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APPENDIX J: AGENCY MEETING DOCUMENTATION AND SCOPING COMMENTS

LVN EA / EAW Agency Scoping Meeting – Summary Notes

Date: April 28, 2026

Meeting Purpose:

- Agency kickoff meeting for the Environmental Assessment (EA) and Environmental Assessment Worksheet (EAW) for the Airlake Airport runway reconstruction and extension project.
- Review project purpose and need, proposed action, alternatives, completed/planned environmental studies.
- Receive agency input on scoping, methodologies, concerns, and coordination needs.

1. Attendees

Representatives participated from:

- **Metropolitan Airports Commission (MAC) – Project Sponsor**

- Eric Gilles
- Michelle Ross
- Marisa Trapp
- Zuleyka Marquez
- Grace Olson
- Kelly Gerads
- Sam Seafeldt

- **FAA – Airports District Office – Lead Federal Agency**

- Melissa Jenny
- Marcus Watson
- Lindsay Terry
- Kyle Sebesta

- **MnDOT Aeronautics & Environmental Review**

- Katherine Lind
- Rylan Juran
- Brian McMahon
- John Fleming

- **Minnesota DNR (Fisheries, Ecological Services, Hydrology)**

- Taylor Huinker
- Mark Nemeth
- Melissa Collins

- **Minnesota Department of Agriculture**

- Steve Roos

- **U.S. EPA (NEPA Reviewer)**

- Kathy Kowal

- **Metropolitan Council**
 - Patrick Boylan
 - Joseph Widing
- **Dakota County**
 - Kurt Chatfield
- **City of Lakeville**
 - Mac Cafferty
- **Eureka Township**
 - Dave Wheeler
- **Vermillion River Watershed Joint Powers Organization**
 - Jeff Dunn
- **Consultants:** Mead & Hunt (lead consultant, Evan Barrett, Colleen Bosold, Cole Kiernan, Rob Sims, Sarah Emmel), Terracon (Mat Knutson, Josh Kurtz), HMMH (Rhea Hanrahan, Matthew Simon), Goff Public (Cali Torell)

2. Key Project Overview

Project Purpose

- Reconstruct aging runway pavement (current PCI 41–60; fair–poor condition).
- Extend runway from **4,099 ft to 4,850 ft** to safely accommodate business jets and turboprops.
- Update airfield to meet **current FAA design standards**.
- Improve safety and minimize incompatible land uses.

Discussion:

- Marcus Watson (FAA) shared that the FAA is currently evaluating the revised Purpose & Need – it has been elevated up to the Region.

Major Project Components

- Runway reconstruction and extension (both ends).
- Taxiway adjustments for FAA compliance.
- Removal of on-airport trees obstructing airspace surfaces.

- Relocation of **225th Street** to clear the Runway Protection Zone (RPZ).
- Relocation of an **intermittent stream** to accommodate apron expansion.
- Expansion of aircraft parking apron.
- Updates to navigational aids and airfield lighting/signage.

3. Alternatives to Be Evaluated

- **No Action Alternative** (required under NEPA).
- **Off-site alternatives** (use of other reliever airports) – expected to be dismissed.
- **Historic (2025) LTCP Alternative** (5,000 ft runway requiring Cedar Ave relocation) – expected to be dismissed.
- **Updated (2035) LTCP Alternative** (4,850 ft runway).
- **Proposed Action** (refined version of updated LTCP).

4. Environmental Study Areas & Discussion

4.1 Noise & Air Quality

- Full **aircraft noise modeling** and **emissions inventory** required due to runway extension and Dakota County's Clean Air Act maintenance status.
- Baseline year: **2025**.
- FAA reviewing project purpose and need; may influence modeling scenarios.
- HMMH to begin baseline modeling using MAC data.

Discussion:

- Need to confirm with FAA the required modeling scenarios (baseline, 10-year, 20-year, with/without project). FAA is interested in right-sizing this effort. Consultant team to follow up with FAA.

4.2 Biological Resources (Trees & Listed Species)

- Tree removals limited to on-airport property; some trees located in wetlands.
- Northern long-eared bat (previously federally listed as threatened) suitable roost tree habitat **not present** in the project area. Does not require additional evaluation according to IPaC.

- Rusty patched bumble bee (federally listed as endangered) critical habitat **not present** in project area.
- Tri-colored bat, Monarch butterfly, and Western regal fritillary are federally listed candidate species.
- State-listed species review will be requested via **DNR NHIS**.

EPA Comment:

- Consider **voluntary off-site tree replacement** (e.g., park or preserve).

Watershed Comment:

- Confirmed all tree removals are on MAC property.

4.3 Farmland

- Some leased agricultural land will be converted due to road relocation.
- NRCS Form **AD-1006** will be completed.
- Impacts expected to be minimal.

4.4 Hazardous Materials

- Phase I ESA (2022) identified:
 - One controlled REC and two historical RECs (closed sites).
 - Former police shooting range (closed 2015).
- No further action recommended.

4.5 Cultural Resources

- Architectural and archaeological surveys completed in 2022.
- No eligible historic properties or cultural resources identified.
- Mead & Hunt will work with FAA to submit findings to SHPO.

4.6 Land Use & Zoning

- Airport currently lacks an Airport Safety Zoning Ordinance.
- MAC will convene a **Joint Airport Zoning Board (JAZB)** during design.
- EA will use **state model zoning** for impact analysis.
- Road relocation (225th Street) required to clear RPZ.

Dakota County Comments (Cedar Avenue):

- Cedar Ave is planned as a **future 4-lane divided principal arterial** (10- to 20-year horizon).
- Future ROW needs (~150 ft) should be acknowledged in scoping.
- 225th Street must be realigned on both sides of Cedar to meet access spacing guidelines. (No issues with how it's shown on the proposed action figure; would only be an issue if the two portions of 225th were offset.)

EPA Comment:

- Evaluate **traffic impacts during detours** for 225th Street reconstruction.

5. Hydrology & Stream Relocation**Wetlands**

- Wetland delineation completed in 2022 and remains valid.
- Partial Approved Jurisdictional Determination (AJD) did not include the stream.
- Further wetland fieldwork not anticipated.
- Project team will reengage with U.S. Army Corps of Engineers to coordinate jurisdictional determination of remaining wetlands previously not reviewed.

Stream Relocation

- Two segments of an intermittent stream will be relocated to support apron expansion and taxiway modifications.
- Watershed district is interested in updates on stream-related impacts and participating in coordination.
- DNR public waters permit required.
- Corps of Engineers coordination anticipated (Section 404 assumed).
- City of Lakeville:
 - Wetland Conservation Act permit required.
 - Shoreland buffer permit required (buffer constraints likely require variance or design modification).

Watershed (VRWJPO) Comments

- Make the stream's status/classification clear in the memo and EA/EAW.
 - Stream memo will be updated to reflect scoping meeting comments and will be redistributed prior to agency technical advisory panel meeting.
- Inquired as to the possibility of downsizing the apron to allow for more buffer space. Project team could look at possibly shifting it north, but downsizing was not seen as a feasible option that would meet the project purpose and need.
- Consider how aircraft deicing fluid is handled. Inquired if standard deicing chemicals are used and if there are concerns about how it might affect groundwater or surface flows, contaminants, etc.
- VRWJPO provided courtesy review of roadway realignment as it relates to Eureka Township and it looks to be in good shape concerning water resources.

MnDNR Comments

- Stream is **not a designated trout stream** but is a tributary to a trout stream (but not a state-designated trout stream or state-designated trout stream tributary). It is only a designated trout stream tributary north of 220th (downstream, and outside the project area), so DNR is only regulating this as a public water.
- It was formerly a designated trout stream back in the 1990s.
- EAW stream diversion does not apply.
- Interested in seeing stream relocation alternatives. Right angles in streams are generally not preferable (concerns for erosion/stability) but recognize there are some existing right angles.

