conceptual site plans, renderings, and other graphics will be included, where appropriate, to illustrate the location and general layout of the Actions. As appropriate and available, these materials will depict conceptual building locations, airfield and landside improvements, roadway and site access modifications, parking facilities, utility infrastructure, and other associated elements. The level of detail presented will be commensurate with the planning-level nature of the DGEIS and the conceptual design status of the Actions.

2.3 Project Purpose, Need and Benefits

A statement describing the purpose and need for the Project will be provided, along with background and history of the Project. This section will also include a brief overview of the environmental, social and/or economic benefits that are anticipated to result from the Project.

2.4 Project Timeframes

This section of the DGEIS will provide general information on anticipated timeframes for each Action associated with the implementation of the SYR-MPU. This may include anticipated phased construction, number of phases, and anticipated operational timeline for each phase.

2.5 Reviews, Approvals and Other Compliance Determinations

Governmental agencies having approval over the Project will be listed in this section, with an explanation of the nature of their jurisdiction and the specific approvals required from each listed entity. In addition, the details associated with the SEQRA process for the Project will be included, along with a discussion of agency and public review and participation.

3.0 EXISTING CONDITIONS, POTENTIAL IMPACTS, AND MITIGATION MEASURES

The DGEIS will evaluate the potential environmental effects associated with the Project, including the individual Actions subject to further evaluation in the DGEIS. For each applicable environmental resource area identified in this Scoping Document, the corresponding section of the DGEIS will describe: (1) the existing environmental conditions within the Project Site; (2) the potential environmental impacts associated with the Project; and (3) measures to avoid, minimize, and/or mitigate potential adverse impacts, as appropriate.

The evaluation of existing conditions will characterize the environmental setting of the Project Site to establish the baseline conditions against which potential impacts will be assessed. The potential impact analysis will evaluate the individual Actions and will consider potential effects associated with those Actions. Impacts will be considered in relation to existing conditions of the identified resources and current use of the Project Site (i.e., ongoing operations of the Airport). Where potential impacts are identified, the DGEIS will describe appropriate mitigation measures and management practices intended to avoid, minimize, or reduce adverse environmental effects.

Where one of these sections identifies multiple related issues (e.g., Section 3.3; Geology, Soils, and Topography), the section will first describe the existing conditions regarding all multiple related issues

before then describing the related potential impacts. The discussion of impacts related to the multiple issues included within the section will then be followed by a review and discussion of related mitigation measures.

The text of these sections will be supplemented with maps, graphics, agency correspondence and agency data/analyses, reference to and/or summary of any previously prepared (and relevant) studies, and newly prepared support studies for the Project, as necessary, to convey the required information.

Based on the evaluation of the EAF Part 3, the Project is not anticipated to result in significant adverse environmental impacts to:

- air quality,
- agricultural resources,
- visual resources,
- open space and recreation,
- Critical Environmental Areas
- Geologic features.

Accordingly, these resource areas are not expected to be substantially affected by the Project and will not be evaluated further in the DGEIS. Topics that will be addressed further in the DGEIS include the following:

3.1 Land Use, Zoning and Community Character

The DGEIS will assess the Project in relation to existing land uses and community character for both the Project Site and the adjacent properties. The Project is compatible with zoning regulations and largely occurs within areas comprised of existing active airport and associated developed areas. The Project is consistent with the City of Syracuse comprehensive plans and other state or federal plans for the site. The Project is also consistent with current plans and operations at the Project Site. The DGEIS will further evaluate consistency with community plans and any potential impacts to long-term community plans and associated planning goals. Significant adverse impacts to adopted community plans are not anticipated throughout the phased construction period or as a result of the Project.

The DGEIS will analyze potential impacts to existing land use and community character for each action. Specifically, the DGEIS will analyze and discuss the Project's compliance with relevant zoning laws. If the Project does not comply with local zoning or project plans do not meet certain design standards, the DGEIS will discuss various options for compliance.

The DGEIS will identify and evaluate measures to avoid, minimize, and/or mitigate potential adverse impacts related to land use, zoning, and community character within the Project Site, as necessary. Where potential impacts are identified, appropriate mitigation measures will be described.

