

DRAFT

**WESTCHESTER COUNTY AIRPORT
DEICING FACILITY IMPROVEMENT PROJECT
DRAFT SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT/DRAFT
SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT**

Scoping Document

I. INTRODUCTION

The County of Westchester (“County”) proposes to undertake an environmental improvement project (known as the “Proposed Action”) at the Westchester County Airport (“Airport”) that focuses improvements to the existing, temporary deicing system.

A. Airport Layout Plan

The Airport Layout Plan (“ALP”) is a major product of the airport master planning process and acts as the enabling document for Federal Aviation Administration (“FAA”)-funded projects. As a result, it is amended to depict existing and potential projects and development at airports. The most current version of the Westchester County Airport ALP is from October 4, 2005. It comprises drawings that include the airfield’s physical facilities, obstruction clearance and approach profiles, land use plans, terminal areas ground access plans, and a property map.

An ALP identifies all existing and future runways, runway extensions, terminal buildings, and other airfield facilities, and the descriptions of the development needed to support them. The ALP is for planning purposes only. It does not commit the airport sponsor to building any depicted airport facilities. The functional components of an ALP include everything from the airport entrance to the airspace around the airport. The master planning process considers these components in their entirety. The ALP takes the data from the master plan and other studies and shows them in graphic form.

B. The National Environmental Policy Act of 1969 (“NEPA”)/State Environmental Quality Review Act (“SEQRA”)

A joint Supplemental Environmental Assessment (“SEA”), in accordance with NEPA, and a Supplemental Environmental Impact Statement (“SEIS”), in compliance with SEQRA (hereafter referred to as the SEA/SEIS), is being prepared that will describe potential environmental impacts associated with the Proposed Action. The County and the FAA are the lead agencies responsible for the review and approval of the SEA/SEIS.

This scoping document describes the analyses that will be conducted as part of the SEA/SEIS. The SEA/SEIS will be prepared in compliance with both the President's Council of Environmental Quality ("CEQ") regulations implementing NEPA (40 CFR Part 1500-1508), FAA Order 1050.1E, FAA Order 5050.4B, and SEQRA (Article 6 of the New York State Environmental Conservation Law, Part 617). CEQ was established by Congress within the Executive Office of the President as part of NEPA. The Environmental Quality Improvement Act of 1970 further created the Office of Environmental Quality to support the work of CEQ. CEQ coordinates federal environmental efforts and works closely with federal agencies in the development of environmental policies and initiatives. In addition, CEQ reports annually to the President on the state of the environment; oversees federal agency implementation of the environmental impact assessment process; and acts as a referee when agencies disagree over the adequacy of such assessments. SEQRA requires that projects or activities proposed or approved by a state agency or unit of local government identify, minimize, and mitigate significant environmental impacts associated with that project or activity.

C. Project Background

A Master Plan for the Airport was prepared in 1980. The emphasis of the plan was on improving facilities for existing airport-related uses. Following the publication of the Master Plan in 1980, the County began a study of the environmental impacts of the proposed improvements, to be part of an Environmental Assessment ("EA")/Generic Environmental Impact Statement ("GEIS"). Work on the EA/GEIS was halted when the County became involved in a reassessment of its policy on the role and development of the Airport. This policy study led to a Statement of Airport Policy adopted by the Westchester County Board of Legislators ("Board of Legislators") on October 7, 1985. The Statement of Airport Policy directed that a revised master plan for the Airport be prepared. A Master Plan Update was prepared in December 1986 and identified 14 major projects at the Airport. The Master Plan Update also included a modification to the Airport Layout Plan. In compliance with NEPA and SEQRA, a combined EA/Final Generic EIS ("FGEIS") was prepared for the Master Plan Update in February 1987. The Board of Legislators, the SEQRA lead agency for the EA/FGEIS, adopted a Findings Statement regarding the project in May 1987.