Met Council Comments

- MCES Interceptor 8016 that goes to the wastewater treatment plant appears to be in proximity (~300 ft.) to the proposed Runway 12 extension. Please have project engineers coordinate with Met Council.
- Interested in participating in the agency technical advisory panel.

Agencies Requested:

- Clear diagrams distinguishing non-designated vs. designated trout stream reaches.

- Consideration of stream geometry, erosion, stormwater practices to avoid ponding, and natural design principles.
- Clarification of stormwater treatment and filtration before discharge downstream.

6. Project Schedule/Next Steps

- Many field studies completed in 2022, reducing schedule risk.
- Noise and air quality modeling to begin immediately.
- Coordination with FAA on purpose and need is ongoing.
- Convene two Agency Technical Advisory Panel meetings for interested agencies/local governments – when alternatives are ready for consideration and ahead of public comment period. Any interested agencies/local governments not listed in the Stream Memo interested in joining should reach out to Colleen Bosold.

7. Action Items

FAA

- Finalize review of project purpose and need.
- Confirm required noise and air quality modeling scenarios.
- Coordinate SHPO submission for cultural resources.

MAC / Mead & Hunt

- Begin 2025 baseline noise modeling (HMMH).
- Coordinate with FAA on SHPO submission for cultural resources.
- Prepare NHIS request to DNR for state-listed species.
- Document tree removals and evaluate wetland impacts.
- Take new stream pictures (including existing turns) and share with agencies.
- Coordinate with Eureka Township on ROW vacation and new ROW creation.
- Incorporate Cedar Ave long-term planning assumptions into scoping.

Dakota County

- Provide additional detail on Cedar Ave long-term plans as comp plan updates progress.

Airlake Airport

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



April 28, 2026 – Agency Scoping Meeting
EA/EAW Scope Review

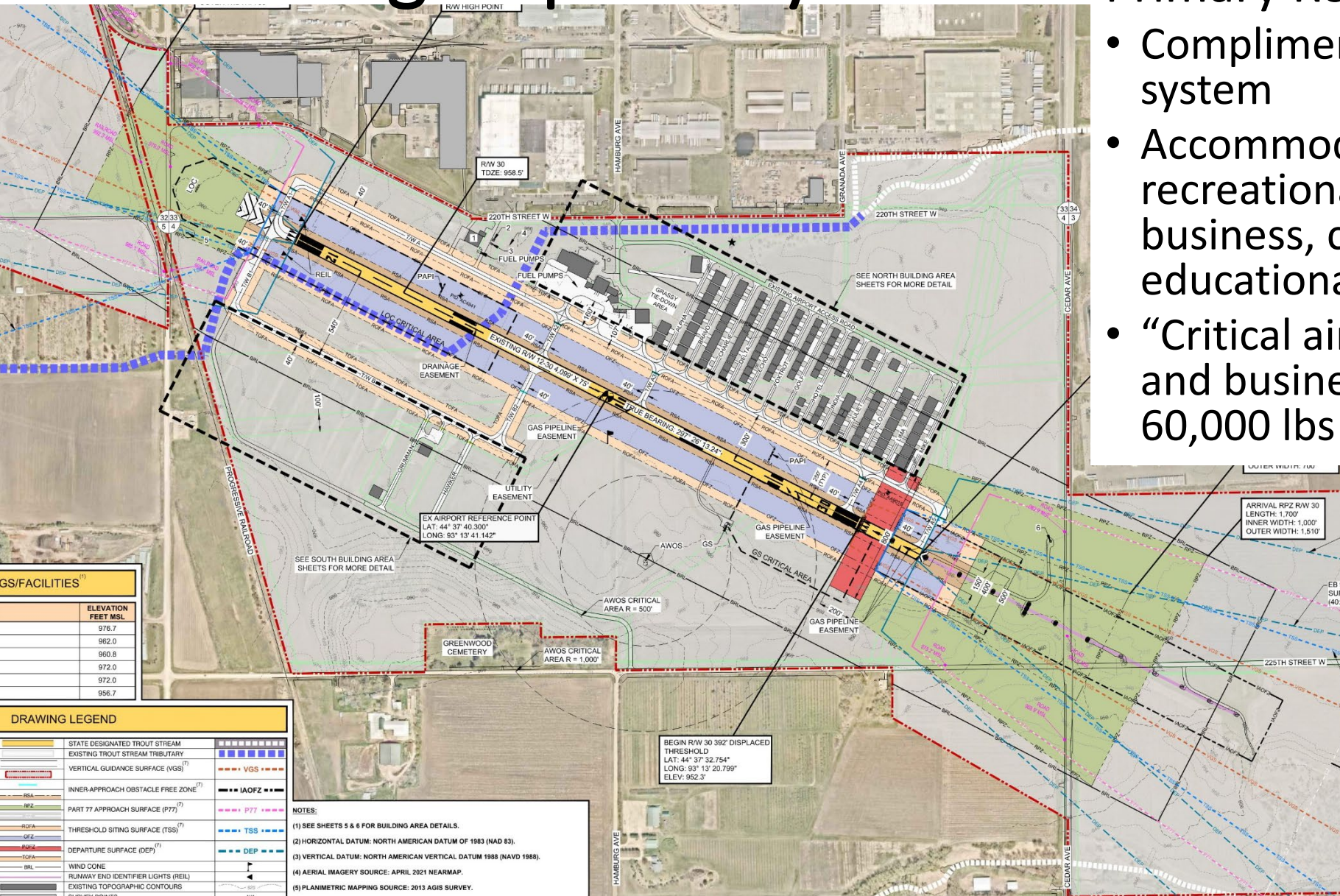


Agenda

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



Existing Airport Layout



Primary Role of Airlake Airport

- Complimentary Reliever in the MAC system
- Accommodates personal, recreational, aircraft management, business, charter, medical, and educational aviation needs
- “Critical aircraft” include turboprop and business jet aircraft less than 60,000 lbs takeoff weight



Project Purpose & Need

The project objectives include:

- 1) Reconstruct runway pavement.
- 2) Extend runway to 4,850 feet.
- 3) Minimize incompatible land uses.
- 4) Mitigate airspace obstructions.
- 5) Meet FAA design standards.
- 6) Modify/replace navigational aids.
- 7) Expand the fixed base operator (FBO) aircraft parking apron.