3.2 Community Services

The DGEIS will describe existing community services within the Project Site and surrounding communities, including public schools, police protection, fire protection, emergency medical services, and other applicable public services. Information will be based on publicly available data and

correspondence with personnel from existing services provides, where possible. The evaluation will establish existing conditions and service capacities to provide a baseline for assessing potential effects associated with the Project and each Action.

The DGEIS will evaluate whether the Project has the potential to result in adverse impacts to community services, including potential changes in demand or service requirements associated with each Action. Where potential impacts are identified, the DGEIS will describe appropriate measures to avoid, minimize, or mitigate those impacts, as applicable.

3.3 Utilities

Existing utilities that serve the Airport will be described in the DGEIS, including water supply, wastewater management, and energy-related utilities (e.g., electricity and natural gas). This will include consultation with entities that provide utility service to the Airport, such as National Grid, the Onondaga County Water Authority (OCWA), and the Onondaga County Department of Water Environment Protection (WEP). The potential for increased demand on existing utilities from the Project will then be described.

3.4 Geology, Soils, and Topography

The DGEIS will evaluate existing soil types, topography, and bedrock conditions within areas of the Project Site that may be affected by the proposed phased development. The assessment will be based upon available published and electronic data, including Natural Resources Conservation Service (NRCS) soil data and U.S. Geological Survey (USGS) topographic and geologic mapping. Available geotechnical information and site-specific investigations, as appropriate, will supplement this assessment.

The DGEIS will assess potential impacts to soils and geology that could result from vegetation clearing, excavation and grading, utility installation, pavement and building construction, foundations, site restoration, and landscaping. Topographical concerns will include potential changes in slope and drainage patterns that could increase stormwater runoff. The DGEIS will also evaluate soil characteristics that may cause or contribute to erosion and the potential to encounter previously unknown contaminated soils or subsurface materials during construction.

The DGEIS will describe measures to mitigate potential impacts to geology, soils, and topography, including appropriate erosion and sediment control, soil stabilization, and stormwater management measures.

3.5 Ecological Communities/Threatened and Endangered Species

The DGEIS will describe the dominant ecological communities, plant species, wildlife species, and available habitat within the Project Site. The description of existing conditions will be based on reconnaissance-level site investigations and publicly available sources. The DGEIS will document and map the vegetation communities within the Project Site, as identified through review/interpretation of aerial imagery and field review. In addition, any known occurrences of threatened or endangered species will be identified based on consultations with the New York Natural Heritage Program (NHP) and the U.S. Fish & Wildlife Service (USFWS).

The DGEIS will identify and evaluate potential ecological impacts associated with the Project. This analysis will include anticipated changes to existing vegetation communities and wildlife habitats and potential effects on any identified rare, threatened, or endangered species.

The DGEIS will describe proposed measures to avoid, minimize, or mitigate impacts to ecological resources and rare, threatened, or endangered species.

3.6 Surface Water and Wetlands Resources

The DGEIS will provide an approximation of surface water and wetland resources within and adjacent to the Project Site, including wetlands, streams, rivers, lakes, and ponds, along with their anticipated state and federal classifications. The approximated surface water and wetland resources will be based on relevant published data (e.g., National Wetlands Inventory [NWI] mapping, NYSDEC-mapped freshwater wetlands, hydric soils).

The DGEIS will assess potential impacts on surface waters and wetlands and evaluate how Project activities might affect water quality, flow patterns, and wetland functionality. If applicable, the DGEIS will identify the potential future need for any Article 24 Freshwater Wetlands Permits, Article 15 Stream Disturbance Permits, or approvals required under Sections 401 and 404 of the Clean Water Act.

To address potential adverse impacts, the DGEIS will identify methods to avoid, minimize, and/or mitigate effects on surface waters and wetlands.

3.7 Stormwater Management

The DGEIS will describe existing drainage patterns on the Project Site and associated receiving bodies (e.g., streams within and adjacent to the Project Site). Anticipated effects on drainage, stormwater runoff, and water quality/quantity will be described for each Action.

The DGEIS will discuss the Project's approach to stormwater management in accordance with applicable FAA and NYSDEC State Pollution Discharge Elimination System (SPDES) requirements and the New York State Stormwater Management Design Manual, including the use of Green Infrastructure practices, as appropriate.

