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## Appendix K – Agency Scoping Documentation & Correspondence

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**CRYSTAL AIRPORT FEDERAL EA / STATE EAW**

## Agency Scoping Meeting

### Meeting Minutes

MAC General Office

February 12, 2018

9:00 A.M.

**Attendees**

Dan Olson  
Russ Owen  
Josh Fitzpatrick  
Lindsay Butler  
Gina Mitchell  
Chad Leque  
Dana Nelson  
Neil Ralston  
Brad Juffer  
Evan Barrett  
Colleen Bosold  
Sarah Emmel

**Representing**

City of Crystal  
Metropolitan Council  
FAA Airports District Office  
FAA Airports District Office  
FAA Airports District Office  
Metropolitan Airports Commission  
Metropolitan Airports Commission  
Metropolitan Airports Commission  
Metropolitan Airports Commission  
Mead & Hunt  
Mead & Hunt  
Mead & Hunt

(Presentation and meeting materials attached)

*The attached report represents this writer's interpretation of items discussed during the meeting. Any corrections or additional information should be brought to our attention for clarification.*

**The purpose of the meeting was to:**

- Provide background information on the proposed action and planned environmental analysis to be undertaken at Crystal Airport (MIC).
- Seek input from regulatory agencies to incorporate into the project Scope of Work.

**Items discussed were as follows:**

After introduction of participants, Evan Barrett provided an overview of Crystal Airport and the proposed actions. Lindsay Butler asked what the purpose of the proposed non-aeronautical development was. Evan Barrett explained that, as there is adequate capacity to meet the demand of aeronautical use, and the area has good potential for development, the MAC is looking to enhance revenue generation at the airport. Chad Leque explained that the MAC is developing a master plan for non-aeronautical development across all MAC airports, so a global document addressing this question will be available in the future. Lindsay Butler noted that for the FAA to approve a land release, a



## Meeting Minutes

reasonably foreseeable use should be identified for FAA's evaluation. Neil Ralston responded that to the MAC can provide more specifics for potential MIC development. Gina Mitchell explained that the FAA needs to know why the land should not be preserved long-term for aeronautical use. She said that while there is no additional hangar demand at this time there could be in the future; there is a finite amount of land at the airport and trends may change in the future. If, for example, the topography of the site makes it unsuitable for aeronautical use, this would be a relevant reason. Evan Barrett responded that one of the purposes of the EA would be to further define this use. Josh Fitzpatrick noted that this could likely be addressed with a Categorical Exclusion in the future if it cannot be covered in the EA now.

Evan Barrett then discussed the purpose and need, alternatives, and planned environmental analysis. Neil Ralston asked which forecast years would be used for the noise modeling. Chad Leqve asked the FAA representatives what their preference was. Lindsay Butler responded that they require the most recent full calendar year plus five years. Evan Barrett noted that in the recent Lake Elmo noise modeling, five years after project implementation was used. Lindsay Butler responded that this was fine, as there will be a change in the operational use of the airport.

Gina Mitchell asked if Crystal Airport already has zoning in place. Evan Barrett responded yes. Neil Ralston noted it was approved by a Joint Airport Zoning Board (JAZB) in 1983, and that the full ordinance is included in the Long-Term Comprehensive Plan (LTCP) appendix.

Lindsay Butler asked if the environmental documents or request for comments would be released in languages other than English. Evan Barrett said that was yet to be determined. Gina Mitchell asked Dan Olson if the City of Crystal ever conducts outreach or publishes documents in alternate languages. Dan Olson responded that the City only uses English for public engagement. Dana Nelson explained that a community engagement panel was being formed to reach residents from different communities and the need for publishing the document or outreach materials in other languages would be a good question for this group. Gina Mitchell responded that some communities may be hard to reach with that type of engagement, and that other efforts may need to occur, such as reaching out to religious organizations or community groups in the area. Chad Leqve asked the FAA representatives if the engagement panel is well represented enough to answer the question of the need for publishing in different languages. Lindsay Butler suggested looking at the census data and said if a population likely to speak another language exceeded five percent of the population, it may be useful to publish an executive summary in that language. Chad Leqve asked the FAA representatives what the standard is. Gina Mitchell asked for the MAC to consider it, review the census data and provide a proposal for the FAA to react to. Chad Leqve suggested taking census data to the engagement panel to get their reaction, and then taking their proposal to the FAA. FAA representatives agreed.

Josh Fitzpatrick asked if the tree clearing referenced as part of the vegetation management section of the EA would use the same methodology as Lake Elmo. Neil Ralston explained that the methodology used was in the ALP that is currently with the FAA for review, and that it does include the same strategies as Lake Elmo: a combination of 2.5 feet per year plus actual survey/analysis.

Josh Fitzpatrick asked if the wetland section will consider runoff and retention, and suggested a focus on avoidance and minimization before mitigation when it comes to wetlands. Evan Barrett noted that alternatives can consider modified concepts if wetlands are an issue, except for the location of the main

## Meeting Minutes

runway blast pad conversion, which would be more difficult to modify even if wetlands are present. Dan Olson pointed out that Three Rivers Park District is doing improvements to MAC Park, which may include some wetland work.

Josh Fitzpatrick asked if there are new plans for runoff detention, and what the wildlife implications would be. Evan Barrett and Chad Leqve responded the team will look at that during the project and noted that the watershed district had been invited to this agency scoping meeting and, while unable to attend, provided some feedback the team will be considering.

Evan Barrett then outlined the project schedule. Josh Fitzpatrick asked if the FAA would see the Purpose and Need soon. Evan responded they would have it by the end of the week.

Evan Barrett then opened up the meeting for a general discussion and Q&A.

Lindsay Butler asked the MAC representatives if they have been contacted by the FAA Safety personnel about the Runway Safety Action Team (RSAT) and any action items for this year. Neil responded he has not been contacted but will check with other MAC staff to find out if anyone else has been contacted.

Lindsay Butler suggested that the FAA air traffic organization be informed of the Crystal proposal, as well as other FAA lines of business. Chad Leqve agreed and suggested that this should be done soon. Evan and Neil agreed. Lindsay Butler suggested sitting down with ATC personnel after FAA ADO staff have commented on the draft Airport Layout Plan. Gina Mitchell suggested this should occur prior to the ALP airspace review. Neil Ralston also explained the MAC may need assistance from the ADO staff in coordinating with FAA Flight Procedures on the procedures for Runway 32R, as it needs to be carefully designed to avoid conflicts with MSP. Neil noted they are often busy publishing new procedures and so it can be hard to get them to look at drafts of future procedures. Gina Mitchell noted the FAA is working toward an improved internal process and that more internal FAA lines of business need to get involved with this one than usual. This input should be integrated into the EA as efficiently as possible. FAA staff indicated they understand the urgency of the project and are making it a priority. Neil Ralston responded that FAA input would be welcome.

Representatives from the FAA noted they are working on reviewing the submitted ALP, and noted a desire to make sure the EA accurately reflects the near-term proposal. There is a meeting later in February to discuss any issues with the ALP.

Chad Leqve mentioned that there may be homes within the 65 DNL contour and that, if so, the MAC would conduct monitoring of internal sound levels to see if any mitigation is needed. The likelihood that levels would be high enough to trigger mitigation is low. The FAA staff concurred with this plan. Gina Mitchell further added that, in terms of additional languages possibly needed for the outreach, it may be helpful to look at the languages spoken in any homes within the 65 DNL. She suggested that the local school districts and/or the EJ Screening tool on the EPA website may be helpful in identifying this information.

Lindsay Butler asked if there is a funding plan for specific project components. Evan Barrett replied he believed it was laid out in the LTCP. Gina Mitchell said they are looking for more detailed funding splits

## Meeting Minutes

and said she wasn't aware that there's been that much definition yet. Gina noted the FAA is updating project needs for the next three years in the spring, and it would be useful to know what portion of improvements, such as the apron expansion, that the FAA, state, and other sources are expected to fund. Lindsay Butler suggested estimating a needed amount for noise mitigation for the 2021 or 2022 budget so that it is considered when formulating budgets, just to be on the safe side. Chad Leqve noted that based on years of monitoring noise at and around MIC, he felt there was a very low chance of finding homes that require mitigation. Dan Olson noted the MAC had been out to speak with the City and projected that no mitigation would be needed, and the City is on-board with this approach. The houses in the 65 DNL contour are the same age as those in Eden Prairie near Flying Cloud, who did not test above the interior threshold for mitigation. Lindsay Butler advised MAC staff to be prepared to answer why they are not going to the 60 DNL contour for purposes of noise mitigation, since that's what the MAC uses for MSP. Chad Leqve responded that the MAC is well-prepared to answer this question.

The meeting adjourned at approximately 10:00 a.m.

Crystal Airport  
 Federal EA/State EAW  
 Agency Scoping Meeting  
 February 12, 2018, 9:00 A.M.



**Participant Sign-In Sheet**

Name	Address	Phone or email
Dan Olson	city of crystal - 4141 Douglas Dr, Crystal	dan.olson@crystalmn.gov
Josh Fitzgerald	FAA	
Lindsay Butler		
Cina Mitchell		
Evan Barrett	Mead + Hunt	
Colleen Bosold	↓	
Sarah Emmel		
Dana Nelson		MAC
Neil Ralston	↓	
Chad Legve		
Brad Juffer		
Russ Owen	Met Council	russell.owen@metc.ohio.gov

**Thank you for your participation!**

Agency	Pre	c/o	Last Name	Job Title	Subdivision (if applicable)	Address	City	Zip Code	Email Address
Minnesota Department of Agriculture	Ms.	Becky Balk	Balk	State Principal Planner		625 N. Robert Street	St. Paul, MN	55155	<a href="mailto:becky.balk@state.mn.us">becky.balk@state.mn.us</a>
Minnesota Department of Commerce	Mr.	Ray Kirsch	Kirsch			85 Seventh Place East, Suite 500	St. Paul, MN	55101	<a href="mailto:raymond.kirsch@state.mn.us">raymond.kirsch@state.mn.us</a>
Minnesota Department of Health		Health Reviewer			Environmental Health Division	625 N. Robert Street	St. Paul, MN	55155	<a href="mailto:health.review@state.mn.us">health.review@state.mn.us</a>
Minnesota Department of Natural Resources	Mr.	Randall Doneen	Doneen		Environmental Review Unit	500 Lafayette Road	St. Paul, MN	55155	<a href="mailto:randall.doneen@state.mn.us">randall.doneen@state.mn.us</a>
Minnesota Pollution Control Agency	Mr.	Dan Card	Card		Environmental Review Unit - 4th Floor	520 Lafayette Road North	St. Paul, MN	55155	<a href="mailto:dan.card@state.mc.us">dan.card@state.mc.us</a>
Minnesota Department of Transportation	Ms.	Debra Moynihan	Moynihan		MnDOT Office of Environmental Stewardship	395 John Ireland Blvd, MS 620	St. Paul, MN	55155	<a href="mailto:debra.moynihan@state.mt.us">debra.moynihan@state.mt.us</a>
Minnesota Board of Water and Soil Resources	Mr.	Annie Felix-Gerth	Felix-Gerth			520 Lafayette Road	St. Paul, MN	55155	<a href="mailto:annie.felix-gerth@state.mn.us">annie.felix-gerth@state.mn.us</a>
U.S. Army Corps of Engineers	Mr.	Chad Konickson	Konickson		Regulatory Branch	180 Fifth Street East, Suite 700	St. Paul, MN	55101	<a href="mailto:mvp-reg-inquiry@usace.army.mil">mvp-reg-inquiry@usace.army.mil</a>
U.S. Environmental Protection Agency	Mr.	Kenneth Westlake	Westlake		Office of Enforcement and Compliance Assurance	77 W. Jackson Blvd (mail code: E-19J)	Chicago, IL	60604	<a href="mailto:westlake.kenneth@epa.gov">westlake.kenneth@epa.gov</a>
U.S. Fish and Wildlife Service		Project Leader			Minnesota-Wisconsin Field Office E.S.	4101 American Blvd East	Bloomington, MN	55425	<a href="mailto:peter_fasbender@fws.gov">peter_fasbender@fws.gov</a>
Federal Aviation Administration	Mr.	Josh Fitzpatrick	Fitzpatrick		Dakota-Minnesota Airports District Office	6020 28th Avenue South, Room 102	Minneapolis, MN	55450	<a href="mailto:joshua.fitzpatrick@faa.gov">joshua.fitzpatrick@faa.gov</a>
Metropolitan Council		Review Coordinator			Local Planning Assistance	390 Robert Street North	St. Paul, MN	55101	<a href="mailto:reviewscoordinator@metc.state.mn.us">reviewscoordinator@metc.state.mn.us</a>
Shingle Creek Watershed Management Commission	Ms.	Diane Spector	Spector		Wenck Associates, Inc.	1800 Pioneer Creek Center, P.O. Box 249	Maple Plain, MN	55359	<a href="mailto:dspector@wenck.com">dspector@wenck.com</a>
City of Crystal	Mr.	Dan Olson	Olson	City Planner		4141 Douglas Drive North	Crystal, MN	55422	<a href="mailto:dan.olson@crystalmn.gov">dan.olson@crystalmn.gov</a>
City of Brooklyn Center	Ms.	Ginny McIntosh	McIntosh	City Planner		6301 Shingle Creek Parkway	Brooklyn Center, MN	55430	<a href="mailto:gmcintosh@ci.brooklyn-center.mn.us">gmcintosh@ci.brooklyn-center.mn.us</a>
City of Brooklyn Park	Ms.	Cindy Sherman	Sherman	Planning Director		5200 85th Ave N	Brooklyn Park, MN	55443	
Hennepin County	Mr.	Jason Gottfried	Gottfried	Senior Transportation Planner		1600 Prairie Drive	Medina, MN	55340	<a href="mailto:jason.gottfried@hennepin.us">jason.gottfried@hennepin.us</a>

# Crystal Airport Federal Environmental Assessment (EA)/ State Environmental Assessment (EAW) Worksheet



February 12, 2018 – Agency Scoping Meeting  
EA/EAW Scope Review



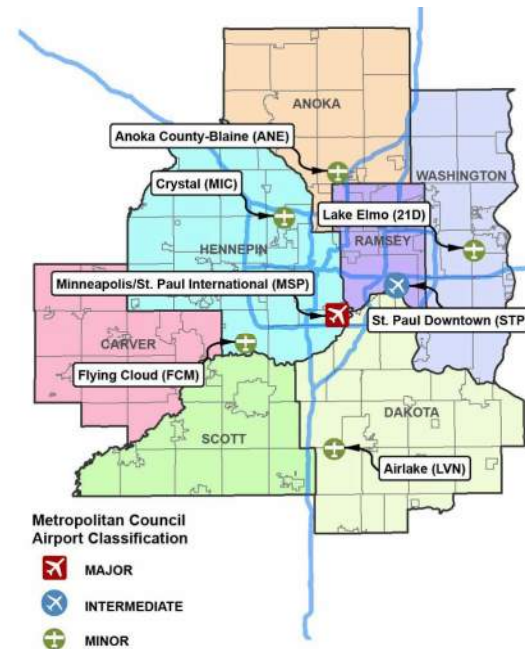
# Agenda

- Introductions
- Airport Overview
- Proposed Action
- Purpose & Need
- Alternatives
- Planned environmental analysis
- Project schedule
- Discussion





# Airport Overview





# Existing Airport Layout

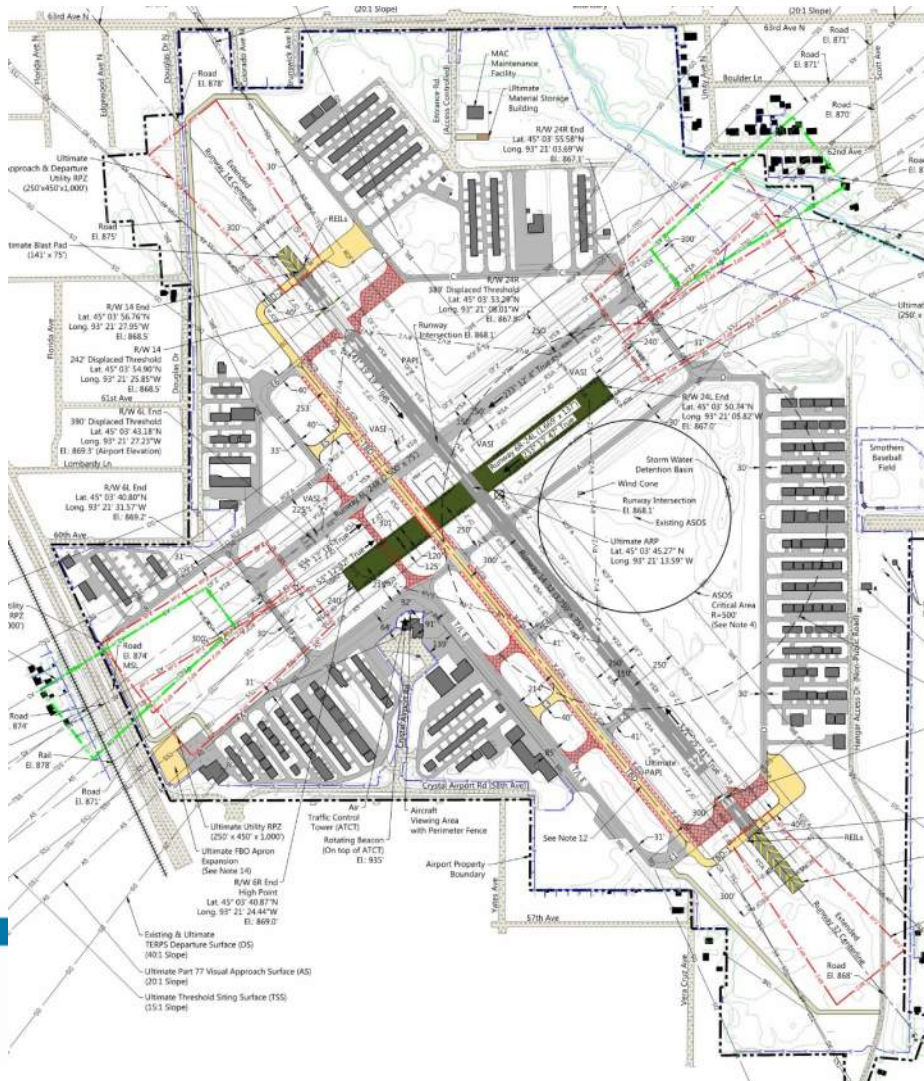


## Primary Role of Crystal Airport

- Complimentary Reliever in the MAC system
- Accommodates Personal, Recreational, and some Business Aviation users
- Design Aircraft is and will continue to be small, propeller driven aircraft with < 10 passenger seats
- Role not expected to change in forecast period



# Ultimate Airport Layout



## Proposed Action

- Decommission Runway 14R/32L and convert to parallel taxiway
- Convert portions of Runway 14L/32R blast pads to usable runway
- Reduce length of turf Runway 06R/24L
- Establish non-precision LNAV instrument approach to Runway 32R
- Taxiway improvements and removals
- Expand fixed base operator (FBO) apron
- Construct segments of perimeter road around runway ends
- Develop land for non-aeronautical use along 63<sup>rd</sup> Avenue North



# Purpose and Need

The **Purpose** of the project at Crystal Airport is to pursue the following goals:

- 1) Better align airfield infrastructure to match existing and forecasted activity levels.
- 2) Preserve and improve operational capabilities for the design aircraft family.
- 3) Enhance safety by simplifying the runway taxiway layout.

The **Need** for the project at Crystal Airport is to achieve the following objectives:

- 1) Simplify airfield geometry.
- 2) Provide the required runway length for design aircraft needs.
- 3) Establish non-precision GPS approaches to both ends of Runway 14L/32R.
- 4) Improve airport ground vehicle circulation.
- 5) Increase aircraft parking apron capacity.
- 6) Allow development of surplus Airport property for non-aeronautical use.

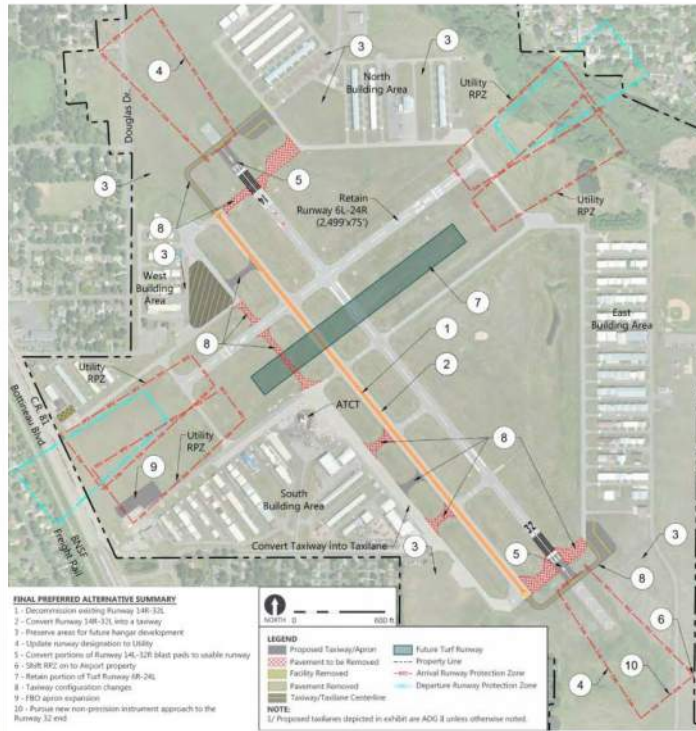




Figure 5-1: 2025 LTCP Preferred Alternative



Figure 5-7: 2035 LTCP Final Preferred Alternative Overview



# Alternatives

- No-Action Alternative
- Off-site Alternatives
- 2025 Long-Term Comprehensive Plan (LTCP) Alternatives
- Refinements to 2025 LTCP Preferred Alternative recommended by 2035 LTCP



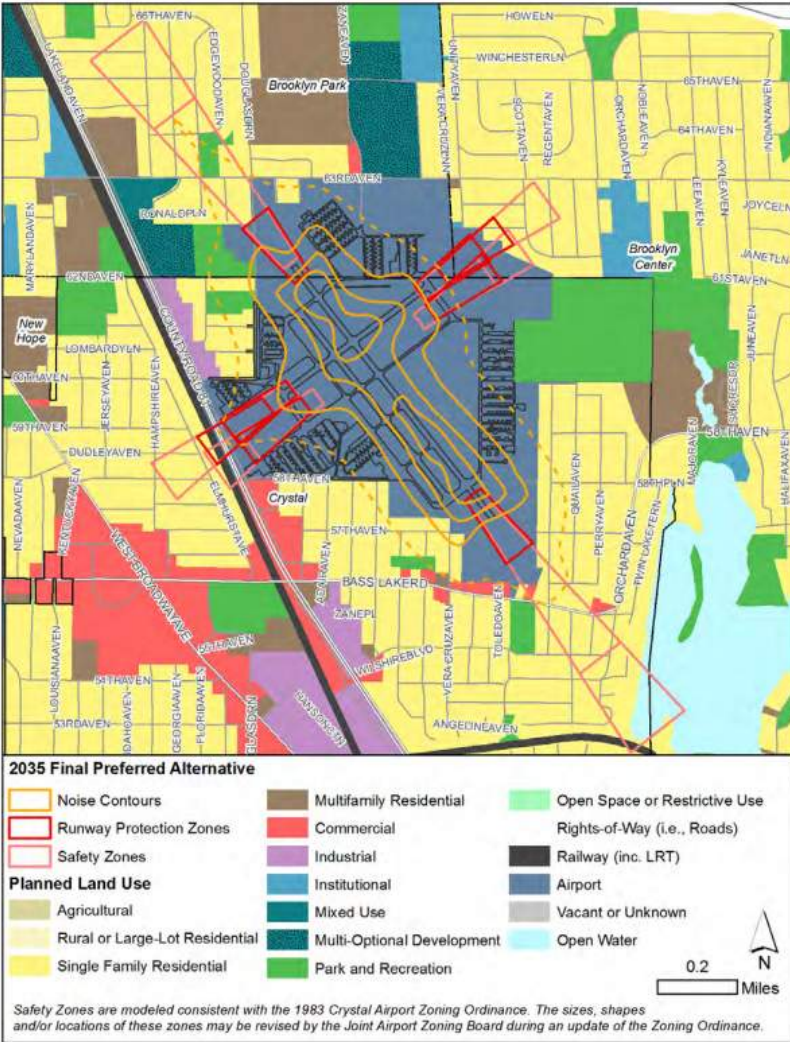
# Planned Environmental Analysis

- Air quality modeling
- Aircraft noise modeling
- DOT Section 4(f) resource review
- Hazardous materials inventory
- Historic/architectural and archeological resource assessment
- Land use compatibility and zoning assessment
- Socioeconomics and environmental justice analysis
- Vegetation management strategies
- Wetland delineation
- Other NEPA categories

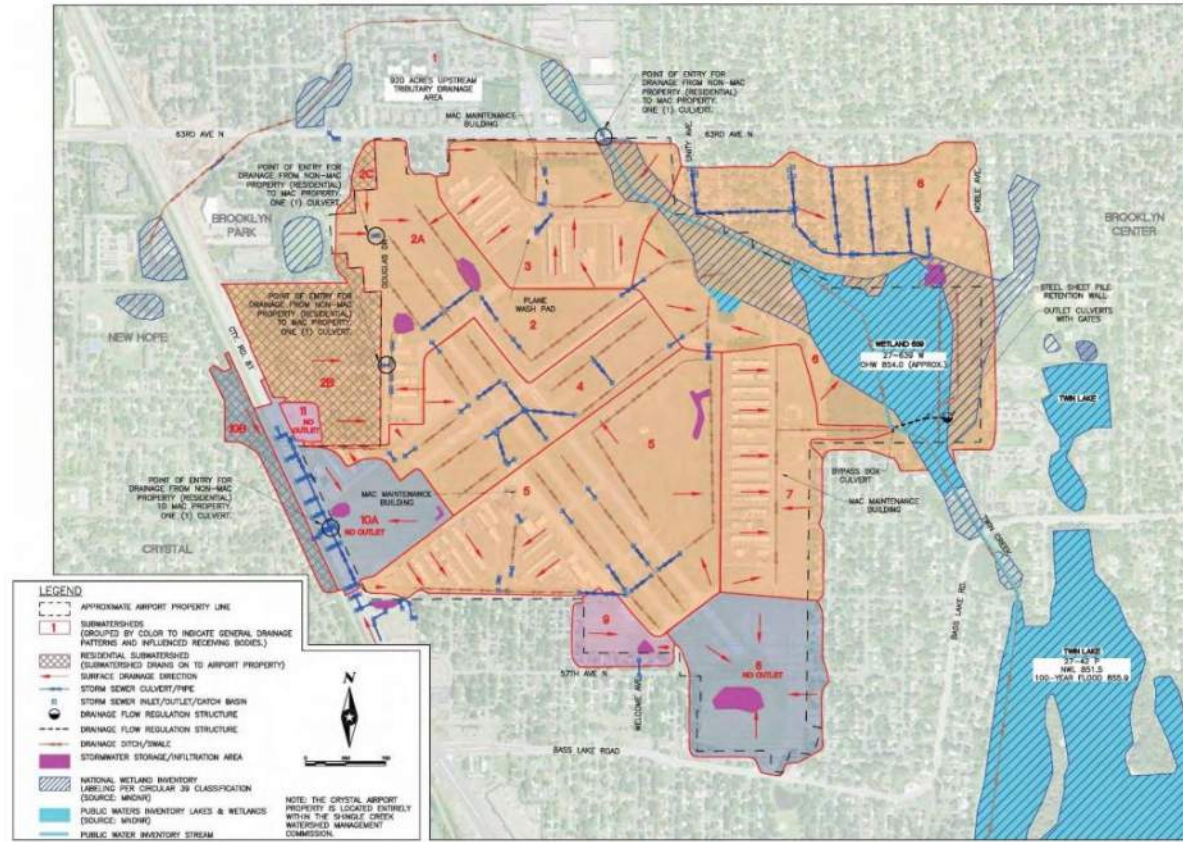




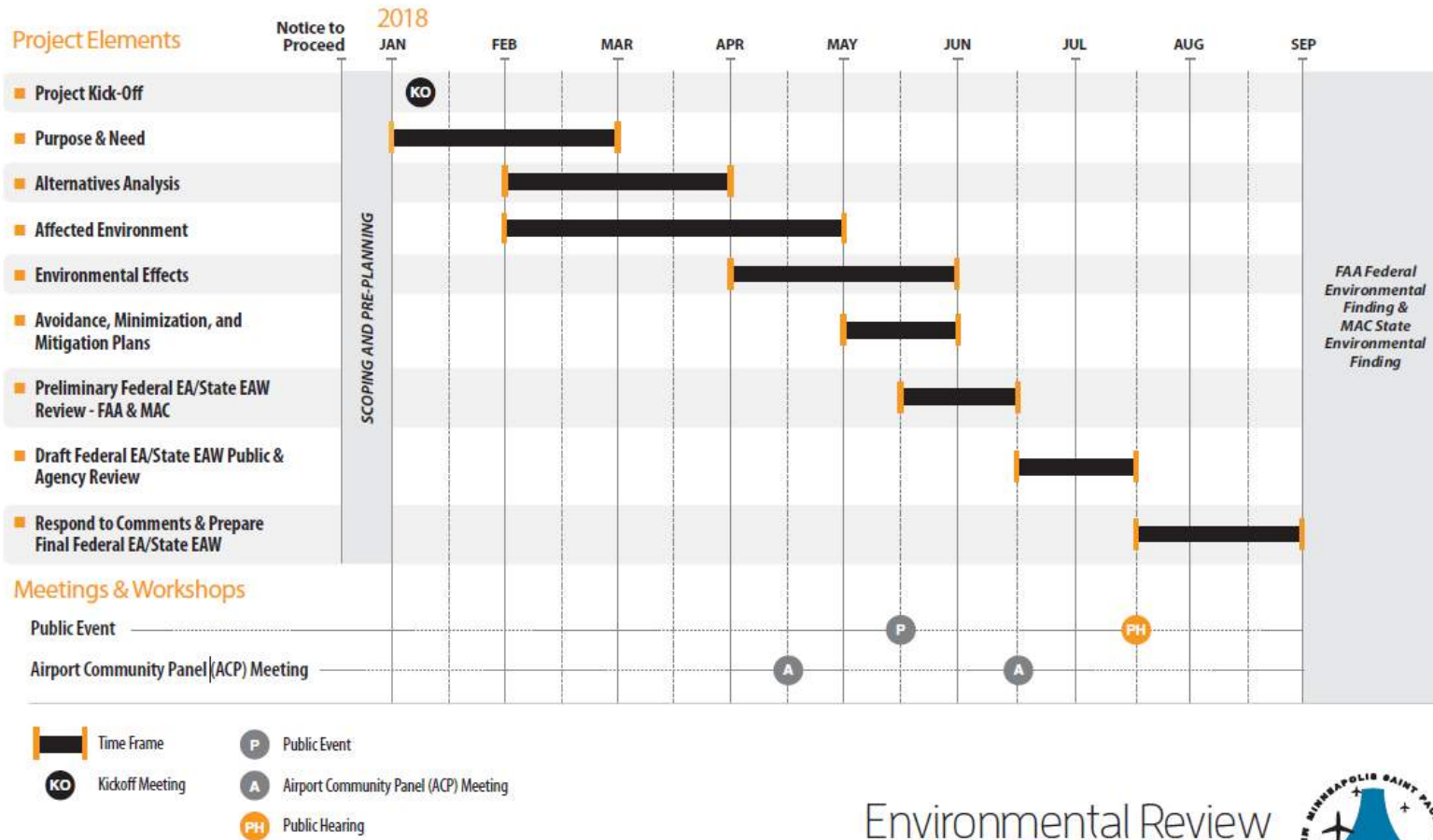
**Figure ES-8: 2035 Final Preferred Alternative RPZs, Safety Zones, and Noise Contours**



**Figure 2-10: Airport Drainage and Wetlands**



# Project Timeline



Note: Schedule updated January 8, 2018. Subject to change. Assessment of environmental effects dependant on suitable weather for field work.

Environmental Review  
Crystal Airport



# Discussion/Questions

- Please send written comments to:
  - Metropolitan Airports Commission  
Attn: Chad Leqve  
6040 28<sup>th</sup> Avenue South  
Minneapolis MN, 55450
- If you have questions regarding the project, please contact Chad Leqve at 612.725.6326, or [chad.leqve@mspmac.org](mailto:chad.leqve@mspmac.org)





## Sarah Emmel

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**From:** Leqve, Chad <Chad.Leqve@mspmac.org>  
**Sent:** Monday, February 5, 2018 1:17 PM  
**To:** 'Ed A. Matthiesen'  
**Cc:** Judie Anderson; Mark Ray (mark.ray@crystalmn.gov); Evan Barrett; Nelson, Dana; Ralston, Neil  
**Subject:** RE: Crystal Airport-Federal EA/State EAW Agency Scoping Meeting

Ed,

Thank you for the guidance in your email below. We will proceed accordingly and contact you with any questions.

Again, thank you.

Chad

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**From:** Ed A. Matthiesen [mailto:ematthiesen@wenck.com]  
**Sent:** Friday, February 02, 2018 9:19 AM  
**To:** Leqve, Chad <Chad.Leqve@mspmac.org>  
**Cc:** Judie Anderson <judie@jass.biz>; Mark Ray (mark.ray@crystalmn.gov) <mark.ray@crystalmn.gov>  
**Subject:** FW: Crystal Airport-Federal EA/State EAW Agency Scoping Meeting

I am the Engineer for the Shingle Creek Watershed Management Commission. Regarding the upcoming Environmental Assessment for the proposed plan for the Crystal airport I have the following comments regarding stormwater management:

1. Any new impervious surface area should meet the Commission rules for stormwater runoff rate, volume and water quality. In working with MAC on previous projects we understand that open water that encourages bird habitat is an aviation hazard so we are willing to work with you on alternatives.
2. We would like to get all of the site up to current standards but we are willing to consider crediting removed pavement for new pavement as an option.
3. Due to the sandy soils we would allow a Best Management Practice of four times the area of turf to one unit of pavement. By observation there is a lot of open grassed space so if flow can be directed to those areas the Commission rules should be met.
4. Any piped or channeled stormwater flow must meet Commission rules prior to exiting your property.
5. If you will be preparing a grading/drainage plan or stormwater concept plan we'd be happy to meet with you to discuss our rules and possibly save you some time in your plan preparation and permitting.

Sincerely,  
Ed Matthiesen, P.E.  
Commission Engineer



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
REGION 5  
77 WEST JACKSON BOULEVARD  
CHICAGO, IL 60604-3590

FEB 21 2018

REPLY TO THE ATTENTION OF:

Josh Fitzpatrick  
Federal Aviation Administration  
Dakota-Minnesota Airports District Office  
6020 28th Avenue South, Suite 102  
Minneapolis, Minnesota 55450-2700

**Re: Agency Scoping for the Crystal Airport Improvements Project Environmental Assessment, Crystal, Hennepin County, Minnesota**

Dear Mr. Fitzpatrick:

EPA has reviewed the referenced project scoping document, dated January 23, 2018, which was prepared by the Metropolitan Airports Commission (MAC), in coordination with the Federal Aviation Administration (FAA). Our comments are provided pursuant to our authorities under the National Environmental Policy Act (NEPA), Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508), and Section 309 of the Clean Air Act.

The proposed project involves the following improvements:

- Decommission Runway 14R/32L into a parallel taxiway;
- Convert portions of Runway 14L/32R blast pads into usable runway;
- Reduce the length of Runway 06R/24L to clear Taxiways D and F from the runway safety area (RSA);
- Establish non-precision instrument approach to Runway 32R;
- Perform various taxiway improvements;
- Expand the fixed base operator aircraft parking apron;
- Construct segments of a perimeter road around each runway end; and
- Develop airport land for non-aeronautical use along 63<sup>rd</sup> Avenue North.

We have some general recommendations that we believe will assist the development of the draft environmental assessment (EA), including comments on stormwater management and transportation resiliency, air quality strategies, recycling, energy efficiency, pollinators, native plant species, and right-of-way maintenance, and consultation records, as stated below.

*Stormwater Management and Transportation Resiliency*

One-hundred-year storm events are occurring with increasing frequency. The number of storm events occurring with greater intensity is also increasing. We recommend that FAA account for increased storm frequency and intensity in the design of this project in order to help ensure the health and safety of the public by using appropriate airport-specific stormwater management designs.

Air Quality Strategies

We recommend FHWA consider implementing air quality best management practices (BMPs) during the construction phase of this project. Several recommendations are included in an enclosure entitled, *U.S. Environmental Protection Agency Diesel Emission Reduction Checklist*.

Recycling

To the maximum extent possible, we recommend FAA consider reusing or recycling scrap material associated with the proposed taxiway removals and taxiway improvements.

Energy Efficiency

We recommend FAA consider installing energy-efficient airfield lighting.

Pollinators, Native Plant Species, and Right-of-Way Maintenance

We encourage FAA to implement the 2014 Presidential Memorandum (PM) entitled, "Creating a Federal Strategy to Promote the Health of Honey Bees and Other Pollinators<sup>1</sup>," which responds to evidence of steep declines in certain pollinator populations. Pollinators are critical contributors to our nation's economy, food system, and environmental health. Vegetation within the project area can provide much needed habitat for pollinators, providing food, shelter, and connections to other patches of habitat. Maintenance staff and landscape designers can all take steps to improve the quality of vegetation to benefit pollinators, steps that can also reduce costs, maintain public safety, and improve public good will. We recognize that any habitat that is created or preserved at or near the airport must conform to FAA practices to minimize the risk of wildlife hazards to aircraft.

Consultation Records

EPA recommends attaching consultation documents to future NEPA documents regarding wetlands and streams (U.S. Army Corps of Engineers), historic resources (Minnesota State Historic Preservation Office), and Federal and state threatened and endangered species (U.S. Fish and Wildlife Service and the Minnesota Department of Natural Resources, respectively).

We are available to discuss these comments on the scoping document at your convenience. Please feel free to contact Mike Sedlacek of my staff at 312-886-1765, or by email at [sedlacek.michael@epa.gov](mailto:sedlacek.michael@epa.gov).

Sincerely,



Kenneth A. Westlake, Chief  
NEPA Implementation Section  
Office of Enforcement and Compliance Assurance

Encl: U.S. Environmental Protection Agency - Diesel Emission Reduction Checklist

cc: Chad Leque, Metropolitan Airports Commission

<sup>1</sup> [www.whitehouse.gov/briefing-room/presidentialactions/presidential-memoranda](http://www.whitehouse.gov/briefing-room/presidentialactions/presidential-memoranda)

## U.S. Environmental Protection Agency - Diesel Emission Reduction Checklist

- Use low-sulfur diesel fuel (15 ppm sulfur maximum) in construction vehicles and equipment.
- Retrofit engines with an exhaust filtration device to capture diesel particulate matter before it enters the construction site.
- Position the exhaust pipe so that diesel fumes are directed away from the operator and nearby workers, reducing the fume concentration to which personnel are exposed.
- Use catalytic converters to reduce carbon monoxide, aldehydes, and hydrocarbons in diesel fumes. These devices must be used with low sulfur fuels.
- Use enclosed, climate-controlled cabs pressurized and equipped with high efficiency particulate air (HEPA) filters to reduce the operators' exposure to diesel fumes. Pressurization ensures that air moves from inside to outside. HEPA filters ensure that any incoming air is filtered first.
- Regularly maintain diesel engines, which is essential to keep exhaust emissions low. Follow the manufacturer's recommended maintenance schedule and procedures. Smoke color can signal the need for maintenance. For example, blue/black smoke indicates that an engine requires servicing or tuning.
- Reduce exposure through work practices and training, such as turning off engines when vehicles are stopped for more than a few minutes, training diesel-equipment operators to perform routine inspection, and maintaining filtration devices.
- Repower older vehicles and/or equipment with diesel- or alternatively-fueled engines certified to meet newer, more stringent emissions standards. Purchase new vehicles that are equipped with the most advanced emission control systems available.
- Use electric starting aids such as block heaters with older vehicles to warm the engine reduces diesel emissions.
- Use respirators, which are only an interim measure to control exposure to diesel emissions. In most cases, an N95 respirator is adequate. Workers must be trained and fit-tested before they wear respirators. Depending on work being conducted, and if oil is present, concentrations of particulates present will determine the efficiency and type of mask and respirator. Personnel familiar with the selection, care, and use of respirators must perform the fit testing. Respirators must bear a NIOSH approval number.
- Per Executive Order 13045 on Children's Health<sup>2</sup>, EPA recommends operators and workers pay particular attention to worksite proximity to places where children live, learn, and play, such as homes, schools, daycare centers, and playgrounds. Diesel emission reduction measures should be strictly implemented near these locations in order to be protective of children's health

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<sup>2</sup> Children may be more highly exposed to contaminants because they generally eat more food, drink more water, and have higher inhalation rates relative to their size. Also, children's normal activities, such as putting their hands in their mouths or playing on the ground, can result in higher exposures to contaminants as compared with adults. Children may be more vulnerable to the toxic effects of contaminants because their bodies and systems are not fully developed and their growing organs are more easily harmed. EPA views childhood as a sequence of life stages, from conception through fetal development, infancy, and adolescence.

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## Appendix L – Stakeholder Engagement

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Airport Community Panel Meeting #2 Documentation March 5, 2019	L-90 thru L-116



## Crystal Airport Stakeholder Engagement Plan

### 1. Stakeholder engagement objectives

Stakeholder engagement facilitates and supports public involvement of interested members of the public – providing the opportunity for all stakeholders to participate and be heard. This plan describes coordination and communication efforts intended to inform, educate, and engage the public and airport users as part of the Federal Environmental Assessment (EA)/State Environmental Assessment Worksheet (EAW) for Crystal Airport, as well as the approach for documenting the outreach process. The EA will be carried out according to the requirements of the National Environmental Policy Act (NEPA) and the EAW will be carried out according to the requirements of the Minnesota Environmental Policy Act (MEPA). The two environmental processes will be carried out in parallel and the public engagement will include both processes. For the purposes of this Stakeholder Engagement Plan, the EA/EAW process will be referred to as the “environmental review.”

The focus audience for the strategy will be members of the Metropolitan Airports Commission (MAC) policy board, airport tenants, the general public and community leaders (elected and other) in the vicinity of the Airport, and stakeholders who actively participated in the recent long-term comprehensive plan (LTCP) process. When the term “the MAC” is used in this plan, it means the collective staff and board of commissioners and committee members acting in their respective roles and carrying out their respective responsibilities. When a specific staff or commissioner role is intended, that role is included in the reference.

The Stakeholder Engagement Plan is created to help the MAC achieve all of the following objectives:

- **Strengthen the MAC’s relationship with its stakeholders**
- **Build stakeholder trust and support**
- **Proactively identify areas of interest and concern in a collaborative setting**
- **Formalize a system to reach a wide variety of stakeholders and interest groups**
- **Streamline agencies’ review**

In addition to achieving the above objectives, this strategy is designed be mutually beneficial to the community members and other stakeholders. This plan sets a framework for an inclusive process so that interested stakeholders can be informed and engaged throughout the environmental review. It provides clarity on the roles and responsibilities of those involved in the process, communication platforms, and how public comments will be addressed through the environmental process.

By nature, this Stakeholder Engagement Plan is dynamic. The participatory and transparent long-term comprehensive planning process was used to define both the scope of stakeholder engagement as well as the stakeholder groups interested in the project. One of the objectives for the Crystal Airport improvements is to improve airfield safety by reducing the rate and risk for runway incursions. Since the improvements would largely address this pressing safety issue, coupled with the fact that the public

# Stakeholder Engagement Plan

comment process from the long-term comprehensive plan effectively addressed many of the public questions and concerns, this Stakeholder Engagement Plan has been streamlined and is designed to be specific to the Crystal Airport environmental review. Additionally, once the technical work on the environmental review begins, there may be circumstances that require an amendment to the plan in order to better achieve the above objectives. If the plan is amended, stakeholders will be made aware of the change through the project website and a notification through an electronic news (E-news) subscription service (see Section 6 Project Outreach Platforms).

## 2. Project roles and responsibilities

The Stakeholder Engagement Plan is designed to create a shared ownership of the engagement process for the Crystal Airport environmental review. There are several major stakeholder groups described here including the MAC, the FAA, the Airport Community Panel (ACP) and the interested public. The Plan is built on the following roles and responsibilities.

**The MAC:** As the owner and operator of the Crystal Airport, a critical part of the MAC airport system, the MAC has the overall responsibility to conduct the environmental review. As the project sponsor, the MAC must submit the federal Environmental Assessment to the Federal Aviation Administration, which has the final decision-making authority (see below). The MAC takes action on the final state Environmental Assessment Worksheet as the responsible government unit under MEPA. The MAC developed the project scope, and approved this Stakeholder Engagement Plan in consultation with stakeholders and regulatory agencies.

**Mead & Hunt, Inc.:** The MAC contracted with Mead & Hunt, Inc. to provide technical consulting services for the environmental review. In this role, Mead & Hunt provides information and makes recommendations to the MAC. Mead & Hunt together with MAC staff serve as the Project Team in the environmental review.

**Federal Aviation Administration (FAA):** The FAA is the federal regulatory agency responsible for the national system of airports and the national air space. The FAA has well defined roles and responsibilities in the airport federal Environmental Assessment process. The FAA is responsible for publishing the Federal Register notice, handling public comments received from the notice and taking action on the federal environmental document once it is submitted to the FAA. The FAA takes action on the final Environmental Assessment document as the lead agency under NEPA.

**Airport Community Panel (ACP):** The ACP is an advisory board representing major stakeholder groups that is more closely involved in the environmental review than the public at large. The ACP serves several important functions, including: representing a broad range of stakeholder groups; receiving information about the environmental review and sharing it with constituencies; providing input to the environmental review as the voice of key stakeholders; and, in some cases, providing technical advice to the Project Team. Experience has shown that environmental review projects can benefit from the creation and participation of an ACP as part of the environmental review process. See Section 3 for more information on the ACP.

**It is important to note that the ACP is advisory only to the environmental review.** That is, the ACP may offer opinions, advice and guidance, but ultimately the environmental process will need to conform to federal and state environmental policies and the proposed airport improvements will need to conform to FAA design standards; therefore, the MAC has the sole discretion to act on the ACP recommendations.

**Interested Public:** Given the complexities of an environmental review and the fact that the MAC airports are public facilities, members of the public who have an interest in the environmental review have a role to play. Members of the general public are encouraged to stay informed of the environmental review progress by visiting the project website, registering for project notifications through the E-news subscription service, participating in public meetings, and submitting comments on the draft environmental review document. See Section 6 for a discussion of communication outreach tools.

Note: public input is one of the factors that the Project Team will consider in airport improvement projects. Conformance to design standards, operational safety and feasibility, federal and state environmental policies, and project cost are also critical factors.

### 3. ACP membership – key stakeholder groups

In order for the ACP to be effective and to be representative of all of the key stakeholders, it must be composed of a diverse group of stakeholders including, but not limited to, community representatives, aircraft operators, and affected jurisdictions. While representation needs to be broad, the ACP needs to remain a reasonable size so that deliberations are efficient and meetings are effective.

Key stakeholder groups will be represented on the Airport Community Panel (ACP) by the following representatives:

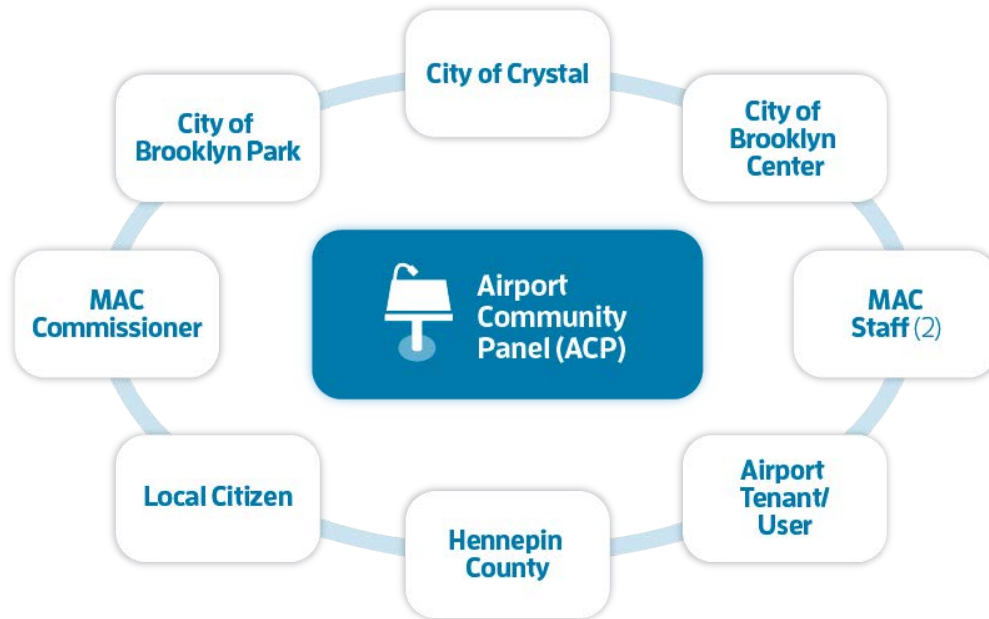
- **City of Crystal Representative**
- **City of Brooklyn Park Representative**
- **City of Brooklyn Center Representative**
- **Airport Tenant/User Representative**
- **Local Citizen Representative**
- **MAC Commissioner**
- **MAC staff (2 representatives)**
- **Hennepin County Representative**

The MAC will work with the surrounding communities and tenant groups to identify specific members to serve on the ACP and extend an invitation to participate. The public will be encouraged to use their ACP representative as another means for engaging with the process and representatives will be expected to speak on behalf of their constituents. The first ACP meeting will be held in spring 2018 to provide background information on the environmental process and this Stakeholder Engagement Plan, review the LTCP components, and discuss the Purpose and Need of the airport improvements and the design



# Stakeholder Engagement Plan

alternatives being considered in the environmental review. See Section 2 for a description of the roles and responsibilities of the ACP.



## 4. Approach to development of project messaging

The Project Team, using plain language, will develop materials and messages that are clear and relevant to lay members of the community. While this approach will strive for brevity and clarity, the information will also be complete – erring on the side of too much information rather than too little. This will be achieved through strategies that include:

- **Use of plain language – minimizing the use of acronyms and technical jargon that would likely be unfamiliar to a public audience**
- **Providing definitions of unfamiliar or technical terms when used in project messages**
- **Providing explanations related to the requirements of the environmental review at each stage of the process**
- **Providing explanations of aviation terms and regulations and airport operations that are relevant to project messages (such as Purpose and Need, No-Action Alternative, etc.)**
- **Using easy-to-understand graphics, tables and charts in addition to narrative descriptions**
- **Reviewing public comments received in response to public messaging and providing additional explanation or clarification when needed through follow-up outreach**

# Stakeholder Engagement Plan

The Project Team may develop suggested messaging text and presentations, and the ACP may be invited to comment on draft material. However, the MAC is the owner of the environmental review process and will make all final decisions related to printed content and graphic material produced for the project.

## 5. Timing, notification, and format for engaging stakeholder groups

In order to create an open and transparent process and to encourage public involvement, the Project Team will follow a standardized process for engaging stakeholder groups for each public and ACP meeting. That process is described here. More information about each public outreach tool is provided in Section 6.

**Project Website:** A project website will be developed and maintained during the environmental review process to share information. The website will be accessed through the current Crystal Airport page of the [Metroairports.org](http://Metroairports.org) website.

**Project Updates:** Regular project updates will be sent out through the E-news subscription service to all project subscribers. Additional notifications will be sent out if information is time sensitive.

**Initial Project Schedule:** An initial project schedule is included at the end of this Stakeholder Engagement Plan based on current expectations and assumptions. A current project timeline will be maintained on the project website and will be updated as needed to reflect project progress. If substantial changes are made, that information will be shared on the project website and included in a project update sent through the E-news subscription service.

**MAC Commission/Committee Meetings:** The Project Team will update the members of the MAC Commission or Planning, Development, and Environment (PD&E) Committee as necessary. The public may attend these meetings and public input will follow the established protocols governing public comments during the meeting. Meeting minutes and video recordings will be made available by the MAC based on the standard practice of the MAC for these meetings.

**ACP Meetings:** Two ACP meetings will be held during the Crystal Airport environmental review process. The first ACP meeting will be held in spring 2018. At the first ACP meeting, the Project Team will introduce the environmental process and the Stakeholder Engagement Plan, review the long-term comprehensive plan, discuss the objectives of the airport improvements (“Purpose & Need”), and review design alternatives. Subsequently, the Project Team will schedule a second meeting with the ACP, anticipated in the summer of 2018. At the second ACP meeting, the Project Team will present the results of the environmental effects from the preferred design alternative and the “No-Action” alternative and plans for the public hearing. At least two weeks prior to each ACP meeting, the Project Team will identify specific goals and objectives for the meeting. The dates, times and locations of these meetings will be posted on the project website and the meetings will be open to members of the general public who may attend as observers. If a change is made to the ACP meeting date, a notification will be sent through the E-news subscription service to all project subscribers. Presentation materials including PowerPoint slides, graphic boards, and handouts will be posted to the project website no later than 3 days following the meeting. Mead & Hunt will be responsible for developing draft meeting minutes for the MAC. The ACP meeting minutes will be posted to the project website within 14 days.

# Stakeholder Engagement Plan

**Public Meeting Events:** The environmental review process will include one public meeting and one public hearing.

The public meeting will provide an opportunity to introduce the environmental review requirements and process, share the objectives of the airport improvements (“Purpose & Need”), review the project design alternatives, present the results from the environmental effects evaluation for the preferred alternative and the “No-Action” alternative, and outline next steps for the public to submit comments during the subsequent public comment period.

A public hearing will be held during the public comment period to provide the general public with an opportunity to comment on the draft environmental review document. Comments recorded during the public comment period (including at the public hearing) will be responded to in the environmental review document. General responses may be developed and included in the document to address questions and comments that are consistent among comments received.

A date, time and location will be determined for these two public meetings at least 21 days before each event. As soon as a date, time and location are determined, the information will be shared in several ways:

- **Posted on the project website**
- **Sent out through the E-news subscription service to all project subscribers**
- **Emailed to ACP members and members of the MAC Commission**
- **Publishing a notice in the Sun Post, Robbinsdale/Crystal/New Hope edition**

## 6. Project outreach platforms

The Project Team will communicate through the following platforms:

**Special presentations for elected officials/city staff:** Special presentations for elected officials and city staff may be made on request.

**Project Newsletter:** An initial project newsletter will be developed and printed in advance of the first public meeting. The newsletter will include information about the event such as date, time and location as well as messages and content associated with the event and supporting graphics and photographs. The newsletter will also provide information about subscribing to the E-news subscription service and about the project website.

The newsletter will be mailed directly to homes and businesses near the airport in Crystal, Brooklyn Center, and Brooklyn Park. At the same time, printed copies of the newsletter will be available at public locations and will be posted on the project website.

# Stakeholder Engagement Plan

The newsletter will contain four (4) pages and ½ page will be reserved for mailing space. Printed newsletters will be produced on an 11 x 17” sheet size, folded in half.

## **Project Website:**

A project website will be maintained during the environmental review process to share information. The website will be accessed through the current Crystal Airport page of the [Metroairports.org](http://Metroairports.org) website.

At a minimum, the website will include:

- **Public meeting information**
- **Public project documents (reports, newsletters, presentations, fact sheets, etc.)**
- **Frequently asked questions**
- **Information on how to provide public comment**
- **Information on how to sign up for the E-news subscription service notifications (see below)**
- **The project timeline**

**E-news subscription service:** A project account will be made available for the Crystal Airport environmental review project using the E-news subscription service. Stakeholders and members of the public will be informed of the opportunity to subscribe. Also, email addresses will be collected at the first public meeting and added to the E-news subscription service account if permission is granted on the sign-in sheet (check box to be added). Project updates will be sent out through the E-news subscription service to all project subscribers. Additional notifications will be sent out if information is time sensitive.

**Public Notices:** Public notices will be developed in advance of the two public events by the Project Team and will be distributed by the MAC to media outlets in and around the project area. Notifications will include information about public event logistics as well as the environmental review project messages.