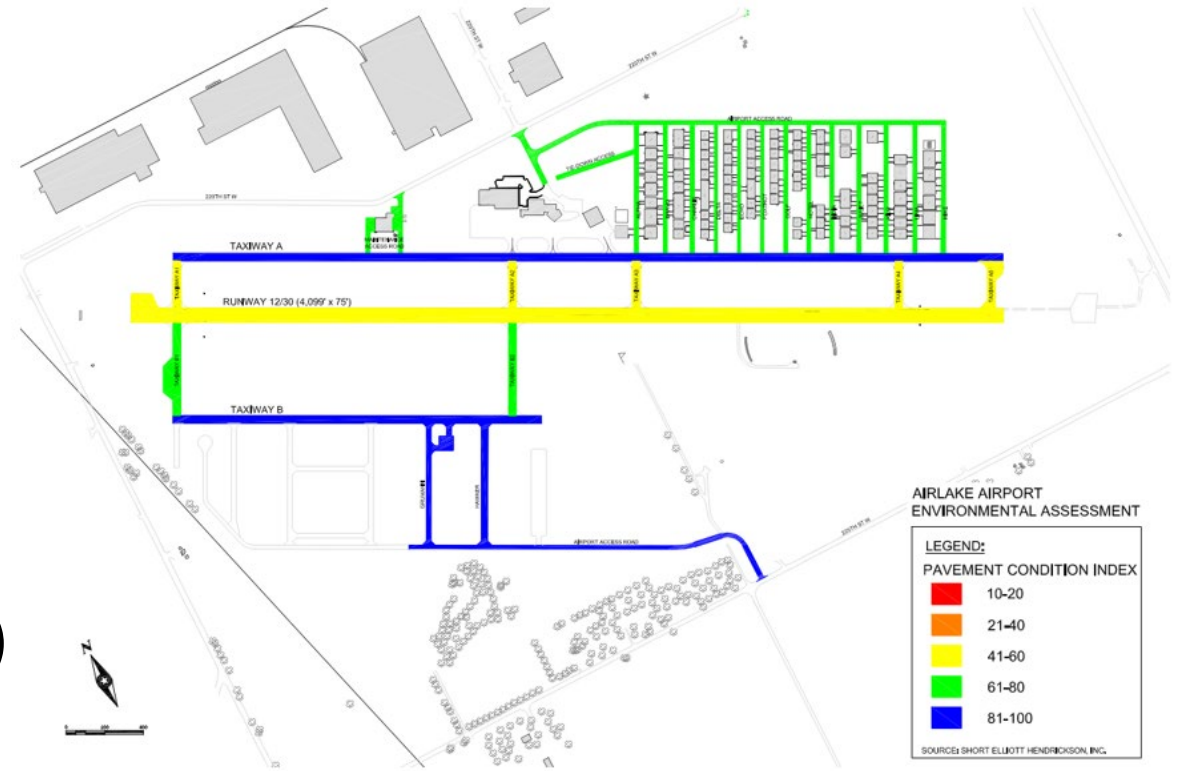


Figure 5-1: 2025 LTCP Preferred Alternative



Figure 5-8: 2035 Preferred Development Alternative

Alternatives

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



WHAT AIRPORT IMPROVEMENTS ARE PROPOSED IN THE PLAN?

The following improvements are recommended and are illustrated on the map.

- A. Extend both runway ends for a runway length of 4,850 feet (including connector taxiway extensions and rehabilitating the existing runway pavement)
- B. Displace Runway 12 end for additional airspace clearance over railroad track
- C. Relocate 225th Street to accommodate runway changes
- D. Modify some taxiway configurations
- E. Develop the South Building Area and access roadway
- F. Expand the aircraft parking apron

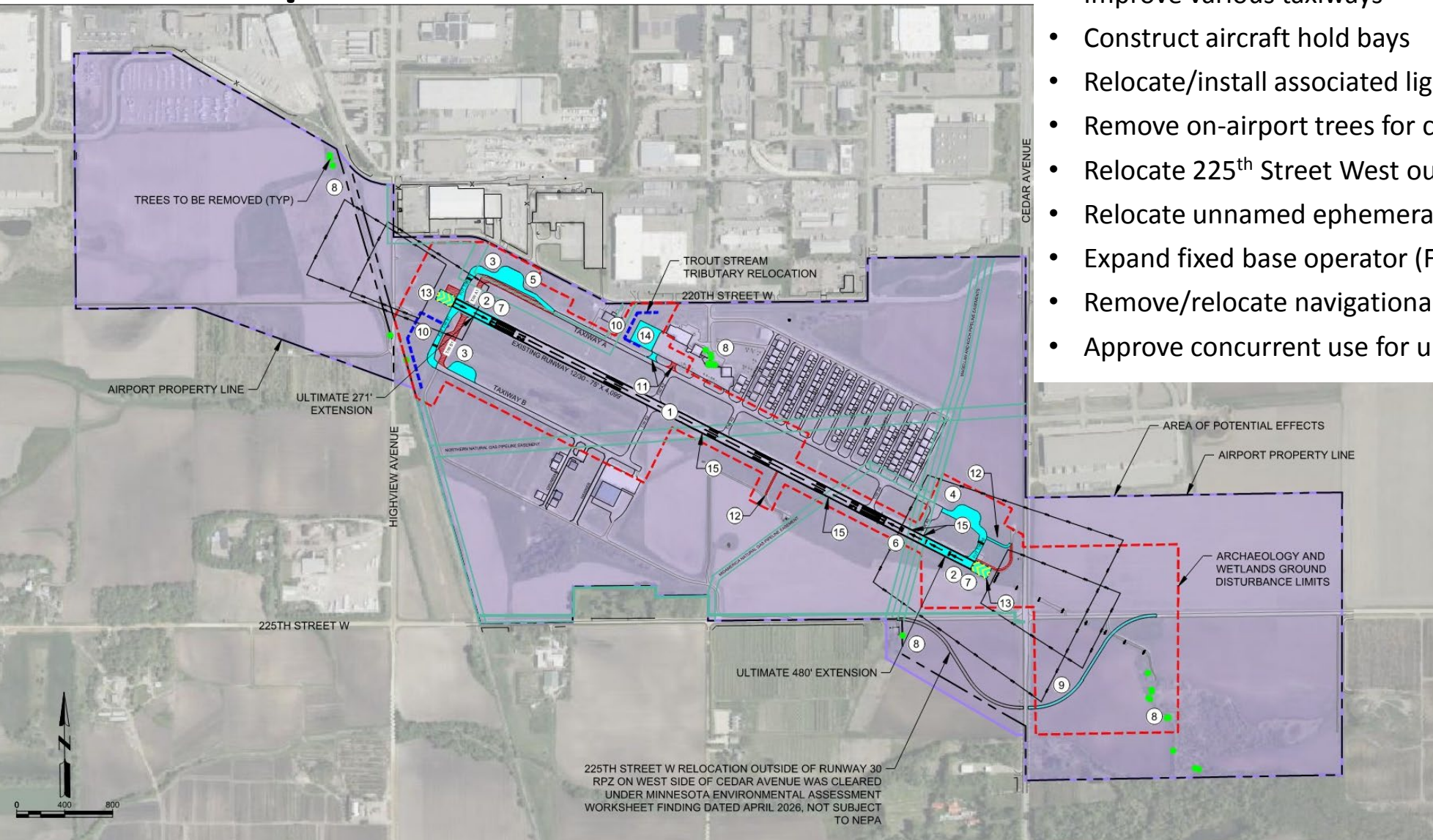
DRAWING LEGEND

Runway Pavement	Future Airport Geometry	Future Airport Expansion (Phase I)	Future Airport Expansion (Phase II)	Future South Building Area	Stadium / Airport Pavement	Other Pavement in Use	Airport Property Line	Building - Existing	Future Road Relocation	Setback	Gas Pipeline	Existing Trout Stream Alignment	Proposed Trout Stream Relocation	Removal	Runway Safety Area	Runway Protection Zone	Runway Object Free Area	Runway Obstacle Free Zone	Precision Obstacle Free Zone



Proposed Action

- Reconstruct and extend Runway 12/30 from 4,099 to 4,850 feet
- Improve various taxiways
- Construct aircraft hold bays
- Relocate/install associated lighting and signage
- Remove on-airport trees for clear approaches/departures
- Relocate 225th Street West out of runway protection zone (RPZ)
- Relocate unnamed ephemeral stream
- Expand fixed base operator (FBO) apron
- Remove/relocate navigational equipment access roads
- Approve concurrent use for underground utilities