Based on the EA/FGEIS, the Findings Statement recognized the need for a supplemental environmental review of the Terminal Modernization Project because final site-specific details for the terminal were not yet available at the time the EA/FGEIS was completed. Therefore, a Supplement to the EA/FGEIS for the Terminal Modernization Project was completed in November 1988 and the Board of Legislators adopted a Findings Statement for the Supplement in February 1989. The FAA

issued a finding of no significant impact (“FONSI”) for the project in November 1989.

Site-specific plans for several projects were not available at the time of the preparation of the EA/FGEIS, the Supplement to the EA/FGEIS, or the issuance of the Findings Statement and the FONSI. As a result, a SEA/SEIS was completed in January 1997 for three projects identified in the Master Plan Update, as well as a fourth project, wetland mitigation, which was required from implementation of these and other components of the Master Plan Update. In September 1999, the Board of Legislators adopted a resolution to prepare a third Supplement to the EA/FGEIS that, among other things was to evaluate the potential environmental effect of the County’s proposal to improve deicing facilities and operation. The Third Supplement was not completed or submitted.

Concurrent with the development of a third Supplement to the EA/FGEIS, a separate Airport deicing study was conducted by the County. The deicing study indicated that the existing deicing pit at the Airport had limitations and recommended the development of a new combined chemical and infrared deicing facility at the southern end of the Airport. In 2001, a study was undertaken to develop a long-term aircraft deicing strategy for the Airport. Based on this evaluation, the development of approximately 20 acres of Airport-owned property for a centralized radiant heat deicing facility located at the southern end of the Airport, to the east of Runway 34 as the preferred option. However, due to the location and size of the proposed facility, the alternative could not be implemented and the County began a search of other options that would meet its goals. In 2003, a number of alternative projects were developed with the goals of reducing contamination of the stormwater runoff from glycol-based aircraft deicing fluid. The 2003 study was updated in 2005 and provided a recommended plan. The recommended plan contained the components of the deicing facility improvement project now being considered.

II. DESCRIPTION OF THE PROPOSED ACTION

The Proposed Action is described below and shown on *Figure III -1, Project Site Locations*. The Proposed Action contains three components, as follows:

A. Terminal Area Aircraft Deicing Fluid Collection Improvements

The terminal area includes the north ramp (next to Hangar D), the terminal apron, and the Signature ramp (Hangar A). The vast majority of aircraft deicing activities on the east side of the Airport occur in this area, including all commercial airline deicing. The stormwater collection facilities of the terminal area ramps have been reconfigured several times in an effort to capture glycol-laden stormwater runoff. Terminal ramp

improvements will maximize the percent of deicing fluid captured in this area and decrease the potential for surface or groundwater contamination.

The terminal area improvements component of the proposed project involves the replacement of the temporary system that is currently in place. This will be done through the removal of existing and installation of new pavement to ensure that the collection area is large enough to capture all deicing activity in the terminal area. Reconstruction of the terminal ramp itself is required to improve the overall capture efficiency. This involves placing a liner under the pavement section to prevent glycol from entering the subgrade. The new sub-drain collection system will be permanently tied into the glycol collection system. Each deicing area will have a trench drain at the existing swale in the terminal ramp with an additional trench drain running east to west preventing stormwater from passing into another collection area (thereby creating individual stormwater collection areas). New valves and automated monitoring equipment will also be installed. The terminal area improvements will not involve an increase in impervious surfaces.