This section of the DGEIS will also address the presence of FEMA-designated floodplain areas within and adjacent to the Project Site, including areas associated with the North Branch of Ley Creek. Potential effects on flood conveyance will be evaluated.

3.8 Groundwater

This section of the DGEIS will address groundwater resources in the vicinity of the Project Site. The description will include information regarding known local primary, principal, or sole aquifers and public water supply in the vicinity of the Project. The evaluation will include a desktop review of sources to identify and characterize groundwater resources.

The DGEIS will evaluate the potential for adverse impacts to groundwater resources associated with implementation of the Actions.

Mitigation measures will be described as necessary to address any identified impacts on groundwater resources. These measures may include implementation of best management practices during construction and design considerations to protect groundwater.

3.9 Traffic and Transportation

The DGEIS will examine relevant existing conditions for vehicular traffic and pedestrian transportation. The focus area for this analysis is Colonel Eileen Collins Boulevard, which is accessible from I-81 and South Bay Road, and represents the public vehicular entrance to the Airport and provides access to the terminal, short-term and long-term parking, and various transportation services (e.g., ride-sharing, taxis).

Potential traffic impacts that could result from specific Actions will be analyzed in this section of the DGEIS using information presented in the SYR-MPU. A discussion of ways to minimize impacts to the public and airport operations as well as potential mitigation efforts during construction will be included. Mitigation during construction could include delivery staging or strengthening of roadway sections to withstand heavier or more frequent truck traffic. Post construction mitigation efforts could include construction of new turning lanes, signals and/or timing adjustments at intersections, and improvements to intersection geometry. The traffic and transportation evaluation process will include consultation with local highway departments, as needed, which will inform the analysis and proposed mitigation strategies.

3.10 Noise and Light

Existing ambient noise conditions are primarily influenced by Airport operations and vehicular traffic on Interstate 81, South Bay Road, and Colonel Eileen Collins Boulevard. The DGEIS will discuss existing noise conditions and evaluate the potential noise impacts associated with each Action. The analysis will identify the primary noise generating sources. Operational noise will be assessed with consideration of existing airport noise conditions, as appropriate, including the Day-Night Average Sound Level (DNL) and applicable Noise Exposure Maps (NEMs) as presented in the SYR-MPU.

The DGEIS will also evaluate existing lighting conditions and assess the potential effects of additional lighting associated with each Action. This assessment is anticipated to include airfield facilities, terminal buildings, parking areas, roadways, and other operational infrastructure. Where warranted, the DGEIS will identify measures to avoid, minimize, or mitigate potential noise and lighting impacts. The evaluation will consider applicable federal, state, and local requirements, airport lighting standards, and industry best management practices.

3.11 Cultural Resources

The DGEIS will address cultural resources within and adjacent to the Airport, including aboveground historic properties and archaeological sites. The assessment will include consultation with the New York State Historic Preservation Office (NYSHPO) and an inventory of known cultural resources, including sites, structures, and districts of significant historic and/or archaeological value. This inventory will be compiled through review of existing documentation, such as the State and National Registers of Historic

Places, NYSHPO Cultural Resource Information System (CRIS) database, local historic records, and previous cultural resources surveys conducted in the area.

The DGEIS will evaluate potential impacts of the Project on these identified cultural resources. This evaluation will include an assessment of the likelihood that archaeological sites could be present within the Airport and recommend whether further archaeological survey/evaluation is warranted for each Action. The DGEIS will also consider potential impacts of the Actions on aboveground historic properties located within or adjacent to the Airport (if any) and discuss how the proposed development aligns with local and state historic preservation plans. In addition, the DGEIS will outline any required and appropriate Native American consultation to be carried out pursuant to Section 14.09 of the New York State Historic Preservation Act of 1980, Section 106 of the National Historic Preservation Act of 1966 and 36CFR800 (as needed), as well as guidance under DEC Policy CP-42/Contact, Cooperation and Consultation with Indian Nations.

Following consultation with the appropriate agencies and Native American nations, mitigation measures may be proposed for any adverse effects on cultural resources. These may include avoidance of sensitive areas, further archaeological survey, data recovery excavations for archaeological sites that cannot be avoided, documentation of historic structures, incorporation of historic elements into the Project design, or development of interpretive materials to educate the public about the area's cultural heritage.