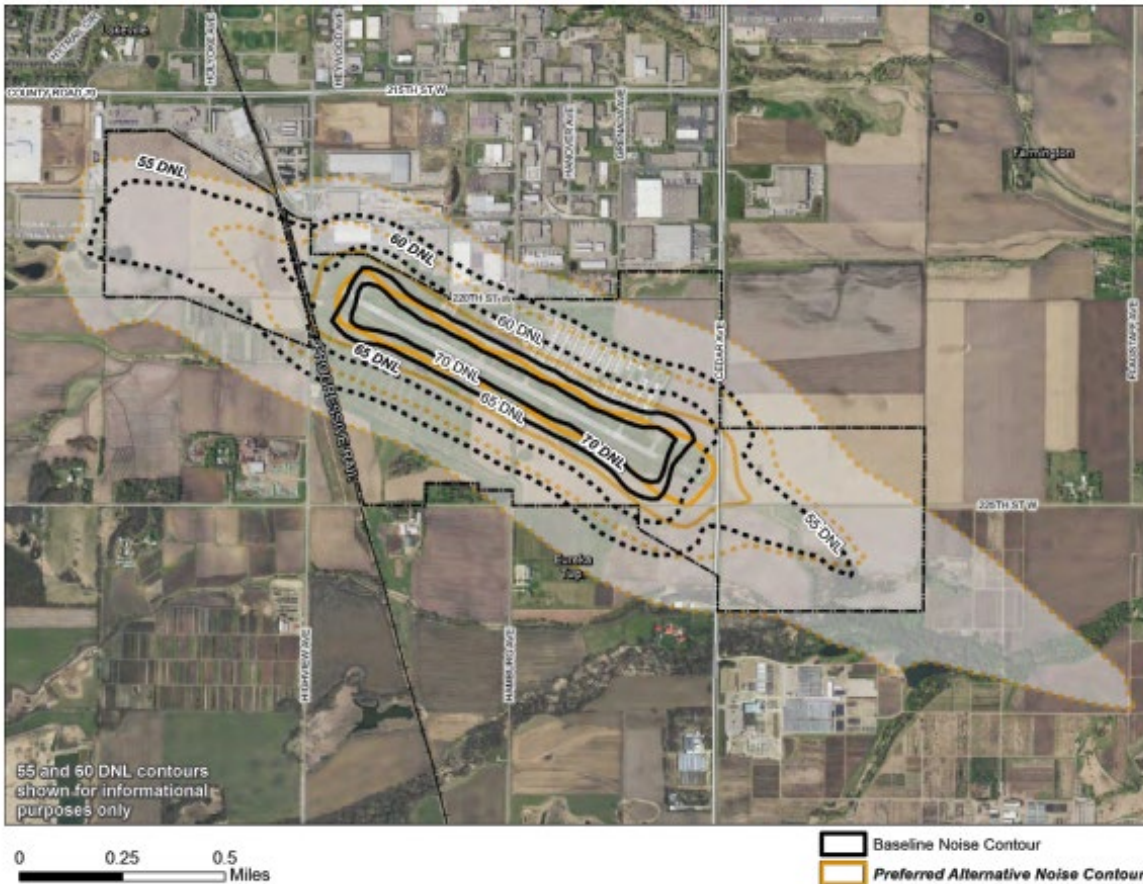
Planned/Completed Environmental Analysis

- Air quality and aircraft noise
- Listed species (partially complete)
- Farmlands
- Hazardous materials (complete)
- Cultural resources (partially complete)
- Land use compatibility & zoning
- Wetland delineation (complete)
- Stream relocation
- Stormwater and surface water
- Other NEPA categories
- State EAW categories
 - Climate
 - Cumulative potential effects



Air Quality & Aircraft Noise

Figure 6-5: Baseline to 2035 Preferred Alternative Noise Contour Comparison



- Dakota County is maintenance area for sulfur dioxide, carbon monoxide, and lead.
- Operational emissions inventory and aircraft noise contours to be developed using FAA Aviation Environmental Design Tool (AEDT).
- Construction emissions inventory to be developed using the Airport Construction Emissions Inventory Tool (ACEIT).
- Any emission increase is expected to be below *de-minimis* thresholds.
- No noise-sensitive land uses are expected to experience an increase in noise exposure.



Tree Removal

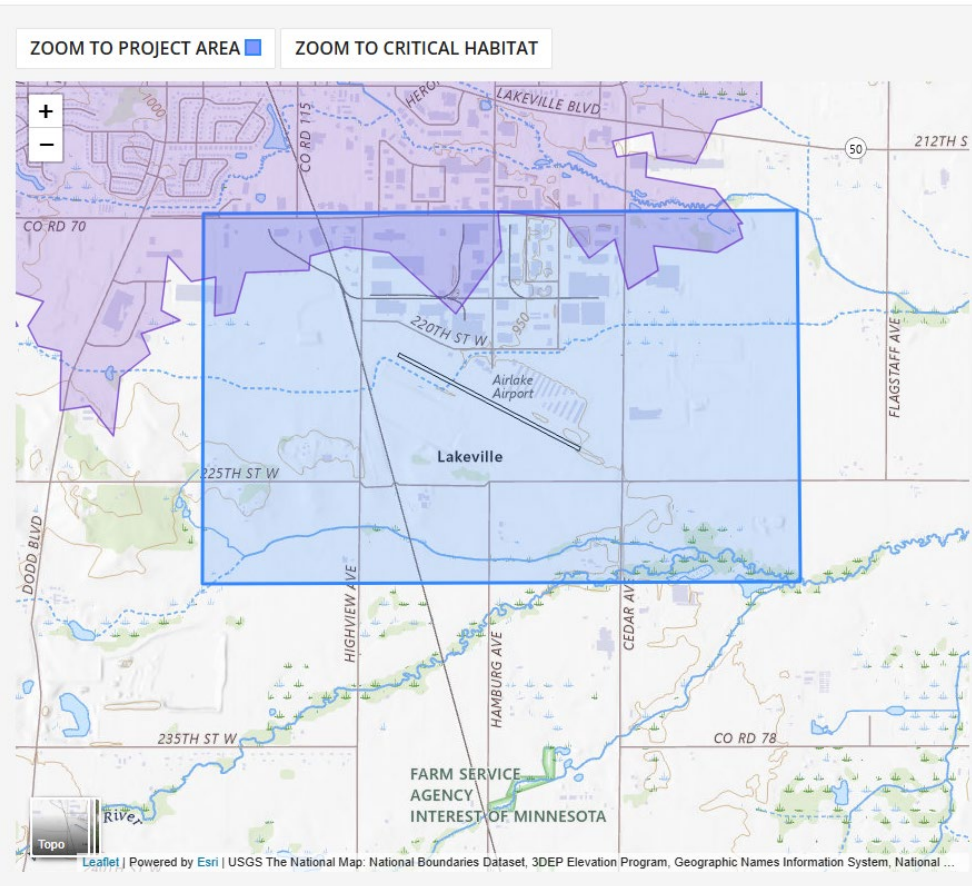
- Limited to trees on airport property.
- Habitat assessment for northern long-eared bat was conducted by WEST in 2022; no suitable roost tree habitat found.



Figure 1. Trees selected for clearing at the Airlake Airport in Dakota County, Minnesota.