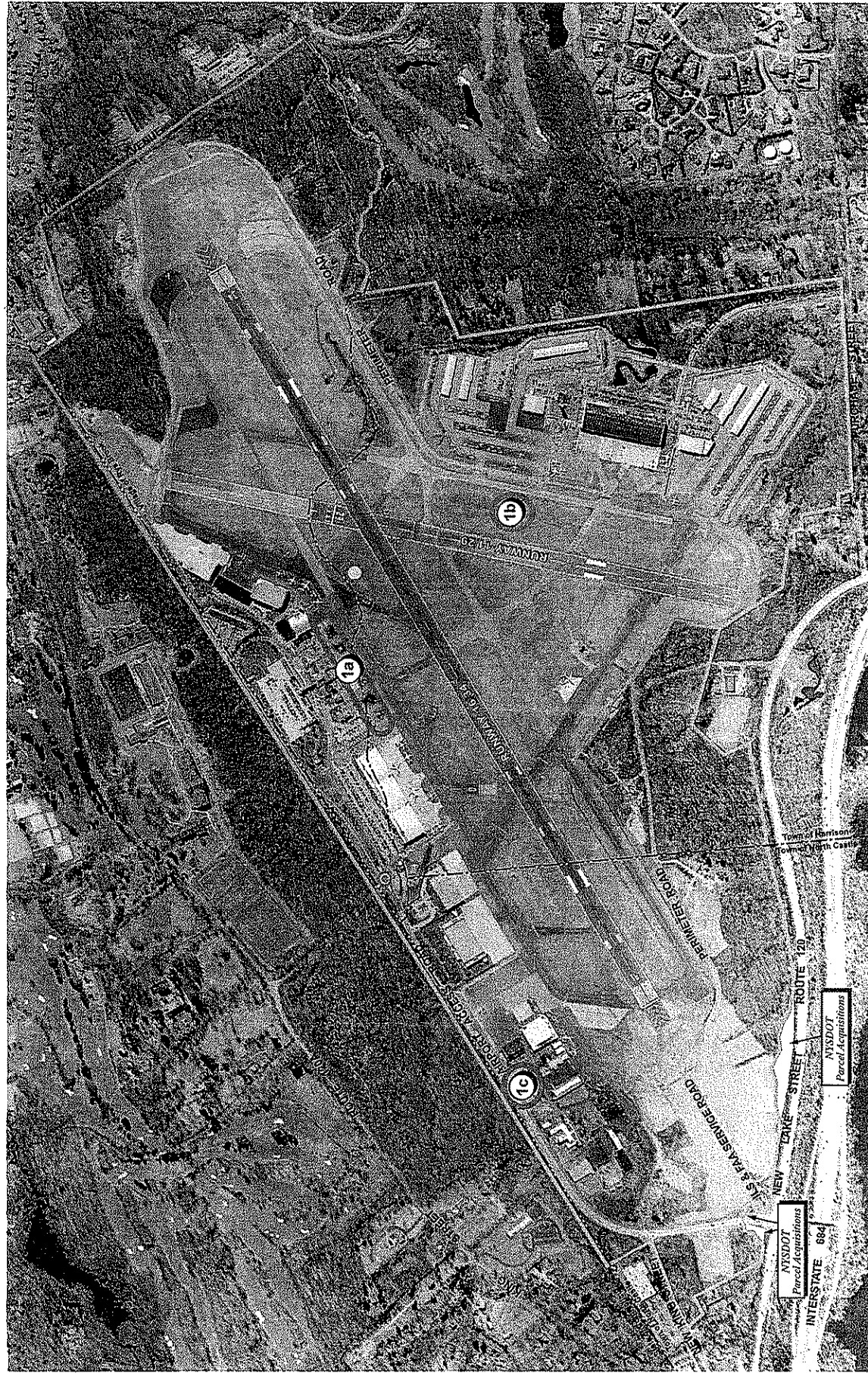
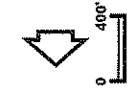


Figure III-1
PROJECT SITE LOCATIONS
WESTCHESTER COUNTY AIRPORT
 Town of Harrison/Town of North Castle/Village of Rye Brook
Saccardi & Schiff, Inc. - Planning and Development Consultants



Deicing Facility Improvement Project

- ① Terminal Area Improvements
- ② Consolidated West Side Deicing Pad
- ③ Truck Upload Facility