## **7. Communication platforms – public input**

Throughout the environmental review process, the Project Team will gather input through a variety of specific input streams:

- **Public comment via the project website**
- **Written public comment submitted at the public events or mailed to an address posted on the project website**
- **At the public events**

While many opportunities will be provided for public input, the Project Team may not respond directly to individual comments. Rather, comments will be addressed in one or more of the following ways:

- **Comments may be addressed as part of the FAQs offered on the project website.**

- **Comments may be answered verbally as part of a question and answer session.**
- **Comments received during the public comment period will be reported in the draft final environmental review document with a written response.**

This policy supports the desired outcome of a transparent process by making the same information available to all members of the public, by presenting information that is consistent through the project and by creating a process to consistently document all comments and responses (see Section 8).

### 8. Approach to documenting and incorporating public feedback

**Documenting:** Mead & Hunt will collect, organize and save public comments received during the Crystal Airport environmental review project and will also collect, organize and save responses provided by the MAC if applicable (see Section 7). A master spreadsheet will be developed to track input. The spreadsheet will note the submitter name, date received, and method of input (i.e., written letter, website comment, public meeting, response to comment, etc.) as well as information such as address, zip code or email address that may be provided with the comment.

**Incorporating Public Feedback:** Public comment is a valuable part of an environmental review and each comment will be thoughtfully considered. During the course of the Crystal Airport environmental review, public comment will be considered and incorporated as follows:

In some cases, concerns and objections expressed through the public comment process indicate a lack of understanding or a misunderstanding on a specific topic. In this instance, the Project Team will refine the FAQs on the project website, include more information at the public meeting and/or include the topic as an agenda item at an ACP meeting in order to get more information out to the public.

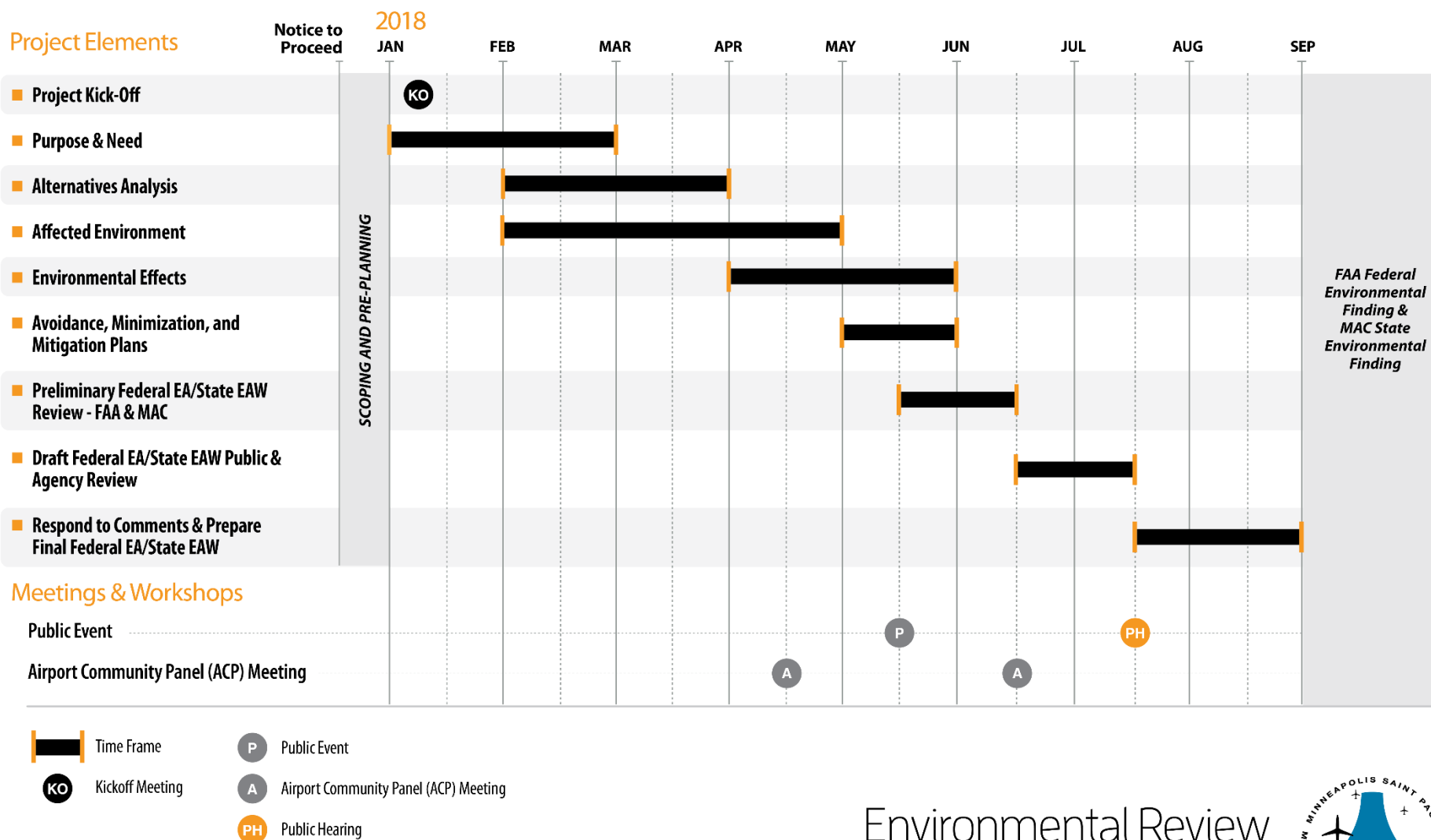
In some cases, public comments express support or opposition to the project and may include reasons for the opinions. These opinions are welcome, and they may provide valuable insight for the environmental review in terms of both project benefits and areas where concerns may need to be mitigated.

In other cases, public comments may raise a new issue or provide information that needs to be considered in the environmental review process. These comments will be vetted by the Project Team and included in the environmental review process as appropriate.

Comments received during the public comment period will be responded to in writing in the final environmental review document, except that similar comments on a common theme may be grouped together and addressed with one collective response.

Input received from stakeholders is one of the factors that decisions makers will be considering in the Crystal Airport environmental review process. Conformance to design standards, operational safety and feasibility, federal and state environmental policies, and project cost are also critical factors to consider.

# Project Timeline



**Note:** Schedule updated January 8, 2018. Subject to change. Assessment of environmental effects dependent on suitable weather for field work.

Environmental Review  
Crystal Airport







# Crystal Airport

OCTOBER 2018  
**ENVIRONMENTAL ASSESSMENT NEWS**



## Crystal Airport Environmental Assessment Work Begins

The Metropolitan Airports Commission, owner and operator of Crystal Airport (located just north of Bass Lake Road off Bottineau Boulevard in the City of Crystal) has commenced a study to determine environmental effects associated with improvements it is proposing for the airport. The MAC adopted the improvement plans in 2017 after concluding a long-term planning process that resulted in a Long-Term Comprehensive Plan (LTCP) for Crystal Airport. The LTCP was developed with input from stakeholders and the public and provides guidance and a roadmap for possible improvements over the next 20 years.

The environmental effects study (also referred to as an environmental assessment – or EA) is being led by the MAC and its consultants Mead & Hunt. Together they make up the “project team.” Over the past several months, the team has developed a statement outlining the purpose and need for the improvements, and identified a preferred plan – also known as a preferred alternative (more on the purpose and need and alternatives inside this newsletter). The project team is also researching and collecting information regarding environmental and socioeconomic resources that may be affected by the project. That research includes in-person surveys of wetlands, identification of any historical structures near or on the property that could be affected, and other resources that may be affected by the preferred alternative.

### The Environmental Process

The National Environmental Policy Act (NEPA) process is used by the federal government to determine whether proposed projects—in this case the Crystal Airport improvements—will have significant environmental effects. In order to qualify for federal funding, the Crystal Airport improvements plan must undergo a NEPA review.

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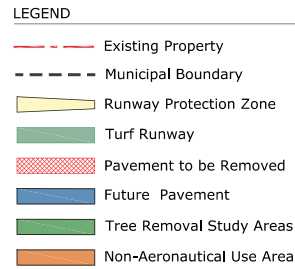
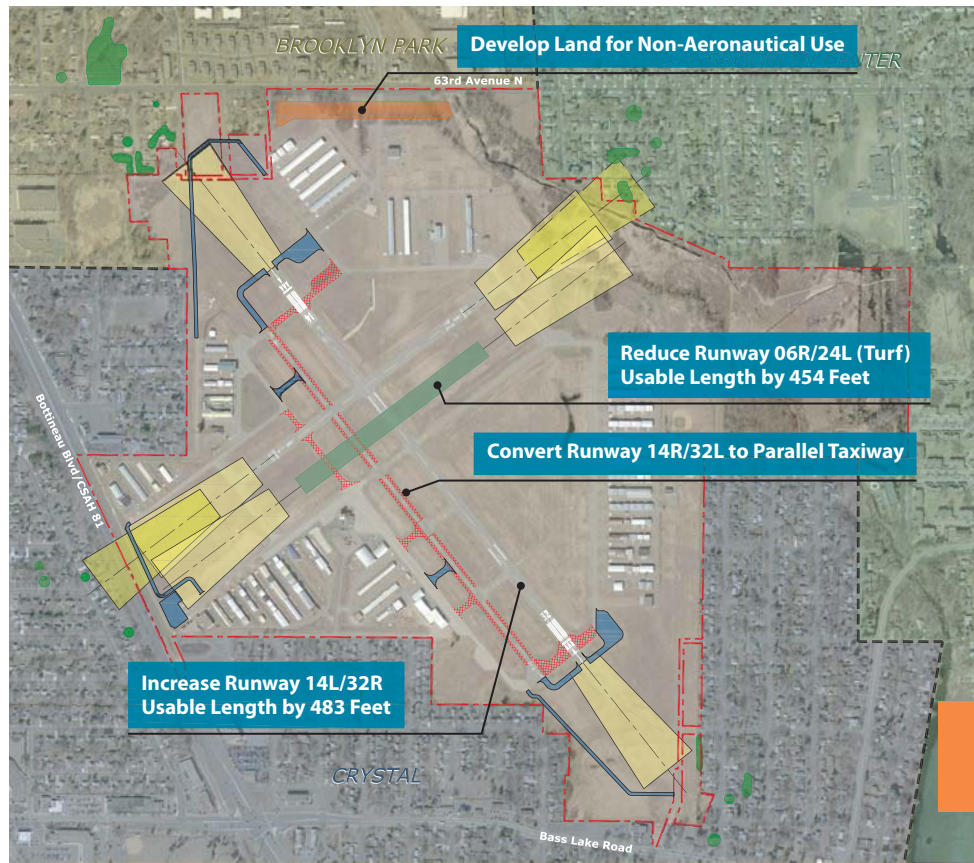
### ► COMMUNITY EVENT

**Tuesday,  
October 30, 2018  
6:00 to 8:00 p.m.  
(Presentation at 6:30)**

**Crystal Community Center  
4800 Douglas Drive N  
Crystal, MN 55429**

Project Website 

[www.metroairports.org/General-Aviation/Crystal-Airport-Environmental-Assessment/Overview.aspx](http://www.metroairports.org/General-Aviation/Crystal-Airport-Environmental-Assessment/Overview.aspx)



**CRYSTAL AIRPORT  
PREFERRED ALTERNATIVE**

## Crystal Airport Environmental Assessment Work Begins

CONTINUED FROM FRONT PAGE

The Federal Aviation Administration (FAA), the lead federal agency for this environmental review, has determined that an environmental assessment (EA) is what's needed to make a determination.

The state of Minnesota also requires an environmental review, under the Minnesota Environmental Policy Act (MEPA) and related Minnesota Environmental Quality Board (EQB) guidelines. Therefore the MAC must complete an Environmental Assessment Worksheet (EAW) process for the Crystal Airport improvements. Specifically, an EAW is required because the preferred alternative plan includes a runway/taxiway extension and the expenditure of more than \$2,000,000. Because both processes are required, the MAC will complete the state EAW requirements simultaneously with the Federal EA, with the combined report referred to as an EA/EAW.

The NEPA process covers 14 environmental categories that include related social and economic effects. The categories include:

- **Air Quality**
- **Biological Resources (including fish, wildlife, and plants)**
- **Climate**
- **Coastal Resources**
- **Department of Transportation Act, Section 4(f)**
- **Hazardous Materials, Solid Waste, and Pollution Prevention**
- **Historic, Architectural, Archeological, and Cultural Resources**
- **Land Use**
- **Natural Resources and Energy Supply**

- **Noise and Compatible Land Use**
- **Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety**
- **Visual Effects (including light emissions)**
- **Water Resources (including wetlands, floodplains, surface waters, groundwater, and wild and scenic rivers)**

The EA/EAW process will include several opportunities for public involvement. Once a draft EA/EAW document is completed, the public will have the opportunity to review and submit comments either in writing or at a public hearing held later in the process.

### Airport Community Panel

Environmental review projects benefit from the participation of a range of stakeholders such as officials representing local communities and counties, users of the airport, and members of the community. The Metropolitan Airports Commission has established an Airport Community Panel (ACP) to serve in an advisory role. ACP members serve several functions, including sharing information about the environmental process with their communities; providing input as the voice of key stakeholders; and, in some cases, providing technical advice to the project team. The first ACP meeting occurred on August 28 with one more to follow prior to publication of the draft EA/EAW.

### Why are the Airport Improvements Necessary?

Purpose and Need statements are included in every federal EA. These statements clearly and concisely explain the justification for the project and therefore become the foundation of the document.

The **PURPOSE** of the proposed improvements at Crystal Airport :

- **Better align available runways, taxiways, and aprons with existing and forecasted activity**
- **Preserve and improve operational capabilities for aircraft using the Airport**
- **Enhance safety by simplifying the runway and taxiway layout.**

The **NEED** for the proposed improvements at Crystal Airport:

- **Simplify airfield geometry**
- **Provide adequate runway length for aircraft using the Airport**
- **Enhance aircraft approaches and minimize obstacles for the main runway**
- **Improve Airport ground vehicle circulation**
- **Increase aircraft apron parking capacity**
- **Develop excess Airport property for non-aeronautical use**

### The Preferred Alternative

A federal EA typically evaluates more than one alternative, while a state EAW does not require analysis of alternatives. Because much of the proposed project was evaluated and refined in the most recent LTCP efforts, this EA/EAW will explain the previous alternatives that were examined and how the preferred alternative was reached. The impacts of the preferred alternative will be compared to the no-action alternative, which represents what would occur if the MAC were to make no changes to the existing airport layout. A no-action alternative does not mean that there would be no impacts, because existing infrastructure would need repairs and aircraft would still operate at the airport. The preferred alternative includes the following improvements:

- **Decommission Runway 14R/32L & convert to parallel taxiway**
- **Convert portions of Runway 14L/34R blast pads to usable runway**
- **Reduce length of Runway 06R/24L (turf) to clear Taxiways D & F from the runway safety area**
- **Establish a straight-in GPS instrument approach to Runway 32R**
- **Remove various taxiways and construct new taxiways**
- **Construct perimeter road segments around three runway ends**
- **Expand the fixed base operator (FBO) aircraft parking apron**
- **Develop airport land for non-aeronautical use along 63rd Avenue North**

### Anticipated EA Project Timeline



For more detail, see the Stakeholder Engagement Plan on the project website. Schedule is subject to change. Any significant schedule updates will be published on the project website and distributed to e-news subscribers, as appropriate.





**Metropolitan Airports Commission**  
6040 28th Avenue South  
Minneapolis, MN 55450

## **Please Plan to Attend the First Community Event!**

**Tuesday, October 30, 2018**  
**6:00 to 8:00 p.m. (Presentation at 6:30)**  
**Crystal Community Center**  
**4800 Douglas Drive N**  
**Crystal, MN 55429**

We want your input! The purpose of this first public meeting is to provide information and to give community members an opportunity to ask questions about the Crystal Airport EA/EAW process. Here you will learn more about: ***Why the proposed improvements are necessary, what specific improvements are being considered (preferred alternative) and the next steps for public comment.***

The event begins at 6:00 p.m. with a formal presentation at 6:30 p.m. Community members will have an opportunity to ask questions as part of the question and answer period, or by speaking with individual team members.

## **Stay Involved**

***The best way to keep current*** on what's happening with the project is to sign up to receive updates via our e-news subscription list. ***Go to the project website, [www.metroairports.org/General-Aviation/Crystal-Airport-Environmental-Assessment/Overview.aspx](http://www.metroairports.org/General-Aviation/Crystal-Airport-Environmental-Assessment/Overview.aspx), to sign up.*** Regular updates will be sent to this email list, including notices about public events. You can also find up-to-date information such as public event details, public project documents (reports, newsletters, presentations, etc.), answers to frequently asked questions, and information about how to provide public comment on the project website.

***You can also share your questions and comments throughout the process. Look for the Contact Project Team section of the website, where you'll find instructions for submitting questions and comments.***



## CRYSTAL AIRPORT FEDERAL EA / STATE EAW

# Airport Community Panel Meeting #1 Minutes

Crystal Airport Meeting Room  
August 28, 2018  
6:30 P.M.

### Panel Attendees

Dan Olson  
Cindy Sherman  
Ginny McIntosh  
Julie Deshler  
Warren Batzlaff  
Kyle Lewis  
Katie Clark-Sieben  
Gary Schmidt  
Neil Ralston (via phone)

### Representing

City of Crystal  
City of Brooklyn Park  
City of Brooklyn Center  
Local Citizens/Crystal  
Airport Tenant/User  
Aircraft Owners and Pilots Association  
MAC Commissioner District C  
Metropolitan Airports Commission  
Metropolitan Airports Commission

### Other Attendees

Dana Nelson  
Melissa Scovronski  
Brad Juffer  
Naomi Pesky  
Phillip Tiedeman  
Evan Barrett  
Sarah Emmel

### Representing

Metropolitan Airports Commission  
Metropolitan Airports Commission  
Metropolitan Airports Commission  
Metropolitan Airports Commission  
Metropolitan Airports Commission  
Mead & Hunt  
Mead & Hunt

### Public Observers

John Krack  
John Grosen

### Representing

Reliever Airports Advisory Council  
Reliever Airports Advisory Council

### Absent Panel Members

Jason Gottfried

### Representing

Hennepin County

*The attached report represents this writer's interpretation of items discussed during the meeting. Any corrections or additional information should be brought to our attention for clarification.*

### The purpose of the meeting was to:

- Introduce the role and goals of the Airport Community Panel.
- Provide background on the MAC, previous Crystal Airport planning efforts, and an overview of the environmental assessment process.

## Meeting Minutes

- Introduce the Purpose & Need and Alternatives portions of the environmental process, and answer questions from the ACP on the material presented.
- Outline future public engagement opportunities.

### **Items discussed and Q&A were as follows:**

Dana Nelson began by going over introductions and the purpose of the meeting and the panel. Some of these materials were sent to the panel in advance. The panel was assembled to promote stakeholder engagement during the environmental review process and includes people with diverse backgrounds and expertise who represent a broad range of stakeholders. Panel members may provide technical advice and best practices for outreach to their constituents and the broader public.

Dana went over a slide with guidelines for the panel, including its advisory role. ACP meetings will include fairly technical information, and public meetings will be held where information will be more accessible to a broader audience. Meeting minutes will be shared after each meeting, so that any panel members can be kept up to date if they are unable to attend. Dana asked whether there were questions or concerns on the listed guidelines—there were none.

Dana discussed the orientation packet materials, including a handout about what the ACP is, a write-up of various key stakeholders and their roles, and a flow chart graphic depicting stakeholders and authorities involved in airport regulation, maintenance, operations, planning, funding, and review. The chart shows that there are many people and entities involved in airport functions. The packet also included a list of FAQs and a glossary of terms that cover technical terms and acronyms.

Dana gave an overview of the stakeholder engagement plan and its objectives to strengthen relationships, build trust, and identify potential concerns so that resources can be allocated to address or respond to the concerns effectively throughout the process. Tools for this process include a project website that hosts FAQs, project and contact information, and the eventual draft EA/EAW document for public comment. Project updates will be sent out via e-news updates to people who sign up to receive them. In addition, area homes will receive a newsletter prior to the first public meeting. There will also be a public meeting and public hearing to record testimony on the draft EA/EAW document. The stakeholder engagement plan is meant to be flexible, and if the ACP feels more meetings are necessary, more can potentially be added.

Cindy Sherman asked if the locations for the public meetings have been set. Dana responded that locations have not yet been determined and they will be near, but not at, the Airport.

Councilwoman Julie Deshler asked if a similar process was completed recently, as it seems familiar. Dana responded that a stakeholder engagement process was conducted for the recently updated long-term comprehensive plan (LTCP). The current environmental review process is a first step in implementing the plan, while the previous process was for the planning effort.

Dana presented a slide with background information about the MAC, its formation, its status as a public entity, its leadership structure, and its legislative mandate. The legislative mandate is important because it states that the MAC should develop and promote safe and efficient aviation in the metro area, and also promote the overall goals of state environmental policies. This is partially why the environmental processes are taken so seriously by the MAC.

Warren Batzlaff noted that it is important to have the airports in the reliever role, to separate smaller, slower planes from the larger, faster jets that use MSP for safety reasons.

Evan Barrett presented slides describing the previous LTCP process. The LTCP was published in 2016 and approved in 2017 after multiple public meetings. A refined alternative was developed based upon public

## Meeting Minutes

and user comments. The LTCP recommendations didn't propose changing the role of the Airport or the aircraft that use the facilities. LTCP goals were to right-size the Airport facilities for current users, to improve operational capabilities, and to enhance safety. The existing four runways at Crystal are more than is needed for existing and projected operations. The environmental document will draw from the goals and recommendations in the LTCP.

Evan outlined the LTCP recommendations, accompanied by slides. These included closing the parallel runway and converting it to a taxiway, reducing the length of the turf runway, and simplifying the taxiways to reduce incursions at the Airport. Evan defined incursions as when there is something or someone on the runway that shouldn't be, and noted that there have been several of these incidents at Crystal. The project is aiming to simplify the taxiways to reduce the likelihood of this occurring. The project also includes adding perimeter roads to improve ground circulation so that vehicles can go around runway ends. Neil Ralston pointed out that the perimeter roads were not included in the LTCP, but were suggested through comments on the refined LTCP, and then included in the proposed project and the alternatives for the environmental document.

Evan covered other project elements, including the conversion of blast pads to lengthen the primary runway, which will also center the runway on Airport property. Warren Batzlaff noted that this increases safety for airplanes that currently use the Airport in scenarios involving high humidity, high temperatures, and maximum takeoff weight.

An instrument approach will be added to allow straight-in approaches on both ends of the primary runway. In addition, the project will increase aircraft parking, as there is not much available for transient aircraft today. Neil pointed out that the apron and parking expansion is being evaluated in the environmental review, but will not be funded by MAC. The FBO will build the additional apron to serve their business. The last piece of the project is to develop some Airport property along 63<sup>rd</sup> Avenue North for non-aeronautical use.

Evan outlined the environmental process. Two agencies are the primary drivers of the environmental review. The Federal Aviation Administration (FAA) is the lead federal agency under the National Environmental Policy Act (NEPA) and will need to make a finding about whether the project has significant environmental impacts. The MAC is the responsible government unit under the Minnesota Environmental Policy Act (MEPA), which has a separate but similar set of rules. The document will be a joint federal/state document that meets both sets of requirements.

Evan presented the project timeline and noted that the first ACP meeting is being held about half way through the process to keep the stakeholder engagement events closer together. This ACP meeting will provide a sense of what might come up at future community meetings and give the panel members time to reach out to their constituents regarding the public event.

Evan noted that the review document will have three pieces, the purpose and need (which is why the project is occurring), the alternatives (how the project will be accomplished), and the environmental effects. This meeting will focus on purpose and need and alternatives, and the next meeting will have more information about the environmental impacts. This meeting and the public meetings will help to ensure that no potential environmental effects are overlooked.

Commissioner Katie Clark-Sieben asked if the dates for the public meeting are known yet. Evan responded that dates are not yet set and the date for the first public meeting will be determined in the next few weeks. Dana suggested that panel members contact her if there are dates that don't work for them.

## Meeting Minutes

Evan explained that when the draft is complete, the FAA will complete a legal review, and some adjustments will be made to the document. The next ACP meeting will be held at around this time. There will then be a 45-day public comment period on the draft document and a public hearing, after which the EA/EAW will be refined, finalized, and re-published.

Evan presented information about the purpose and need, including FAA guidance regarding this important statement. The goals of the LTCP are distilled into simple statements that are easily communicated. The purpose includes the overarching project goals that came from the LTCP, and the need involves the specific problems to be solved by the project. Evan spoke about the six objectives of the project individually.

**Simplify airport geometry:** Evan explained the concept of hot spots, and that hot spots at Crystal Airport result from two sets of closely spaced parallel runways. Each hot spot is at a location where a pilot must decide whether to cross a runway. Warren Batzlaff noted that current FAA standards would place the runways twice as far from each other as they are right now. Evan agreed and noted that close spacing of runways and the number of runway crossings contribute to runway incursion issues. Neil noted that there is no option other than to address this issue, and that the FAA has been very active in addressing runway incursions nationwide. The project will reduce the number of hot spots, which the FAA strongly encourages.

**Meet runway needs for existing users:** Evan reviewed the group of design aircraft for Crystal Airport. He noted that the primary runway, 14L/32R, should be designed to meet the needs of the more demanding aircraft using the Airport. A slide with a chart depicting useful loads and associated runway lengths was presented. Evan explained that weather conditions can also affect the needed runway length beyond what is depicted on the chart. The intent is to accommodate more of the existing Airport users in more scenarios.

Cindy Sherman asked about what the chart represented—the dashed red line is the current length of the runway, and it appears to not accommodate several of the aircraft depicted on the chart. Does that mean that these are not currently operating at the facility, or that they do and operate marginally? Warren Batzlaff explained that it depends upon circumstances. If the weather is hot and humid, or the aircraft are at gross weight, they couldn't operate on the existing runway length. However if there's a headwind, it is cold and the pavement is dry, the aircraft would have enough room to operate. It depends upon the weather and the capability of the aircraft. Evan noted that there is more activity at the Airport in the summer, so at peak times aircraft tend to be more limited. A pilot could reduce the amount of fuel, passengers, or cargo to below 75% weight, but it may not be effective to fly at all if the capacity is reduced too much. Neil pointed out that the listed aircraft types are all currently at the Airport, and that the plan is not attempting to attract other types of aircraft. With a longer runway, the Airport could allow aircraft that are already there to fly more often or operate more efficiently—meaning that they could carry enough fuel to get to their destination without stopping to refuel.

Evan discussed the turf runway, and how the shortened length was determined to meet user needs. This will remove crossing taxiways out of the runway safety area, eliminating hot spots. Councilwoman Deshler asked whether the turf runway would be removed completely. She noted that at the last meeting she attended it was very important to commenters to keep the turf runway. Evan responded that the turf runway will be maintained but at a shorter length. Evan noted that it is the only turf runway in the Twin Cities metro area, which can be important from a training perspective.

**Instrument approach for Runway 14L:** Evan explained that the project will establish a straight in approach to both ends of the primary runway; there is currently only one. With GPS advancements this is becoming more cost effective, as you don't need to install expensive ground-based instruments. From

## Meeting Minutes

an environmental perspective, the instrument approach means looking at obstructions that may need to be removed.

Evan touched briefly on the last three objectives: **improving ground circulation, increasing aircraft parking capacity, and developing Airport property for non-aeronautical uses.** Cindy Sherman asked about the non-aeronautical land use development in Brooklyn Park and whether the MAC would lease the land, sell the land, or develop the non-aeronautical project itself. Gary Schmidt explained that the MAC would typically lease the property for someone else to develop. Cindy surmised that this would be a long term 99-year lease, or something similar, and asked whether these areas are shown in the LTCP. Evan noted that there are several areas designated for non-aeronautical use by the LTCP, but only one area will be assessed by this environmental review for this purpose due to its location and existing surrounding land uses. Neil agreed and reiterated that the other parcels are marked for non-aeronautical uses, but their development will occur farther in the future. The area along 63<sup>rd</sup> Avenue is most ripe for near-term development. Dan Olson asked whether a similar environmental review process will be undertaken when the other parcels are developed. Evan explained that there is no state requirement, but there would be a federal approval required. It would likely be a smaller review effort, depending upon what is proposed. Neil agreed that it wouldn't be the full EA process for a future non-aeronautical development proposal, and that the FAA land-release process includes a streamlined environmental review. Commissioner Clark-Sieben noted, as background, that the MAC Commission discussed this topic during a recent strategic planning process and found that land releases are often a response to a developer approaching them with a project. The MAC intends to think more strategically about developing their property for such uses rather than responding to offers. There are no specific projects planned for this land, but it is part of a broader vision to think more strategically about appropriate uses. Cindy Sherman explained that Brooklyn Park will need to consider this because their draft comprehensive plan shows airport use only, and they will need to plan for non-aeronautical uses. Gary Schmidt noted that the area shown is already separated from the airside. He also noted that the MAC tries to work with communities so that proposed development won't violate their zoning or interfere with how development is planned within the community.

Warren Batzlaff noted that the runway planned for decommissioning is at the end of its useful life and would need to be replaced anyway, which would not be eligible for federal dollars. By rolling the projects together, there will be funding partnership with the FAA.

Evan next explained alternatives analysis and how each alternative was identified. The FAA guidance does not require a specific number or range of alternatives. The alternatives analysis draws heavily from previous planning work and is meant to thoroughly explain how the preferred alternatives were identified and why other alternatives were ruled out. Evan explained the no-action alternative, and how it provides a baseline for assessing environmental impacts. The no-action alternative does not mean no impacts, as it still involves repairs to existing facilities and continued aircraft operations at the Airport. This alternative will be carried through the environmental review for comparison purposes. The document will also analyze off-site alternatives, such as relocating the Airport, or using a different MAC airport in lieu of improving Crystal Airport. These alternatives were eliminated early on, as they are not reasonable and do not meet the project purpose and need.

Evan explained the environmental resource categories, as shown on a slide, and noted that the ones listed on the slide were the ones that will be examined most carefully considering the location and conditions of the Airport. The FAA establishes significance thresholds for each category. If a threshold is exceeded, then an environmental impact statement would be necessary. Not all impacts are considered significant by FAA guidance. The EA will document the impact in each category and compare it to the significance threshold. The MAC does not anticipate that any impacts would exceed those thresholds.



## Meeting Minutes

Categories began with air quality and aircraft noise. Evan then explained the DOT Section 4(f) category regarding the use of any public park resources. There are a number of parks on and around the Airport, including MAC Park, the recreational trail on the west side, and parks along the sides of the Airport. One park, Edgewood Park in Brooklyn Park, is in the approach for Runway 14L. Some trees will need to be removed or trimmed in the park. More detailed survey work will be conducted in the park in the fall to determine which trees will be affected, and conversations have begun with the City of Brooklyn Park concerning how to reach a positive outcome. Cindy Sherman expressed agreement with this. Evan noted that the FAA will be involved in this process because they need to issue a specific determination on the significance on impacts to the park. Melissa Scovronski asked if tree removal was associated with the project or if it would need to be conducted regardless. Neil explained that the majority of the removals are trees that would become problematic under the no-action alternative as they grow, but the timing of removal is affected by the runway shift by a couple of years. Ultimately there would need to be some action on most or all of the trees that will be discussed in the coming months. Commissioner Clark-Sieben suggested exploring giving trees to the city for replanting. Neil noted that this has been discussed regarding Edgewood Park, and that the MAC also provides homeowners with the fair market value of the trees when they are on private property, as they did with previous tree removals around Crystal Airport. Evan explained that the goal is to identify trees that need to be removed or trimmed by the next time the group meets. Cindy Sherman pointed out that the discussions so far had been very selective regarding trees, and hadn't suggested any clear cutting, which would be more concerning. Dan Olson asked if any trees would be taken from MAC Park. Evan responded that they would not. There would be a few dozen additional targeted trees on private property, but no others on park property. Councilwoman Deshler noted that residents she's spoken with that have had trees removed by the MAC have seemed pleased with the process and the compensation.

Warren Batzlaff asked if the non-aeronautical use area was taxable to the city it is in, or if it is no tax because it is on the Airport. Gary Schmidt explained that it would pay a personal property tax on improvements to the taxing district, in this case, Brooklyn Park. The Airport will receive rent for use of the land.

Evan described the rest of the resource categories including hazardous materials, and an overview of a recently completed historical and archeological resources study. Evan explained land use compatibility and that the existing airport zoning ordinance will need to be updated. He noted that the environmental justice category is being examined because there are low income and minority populations close to the Airport.

Evan explained that a wetland delineation report has been completed, and that the findings will need to be submitted to the local government unit designated by the Wetland Conservation Act. He asked if the City of Crystal was the reviewer for projects within the city limits. Dan Olson said that they haven't done a lot of wetland review, and that it may be useful to get in touch with the city engineer, who may refer to the local watershed district.

There are several other NEPA and MEPA categories, but those Evan discussed specifically are the primary issues for this project. The final analysis will also identify cumulative effects when considering other past, present, and future projects in the area.

Evan noted that the next steps include sending a newsletter to residents near the Airport. Dana said that the MAC has previously reached out to those within two miles of the Airport and asked the panel for feedback on whether this radius is suitable. She noted that there are minority areas around the Airport and asked if there are any languages that the cities typically use for engagement that may be relevant to these areas. Evan explained that the newsletter will provide an overview of the project and notify the public of the upcoming event.

## Meeting Minutes

Commissioner Clark-Sieben asked how the panel makes a decision about what their recommendations will be without taking a vote. Dana explained that the important piece is understanding what the concerns are and considering differing opinions throughout the process, ensuring that the team takes the viewpoints into consideration, and then communicating the justification for decisions around those viewpoints to the FAA.

John Grosen clarified that the environmental document was not a go/no-go for the implementation of the project. Evan confirmed this and said that after environmental approval the MAC will take steps towards design and implementation. Some preliminary design will be done in order to determine impacts.

Warran Batzlaff asked whether the existing ponds or retention basins that ice over will change. Evan pointed out that one basin will be filled in for a proposed taxiway, and its function will need to be replaced because the project can not result in a net runoff increase. Warren noted that these areas are a concern for wildlife such as geese in an air traffic control blind spot, and due to slippery areas if aircraft happen to leave a runway, especially at the ten o'clock position off the 32 runway. If a plane goes off the runway, it goes into a large ditch rather than level ground. It may be useful to extend the culvert out to change the ditch. Evan noted that this is not currently planned but could be considered. Neil said this could be looked at in the preliminary design phase, and it seems like this could be improved.

Dan Olson asked if the cities should publicize the public meetings through social media and other means. Evan responded that the MAC appreciates and encourages any outreach assistance the cities can provide.

Gary Schmidt asked who approves the study. Evan explained that the FAA makes the federal finding, and the MAC makes the determination for the state EAW.

John Grosen asked if the assessment is an approval document, or just a step for approval of the implementation of the project. Evan said that the environmental process is not typically undertaken without intent to implement the project. Neil agreed that the MAC is invested in the environmental process with the intent of moving the project forward, and the FAA is supporting the project in order to reduce the runway incursion potential.

The meeting adjourned at approximately 8:00 p.m.

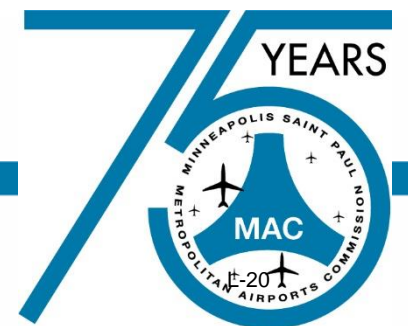


# Crystal Airport

## Federal Environmental Assessment (EA)/ State Environmental Assessment Worksheet (EAW)



August 28, 2018 – Airport Community Panel Meeting #1  
EA/EAW Process Overview and Stakeholder Engagement Plan

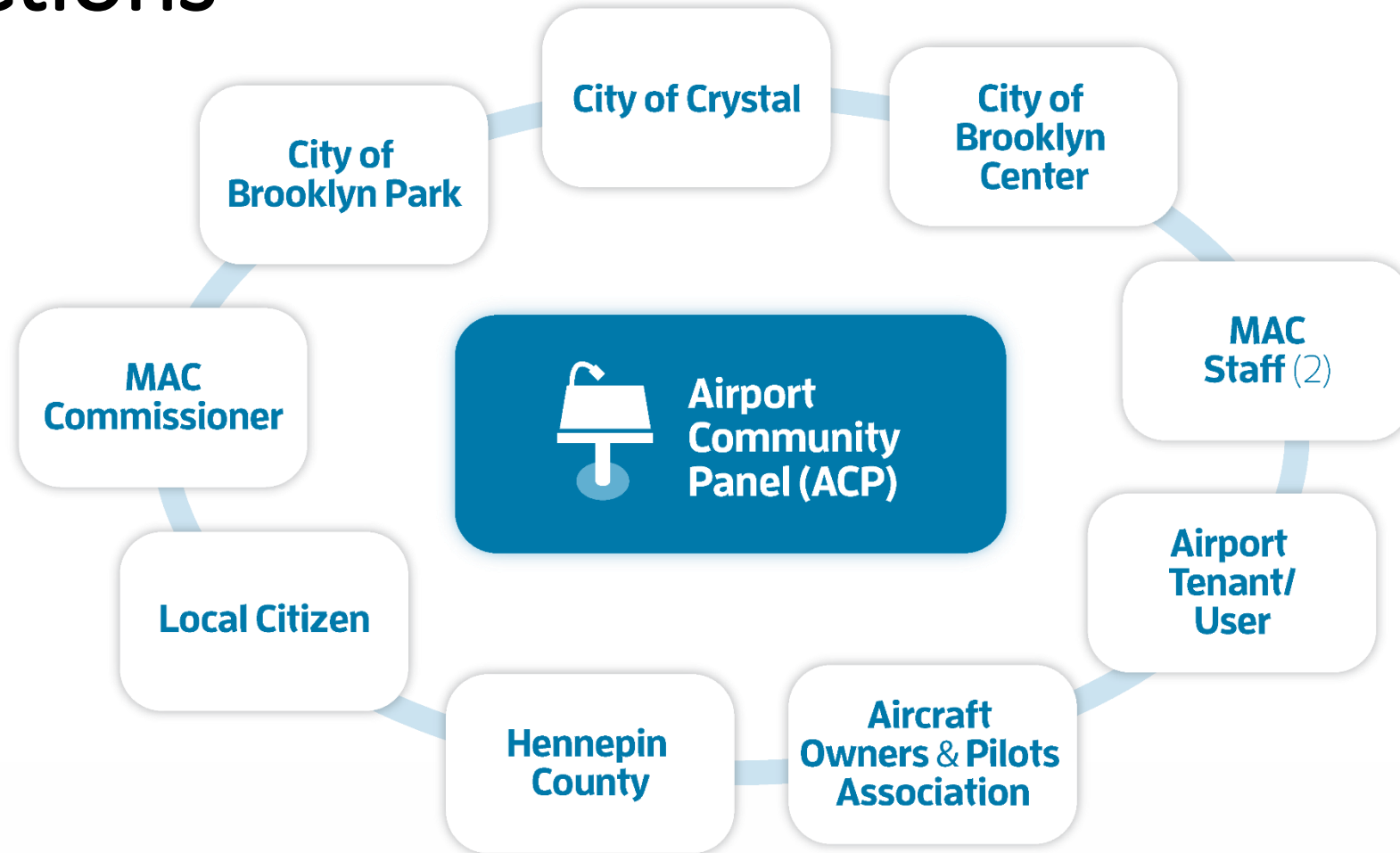


# Presentation Outline

- Introductions
- ACP Purpose & Guidelines
- Stakeholder Engagement Plan
- MAC Purpose & Mission
- Recap – Long-Term Comprehensive Plan (LTCP)
- Environmental Process Overview & Components
- Next Steps



# Introductions

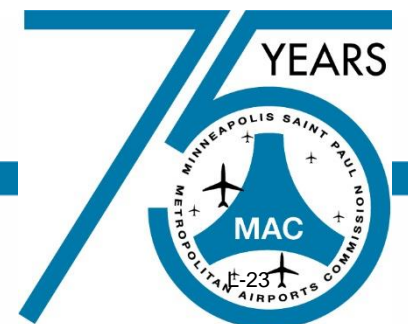




# Airport Community Panel (ACP) Purpose

Work directly with the Project Team

- Representing a broad range of stakeholder groups;
- Receiving and then sharing information with constituencies about the environmental review process;
- Providing input as the voice of key stakeholders;
- Providing technical advice to the Project Team



# ACP Guidelines

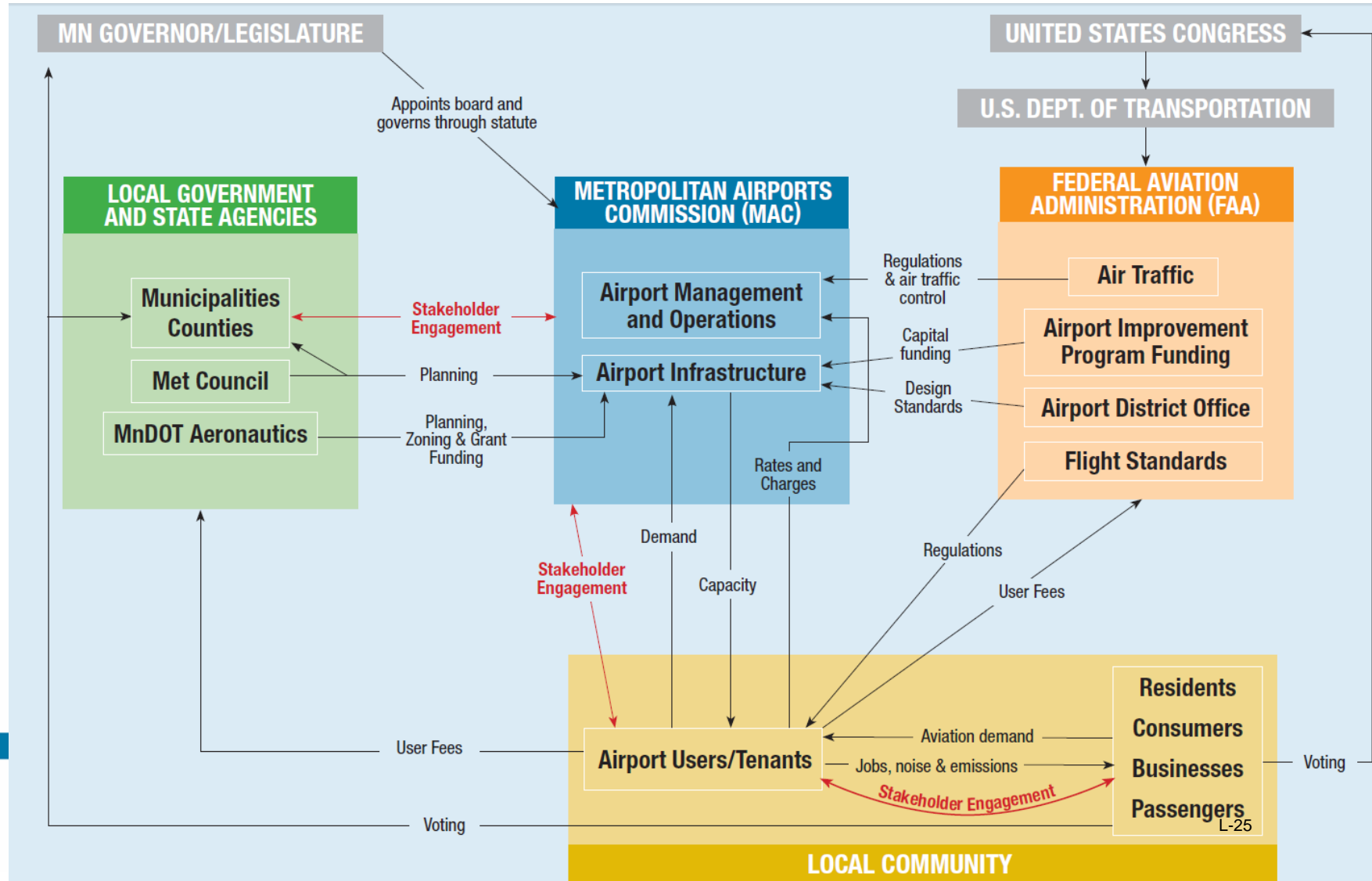
- Acknowledge and respect the opinions and interests of all ACP members at all times
- No formal meeting or voting procedures will be established
- ACP is advisory; MAC retains decision-making authority
- ACP members are encouraged to disseminate project information to their constituent groups and the general public
- ACP members are discouraged from misrepresenting meeting proceedings to their constituent groups, the general public, or the media
- Observers may attend ACP meetings but are asked to refrain from interrupting the meeting
- Future meetings will be scheduled at least one month in advance and every effort will be made to identify dates and times that work for all ACP members
- MAC's consultant will take meeting notes and attendance logs for the public record, which will be made available on the project website





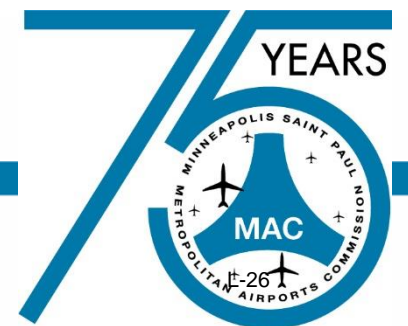
# ACP Orientation Materials

- ACP Overview
- MAC Glossary of Terms
- MAC Stakeholders



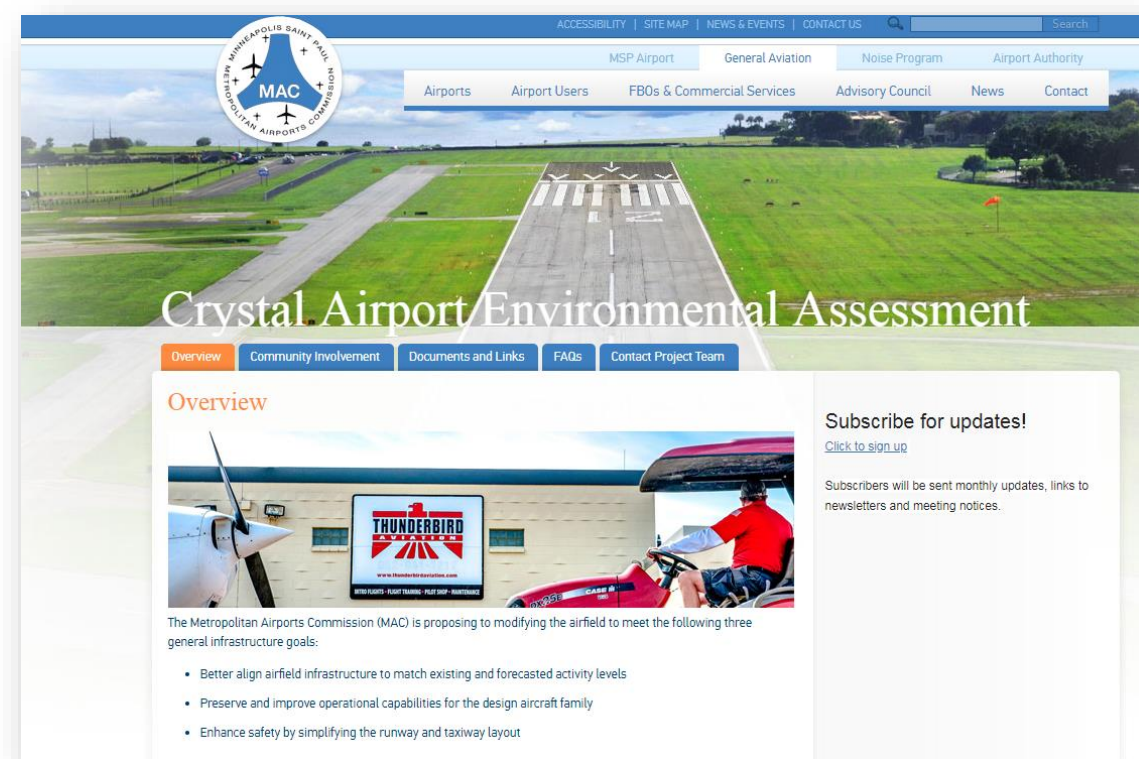
# Stakeholder Engagement Plan Objectives

- Strengthen relationships with stakeholders
- Build stakeholder trust and support
- Proactively identify areas of interest and concern
- Support and document a thorough and effective process
- Formalize a system for reaching a wide variety of stakeholders
- Create opportunities for MAC board members to recognize stakeholder engagement in the EA/EAW process
- Streamline agencies' review



# Public Outreach Platforms

- Project website
  - Overview
  - Community Involvement
  - Documents and Links
  - FAQs
  - Contact Project Team
- E-news subscription project updates
- Project newsletter mailed to homes near the airport
- ACP meetings (2)
- Public meeting events (2)
- Public notices
- MAC Commission/Committee meetings



Project Website 

[www.metroairports.org/General-Aviation/Crystal-Airport-Environmental-Assessment/Overview.aspx](http://www.metroairports.org/General-Aviation/Crystal-Airport-Environmental-Assessment/Overview.aspx)





# Messaging Strategies

- Use of plain language
- Provide a glossary of terms
- Explain requirements of the environmental review at each stage of the process
- Use infographics, tables and charts
- Review public comments and identify community focal points for targeted, clear, and accurate messaging
- Detail the next steps of the environmental process



# Metropolitan Airport Commission



- Public corporation created by Minnesota Legislature
- Owns and operates airports within 35 miles of downtown St. Paul and Minneapolis
- MSP International Airport
- Six general aviation airports
- User-fee based funding
- Limited property taxing authority unused since 1960s





# Board Makeup



- Gov. appoints chairman and 12 commissioners (8 metro, 4 outstate)
- Minneapolis and St. Paul mayors each appoint one



# Legislative Mandate to Effectively Enable Aviation



## **Minn. Stat. § 473.602**

(1) promote the public welfare and national security;  
serve public interest, convenience, and necessity;  
promote air navigation and transportation, international, national, state, and local, in and through this state;  
promote the efficient, safe, and economical handling of air commerce;  
assure the inclusion of this state in national and international programs of air transportation;  
and to those ends to develop the full potentialities of the metropolitan area in this state as an aviation center, and to correlate that area with all aviation facilities in the entire state so as to provide for the most economical and effective use of aeronautic facilities and services in that area;



# Legislative Mandate to Effectively Enable Aviation



(2) assure the residents of the metropolitan area of the minimum environmental impact from air navigation and transportation, and to that end provide for noise abatement, control of airport area land use, and other protective measures; and

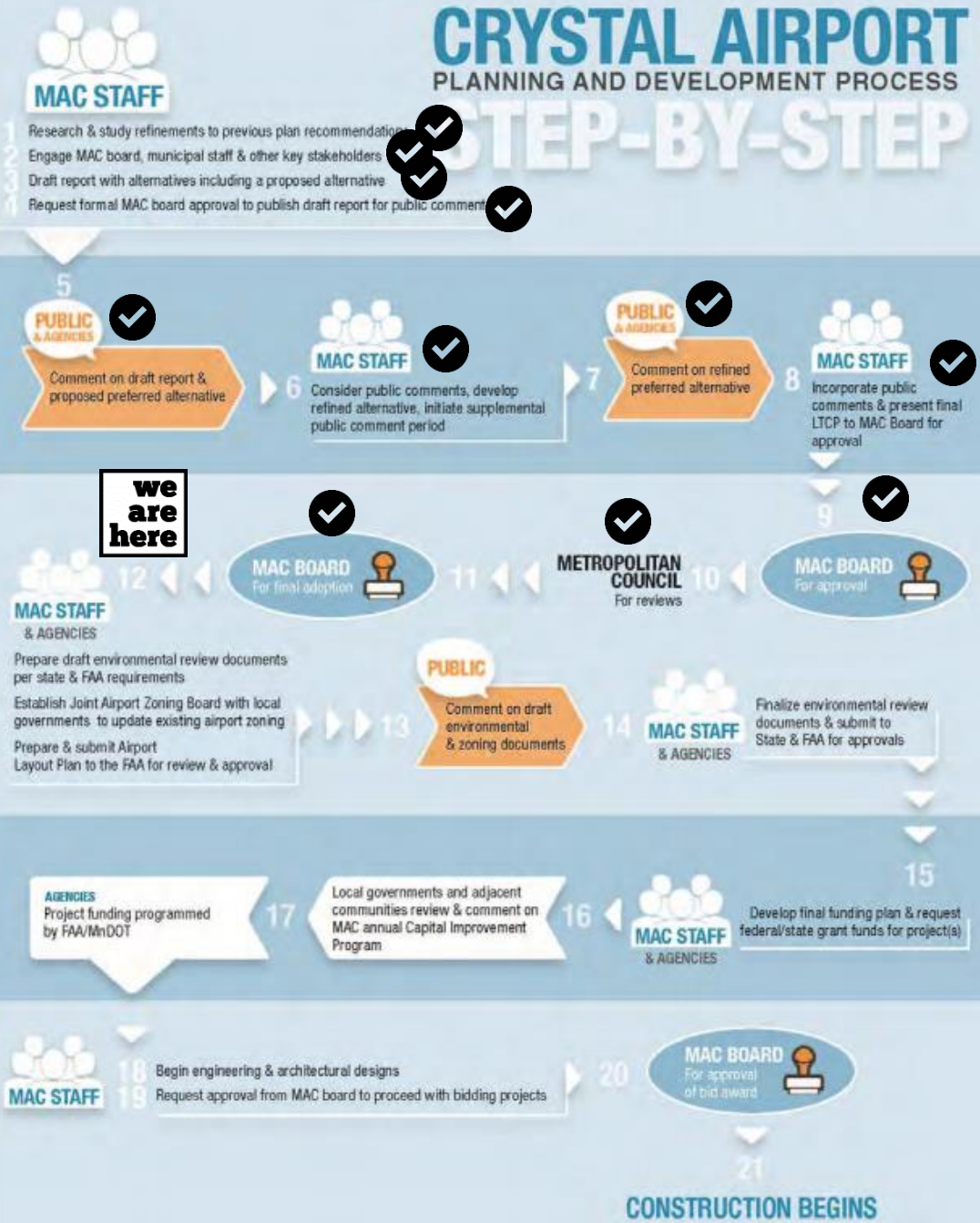
(3) promote the overall goals of the state's environmental policies and minimize the public's exposure to noise and safety hazards around airports.