Listed Species

Rusty Patched Bumble Bee Proposed critical habitat

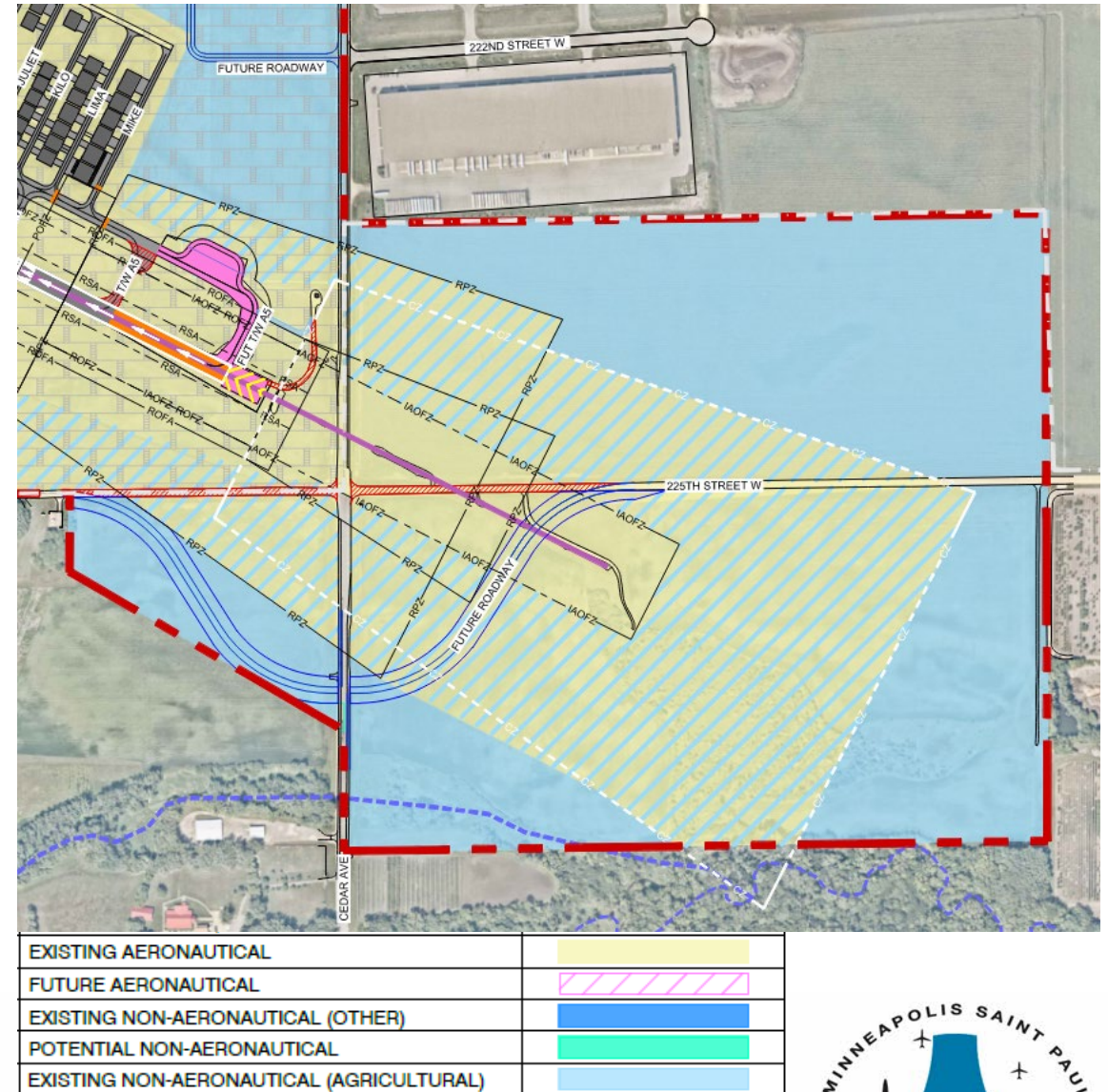


- Federally-listed species identified in USFWS IPaC system include:
 - Rusty-patched bumblebee (endangered)
 - Tri-colored bat (candidate)
 - Monarch butterfly (candidate)
 - Western regal fritillary (candidate)
- Natural Heritage Inventory System (NHIS) data request will be submitted to MnDNR.



Farmlands

- Small area of farmland will be converted to non-agricultural use.
- Farmland impacts are expected to be below thresholds of significance.
- Form AD-1006 will be completed and submitted to USDA NRCS for analysis.



Hazardous Materials

- Phase I Environmental Site Assessment completed by Terracon in 2022.
- Recognized environmental conditions (RECs) or controlled RECs identified by the ESA include:
 - Former Lakeville police shooting range (CREC) was investigated and remediated, with site assessment file closed in 2015.
 - Adjacent leak sites LS0003161 closed in 1995 and LS0014651 closed in 2005 (REC).
- No recommendations for further action based on planned development

Phase I Environmental Site Assessment
Airlake Airport – Runway Improvements Area
8140 220th Street West
Lakeville, Dakota County, Minnesota
September 30, 2022
Terracon Project No. MP227022