Westchester County Airport Boundary
 Municipal Boundaries

BASE MAP SOURCE: Westchester County - Flown in April 2006

B. Aircraft Deicing Fluid (ADF) Storage and Aircraft Deicing Fluid Laden Stormwater Truck Loading System Improvements

Currently, Aircraft Deicing Fluid-laden stormwater is collected in temporary tanks and discharged to the Blind Brook Wastewater Treatment Plant or removed from the Airport by tanker trucks. Currently, these tanker trucks must be escorted into the Air Operations Area ("AOA"), across active taxiways and the terminal ramp to the existing storage tanks. During the loading process, the tanker truck occupies the terminal ramp's southern parking position in order to off-load the glycol-laden stormwater that has been collected. Deicing material is then trucked by the Airport's hauling contractor to the Hawthorne Receiving Station and is ultimately processed at the Yonkers Joint Treatment Plant.

The second component of the deicing improvements involves the construction of a new truck upload facility at the former Air National Guard ("ANG") Site, as well as needed storage and associated collection conveyance improvements. This will significantly improve storage capacity and relocate the upload process out of the AOA. The truck upload facility will include:

- Sufficient pavement area for a two-bay truck parking/loading pad designed for WB-50 articulated tanker trucks. The parking pads will encompass a rectangular area approximately 60 feet by 30 feet including both bays and a raised island in between.
- Access approach roadway and turnaround required for a WB-50 articulating tanker truck. An 80-foot diameter turn around area is provided as required for a WB-50 articulated vehicle;
- Storage tanks to accommodate the storage requirement for the 5-year design season.

System storage for the terminal area (588,000 gallons) will include the continued use of an existing 40,000-gallon underground storage tank ("UST") at the terminal ramp area as an equalization chamber, in-pipe storage of approximately 80,000 gallons in the conveyance piping to be installed as part of the terminal area improvements component, a 60,000-gallon UST at the truck upload facility (at the ANG Site), and 408,000 gallons overall in two 33-foot diameter, 32-foot high, 204,000-gallon steel above ground storage tanks also at the truck upload facility. With this amount of storage, an average of four trucks per day (at 5,000 gallons per truck) will haul deicing materials to the Hawthorne Receiving Station. The Environmental Impact Statement will further examine the options for handling additional deicing fluid which may result from more intense winter seasons. This could include more off-site trucking or additional storage through portable frac (mobile) tanks.

A pump station and force main will be constructed to the new truck upload facility. The existing manhole at the south end of the terminal will be connected to a new wet well and pump station. The force main will consist of two four-inch pipes (based on preliminary calculations) placed in the same trench. Approximately 5,400 feet of dual force mains will convey the collected stormwater to the storage tanks at the ANG Site. The force main will cross Taxiways A, F, E, D, C, B, and A again. Taxiway crossings will be constructed by open cut. Since the existing roadway pavement in the ANG area is in very poor condition and has inadequate roadway widths and/or paved turning fillets for tanker trucks, new roads will be constructed to and from Airport Access Road with the appropriate turning fillets. It is assumed that the trucks will enter the truck upload facility from the driveway north of Hangar 6. Trucks will exit the truck upload facility to the south of where Building 15 currently exists. The truck upload facility and associated tanks will be located completely within the Blind Brook watershed.

C. Consolidated West Side Deicing Pad

The west side of the Airport currently deices at several pads operated by different fixed based operators and tenants.

The third component of the deicing improvements project will be the construction of a new centralized deicing pad for the aircraft that use the west side of the Airport. The deicing pad will be located on Taxiway K, near the intersection with Taxiway L, and will utilize existing pavement for ingress and egress. However, in order to prevent glycol from reaching the subgrade, Taxiway K in this location will need to be replaced and new pavement with a liner underneath will be constructed to accommodate the deicing operation. The new sub-drain collection system will be permanently tied into the glycol collection system and conveyed to storage. The deicing area will have a trench drain along both edges of the taxiway to collect spent glycol and stormwater. The west side pad will include a diversion chamber with valves to direct the flow to an approximately 29,000-gallon UST located beneath Taxiway F. The storage and/or disposal of the collected fluid will be designed to meet all local, County, State, and federal requirements. It is expected that this component will result in 3,900 square yards (0.81 acre) of additional impervious surfaces.