**Minn. Stat. § 473.602**



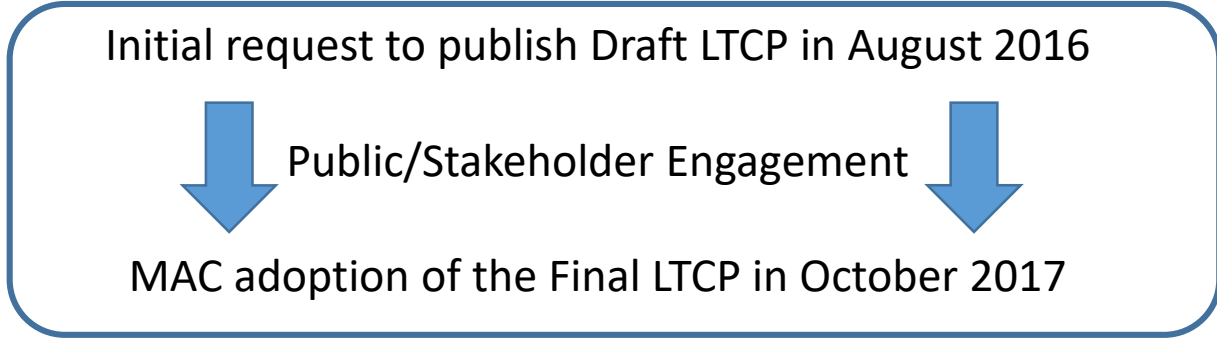
# CRYSTAL AIRPORT PLANNING AND DEVELOPMENT PROCESS

## STEP-BY-STEP



# Long-Term Comprehensive Plan (LTCP)

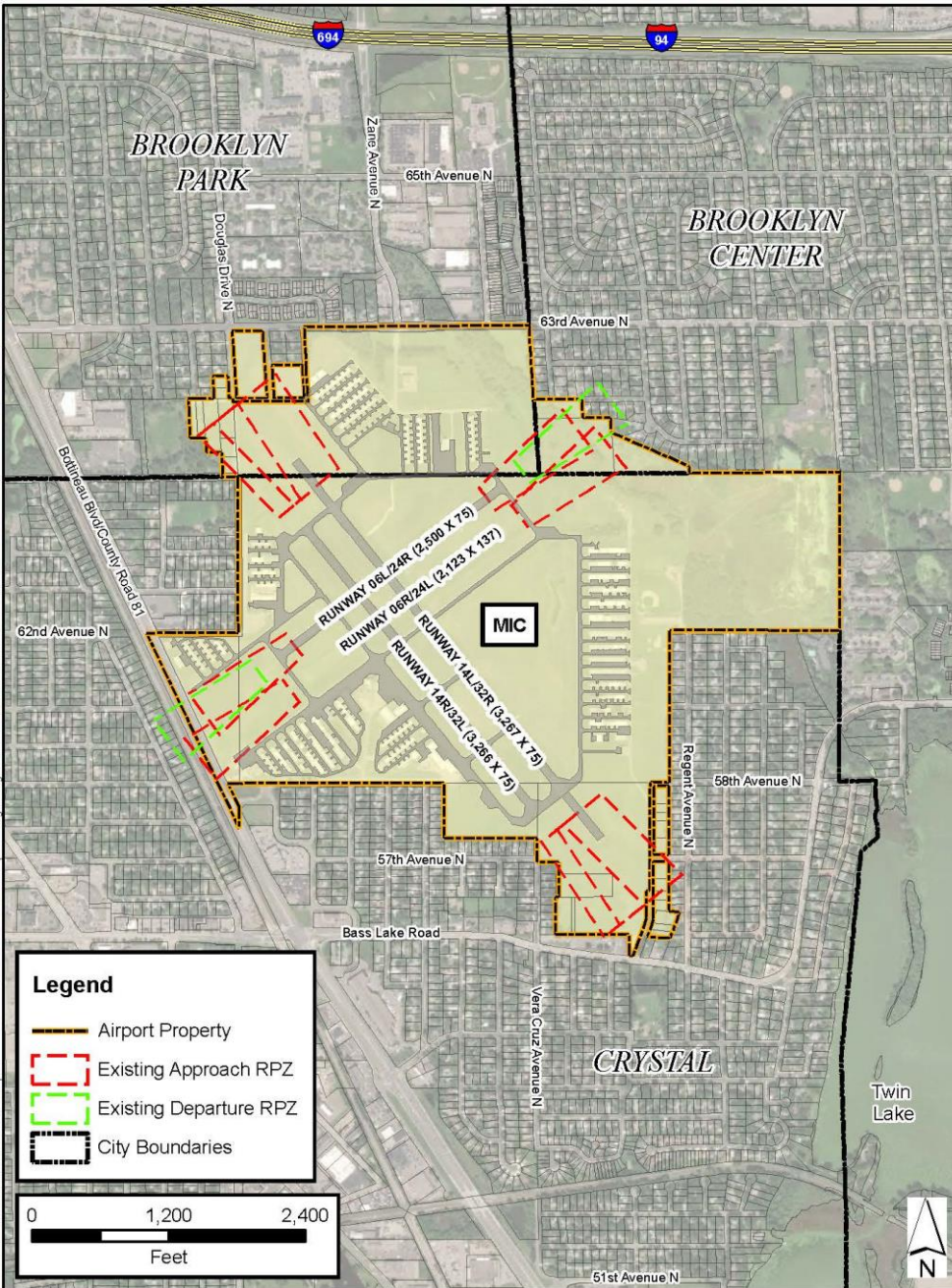
Planning & Development Process Steps 1 through 11



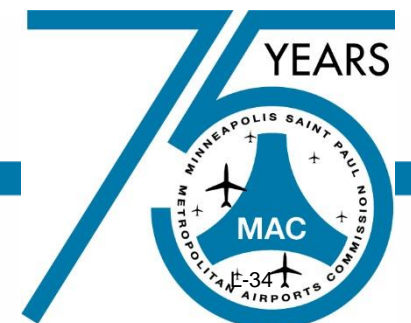


# Crystal Airport Role & Plan Objectives

- Primary Role of Crystal Airport
  - Complimentary Reliever in the MAC system
  - Accommodates Personal, Recreational, and some Business Aviation users
  - Design Aircraft is and will continue to be small, propeller driven aircraft with < 10 passenger seats
  - Role not expected to change



**FIGURE 4-3**  
Current Airfield  
Crystal Airport  
Environmental Assessment





# Crystal Airport Role & Plan Objectives

- Primary Role of Crystal Airport
  - Complimentary Reliever in the MAC system
  - Accommodates Personal, Recreational, and some Business Aviation users
  - Design Aircraft is and will continue to be small, propeller driven aircraft with < 10 passenger seats
  - Role not expected to change
- Primary Planning Objectives
  - Better align airfield infrastructure to match existing and forecasted activity levels
  - Preserve and improve operational capabilities for the design aircraft family
  - Enhance safety by simplifying the runway and taxiway layout

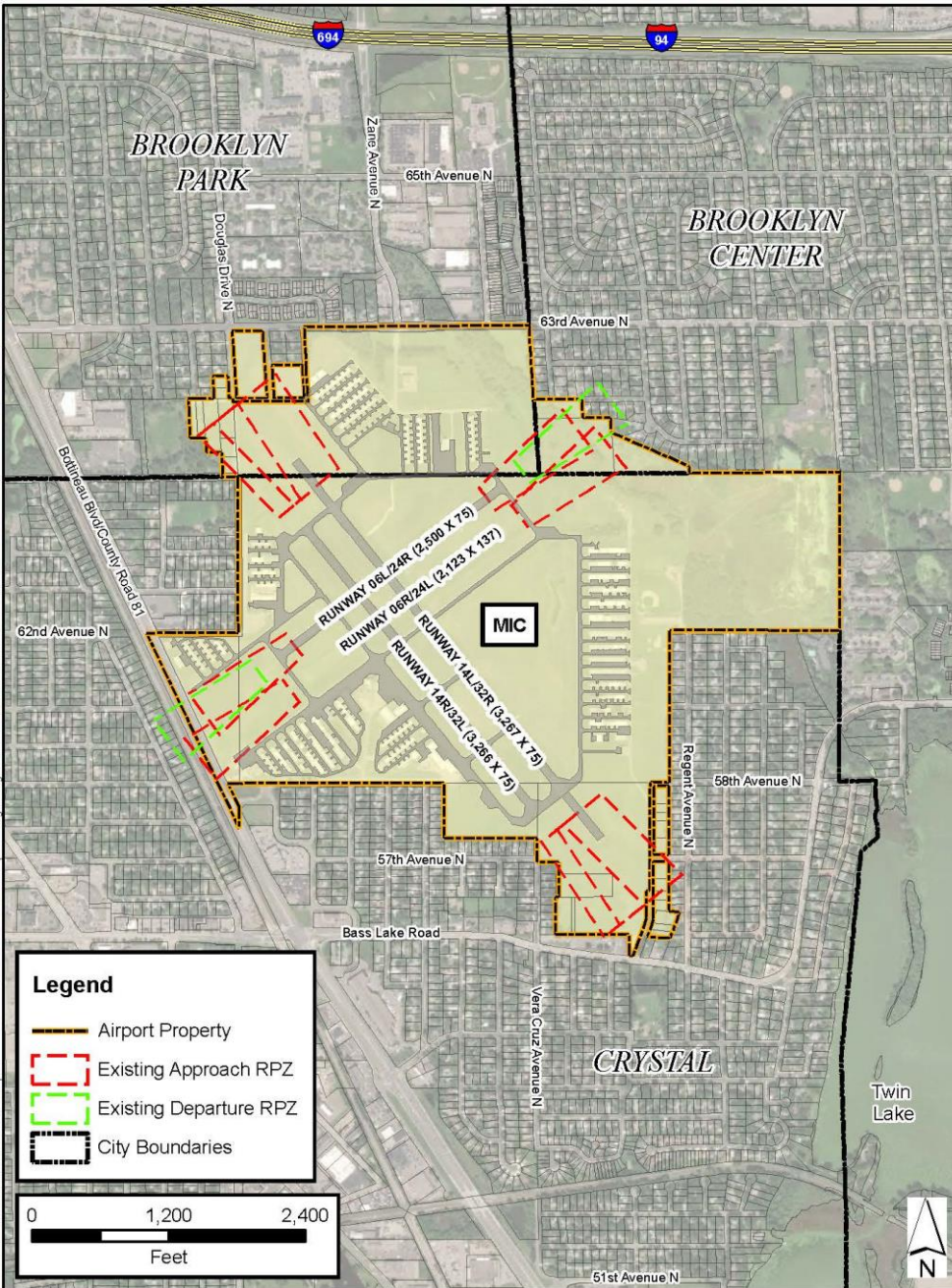


FIGURE 4-3

Current Airfield  
Crystal Airport

Environmental Assessment

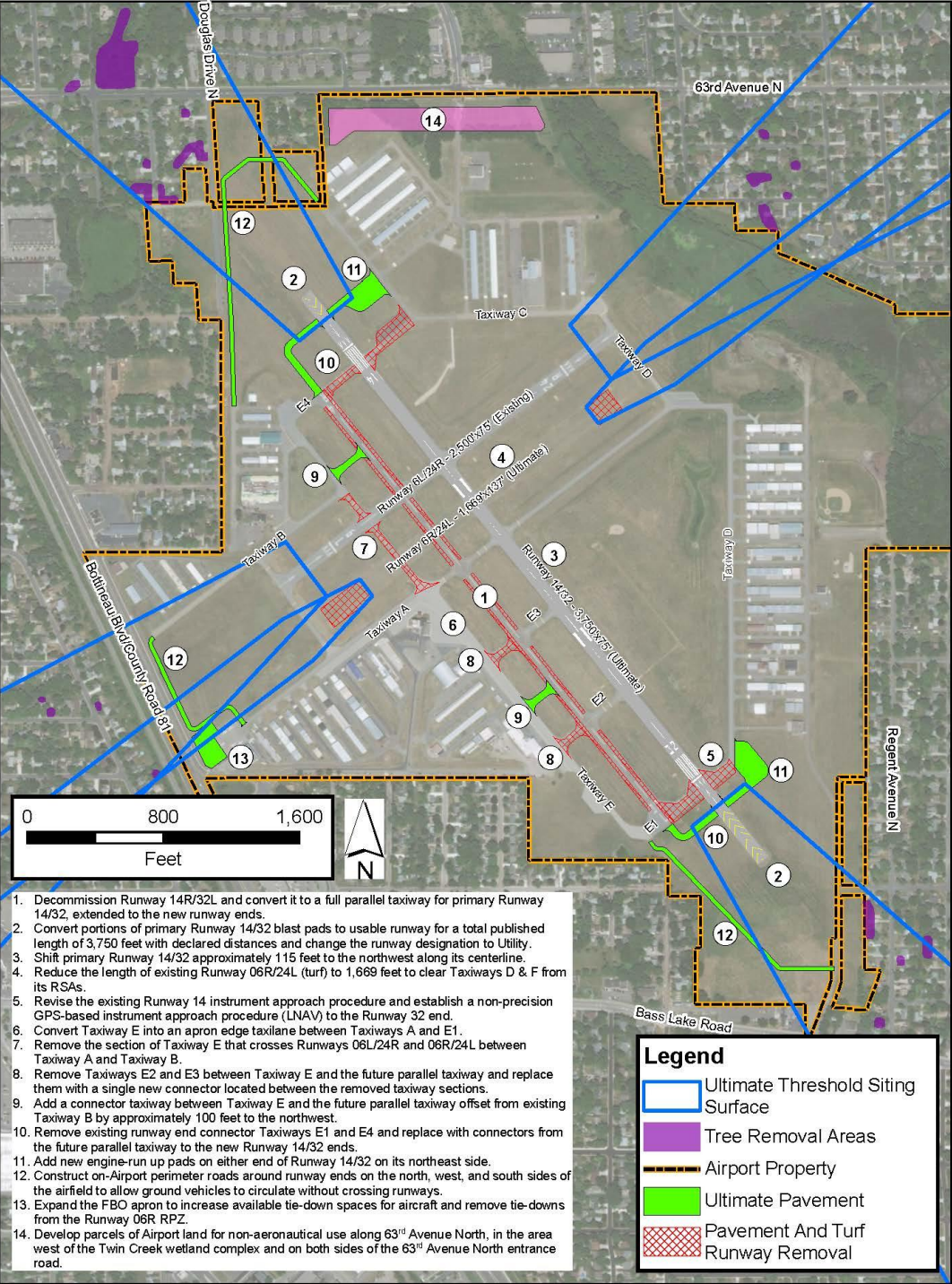




# The Proposed Project

## Addressing the Objectives

- Align infrastructure with demand and simplify airfield geometry:
  - Close Runway 14R/32L and convert it to a parallel taxiway
  - Reduce turf runway length to remove crossing taxiways from its safety area
  - Remove, convert, and/or replace various taxiways and run-up areas
  - Improve ground vehicle circulation on the Airport by constructing perimeter roads

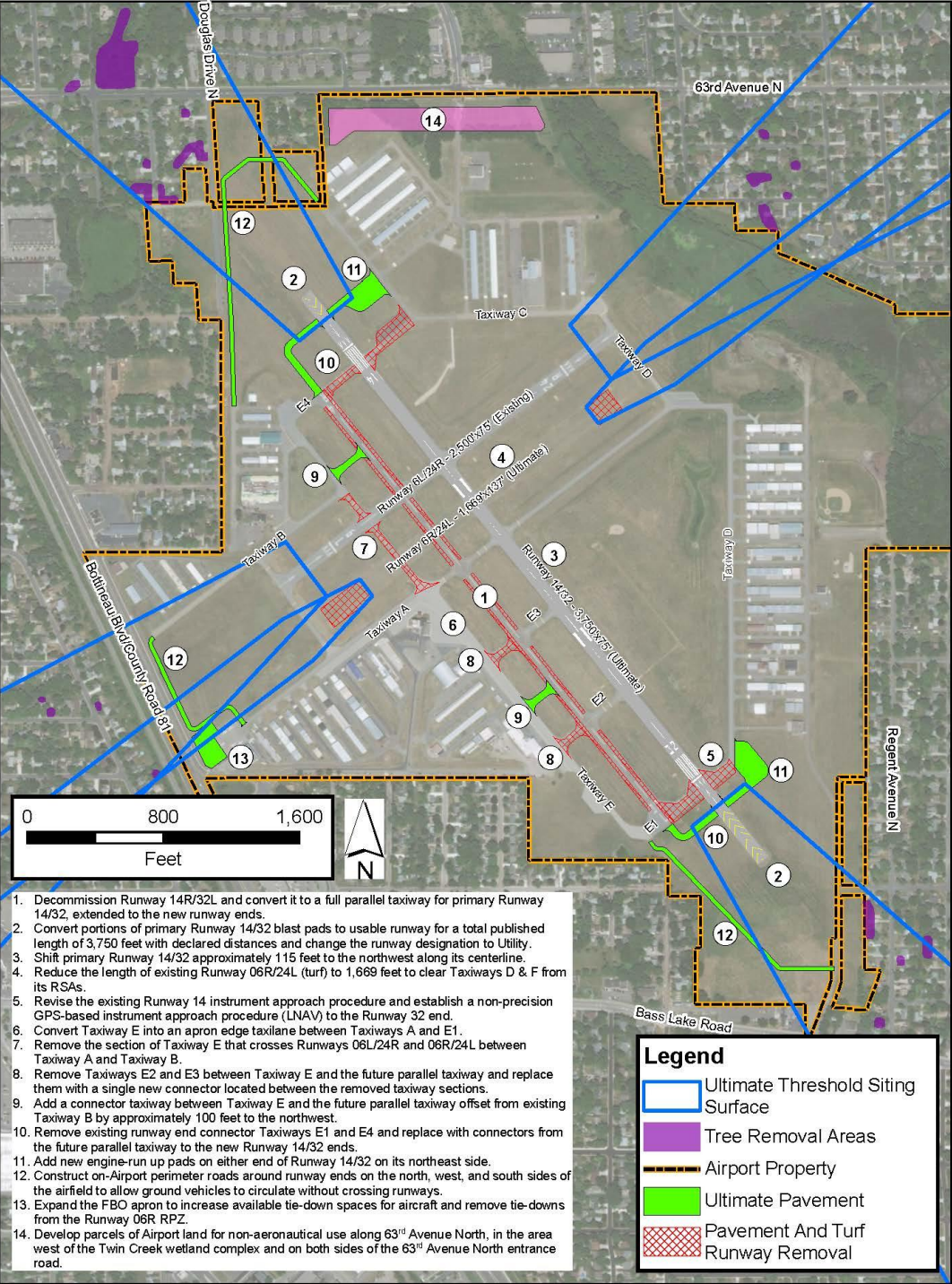




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- Improve operational capabilities for the design aircraft family:
  - Convert portions of Runway 14L/32R blast pads to usable runway
  - Shift the runway 115 feet to the northwest
  - Enhance instrument approach capability for the primary runway
  - Increase aircraft parking capacity by expanding the Fixed Base Operator apron

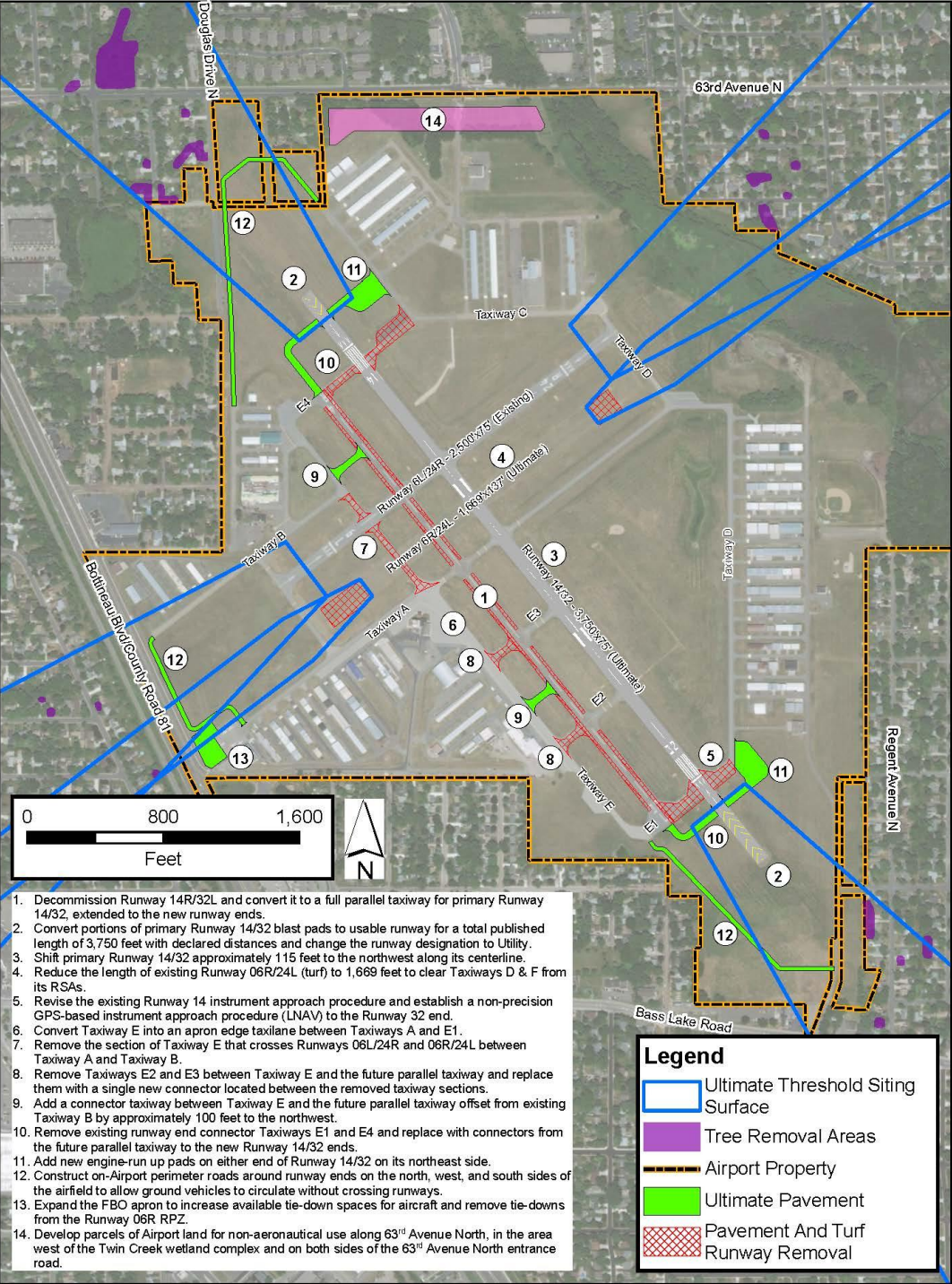




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- Develop excess Airport property for non-aeronautical use



# Environmental Process Overview

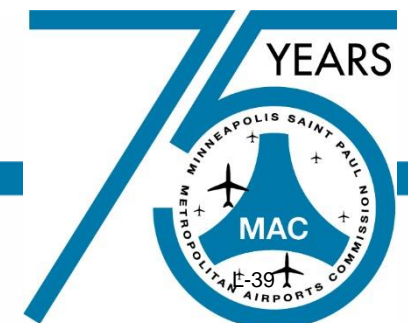
- **Federal** requirements identified by the National Environmental Policy Act (NEPA) and associated Federal Aviation Administration (FAA) implementation guidance
- **State** requirements identified by the Minnesota Environmental Policy Act (MEPA) and associated Environmental Quality Board (EQB) implementation guidance

ENVIRONMENTAL DESK REFERENCE  
FOR AIRPORT ACTIONS



FEDERAL AVIATION ADMINISTRATION  
OFFICE OF AIRPORTS  
OFFICE OF AIRPORT PLANNING AND PROGRAMMING  
AIRPORTS PLANNING AND ENVIRONMENTAL DIVISION, APP-400

OCTOBER 2007





# Project Schedule

## Project Elements

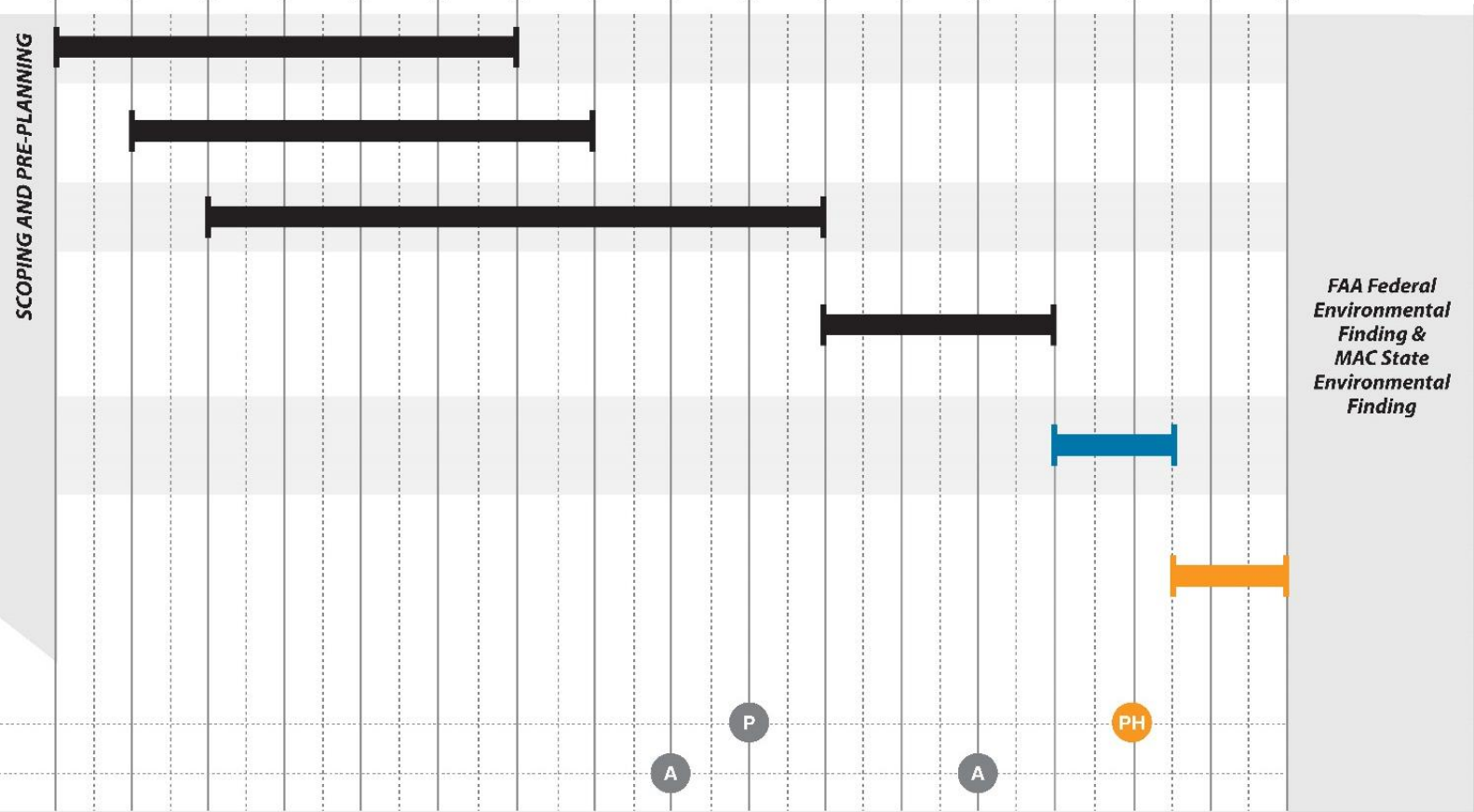
- Purpose & Need
- Alternatives Analysis
- Environmental Effects
- Draft EA/EAW - FAA Legal Review
- Draft EA/EAW - Public Comment Period
- Respond to Comments & Prepare Final EA/EAW

## Stakeholder Outreach Meetings

Public Event

Airport Community Panel (ACP) Workshop

2018 JAN FEB MAR APR MAY JUN JUL AUG SEP OCT NOV DEC 2019 JAN FEB MAR APR MAY



Develop Draft Document  
 Public Comment Period  
 Revisions to Address Comments  
 Airport Community Panel (ACP) Workshop  
 Public Event  
 Public Hearing

Schedule updated August 3, 2018. This schedule is based on timely agency reviews and assumes no unforeseen issues.

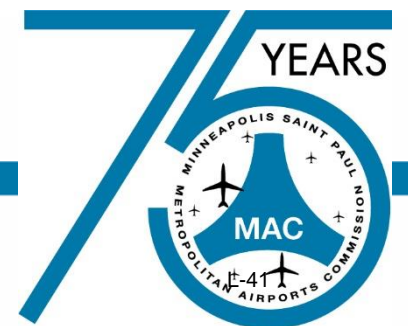
Environmental Review  
**Crystal Airport**



# Purpose and Need

## FAA Guidance

- Explains why a project is being proposed.
- A defensible Purpose and Need statement should be:
  - Clearly written
  - Concise (incorporating any detailed supporting data by reference)
  - Understandable to those unfamiliar with aviation
- The **Purpose** is a general statement of over-arching project goals.
- The **Need** is a more detailed statement describing:
  - Problems to be solved by the project, and
  - Specific objectives for resolving these problems and achieving the project goals.



# Purpose and Need

The **Purpose** of the project at Crystal Airport is to:

- 1) Better align airfield infrastructure to match existing and forecasted activity levels;
- 2) Preserve and improve operational capabilities for the design aircraft family; and
- 3) Enhance safety by simplifying the runway and taxiway layout.



# Purpose and Need

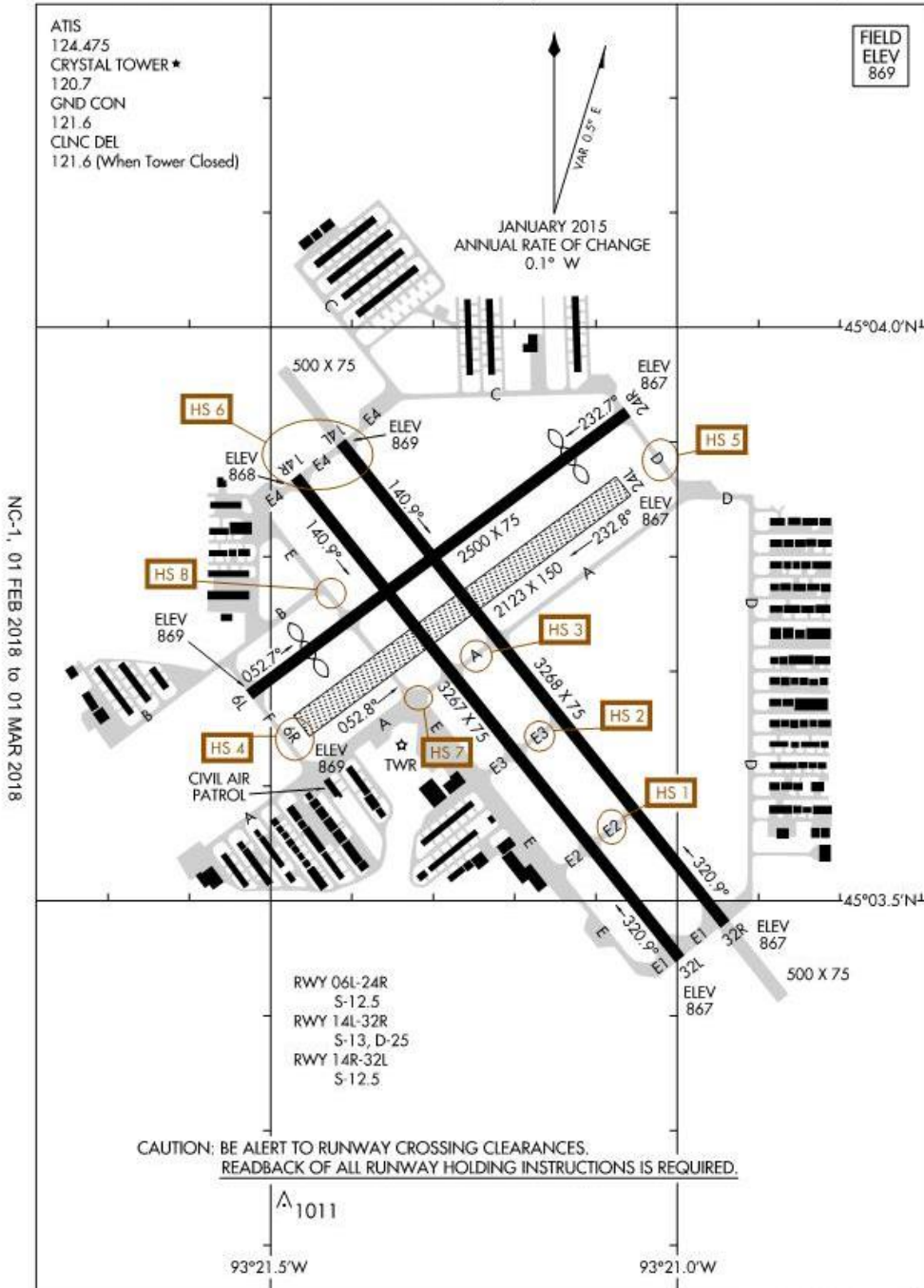
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The **Need** for the project at Crystal Airport is to:

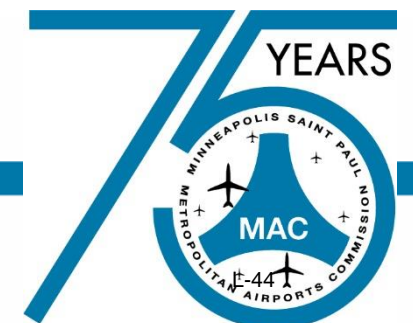
- 1) Simplify airfield geometry;
- 2) Provide the required runway length for critical design aircraft needs;
- 3) Enhance instrument approach capability and mitigate penetrations for both ends of the primary runway;
- 4) Improve airport ground vehicle circulation;
- 5) Increase aircraft apron parking capacity; and
- 6) Develop excess Airport property for non-aeronautical use.



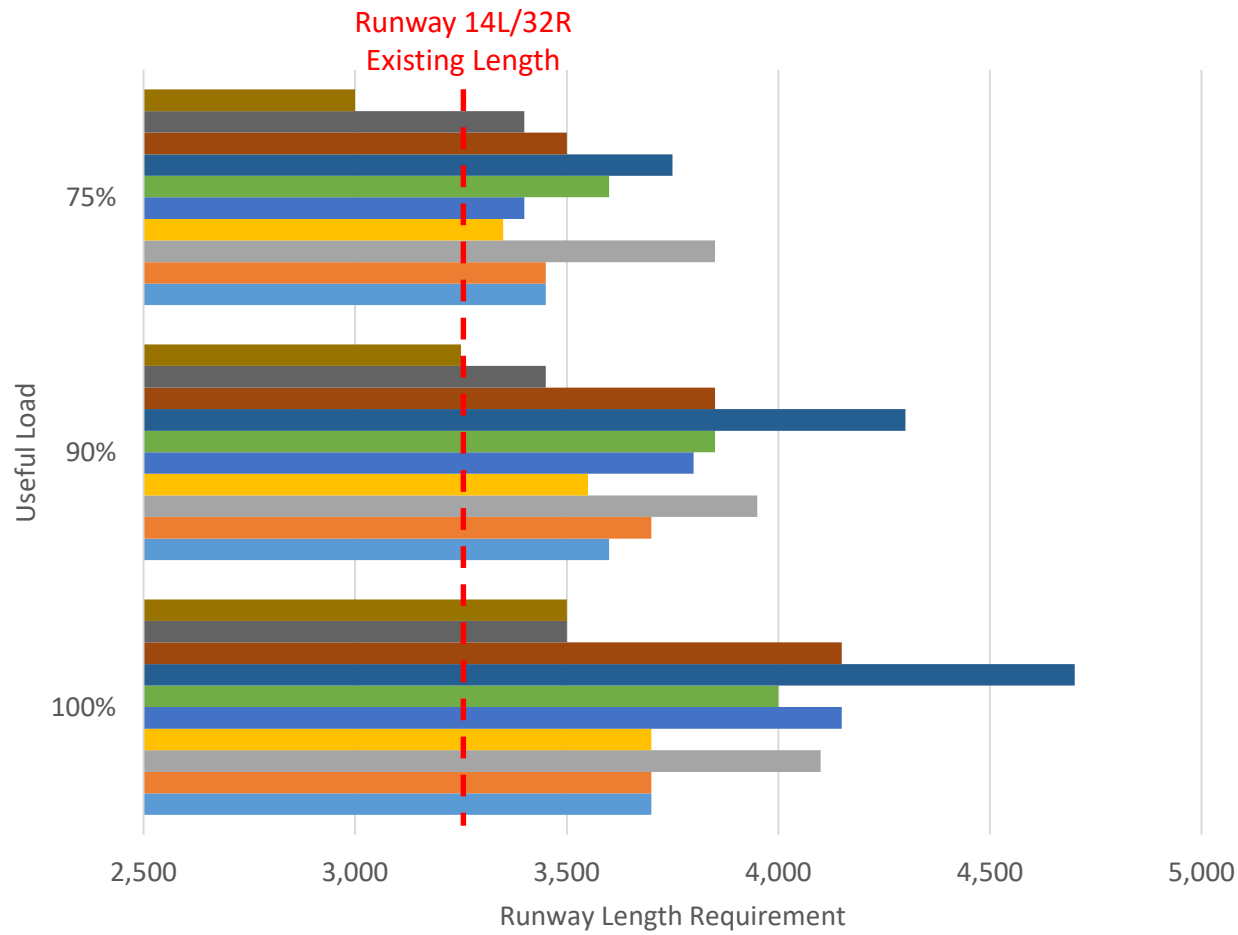


# P&N Objective 1: Simplify Airfield Geometry

- Eight hot-spots identified on FAA Airport Diagram
  - Hot-spots are locations where heightened attention is necessary due to complex or confusing configuration.
  - Most hot-spots result from closely-spaced parallel runways.
- Project seeks to minimize runway crossings







## P&N Objective 2: Meet Runway Length Needs for Existing Users

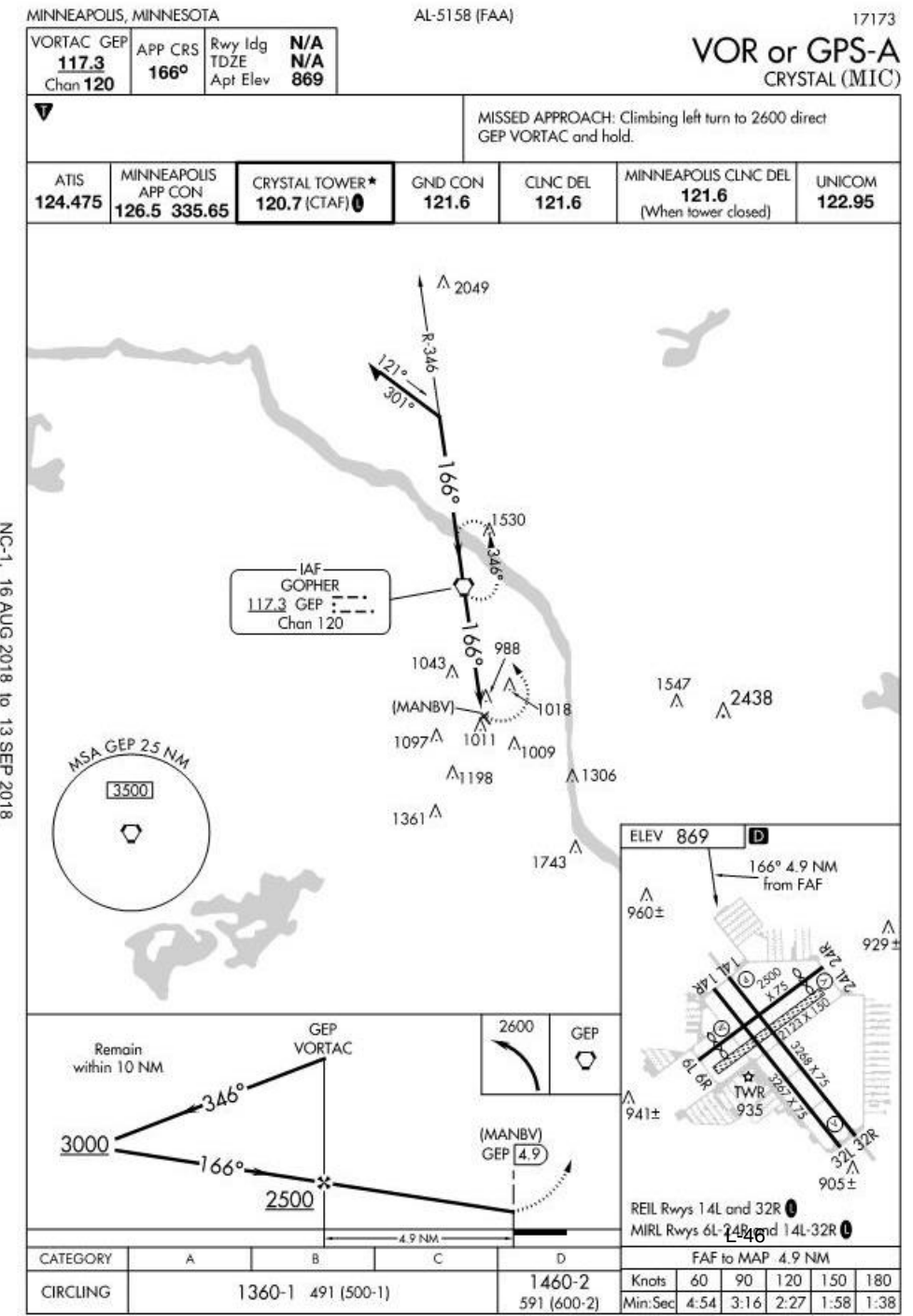
- Optimum runway lengths are based on the needs of the “design aircraft” for each runway.
- Current Runway 14L/32R length (3,268 feet) does not meet accelerate stop distance requirements of design aircraft (see chart at left).
- Current Runway 6R/24L length (2,123 feet) exceeds takeoff and landing distance requirements of design aircraft at maximum takeoff weight.

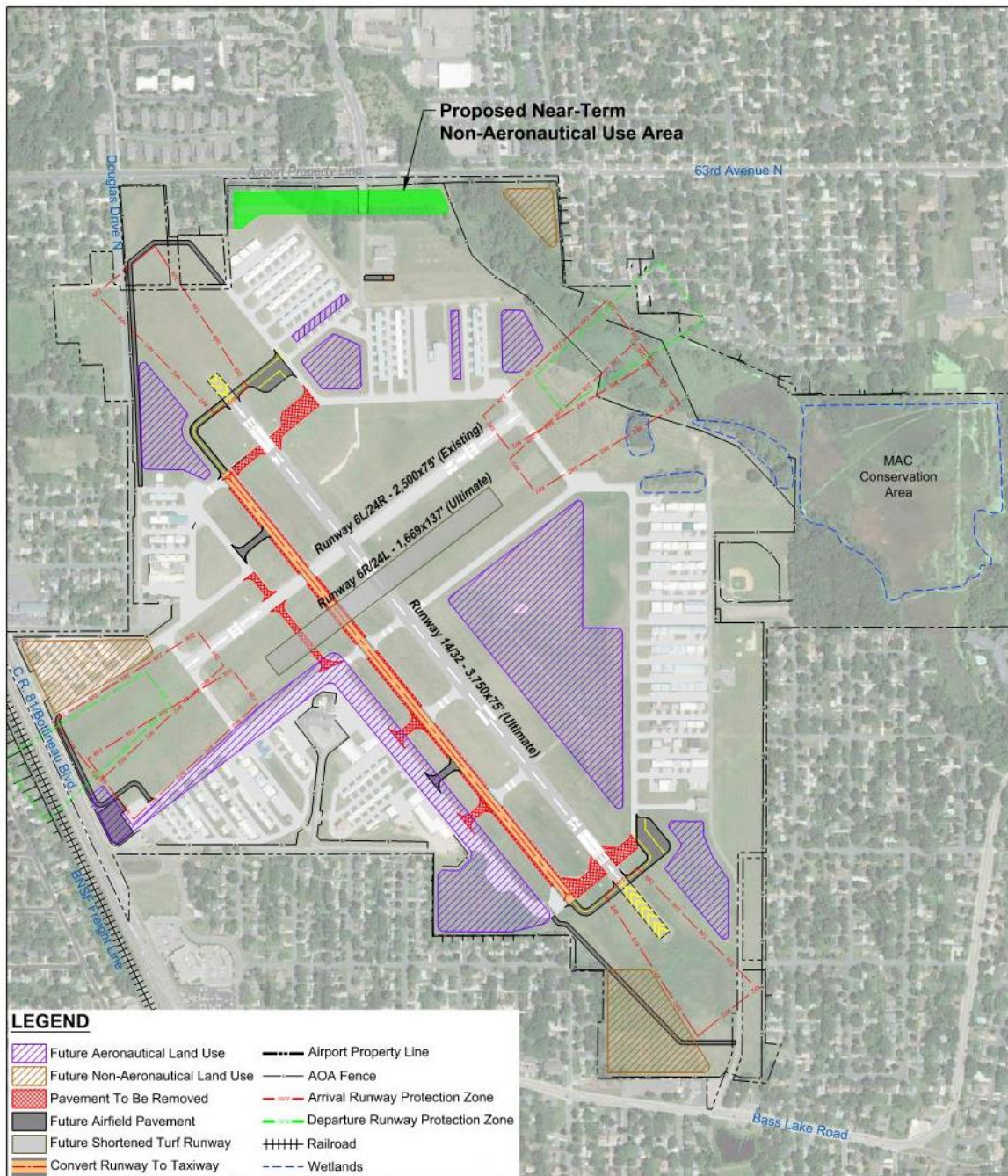
■ Piper PA-30 Twin Comanche ■ Beechcraft Baron 58 ■ Cessna 310  
 ■ Cessna 414A ■ Piper PA-31-350 Chieftain ■ Cessna 421C  
 ■ Piper PA-31T Cheyenne ■ Cessna 441 Conquest II ■ Pilatus PC-12  
 ■ Beechcraft King Air 200



# P&N Objective 3: Enhance Instrument Approach Capability

- Instrument approach procedures allow safer access to the airport, especially during inclement weather.
- Upgrading the runway approaches to modern navigational technology will improve airport safety and accessibility.





# P&N Objectives 4, 5, & 6

- Objective 4: Improve airport ground vehicle circulation
- Objective 5: Increase aircraft apron parking capacity
- Objective 6: Develop excess Airport property for non-aeronautical use





# Alternatives

## FAA Guidance

- Alternatives considered should:
  - Represent the range of reasonable alternatives.
  - Provide a clear basis for choice among options.
- No requirement for specific number or range of alternatives.
- Generally, the greater the degree of environmental effects, the wider the range of alternatives that should be considered.
- An EA may limit alternatives to the proposed action and no action if there are no conflicts concerning alternative uses of available resources.
- A preferred alternative should be identified by the EA.
- The EA should briefly explain why certain alternatives were eliminated from further study.

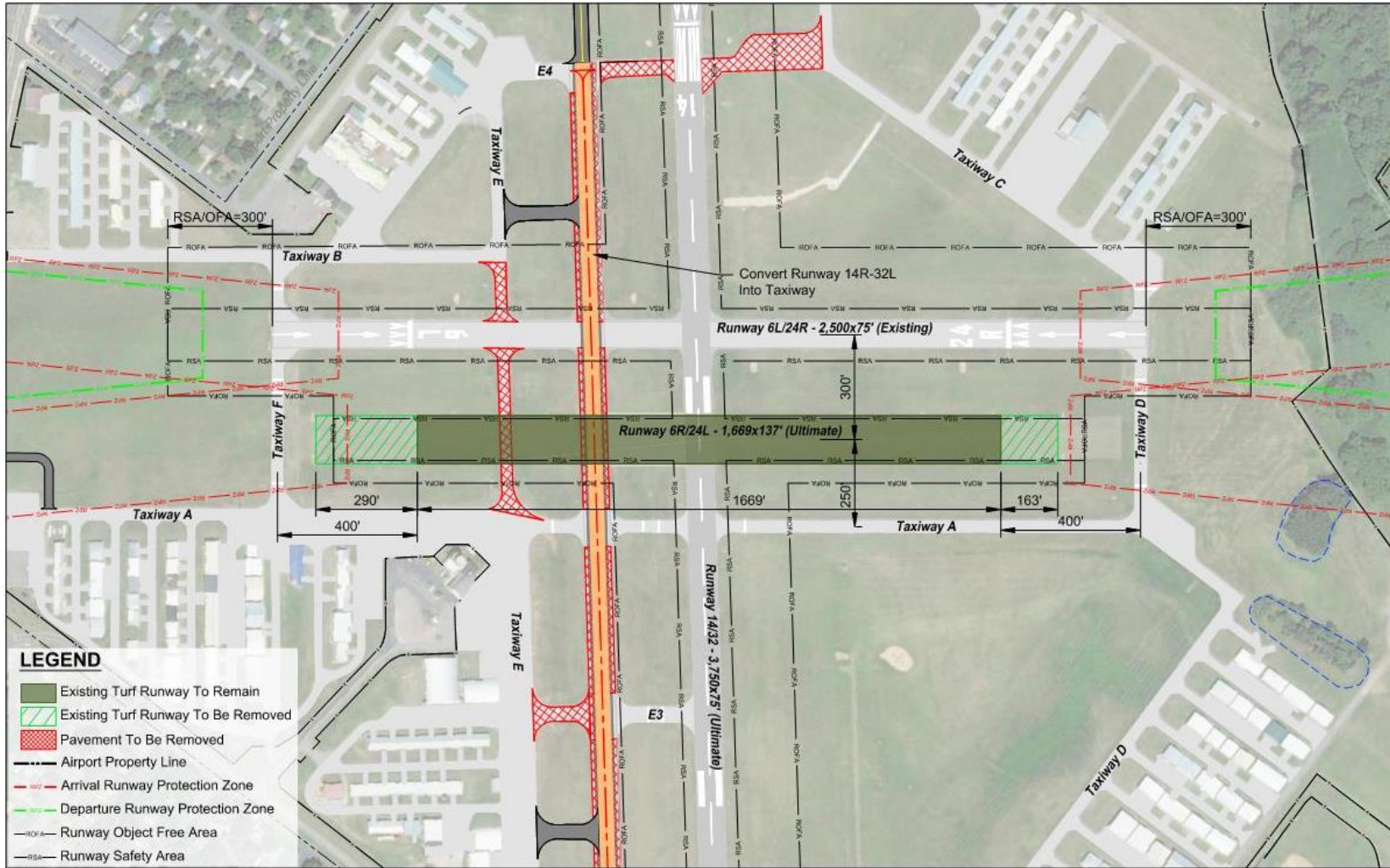


# Range of Alternatives Considered

- No-Action Alternative
- Off-site Alternatives
- 2025 LTCP Alternatives
  - Maintain one primary runway and one crosswind runway
  - Maintain two parallel runways
  - Maintain one runway only
  - Maintain three runways and close the turf crosswind
  - Extend primary Runway 14L/32R using declared distances
  - Maintain one runway and reduce its length.
- 2035 LTCP Alternatives
  - Turf runway alternatives
  - Primary runway alternatives
  - Taxiway system alternatives
  - Aircraft apron alternatives

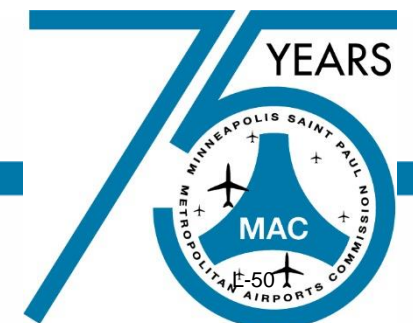


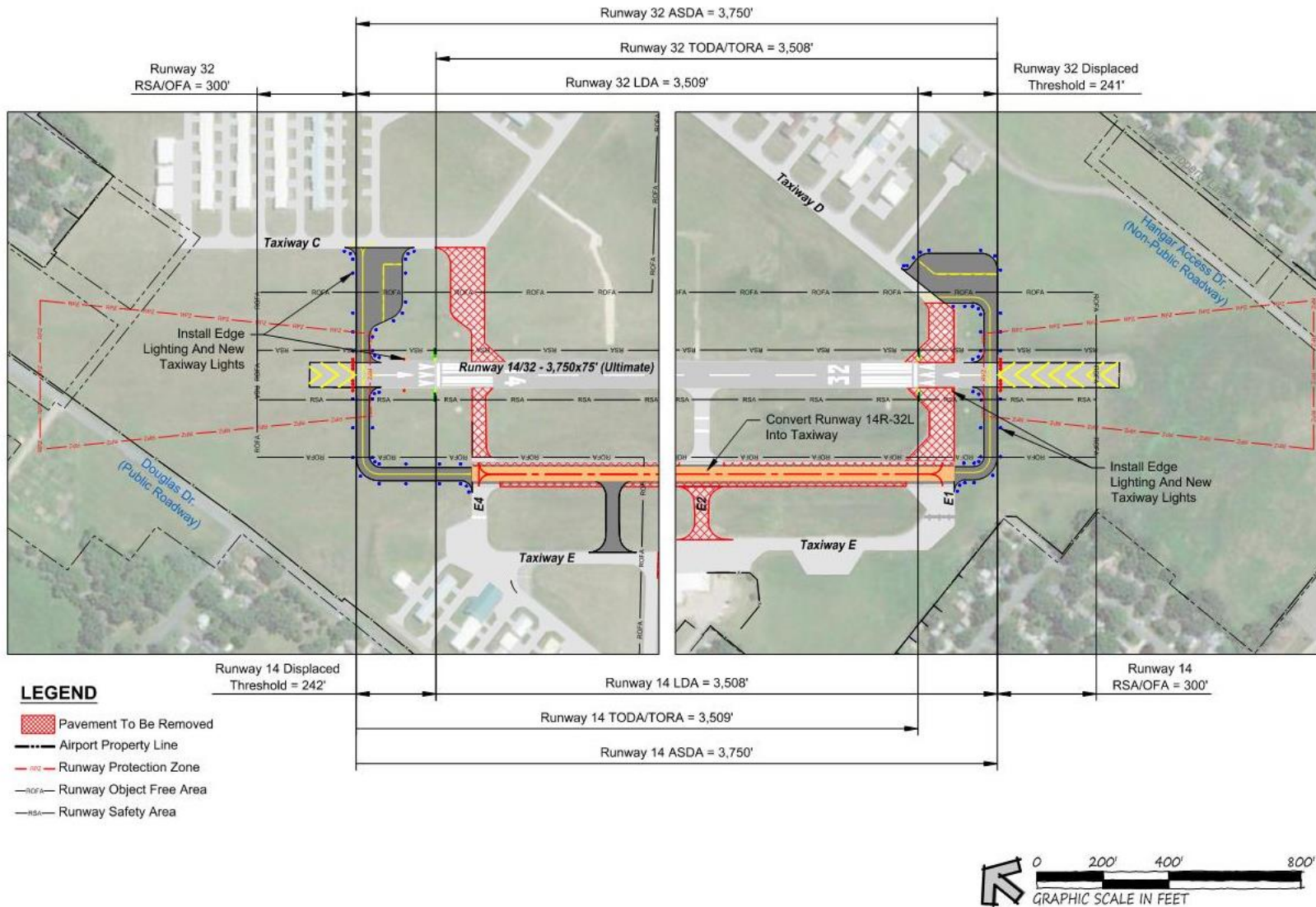




# Turf Runway Alternatives

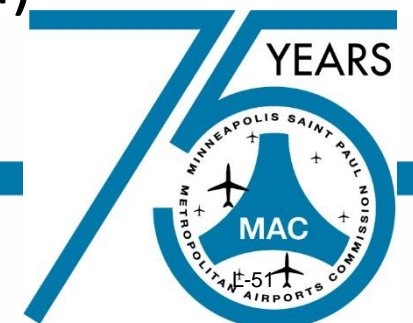
- Alternative A: Reduce length to 1,669 feet (preferred)
- Alternative B: Designate turf area adjacent to paved runway





# Primary Runway Alternatives

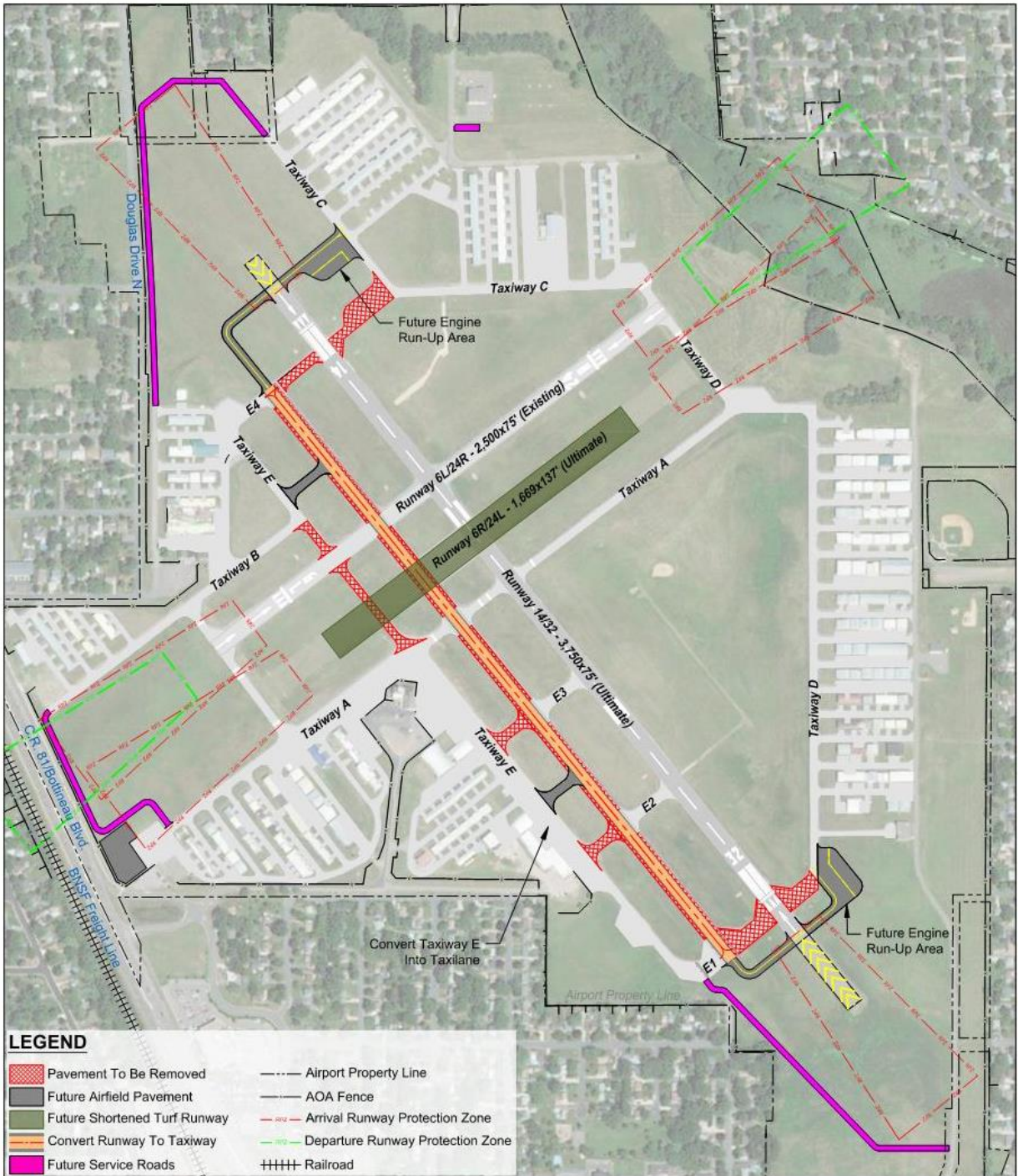
- Alternative A: Convert Blast Pads to Stopways
- Alternative B: Convert Blast Pads to Runway
- Alternative C: Convert Portions of Blast Pads to Runway and Shift Runway to Northwest (preferred)



