

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

FINDING OF NO SIGNIFICANT IMPACT (FONSI)

Location

Westchester County Airport (HPN)
Westchester, New York

Proposed Federal Action

The proposed federal action is the Airport Layout Plan (ALP) approval and potential for federal financial assistance for the airport drainage improvements and storm water management system upgrades at Westchester County Airport (HPN).

Project Description

The proposed action involves the following:

- Expanding the storm water runoff storage capacity of existing Detention Basin 'A' through excavation, reconstruction of the earthen spillway, raising the elevation of the spillway crest, reconstruction of the two basin outlet structures, and reconstruction of the embankment slopes;
- Expanding the storm water runoff storage capacity of existing Detention Basin 'B' through excavation, reconstruction of the earthen spillway, raising the elevation of the spillway crest, and reconstruction of the embankment slopes; and
- Construction of multiple bioretention basins for treatment of storm water runoff from a portion of the Airport Operations Area tributary to State Pollutant Discharge Elimination System (SPDES) outfall 007, located at the north end of the airport.

Background

Westchester County Airport is situated in two watersheds; Blind Brook and Rye Lake. In conjunction with proposed improvements under Westchester County's 1986 Master Plan Update, two extended detention basins 'A' and 'B' on the southwest side of the airport were constructed. Both basins discharge to Blind Brook. Following a New York State Department of Environmental Conservation (NYSDEC) issuance of an Order on Consent for the protection of Rye Lake, the basins and airport drainage systems were expanded as recommended in the 1999 Storm Water Management Plan (SWMP).

Existing Detention Basins 'A' and 'B' do not have adequate flood storage capacity to attenuate the increased runoff under current conditions. This results in higher peak discharge rates from the detention basins within Blind Brook at critical points of confluence downstream of the airport.

Given the land use changes that have occurred within the Blind Brook watershed on and off airport property, there is a need to improve the detention basins as recommended in the 2010

Update to the SWMP to better accommodate current and future storm water flows and storm water quality at the airport.

Purpose and Need

The purpose and need of the proposed action is to: provide increased storm water runoff storage capacity to reduce peak discharge rates to Blind Brook; and provide treatment to improve storm water runoff quality to airport runoff to SPDES Outfall 007, which ultimately discharges to Rye Lake.

Alternatives

In addition to the no action alternative, alternate locations, the number of detention basins, various basin sizes, and alternative treatment technologies were considered. The proposed action was selected because it best meets the project purpose and need.

Discussion

The attached April 2015 Environmental Assessment (EA) addresses the effects of the proposed action on the quality of the human and natural environment, and is made a part of this Finding. The following impact analysis highlights the more thorough analysis presented in the document.

Water Quality

The proposed action is intended to address existing issues with storage and treatment of storm water runoff. As a result of the proposed action, the storage volume of Detention Basin 'A' would increase between the basin bottom and the spillway crest from 25.7 ac-ft to 37.4 ac-ft. Storage volume between the basin bottom and the top of the berm would increase from 29.1 ac-ft to 43 ac-ft. The storage volume of Detention Basin 'B' would increase from between the basin bottom and the spillway crest from 23.9 ac-ft to 39.8 ac-ft. Storage volume between the basin bottom and the top of the berm would increase from 26.2 ac-ft to 45 ac-ft. The improved detention basins will allow for settling of particulates and improvement of water quality by the use of vegetation to encourage the biological removal of dissolved pollutants. Additional improvements to water quality would be achieved through the continued compliance with special conditions of the SPDES permit and pollution prevention measures. The bioretention basins would consist of shallow storm water ponds that utilize engineered soils and vegetation (turf) to capture and treat via biological uptake and filtration, a target volume of storm water. The bioretention basins would provide enhanced storm water quality treatment of runoff through the removal of sediment, total suspended solids and total phosphorous.

Construction Impacts

Limited short-term effects resulting from construction may occur. Specific effects could include noise from construction equipment on the site, fugitive dust, soil erosion, and sedimentation. These impacts will be limited by requiring the contractor to comply with all contract provisions for environmental protection. These short-term construction impacts will not persist beyond the construction period, and no significant long-term construction impacts are expected as a result of this project.

Other Impact Categories

The impacts of the proposed Federal action on air quality, noise, land use compatibility, social, induced socioeconomic impacts, water quality, DOT Section 4(f), biotic communities, endangered species, coastal zones, floodplains, coastal barriers, prime and unique farmland, energy supply and natural resources, light emissions, solid waste impacts, construction impacts, environmental justice, and cumulative impacts were evaluated in the EA. It is the FAA’s finding that the proposed action will not have any significant effect on any of the above noted categories.

Public Involvement

A Notice of Public Availability was published in *The Journal News* on March 11, 2015. The EA was available to any person who requested to review a copy from March 11, 2015 to April 10, 2015. No public comments were received.

Mitigation Measures

1. Construction contract provisions shall contain the provisions of AC 150/5370-10A, “Standards for specifying construction of Airports” item P-156, temporary air, water pollution, soil erosion and siltation control and AC 150/5320-5B, “Airport Drainage.”
2. All necessary permits for construction of the proposed action and associated mitigation shall be obtained prior to construction.

CONCLUSION AND APPROVAL:

After careful and thorough consideration of the facts contained herein, the undersigned finds the federal action is consistent with existing national environmental policies and objectives as set forth in Section 101 (a) of the National Environmental Policy Act of 1969 (NEPA) and it will not significantly affect the quality of the human environment or otherwise include any condition requiring consultation pursuant to Section 102(2)(c) of NEPA.

Recommended:	 _____ Environmental Specialist New York Airports District Office	 _____ Date
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Approved:	 _____ Manager New York Airports District Office	 _____ Date
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Disapproved:	_____ Manager New York Airports District Office	_____ Date
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7 Skyline Drive
Hawthorne, NY 10532

914.592.4040 PHONE
914.592.5046 FAX

www.TRCSolutions.com

WESTCHESTER COUNTY AIRPORT (HPN)

Final Environmental Assessment (EA) of Airport Drainage Improvements Storm Water Management Upgrades

April 2015

Prepared For:

U.S. Department of Transportation, Federal Aviation Administration
Westchester County Department of Public Works & Transportation

Prepared By:

TRC Engineers, Inc. (TRC)
7 Skyline Drive
Hawthorne, New York, 10532

This environmental assessment becomes a Federal document when evaluated, signed, and dated by the Responsible Federal Aviation Administration (FAA) Official.



Responsible FAA Official

5/14/15

Date