III. ENVIRONMENTAL REVIEW PROCESS/PUBLIC PARTICIPATION

Citizens have an important role in the environmental review of proposed projects. They can offer information about local history, community character, or important local resources that could improve the evaluation of a proposed action. As part of its commitment to the community, the County has developed a public improvement program to inform members of the community and solicit their input on the Proposed Action.

A. Public Scoping Session and Comment Period

As part of the public improvement program, in accordance with SEQRA, a public scoping session will be held on November 29, 2007 to provide interested parties with opportunities to learn about the project and this scoping document. The public will have the opportunity to provide written comments on this scoping document until December 31, 2007.

B. Draft SEA/SEIS Public Hearing

Following the scoping session, a Draft SEA/SEIS will be prepared. Upon its prepared and acceptance, it will be released for public review. A public hearing will be scheduled no sooner than 30 days after its release, to hear comment on the document. The comment period will remain open for at least 30 days beyond the close of the Public Hearing.

C. Preparation of the Final SEA/SEIS

Once the review period is over and the public hearing record closed, preparation of the Final SEA/SEIS will commence. The Final SEA/SEIS will have the same format as the Draft document, but will also include:

- A discussion of relevant comments received on the Draft SEA/SEIS, both written and verbal, and a response to those comments (this will be presented in a "Response to Comments" chapter or appendix);
- Correction of errors, if any, in statements of fact in the Draft SEA/SEIS;
- Description of any changes in the Proposed Action that resulted from the public review process and the impacts of those changes;
- Additional mitigation measures developed in response to public concerns; and
- An appendix including copies of comment letters and statements. Due to their length, hearing transcripts are not normally included. If reasonably short, however, they could be included for this project.

Based on the above considerations, a Final SEA/SEIS will be prepared. No sooner than 10 days after acceptance of the Final SEA/SEIS, the Board of Legislators will adopt a Findings Statement.

IV. SCOPE OF THE SEA/SEIS

Over the past 17 years, since the initial study of improvements at the Airport, plans for the Airport have been subject to extensive environmental analyses. Substantial portions of these analyses remain relevant today, having been updated in recent years. This SEA/SEIS, therefore, should not be treated as a typical NEPA/SEQRA project evaluation in which the Proposed Action is studied beginning from current conditions and looking into the future. Rather, this SEA/SEIS will focus on evaluating the Proposed Action and its alternatives to determine if any positive or adverse impacts will result. It is expected that no adverse impacts will occur since the Proposed Action is designed to improve environmental conditions at the Airport. Should an adverse impact be identified, however, the SEA/SEIS will consider mitigation measures to reduce or eliminate such impact.

The general framework for the SEA/SEIS is to: 1) describe the existing conditions likely to be affected by the Proposed Action; 2) project those conditions to the future condition without the Proposed Action (No-Build); and 3) assess the impacts of the Proposed Action on that future No-Build condition.

The specific tasks related to the environmental evaluation of the Proposed Action will be described in the following sections.

A. Land Use and Zoning

Existing land use, zoning, and development patterns within one-half mile radius of the Airport will be described with narrative and maps. This description will be based on information from the surrounding municipalities and from field inspections to determine changes, if any, that have occurred. Planning and land use policies of the County and surrounding municipalities which are relevant to the Airport, including any new zoning measures, resource protection regulations, or comprehensive plan updates that have been adopted or are underway, will be evaluated.

B. Community Facilities and Services

Impacts may occur to the facilities providing emergency services to the Airport (such as police and fire protection, fire, as well as ambulance service) due to the changes in the traffic patterns and changes in demand for emergency services. The existing community facilities and services will be examined and evaluated to determine their adequacy to

accommodate the Proposed Action.