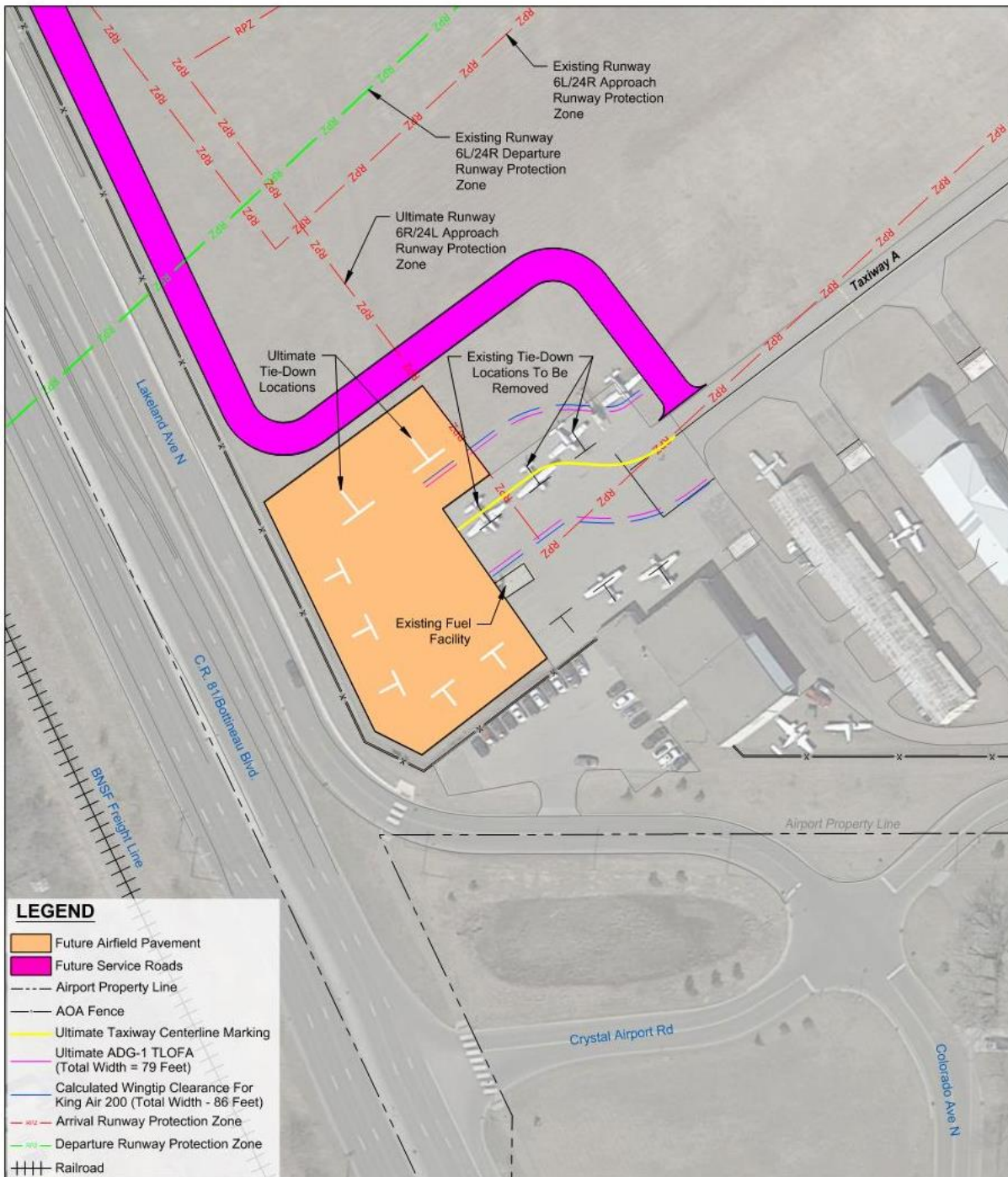


# Taxiway System Alternatives

- Two alternatives considered with minor differences
- Preferred alternative shown to the left
- Preferred perimeter road alternative also shown







# Aircraft Apron Expansion

- Preferred alternative shown to the left
- Increases parking capacity and removes aircraft parking from runway protection zone (RPZ)



# Environmental Analysis and Cumulative Impacts

- Air quality modeling
- Aircraft noise modeling
- DOT Section 4(f) resource review
- Hazardous materials inventory
- Historic/architectural and archeological resource assessment
- Land use compatibility and zoning assessment
- Socioeconomics and environmental justice analysis
- Vegetation management strategies
- Wetland delineation
- Other NEPA categories
- Cumulative Impacts – consideration of projects that are connected, cumulative and similar (common timing and geography)

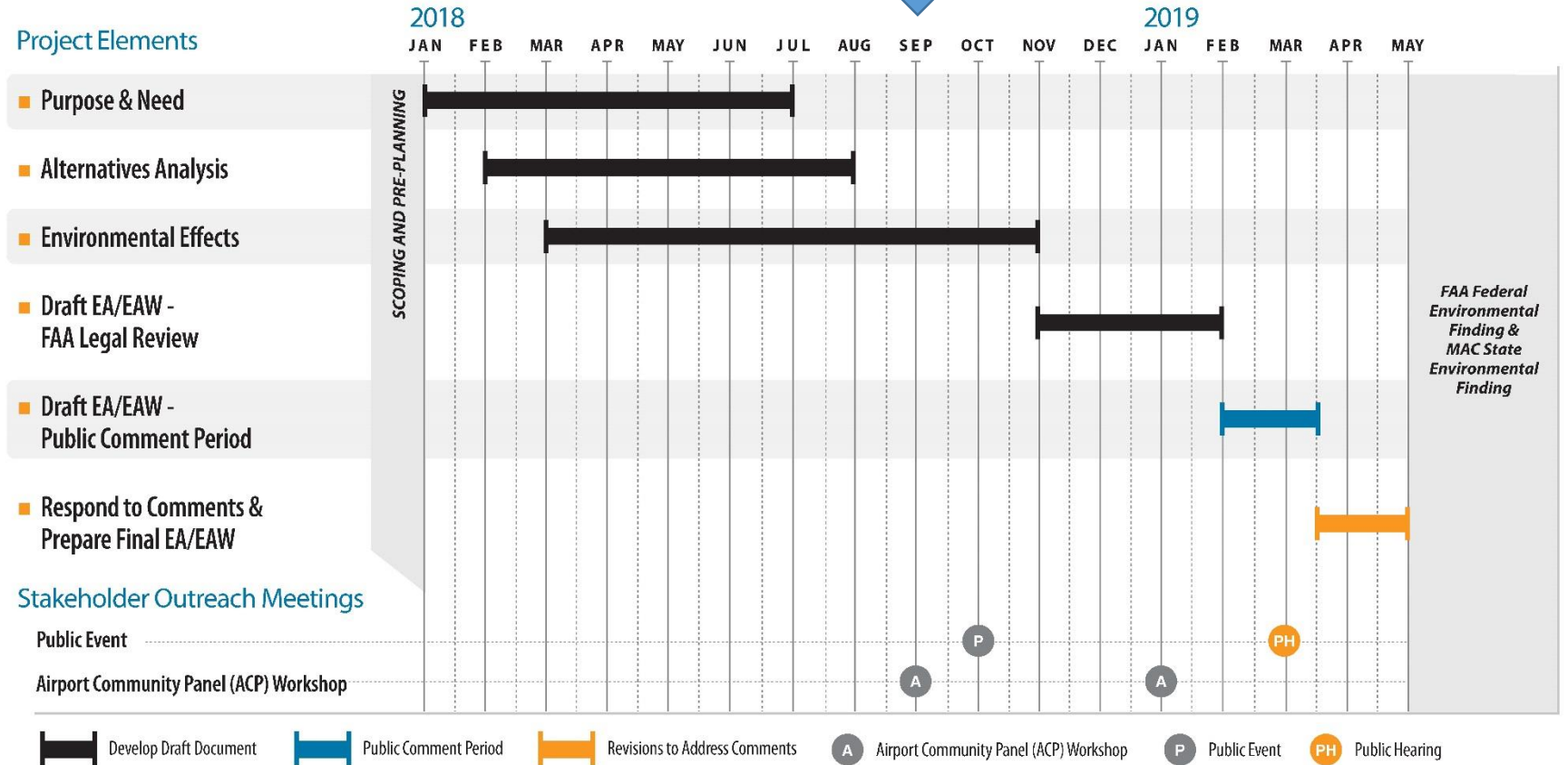




# Next Steps

- Mail newsletters to airport neighbors
- First Public Meeting Event – September/October 2018

## Project Schedule



Schedule updated August 3, 2018. This schedule is based on timely agency reviews and assumes no unforeseen issues.

Environmental Review  
Crystal Airport





## CRYSTAL AIRPORT FEDERAL EA / STATE EAW

# Airport Public Meeting Minutes

Crystal Community Center Game Room

October 30, 2018

6:00 P.M. Open house with informational boards

6:30 P.M. Presentation followed by Q&A

### **MAC/Mead & Hunt Attendees**

Dana Nelson  
Neil Ralston  
Bridget Rief  
Gary Schmidt  
Melissa Scovronski  
Brad Juffer  
Naomi Pesky  
Phillip Tiedeman  
Katie Clark-Sieben  
Evan Barrett  
Sarah Emmel

### **Representing**

Metropolitan Airports Commission  
Metropolitan Airports Commission  
Metropolitan Airports Commission  
Metropolitan Airports Commission  
Metropolitan Airports Commission  
Metropolitan Airports Commission  
Metropolitan Airports Commission  
Metropolitan Airports Commission  
Crystal Airport Manager  
MAC Commissioner District C  
Mead & Hunt  
Mead & Hunt

Presentation slides and informational boards presented at this meeting provided as handouts to the public, as well as a project newsletter, are available on the project website at:

<https://www.metroairports.org/General-Aviation/Crystal-Airport-Environmental-Assessment/Documents-and-Links.aspx>

### **The purpose of the meeting was to:**

- Provide background on the Metropolitan Airports Commission (MAC), previous Crystal Airport planning efforts, and an overview of the federal environmental assessment (EA) / state environmental assessment worksheet (EAW) process.
- Introduce the EA/EAW Purpose & Need, Alternatives, and completed portions of the Environmental Consequences chapters to the public.
- Respond to inquiries from community members.

### **Items discussed in the formal presentation at 6:30pm were as follows:**

Neil Ralston, Airport Planner with the MAC, welcomed and thanked everyone for coming. He noted that the purpose of the meeting was to provide an overview of the current environmental assessment study that is underway. The environmental review process is the next step in implementing the recent long term comprehensive plan (LTCP). Introductions were made for MAC and Mead & Hunt staff.

## Meeting Minutes

Neil provided an overview of the MAC, its history and mission, and the place of Crystal Airport within the larger metropolitan airport system. He emphasized that the MAC is its own legal entity, not part of the state, city, or Metropolitan Council. Capital improvements at MAC airports are funded by aviation users through FAA and/or state aviation grant programs, along with MAC generated funds. No local sales or property taxes are used for improvements at MAC airports.

The environmental review process allows the MAC to reengage with the public and Airport users that were involved during the LTCP, and to reach out for new voices. Neil highlighted the project website that relates specifically to the environmental review, the email update subscription, and the newsletter that was mailed to Airport neighbors.

Neil provided an overview of the Airport Community Panel (ACP), a ten member advisory body made up of representatives of different local stakeholders. This includes the three municipalities adjacent to the Airport (Crystal, Brooklyn Park, and Brooklyn Center), Airport users, the Aircraft Owners and Pilots Association, Hennepin County, citizens, and the MAC. The members have important functions, such as representing a broad range of stakeholder groups, receiving information about the environmental review process and sharing it with their constituents, and providing input back into the process. The first meeting of the ACP took place on August 28. Materials from this meeting are available on the project website. The next ACP meeting will occur in early 2019 and members of the public are welcome to attend.

Evan Barrett from Mead & Hunt noted that there will be a question and answer session after the presentation, and suggested attendees keep questions in mind to ask at that time. He also noted that the slides and the handouts included the same information in case anyone could not see the screen.

Evan explained the anticipated project timeline, which picks up after the completion of the LTCP. The environmental assessment process began in early 2018 and has been underway ever since. The ACP event occurred in August, which brings the process to today's public event. Looking forward, the remaining environmental studies and analysis will be finished, and a draft document will be completed. This draft will be published on the project website and will be available in some physical locations in early 2019. At that time, there will be an opportunity for comments on the record at a public hearing and through written comments during a comment period.

Evan provided an overview of the regulations governing the environmental review process. Environmental review is mandated at the federal and state level by the National Environmental Policy Act (NEPA) and the Minnesota Environmental Policy Act (MEPA). He explained that the federal and state requirements will be addressed within a single combined EA/EAW document.

Evan explained that the role of Crystal Airport is to accommodate small aircraft with less than 10 passenger seats traveling to and from this part of the metro area. The project goals grew out of the previous LTCP that revealed the need to modernize and right-size the Airport, which hasn't had significant changes in decades. Updates should also maintain the Airport's operational capabilities and enhance safety. Project objectives include simplifying the airfield; providing more runway length; adding enhanced approach procedures; adding perimeter roads to enhance safety by limiting the need for vehicles to cross runways; adding aircraft parking on an expanded fixed base operator (FBO) apron; and designating some property not needed for Airport operations for non-aeronautical use to enhance MAC revenue streams at the Airport.

## Meeting Minutes

Evan explained the Federal Aviation Administration (FAA) has designated hot spots on the Airport Diagram. These indicate areas of increased likelihood of confusion, incidents, and accidents at the Airport. In Crystal's case, the hot spots are related to closely spaced runways. Closing several taxiway connections to the runway, closing the parallel runway, and building perimeter roads so vehicles do not have to cross the runways would help to eliminate these hot spots and simplify the airfield.

Evan explained the concept of "design aircraft" for the primary runway and went over the runway length needs chart shown in the slides and on the boards. This shows the existing and proposed runway length and the design aircraft runway length requirements. The design aircraft is not changing, but the proposed plan would better accommodate the needs of the existing family of aircraft. The chart also illustrates that larger jet aircraft have runway length needs beyond that proposed for Crystal Airport and are unlikely to use the Airport on a regular basis.

Next, Evan discussed the turf crosswind runway. The recent LTCP process initially proposed closing this runway. Ultimately, through stakeholder engagement, a plan to keep the runway in place while reducing its length by approximately 500 feet was developed. The proposed changes would remove taxiways from the turf runway safety areas, eliminating additional hot spots.

Evan then noted that NEPA and MEPA implementing guidance identify specific environmental categories that must be analyzed during the environmental review process. Some of them are more applicable in this situation than others. FAA and state guidance are used to look at each category. Evan then discussed environmental issues for each category specific to the EA/EAW being developed for the proposed project at Crystal Airport.

*Noise and compatible land use:* The proposed project would change aircraft noise patterns surrounding the Airport, but these changes would be minor. The changes are due to closing one runway and redirecting its traffic to the other. The primary runway would be slightly longer, and runway ends would be in slightly different locations and centered on Airport property to more evenly distribute noise. A detailed study of areas with potential noise impacts is in progress as part of the review. To reduce noise, the MAC has a voluntary noise abatement plan that it encourages aircraft users to follow, and the MAC maintains a noise complaint hotline for reporting any issues.

*Climate:* A greenhouse gas emissions inventory model will be developed to review the difference between the no-action scenario and the proposed project.

*Tree removal:* Imaginary surfaces that come off the ends of runways need to be cleared of obstacles for the safety of aircraft arrivals and departures. The MAC needs to apply and follow FAA criteria to determine which trees need to be removed to provide clear surfaces. Areas have been identified for further study for individual tree removal or trimming. Some of the affected trees are in a public park (Edgewood Park in Brooklyn Park), and therefore require an extra level of scrutiny under the federal Department of Transportation Act Section 4(f). Under this regulation, any impacts to the park need to be mitigated, or a study needs to be done to show no adverse effects would result from the proposed project. The MAC is collaborating with the City of Brooklyn Park and the FAA regarding this issue.

*Air Quality:* An emissions inventory model will be developed to review the difference between the no-action scenario and the proposed project .

*Natural resources and energy supply:* Quantification of construction materials and energy needs will be completed as part of the review.

## Meeting Minutes

*Protected species:* The MAC is coordinating with U.S. Fish and Wildlife Service and Minnesota Department of Natural Resources (MDNR) to confirm no protected species would be impacted. No protected species have been found at Crystal Airport.

*Visual effects:* The proposed project would result in minor changes to airfield lighting systems. Some lights would move, and there would be some new lights. The environmental document will examine what that means in terms of visual effects to nearby land uses.

*Land use:* The airport zoning ordinance enacted in 1983 would need to be updated due to the changes to the runway ends. This effort would take place after the EA/EAW is complete, but the EA/EAW will examine its effects.

*Historic, archeological, and cultural resources:* A detailed study has been completed and submitted to the State Historic Preservation Office. The project would not affect any of these resources.

*Hazardous materials:* There are potential sources of contamination on and around the Airport, so the EA/EAW will document these sites to make sure that they are not disturbed during construction.

*Water resource:* A wetland delineation was completed, and a storm water analysis will be completed to make sure there is no increase in runoff from Airport property into surrounding areas. This is a requirement of one of the permits that must be obtained prior to construction.

Evan then went over next steps, including the second ACP meeting, FAA legal review, publication of the draft EA/EAW document, a public comment period, and the public hearing, which will be held in early 2019.

Evan asked for questions from attendees.

### **Items discussed in the question and answer session were as follows:**

An attendee asked about the hours of operation once the project is completed. Evan noted that the Airport is open 24 hours per day, and Neil provided the hours that the tower is staffed. The proposed project would not affect the hours of operation. Evan clarified that most of the activity occurs at the Airport during the day; the noise study indicated that only approximately four percent of activity occurs at night.

An attendee asked which park is affected by potential tree removal. This is Edgewood Park, at the corner of 63<sup>rd</sup> and Florida. Neil clarified that not all trees would be removed; it would only be large cottonwoods. Evan explained that the surfaces that must be cleared in this location are high up in this location, and while there are other species of trees in the park, only the cottonwoods are growing high enough to be a concern.

An attendee asked how to stay informed about the process prior to the spring hearing. There will be periodic e-news updates to the subscription list. These will be on at least a monthly basis. The project website also has a “contact project team” option for any questions or comments. Neil agreed that the e-news subscription will be the best way to stay up to date. The attendee asked if there was any particular person to contact. Neil directed people to use the “contact project team” option on the website to reach the necessary people.

An attendee asked to clarify whether the tree removal in the park a block away is due to the runway lengthening, as it seems quite far away to have an effect on park vegetation. He commented that Airport expansion should remain within the existing Airport boundaries. He asked if aircraft would fly



## Meeting Minutes

that low in this area. Neil noted that the cottonwoods in this particular area get quite tall. He also explained that most of the trees affected by the proposed project would grow into the existing height limitations within a few years in the no-action scenario. By moving the runway end and associated imaginary surface a little closer to the park, these trees would have to come down sooner than they would without the project. The trees would ultimately be an issue with or without the project. The attendee asked if the MAC has trimmed in the park before. Neil did not believe so. The attendee thought that it sounded then that the removal or trimming was due to the runway lengthening. Neil reiterated that the timing of the tree removal is related to the project, but as the trees grow they will become an issue with the runway in its current location partially due to the tendency of the species to grow taller than most other trees in the park.

Cindy Sherman from Brooklyn Park noted that the Brooklyn Park zoning map already shows an area of impact of the Airport, and the trees are within that designated area. Evan clarified with a graphic that the park is directly off the extended centerline of the runway, and under the threshold siting surface (TSS), which the FAA requires to be cleared. FAA enforcement of this surface has become more stringent in recent years to promote safety at airports. The FAA is aware of potential concerns with the park and wants to work with the city to come up with a solution that could ultimately improve the park in combination with tree removal. Neil noted that the TSS has a 20:1 slope from the ground at the runway end.

An attendee explained that the reason she came to the meeting was due to the potential for tree removal in the park, as it is the only wild area nearby. She lives kitty-corner from the park. She has concerns that if the park is “improved,” duck and bird habitat will be destroyed. If some trees are removed, it is hard to make sure that trees next to them are not also damaged, so there will likely be non-cottonwoods affected. She is concerned that the community will lose the forest habitat, which is rare in this area. The speaker also asked whether cottonwoods in surrounding yards would also require removal if the trees in the park are too tall. Evan explained that an arborist went out to look at the trees in potentially affected areas and prepared a detailed report of species found there. Evan explained that the report showed very few cottonwoods in the neighborhoods, which have mostly red maple and other tree species. Cottonwoods are concentrated in the park due to Twin Creek and wetlands in the park, which are attractive growing areas for cottonwoods. There are not wetlands on properties outside of the park, meaning that conditions are not right for the trees elsewhere. In addition, most people do not purposely plant cottonwoods in their yards, so it is less likely to affect trees in lawns. Neil reiterated that the MAC will be working with the City to end up with a positive effect in the park.

The commenter also noted that she heard that the Airport may be growing, and asked whether there are plans to expand the Airport outside of the footprint within twenty years. Neil explained that the current steps correspond with the twenty-year plan, so there are no plans to increase the size of the Airport beyond the current proposed action. The MAC is trying to modernize and optimize the Airport, rather than expand it.

An attendee brought up the runway shift to the northwest, and asked for clarification about where the current and future runway ends are on the graphic. Neil noted that the runway would shift 115 feet northwest along its centerline. Evan pointed out the current and projected runway ends. Neil clarified that there is already pavement in the form of the existing blast pads where the ends of the runway would ultimately be.

## Meeting Minutes

An attendee asked about a culvert at 61<sup>st</sup> and Douglas Drive, and noted that it doesn't drain well. He asked if the project would improve drainage or make it worse. Evan explained that there would need to be new stormwater containment or infiltration on-site in order to make sure there is not increased runoff from the site. This is a requirement of an MPCA permit that the MAC has to get in order to construct the project. The EA/EAW will document where stormwater facilities are being removed, and where they might be replaced. This would be finalized in the design phase, and is just conceptual at this stage. There is a requirement to keep stormwater on-site, so the project would not make the problem any worse.

Neil confirmed there were no more questions, thanked attendees for coming, and invited them to the next meeting.



 Public Event

# Environmental Assessment: Crystal Airport

# EA

October 30, 2018  
Project and EA/EAW Process Overview





# Presentation Outline

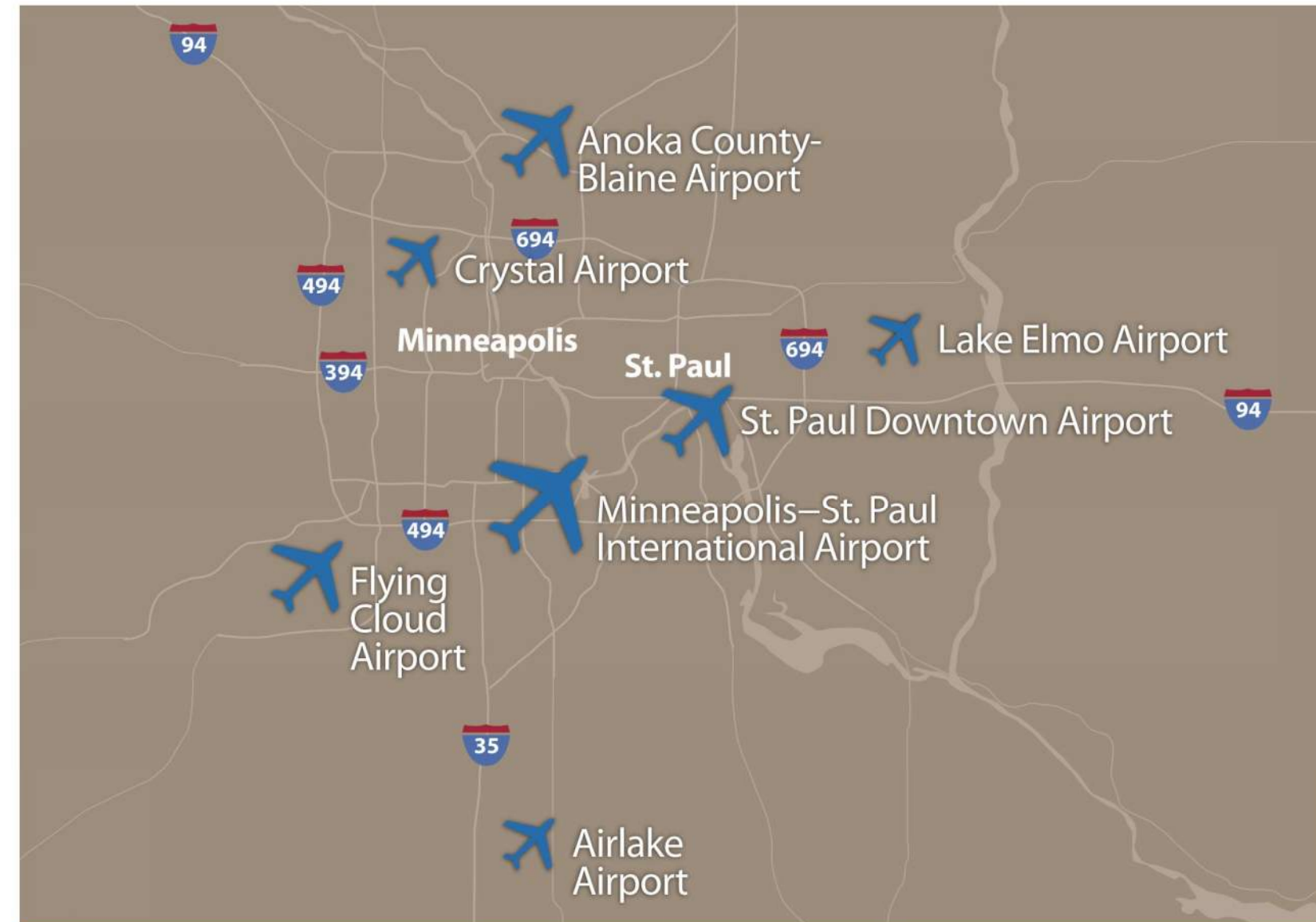
- **MAC Background**
- **Anticipated Timeline**
- **Environmental Process – What is it?**
- **Project Goals & Objectives**
- **Environmental Effects**
- **Next Steps**





# Metropolitan Airports Commission (MAC)

- Owns and operates seven airports within 35 miles of the St. Paul and Minneapolis downtowns, including MSP and six general aviation airports
- Public corporation created by the Minnesota Legislature
- Provides and promotes safe, convenient, environmentally sound and cost-competitive aviation services to its customers
- Funded via self-generated income, issuing bonds, and acceptance of federal airport improvement funds. No local taxes are used to operate the MAC's airports.



Airports Owned & Operated by the Metropolitan Airports Commission

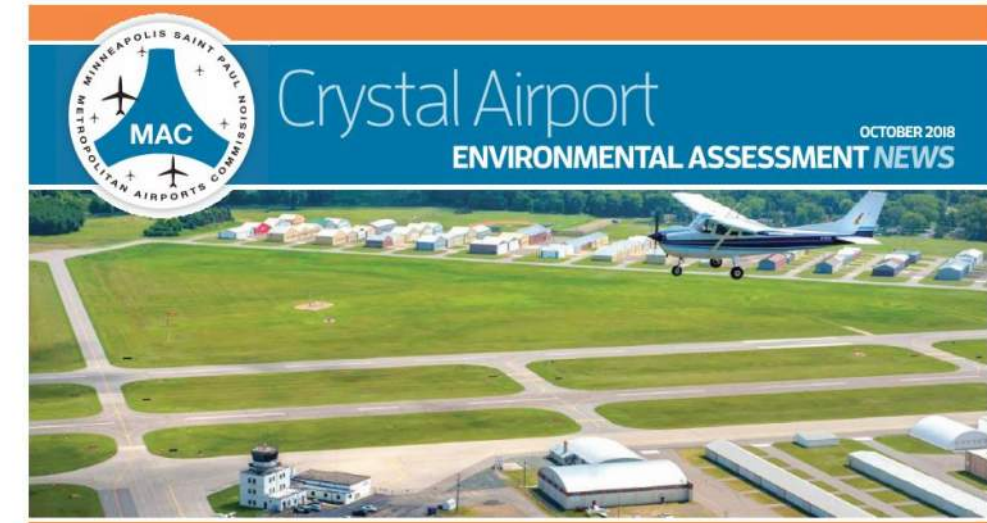




# Stakeholder Engagement



-  **Sign-up to receive updates via our e-news subscription program**
-  **Visit the project website for up-to-date information**
-  **Attend the public hearing in early 2019**
-  **Share your thoughts via the "Contact Project Team" tab of the website or at the public hearing**



## Crystal Airport Environmental Assessment Work Begins

The Metropolitan Airports Commission, owner and operator of Crystal Airport (located just north of Bass Lake Road off Bottineau Boulevard in the City of Crystal) has commenced a study to determine environmental effects associated with improvements it is proposing for the airport. The MAC adopted the improvement plans in 2017 after concluding a long-term planning process that resulted in a Long-Term Comprehensive Plan (LTCP) for Crystal Airport. The LTCP was developed with input from stakeholders and the public and provides guidance and a roadmap for possible improvements over the next 20 years.

The environmental effects study (also referred to as an environmental assessment – or EA) is being led by the MAC and its consultants Mead & Hunt. Together they make up the "project team." Over the past several months, the team has developed a statement outlining the purpose and need for the improvements, and identified a preferred plan – also known as a preferred alternative (more on the purpose and need and alternatives inside this newsletter). The project team is also researching and collecting information regarding environmental and socioeconomic resources that may be affected by the project. That research includes in-person surveys of wetlands, identification of any historical structures near or on the property that could be affected, and other resources that may be affected by the preferred alternative.

### The Environmental Process

The National Environmental Policy Act (NEPA) process is used by the federal government to determine whether proposed projects—in this case the Crystal Airport improvements—will have significant environmental effects. In order to qualify for federal funding, the Crystal Airport improvements plan must undergo a NEPA review.

[CONTINUED ON NEXT PAGE](#)

### COMMUNITY EVENT

Tuesday,  
October 30, 2018  
6:00 to 8:00 p.m.  
(Presentation at 6:30)

Crystal Community Center  
4800 Douglas Drive N  
Crystal, MN 55429

Project Website 

[www.metroairports.org/General-Aviation/Crystal-Airport-Environmental-Assessment/Overview.aspx](https://www.metroairports.org/General-Aviation/Crystal-Airport-Environmental-Assessment/Overview.aspx)

 **Project Website** 

<https://www.metroairports.org/General-Aviation/Crystal-Airport-Environmental-Assessment.aspx>



# Anticipated Environmental Assessment Timeline



For more detail, see the Stakeholder Engagement Plan on the project website. Schedule is subject to change. Any significant schedule updates will be published on the project website and distributed to e-news subscribers, as appropriate.





# Minnesota Environmental Policy Act (MEPA)/National Environmental Policy Act (NEPA)



**What is it?** NEPA requires federal agencies to assess environmental effects of proposed actions prior to making decisions. MEPA requires an environmental review process, similar to the federal NEPA process, to be used by local governments to analyze the potential environmental effects of proposed projects.



**What does it require?** An Environmental Assessment (EA) will be completed to satisfy NEPA requirements. An Environmental Assessment Worksheet (EAW) is required by MEPA for MAC reliever airport projects that involve construction of a runway or taxiway extension and the expenditure of more than \$2 million.



**How will it be accomplished?** We will prepare the Federal EA and a State EAW concurrently as they share many of the same informational requirements.

ENVIRONMENTAL DESK REFERENCE  
FOR AIRPORT ACTIONS



FEDERAL AVIATION ADMINISTRATION  
OFFICE OF AIRPORTS  
OFFICE OF AIRPORT PLANNING AND PROGRAMMING  
AIRPORTS PLANNING AND ENVIRONMENTAL DIVISION, APP-400

OCTOBER 2007

**mi MINNESOTA**  
ENVIRONMENTAL QUALITY BOARD





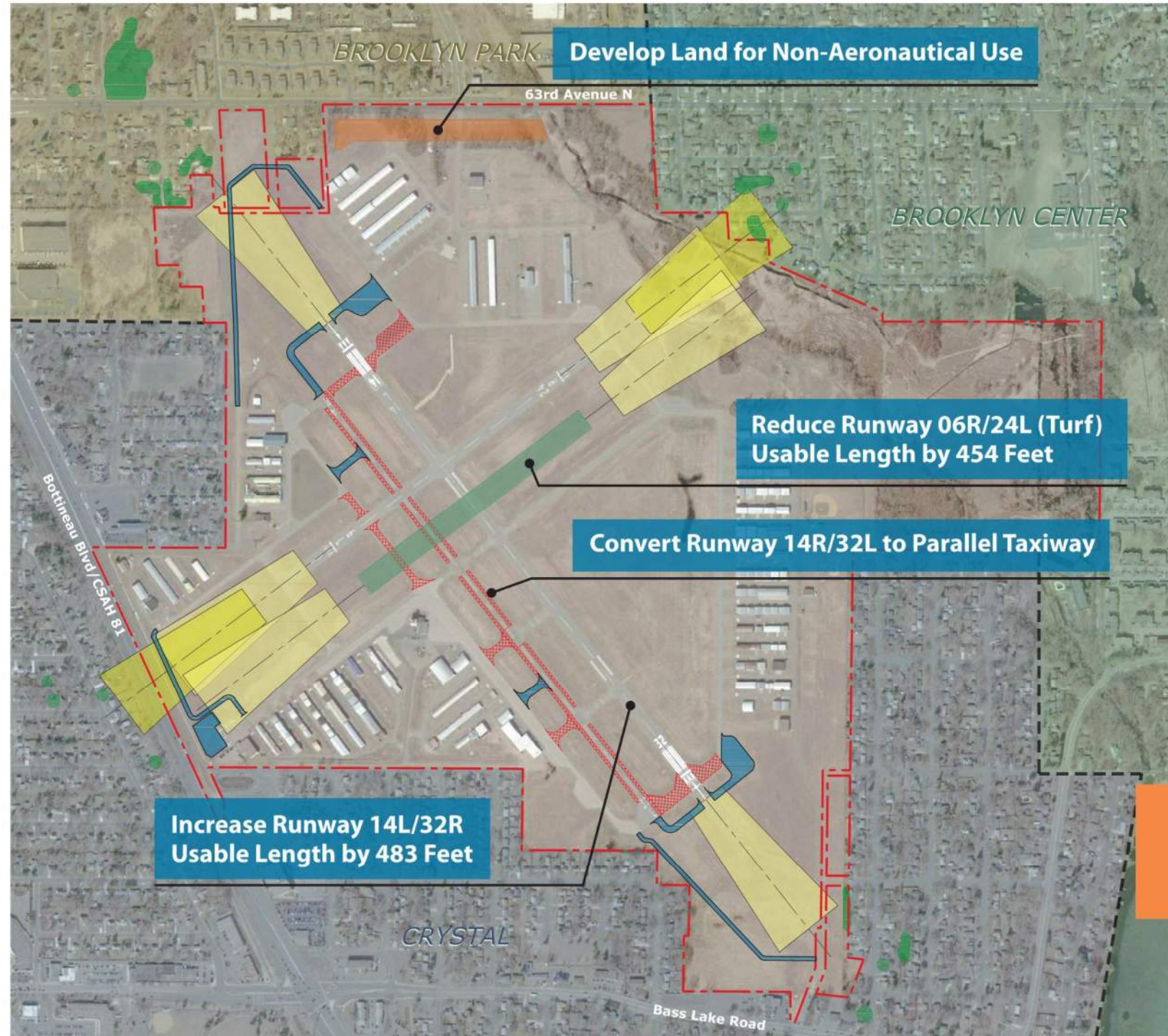
# Airport Role & Project Goals

## Airport Role

- Crystal Airport is an integral part of the MAC airport system
- Accommodates personal, recreational, and some business aviation travel to and from the adjacent communities
- Primarily serves small, propeller-driven aircraft with fewer than 10 passenger seats

## Project Goals

- Better align available runways, taxiways, and aprons with existing and forecasted aircraft activity
- Preserve and improve operational capabilities for aircraft using the airport
- Enhance safety by simplifying the runway and taxiway layout

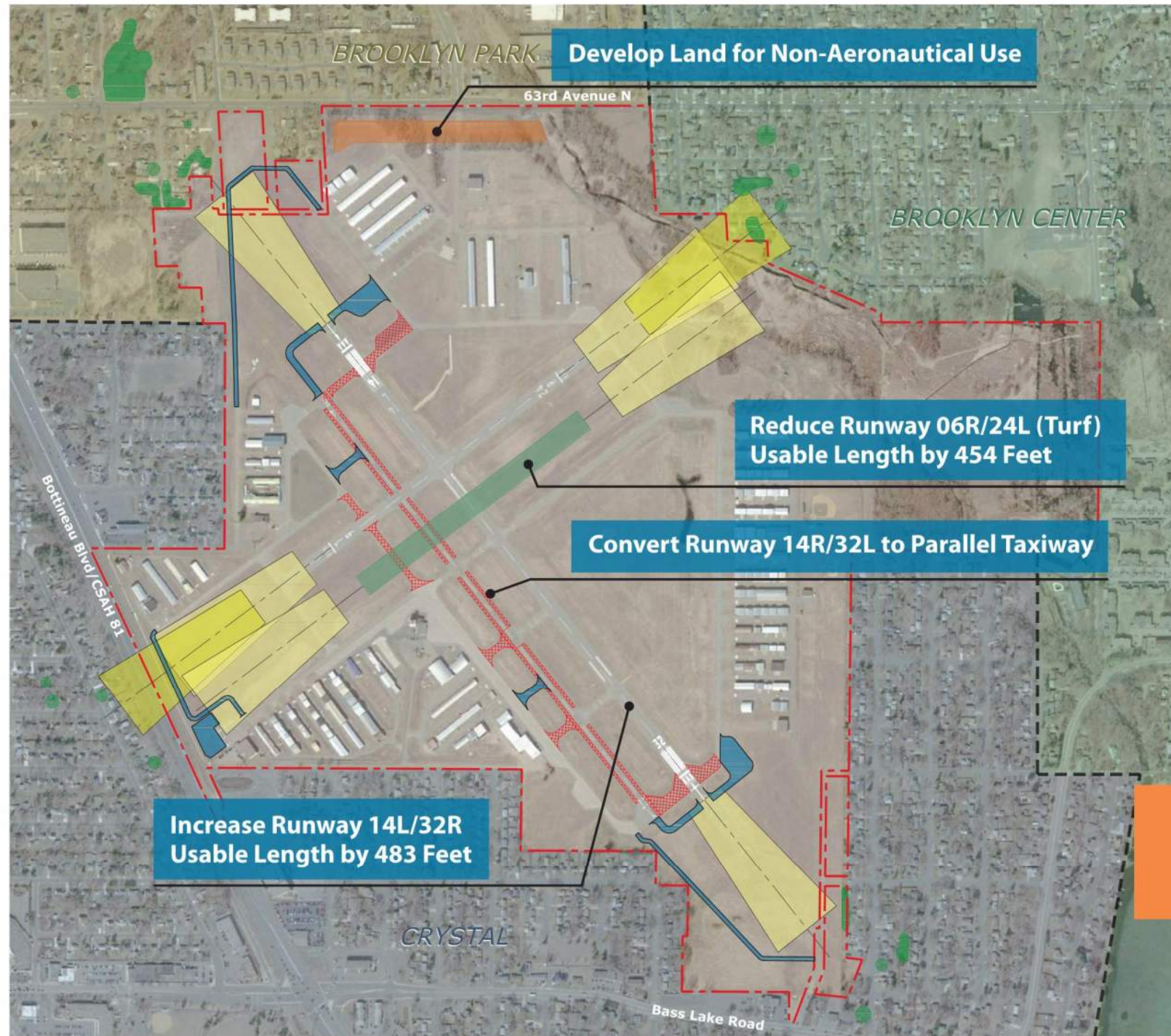


**CRYSTAL AIRPORT  
PREFERRED ALTERNATIVE**



# Project Overview & Objectives

- Simplify the airfield layout
- Provide adequate runway length for aircraft currently using the airport
- Provide aircraft with enhanced arrival capabilities, while minimizing obstacles to the main runway
- Improve airfield roadways for airport vehicle circulation
- Expand the airfield apron for additional aircraft parking
- Develop airport-owned property that is not used for airport operations for other uses



## LEGEND

- Existing Property
- - - Municipal Boundary
- Runway Protection Zone
- Turf Runway
- Pavement to be Removed
- Future Pavement
- Tree Removal Study Areas
- Non-Aeronautical Use Area

**CRYSTAL AIRPORT  
PREFERRED ALTERNATIVE**



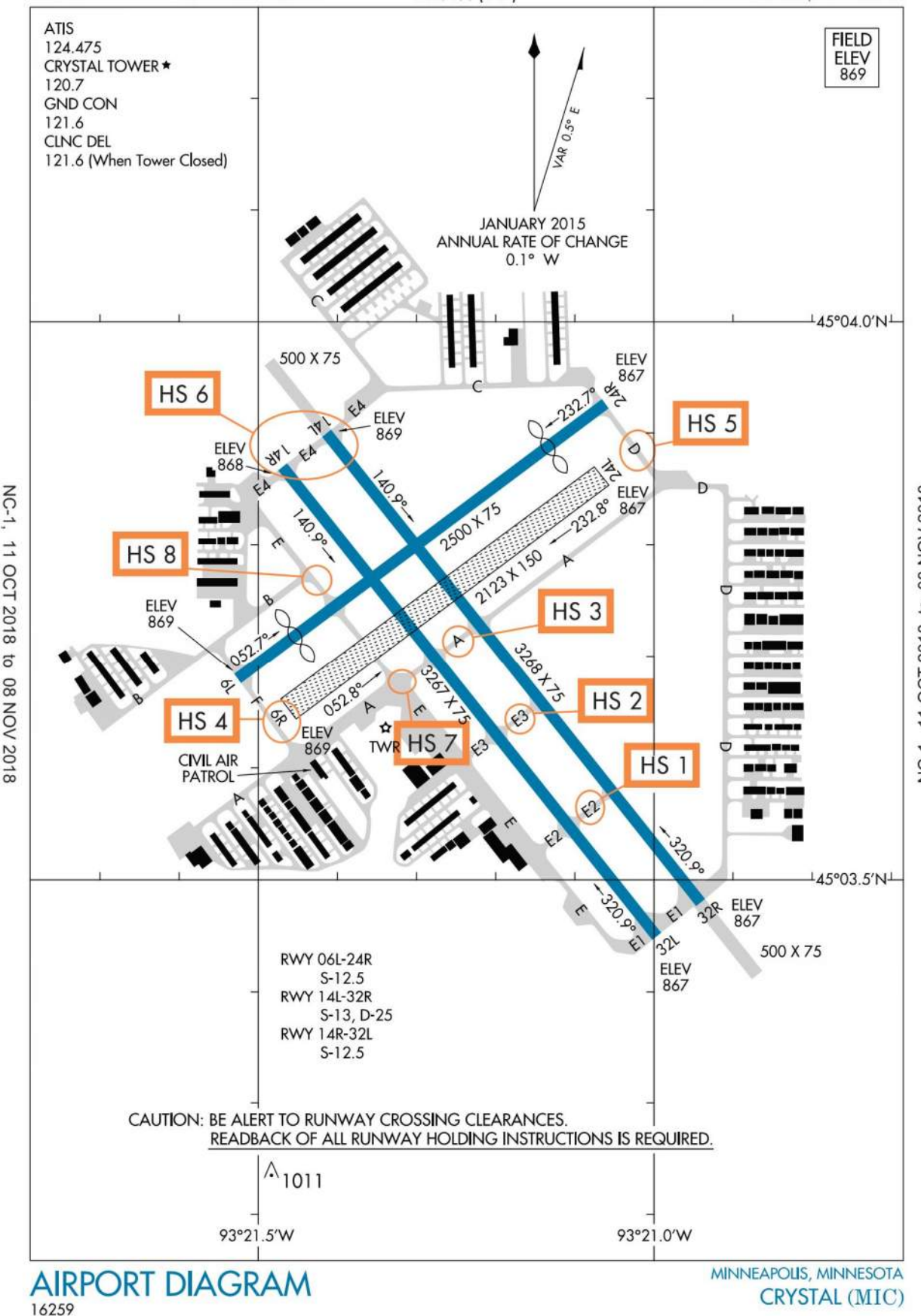
# Project Objective: Simplify Airfield

## FAA has identified 8 Hot Spots on the airfield at Crystal Airport

- **Hot Spots (HS):** designated areas where heightened attention by pilots and drivers is necessary due to a complex or confusing configuration. They are typically located where the pilot or vehicle driver must make a decision or get approval from air traffic control to cross a runway or taxiway.

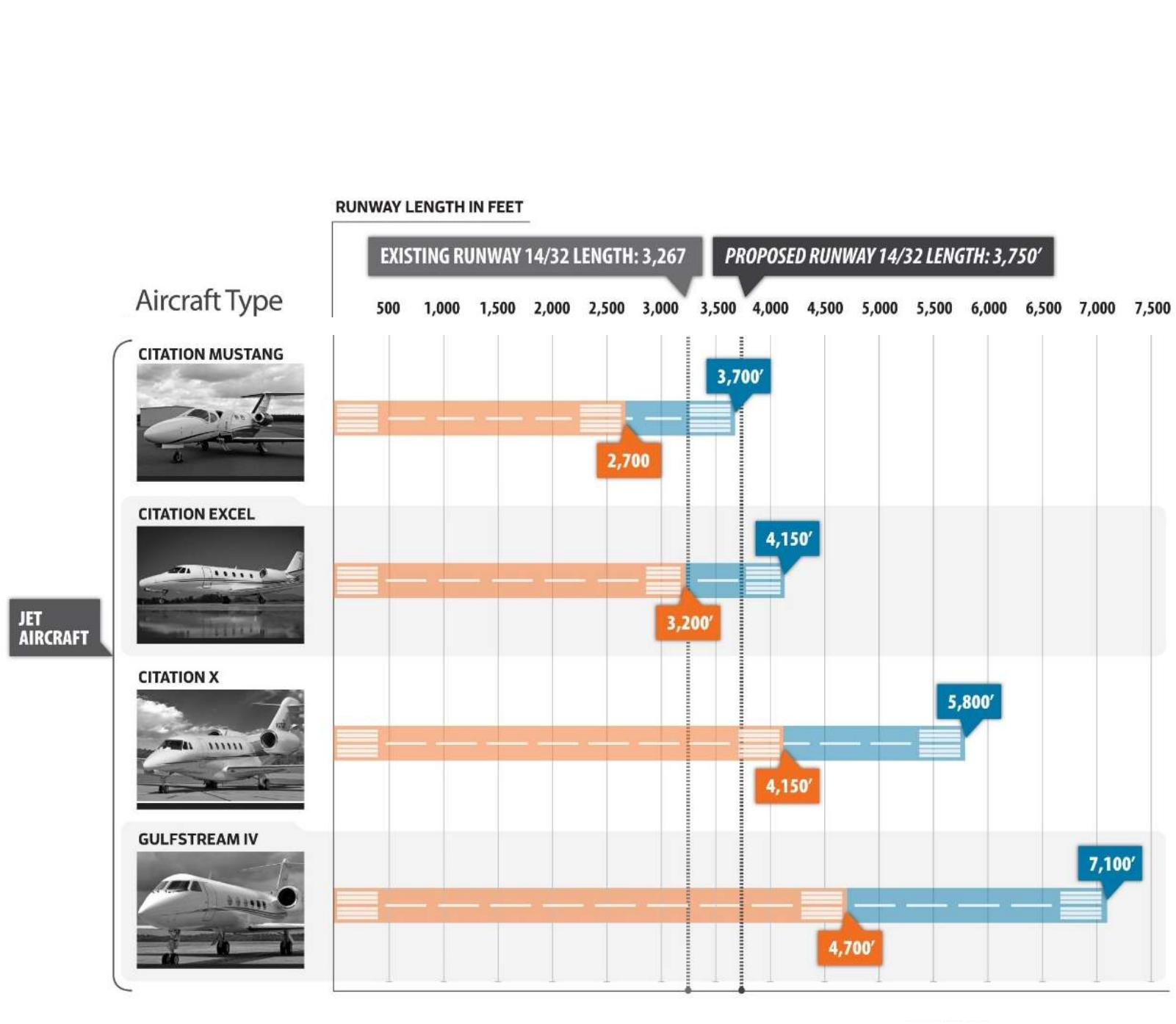
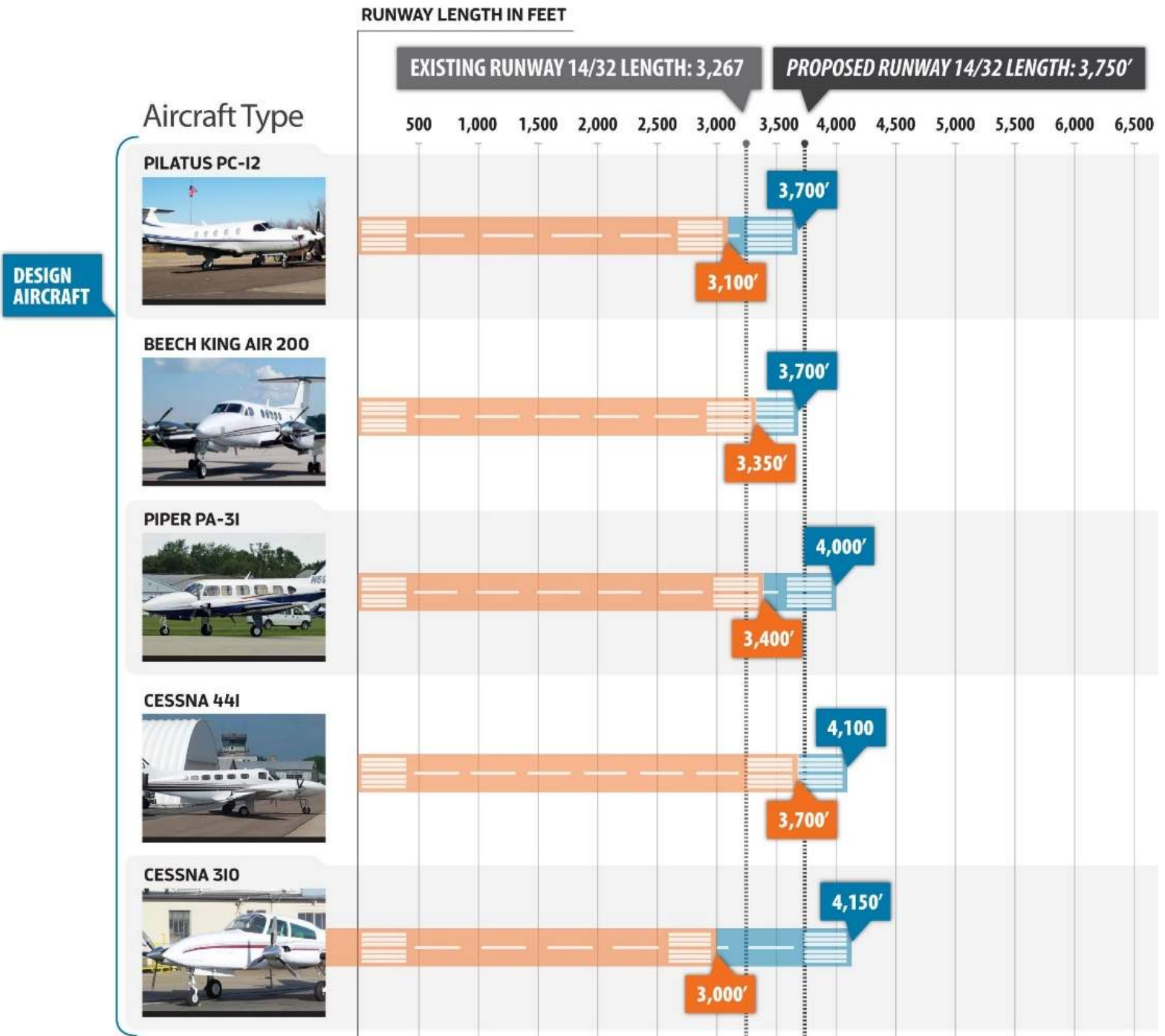
## How will the preferred alternative help?

- Simplifying taxiways and closing a runway will minimize the number of complex intersections and runway crossings.
- New perimeter roads will reduce the need for vehicles to cross runways or taxiways





# Project Objective: Provide Adequate Runway Length

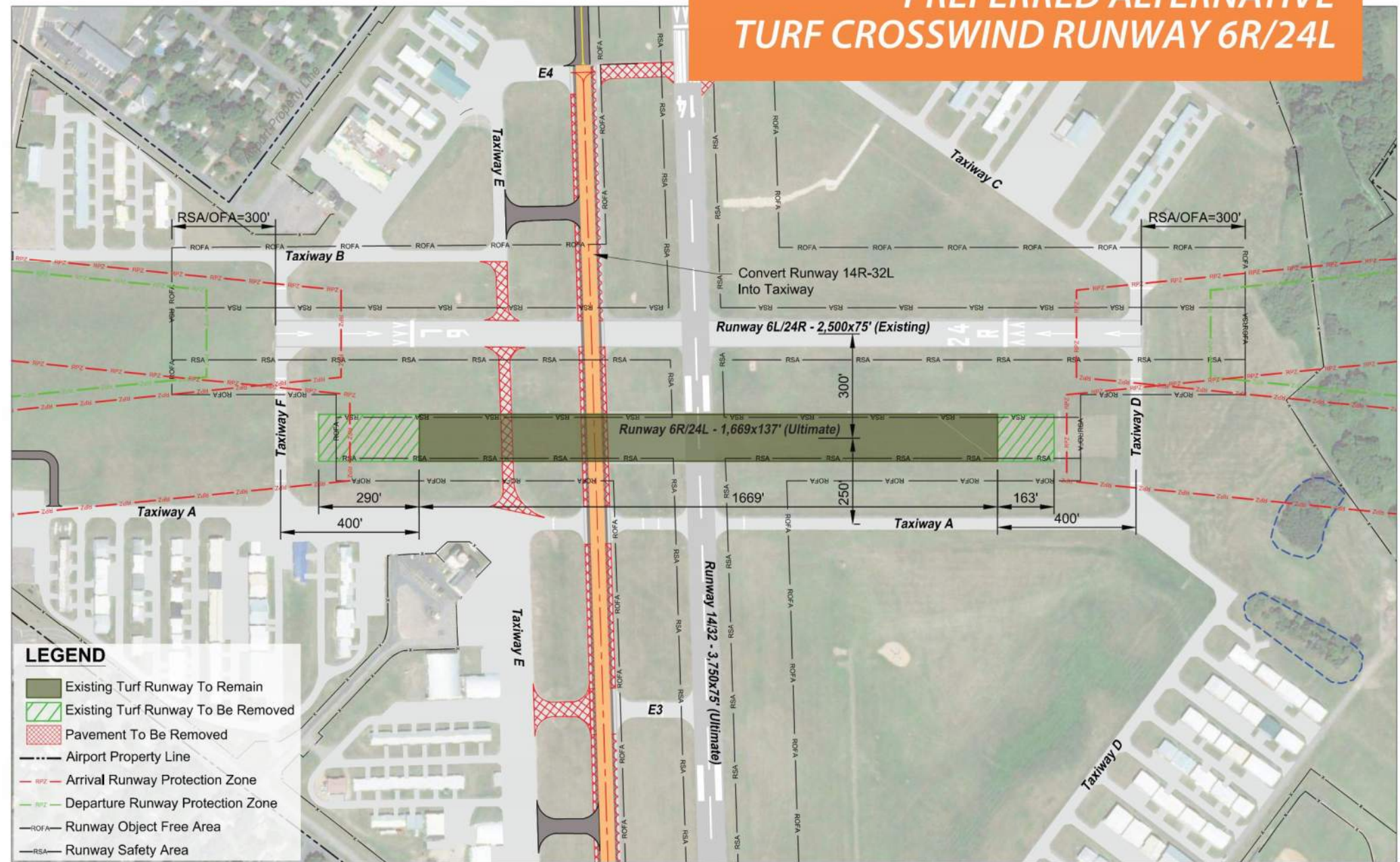




# Preferred Alternative Turf Crosswind Runway 6R/24L

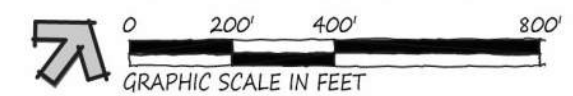
- Runway 6R/24L will be shortened to remove Taxiways D and F from the Runway Safety Area (RSA)
- Associated hot spots and areas of pilot confusion, due to crossing the RSA, will be eliminated
- Airport user feedback led to keeping the turf crosswind, the only one in the metro area
- Proposed runway length of 1,669 feet will meet existing user needs

**CRYSTAL AIRPORT  
PREFERRED ALTERNATIVE  
TURF CROSSWIND RUNWAY 6R/24L**



**LEGEND**

- Existing Turf Runway To Remain
- Existing Turf Runway To Be Removed
- Pavement To Be Removed
- Airport Property Line
- Arrival Runway Protection Zone
- Departure Runway Protection Zone
- Runway Object Free Area
- Runway Safety Area





# What environmental effects are considered?

## Noise & Compatible Land Use

### How might airport noise levels be affected?

One runway is closing. Traffic on this runway will shift to other runways.