Prepared for:
Metropolitan Airports Commission
Minneapolis, Minnesota

Prepared by:
Terracon Consultants, Inc.
Saint Paul, Minnesota

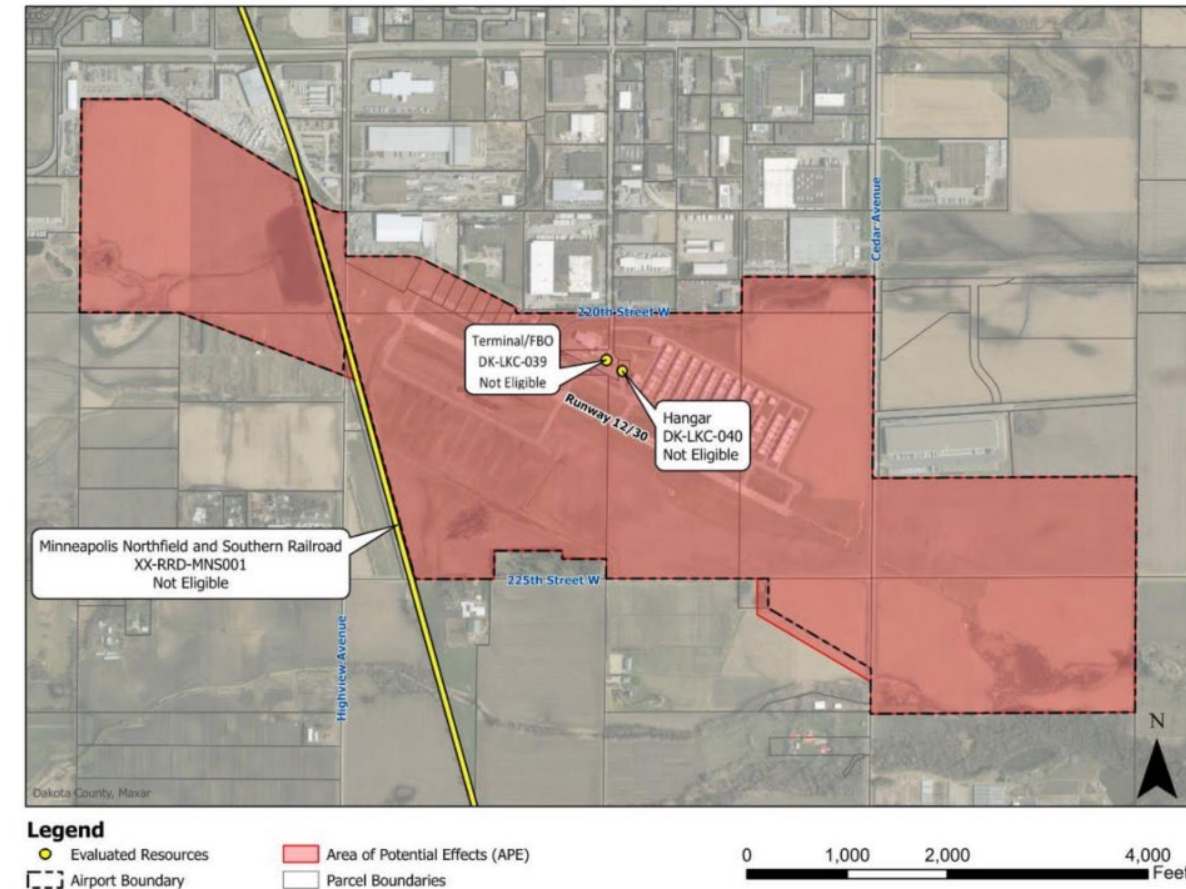
terracon.com

Terracon

Environmental ■ Facilities ■ Geotechnical ■ Materials

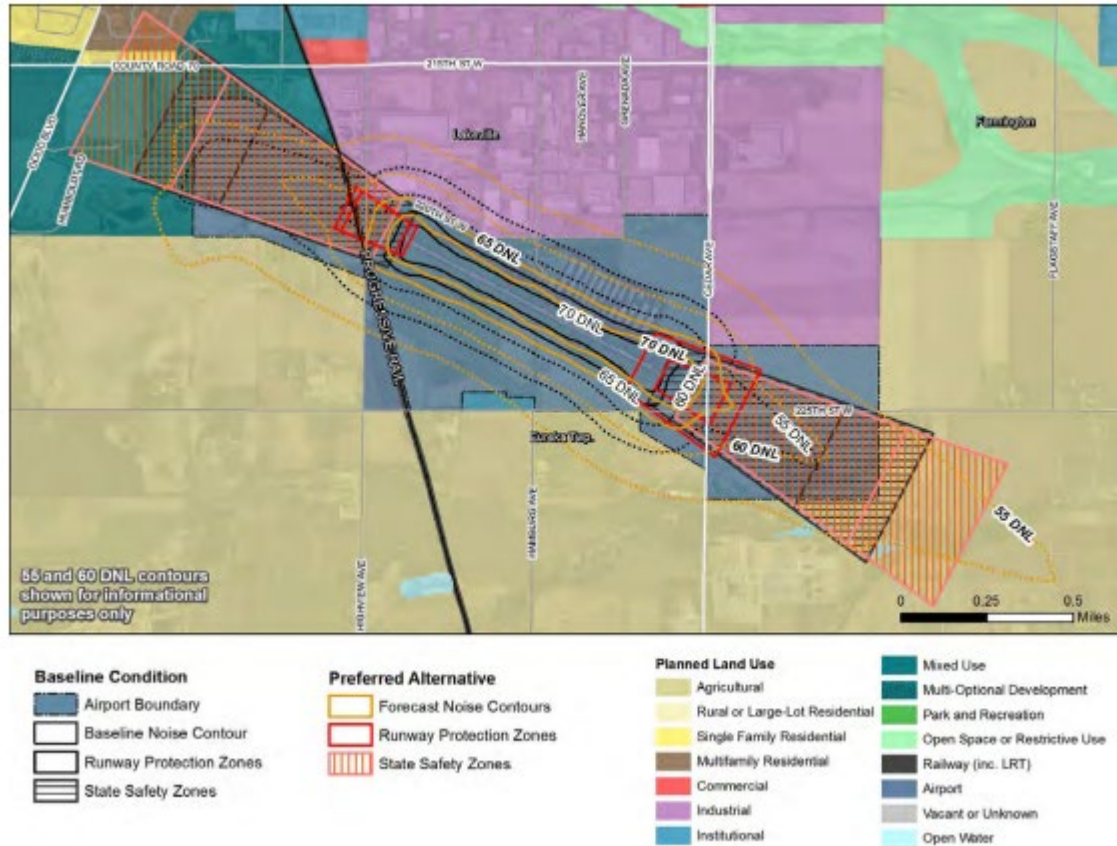
Cultural Resources

- Architectural history survey conducted by Mead & Hunt in 2022; all historic age structures recommended not eligible for the National Register.
- Archeological survey conducted by Mississippi Valley Archeology Center in 2022; no cultural materials were encountered.
- Survey reports and FAA finding will be submitted to the State Historic Preservation Office (SHPO) for review and concurrence.



Land Use Compatibility & Zoning

Figure 7-4: Baseline to 2035 Preferred Alternative RPZ, Model State Safety Zone, and Noise Contour Comparison

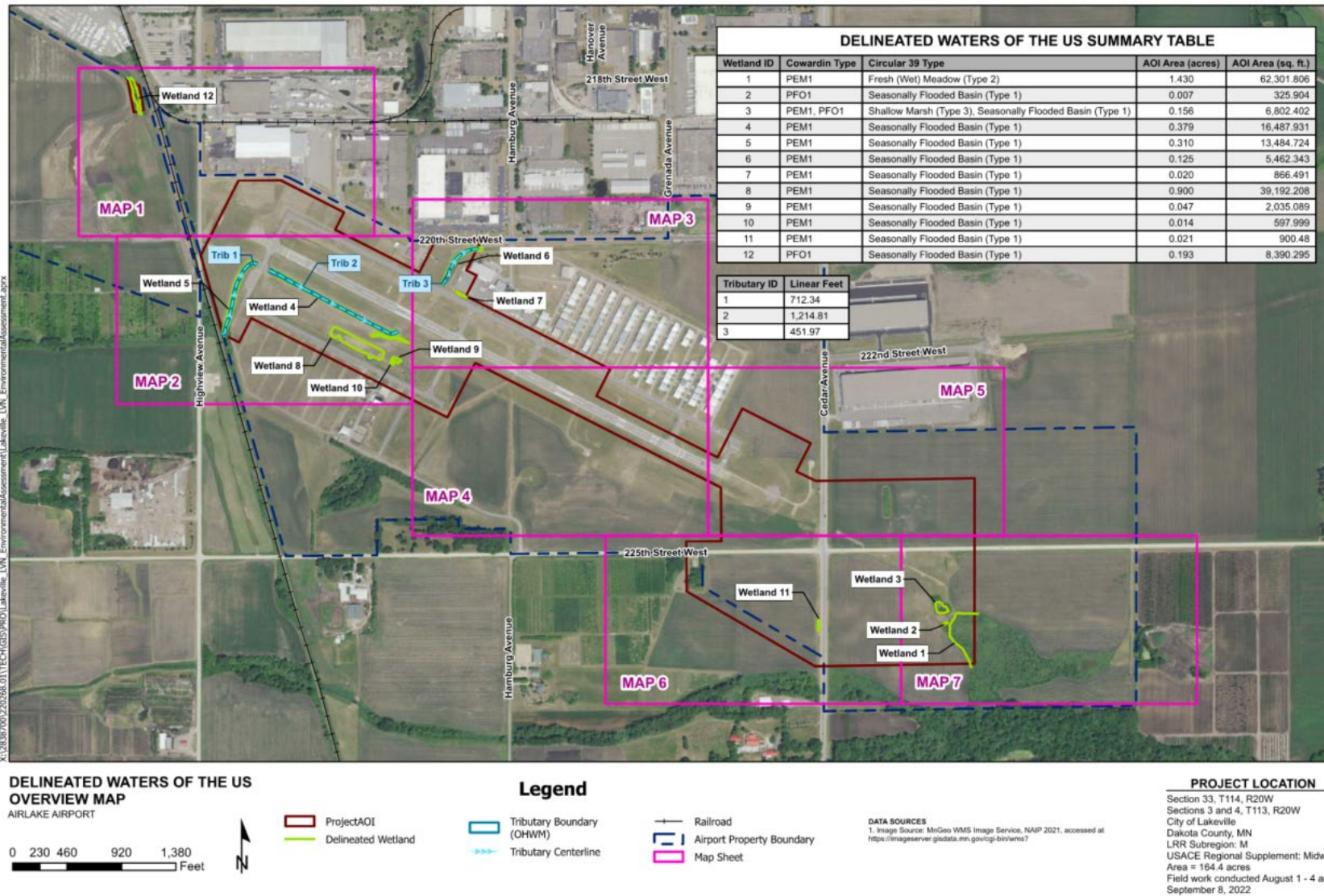


- Airport zoning will be adopted concurrent with project design and construction.
- Vacation of existing road right-of-way and creation of new right-of-way will be coordinated with Eureka Township during project design.
- Mead & Hunt wildlife biologist will consult with USDA Wildlife Services regarding known wildlife attractants.



Wetland Delineation

- Wetlands were delineated in August 2022.
- Notice of Decision concurring with wetland boundaries and types issued in December 2022.
- US Army Corps issued approved jurisdictional determination in February 2023.
 - Did not include Wetlands 1, 4, 5, 6.