C. Noise

Airports generate noise, mostly related to aircraft operations. Noise from aircraft operations was evaluated in 2002 and is addressed through a number of noise abatement procedures, including the County's Voluntary Restraint From Flying curfew. Aircraft operations will not change as a result of the Proposed Action. Therefore, the discussion of noise in the SEA/SEIS will focus on three non-aircraft sources:

1. Landside Noise

The potential impact that the truck upload facility at the former ANG Site could have on the sensitive receptors that are in close proximity to the ANG site will be evaluated.

2. Ground-Based Operational Noise

Ground-based noise at the Airport emanates from a number of sources. The potential impact that the Proposed Action could have on ground-based operational noise will be evaluated.

3. Construction Noise

Temporary increases in noise levels (resulting from construction equipment and materials delivery vehicles) are expected to occur during construction of the Proposed Action. Construction noise will be evaluated and for those impacts that result, mitigation will be recommended. See also discussion under *K, Construction Impacts*.

D. Air Quality

Airports generate air emissions, mostly related to aircraft operations. Aircraft operations will not change as a result of the Proposed Action. Therefore, the discussion of air quality in the SEA/SEIS will focus on two non-aircraft sources (landside and airside ground-based emissions). The Proposed Action will be evaluated to determine any potential emission change (increase or decrease) that may result.

1. Landside Emissions

The potential impact that the truck upload facility at the former ANG Site could have on air quality will be evaluated.

2. Ground-Based Operational Emissions

Ground-based air emissions may be generated from a number of sources. The potential impact that the Proposed Action could have on ground-based operational emissions will be evaluated.

3. Construction Emissions

Potential temporary effects on local air quality, such as fugitive dust and increased exhaust pollutant loadings from moving vehicles, may result during construction of the Proposed Action. Construction emissions will be evaluated and, for those impacts that result, mitigation will be recommended. See also discussion under *K, Construction Impacts*.

E. Biotic Communities

Existing biotic communities observed on the Airport will be generally described with narrative and maps. The SEA/SEIS will determine the significance of any potential impacts to habitats and species of flora and fauna that will be displaced or disrupted.

F. Stormwater and Water Quality

1. Stormwater

The stormwater management of the historic development at the Airport and runway and taxiway construction has involved the diversion of stormwater runoff from the Rye Lake drainage area to the Blind Brook. As part of the SEA/SEIS, an evaluation of the existing stormwater treatment basins, with particular emphasis on the capacity of the basins to handle the anticipated stormwater runoff from existing and proposed impervious areas will occur.

Dvirka and Bartilucci developed an extensive study of the diversion of the water to the Blind Brook and the stormwater treatment basins in 1993 and 1994. This report, along with all available reports, will be reviewed and evaluated to determine the design parameters assumed for the stormwater management design. Consistent with the Airport Master Plan, an assessment of whether the Proposed Action will impact on the existing stormwater management facilities will then occur. The analyses will rely on the preliminary engineering plans and reports prepared for the Proposed Action.

2. Water Quality

The potential impacts of the Proposed Action on water quality, with focus on those undeveloped portions of the Airport that will remain in the Rye Lake drainage area, will be investigated. The requirements of the Airport's State Pollutant Discharge Elimination System permit, the water quality effectiveness of the existing detention basins, and the existing water quality features with respect to the current New York State Department of Environmental Conservation regulations, will also be reviewed. The evaluation of water quality will rely on the prior drainage studies for determining the drainage areas that are directed to Rye Lake and Blind Brook.

G. Infrastructure and Utilities

This section will discuss the various utility systems and infrastructure at the Airport, specifically those pertaining to the Proposed Action, including electricity, heat, water, sewer, and gas service. A general evaluation of the capacity of the existing utilities to accommodate the Proposed Action, and the identification of any needed changes or upgrades needed for such facilities will be included.