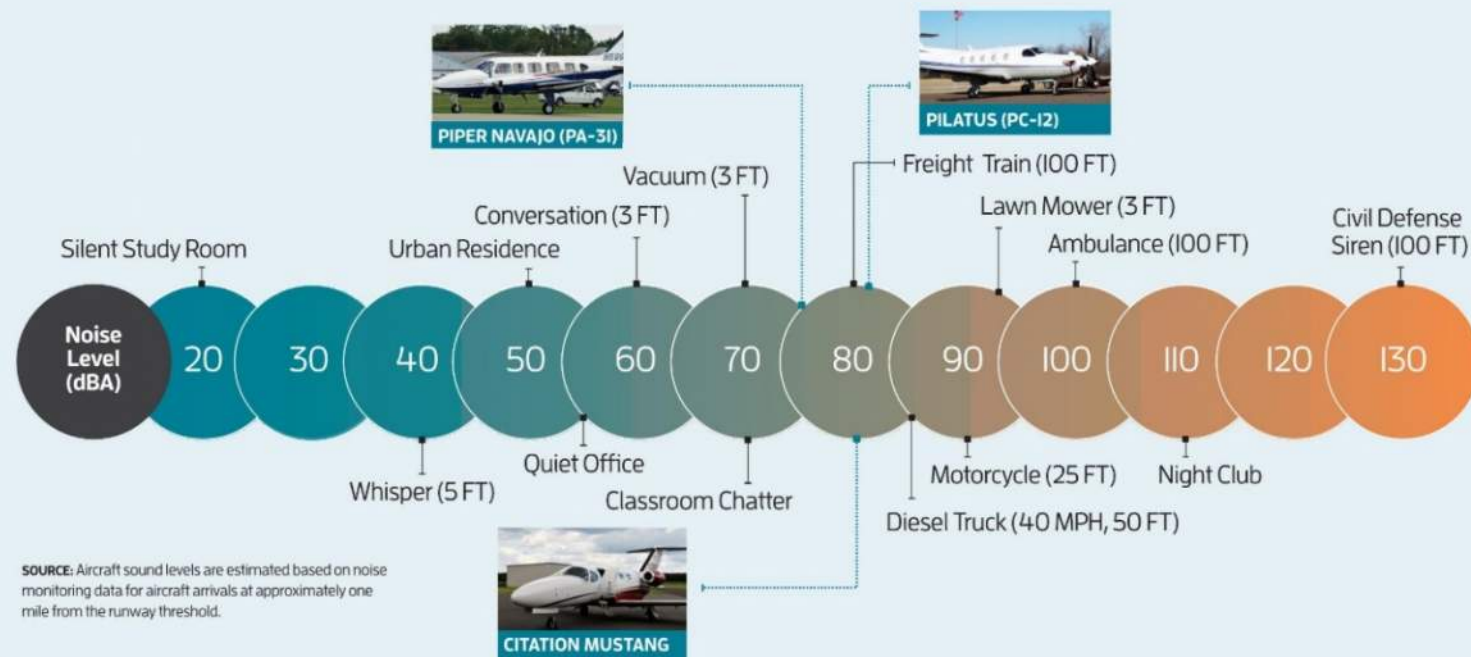
The primary runway will be slightly longer and will move closer to the northwest side of the airport. The turf crosswind runway will be shortened, moving the ends farther from neighbors.

### What does this mean for neighbors?

There will be minimal changes from current conditions.

### What efforts are employed to help reduce aircraft noise?

Pilots are asked to follow the airport's noise abatement plan, which instructs them on methods for keeping aircraft as quiet as possible when operating at the airport.



## Climate

- Greenhouse gas emissions will be quantified.

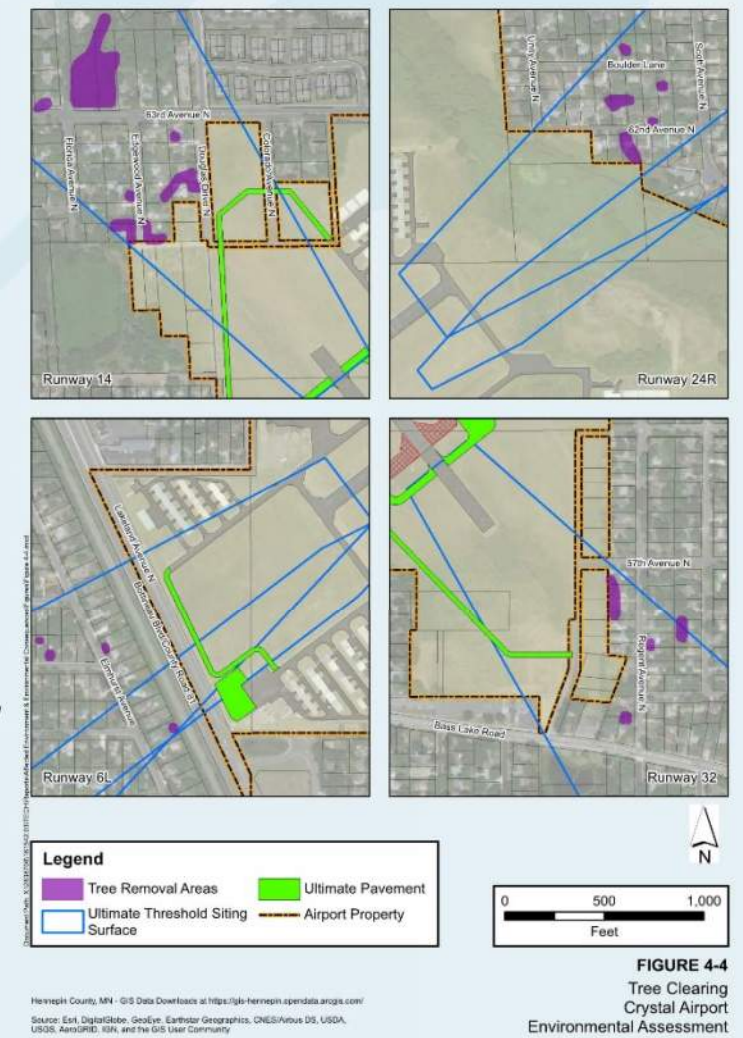
## Trees

- Why is tree removal needed?

Areas off runway ends must be clear of obstructions for the safety of aircraft in flight.

Tree removal or trimming is required even without the airport improvements.

The proposed project shifts the primary runway to the northwest, so some trees may need to be trimmed or removed a few years earlier than in a no-action scenario.



## Department of Transportation Section 4(f)

- Some trees that will be removed or trimmed are located in a public park. When a project impacts a park, further analysis is required to evaluate potential impacts to these resources.





# What environmental effects are considered?

## Air Quality

- Added pollutant emissions resulting from the project will be quantified.

## Natural Resources & Energy Supply

- Use of construction materials and changes in energy consumption resulting from the project will be quantified.

## Protected Species

- Endangered rusty-patched bumble bees and threatened northern long-eared bats are found in Hennepin County, but not on or near the Airport.

## Visual Effects (including light emissions)

- Changes to lighting systems will be evaluated with respect to nearby light-sensitive areas.

## Land Use

- Changes to the existing 1983 airport zoning ordinance will be considered.

## Historic, Architectural, & Cultural Resources

- Historians and archaeologists surveyed the airport and did not find any historic buildings eligible for protection, or any evidence of archaeological materials.

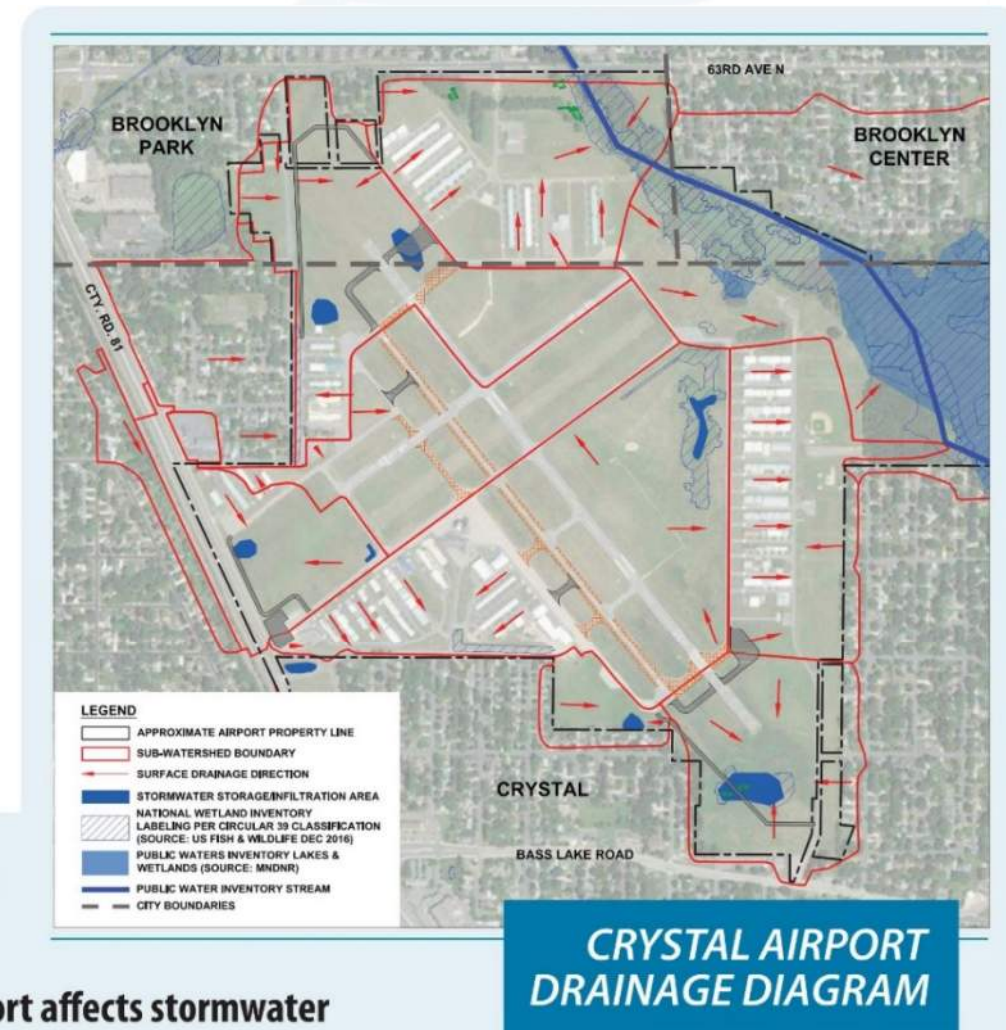
## Hazardous Materials, Solid Waste & Pollution Prevention

- Potential waste sources will be documented and minimized.
- Existing sources of hazardous materials will be avoided.

## Water Resources

- Changing and adding pavement at the airport affects stormwater runoff and drainage.
- Will this affect neighbors?

Stormwater runoff to the surrounding neighborhoods will not be affected.





# Next Steps



*For more detail, see the Stakeholder Engagement Plan on the project website. Schedule is subject to change. Any significant schedule updates will be published on the project website and distributed to e-news subscribers, as appropriate.*



# Stay Involved



**Sign-up to receive updates via our e-news subscription program**



**Visit the project website for up-to-date information**



**Attend the public hearing in early 2019**



**Share your thoughts via the “Contact Project Team” tab of the website or at the public hearing**

▶ *Project Website* 

<https://www.metroairports.org/General-Aviation/Crystal-Airport-Environmental-Assessment.aspx>







Public Event



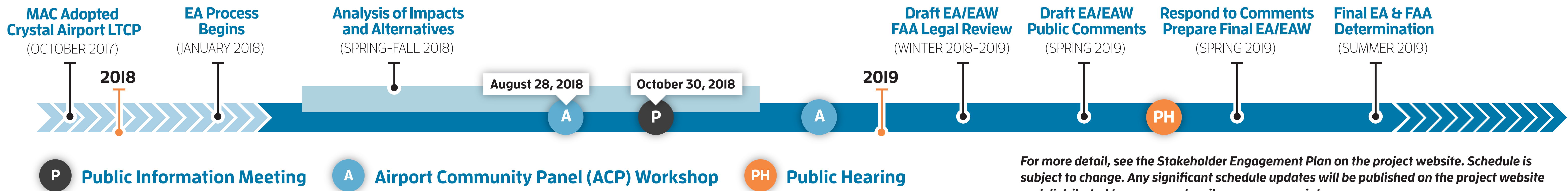
# Environmental Assessment: Crystal Airport

# E A



# Public Event

## Anticipated Environmental Assessment Timeline



For more detail, see the Stakeholder Engagement Plan on the project website. Schedule is subject to change. Any significant schedule updates will be published on the project website and distributed to e-news subscribers, as appropriate.

## Environmental Assessment Crystal Airport



# Stay Involved

The Metropolitan Airports Commission (MAC) is committed to a transparent and open community involvement process, which includes establishing an Airport Community Panel for this project. This advisory panel represents a broad group of stakeholders and will provide input to the project team, as well as share information out to their respective communities about the environmental review process.



- Sign-up to receive updates via our e-news subscription program
- Visit the project website for up-to-date information

- Attend the public hearing in early 2019
- Share your thoughts via the "Contact Project Team" tab of the website or at the public hearing

**Project Website**

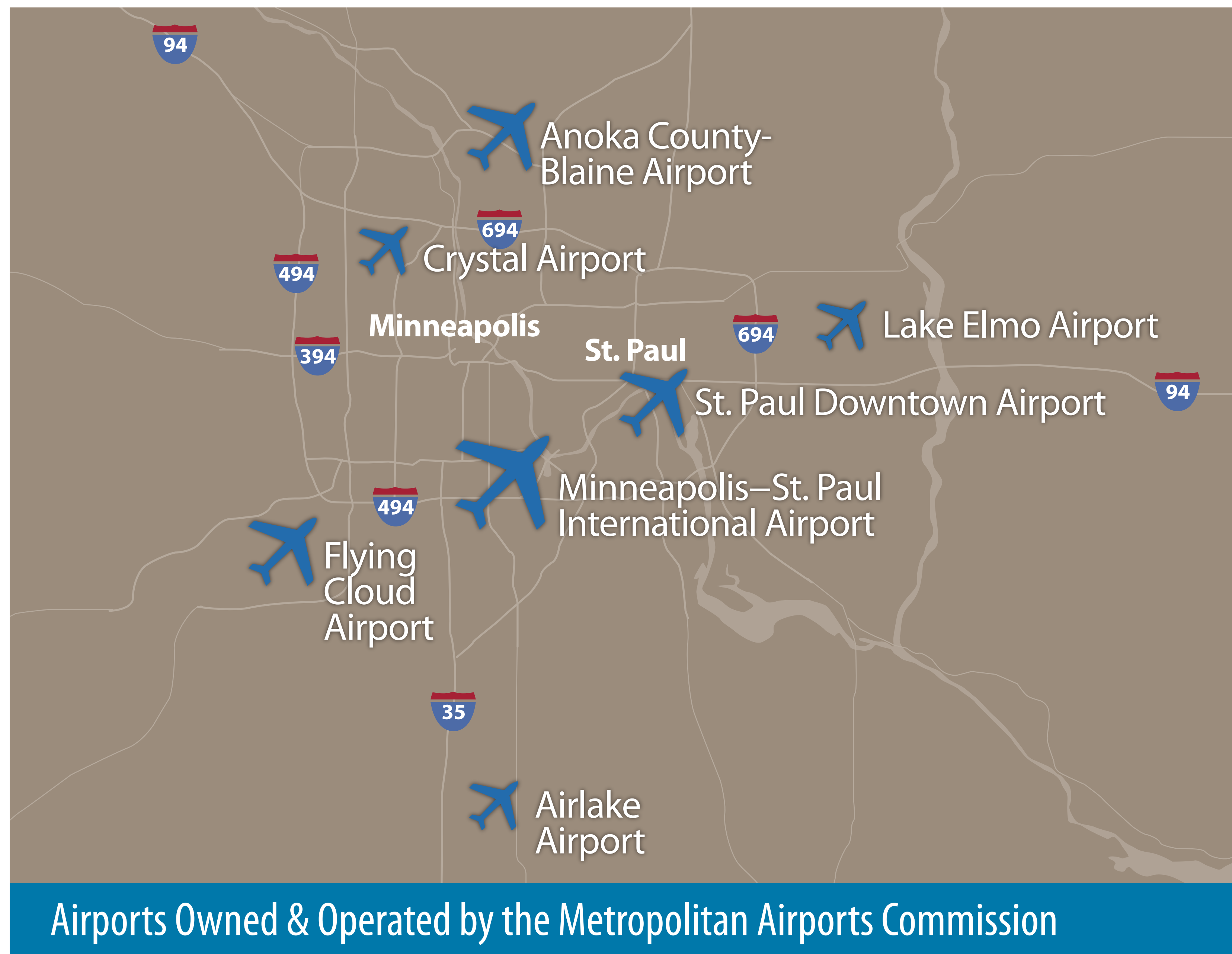
<https://www.metroairports.org/General-Aviation/Crystal-Airport-Environmental-Assessment.aspx>

## Environmental Assessment Crystal Airport





# Public Event



## Metropolitan Airports Commission (MAC)

- Owns and operates seven airports within 35 miles of the St. Paul and Minneapolis downtowns, including MSP and six general aviation airports
- Public corporation created by the Minnesota Legislature
- Provides and promotes safe, convenient, environmentally sound and cost-competitive aviation services to its customers
- Funded via self-generated income, issuing bonds, and acceptance of federal airport improvement funds. No local taxes are used to operate the MAC's airports.

## Environmental Assessment Crystal Airport





# Public Event

## Minnesota Environmental Policy Act (MEPA)/National Environmental Policy Act (NEPA)



**What is it?** NEPA requires federal agencies to assess environmental effects of proposed actions prior to making decisions. MEPA requires an environmental review process, similar to the federal NEPA process, to be used by local governments to analyze the potential environmental effects of proposed projects.

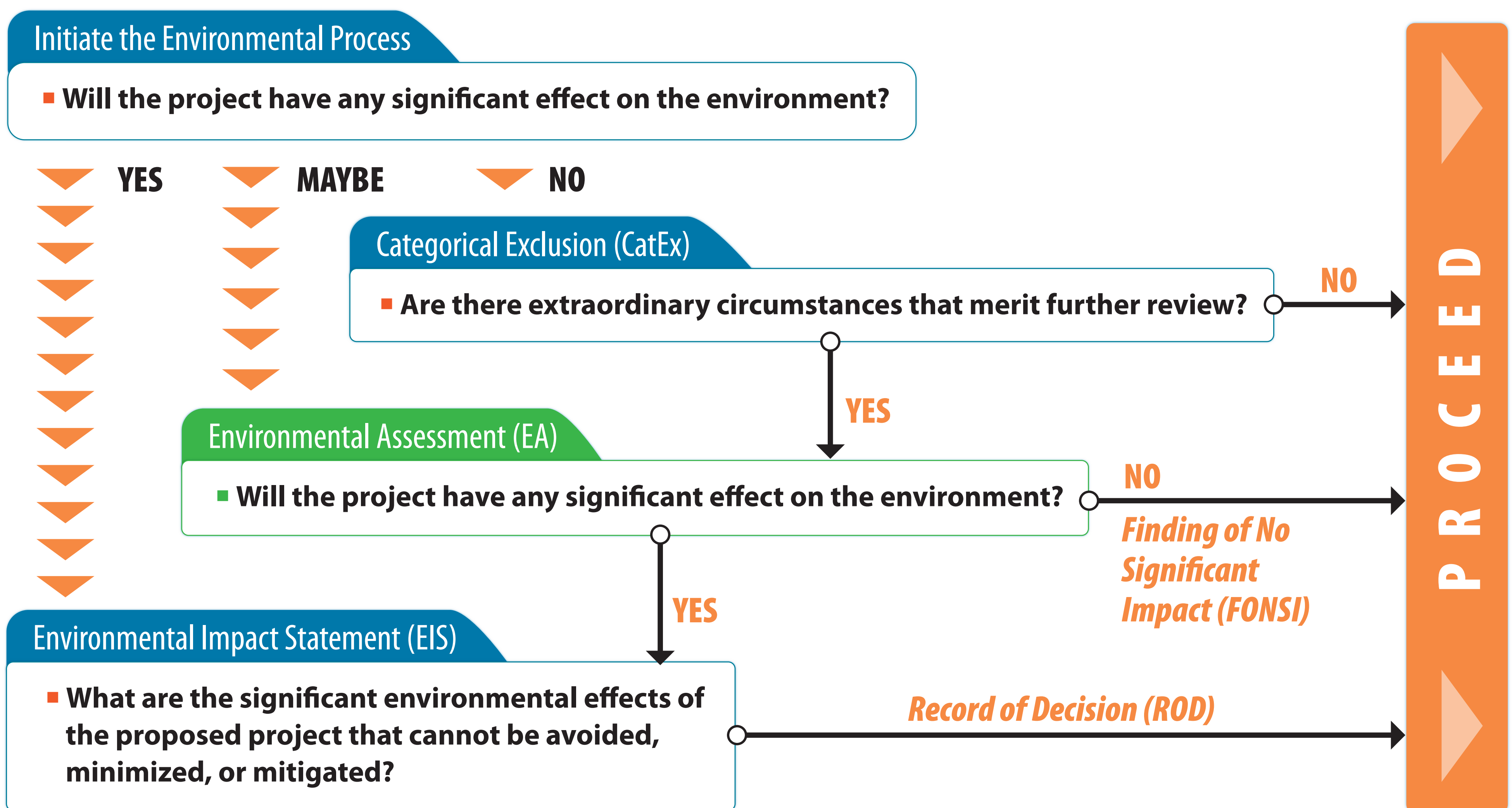


**What does it require?** An Environmental Assessment (EA) will be completed to satisfy NEPA requirements. An Environmental Assessment Worksheet (EAW) is required by MEPA for MAC reliever airport projects that involve construction of a runway or taxiway extension and the expenditure of more than \$2 million.



**How will it be accomplished?** We will prepare the Federal EA and a State EAW concurrently as they share many of the same informational requirements.

### National Environmental Policy Act (NEPA) Process



## Environmental Assessment Crystal Airport





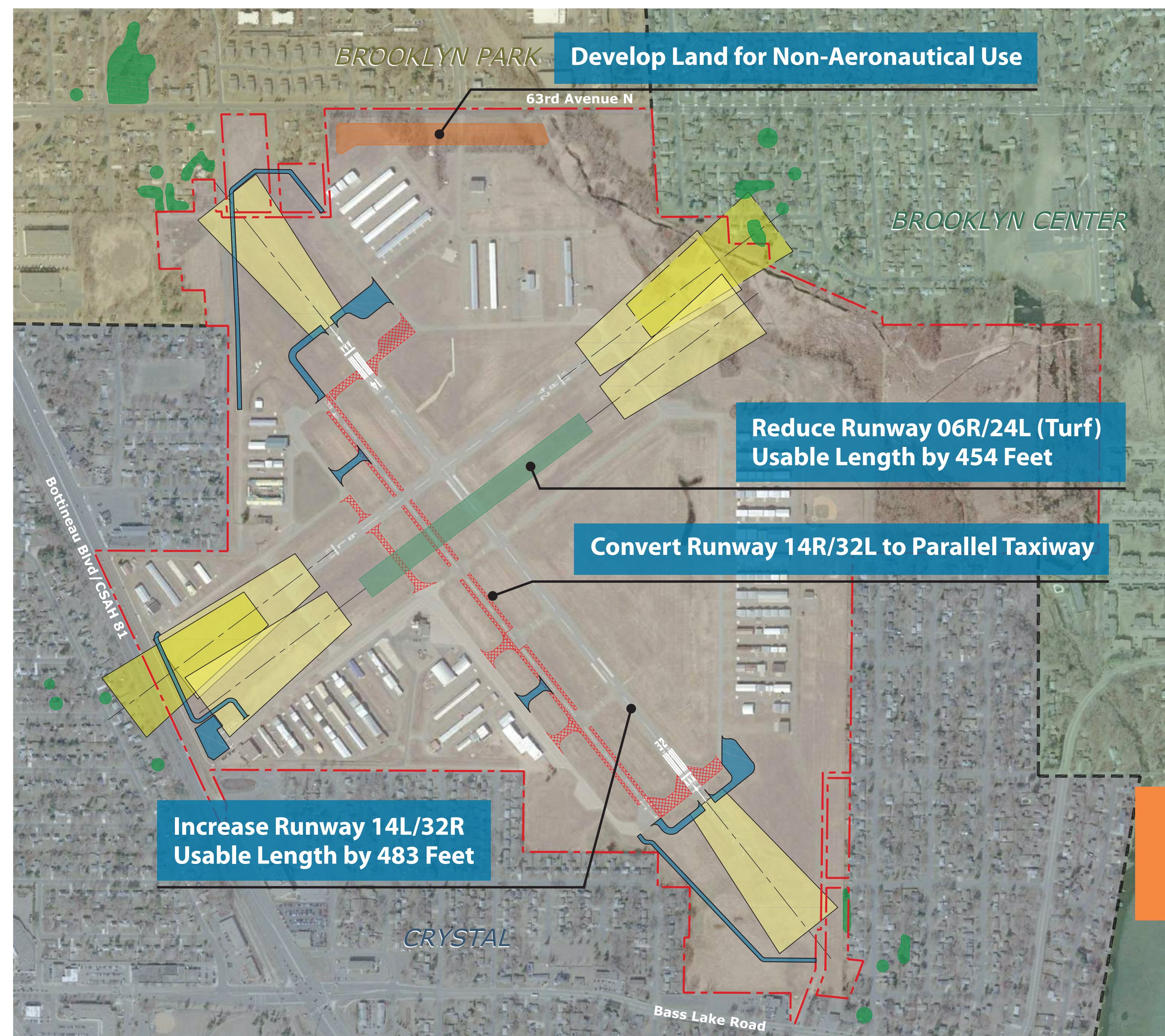
# Airport Role & Project Goals

## Airport Role

- Crystal Airport is an integral part of the MAC airport system
- Accommodates personal, recreational, and some business aviation travel to and from the adjacent communities
- Primarily serves small, propeller-driven aircraft with fewer than 10 passenger seats

## Project Goals

- Better align available runways, taxiways, and aprons with existing and forecasted aircraft activity
- Preserve and improve operational capabilities for aircraft using the airport
- Enhance safety by simplifying the runway and taxiway layout



LEGEND

- Existing Property
- Municipal Boundary
- Runway Protection Zone
- Turf Runway
- Pavement to be Removed
- Future Pavement
- Tree Removal Study Areas
- Non-Aeronautical Use Area

**CRYSTAL AIRPORT  
PREFERRED ALTERNATIVE**

# Environmental Assessment Crystal Airport

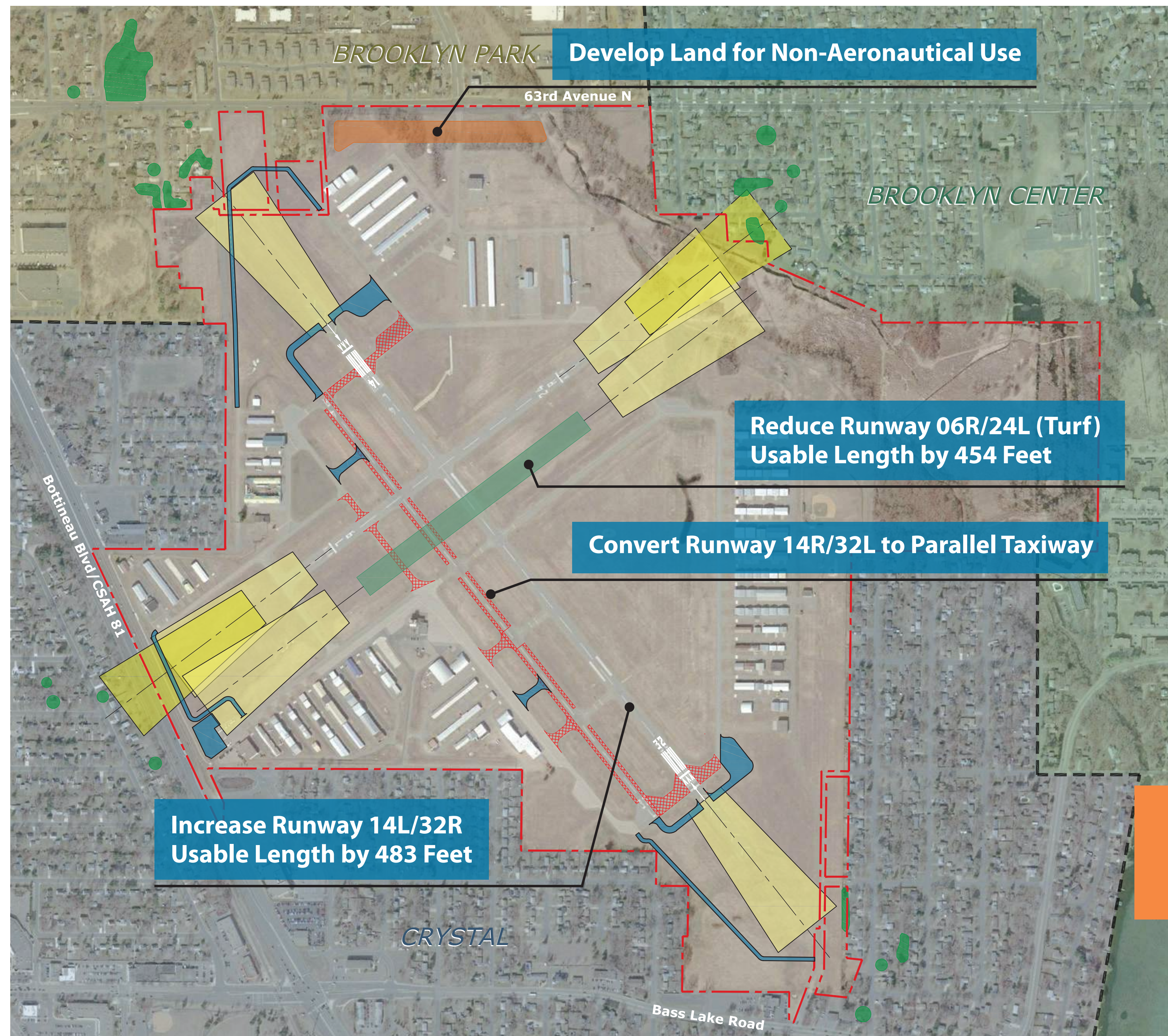




# Public Event

## Project Overview & Objectives

- Simplify the airfield layout
- Provide adequate runway length for aircraft currently using the airport
- Provide aircraft with enhanced arrival capabilities, while minimizing obstacles to the main runway
- Improve airfield roadways for airport vehicle circulation
- Expand the airfield apron for additional aircraft parking
- Develop airport-owned property that is not used for airport operations for other uses



### LEGEND

- Existing Property
- - - Municipal Boundary
- Runway Protection Zone
- Turf Runway
- Pavement to be Removed
- Future Pavement
- Tree Removal Study Areas
- Non-Aeronautical Use Area

**CRYSTAL AIRPORT  
PREFERRED ALTERNATIVE**

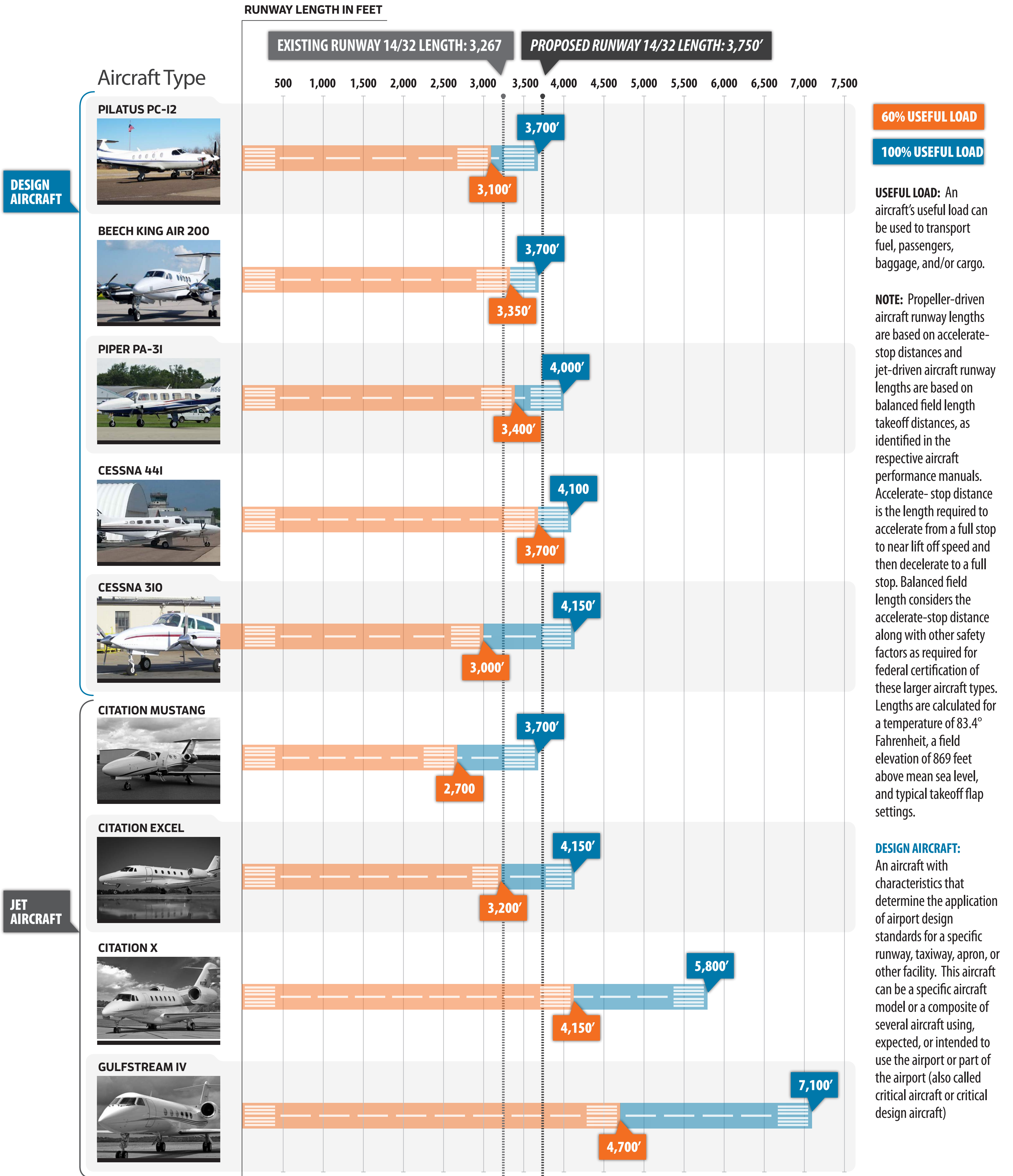
## Environmental Assessment Crystal Airport





# Public Event

## Project Objective: Provide Adequate Runway Length



# Environmental Assessment Crystal Airport





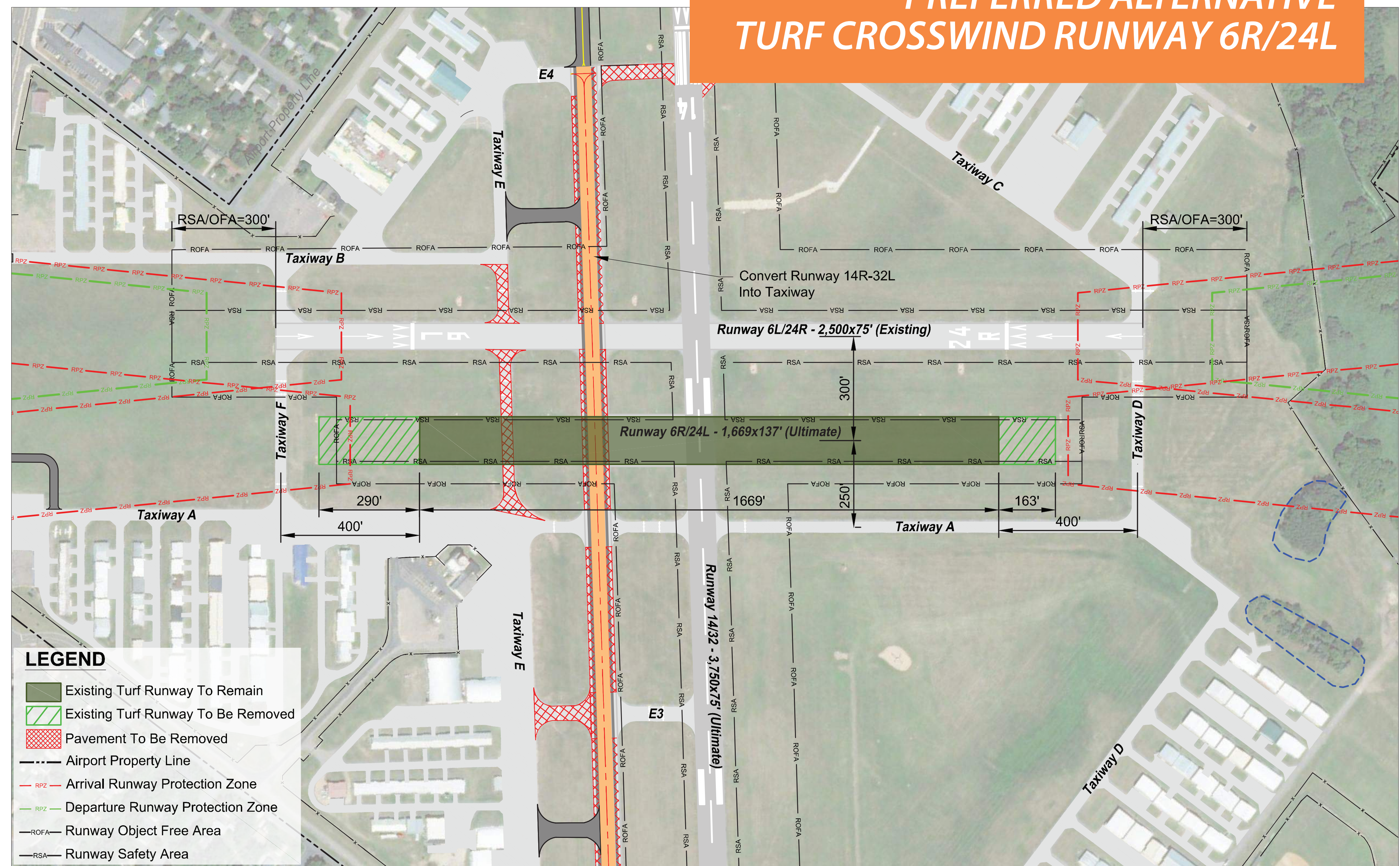




# Preferred Alternative: Turf Crosswind Runway 6R/24L

- Runway 6R/24L will be shortened to remove Taxiways D and F from the Runway Safety Area (RSA)
- Associated hot spots and areas of pilot confusion, due to crossing the RSA, will be eliminated
- Airport user feedback led to keeping the turf crosswind, the only one in the metro area
- Proposed runway length of 1,669 feet will meet existing user needs

**CRYSTAL AIRPORT  
PREFERRED ALTERNATIVE  
TURF CROSSWIND RUNWAY 6R/24L**



## Environmental Assessment Crystal Airport





# Public Event

## What environmental effects are considered?

### Air Quality

- Added pollutant emissions resulting from the project will be quantified.

### Natural Resources & Energy Supply

- Use of construction materials and changes in energy consumption resulting from the project will be quantified.

### Noise & Compatible Land Use

#### How might airport noise levels be affected?

One runway is closing. Traffic on this runway will shift to other runways.

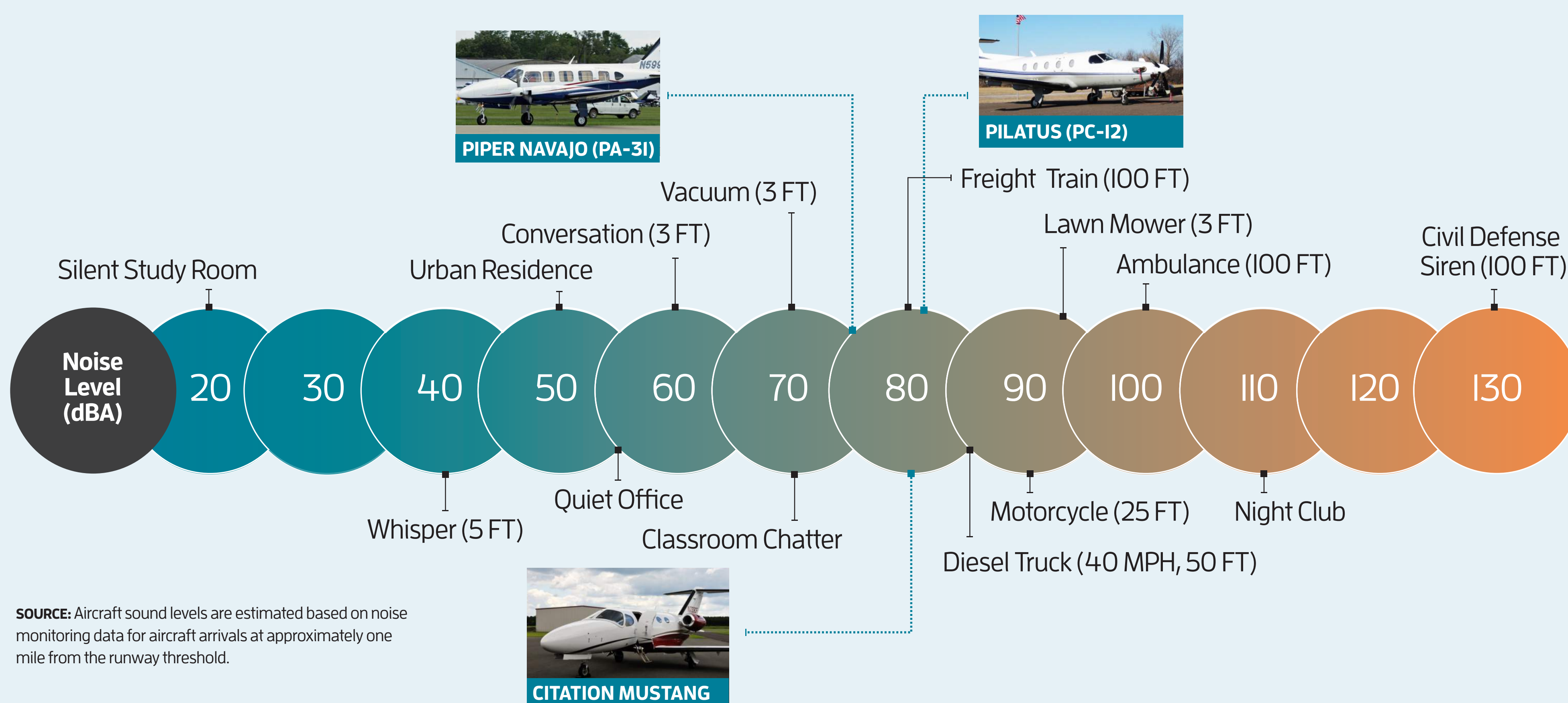
The primary runway will be slightly longer and will move closer to the northwest side of the airport. The turf crosswind runway will be shortened, moving the ends farther from neighbors.

#### What does this mean for neighbors?

There will be minimal changes from current conditions.

#### What efforts are employed to help reduce aircraft noise?

Pilots are asked to follow the airport's noise abatement plan, which instructs them on methods for keeping aircraft as quiet as possible when operating at the airport.



# Environmental Assessment Crystal Airport





# Public Event

## What environmental effects are considered?

### Climate

- Greenhouse gas emissions will be quantified.

### Trees

- Why is tree removal needed?

Areas off runway ends must be clear of obstructions for the safety of aircraft in flight.

Tree removal or trimming is required even without the airport improvements.

The proposed project shifts the primary runway to the northwest, so some trees may need to be trimmed or removed a few years earlier than in a no-action scenario.

### Department of Transportation Section 4(f)

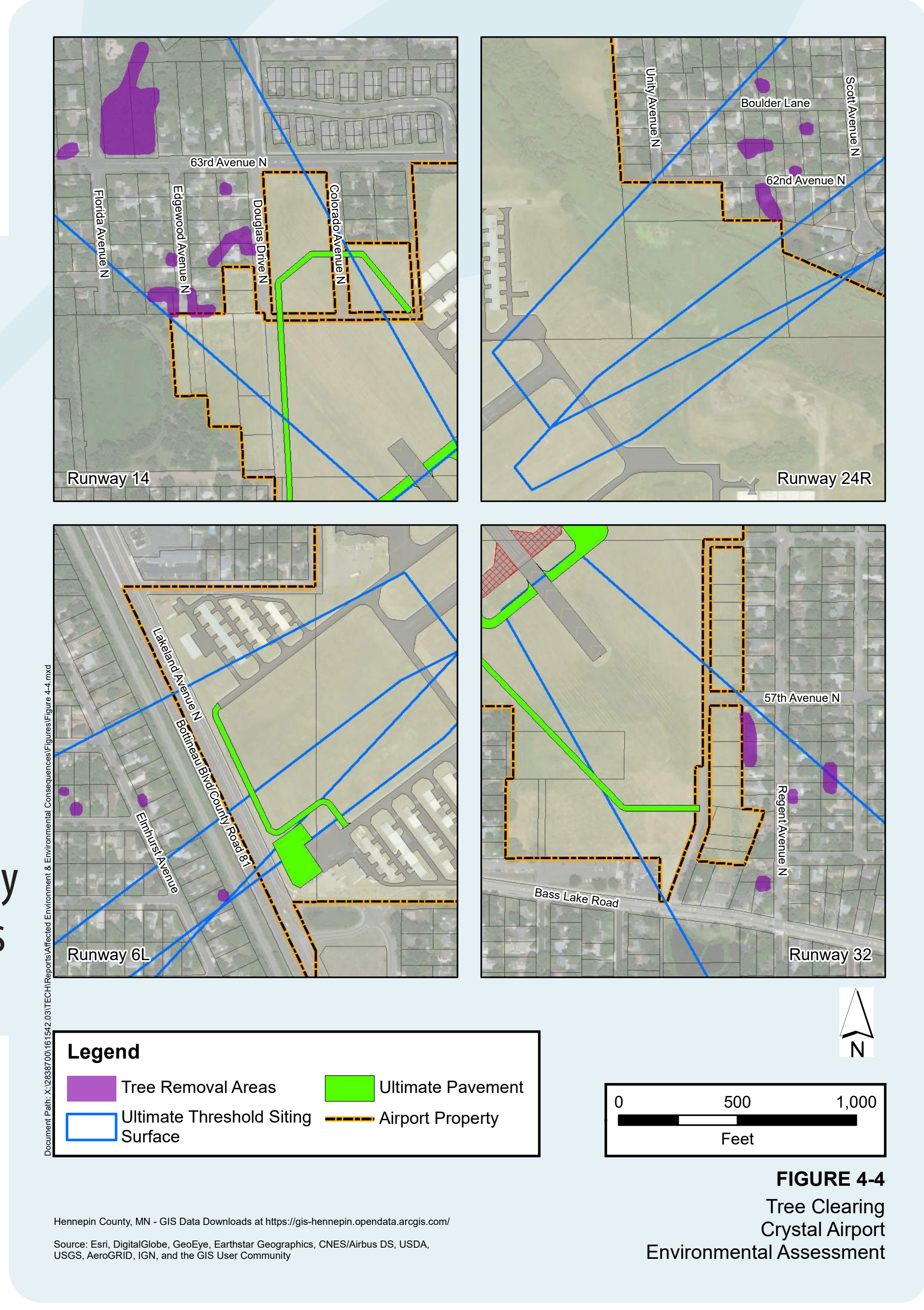
- Some trees that will be removed or trimmed are located in a public park. When a project impacts a park, further analysis is required to evaluate potential impacts to these resources.

### Protected Species

- Endangered rusty-patched bumble bees and threatened northern long-eared bats are found in Hennepin County, but not on or near the Airport.

### Visual Effects (including light emissions)

- Changes to lighting systems will be evaluated with respect to nearby light-sensitive areas.



**FIGURE 4-4**  
Tree Clearing  
Crystal Airport  
Environmental Assessment





# Public Event

## What environmental effects are considered?

### Historic, Architectural, & Cultural Resources

- Historians and archaeologists surveyed the airport and did not find any historic buildings eligible for protection, or any evidence of archaeological materials.

### Land Use

- Changes to the existing 1983 airport zoning ordinance will be considered.

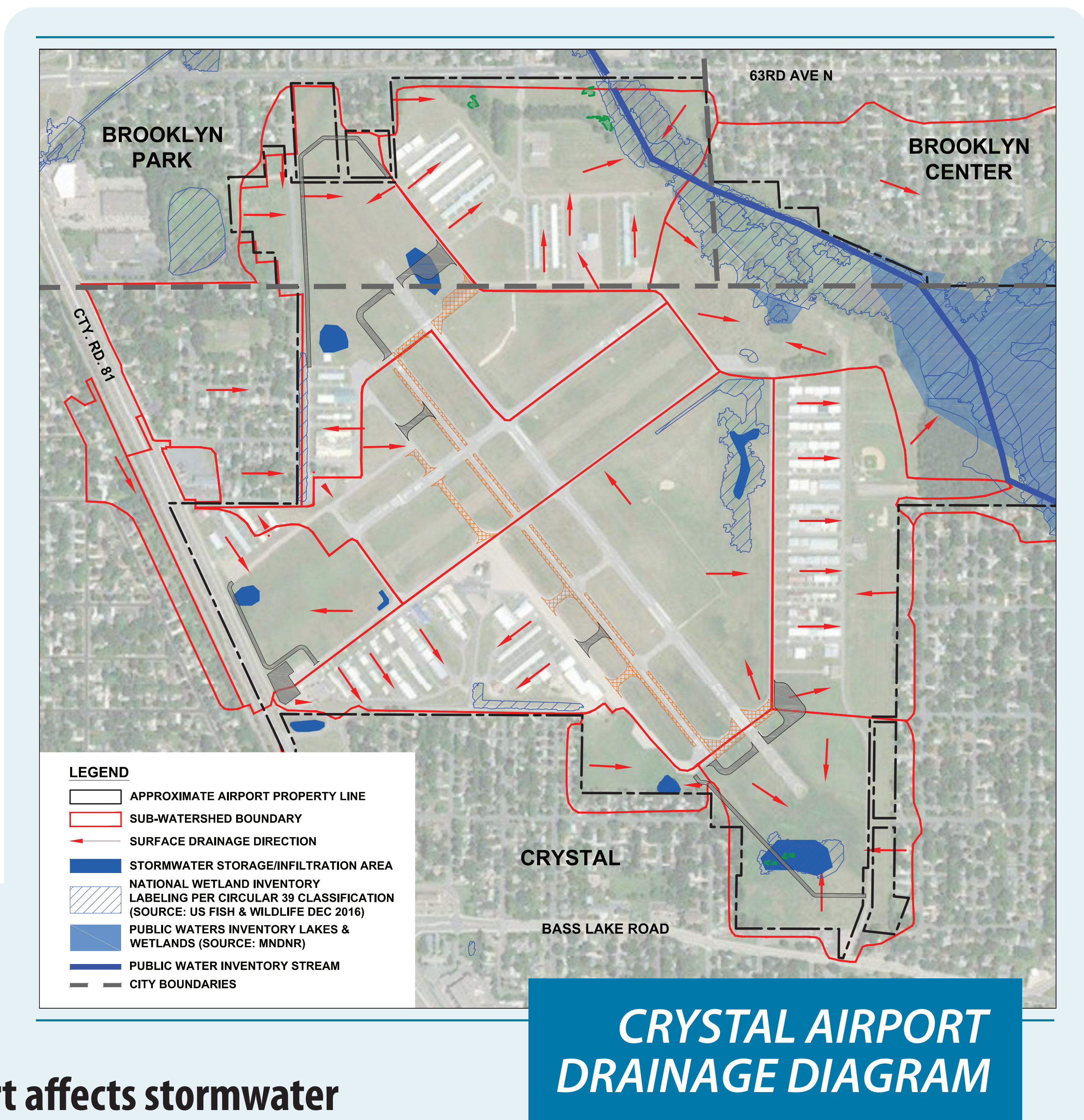
### Hazardous Materials, Solid Waste & Pollution Prevention

- Potential waste sources will be documented and minimized.
- Existing sources of hazardous materials will be avoided.

### Water Resources

- Changing and adding pavement at the airport affects stormwater runoff and drainage.
- Will this affect neighbors?

Stormwater runoff to the surrounding neighborhoods will not be affected.



# Environmental Assessment Crystal Airport







## CRYSTAL AIRPORT FEDERAL EA / STATE EAW

# Airport Community Panel

## Meeting #2 Minutes

Crystal Airport Meeting Room

March 5, 2019

6:30 P.M.

### Panel Attendees

Dan Olson

Warren Batzlaff

Gary Schmidt

Neil Ralston

### Representing

City of Crystal

Airport Tenant/User

Metropolitan Airports Commission

Metropolitan Airports Commission

### Other Attendees

Dana Nelson

Naomi Pesky

Phillip Tiedeman

Evan Barrett

Sarah Emmel

Colleen Bosold

### Representing

Metropolitan Airports Commission

Metropolitan Airports Commission

Metropolitan Airports Commission

Mead & Hunt

Mead & Hunt

Mead & Hunt

### Public Observers

John Grosen

### Representing

Reliever Airports Advisory Council

### Absent Panel Members

Jason Gottfried

Cindy Sherman

Ginny McIntosh

Julie Deshler

Kyle Lewis

Katie Clark-Sieben

### Representing

Hennepin County

City of Brooklyn Park

City of Brooklyn Center

Local Citizens/Crystal

Aircraft Owners and Pilots Association

MAC Commissioner District C

*The attached report represents this writer's interpretation of items discussed during the meeting. Any corrections or additional information should be brought to our attention for clarification.*

### The purpose of the meeting was to:

- Conduct a debrief of the October 30<sup>th</sup> public event and get the Airport Community Panel's (ACP's) feedback on what went well and what could be improved for the public hearing.
- Provide an overview of the environmental impacts of the proposed development (preferred alternative) and get feedback from the ACP on the material presented to incorporate into the presentation for the upcoming public hearing.