Stream Relocation

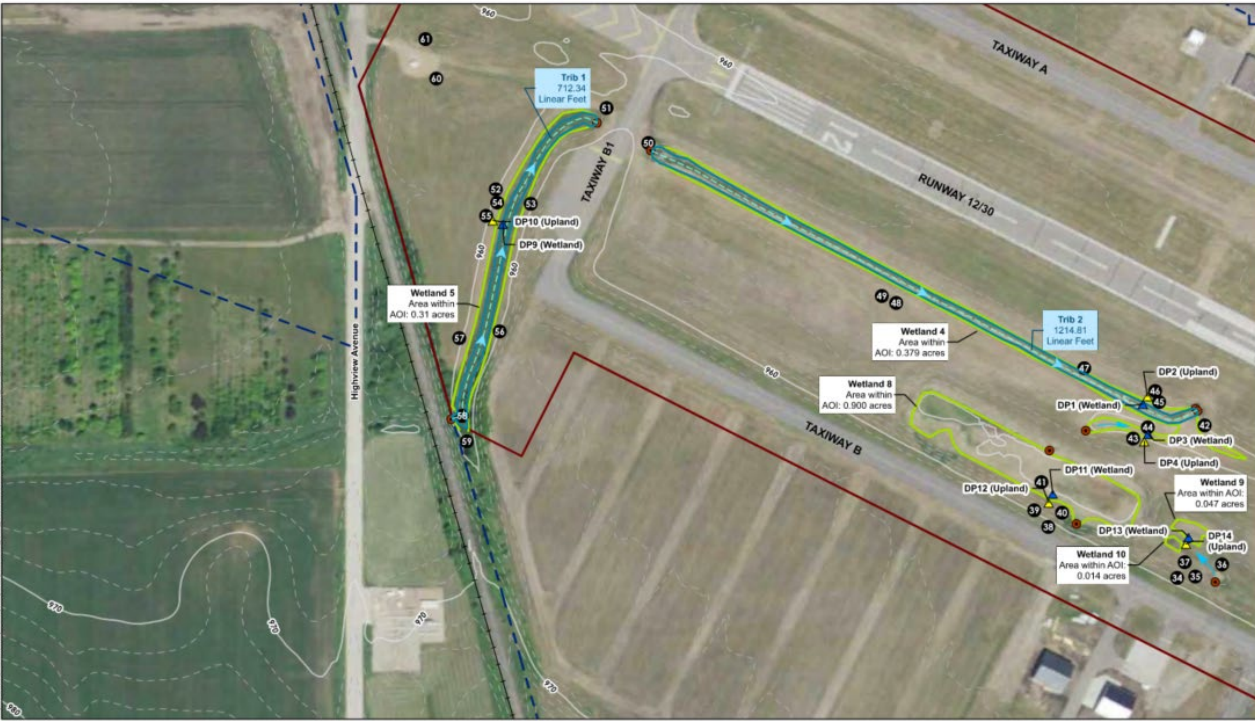
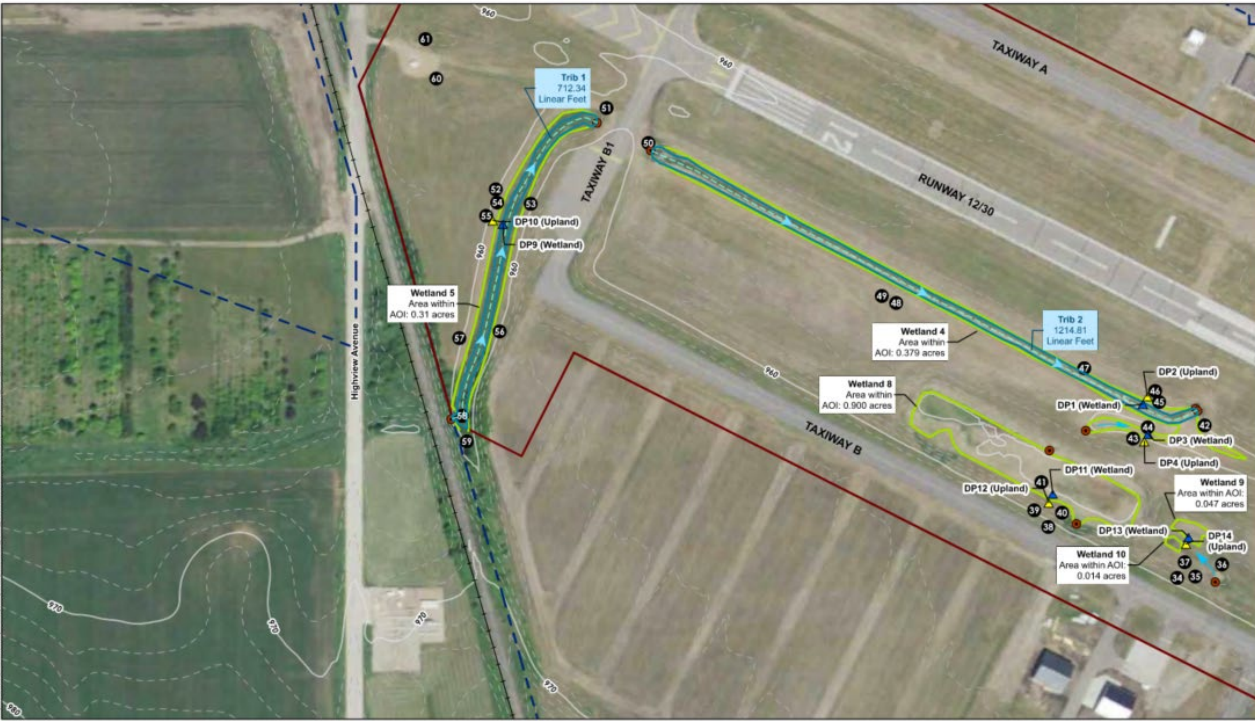




Photo 50. Wetland 4 at west end. View to the east.



Stream Relocation



DELINEATED WATERS OF THE US
AIRLAKE AIRPORT

MAP 2 OF 7

0 40 80 160 240 320 Feet

Legend

Data Point Type

- Upland
- Wetland
- Tributary Boundary
- Tributary Contourline

Flow Type

- Ditch Flow Direction
- General Flow Direction

Contour Type

- Index
- Intermediate

Other Symbols

- Railroad
- Airport Property Boundary

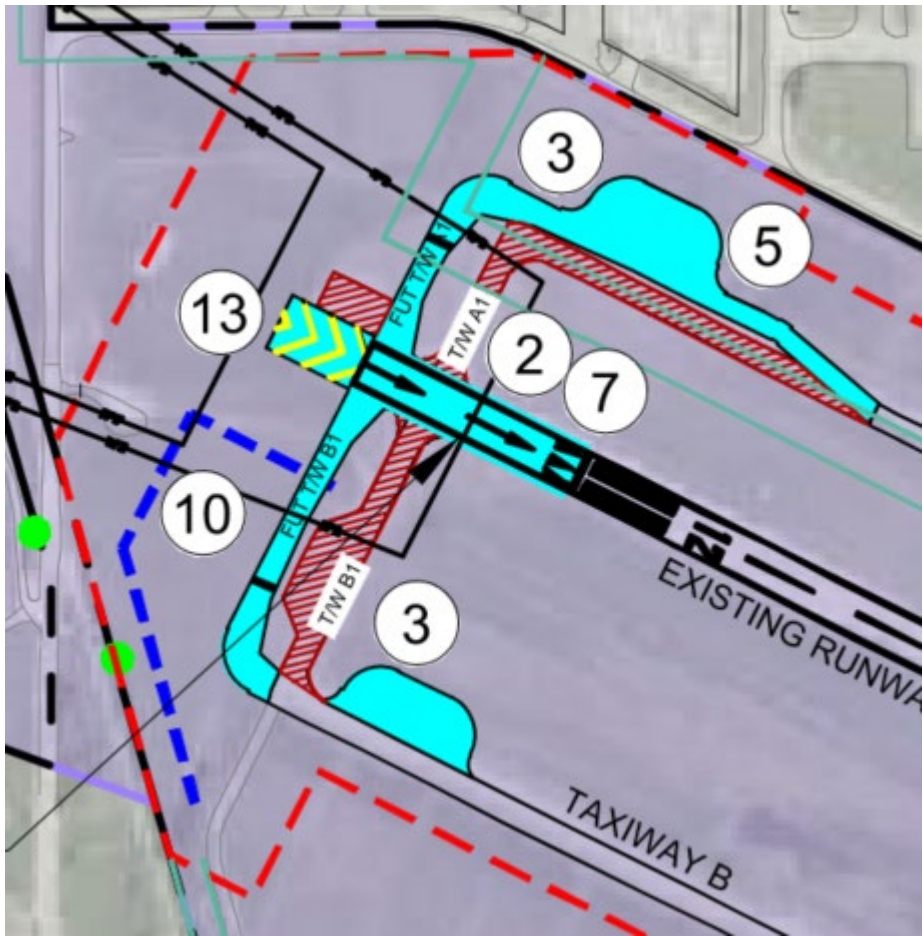
PROJECT LOCATION

Section 33, T114, R20W
Sections 3 and 4, T113, R20W
City of Lakeville
Dakota County, MN
LRR Subregion: M
USACE Regional Supplement: Midwest
Area = 164.4 acres
Field work conducted August 1 - 4 and September 8, 2022