H. Aesthetics and Light Emissions

The visual environment on and around the Airport will be described with narrative and photographs. The extent to which this visual environment could be impacted by activities such as tree clearing, light emissions, and development of new structures will also be discussed. The Proposed Action will be designed to meet FAA's standards to protect from stray light and will be reviewed to determine if it contains any elements that could potentially affect these or other aspects of the views from neighboring communities or roadways. Where appropriate, recommendations for mitigation measures will be provided.

I. Solid Waste/Hazardous Waste

1. Solid Waste

The Proposed Action is expected to produce waste products requiring disposal. Solid waste is also expected to result from demolition and construction. This waste will be identified along with potential disposal options and destinations. The potential for reuse of the waste material(s) will also be assessed. See also discussion under *K, Construction Impacts*.

2. Hazardous Waste/Sites

The potential exists that through construction of the Proposed Action land that could be contaminated could be used. Areas of potential contamination will be identified using historical use information, as well as previous hazardous waste studies. Recommendations for a further course of action, if necessary, will also be provided.

J. Surface Traffic and Transportation

To ascertain existing local traffic conditions, prior traffic information will be reviewed and available information and counts will be obtained from the County and State. Prior studies, such as the New York State Department of Transportation Route 120/I-684 Project, will also be reviewed for its impact on the Airport. The Proposed Action will be reviewed to determine whether it will impact the adjacent traffic. Specifically, evaluation of truck upload facility at the ANG site will include consideration of the changes in traffic and transportation patterns and volumes resulting from such use

In addition, increased traffic delays on local roads resulting from construction vehicle ingress and egress will also be examined. See discussion under *K, Construction Impacts*, as well.

K. Construction Impacts

Impacts associated with the construction phase of the Proposed Action will be identified in the individual impact areas (e.g., noise, air quality, traffic) previously described and summarized in this section.

L. Cumulative Impacts

The potential cumulative impact of the Proposed Action with other development projects in central Westchester County will be evaluated based on each of the environmental resource categories described above.

M. Resources That Will Not Be Affected

The Proposed Action will not affect a number of environmental resources at the Airport. The SEA/SEIS will include a brief discussion of the existing conditions of each of these resources:

- Historic, Architectural, Archaeological, and Cultural Resources;
- Department of Transportation Section 303/4(f) Lands/Land and Water Conservation Fund Section 6(f) Lands;

- Prime and Unique Farmland;
- Coastal Zone Management Programs and Coastal Barriers;
- Wild and Scenic Rivers;
- Socioeconomic Conditions;
- Federal- and State-Listed Endangered and Threatened Species;
- Wildlife Hazard Considerations;
- Wetlands; and,
- Floodplains.

V. PREPARATION OF THE SEA/SEIS

The SEA/SEIS will contain the following sections:

- **Executive Summary** – This section will provide a concise summary of the key concepts presented.
- **Introduction** – This section will provide a general overview of the Airport and the environmental process (e.g., NEPA, SEQRA).
- **Purpose Of and Need For the Proposed Action** – This section will specify the underlying purpose, need, and benefits of the Proposed Action, including a historical summary of prior environmental reviews.
- **Proposed Action** – The Proposed Action will be described, along with a summary of the permits and approvals needed and the proposed construction schedule.
- **Alternatives** – This section will describe each of the alternatives considered for the Proposed Action, as well as the No Action Alternative. This section will also include a description of the specific issues with each of the alternatives and the rationale for the selection of the Proposed Action.
- **Affected Environment** – This section will provide a description of existing conditions at the Airport and its vicinity (as detailed above under *IV. Scope of the SEA/SEIS*).
- **Environmental Consequences** – This section will provide an analysis of the potential environmental impacts associated with implementation of the Proposed Action, as well as any appropriate mitigation measures.
- **Supplemental Chapters** – The supplemental chapters will include the following:
 - Adverse Impacts that Cannot Be Avoided;
 - Mitigation Summary for the Proposed Action;
 - Irreversible and Irrecoverable Commitment of Resources;
 - List of Preparers;
 - Distribution List; and,
 - List of References.
- **Appendices** – This section will include all technical studies, reports, assessments, and supporting materials.