## Meeting Minutes

- Share with the ACP the next steps in the EA/EAW process.
- Continue to equip ACP members to be the point of contact for information sharing, both to and from the community and MAC, and to respond to inquiries from their constituent groups.

Neil Ralston, MAC Aviation Planner, and Evan Barrett, the consultant team Project Manager from Mead & Hunt, presented and facilitated the meeting. A copy of the meeting presentation can be found at: <https://metroairports.org/General-Aviation/Crystal-Airport-Environmental-Assessment/Documents-and-Links/MIC-ACP-Meeting-2-Slide-Deck-03-05-2019.aspx>

### **The Panel discussion occurred as follows:**

Warren Batzlaff asked if the cities and municipalities surrounding the airport's runway protection zones (RPZs) are cooperating with zoning and land use restrictions, such as having appropriate regulations for building height development, tree heights, etc. Neil explained that part of the plan is to move the RPZs for the primary runway fully onto airport property. For the crosswind runway there are still some portions where the RPZs cross roads or go off-airport. Warren asked whether a process was in place to make sure that the cities involved in those areas have the appropriate regulations. Evan responded that it was the MAC's intent to convene a Joint Airport Zoning Board (JAZB) as part of the project implementation. The JAZB would involve all those jurisdictions. Neil confirmed there is currently a zoning ordinance for both land use and height in place, but it needs to be refreshed. Neil confirmed that through these planning and environmental processes, the MAC is renewing its partnerships with the local municipalities to minimize incompatible uses around its airports. He also noted that, as Crystal is a relatively developed area, there's not much to develop around the Crystal Airport, and that tree growth is the primary issue. Warren clarified, that from a zoning standpoint, his point was that people should know they can't plant trees that will grow to unacceptable heights, so the MAC doesn't have to spend money every 20-30 years to cut down trees and plant appropriate low-growing species.

Warren Batzlaff asked if there was an overall increase in green space and decrease in the amount of total pavement coverage for the proposed project. Evan responded that, while the project will remove a lot of pavement, there is approximately a net acre of increased pavement. He noted this includes the roads, apron, runway and taxiway extensions. Neil clarified MAC will not remove the entire runway that's being closed, it's being narrowed, but extended out to the new ends of the runway.

During the Department of Transportation Section 4(f) portion of the presentation, when Evan stated there were approximately 30 trees in Edgewood Park that would need to be removed, John Grosen asked "out of how many?" Evan replied it was about 30 out of several hundred trees, pointed them out in a photo within the presentation, and said they had not been intentionally planted. He mentioned the team has been working with the City of Brooklyn Park—the owner of the park—to establish a tree replacement plan that should improve the park. He also said the team has worked with the FAA over the last several months to establish a *de minimis* determination. That determination says that, while there are impacts to the park, those impacts will not adversely affect the park. He then handed out a tree fact sheet handout that the team developed in response to several questions about tree removal that came up at the October 30<sup>th</sup> public meeting. He said the fact sheet will be made available on the project website and distributed at the public hearing. The handout explains the tree impacts associated with the project and outlines what the MAC intends to do to minimize impacts and replace trees. He asked for the panel's feedback on the fact sheet so that any suggested improvements could be considered and addressed prior to distributing the fact sheet at the public hearing and posting it to the project website. Warren suggested considering adding that the tree removal also benefits the safety of the community.



## Meeting Minutes

He also pointed out that silver maples are another non-hardwood tree and that those and cottonwoods (two of the tree species to be removed) are susceptible to storm damage and falling on houses and other property. He pointed out the dual benefit in trying to change the mix a bit. Dan Olson mentioned that the City of Crystal has an approved tree species list on their website with 60-70 trees included—a mix of softwoods and hardwoods—and asked if the MAC was open to having those trees planted as replacement trees. Neil said they would want to screen the list for slow-growing vs. fast-growing trees. Evan asked whether the list identifies the types of trees the City would use when replacing trees. Dan confirmed it was, and Evan said the team would review at the list. Neil reiterated the team knows this is a sensitive topic for many community members. He said the plan as of now is to work with the City of Brooklyn Park to replace the trees that are removed in Edgewood Park with more appropriate, slower-growing trees. For private residential properties, they will negotiate the fair market value of the trees with the homeowners, not just coming in and cutting down the trees without compensation. Evan also mentioned that, as part of the team's coordination with the City of Brooklyn Park, they worked with the Parks Department and their consultant who is developing a natural resource management plan for the park system as a whole to establish specific tree species they'd like to see planted in the park. He noted they're trying to move toward a native species type of plan where there are not as many exotic type species planted in the parks.

During the Historic and Archeological Resources section of the presentation, Gary Schmidt asked if the project team knew that the airport was relocated to its current site in the late 1950s. Evan confirmed that the team was aware of that and noted the detailed report resulting from this analysis would be available as an appendix to the EA/EAW.

During the Zoning section of the presentation, Dan Olson asked if the JAZB would be convened after the EA/EAW process. Evan and Neil confirmed that was correct.

Dan Olson asked if the Environmental Justice analysis was based on census tracts? Evan replied it was based on census block groups using the EJSCREEN tool on the EPA's website. Sarah Emmel confirmed the analysis used the 2016 five-year community survey data from EJSCREEN. John Grosen asked if proportionate or disproportionate was strictly based on geographic area and population? Evan replied that it's somewhat subjective but said the intent is to make sure that any project does not have more of an effect on a minority population than a non-minority population. He noted that the project team's conclusion is that the effects of the project are fairly evenly distributed throughout the affected area and he stated the FAA is likely to concur with that conclusion.

Regarding tree removal on private properties, John Grosen asked if the MAC has the legal authority to just take the trees, and whether it is just a matter of when and how. Neil responded that the MAC is generally able to come to an agreement with homeowners; however, there have been some cases in which the MAC has not been able to come to an agreement with a homeowner. In those situations, the MAC has elected to not take the trees without an agreement in place. He further stated this would be one of the discussions during the zoning process—how the JAZB sets standards on height limitations, spreads the word, and enforces the zoning standards because they haven't been enforced in quite some time. He noted there weren't hundreds and hundreds of trees that would be removed, but about 50 off-airport trees that aren't in the park. Warren added, that if you have a big silver maple or one of those cottonwoods and it comes down on your house, it could cost several thousand dollars to get it out of the yard. Neil concurred, and said the MAC would be compensating homeowners for the fair market value of the tree. Warren noted that any tree replacements would likely be with a slower-growing hardwood tree. Neil clarified that for the residential tree removals, the MAC would be offering fair market value for the tree, and then homeowners could choose to replace it if they wished—he wanted to make it clear that the MAC would not be offering fair market value AND replacing the trees on the private residential

## Meeting Minutes

lots. Warren suggested getting information from the tree companies on estimated costs for removing these trees and sharing that information with the affected homeowners. He shared that he has a neighbor who just bought a house in Crystal and couldn't get insurance until they removed a silver maple overhanging their house. He said he wouldn't fail to mention that it is an advantage to the homeowner in that scenario, because a lot of people aren't trimming their trees because they can't afford it. Neil said it's a process to work through, but something the MAC is familiar with doing and has quite a high success rate. John Grosen added that based on the public comments at the last public meeting, it seems that trees are going to be the MAC's biggest issue. Dan Olson stated he believed those are the same comments the MAC received during the comprehensive planning process. Neil confirmed they were. Naomi Pesky mentioned it will be helpful that the team has the visuals now of what the tree removal impacts will look like.

Neil asked the panel if there was anything else they saw in the presentation that struck them as a potentially sensitive issue. Dan Olson asked about the four properties that are impacted by the noise contours and what the process was for contacting them and doing the analysis. Dana Nelson explained that the MAC would put together a plan for how they would measure noise, based on different FAA guidance documents on the topic. They would then work with the City and FAA to get their approval of that plan. The MAC would then reach out to homeowners and conduct acoustical testing. This involves going into the homes and doing interior as well as exterior noise level testing. They would then analyze the level of sound insulation the home provides to see if it triggers the threshold set by the FAA. She noted the MAC has done this a couple different times in the past—once around MSP and once around Flying Cloud Airport—so they have a good template to use. She then invited Dan or anyone else at the City who was interested to accompany the team when doing the testing. Dan responded that the building official had expressed interest. Dana further explained how they do the testing, using a big speaker and pink noise (on the same frequency level as white noise). She said they only test habitable rooms, such as bedrooms and living rooms. John Grosen said it's surprising that they'd have to do this testing since these homes are already inside that existing 65 DNL. Gary Schmidt said it's required because they are making a change in the runway configuration. Dan said he imagined people would be open to having this done. Dana said she would hope so, and noted that in the past, people have been open to it. MAC needs to request access to the home but can typically be in and out of each home in a couple hours. She said that because it's only four homes, they would test each home. In the past, when it's been a larger area, they've tested a sampling of the homes.

Warren Batzlaff asked what the funding outlook looked like. Evan responded the MAC is doing the EA because it's a requirement in order to get federal funding, so it is the MAC's intent to get a federal grant to do the construction for the project. Neil mentioned it's a high-priority project for the FAA because of the hot-spots. Evan said there are a lot of pieces to the project; the runway and taxiway pieces of the project would be eligible for federal funding and noted those are the lion's share of the cost of the project. He said the perimeter roads, aprons and other project components might not compete as well for federal funding, so it remains to be seen if they'll get significant federal assistance. Warren asked about the timing for construction. Evan responded they're targeting construction starting either late 2020 or early 2021.

Dana Nelson then outlined the next steps in the process. She stated the MAC Commission Planning, Development and Environment (PD&E) Committee would be the hearing officers for the public meeting. One option for the public hearing is to hold it as part of a PD&E Committee meeting, which are held at MSP, beyond security. She noted this option is not very conducive to inviting the public. The other option is to have it at a city hall-type location near the Crystal Airport and invite the PD&E committee members out to the community. She stated the latter is the MAC's preference but wanted to get input



## Meeting Minutes

from the ACP members. Timing is anticipated for late May. Dan Olson said he thought it would be nice to have it in the community. He offered that the Crystal City Hall or Community Center could host it. Evan said the team anticipates publishing the draft EA/EAW for public review on or around April 22<sup>nd</sup>. It will be available on the Crystal EA/EAW project website, and subscribers to the email list will also get a notification.

The meeting adjourned at approximately 7:40 p.m.

# Crystal Airport

Federal Environmental Assessment (EA)/  
State Environmental Assessment Worksheet (EAW)



March 5, 2019 – Airport Community Panel Meeting #2  
Environmental Impacts Overview



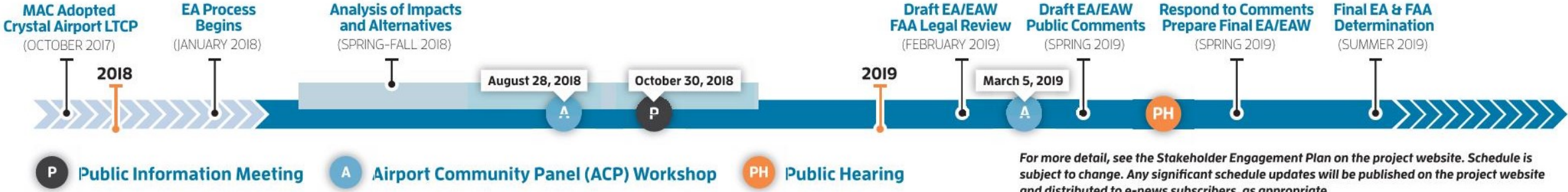


# Presentation Outline

- October 30, 2018 Public Meeting Recap
- Environmental Effects Overview
- Next Steps: Draft EA/EAW publication and public comment period timeline



# Timeline





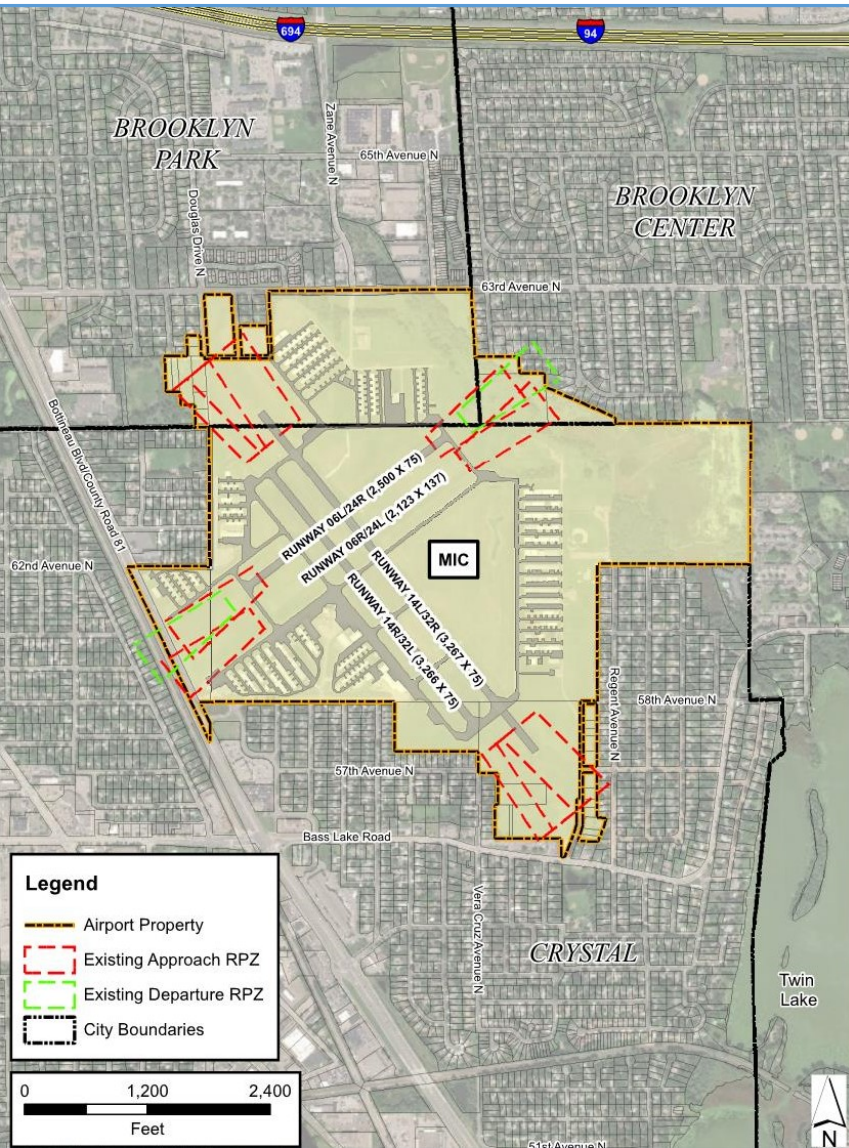
# Public Meeting Recap: October 30, 2018

- Objective: Provide information and give community members an opportunity to ask questions about proposed improvements
- Agenda:
  - Open house with project boards and one-on-one engagement
  - Presentation
  - Session Q & A
- 17 community members attended
- Topics of questions from attendees
  - Tree removal, including Edgewood Park and wildlife habitat
  - Location of runway ends after the runway shift
  - Whether the airport is likely to expand in the future
  - Drainage at 61<sup>st</sup> and Douglas Drive

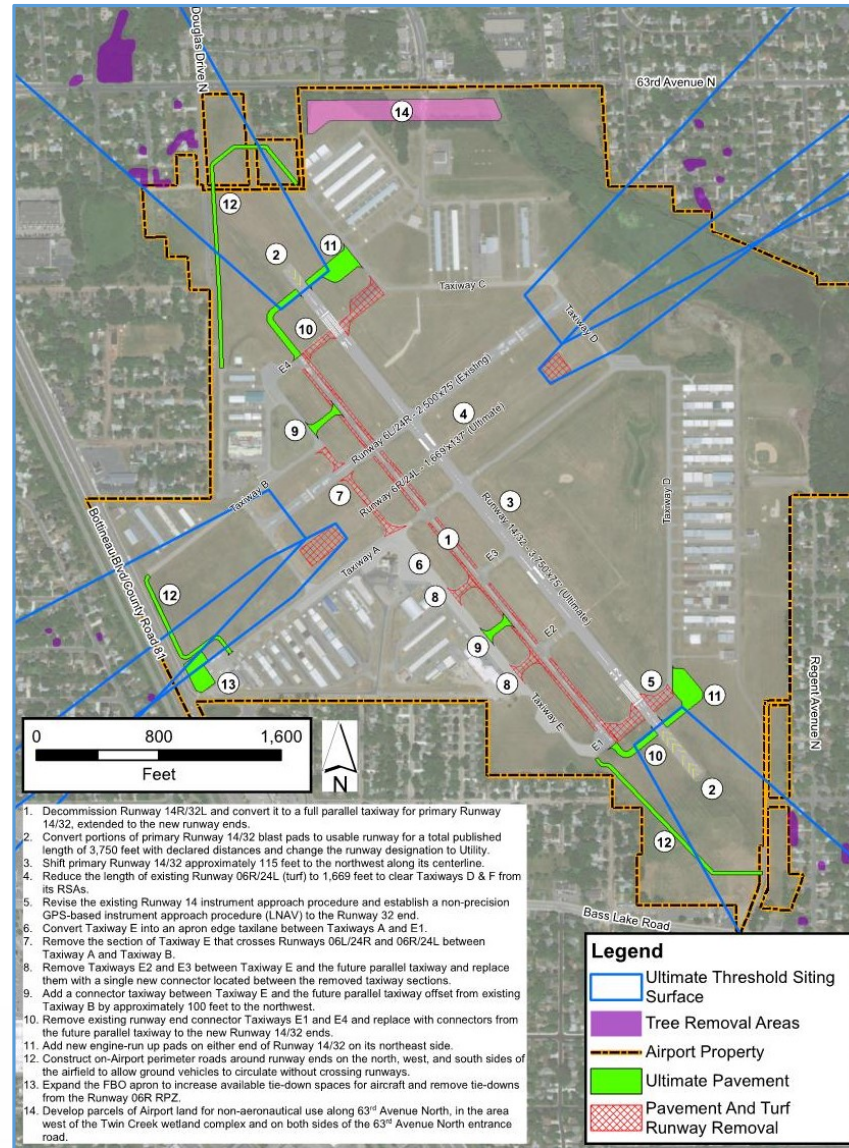


# Method for Determining Environmental Effects

- Preferred Alternative compared against **No Action Alternative** to determine effects for each environmental category
- **No Action Alternative** represents what would occur if MAC were to maintain the existing airfield configuration and runway lengths



**No Action**



**Preferred**



# Environmental Analysis and Cumulative Impacts

- Air quality modeling
- Aircraft noise modeling
- DOT Section 4(f) resource review
- Vegetation management strategies
- Hazardous materials inventory
- Historic/architectural and archeological resource assessment
- Land use compatibility and zoning assessment
- Socioeconomics and environmental justice analysis
- Wetland delineation
- Other NEPA categories
- Cumulative Impacts – consideration of projects that are connected, cumulative and similar (common timing and geography)

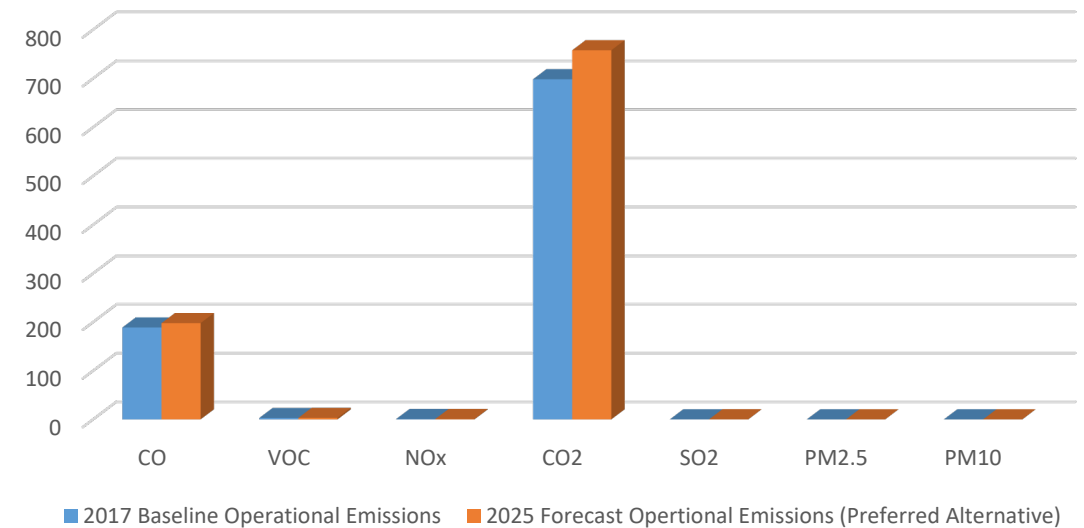


# Air Quality

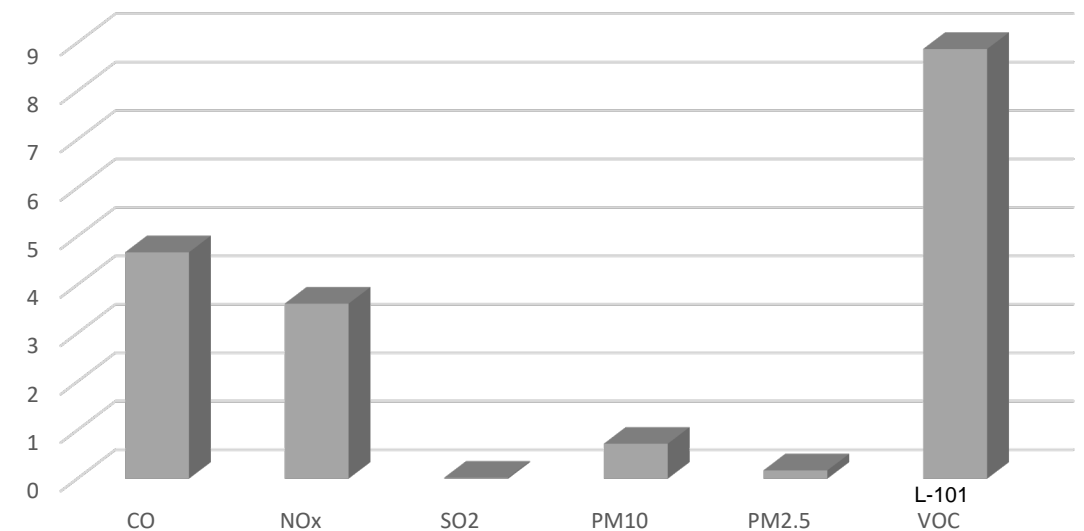
- Emissions evaluated with reference to National Ambient Air Quality Standards (NAAQS) and Clean Air Act requirements
  - NAAQS pollutants include CO, NO<sub>x</sub>, SO<sub>x</sub>, O<sub>3</sub>, Pb, and particulate matter
  - Other pollutants identified in charts at right are provided by the FAA model for informational purposes
- Operational emissions
  - 2025 “with project” emissions comparable to 2017 baseline emissions
  - Will not exceed FAA Air Quality Handbook *de-minimis* thresholds for NAAQS pollutants
  - Considers taxi out, takeoff, climb out, approach, landing, and taxi in operations
- Construction emissions
  - Will not exceed FAA Air Quality Handbook *de-minimis* thresholds for NAAQS pollutants
  - Considers all construction activities

De-minimis thresholds are the minimum thresholds (in tons) for which a Clean Air Act conformity determination must be performed, for various criteria pollutants in various areas. In Hennepin County, these pollutants are CO and SO<sub>x</sub>.

Operational Emissions (tons)



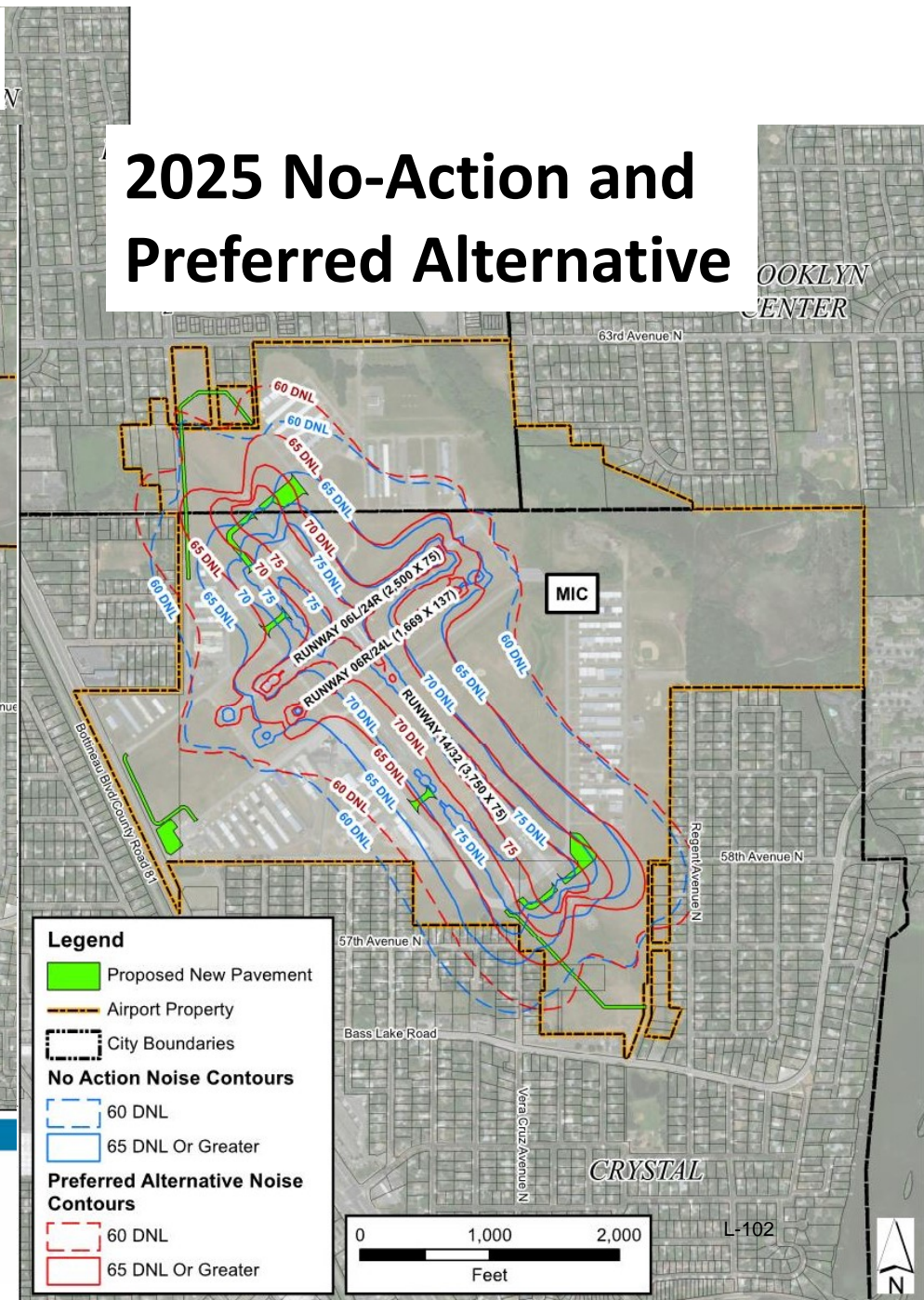
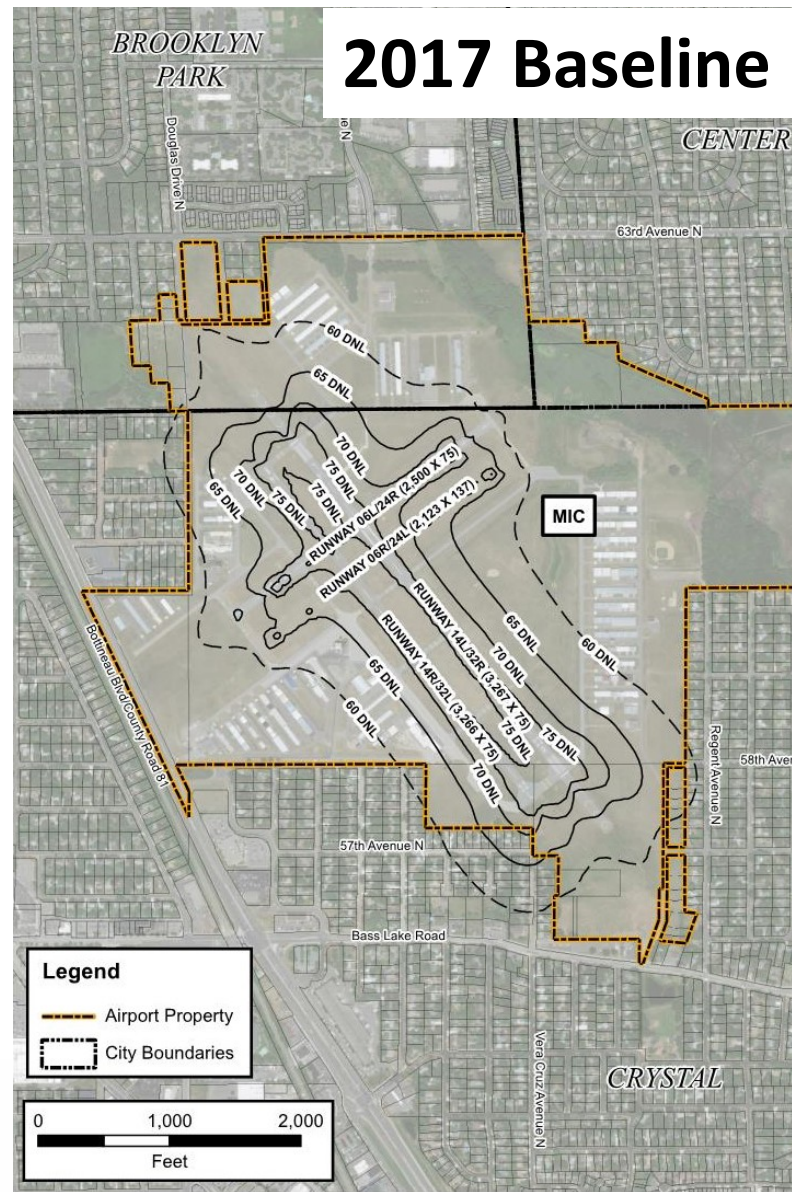
Construction Emissions (tons)





# Noise Model

- Off-Airport residential parcels in 65 decibel day night average sound level (DNL) noise contour are projected to reduce from eleven to four with the Preferred Alternative

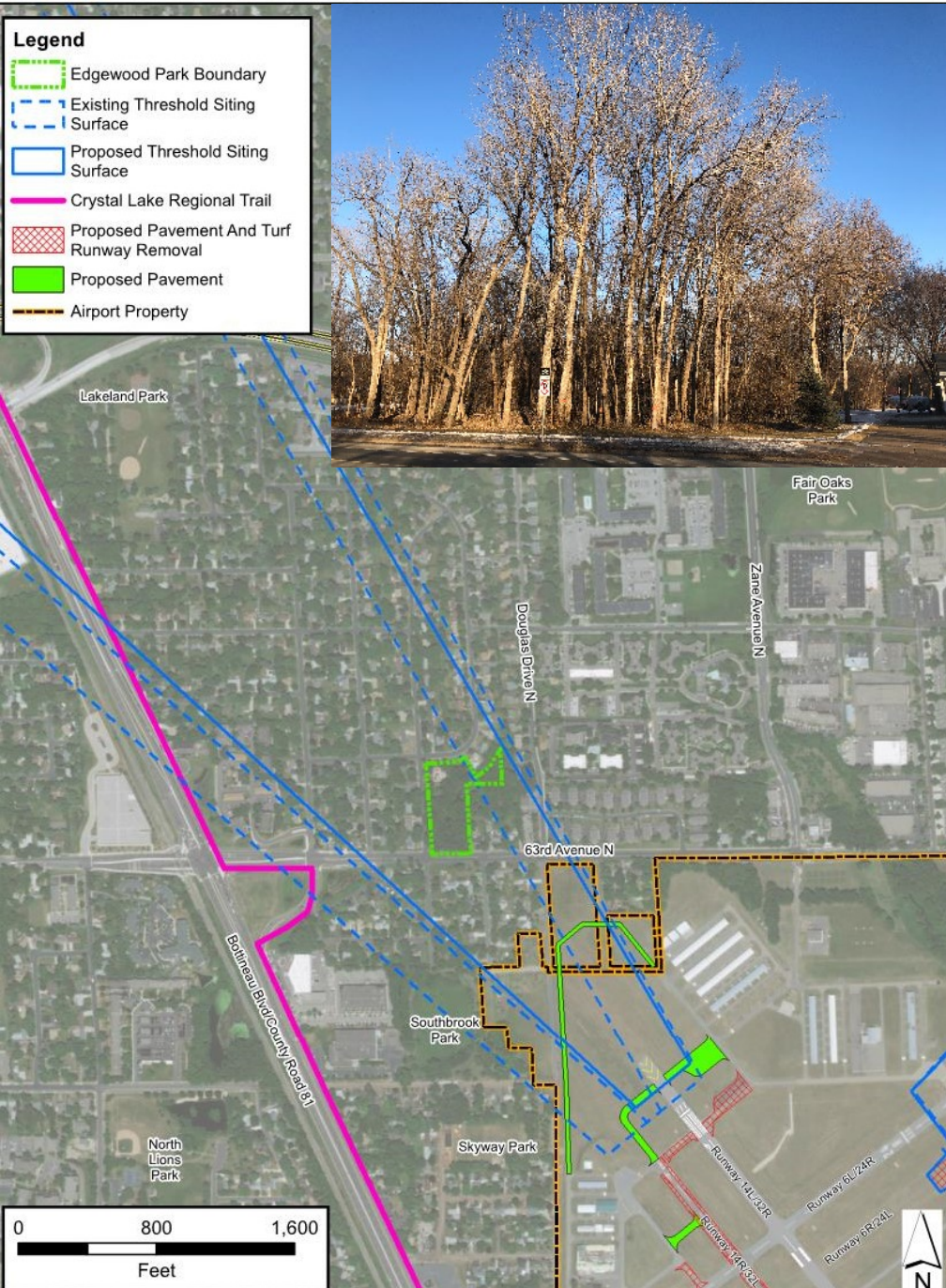




# Department of Transportation

## Section 4(f)

- 4(f) protects public parks and wildlife areas from impacts of transportation projects
  - Projects must examine all feasible alternatives and include all possible planning to minimize harm to 4(f) lands
  - If the project would not adversely affect the activities or features qualifying a park for Section 4(f), the FAA may make a *de minimis* determination about the use of the property
- Edgewood Park
  - Several trees will penetrate the Threshold Siting Surface for Runway 14 in both no action and preferred alternatives, requiring removal
  - Trees are projected to penetrate the TSS sooner under the preferred alternative
  - All of the park's approximately 30 trees requiring removal are cottonwoods
  - FAA issued initial *de minimis* determination





Edgewood Park Before



Edgewood Park After

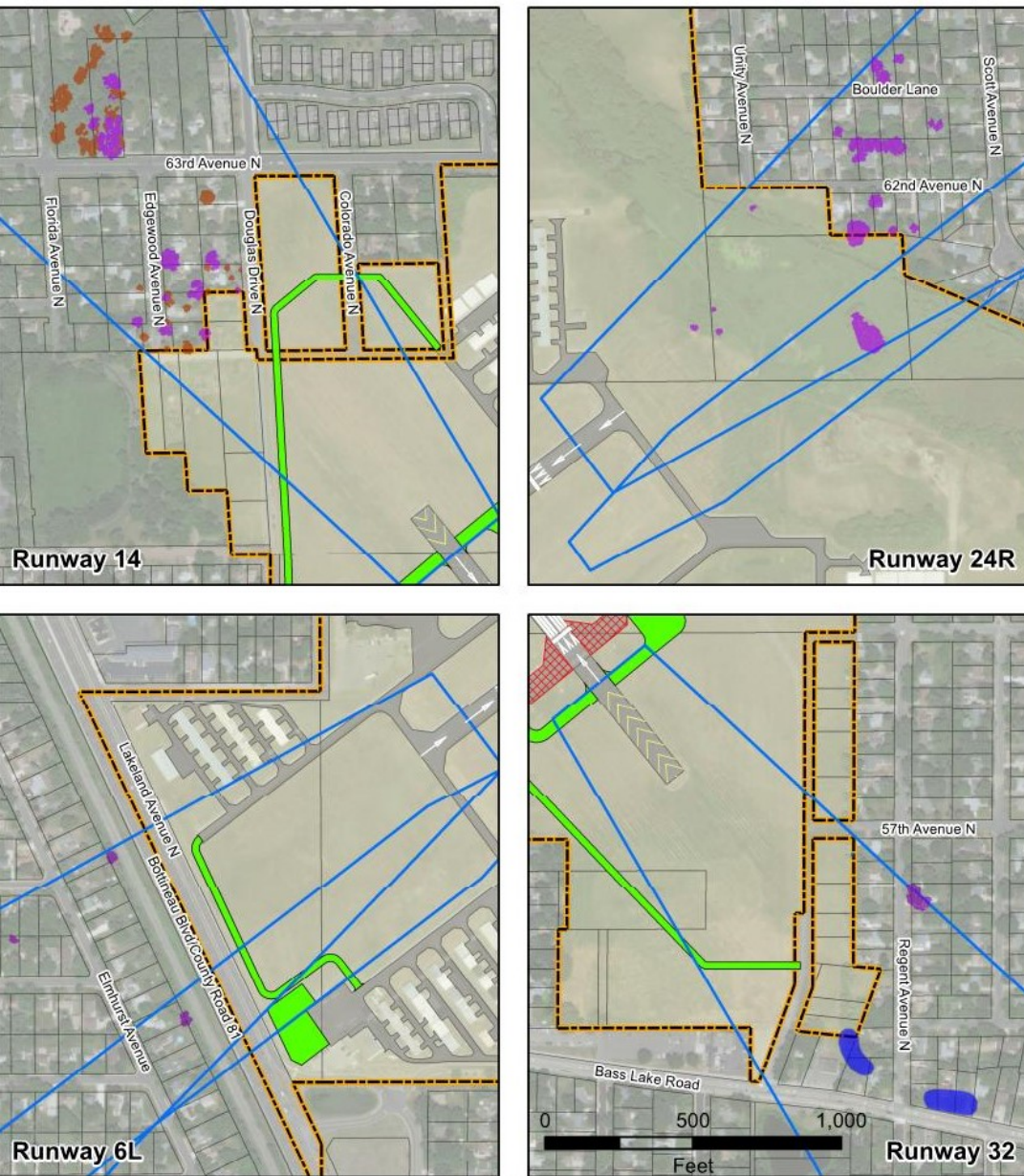


*Renderings of the southwest corner of Edgewood Park showing trees before and after the proposed removal.*



# Other Tree Removal

- Approximately 50 additional trees are outside Edgewood Park in the approaches to Runway 14L in Brooklyn Park, Runway 24R in Brooklyn Center, and Runways 6L and 32R in Crystal.
- Most of these trees are located on private residential lots and the rest are located in public rights-of-way.
- Based on arborist observations, most of these trees are silver maples, but other species include green ash, Siberian elm, white poplar, blue spruce, and honey locust.
- Homeowners can expect to hear from the MAC in early to mid-2020.





# Hazardous Materials & Solid Waste

- Known hazardous materials sites on or adjacent to Airport property were identified and evaluated with reference to various federal and state legislative requirements
- None of the sites will be affected by the project

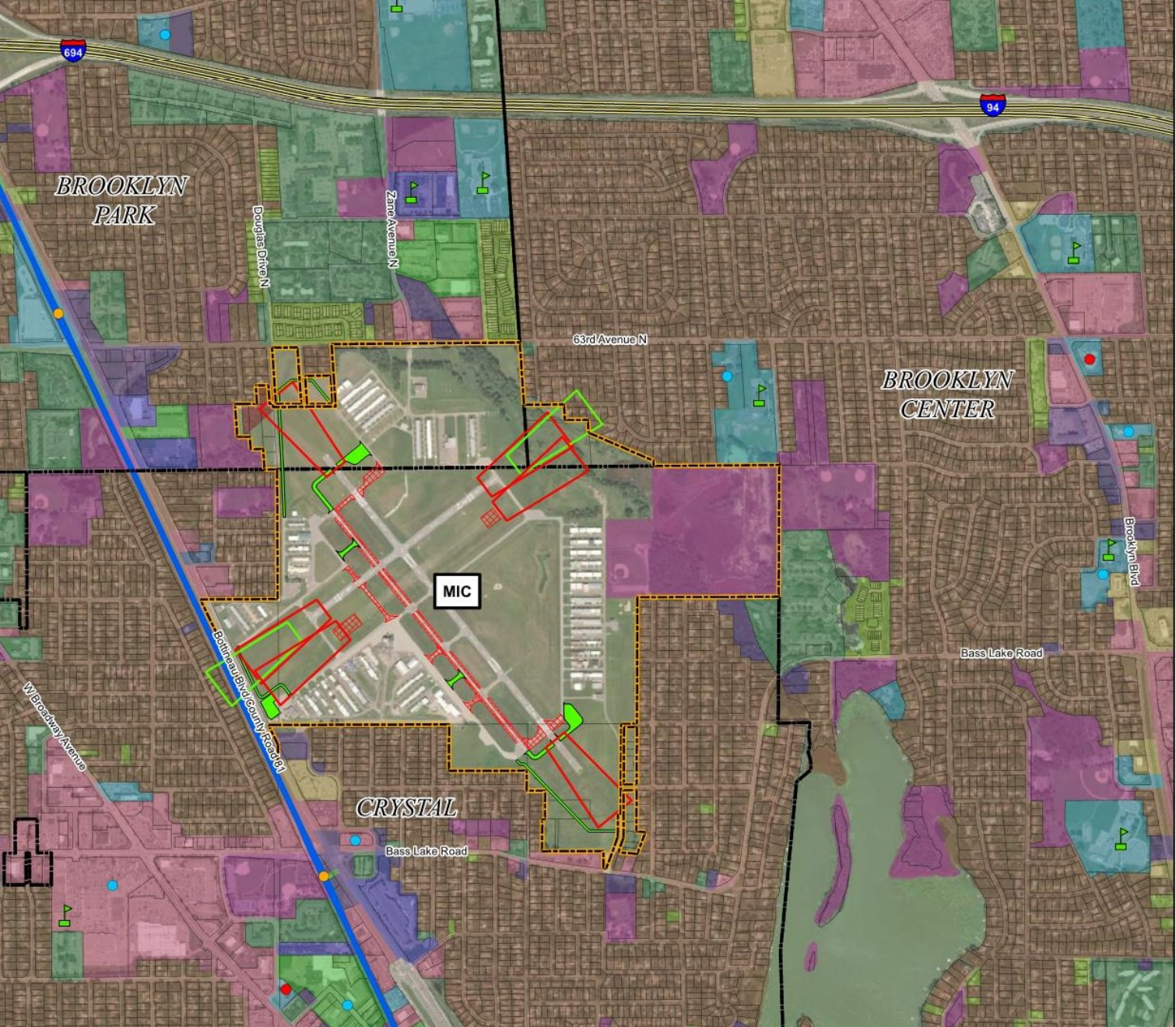


# Historic and Archeological Resources

- Cultural resources (above and below ground) were evaluated with reference to the National Historic Preservation Act (NHPA) requirements
- FAA made determination of *No Historic Properties Affected* and State Historic Preservation Office (SHPO) concurred
- Architectural history
  - Historians conducted a Phase II Historic and Architectural property inventory for on-airport resources.
  - Airport facilities were evaluated as potential examples of post-World War II general aviation architecture, but did not have significant design for this period. Post '70s buildings are located throughout, and many buildings built during the period of study were altered from their historic appearance.
- Archaeology
  - The Airport is in a developed area, and soils have previously been disturbed.
  - No archeological materials were discovered during a Phase I archeological survey.





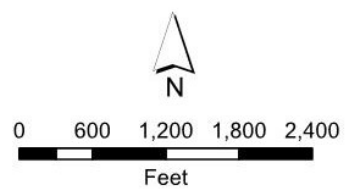


**Legend**

- Airport Property
- Proposed Approach RPZ
- Proposed Departure RPZ
- Planned Transitway Stations
- Fire Station
- School
- Place of Worship
- City Boundaries
- Planned Blue Line Extension LRT

**Land Use**

- Agricultural
- Industrial and Utility
- Industrial: Mixed Use
- Institutional
- Office
- Park, Recreational, or Preserve
- Residential: Mixed Use
- Residential: Multifamily
- Residential: Single Family Attached
- Residential: Single Family Detached
- Retail and Other Commercial
- Undeveloped



Hennepin County, MN - GIS Data Downloads at <https://gis-hennepin.opendata.arcgis.com/>

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

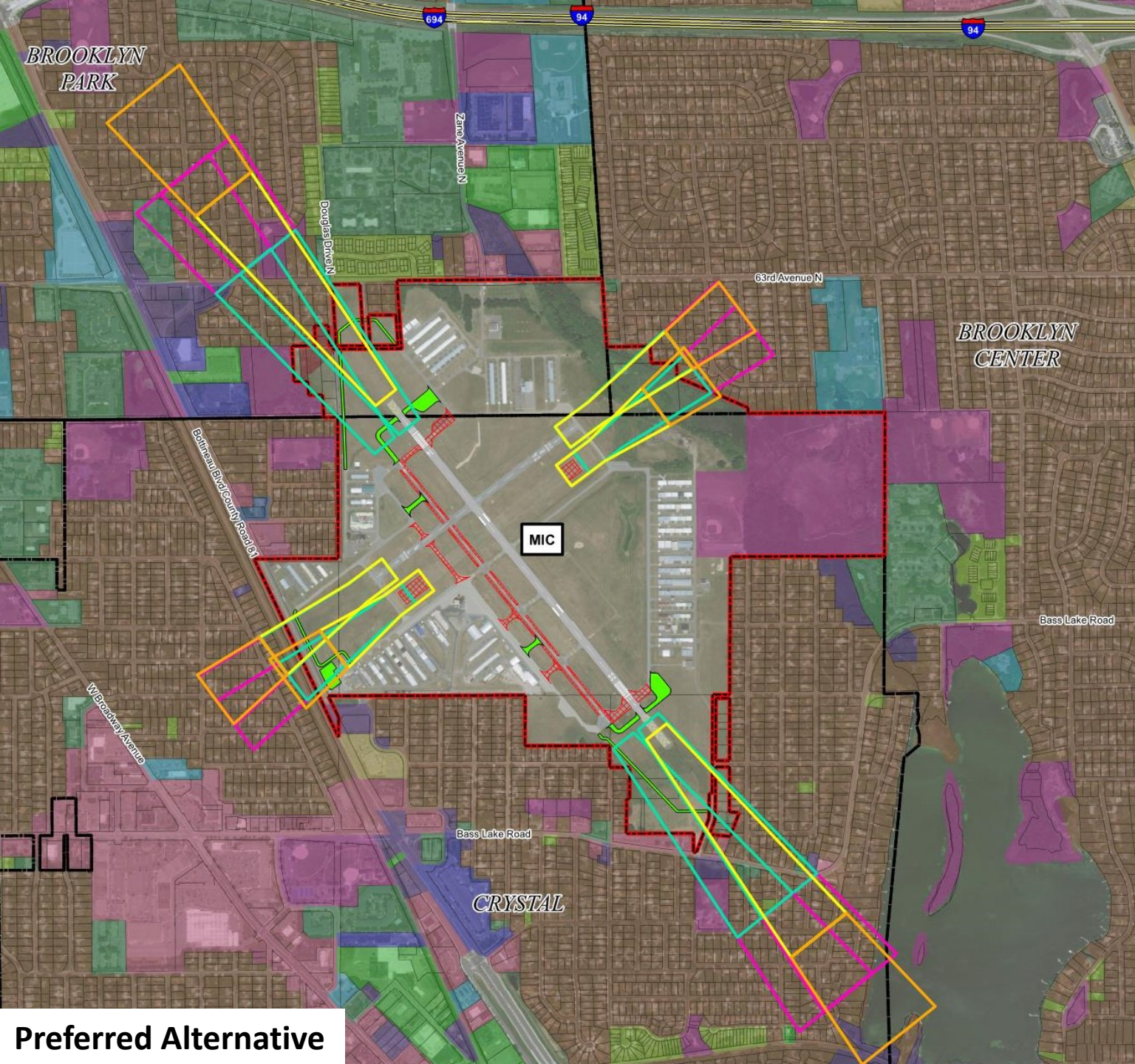
# Land Use

- Proposed action shifts Runway 14L/32R northwest approximately 115 feet and decommissions Runway 14R/32L.
- No significant changes to flight traffic patterns or land use impacts.



**Preferred Alternative**





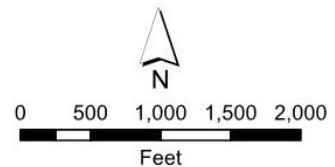
**Legend**

- Forecast Safety Zone A
- Forecast Safety Zone B
- Existing Safety Zone A
- Existing Safety Zone B
- Airport Property
- City Boundaries

**Land Use Data**

- Agricultural
- Industrial and Utility
- Industrial: Mixed Use
- Institutional
- Office
- Park, Recreational, or Preserve
- Residential: Mixed Use
- Residential: Multifamily
- Residential: Single Family Attached
- Residential: Single Family Detached
- Retail and Other Commercial
- Undeveloped

**Note:**  
The sizes, shapes, and/or locations of the forecast state safety zones may be revised by the Joint Airport Zoning Board during an update of the Zoning Ordinance.



Hennepin County, MN - GIS Data Downloads at <https://gis-hennepin.opendata.arcgis.com/>

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

# Zoning

- Number of residences within Safety Zones A and B projected to decrease with the preferred alternative
- The MAC will convene a Joint Airport Zoning Board (JAZB) consistent with Minnesota Statutes



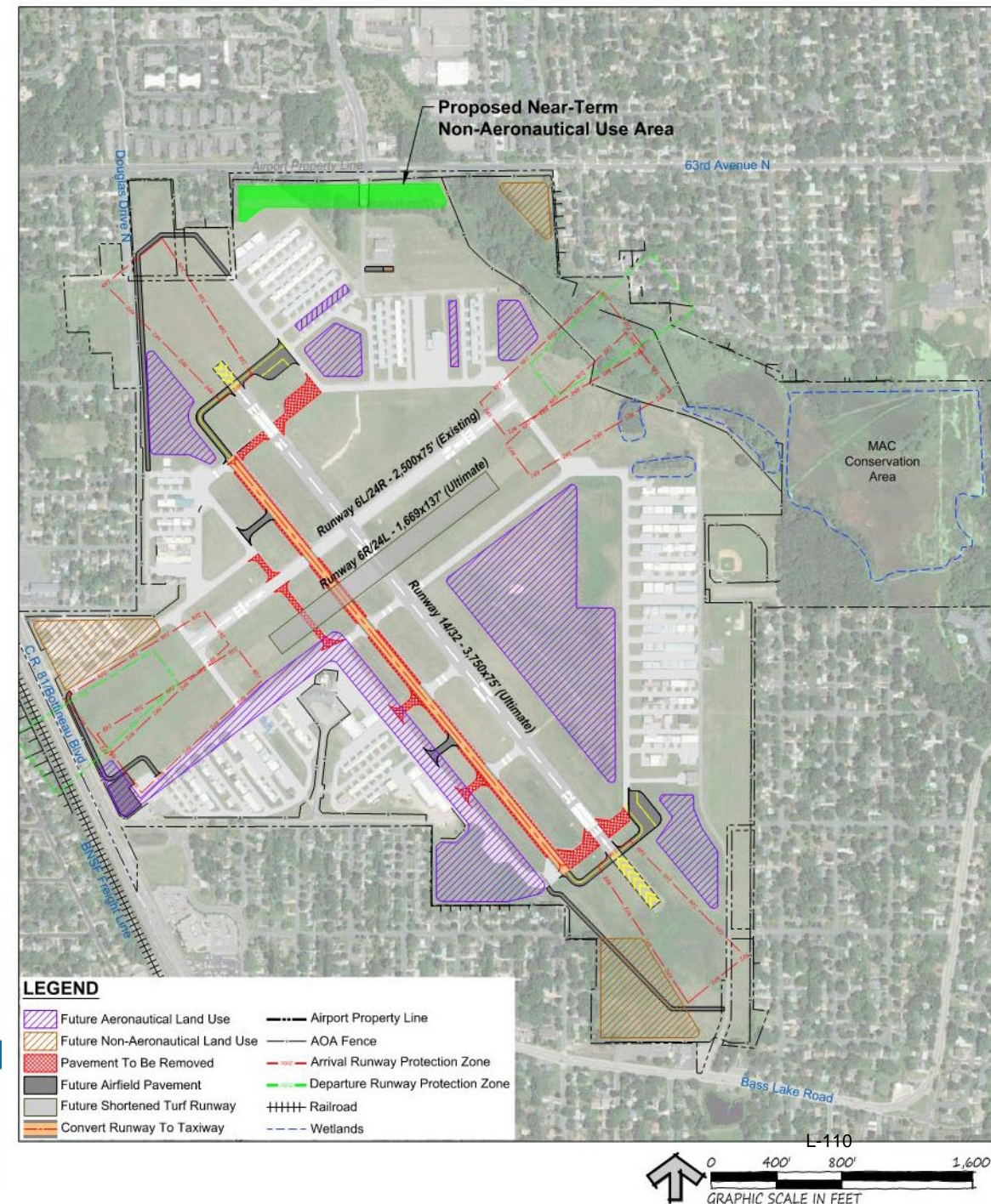
**FIGURE 4-8**  
Existing/Future Airport Safety Zones  
Crystal Airport  
Environmental Assessment

**Preferred Alternative**



# Socioeconomics

- The action will not significantly influence economic activity or cause any relocation or disruption of the community.
- Proposed non-aeronautical development on the north side of the Airport may result in some new economic activity, and generate some traffic in the area, but will not be significant in this developed urban area.