3.12 Hazardous Materials

The Airport property contains two spills as identified in the NYSDEC Spills Incidents database. These spills will be evaluated to determine the necessary remediation steps, if any, to prevent exposure to contaminants that may impact human health. The DGEIS will evaluate the potential for each Action to disturb known or previously unidentified contaminated soils, buried waste, or other hazardous materials during construction, including consideration of existing SRAA and Airport procedures for managing such materials. Possible mitigation measures will be proposed including maintaining compliance with applicable federal and/or state regulatory compliance requirements (e.g., 6 NYCRR Part 370-373).

3.13 Impact on Disadvantaged Communities

Based on available environmental justice screening information, portions of the Airport property overlap with, or are located in proximity to, disadvantaged communities (DACs). The DGEIS will identify such DACs and the factors contributing to the respective designations. The Project consists entirely of improvements and development within the existing/operating Airport property; however, potential impacts associated with increased operations at the Airport will be evaluated. Measures to avoid, minimize, or mitigate adverse impacts will be described.

The DGEIS will summarize community outreach and engagement efforts that allow for the potential concerns of affected communities to be identified and considered during the environmental review process.

3.14 Future Physical Climate Risks

The DGEIS will evaluate the future physical climate risks. The presence of FEMA-designated 100-year and 500-year floodplains within and adjacent to the Project Site will be considered along with future climate conditions, including changes in precipitation patterns, increased frequency of intense storm events, and other climate-related hazards.

Significant adverse impacts associated with future physical climate risks are not anticipated due to the Project. However, the vulnerability of proposed facilities and infrastructure in terms of resiliency to flooding, extreme precipitation, severe weather events, and other relevant climate hazards will be evaluated.

4.0 Impacts on the Use and Conservation of Energy

This section of the DGEIS will analyze the Project's effects on energy use and conservation aligning with New York State's ambitious climate and energy goals. The analysis will be conducted in consideration of New York State climate and energy policies, such as the CLCPA, New Efficiency: New York, the New York State Energy Plan, Reforming the Energy Vision (REV), and the Department of Environmental Conservation's Policy on Climate Change. These policies establish targets for renewable energy, greenhouse gas emissions reduction, and energy efficiency, providing a comprehensive roadmap for the state's energy future. The DGEIS will evaluate how the Project increases or lessens the Airport's energy use and conservation. Existing sustainability initiatives and energy-related infrastructure, including the onsite solar photovoltaic system, Energy Management Road Map, Sustainability Plan, and Microgrid Feasibility Study, will be summarized. Proposed energy conservation measures, within applicable Actions, will be identified.

5.0 Alternatives

The DGEIS will include a description and evaluation of a range of reasonable alternatives considering the Project's goals and objectives. Given the Project Site's long-standing and ongoing use as the SYR Airport, the alternatives analysis will focus on reasonable alternative approaches to those Actions that have the potential to result in environmental impacts, rather than evaluating alternative project sites/geographic locations.

The alternatives assessment will include, as appropriate, the No Action alternative, alternative project scales, alternative design approaches, and alternative project timing. These alternatives will be evaluated to determine their potential to avoid, minimize, or otherwise reduce adverse environmental impacts while meeting the Project's objectives.

6.0 Cumulative Impacts

The DGEIS will evaluate the potential cumulative impacts associated with the combined implementation of the Actions. This evaluation will consider whether the incremental effects of the Project, when viewed collectively, have the potential to result in cumulative environmental impacts beyond those associated with the individual Actions.

7.0 Growth Inducing Impacts

This section of the DGEIS will describe potential growth-inducing impacts the Project may have with respect to additional development in the vicinity of the Project Site resulting from the Project.

8.0 Unavoidable Adverse Impacts

This section of the DGEIS will identify impacts that are likely to occur despite mitigation measures and will compare these unavoidable impacts to Project-related benefits. This section will also identify general avoidance and mitigation measures (e.g., adherence to applicable regulatory requirements), and Project-specific mitigation measures (e.g., development of a SWPPP).

9.0 Irreversible and Irretrievable Commitment of Resources

This section of the DGEIS will identify those natural and man-made resources consumed, converted, or otherwise made unavailable for future use due to the Project.