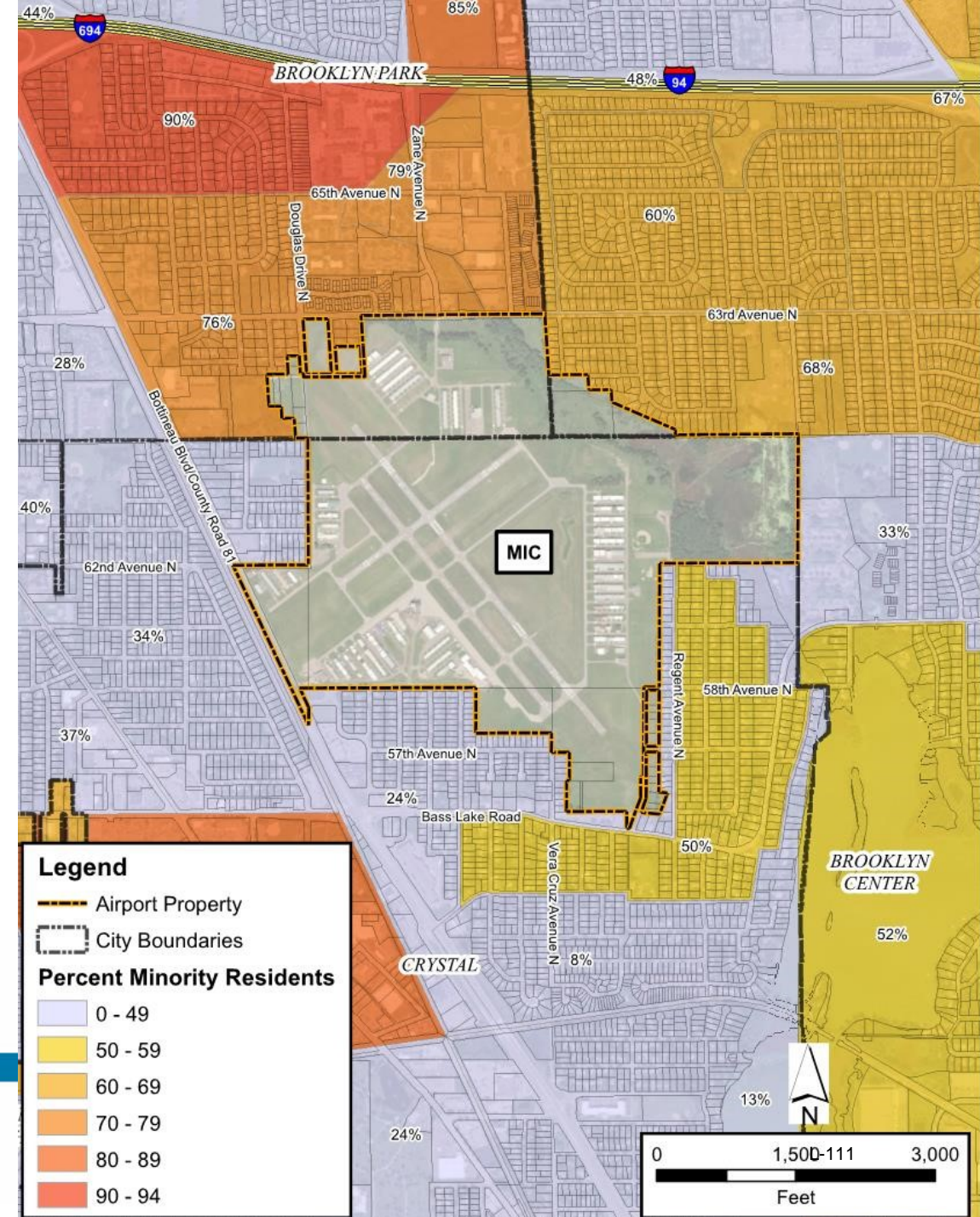




# Environmental Justice

*Definition: the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to environmental laws and policies*

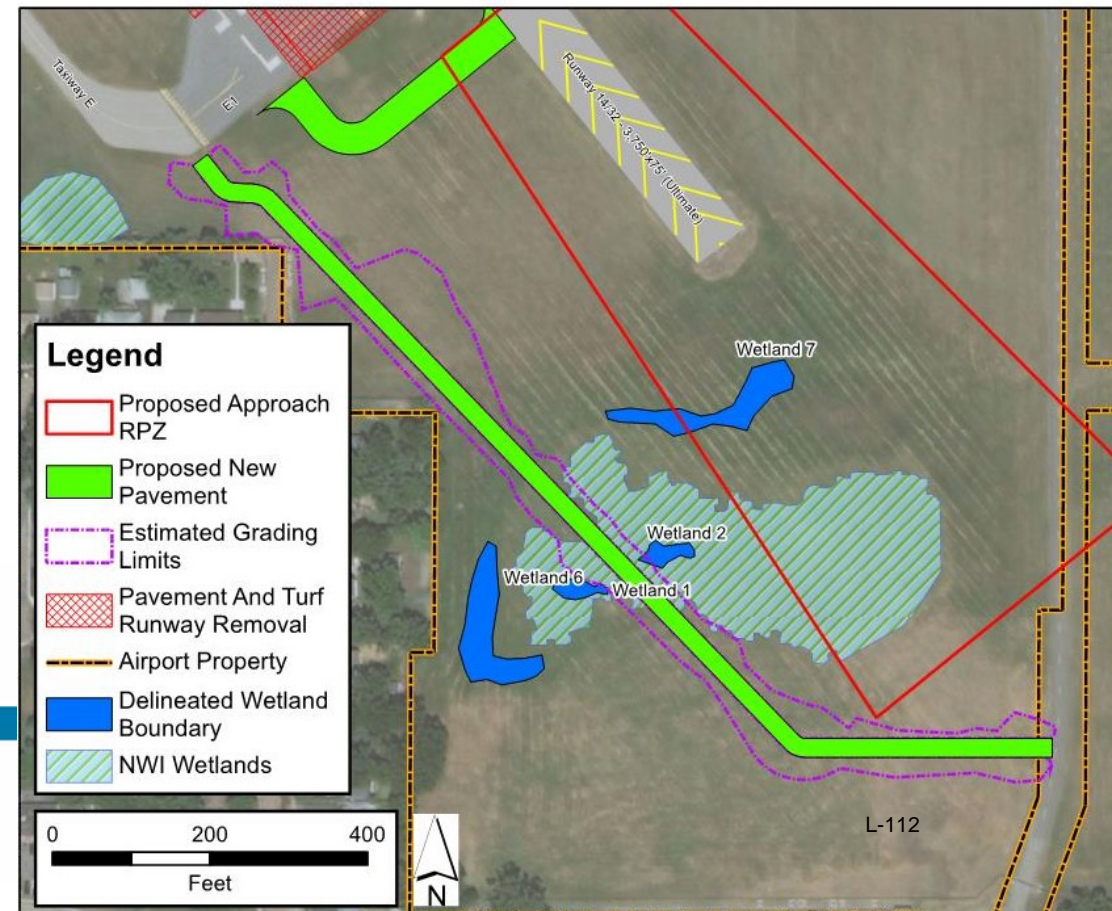
- Environmental justice populations are present near the Airport
- The proposed project does not disproportionately affect these residents.





# Wetlands

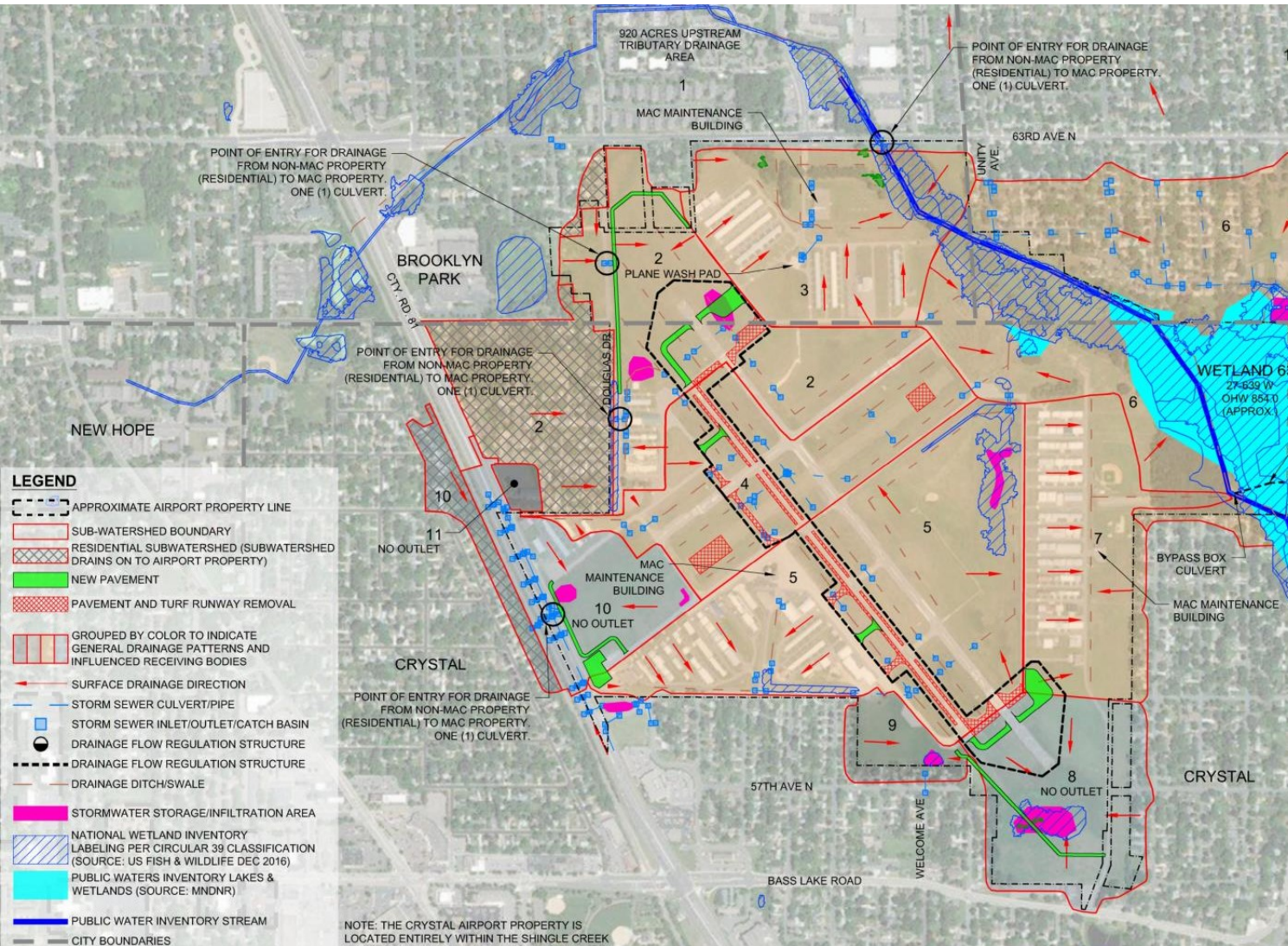
- Wetlands evaluated with respect to federal Clean Water Act and state Wetland Conservation Act requirements
- Estimated wetland impacts of less than 1,000 square feet
- Disturbance likely below *de minimis* threshold; does not require replacement plan





# Surface Water and Stormwater

- Changing and adding pavement at the Airport affects stormwater runoff and drainage
- Net increase of 1.2 acres of impervious surface
- Runoff to surrounding neighborhoods will not be affected





# Other NEPA Categories

- Climate
  - Potential for preferred alternative to affect future climate conditions is limited
- Coastal Resources
  - No resources present
- Natural Resources and Energy Supply
  - Demand for natural resources and energy will not exceed available supplies
- Farmland
  - No resources present
- Protected Species
  - Endangered rusty-patched bumble bees and threatened northern long-eared bats are found in Hennepin County, but not on or near the airport
- Children's Environmental Health and Safety
  - No disproportionate impacts are expected



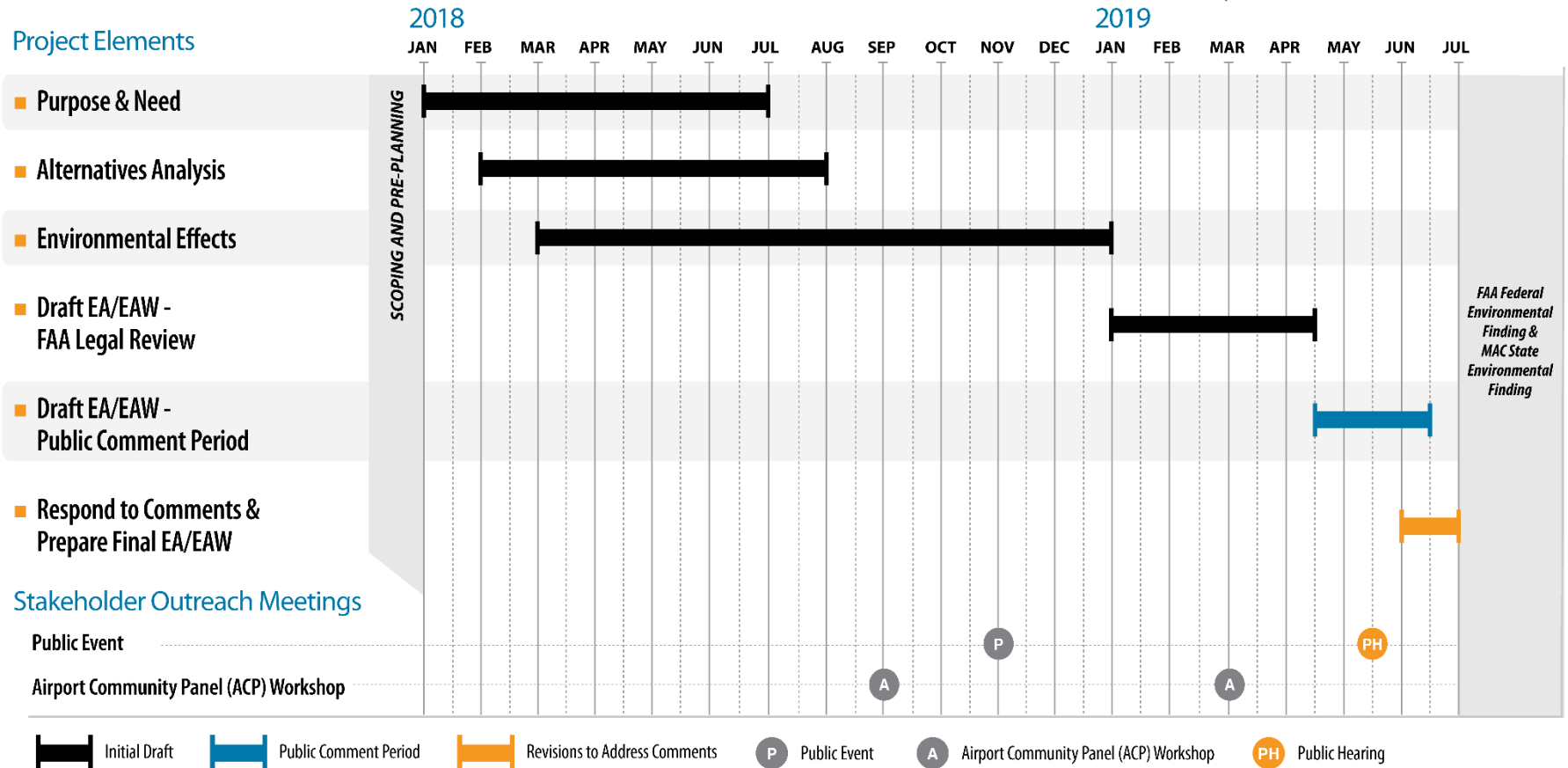
Summary of Environmental Consequences (DRAFT)				
Environmental Impact Category		Impacts: No-Action Alternative	Impacts: Preferred Alternative	Required Permitting/Mitigation & Associated Actions
Air Quality		None	Minimal impacts during construction	Implement EPA-recommended best management practices (BMPs) and control strategies during construction.
Biological Resources (including fish, wildlife, and plants)		Tree removal (ongoing maintenance)	Tree removal	<ul style="list-style-type: none"> <li>Tree removal to occur during NLEB dormant season (October 1 – April 30).</li> <li>Implement April 2015 USFWS/USDOT NLEB avoidance and minimization measures.</li> <li>Tree removal to occur outside of migratory bird nesting season (May – October).</li> </ul>
Climate		None	None	None
Coastal Resources		None	None	None
DOT Section 4(f) Lands		Tree removal in Edgewood Park	Tree removal in Edgewood Park	<ul style="list-style-type: none"> <li>FAA determination and City of Brooklyn Park Concurrence.</li> <li>Tree removal BMPs.</li> <li>Tree replacement and/or compensation.</li> </ul>
Farmlands		None	None	None
Hazardous Materials, Solid Waste, and Pollution Prevention		None	None	Dispose of construction materials and solid waste in accordance with state and local laws.
Historic/Architectural & Archeological Resources		None	None	None
Land Use	Residential	Residential parcels in RPZ and state Safety Zones	Residential parcels in RPZ and state Safety Zones	Convene Joint Airport Zoning Board (JAZB) to revise the existing Airport Zoning Ordinance.
	Ground Transportation	RPZ conflicts	RPZ conflicts	None
	Non-Aeronautical	None	Change from airport zoning in non-aeronautical development area	Change to City of Brooklyn Park land use zoning.
Natural Resources and Energy Supply		None	Minor increase in energy demand	None
Noise and Compatible Land Use		Total of 11 residential parcels exposed to 65 DNL noise contour	Residential exposure to 65 DNL noise contour reduced to 4 parcels	<ul style="list-style-type: none"> <li>Conduct noise level reduction testing of homes within the 65 DNL noise contour.</li> <li>Update voluntary noise abatement plan.</li> <li>Hold educational briefings with pilots.</li> </ul>
Socioeconomics, Environmental Justice, and Children's Health & Safety		None	None	None
Visual Effects (including light emissions)		None	Extended airfield light systems	Energy efficient light-emitting diode (LED) light fixtures and visual screening methods to be considered during project design.
Water Resources	Surface Water & Stormwater	None	1.2 acres increased impervious area	<ul style="list-style-type: none"> <li>Construction Stormwater Pollution Prevention Plan.</li> <li>Onsite Best Management Practices.</li> <li>NPDES Multi Sector General permit.</li> <li>SCWMC permit.</li> </ul>
	Floodplains	None	None	None
	Groundwater	None	None	MDNR appropriation permit (if necessary).
	Wetlands	None	Minimal direct wetland impact (less than 1,000 square feet)	<ul style="list-style-type: none"> <li>Compliance with Minnesota Wetland Conservation Act.</li> <li>MPCA CWA Section 401 Water Quality Certification.</li> </ul>
	Wastewater	None	None	None
Cumulative Impacts		No substantial impacts	No substantial impacts	None



# Next Steps

- Publish Draft EA/EAW for public review and comment
- Public Hearing

## Project Schedule



Schedule updated March 1, 2019. This schedule is based on timely agency reviews and assumes no unforeseen issues.

Environmental Review  
Crystal Airport



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## Appendix M – Public and Agency Comments

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Content	Page
Responses to Public and Municipal/Agency Comments	M-1 thru M-24
Public Hearing Transcript	M-25 thru M-42
Municipal/Agency and Public Comments	M-43 thru M-61



# Responses to Public and Municipal/Agency Comments

A Draft EA/EAW for proposed improvements at Crystal Airport was issued for public and agency review and comment on April 22, 2019. Spoken comments were received at a public hearing on May 29, 2019, and written comments were accepted until the comment period closed on June 10, 2019. During the public comment period, the MAC received two public comments and seven letters from municipal governments and government agencies. The sources of these comments, and a detailed matrix with responses to each comment, are included in this appendix.

Commenter	Representing	Date of Comment	Comment IDs	See Pages
Bryan Sieve	Public comment	May 29, 2019	1A-1H	1-4
Zachary Paul	Public comment	June 10, 2019	2A	4
Karen Kromar	Minnesota Pollution Control Agency	June 10, 2019	3A-3E	4-6
Anne Norris	City of Crystal	May 28, 2019	4A-4C	6-7
Kenneth Westlake	U.S. Environmental Protection Agency	June 3, 2019	5A-5D	7-11
Lindy Nelson	U.S. Department of the Interior	June 4, 2019	6A-6E	12-14
Angela Torres	Metropolitan Council	June 7, 2019	7A-7G	14-21
Justin Berndt	U.S. Army Corps of Engineers	May 14, 2019	8A-8C	21-24
David Elvin	MnDOT Metro District Planning, Program Management, and Transit	May 17, 2019	9A	24

## MIC EA/EAW Public Comments

Date	First Name	Last Name	Source	Comment ID	Comment	Response
5/29/2019	Bryan	Sieve	Public Hearing - Verbal	1A	My name is Bryan Sieve. I represent a group of -- a long-time business aircraft owner at Crystal Airport. I have a hangar there, been flying airplanes, mostly for business use, since 2003. We are a business located in Maple Grove and Crystal Airport is a very convenient and effective tool for us to manage our business.	Comment noted.
5/29/2019	Bryan	Sieve	Public Hearing - Verbal	1B	My general comments tonight are -- we've worked with staff on this for a number of years -- is we think and we believe that the Long-Term Comprehensive Plan is a marvelous and positive approach for the airport. The airport has been in some level of neglect for a number of years. Technology in aircraft aviation has changed. Crystal Airport has not kept up with those changes, which we, you know, put in and installed in a	The EA/EAW identifies and evaluates the environmental effects of projects proposed in the 2035 Long-Term Comprehensive Plan (LTCP), completed in 2017. The 2035 LTCP provides a "road map" to guide MAC's development strategy and capital improvement planning for Crystal Airport over the next 5-10 years. The goals for Crystal Airport in the 2035 LTCP are to 1) right-size the airfield to match existing

**MIC EA/EAW Public Comments**

<b>Date</b>	<b>First Name</b>	<b>Last Name</b>	<b>Source</b>	<b>Comment ID</b>	<b>Comment</b>	<b>Response</b>
					number of other airports, reliever airports around the metro area but not Crystal, and it's disappointing.	and forecasted activity levels; 2) preserve and, if possible, improve operational capabilities for the current family of aircraft using the facility; and 3) enhance safety by simplifying the runway and taxiway layout.
<b>5/29/2019</b>	<b>Bryan</b>	<b>Sieve</b>	<b>Public Hearing - Verbal</b>	<b>1C</b>	<p>But that being said, the future looks bright. The runway improvements that are being talked about for a number of the stakeholders, whether they're business users like ourselves, the longer runways are viewed very positively. Those of us that are more recreational and want to use the turf runways, and we preserved that, that's a very good sign as well. So Crystal is going to be a hybrid airport that we believe is going to continue to serve a lot of the stakeholders in our little airport community.</p> <p>That said, Crystal is strategic in some ways as it's the closest airport to downtown Minneapolis and it does have the ability and the potential to attract more aircraft, specifically people that are doing business in downtown because it is a fairly short drive to get there. And I'm a poster child for it because I do business and I have people that come in.</p>	<p>Crystal Airport's primary role is to serve personal, recreational, and some business aviation users in the northwest metropolitan area. The 2035 LTCP does not contemplate upgrading the role of Crystal Airport to accommodate a larger aircraft family or scheduled passenger or cargo flights. Nor does the 2035 LTCP contemplate downgrading the role of Crystal Airport.</p>
<b>5/29/2019</b>	<b>Bryan</b>	<b>Sieve</b>	<b>Public Hearing - Verbal</b>	<b>1D</b>	<p>So I disagree with staff that the airport with these improvements will remain static. I think it's going to increase, particularly when we put an instrument approach into 32, which is going to allow more adverse weather use of the airport.</p>	<p>Forecasts prepared for the 2035 LTCP anticipate a small increase in aircraft operations (approximately 200-300 annually) over the next 20 years because of the proposed improvements. The majority of additional aircraft are expected to be turboprops.</p>
<b>5/29/2019</b>	<b>Bryan</b>	<b>Sieve</b>	<b>Public Hearing - Verbal</b>	<b>1E</b>	<p>Right now I know personally, as an instrument pilot, I will not fly into Crystal if prevailing winds do not favor 14 because I'm not going to do a circling approach. A lot of us, if we're not professional pilots, just can't maintain that level of proficiency to fly generally advanced or higher-performance aircraft that low to the ground. I know it's</p>	<p>The proposed project evaluated in the EA/EAW includes establishing a non-precision GPS-based instrument approach procedure (LNAV) to the Runway 32 end.</p>



**MIC EA/EAW Public Comments**

Date	First Name	Last Name	Source	Comment ID	Comment	Response
5/29/2019	Bryan	Sieve	Public Hearing - Verbal	1F	<p>legal but it's just not a good idea, so the instrument approach of 32 is going to be very positive.</p> <p>Without taking up too much of your time, the one thing that a number of us are concerned with that the Long-Term Comprehensive Plan does not address is we have a lack of ramp space at the airport; that is, our airport, our hangar is near the only remaining -- or Thunderbird is the only remaining airport FBO operating right now, and we do at times get or have demand. As a reliever overflow airport we get larger turboprop-type of aircraft in, which are perfectly capable of operating safely out of Crystal. The problem is we have no place to put them, and when we increase the runway length here we're going to get more of those types of aircraft. And I think Thunderbird has six tie-down spots so that needs to be looked at. There's a number of opportunities with leases coming due right now that we perhaps can look at and roll up our sleeves and look at a better land use for that type of need in the Long-Term Comprehensive Plan. And I put out -- and I shared this with Neil (indicating), I did email it to him, some of you have seen it -- an idea that some us have had for a location for potentially a new FBO that could be incorporated into the plan. If you want to see them, I have copies.</p> <p>Overall, I think we're at a good spot to address a lot of these issues. I know that, on a side note, that we have had issues with fueling on the field and there's been some discussion about how to address those items. I would encourage you to not make any short-term decisions that could affect or make a short-term improvement to fueling on the field that could be incorporated as part of this long-term plan that might ultimately</p>	<p>The EA/EAW evaluates an expansion to the existing Fixed Base Operator (FBO) apron that would increase available aircraft parking from six to ten aircraft tie-down spaces. The cost to expand the FBO apron would be the responsibility of the tenant. The EA/EAW Purpose &amp; Need does not consider establishment of additional FBOs at Crystal Airport.</p>
5/29/2019	Bryan	Sieve	Public Hearing - Verbal	1G	<p>Overall, I think we're at a good spot to address a lot of these issues. I know that, on a side note, that we have had issues with fueling on the field and there's been some discussion about how to address those items. I would encourage you to not make any short-term decisions that could affect or make a short-term improvement to fueling on the field that could be incorporated as part of this long-term plan that might ultimately</p>	<p>The proposed project and alternatives evaluated in the EA/EAW will not affect the availability of fueling services at Crystal Airport.</p>

**MIC EA/EAW Public Comments**

Date	First Name	Last Name	Source	Comment ID	Comment	Response
5/29/2019	Bryan	Sieve	Public Hearing - Verbal	1H	So I'm not going to get into it tonight, there will be other times for that, but I would encourage you just to step back and listen to the airport constituency about all the stakeholders and how we can achieve a number of goals, not including fueling, which are on the field right now, potentially part of the Long-Term Comprehensive Plan. Thank you.	Because the MAC values its relationship with Airport users and the larger community, it created a Stakeholder Engagement Plan for the environmental review process that has provided additional opportunities for all stakeholders to participate and be heard.
6/10/2019	Zachary	Paul	Email	2A	Could you please repair the Crystal Airport signs, they are very hard to read. The maintenance crew said they were going to repair them last winter. Thank you.	Two main Airport entrance signs for the Crystal Airport will be installed by the end of Summer 2019. Both signs are located along the perimeter fence on Lakeland Avenue North, between 60th Avenue North and Crystal Airport Road. These signs will help brand the Airport, communicate the MAC's vision and provide wayfinding assistance for all who pass by the Airport. These new signs are separate from the proposed action considered by the EA/EAW.

**MIC EA/EAW Agency Comments**

Date	Agency	First Name	Last Name	Source	Comment ID	Comment	Response
6/10/2019	Minnesota Pollution Control Agency	Karen	Kromar	Emailed letter	3A	Thank you for the opportunity to review and comment on the Environmental Assessment/ Environmental Assessment Worksheet (EA/EAW) for Crystal Airport Airfield and Associated Improvements project (Project) in the city of Crystal, Hennepin County, Minnesota. The Project consists of various airport/runway improvements. Regarding matters for which the Minnesota Pollution Control Agency (MPCA) has regulatory responsibility or other interests, the MPCA staff has	Comment noted.



**MIC EA/EAW Agency Comments**

Date	Agency	First Name	Last Name	Source	Comment ID	Comment	Response
6/10/2019	Minnesota Pollution Control Agency	Karen	Kromar	Emailed letter	3B	<p>the following comments for your consideration.</p> <p><b>Chapter 4, Section 4.15 - Water Resources</b>                      Please note that a new National Pollutant Discharge Elimination System/State Disposal System Industrial Stormwater General Permit (ISW Permit) will be needed for 2020, with an application period in the fall of 2019. Thus the changes being proposed in the EA/EAW must be addressed in the Stormwater Pollution Prevention Plan and the application for the new ISW Permit.</p>	<p>The MAC will account for changes required by the proposed project evaluated in the EA/EAW when updating the Airport's Stormwater Pollution Prevention Plan and preparing the Airport's application for the next NPDES ISW permit.</p>
6/10/2019	Minnesota Pollution Control Agency	Karen	Kromar	Emailed letter	3C	<p><b>Chapter 4, Section 4.8 - Hazardous Materials, Solid Waste and Pollution Prevention</b>                      The EA/EAW indicates the potential for soil or groundwater contamination as a result of current and past uses of property on or adjacent to the airport. Please note that state law requires that persons properly manage contaminated soil and water they uncover or disturb - even if they are not the party responsible for the contamination. Projects with construction on or near contaminated properties should begin working early in their planning process with the MPCA's Brownfields Program to receive necessary technical assistance in managing contamination. For some properties, special construction might be needed to prevent the further spreading of the contamination and/or prevent vapors from entering buildings or utility corridors. Information regarding the Brownfields Program can be found at:</p>	<p>The MAC will follow all federal, state, and local environmental laws as applicable. The proposed project will be designed to avoid known potential sources of soil contamination, and no underground storage tanks will be disturbed by the proposed project. If soil contamination is discovered during construction, the MAC will contact the MPCA Brownfields Program state duty officer immediately and construction activities will be discontinued until remediation occurs.</p>

**MIC EA/EAW Agency Comments**

<b>Date</b>	<b>Agency</b>	<b>First Name</b>	<b>Last Name</b>	<b>Source</b>	<b>Comment ID</b>	<b>Comment</b>	<b>Response</b>
6/10/2019	Minnesota Pollution Control Agency	Karen	Kromar	Emailed letter	3D	<p><a href="https://www.pca.state.mn.us/waste/brownfields">https://www.pca.state.mn.us/waste/brownfields</a>. If contamination is found, it must be reported immediately to the state duty officer at 651-649-5451 or 800-422-0798.</p> <p><b>Chapter 5 - State Environmental Assessment Worksheet Content</b> The EA/EAW does not provide a table of the permits and approvals required for the Project as indicated in Chapter 5, Item 8, page 5-3.</p>	Required permitting, mitigation, and associated actions for each environmental category are summarized in Table 4-15 on pages 4-79 and 4-80 of the EA/EAW.
6/10/2019	Minnesota Pollution Control Agency	Karen	Kromar	Emailed letter	3E	<p>We appreciate the opportunity to review this Project. Please provide your specific responses to our comments and notice of decision on the need for an Environmental Impact Statement. Please be aware that this letter does not constitute approval by the MPCA of any or all elements of the Project for the purpose of pending or future permit action(s) by the MPCA. Ultimately, it is the responsibility of the Project proposer to secure any required permits and to comply with any requisite permit conditions. If you have any questions concerning our review of this EA/EAW, please contact me by email at <a href="mailto:Karen.kromar@state.mn.us">Karen.kromar@state.mn.us</a> or by telephone at 651-757-2508.</p>	Comment noted. The FAA is responsible for issuing a determination on the federal EA under the National Environmental Policy Act (NEPA) and the MAC is responsible for issuing a determination on the state EAW under the Minnesota Environmental Policy Act (MEPA). The notice of decision on the need for a state environmental impact statement under MEPA will be distributed to all agencies on the Minnesota Environmental Quality Board (EQB) distribution list, including the MPCA, once this decision has been made by the MAC Board of Commissioners.
5/28/2019	City of Crystal	Anne	Norris	Emailed letter	4A	<p>Thank you for the opportunity to provide comments on the draft Federal Environmental Assessment (EA)/ State Environmental Assessment Worksheet (EAW) for the improvements at the Crystal Airport. City staff offers these comments on this document:</p>	Comment noted.
5/28/2019	City of Crystal	Anne	Norris	Emailed letter	4B	<p>The City of Crystal has existing easements and right of way within the fenced area of the Crystal airport. Some of the proposed improvements</p>	The MAC will not initiate any changes to areas within City rights-of-way, or in areas affected by City-



**MIC EA/EAW Agency Comments**

<b>Date</b>	<b>Agency</b>	<b>First Name</b>	<b>Last Name</b>	<b>Source</b>	<b>Comment ID</b>	<b>Comment</b>	<b>Response</b>
						will impact these areas. Any proposed changes impacting existing easements or right of way must be reviewed and approved by the City. Additionally, surface water flow through the site must not be restricted or hindered by any of the proposed changes or other factors.	held easements, without prior coordination with the City of Crystal.  As discussed in Section 4.15.1 of the EA/EAW, the proposed project will alter the existing stormwater management system at the Airport. The new taxiway system will fill approximately 0.8 acres of land that is currently a stormwater infiltration area located north of the existing Runway 14L end. MAC will develop a drainage plan and stormwater management practices, which may include natural infiltration of precipitation on site, flow attenuation by use of vegetated swales and natural depressions, stormwater retention, and/or stormwater detention. The Airport's current Stormwater Pollution Prevention Plan (SWPPP) will be revised to reflect the changes in impervious surface on the airfield and any associated new mitigation practices. Review by the Shingle Creek Watershed Management Commission (SCWMC) will be required because the project area is larger than five acres. The final design will meet all SCWMC requirements to mitigate surface water impacts and to comply with local and state regulations.
<b>5/28/2019</b>	<b>City of Crystal</b>	<b>Anne</b>	<b>Norris</b>	<b>Emailed letter</b>	<b>4C</b>	If you have any questions about these comments, please contact City Planner Dan Olson at 763-531-1142 or dan.olson@crystalmn.gov	Comment noted.
<b>6/3/2019</b>	<b>US Environmental</b>	<b>Kenneth</b>	<b>Westlake</b>	<b>Letter</b>	<b>5A</b>	EPA has reviewed the referenced Draft Environmental Assessment (EA), dated April 15, 2019, which was	Comment noted.

**MIC EA/EAW Agency Comments**

Date	Agency	First Name	Last Name	Source	Comment ID	Comment	Response
	Protection Agency					<p>prepared by the Metropolitan Airports Commission (MAC), in coordination with the Federal Aviation Administration (FAA). Our comments are provided pursuant to our authorities under the National Environmental Policy Act (NEPA), Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508), and Section 309 of the Clean Air Act.</p> <p>The proposed action involves construction and demolition activities at the Crystal Airport. Two alternatives have been brought forward for consideration in the EA:</p> <ul style="list-style-type: none"> <li>• <u>No Action Alternative</u>: No construction or demolition activities would occur at the Crystal Airport.</li> <li>• <u>Proposed Action</u>: Perform construction and demolition activities at the Crystal Airport, including: <ul style="list-style-type: none"> <li>• Decommission Runway 14R/32L and convert it to a full parallel taxiway for primary Runway 14/32, extended to the new runway ends;</li> <li>• Convert portions of primary Runway 14/32 blast pads to usable runway for a total published length of 3,750 feet with declared distances, and change the runway designation to Utility;</li> <li>• Shift primary Runway 14/32 approximately 115 feet to the northwest along its centerline. Reduce the length of existing turf Runway 06R/24L to 1,669 feet to clear Taxiways D and F from its Runway Safety Areas (RSA).;</li> </ul> </li> </ul>	



**MIC EA/EAW Agency Comments**

Date	Agency	First Name	Last Name	Source	Comment ID	Comment	Response
						<ul style="list-style-type: none"> <li>Revise the existing Runway 14 instrument approach procedure and establish a non-precision geographic positioning system (GPS)-based instrument approach procedure (LNAV) to the Runway 32 end;</li> <li>Replace the Runway 32 visual approach slope indicator (VASI) with a precision approach path indicator (PAPI). Relocate the runway end identifier lights (REIL) systems to correspond with relocated thresholds on both ends of Runway 14/32;</li> <li>Adjust and extend the medium intensity runway lights (MIRL) and medium intensity taxiway lights (MITL) systems to correspond with the proposed primary runway length;</li> <li>Convert Taxiway E into an apron edge taxilane between Taxiways A and E1</li> <li>Remove the section of Taxiway E that crosses Runways 06L/24R and 06R/24L between Taxiway A and Taxiway B;</li> <li>Remove Taxiways E2 and E3 between Taxiway E and the future parallel taxiway and replace them with a single new connector located between the removed taxiway sections;</li> <li>Add a connector taxiway between Taxiway E and the future parallel taxiway offset from existing Taxiway B by approximately 100 feet to the northwest;</li> <li>Remove existing runway end connector Taxiways E1 and E4 and replace with connectors from</li> </ul>	

**MIC EA/EAW Agency Comments**

Date	Agency	First Name	Last Name	Source	Comment ID	Comment	Response
						<p>the future parallel taxiway to the new Runway 14/32 ends;</p> <ul style="list-style-type: none"> <li>• Add new engine-run up pads on either end of Runway 14/32 on its northeast side;</li> <li>• Construct on-airport perimeter roads around runway ends on the north, west, and south sides of the airfield to allow ground vehicles to circulate without crossing runways;</li> <li>• Expand the fixed-based-operator (FBO) apron to increase available tie-down spaces for aircraft and remove tie-downs from the Runway 06R runway protection zone (RPZ); and</li> <li>• Release certain Airport property for non-aeronautical use along 63rd Avenue North, in the area west of the Twin Creek wetland complex, and on both sides of the 63<sup>rd</sup> Avenue North entrance road.</li> </ul>	
6/3/2019	US Environmental Protection Agency	Kenneth	Westlake	Letter	5B	<p>EPA provided scoping comments on this proposed project in a scoping letter dated February 21, 2018. In that letter we included comments relating to stormwater management and transportation resiliency, air quality strategies, recycling, energy efficiency, and pollinators, native plant species, and right-of-way maintenance, and consultation records. We appreciate FAA addressing our comments relating to stormwater management and transportation resiliency, air quality strategies, recycling, and consultation records. Based on the information provided in the EA, we wish to reiterate and expand upon our comment relating to pollinators, native plant</p>	Comment noted.



MIC EA/EAW Agency Comments

Date	Agency	First Name	Last Name	Source	Comment ID	Comment	Response
6/3/2019	US Environmental Protection Agency	Kenneth	Westlake	Letter	5C	<p>species, and right-of-way maintenance, as stated below.</p> <p><u>Pollinators, Native Plant Species, and Right-of-Way Maintenance</u></p> <p>The EA explains that though Crystal Airport is located within the range of the Federally endangered Rusty Patched Bumble Bee (RPBB), the airport does not contain any known RPBB habitat, and no RPBBs have been identified within the proposed project area. The EA, however, did not explain whether areas of the airport grounds may be used to install pollinator-friendly vegetation, including the areas that are being proposed for transfer to non-aeronautical use. Additionally, FAA did not commit to installing pollinator-friendly habitat at Crystal Airport. By voluntarily creating suitable habitat for the RPBB and other pollinators, the American public can be confident that federal government agencies are taking active steps to reverse the decline of pollinators, including the RPBB, while still adhering to FAA's wildlife management regulations.<sup>1</sup> We recommend that FAA and the local airport sponsor consider creating pollinator habitat as part of the project design.</p> <p><sup>1</sup> 2014 Presidential Memorandum (PM) entitled, "Creating a Federal Strategy to Promote the Health of Honey Bees and Other Pollinators."</p>	<p>Given the small geographic footprint and constrained nature of Crystal Airport, combined with the need to ensure a safe operating environment on the Airport, there are few opportunities for developing wildlife habitat on the Airport property. The MAC promotes such features within its metropolitan airport system when and where suitable open space is available.</p>
6/3/2019	US Environmental Protection Agency	Kenneth	Westlake	Letter	5D	<p>We are available to discuss these comments at your convenience. Please feel free to contact Lead NEPA Reviewer Mike Sedlacek at 312-886-1765, or by email at <a href="mailto:sedlacek.michael@epa.gov">sedlacek.michael@epa.gov</a>.</p>	<p>Comment noted.</p>

**MIC EA/EAW Agency Comments**

Date	Agency	First Name	Last Name	Source	Comment ID	Comment	Response
6/4/2019	US Department of the Interior	Lindy	Nelson	Emailed Letter	6A	<p>As requested, the Department of the Interior (Department) has reviewed the Section 4(f), Preliminary Finding produced by the Federal Aviation Administration (FAA) for the Crystal Airport Improvement Project (project) in Crystal and Brooklyn Park, Minnesota. The Department offers the following comments and recommendations for your consideration.</p> <p><u>Section 4(f) Evaluation Comments</u>                      This document considers the effects to identified properties in the project area eligible to be considered under Section 4(f) of the Department of Transportation Act of 1966 (codified at 49 U.S.C. 303§ 771.135). The only such resource impacted by the project is Edgewood Park, a neighborhood park in Brooklyn Park, Minnesota. The proposed action will require removal of approximately 32 trees in Edgewood Park. These trees are expected to penetrate the proposed Runway 14 approach threshold siting surface (TSS) within five years of project implementation (for more information regarding specific trees see Section 4 of this report). The TSS is designed to protect the use of the runway in both visual and instrument meteorological conditions near the Airport. The FAA has determined that there is no acceptable alternative that meets the purpose and need for the project, minimizes impacts to other land uses and environmental resources, and avoids the need for tree removal in Edgewood Park and/or monitoring of trees for future obstruction status.</p>	Comment noted.
6/4/2019	US Department of the Interior	Lindy	Nelson	Emailed Letter	6B	<p><u>Section 4(f) Evaluation Comments</u>                      This document considers the effects to identified properties in the project area eligible to be considered under Section 4(f) of the Department of Transportation Act of 1966 (codified at 49 U.S.C. 303§ 771.135). The only such resource impacted by the project is Edgewood Park, a neighborhood park in Brooklyn Park, Minnesota. The proposed action will require removal of approximately 32 trees in Edgewood Park. These trees are expected to penetrate the proposed Runway 14 approach threshold siting surface (TSS) within five years of project implementation (for more information regarding specific trees see Section 4 of this report). The TSS is designed to protect the use of the runway in both visual and instrument meteorological conditions near the Airport. The FAA has determined that there is no acceptable alternative that meets the purpose and need for the project, minimizes impacts to other land uses and environmental resources, and avoids the need for tree removal in Edgewood Park and/or monitoring of trees for future obstruction status.</p>	Comment noted.



**MIC EA/EAW Agency Comments**

Date	Agency	First Name	Last Name	Source	Comment ID	Comment	Response
6/4/2019	US Department of the Interior	Lindy	Nelson	Emailed Letter	6C	<p>A property must be a significant resource for Section 4(f) to apply. Resources that meet the 4(f) definition are considered significant unless the official with jurisdiction over the site (in this case, the City of Brooklyn Park) concludes that the entire site is not significant. In fact, the City of Brooklyn Park has requested that several additional cottonwoods along the southern edge of the park be removed at the same time. These additional cottonwoods were not identified as potential penetrations to the approach TSS, but they are in poor health and/or represent a safety hazard to pedestrians. Tree removal will be carefully targeted, clear-cutting stands of trees will not be required, all available measures will be taken to minimize impacts to other trees, and the trees will be replaced with other shorter and more suitable species for the park environment. For these reasons, the use of Edgewood Park as a neighborhood park and as a natural resource is not expected to be impaired by the proposed action.</p>	Comment noted.
6/4/2019	US Department of the Interior	Lindy	Nelson	Emailed Letter	6D	<p>The FAA has made a <i>de minimis</i> Section 4(f) determination for the project use of Edgewood Park. The Department does not comment on <i>de minimis</i> findings, but notes that all appropriate 4(f) steps appear to have been followed and the community has concluded that impacts to the park are not significant.</p>	Comment noted.
6/4/2019	US Department of the Interior	Lindy	Nelson	Emailed Letter	6E	<p>The Department has a continuing interest in working with the FAA to ensure impacts to resources of concern to the Department are adequately addressed. For issues</p>	Comment noted.

**MIC EA/EAW Agency Comments**

Date	Agency	First Name	Last Name	Source	Comment ID	Comment	Response
6/7/2019	Metropolitan Council	Angela	Torres	Letter	7A	<p>concerning section 4(f) resources in Minnesota, please contact Tokey Boswell, Midwest Regional Office, National Park Service, 601 Riverfront Drive, Omaha, Nebraska 68102, telephone 402-661-1534, email Tokey_Boswell@nps.gov. We appreciate the opportunity to provide these comments.</p> <p>The Metropolitan Council received the EA/EAW for the Crystal Airport airfield and associated improvements on April 19, 2019.</p> <p>Council staff has conducted a review of this EA to determine its adequacy and accuracy in addressing regional concerns and the potential for significant environmental impact. Staff have concluded that the EA is complete and accurate and an EIS is not necessary.</p> <p>We offer the following comments for your consideration:</p>	Comment noted.
6/7/2019	Metropolitan Council	Angela	Torres	Letter	7B	<p><b>Item 4.10 - Land Use – (Michael Larson, 651-602-1407)</b></p> <p>The EA quotes the City of Crystal's draft 2040 comprehensive plan, which states that if "MAC proposes non-aeronautical uses on part of the airport site, the city will consider such Comprehensive Plan amendments, zoning map revisions and conditional use permits in accordance with the city's normal exercise of its land use authority for such uses." Please be advised the City of Crystal's 2040 comprehensive plan is currently under review by the Metropolitan Council but was found incomplete on April 29,</p>	<p>The EA/EAW proposes releasing certain Airport property for non-aeronautical use along 63<sup>rd</sup> Avenue North, in the area west of the Twin Creek wetland complex and on both sides of the 63<sup>rd</sup> Avenue North entrance road. This area is in the City of Brooklyn Park, not the City of Crystal. The comments submitted by the Metropolitan Council relate to the City of Crystal's 2040 Plan and the referenced definition of the "Crystal Airport" is not included in the EA/EAW because it is not directly relevant to the proposed action. However, the 2035 LTCP identifies certain areas on Airport property</p>



**MIC EA/EAW Agency Comments**

Date	Agency	First Name	Last Name	Source	Comment ID	Comment	Response
						<p>2019. At that time, staff made the following statements in correspondence with the City:</p> <p><i>Potential Conformance and Consistency Issues – Transportation/Land Use</i></p> <p>The Comprehensive Plan raises a potential conformance issue with regard to the 2040 Transportation Policy Plan regarding the City's authority over land designated as part of the Crystal Airport. As required, the Plan designates all of the land designated in the 2035 Crystal Airport Long Term Comprehensive Plan (LTCP) as Airport land use. However, the Plan includes the following definition for the land use designation of Crystal Airport:</p> <p>"Crystal Airport. Property owned by Metropolitan Airports Commission (MAC) for the operation of the Crystal Airport. In the event that any part of the airport is developed for non-aeronautical uses, a Comprehensive Plan Amendment would be required."</p> <p>Airport land is part of a metropolitan system, including uses that may not be directly related to aeronautical use. Enabling statutes for the Metropolitan Airports Commission (MAC) (sections 473. 601 to 473. 679) provide the MAC with authority over airport land uses, particularly Minn. Stat. § 473.621, subd. 2. Consequently, the Plan cannot assert that it has authority over a metropolitan system.</p>	<p>within the City of Crystal as long-term non-aeronautical development opportunities. The MAC values its relationships with local jurisdictions and will discuss any future non-aeronautical development proposals with the appropriate local officials.</p>

**MIC EA/EAW Agency Comments**

Date	Agency	First Name	Last Name	Source	Comment ID	Comment	Response
						<p>Metropolitan Council staff have suggested language to City staff that emphasizes the importance of the compatibility of airport uses with the surrounding community. This includes the following suggested language for the definition of the Crystal Airport land use:</p> <p>"Crystal Airport. Property owned by Metropolitan Airports Commission (MAC) for the operation of the Crystal Airport. Uses will be consistent with the adopted Crystal Airport Long Term Comprehensive Plan (LTCP)."</p> <p>Furthermore, Council staff have suggested language such as the following to incorporate into the Plan. This approach emphasizes a collaborative partnership with the MAC regarding the impact of airport land uses on the surrounding community:</p> <p>"Although the City does not have land use approval authority over airport land, the City encourages the MAC to submit projects and site plans for City review and consideration, and to respond to the City's ordinary regulatory requirements."</p>	
6/7/2019	Metropolitan Council	Angela	Torres	Letter	7C	<p><b>Item 4. 10.2 - Affected Environment</b>                      – (Steve Mahowald, 612-349-7775)</p> <p>Page 4-39 of the EA/EAW notes                      "Limited Stop and Express bus routes stop along 63<sup>rd</sup> Avenue North." The document should also identify local bus routes. Please note that there is local bus service along Bass Lake</p>	<p>The following will be added at the end of the referenced sentence:                      "...and local bus service is provided along Bass Lake Road at the Airport's southern boundary."</p>



**MIC EA/EAW Agency Comments**

Date	Agency	First Name	Last Name	Source	Comment ID	Comment	Response
6/7/2019	Metropolitan Council	Angela	Torres	Letter	7D	<p>Road at the airport's southern boundary.</p> <p><b>Item 4.16.2 - Past, Present and Reasonable Foreseeable Projects –</b> (Steve Mahowald, 612- 349-7775)</p> <p>Page 4-78 of the EA/EAW regarding the Blue Line Extension that "service is projected to begin in the year 2021 ...". Please note that the project is not likely to be complete till 2023 or after.</p>	<p>This sentence will be revised to read "...service is projected to begin the year 2023 or later...."</p>
6/7/2019	Metropolitan Council	Angela	Torres	Letter	7E	<p><b>Item 4.13 Socioeconomic, Environmental Justice, and Children's Environmental Health and Safety –</b> (Todd Graham, 651-602-1322)</p> <p>EAs typically include discussion of economic activity and employment at worksites. Council staff find there is substantial commercial and industrial activity proximate to the subject area. The EA does not quantify or characterize the economic activity and employment at worksites. Instead, the EA includes only a table (table 4.12) of the work status of area residents; this is not a valid substitute for discussion of employment and worksites.</p>	<p>Table 4-12 identifies the total employed population, the unemployment rate, and percentage of resident employment by sector for each relevant jurisdiction. To address this comment, the following paragraph will be added below Table 4-12:</p> <p>"Similar to the resident labor force, businesses in the cities surrounding Crystal Airport provide employment in a range of industries. Much of the employment in these cities is concentrated along major transportation corridors, including Bottineau Boulevard to the immediate west of Crystal Airport. Manufacturing, trade, professional services, and education and health are important employment sectors within Brooklyn Park and Brooklyn Center, while trade, education and health, and leisure and hospitality are the three largest employment sectors in Crystal. The city of Crystal has the fewest jobs relative to its employed resident population, and all three cities have proportionally fewer jobs than Hennepin County and the MSP MSA when compared</p>

**MIC EA/EAW Agency Comments**

Date	Agency	First Name	Last Name	Source	Comment ID	Comment	Response
							<p>to their respective employed resident populations. The economic activity and employment data indicates that land uses in the three cities are largely residential and highlights the importance of roadway and transit connections for commuters in this part of the metropolitan region.”</p> <p>According to FAA guidance, the proposed project must be evaluated to determine if it will lead to a “disproportionately high and adverse impact” on environmental justice populations when compared to the no-action alternative.</p>
6/7/2019	Metropolitan Council	Angela	Torres	Letter	7F	<p><b>Item 4. 13.3 Socioeconomic, Environmental Justice, and Children’s Environmental Health and Safety – (Hillary Lovelace, 651-602-1555)</b></p> <p>It appears that the area with a highest concentration of residents of color will have more trees removed with the preferred alternative as opposed to the no action alternative (Figure 4-4 and Figure 4-11.) On page 4-57, there needs to be more substantive discussion of the environmental justice impacts.</p>	<p>As discussed in Section 4.3.2 of the EA/EAW, the MAC proposes to remove or trim any off-Airport trees currently penetrating the applicable approach threshold siting surface (TSS) prescribed by FAA guidance for each runway end at Crystal Airport. Up to 49 trees located on private properties and public rights-of-way, and up to 32 trees within a city park, will need to be trimmed or removed for the preferred alternative. Most of these trees are within census block groups surrounding the north side of the Airport and that are home to minority populations that, in aggregate, make up more than 50 percent of residents within those block groups.</p> <p>As discussed in Section 4.13.2 of the EA/EAW, trees in the city park will be replaced with suitable low-growing native species as part of a landscape and wildlife plan developed in concert with the park owner, the City</p>



**MIC EA/EAW Agency Comments**

Date	Agency	First Name	Last Name	Source	Comment ID	Comment	Response
							<p>of Brooklyn Park. Remaining desirable trees will be protected to the extent feasible and reasonable, and replaced if damaged during removal of nearby trees. As discussed in Section 4.6.3 of the EA.EAW, the FAA issued a preliminary finding that the proposed action will not significantly affect the park and constitutes a <i>de minimis</i> Section 4(f) action, meaning that there will be no adverse effect to the activities, features, and attributes of the resource. As a result, there are no significant impacts associated with proposed tree removal in the park.</p> <p>For trees on private properties, homeowners will be financially compensated based on the fair market value for trees removed from their property. The MAC will provide suggestions for replacement trees that mature at height ranges below the TSS. Tree removal will be carefully targeted to individual trees and will not involve clear-cutting stands of trees. As a result, there are no significant impacts associated with proposed tree removal on private properties.</p> <p>To address this comment, the following will be added to Section 4.13.3 of the EA.EAW:</p> <p>“As discussed in Section 4.3.2, up to 49 trees located on private properties and public rights-of-way, and up to 32 trees within a city park,</p>

**MIC EA/EAW Agency Comments**

Date	Agency	First Name	Last Name	Source	Comment ID	Comment	Response
							<p>will need to be trimmed or removed for the preferred alternative.</p> <p>The 32 trees within a city park are in the Runway 14 approach and within a census block group with 76 percent minorities. This is considered an environmental justice population because it exceeds the 50 percent minority threshold established by CEQ guidance. Because removal of these trees will not substantially change the wooded character of the park and the MAC will replace them with other shorter and more suitable species for the park environment, tree removal in the park will not have a disproportionately high and adverse impact to environmental justice populations.</p> <p>Of the 49 trees located on private properties and public rights-of-way:</p> <ul style="list-style-type: none"> <li>• Twenty-three are in the Runway 14 approach and within a census block group with 76 percent minorities.</li> <li>• Four are in the Runway 32 approach and within a census block group with 50 percent minorities.</li> <li>• Four are in the Runway 6L approach and within a census block group with 34 percent minorities.</li> <li>• Eighteen are in the Runway 24R approach and within a census block group with 68 percent minorities.</li> </ul>



**MIC EA/EAW Agency Comments**

<b>Date</b>	<b>Agency</b>	<b>First Name</b>	<b>Last Name</b>	<b>Source</b>	<b>Comment ID</b>	<b>Comment</b>	<b>Response</b>
							Because tree removal on private properties will be carefully targeted to individual trees, the MAC will compensate homeowners for tree removal on private properties, and suitable low-growing species will be planted in their place, tree removal on these properties will not have a disproportionately high and adverse impact to environmental justice populations."
<b>6/7/2019</b>	<b>Metropolitan Council</b>	<b>Angela</b>	<b>Torres</b>	<b>Letter</b>	<b>7G</b>	This concludes the Council's review of the EA/EAW. The Council will not take formal action on the EA/EAW at this time. If you have any questions or need further information, please contact Russ Owen, Principal Reviewer, at 651-602-1724.	Comment noted.
<b>5/14/2019</b>	<b>US Army Corps of Engineers, St. Paul District</b>	<b>Justin</b>	<b>Berndt</b>	<b>Emailed Letter</b>	<b>8A</b>	This letter is in response to correspondence we received from you regarding the Metropolitan Airports Commission (MAC) EAW for proposed projects at Crystal Airport. This letter contains our initial comments on this project for your consideration. The purpose of this letter is to inform you that based on the information you provided for the project referenced above a Department of the Army (DA) permit may be required for your proposed activity. In lieu of a specific response, please consider the following general information concerning our regulatory program that may apply to the proposed project.	Comment noted.
<b>5/14/2019</b>	<b>US Army Corps of Engineers, St. Paul District</b>	<b>Justin</b>	<b>Berndt</b>	<b>Emailed Letter</b>	<b>8B</b>	Commercial construction activities often result in regulated activities when culverts and abutting bank stabilization, discharges of dredged or fill material into wetlands and	Comment noted. A letter was sent to the U.S. Army Corps of Engineers in January 2018 when the environmental process was initiated. The letter requested comments on the proposed action and invited Army Corps staff to attend an

**MIC EA/EAW Agency Comments**

Date	Agency	First Name	Last Name	Source	Comment ID	Comment	Response
						<p>tributaries associated with site grading and preparation activities.</p> <p>If the proposal involves activity in navigable waters of the United States, it may be subject to the Corps of Engineers jurisdiction under Section 10 of the Rivers and Harbors Act of 1899 (Section 10). Section 10 prohibits the construction, excavation, or deposition of materials in, over, or under navigable waters of the United States, or any work that would affect the course, location, condition, or capacity of those waters, unless the work has been authorized by a Department of the Army permit.</p> <p>If the proposal involves discharge of dredged or fill material into waters of the United States, it may be subject to the Corps of Engineers jurisdiction under Section 404 of the Clean Water Act (CWA Section 404). Waters of the United States include navigable waters, their tributaries, and adjacent wetlands (33 CFR § 328.3). CWA Section 301(a) prohibits discharges of dredged or fill material into waters of the United States, unless the work has been authorized by a Department of the Army permit under Section 404. Information about the Corps permitting process can be obtained online at <a href="http://www.mvp.usace.army.mil/regulatory">http://www.mvp.usace.army.mil/regulatory</a>.</p> <p>The Corps evaluation of a Section 10 and/or a Section 404 permit application involves multiple analyses, including (1) evaluating the proposal's impacts in accordance with the National</p>	<p>agency scoping meeting held on February 12, 2018 (see Appendix K). As noted in Section 4.15.4 of the EA/EAW, the total estimated wetland fill area associated with the proposed project is less than 0.1 acre. The MAC's consultant discussed this impact with Army Corps staff on March 28, 2019. Based on this conversation, the project's wetland impact is expected to be authorized under the USACE St. Paul District Transportation Regional General Permit (RGP) as a Category 2 regulated activity.</p>



**MIC EA/EAW Agency Comments**

Date	Agency	First Name	Last Name	Source	Comment ID	Comment	Response
						<p>Environmental Policy Act (NEPA) (33 CFR part 325), (2) determining whether the proposal is contrary to the public interest (33 CFR § 320.4), and (3) in the case of a Section 404 permit, determining whether the proposal complies with the Section 404(b)(1) Guidelines (Guidelines) (40 CFR part 230).</p> <p>If the proposal requires a Section 404 permit application, the Guidelines specifically require that "no discharge of dredged or fill material shall be permitted if there is a practicable alternative to the proposed discharge which would have less adverse impact on the aquatic ecosystem, so long as the alternative does not have other significant adverse environmental consequences" (40 CFR § 230.10(a)).</p> <p>Time and money spent on the proposal prior to applying for a Section 404 permit cannot be factored into the Corps' decision whether there is a less damaging practicable alternative to the proposal.</p> <p>If an application for a Corps permit has not yet been submitted, the project proposer may request a pre-application consultation meeting with the Corps to obtain information regarding the data, studies or other information that will be necessary for the permit evaluation process. A pre-application consultation meeting is strongly recommended if the proposal has substantial impacts to waters of the United States, or if it is a large or controversial project.</p>	

**MIC EA/EAW Agency Comments**

<b>Date</b>	<b>Agency</b>	<b>First Name</b>	<b>Last Name</b>	<b>Source</b>	<b>Comment ID</b>	<b>Comment</b>	<b>Response</b>
5/14/2019	US Army Corps of Engineers, St. Paul District	Justin	Berndt	Emailed Letter	8C	If you have any questions, please contact me in our St. Paul office at (651) 290-5446 or Justin.T.Berndt@usace.army.mil. In any correspondence or inquiries, please refer to the Regulatory file number shown above [MVP-2018-03316-JTB].	Comment noted.
5/17/2019	MnDOT Metro District Planning, Program Management, and Transit	David	Elvin	Email	9A	MnDOT has reviewed the EAW for the Airfield and Associated Improvements at Crystal Airport dated 4/15/19 and has no comments. Thank you for including MnDOT in the review process, and please contact me with any questions.	Comment noted.



1 METROPOLITAN AIRPORTS COMMISSION

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7 PUBLIC HEARING

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RE:

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DRAFT EA/EAW FOR CRYSTAL AIRPORT IMPROVEMENTS

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May 29, 2019

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6:30 PM

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Crystal City Hall

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4141 Douglas Drive North

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Crystal, Minnesota 55422

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REPORTED BY:

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Elizabeth J. Gangl

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Registered Professional Reporter

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APPEARANCES

MAC COMMISSION:

Rick King, Planning, Development & Environment Chair

Daniel Boivin, Commission Chair

Patti Gartland, Commissioner

Don Monaco, Commissioner

Katie Clark Sieben, Commissioner

METROPOLITAN AIRPORTS COMMISSION STAFF PRESENT:

Jenn Felger

Kelly Gerads

Brad Juffer

Chad Leqve

Jennifer Lewis

Dana Nelson

Neil Ralston

Bridget Rief

Gary Schmidt

Naomi Pesky

Brian Ryks

Melissa Scovronski

Philip Tiedeman

Evan Wilson

MEAD & HUNT REPRESENTATIVES:

Evan Barrett

Colleen Bosold

Sarah Emmel

Paul Strege



1 CHAIR KING: This is May 29th, 2019. The  
2 public hearing will now come to order.

3 My name is Rick King, and I am the Chair of the  
4 Planning, Development & Environment Committee of the  
5 Metropolitan Airports Commission known as MAC.

6 This Committee has been appointed as Hearing  
7 Officers for tonight's public hearing. With me this  
8 evening is the Chair of the Metropolitan Airports  
9 Commission, Dan Boivin, right next to me, and  
10 Commissioners Monaco, Gartland and Clark Sieben.

11 We welcome you all to tonight's public hearing.  
12 The purpose of this hearing is to provide the public with  
13 an opportunity to comment on the Crystal Airport  
14 Improvements Draft Environmental Assessment and  
15 Environmental Assessment Worksheet, hereinafter -- this  
16 was written by a lawyer -- referred to as the EA/EAW  
17 issued for public review.

18 The draft EA/EAW availability and notice of this  
19 public hearing was posted on the MAC website, distributed  
20 through an e-news subscription list and published in the  
21 Sun Post, Robbinsdale Crystal New Hope edition, on  
22 April 18th, 2019. Additionally, the notice of this  
23 public hearing was published in the Environmental Quality  
24 Board Monitor on April 22, 2019. All announcements  
25 directed readers to the project website and the Crystal,

1 Brooklyn Park and Brooklyn Center city halls where the  
2 draft EA/EAW could be reviewed.

3 Prior to this meeting, a public open house was  
4 held at 5:30 and a presentation was provided at 6:00 p.m.

5 As part of the public outreach process, the MAC  
6 also developed and executed a stakeholder engagement plan  
7 in collaboration with the local community and aviation  
8 stakeholders. In addition to a project website, the  
9 public had an opportunity to sign up to receive news and  
10 public notices from the MAC via an e-news subscription.  
11 The MAC also formed an Airport Community Panel and held a  
12 public information meeting on October 30th, 2018, at the  
13 Crystal Community Center.

14 The EA/EAW is being completed in order to  
15 initiate proposed airfield improvements identified in the  
16 Crystal Airport 2035 Long-Term Comprehensive Plan  
17 completed in 2017. An EA is required in order to comply  
18 with the federal National Environmental Policy Act. An  
19 EAW is required to comply with the Minnesota  
20 Environmental Policy Act. The FAA, Federal Aviation  
21 Administration, is the lead federal agency responsible  
22 for the EA, and the MAC is the Responsible Government  
23 Unit for the state EAW review process; therefore, this  
24 hearing is being sponsored jointly by the FAA and the  
25 MAC.



1           Upon completion of the hearing and comment  
2 period, MAC staff will prepare a Hearing Officers' Report  
3 and the final EA/EAW. The final EA/EAW will be submitted  
4 to the Federal Aviation Administration and the MAC for  
5 the environmental determinations. If the final EA/EAW is  
6 approved, the improvements will be scheduled accordingly  
7 via the MAC's Capital Improvement Program process.

8           Tonight, your testimony about the information  
9 contained in the Draft EA/EAW will be recorded by a court  
10 reporter. If you would like to submit comments but do  
11 not care to speak this evening, you may do so in writing.  
12 Comment forms are available at the welcome desk.

13 Completed forms may be submitted this evening or via mail  
14 to: Crystal Airport EA/EAW Comments, care of MAC  
15 Planning & Development Department, 6040 28th Avenue  
16 South, Minneapolis, Minnesota 55450, or via email to:  
17 Contact Crystal Airport EA at [mspmac.org](http://mspmac.org).

18           Regardless of how comments are submitted, they  
19 must be submitted by the close of the comment period,  
20 which is June 10th.

21           A speaker sign-up card must be completed in order  
22 to present oral comments tonight. As I said, if you need  
23 one of those, just put your hand up so Brad can get them  
24 to you. Some of you may have already completed a card; I  
25 have one, by the way. If you would like to present oral

1 comments but have not signed up, raise your hand and you  
2 will get a card delivered to you. Please raise your hand  
3 again once you have filled in the card and a staff member  
4 will pick the card up. I will call the speakers one by  
5 one, or the one.

6 We will not be answering questions tonight during  
7 this hearing and will not be taking any actions or making  
8 any recommendations. All of the verbal and written  
9 comments will be taken into consideration before taking  
10 final action on the Draft EA/EAW at a future meeting.

11 Thank you for your cooperation. I will now open  
12 the hearing for public comments. I would first like to  
13 invite any public officials who wish to speak on the  
14 record to present their comments before we begin with the  
15 speaker sign-up cards.

16 Do we have any public officials wishing to make  
17 any comments tonight?

18 (No response.)

19 CHAIR KING: Okay. Seeing none, I will now  
20 invite the people I have cards for.

21 Brad, do you have any other cards?

22 MR. JUFFER: No.

23 CHAIR KING: So I have Bryan Sieve.  
24 Welcome. In order for everybody to talk, don't take too  
25 much time.



1 (Laughter.)

2 MR. SIEVE: My name is Bryan Sieve. I  
3 represent a group of -- a long-time business aircraft  
4 owner at Crystal Airport. I have a hangar there, been  
5 flying airplanes, mostly for business use, since 2003.  
6 We are a business located in Maple Grove and Crystal  
7 Airport is a very convenient and effective tool for us to  
8 manage our business.

**1A**

9 My general comments tonight are -- we've worked  
10 with staff on this for a number of years -- is we think  
11 and we believe that the Long-Term Comprehensive Plan is a  
12 marvelous and positive approach for the airport. The  
13 airport has been in some level of neglect for a number of  
14 years. Technology in aircraft aviation has changed.  
15 Crystal Airport has not kept up with those changes, which  
16 we, you know, put in and installed in a number of other  
17 airports, reliever airports around the metro area but not  
18 Crystal, and it's disappointing.

**1B**

19 But that being said, the future looks bright.  
20 The runway improvements that are being talked about for a  
21 number of the stakeholders, whether they're business  
22 users like ourselves, the longer runways are viewed very  
23 positively. Those of us that are more recreational and  
24 want to use the turf runways, and we preserved that,  
25 that's a very good sign as well. So Crystal is going to

**1C**

1 be a hybrid airport that we believe is going to continue  
2 to serve a lot of the stakeholders in our little airport  
3 community.

4 That said, Crystal is strategic in some ways as  
5 it's the closest airport to downtown Minneapolis and it  
6 does have the ability and the potential to attract more  
7 aircraft, specifically people that are doing business in  
8 downtown because it is a fairly short drive to get there.  
9 And I'm a poster child for it because I do business and I  
10 have people that come in.

11 So I disagree with staff that the airport with  
12 these improvements will remain static. I think it's  
13 going to increase, particularly when we put an instrument  
14 approach into 32, which is going to allow more adverse  
15 weather use of the airport.

16 Right now I know personally, as an instrument  
17 pilot, I will not fly into Crystal if prevailing winds do  
18 not favor 14 because I'm not going to do a circling  
19 approach. A lot of us, if we're not professional pilots,  
20 just can't maintain that level of proficiency to fly  
21 generally advanced or higher-performance aircraft that  
22 low to the ground. I know it's legal but it's just not a  
23 good idea, so the instrument approach of 32 is going to  
24 be very positive.

25 Without taking up too much of your time, the one

**1C****1D****1E****1F**



1 thing that a number of us are concerned with that the  
2 Long-Term Comprehensive Plan does not address is we have  
3 a lack of ramp space at the airport; that is, our  
4 airport, our hangar is near the only remaining -- or  
5 Thunderbird is the only remaining airport FBO operating  
6 right now, and we do at times get or have demand. As a  
7 reliever overflow airport we get larger turboprop-type of  
8 aircraft in, which are perfectly capable of operating  
9 safely out of Crystal. The problem is we have no place  
10 to put them, and when we increase the runway length here  
11 we're going to get more of those types of aircraft. And  
12 I think Thunderbird has six tie-down spots so that needs  
13 to be looked at. There's a number of opportunities with  
14 leases coming due right now that we perhaps can look at  
15 and roll up our sleeves and look at a better land use for  
16 that type of need in the Long-Term Comprehensive Plan.  
17 And I put out -- and I shared this with Neil  
18 (indicating), I did email it to him, some of you have  
19 seen it -- an idea that some us have had for a location  
20 for potentially a new FBO that could be incorporated into  
21 the plan. If you want to see them, I have copies.

22 Overall, I think we're at a good spot to address  
23 a lot of these issues. I know that, on a side note, that  
24 we have had issues with fueling on the field and there's  
25 been some discussion about how to address those items. I

**1F****1G**

1 would encourage you to not make any short-term decisions  
2 that could affect or make a short-term improvement to  
3 fueling on the field that could be incorporated as part  
4 of this long-term plan that might ultimately hinder us  
5 from achieving some of our larger goals.

6 So I'm not going to get into it tonight, there  
7 will be other times for that, but I would encourage you  
8 just to step back and listen to the airport constituency  
9 about all the stakeholders and how we can achieve a  
10 number of goals, not including fueling, which are on the  
11 field right now, potentially part of the Long-Term  
12 Comprehensive Plan.

13 Thank you.

14 CHAIR KING: Do we have that document,  
15 Neil, as part of the record? He referred to a diagram.

16 MR. RALSTON: We do have a copy.

17 CHAIR KING: Okay. So that's incorporated  
18 by reference here?

19 MR. RALSTON: Yes.

20 CHAIR KING: Okay. Anybody else wish to  
21 speak?

22 (No response.)

23 CHAIR KING: Okay. This part is shorter.

24 As we have heard from all of the speakers signed  
25 up to present comments, I will officially adjourn the

1G

1H



1 public hearing. As a reminder, additional written  
2 comments must be submitted by the close of the comment  
3 period on June 10th via mail to: Crystal Airport EA/EAW  
4 Comments, care of MAC Planning & Development Department,  
5 6040 28th Avenue South, Minneapolis, Minnesota 55450, or  
6 via email: Contact Crystal Airport EA at mspmac.org.

7 Thank you for attending this evening and  
8 participating in the environmental review process. This  
9 public hearing is now concluded.

10 (Proceedings concluded at 6:42 p.m.)

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REPORTER'S CERTIFICATE

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I, Elizabeth J. Gangl, a Registered Professional Reporter in the State of Minnesota, do hereby certify that the foregoing pages of typewritten material constitutes an accurate verbatim record transcribed from the stenotype notes taken by me of the proceedings aforementioned on the 29th day of May 2019, at the times and place specified.

DATED: June 5, 2019



Elizabeth J. Gangl  
Registered Professional Reporter



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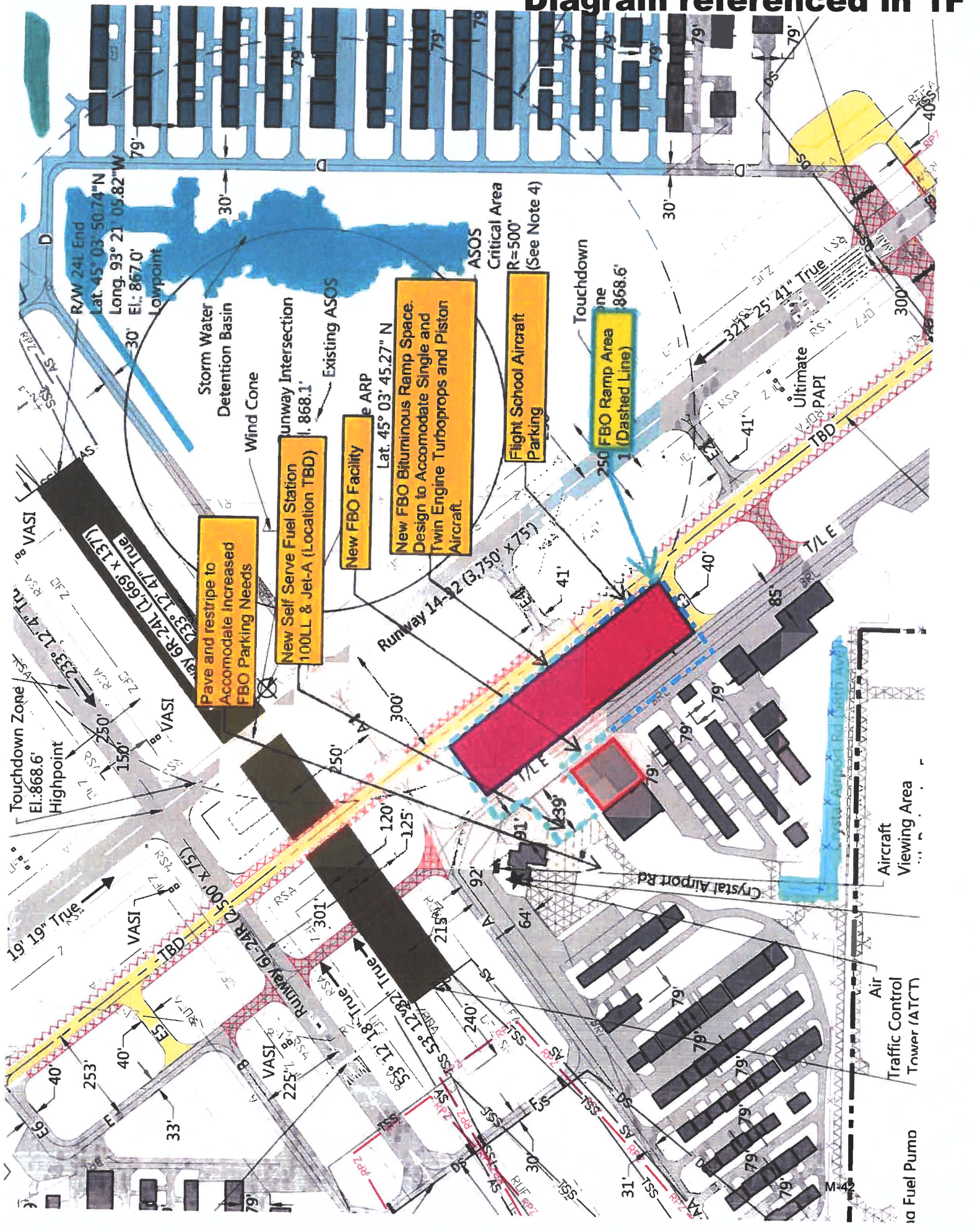
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<p><b>l</b></p>	<p><b>name</b> 3:3 7:2  <b>naomi</b> 2:18  <b>national</b> 4:18  <b>near</b> 9:4  <b>need</b> 5:22 9:16  <b>needs</b> 9:12</p>	<p><b>p</b></p>	
<p><b>lack</b> 9:3  <b>land</b> 9:15  <b>larger</b> 9:7 10:5  <b>laughter</b> 7:1  <b>lawyer</b> 3:16  <b>lead</b> 4:21  <b>leases</b> 9:14  <b>legal</b> 8:22  <b>length</b> 9:10  <b>levee</b> 2:12  <b>level</b> 7:13 8:20  <b>lewis</b> 2:13  <b>list</b> 3:20  <b>listen</b> 10:8  <b>little</b> 8:2  <b>local</b> 4:7  <b>located</b> 7:6  <b>location</b> 9:19  <b>long</b> 4:16 7:3,11  9:2,16 10:4,11  <b>longer</b> 7:22  <b>look</b> 9:14,15  <b>looked</b> 9:13</p>		<p><b>p.m.</b> 4:4 11:10  <b>pages</b> 12:7  <b>panel</b> 4:11  <b>park</b> 4:1</p>	

<p><b>proceedings</b> 11:10 12:9</p> <p><b>process</b> 4:5,23 5:7 11:8</p> <p><b>professional</b> 1:24 8:19 12:5,24</p> <p><b>proficiency</b> 8:20</p> <p><b>program</b> 5:7</p> <p><b>project</b> 3:25 4:8</p> <p><b>proposed</b> 4:15</p> <p><b>provide</b> 3:12</p> <p><b>provided</b> 4:4</p> <p><b>public</b> 1:7 3:2,7,11 3:12,17,19,23 4:3 4:5,9,10,12 6:12 6:13,16 11:1,9</p> <p><b>published</b> 3:20,23</p> <p><b>purpose</b> 3:12</p> <p><b>put</b> 5:23 7:16 8:13 9:10,17</p>	<p><b>regardless</b> 5:18</p> <p><b>registered</b> 1:24 12:5,24</p> <p><b>reliever</b> 7:17 9:7</p> <p><b>remain</b> 8:12</p> <p><b>remaining</b> 9:4,5</p> <p><b>reminder</b> 11:1</p> <p><b>report</b> 5:2</p> <p><b>reported</b> 1:22</p> <p><b>reporter</b> 1:24 5:10 12:6,24</p> <p><b>reporter's</b> 12:1</p> <p><b>represent</b> 7:3</p> <p><b>representatives</b> 2:23</p> <p><b>required</b> 4:17,19</p> <p><b>response</b> 6:18 10:22</p> <p><b>responsible</b> 4:21 4:22</p> <p><b>review</b> 3:17 4:23 11:8</p> <p><b>reviewed</b> 4:2</p> <p><b>rick</b> 2:3 3:3</p> <p><b>rief</b> 2:16</p> <p><b>right</b> 3:9 8:16 9:6 9:14 10:11</p> <p><b>robbinsdale</b> 3:21</p> <p><b>roll</b> 9:15</p> <p><b>runway</b> 7:20 9:10</p> <p><b>runways</b> 7:22,24</p> <p><b>ryks</b> 2:19</p>	<p><b>seen</b> 9:19</p> <p><b>serve</b> 8:2</p> <p><b>shared</b> 9:17</p> <p><b>short</b> 8:8 10:1,2</p> <p><b>shorter</b> 10:23</p> <p><b>side</b> 9:23</p> <p><b>sieben</b> 2:7 3:10</p> <p><b>sieve</b> 6:23 7:2,2</p> <p><b>sign</b> 4:9 5:21 6:15 7:25</p> <p><b>signature</b> 12:22</p> <p><b>signed</b> 6:1 10:24</p> <p><b>six</b> 9:12</p> <p><b>sleeves</b> 9:15</p> <p><b>south</b> 5:16 11:5</p> <p><b>space</b> 9:3</p> <p><b>speak</b> 5:11 6:13 10:21</p> <p><b>speaker</b> 5:21 6:15</p> <p><b>speakers</b> 6:4 10:24</p> <p><b>specifically</b> 8:7</p> <p><b>specified</b> 12:11</p> <p><b>sponsored</b> 4:24</p> <p><b>spot</b> 9:22</p> <p><b>spots</b> 9:12</p> <p><b>staff</b> 2:8 5:2 6:3 7:10 8:11</p> <p><b>stakeholder</b> 4:6</p> <p><b>stakeholders</b> 4:8 7:21 8:2 10:9</p> <p><b>state</b> 4:23 12:6</p> <p><b>static</b> 8:12</p> <p><b>stereotype</b> 12:9</p> <p><b>step</b> 10:8</p> <p><b>strategic</b> 8:4</p> <p><b>strege</b> 2:25</p> <p><b>submit</b> 5:10</p> <p><b>submitted</b> 5:3,13 5:18,19 11:2</p> <p><b>subscription</b> 3:20 4:10</p>	<p><b>sun</b> 3:21</p> <p><b>t</b></p> <p><b>take</b> 6:24</p> <p><b>taken</b> 6:9 12:9</p> <p><b>talk</b> 6:24</p> <p><b>talked</b> 7:20</p> <p><b>technology</b> 7:14</p> <p><b>term</b> 4:16 7:11 9:2 9:16 10:1,2,4,11</p> <p><b>testimony</b> 5:8</p> <p><b>thank</b> 6:11 10:13 11:7</p> <p><b>thing</b> 9:1</p> <p><b>think</b> 7:10 8:12 9:12,22</p> <p><b>thunderbird</b> 9:5 9:12</p> <p><b>tie</b> 9:12</p> <p><b>tiedeman</b> 2:21</p> <p><b>time</b> 6:25 7:3 8:25</p> <p><b>times</b> 9:6 10:7 12:10</p> <p><b>tonight</b> 5:8,22 6:6 6:17 7:9 10:6</p> <p><b>tonight's</b> 3:7,11</p> <p><b>tool</b> 7:7</p> <p><b>transcribed</b> 12:8</p> <p><b>turboprop</b> 9:7</p> <p><b>turf</b> 7:24</p> <p><b>type</b> 9:7,16</p> <p><b>types</b> 9:11</p> <p><b>typewritten</b> 12:7</p>
<p><b>q</b></p> <p><b>quality</b> 3:23</p> <p><b>questions</b> 6:6</p>	<p><b>r</b></p> <p><b>raise</b> 6:1,2</p> <p><b>ralston</b> 2:15 10:16 10:19</p> <p><b>ramp</b> 9:3</p> <p><b>readers</b> 3:25</p> <p><b>receive</b> 4:9</p> <p><b>recommendations</b> 6:8</p> <p><b>record</b> 6:14 10:15 12:8</p> <p><b>recorded</b> 5:9</p> <p><b>recreational</b> 7:23</p> <p><b>reference</b> 10:18</p> <p><b>referred</b> 3:16 10:15</p>	<p><b>s</b></p> <p><b>safely</b> 9:9</p> <p><b>sarah</b> 2:25</p> <p><b>scheduled</b> 5:6</p> <p><b>schmidt</b> 2:17</p> <p><b>scovronski</b> 2:20</p> <p><b>see</b> 9:21</p> <p><b>seeing</b> 6:19</p>	<p><b>u</b></p> <p><b>ultimately</b> 10:4</p> <p><b>unit</b> 4:23</p> <p><b>use</b> 7:5,24 8:15 9:15</p> <p><b>users</b> 7:22</p>



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<b>verbal</b> 6:8 <b>verbatim</b> 12:8 <b>viewed</b> 7:22
<b>w</b>
<b>want</b> 7:24 9:21 <b>way</b> 5:25 <b>ways</b> 8:4 <b>we've</b> 7:9 <b>weather</b> 8:15 <b>website</b> 3:19,25 4:8 <b>welcome</b> 3:11 5:12 6:24 <b>wilson</b> 2:22 <b>winds</b> 8:17 <b>wish</b> 6:13 10:20 <b>wishing</b> 6:16 <b>worked</b> 7:9 <b>worksheet</b> 3:15 <b>writing</b> 5:11 <b>written</b> 3:16 6:8 11:1
<b>y</b>
<b>years</b> 7:10,14

# Diagram referenced in 1F



Pave and restripe to Accommodate Increased FBO Parking Needs

New Self Serve Fuel Station 100LL & Jet-A (Location TBD)

New FBO Facility

New FBO Bituminous Ramp Space. Design to Accommodate Single and Twin Engine Turboprops and Piston Aircraft.

Flight School Aircraft Parking

250 FBO Ramp Area (Dashed Line)

ASOS Critical Area R=500' (See Note 4)

R/W 24L End  
Lat. 45° 03' 50.74" N  
Long. 93° 21' 05.82" W  
El.: 867.0'  
Lowpoint

Touchdown Zone  
El.: 868.6'  
Highpoint

Traffic Control Tower (ATT)

Aircraft Viewing Area

Air Fuel Pumps



**From:** [Nelson, Dana](#)  
**To:** [Evan Barrett](#)  
**Cc:** [Ralston, Neil](#); [Sarah Emmel](#); [Colleen Bosold](#); [Juffer, Brad](#)  
**Subject:** FW: Could you please repair the Crystal Airport signs, they are very hard to read.  
**Date:** Tuesday, June 11, 2019 12:49:25 PM

---

Evan,

Please include the original email from Zachary below in the public comments for Crystal. I'll work with Phil to get a more robust response for the document.

Thanks,

**DANA NELSON**

*Director, Stakeholder Engagement*

**Metropolitan Airports Commission**

6040 28<sup>th</sup> Avenue South

Minneapolis, MN 55450

**O:** 612-725-6330

**F:** 612-725-6310

**From:** zachary paul <zachary.paul81@gmail.com>

**Sent:** Tuesday, June 11, 2019 4:42 AM

**To:** Nelson, Dana <Dana.Nelson@mspmac.org>

**Subject:** Re: Could you please repair the Crystal Airport signs, they are very hard to read.

Yes.

On Mon, Jun 10, 2019 at 1:43 PM Nelson, Dana <[Dana.Nelson@mspmac.org](mailto:Dana.Nelson@mspmac.org)> wrote:

Hi Zachary,

Thanks for your note about the Crystal Airport signs. I've forwarded your email to the airport manager, Phil Tiedeman. He will be able to follow-up on it.

Since this work is outside the current environmental review, I wanted to check to see if you want your email to be part of the public comment. We are doing a federal/state environmental review and have an open public comment period which ends today. If you'd like it to be on the record, we will include your email in an appendix of the document as well as a response.

If best, you can give me a call at the number below and we'll discuss.

Thanks,

**DANA NELSON**

*Director, Stakeholder Engagement*

**Metropolitan Airports Commission**

6040 28<sup>th</sup> Avenue South

Minneapolis, MN 55450

**O:** 612-725-6330

---

**From:** zachary paul <[zachary.paul81@gmail.com](mailto:zachary.paul81@gmail.com)>

**Sent:** Monday, June 10, 2019 7:45 AM



**To:** ContactCrystalAirportEA <[ContactCrystalAirportEA@mspmac.org](mailto:ContactCrystalAirportEA@mspmac.org)>

**Subject:** Could you please repair the Crystal Airport signs, they are very hard to read.

**CAUTION:** This email originated from outside of the MAC organization.  
Do not click links or open attachments unless you recognize the sender and know the content is safe.  
If in doubt about the legitimacy of this email, please contact the [MAC IT ServiceDesk](#) for validation.

- *MAC IT ServiceDesk*

---

Could you please repair the Crystal Airport signs, they are very hard to read. The maintenance crew said they were going to repair them last winter. Thank you.

**2A**

June 10, 2019

Bridget Rief  
Metropolitan Airports Commission  
6040 28<sup>th</sup> Avenue South  
Minneapolis, MN 55450

Re: Crystal Airport Airfield and Associated Improvements Environmental Assessment/Environmental Assessment Worksheet

Dear Bridget Rief:

Thank you for the opportunity to review and comment on the Environmental Assessment/ Environmental Assessment Worksheet (EA/EAW) for Crystal Airport Airfield and Associated Improvements project (Project) in the city of Crystal, Hennepin County, Minnesota. The Project consists of various airport/runway improvements. Regarding matters for which the Minnesota Pollution Control Agency (MPCA) has regulatory responsibility or other interests, the MPCA staff has the following comments for your consideration.

**3A**

**Chapter 4, Section 4.15 - Water Resources**

Please note that a new National Pollutant Discharge Elimination System/State Disposal System Industrial Stormwater General Permit (ISW Permit) will be needed for 2020, with an application period in the fall of 2019. Thus the changes being proposed in the EA/EAW must be addressed in the Stormwater Pollution Prevention Plan and the application for the new ISW Permit.

**3B**

**Chapter 4, Section 4.8 - Hazardous Materials, Solid Waste and Pollution Prevention**

The EA/EAW indicates the potential for soil or groundwater contamination as a result of current and past uses of property on or adjacent to the airport. Please note that state law requires that persons properly manage contaminated soil and water they uncover or disturb - even if they are not the party responsible for the contamination. Projects with construction on or near contaminated properties should begin working early in their planning process with the MPCA's Brownfields Program to receive necessary technical assistance in managing contamination. For some properties, special construction might be needed to prevent the further spreading of the contamination and/or prevent vapors from entering buildings or utility corridors. Information regarding the Brownfields Program can be found at: <https://www.pca.state.mn.us/waste/brownfields>. If contamination is found, it must be reported immediately to the state duty officer at 651-649-5451 or 800-422-0798.

**3C**

**Chapter 5 - State Environmental Assessment Worksheet Content**

The EA/EAW does not provide a table of the permits and approvals required for the Project as indicated in Chapter 5, Item 8, page 5-3.

**3D**



Bridget Rief  
Page 2  
June 10, 2019

We appreciate the opportunity to review this Project. Please provide your specific responses to our comments and notice of decision on the need for an Environmental Impact Statement. Please be aware that this letter does not constitute approval by the MPCA of any or all elements of the Project for the purpose of pending or future permit action(s) by the MPCA. Ultimately, it is the responsibility of the Project proposer to secure any required permits and to comply with any requisite permit conditions. If you have any questions concerning our review of this EA/EAW, please contact me by email at [Karen.kromar@state.mn.us](mailto:Karen.kromar@state.mn.us) or by telephone at 651-757-2508.

**3E**

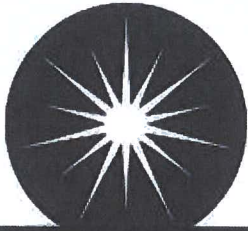
Sincerely,



Karen Kromar  
Project Manager  
Environmental Review Unit  
Resource Management and Assistance Division

KK:bt

cc: Dan Card, MPCA, St. Paul  
Roberta Getman, MPCA, Rochester  
Samathan Adams, MPCA, Brainerd  
Suzanne Hanson, MPCA, Duluth



**CITY of CRYSTAL**

4141 Douglas Drive North • Crystal, Minnesota 55422-1696

Tel: (763) 531-1000 • Fax: (763) 531-1188 • [www.crystalmn.gov](http://www.crystalmn.gov)

May 28, 2019

Ms. Bridge Rief  
Metropolitan Airports Commission  
6040 – 28<sup>th</sup> Avenue South  
Minneapolis, MN 55450

**RE:** City of Crystal comments – Draft EA/EAW for Crystal Airport

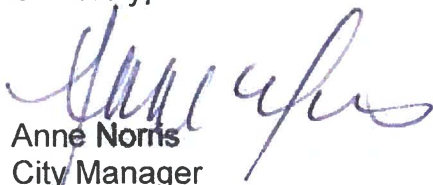
Dear Ms. Rief:

Thank you for the opportunity to provide comments on the draft Federal Environmental Assessment (EA)/ State Environmental Assessment Worksheet (EAW) for the improvements at the Crystal Airport. City staff offers these comments on this document:

- The City of Crystal has existing easements and right of way within the fenced area of the Crystal airport. Some of the proposed improvements will impact these areas. Any proposed changes impacting existing easements or right of way must be reviewed and approved by the City. Additionally, surface water flow through the site must not be restricted or hindered by any of the proposed changes or other factors.

If you have any questions about these comments, please contact City Planner Dan Olson at 763-531-1142 or [dan.olson@crystalmn.gov](mailto:dan.olson@crystalmn.gov)

Sincerely,



Anne Norris  
City Manager

cc: Mayor and City Council  
John Sutter, Community Development Director  
Mark Ray, Public Works Director  
Dan Olson, City Planner

**4A**

**4B**

**4C**





UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
REGION 5  
77 WEST JACKSON BOULEVARD  
CHICAGO, IL 60604-3590

JUN 03 2019

REPLY TO THE ATTENTION OF:

Josh Fitzpatrick  
Federal Aviation Administration  
Dakota-Minnesota Airports District Office  
6020 28th Avenue South, Suite 102  
Minneapolis, Minnesota 55450-2700

E-19J

**Re: Draft Environmental Assessment for the Crystal Airport Improvements Project,  
Crystal, Hennepin County, Minnesota**

Dear Mr. Fitzpatrick:

EPA has reviewed the referenced Draft Environmental Assessment (EA), dated April 15, 2019, which was prepared by the Metropolitan Airports Commission (MAC), in coordination with the Federal Aviation Administration (FAA). Our comments are provided pursuant to our authorities under the National Environmental Policy Act (NEPA), Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508), and Section 309 of the Clean Air Act.

The proposed action involves construction and demolition activities at the Crystal Airport. Two alternatives have been brought forward for consideration in the EA:

- No Action Alternative. No construction or demolition activities would occur at the Crystal Airport.
- Proposed Action. Perform construction and demolition activities at the Crystal Airport, including:
  - Decommission Runway 14R/32L and convert it to a full parallel taxiway for primary Runway 14/32, extended to the new runway ends;
  - Convert portions of primary Runway 14/32 blast pads to usable runway for a total published length of 3,750 feet with declared distances, and change the runway designation to Utility;
  - Shift primary Runway 14/32 approximately 115 feet to the northwest along its centerline. Reduce the length of existing turf Runway 06R/24L to 1,669 feet to clear Taxiways D and F from its Runway Safety Areas (RSA).;
  - Revise the existing Runway 14 instrument approach procedure and establish a non-precision geographic positioning system (GPS)-based instrument approach procedure (LNAV) to the Runway 32 end;
  - Replace the Runway 32 visual approach slope indicator (VASI) with a precision approach path indicator (PAPI). Relocate the runway end identifier lights (REIL) systems to correspond with relocated thresholds on both ends of Runway 14/32;

**5A**

- Adjust and extend the medium intensity runway lights (MIRL) and medium intensity taxiway lights (MITL) systems to correspond with the proposed primary runway length;
- Convert Taxiway E into an apron edge taxilane between Taxiways A and E1;
- Remove the section of Taxiway E that crosses Runways 06L/24R and 06R/24L between Taxiway A and Taxiway B;
- Remove Taxiways E2 and E3 between Taxiway E and the future parallel taxiway and replace them with a single new connector located between the removed taxiway sections;
- Add a connector taxiway between Taxiway E and the future parallel taxiway offset from existing Taxiway B by approximately 100 feet to the northwest;
- Remove existing runway end connector Taxiways E1 and E4 and replace with connectors from the future parallel taxiway to the new Runway 14/32 ends;
- Add new engine-run up pads on either end of Runway 14/32 on its northeast side;
- Construct on-airport perimeter roads around runway ends on the north, west, and south sides of the airfield to allow ground vehicles to circulate without crossing runways;
- Expand the fixed-based-operator (FBO) apron to increase available tie-down spaces for aircraft and remove tie-downs from the Runway 06R runway protection zone (RPZ); and
- Release certain Airport property for non-aeronautical use along 63rd Avenue North, in the area west of the Twin Creek wetland complex, and on both sides of the 63rd Avenue North entrance road.

**5A**

EPA provided scoping comments on this proposed project in a scoping letter dated February 21, 2018. In that letter we included comments relating to stormwater management and transportation resiliency, air quality strategies, recycling, energy efficiency, pollinators, native plant species, and right-of-way maintenance, and consultation records We appreciate FAA addressing our comments relating to stormwater management and transportation resiliency, air quality strategies, recycling, and consultation records. Based on the information provided in the EA, we wish to reiterate and expand upon our comment relating to pollinators, native plant species, and right-of-way maintenance, as stated below.

**5B**

*Pollinators, Native Plant Species, and Right-of-Way Maintenance*

The EA explains that though Crystal Airport is located within the range of the Federally-endangered Rusty Patched Bumble Bee (RPBB), the airport does not contain any known RPBB habitat, and no RPBBs have been identified within the proposed project area. The EA, however, did not explain whether areas of the airport grounds may be used to install pollinator-friendly vegetation, including the areas that are being proposed for transfer to non-aeronautical use. Additionally, FAA did not commit to installing pollinator-friendly habitat at Crystal Airport. By voluntarily creating suitable habitat for the RPBB and other pollinators, the American public can be confident that federal government agencies are taking active steps to reverse the decline of pollinators, including the RPBB, while still adhering to FAA's wildlife management

**5C**



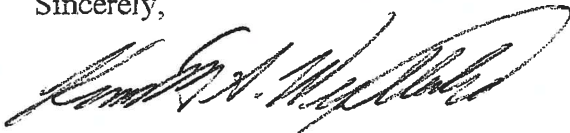
regulations.<sup>1</sup> We recommend that FAA and the local airport sponsor consider creating pollinator habitat as part of the project design.

**5C**

We are available to discuss these comments at your convenience. Please feel free to contact Lead NEPA Reviewer Mike Sedlacek at 312-886-1765, or by email at [sedlacek.michael@epa.gov](mailto:sedlacek.michael@epa.gov).

**5D**

Sincerely,



Kenneth A. Westlake  
Deputy Director, Office of Multi-Media Programs  
Office of the Regional Administrator

cc: Chad Leqve, Metropolitan Airports Commission

---

<sup>1</sup> 2014 Presidential Memorandum (PM) entitled, "Creating a Federal Strategy to Promote the Health of Honey Bees and Other Pollinators."



IN REPLY REFER TO:

# United States Department of the Interior

OFFICE OF THE SECRETARY  
Office of Environmental Policy and Compliance  
Custom House, Room 244  
200 Chestnut Street  
Philadelphia, Pennsylvania 19106-2904

June 4, 2019

9043.1  
ER 19/0228

Joshua Fitzpatrick  
Federal Aviation Administration  
Great Lakes Region  
6020 28th Avenue South, Suite 102  
Minneapolis, MN 55450-2700

Dear Mr. Fitzpatrick:

As requested, the Department of the Interior (Department) has reviewed the Section 4(f), Preliminary Finding produced by the Federal Aviation Administration (FAA) for the Crystal Airport Improvement Project (project) in Crystal and Brooklyn Park, Minnesota. The Department offers the following comments and recommendations for your consideration.

**6A**

## Section 4(f) Evaluation Comments

This document considers the effects to identified properties in the project area eligible to be considered under Section 4(f) of the Department of Transportation Act of 1966 (codified at 49 U.S.C. 303§ 771.135). The only such resource impacted by the project is Edgewood Park, a neighborhood park in Brooklyn Park, Minnesota. The proposed action will require removal of approximately 32 trees in Edgewood Park. These trees are expected to penetrate the proposed Runway 14 approach threshold siting surface (TSS) within five years of project implementation (for more information regarding specific trees see Section 4 of this report). The TSS is designed to protect the use of the runway in both visual and instrument meteorological conditions near the Airport. The FAA has determined that there is no acceptable alternative that meets the purpose and need for the project, minimizes impacts to other land uses and environmental resources, and avoids the need for tree removal in Edgewood Park and/or monitoring of trees for future obstruction status.

**6B**

A property must be a significant resource for Section 4(f) to apply. Resources that meet the 4(f) definition are considered significant unless the official with jurisdiction over the site (in this case, the City of Brooklyn Park) concludes that the entire site is not significant. In fact, the City of Brooklyn Park has requested that several additional cottonwoods along the southern edge of the park be removed at the same time. These additional cottonwoods were not identified as potential penetrations to the approach TSS, but they are in poor health and/or represent a safety hazard to pedestrians. Tree removal will be carefully targeted, clear-cutting stands of trees will not be required, all available measures will be taken to minimize impacts to other trees, and the

**6C**

trees will be replaced with other shorter and more suitable species for the park environment. For these reasons, the use of Edgewood Park as a neighborhood park and as a natural resource is not expected to be impaired by the proposed action.

**6C**

The FAA has made a *de minimis* Section 4(f) determination for the project use of Edgewood Park. The Department does not comment on *de minimis* findings, but notes that all appropriate 4(f) steps appear to have been followed and the community has concluded that impacts to the park are not significant.

**6D**

The Department has a continuing interest in working with the FAA to ensure impacts to resources of concern to the Department are adequately addressed. For issues concerning section 4(f) resources in Minnesota, please contact Tokey Boswell, Midwest Regional Office, National Park Service, 601 Riverfront Drive, Omaha, Nebraska 68102, telephone 402-661-1534, email [Tokey\\_Boswell@nps.gov](mailto:Tokey_Boswell@nps.gov). We appreciate the opportunity to provide these comments.

**6E**

Sincerely,



Lindy Nelson  
Regional Environmental Officer



RECEIVED

JUN 12 2019

June 7, 2019

Ms. Bridget Rief  
Vice President, Planning and Development  
Metropolitan Airports Commission  
6040 228<sup>th</sup> Ave. S  
Minneapolis, MN 55450

**RE: Crystal Airport Improvements EA/EAW**  
Metropolitan Council Review No. 22261-1  
Metropolitan Council Districts 2 and 6

Dear Ms. Rief:

The Metropolitan Council received the EA/EAW for the Crystal Airport airfield and associated improvements on April 19, 2019.

Council staff has conducted a review of this EA to determine its adequacy and accuracy in addressing regional concerns and the potential for significant environmental impact. Staff have concluded that the EA is complete and accurate and an EIS is not necessary.

7A

We offer the following comments for your consideration:

**Item 4.10 – Land Use – (Michael Larson, 651-602-1407)**

The EA quotes the City of Crystal's draft 2040 comprehensive plan, which states that if "MAC proposes non-aeronautical uses on part of the airport site, the city will consider such Comprehensive Plan amendments, zoning map revisions and conditional use permits in accordance with the city's normal exercise of its land use authority for such uses." Please be advised the City of Crystal's 2040 comprehensive plan is currently under review by the Metropolitan Council but was found incomplete on April 29, 2019. At that time, staff made the following statements in correspondence with the City:

*Potential Conformance and Consistency Issues - Transportation/Land Use*

The Comprehensive Plan raises a potential conformance issue with regard to the 2040 Transportation Policy Plan regarding the City's authority over land designated as part of the Crystal Airport. As required, the Plan designates all of the land designated in the 2035 Crystal Airport Long Term Comprehensive Plan (LTCP) as Airport land use. However, the Plan includes the following definition for the land use designation of Crystal Airport:

7B

"Crystal Airport. Property owned by Metropolitan Airports Commission (MAC) for the operation of the Crystal Airport. In the event that any part of the airport is developed for non-aeronautical uses, a Comprehensive Plan Amendment would be required."

Airport land is part of a metropolitan system, including uses that may not be directly related to aeronautical use. Enabling statutes for the Metropolitan Airports Commission (MAC) (sections 473.601 to 473.679) provide the MAC with authority over airport land uses, particularly Minn. Stat. § 473.621, subd. 2. Consequently, the Plan cannot assert that it has authority over a metropolitan system.

Metropolitan Council staff have suggested language to City staff that emphasizes the importance of the compatibility of airport uses with the surrounding community. This includes the following suggested language for the definition of the Crystal Airport land use:

"Crystal Airport. Property owned by Metropolitan Airports Commission (MAC) for the operation of the Crystal Airport. Uses will be consistent with the adopted Crystal Airport Long Term Comprehensive Plan (LTCP)."

**7B**

Furthermore, Council staff have suggested language such as the following to incorporate into the Plan. This approach emphasizes a collaborative partnership with the MAC regarding the impact of airport land uses on the surrounding community:

"Although the City does not have land use approval authority over airport land, the City encourages the MAC to submit projects and site plans for City review and consideration, and to respond to the City's ordinary regulatory requirements."

**Item 4.10.2 - Affected Environment - (Steve Mahowald, 612-349-7775)**

Page 4-39 of the EA/EAW notes "Limited Stop and Express bus routes stop along 63rd Avenue North." The document should also identify local bus routes. Please note that there is local bus service along Bass Lake Road at the airport's southern boundary.

**7C**

**Item 4.16.2 – Past, Present and Reasonable Forseeable Projects - (Steve Mahowald, 612-349-7775)**

Page 4-78 of the EA/EAW regarding the Blue Line Extension that "service is projected to begin in the year 2021...". Please note that the project is not likely to be complete till 2023 or after.

**7D**

**Item 4.13 Socioeconomic, Environmental Justice, and Children's Environmental Health and Safety - (Todd Graham, 651-602-1322)**

EAs typically include discussion of economic activity and employment at worksites. Council staff find there is substantial commercial and industrial activity proximate to the subject area. The EA does not quantify or characterize the economic activity and employment at worksites. Instead, the EA includes only a table (table 4.12) of the work status of area residents; this is not a valid substitute for discussion of employment and worksites.

**7E**

**Item 4.13.3 Socioeconomic, Environmental Justice, and Children's Environmental Health and Safety - (Hillary Lovelace, 651-602-1555)**

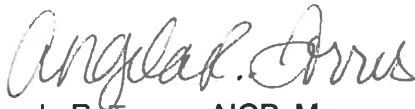
It appears that the area with a highest concentration of residents of color will have more trees removed with the preferred alternative as opposed to the no action alternative (Figure 4-4 and Figure 4-11.) On page 4-57, there needs to be more substantive discussion of the environmental justice impacts.

**7F**

This concludes the Council's review of the EA/EAW. The Council will not take formal action on the EA/EAW at this time. If you have any questions or need further information, please contact Russ Owen, Principal Reviewer, at 651-602-1724.

**7G**

Sincerely,



Angela R. Torres, AICP, Manager  
Local Planning Assistance

CC: Tod Sherman, Development Reviews Coordinator, MnDOT - Metro Division  
Russ Owen, Principal Reviewer, Metropolitan Council  
Raya Esmaeili, Reviews Coordinator

*N:\MTS\Staff\Owen\Principal Reviewer\_Files\CrystalAirportEA Review 22261-1.docx*





**DEPARTMENT OF THE ARMY**  
**U.S. ARMY CORPS OF ENGINEERS, ST. PAUL DISTRICT**  
**180 FIFTH STREET EAST, SUITE 700**  
**ST. PAUL, MN 55101-1678**

04/23/2019

Regulatory File No. MVP-2018-03316-JTB

**THIS IS NOT A PERMIT**

Bridget Rief  
Metropolitan Airports Commission  
6040 28th Avenue South  
Minneapolis, MN 55450

Dear Ms. Rief:

We have received your submittal described below. You may contact the Project Manager with questions regarding the evaluation process. The Project Manager may request additional information necessary to evaluate your submittal.

File Number: MVP-2018-03316-JTB

Applicant: Metropolitan Airports Commission

Project Name: Metropolitan Airports Commission / Crystal Airport EAW

Project Location: Section 3 of Township 118 North, Range 21, Hennepin County, Minnesota (Latitude: 45.0628059162305; Longitude: -93.3515401599487)

Received Date: 04/19/2019

Project Manager: Justin Berndt  
(651) 290-5446  
Justin.T.Berndt@usace.army.mil

Additional information about the St. Paul District Regulatory Program, including the new Clean Water Rule, can be found on our web site at <http://www.mvp.usace.army.mil/missions/regulatory>.

Please note that initiating work in waters of the United States prior to receiving Department of the Army authorization could constitute a violation of Federal law. If you have any questions, please contact the Project Manager.

Thank you.

U.S. Army Corps of Engineers  
St. Paul District  
Regulatory Branch



**DEPARTMENT OF THE ARMY**  
ST. PAUL DISTRICT, CORPS OF ENGINEERS  
180 FIFTH STREET EAST, SUITE 700  
ST. PAUL, MN 55101-1678

May 14, 2019

REPLY TO ATTENTION OF  
REGULATORY BRANCH

Regulatory File No. MVP-2018-03316-JTB

Metropolitan Airports Commission  
c/o Bridget Rief  
6040 28<sup>th</sup> Avenue South  
Minneapolis, Minnesota 55450

Dear Ms. Rief:

This letter is in response to correspondence we received from you regarding the Metropolitan Airports Commission (MAC) EAW for proposed projects at Crystal Airport. This letter contains our initial comments on this project for your consideration. The purpose of this letter is to inform you that based on the information you provided for the project referenced above a Department of the Army (DA) permit may be required for your proposed activity. In lieu of a specific response, please consider the following general information concerning our regulatory program that may apply to the proposed project.

**8A**

Commercial construction activities often result in regulated activities when actions include the replacement of culverts and abutting bank stabilization, discharges of dredged or fill material into wetlands and tributaries associated with site grading and preparation activities.

If the proposal involves activity in navigable waters of the United States, it may be subject to the Corps of Engineers jurisdiction under Section 10 of the Rivers and Harbors Act of 1899 (Section 10). Section 10 prohibits the construction, excavation, or deposition of materials in, over, or under navigable waters of the United States, or any work that would affect the course, location, condition, or capacity of those waters, unless the work has been authorized by a Department of the Army permit.

If the proposal involves discharge of dredged or fill material into waters of the United States, it may be subject to the Corps of Engineers jurisdiction under Section 404 of the Clean Water Act (CWA Section 404). Waters of the United States include navigable waters, their tributaries, and adjacent wetlands (33 CFR § 328.3). CWA Section 301(a) prohibits discharges of dredged or fill material into waters of the United States, unless the work has been authorized by a Department of the Army permit under Section 404. Information about the Corps permitting process can be obtained online at <http://www.mvp.usace.army.mil/regulatory>.

**8B**

The Corps evaluation of a Section 10 and/or a Section 404 permit application involves multiple analyses, including (1) evaluating the proposal's impacts in accordance with the National Environmental Policy Act (NEPA) (33 CFR part 325), (2) determining whether the proposal is contrary to the public interest (33 CFR § 320.4), and (3) in the case of a Section 404 permit, determining whether the proposal complies with the Section 404(b)(1) Guidelines (Guidelines) (40 CFR part 230).

If the proposal requires a Section 404 permit application, the Guidelines specifically require that "no discharge of dredged or fill material shall be permitted if there is a practicable

Regulatory Branch (File No. MVP-2018-03316-JTB)

alternative to the proposed discharge which would have less adverse impact on the aquatic ecosystem, so long as the alternative does not have other significant adverse environmental consequences" (40 CFR § 230.10(a)). Time and money spent on the proposal prior to applying for a Section 404 permit cannot be factored into the Corps' decision whether there is a less damaging practicable alternative to the proposal.

**8B**

If an application for a Corps permit has not yet been submitted, the project proposer may request a pre-application consultation meeting with the Corps to obtain information regarding the data, studies or other information that will be necessary for the permit evaluation process. A pre-application consultation meeting is strongly recommended if the proposal has substantial impacts to waters of the United States, or if it is a large or controversial project.

If you have any questions, please contact me in our St. Paul office at (651) 290-5446 or Justin.T.Berndt@usace.army.mil. In any correspondence or inquiries, please refer to the Regulatory file number shown above.

**8C**

Sincerely,



Justin Berndt  
Project Manager



**From:** Colleen Bosold  
**To:** Colleen Bosold  
**Subject:** FW: MnDOT Review: Crystal Airport EAW19-006 - NO COMMENTS  
**Date:** Thursday, June 13, 2019 12:28:00 PM  
**Attachments:** [image002.png](#)

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**From:** Klocek, Lynn <[Lynn.Klocek@mspmac.org](mailto:Lynn.Klocek@mspmac.org)>  
**Sent:** Friday, May 17, 2019 11:23 AM  
**To:** Rief, Bridget <[Bridget.Rief@mspmac.org](mailto:Bridget.Rief@mspmac.org)>; Ralston, Neil <[Neil.Ralston@mspmac.org](mailto:Neil.Ralston@mspmac.org)>; Nelson, Dana <[Dana.Nelson@mspmac.org](mailto:Dana.Nelson@mspmac.org)>  
**Subject:** FW: MnDOT Review: Crystal Airport EAW19-006 - NO COMMENTS

FYI

**LYNN KLOCEK** | *Records Coordinator* | **O:** 612.726.8143 **F:** 612.794.4407 | [www.MetroAirports.org](http://www.MetroAirports.org)

**Metropolitan Airports Commission** | 6040 28th Avenue South, Minneapolis, MN 55450 [facebook](#)  
[twitter](#)

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**From:** Elvin, David (DOT) [<mailto:David.Elvin@state.mn.us>]  
**Sent:** Friday, May 17, 2019 11:19 AM  
**To:** Klocek, Lynn <[Lynn.Klocek@mspmac.org](mailto:Lynn.Klocek@mspmac.org)>  
**Cc:** Sherman, Tod (DOT) <[tod.sherman@state.mn.us](mailto:tod.sherman@state.mn.us)>; Wiltgen, Jennifer (DOT) <[jennifer.wiltgen@state.mn.us](mailto:jennifer.wiltgen@state.mn.us)>; Rice, Christopher (DOT) <[chris.rice@state.mn.us](mailto:chris.rice@state.mn.us)>; Juran, Rylan (DOT) <[rylan.juran@state.mn.us](mailto:rylan.juran@state.mn.us)>; Muhic, P Cameron (DOT) <[cameron.muhic@state.mn.us](mailto:cameron.muhic@state.mn.us)>; Tompkins, John (DOT) <[john.tompkins@state.mn.us](mailto:john.tompkins@state.mn.us)>; Kelly, Brian (DOT) <[brian.kelly@state.mn.us](mailto:brian.kelly@state.mn.us)>; Craig, E (DOT) <[buck.craig@state.mn.us](mailto:buck.craig@state.mn.us)>; Hoberg, Christian (DOT) <[christian.hoberg@state.mn.us](mailto:christian.hoberg@state.mn.us)>; Junge, Jason (DOT) <[jason.junge@state.mn.us](mailto:jason.junge@state.mn.us)>; Nelson, Douglas (DOT) <[douglas.nelson@state.mn.us](mailto:douglas.nelson@state.mn.us)>; Rones, Jeffrey (DOT) <[jeff.rones@state.mn.us](mailto:jeff.rones@state.mn.us)>; Dierberger, Jeffrey (DOT) <[jeffrey.dierberger@state.mn.us](mailto:jeffrey.dierberger@state.mn.us)>  
**Subject:** MnDOT Review: Crystal Airport EAW19-006 - NO COMMENTS

<p><b>CAUTION:</b> This email originated from outside of the MAC organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. If in doubt about the legitimacy of this email, please contact the <a href="#">MAC IT ServiceDesk</a> for validation.</p>
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- MAC IT ServiceDesk

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Dear Lynn,

MnDOT has reviewed the EAW for the Airfield and Associated Improvements at Crystal Airport dated 4/15/19 and has no comments. Thank you for including MnDOT in the review process, and please contact me with any questions.

Best regards,

*David Elvin, AICP | Principal Planner  
Metro District Planning, Program Management, and Transit  
1500 West County Road B-2, Roseville MN 55113  
651-234-7795*



9A