DATA SOURCES

1. Image Source: GeoEye WMS Image Service, NAIP 2021, accessed at <https://imageserver.gisdata.mn.gov/gisdata/naip/>

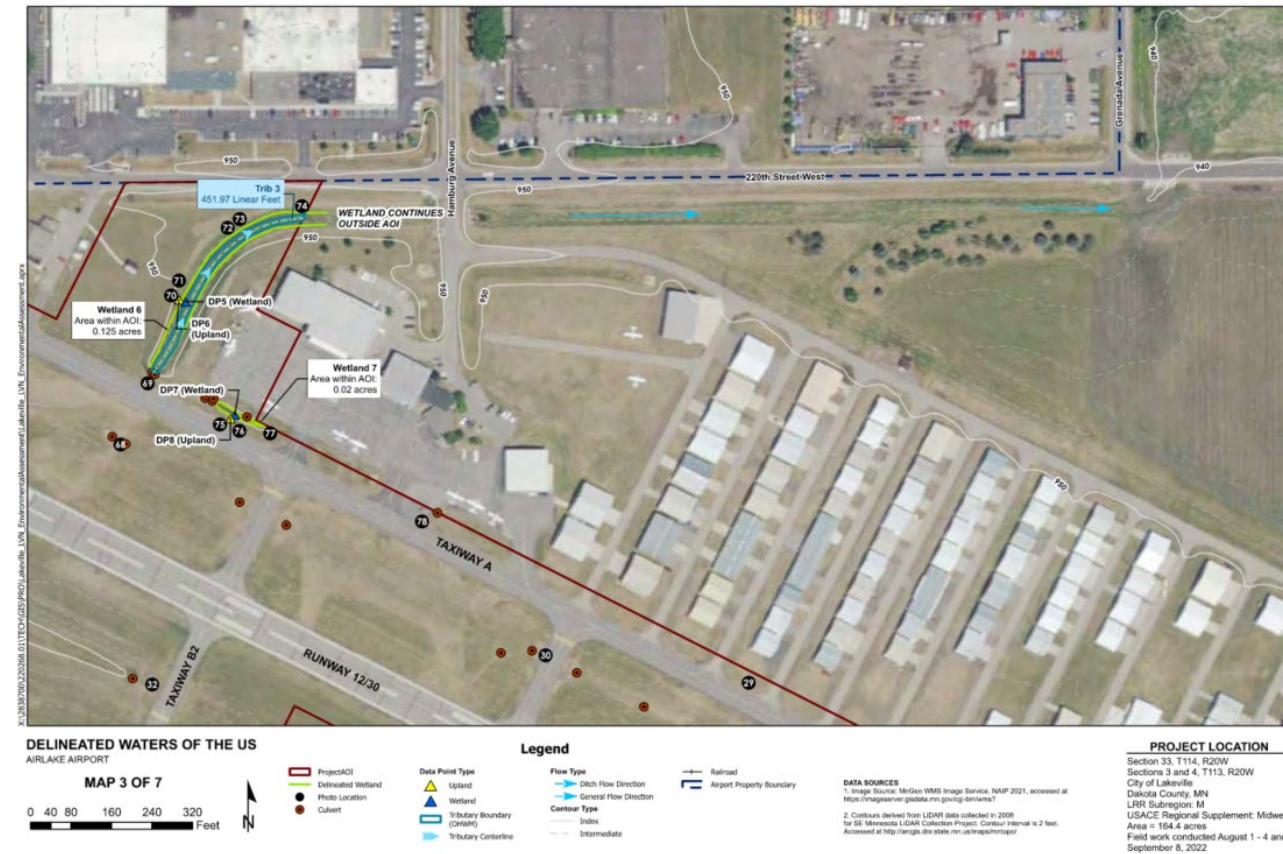
2. Contours derived from LIDAR data collected in 2009 for the Minnesota LIDAR Collection Project. Contour interval is 2 feet. Accessed at <http://range.dnr.state.mn.us/maps/mnrcg/>



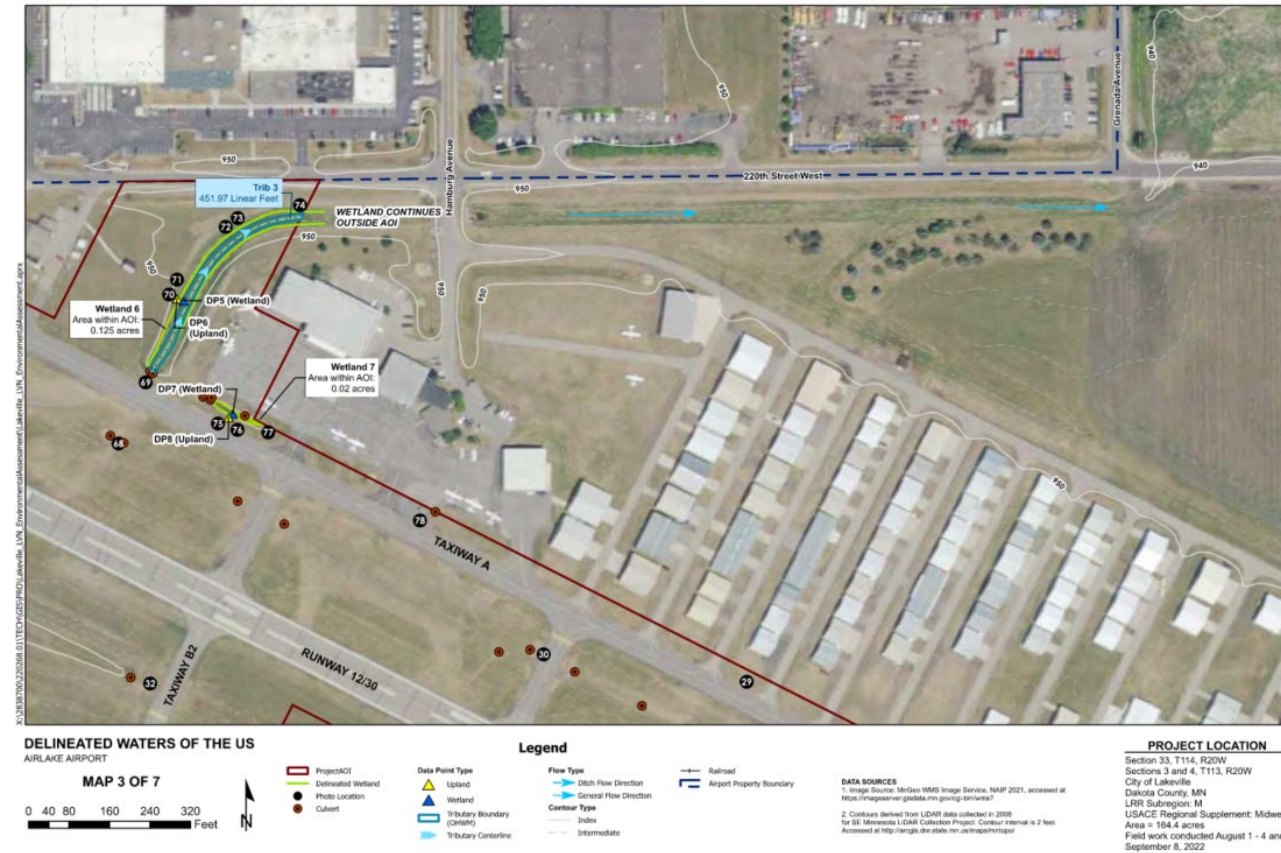
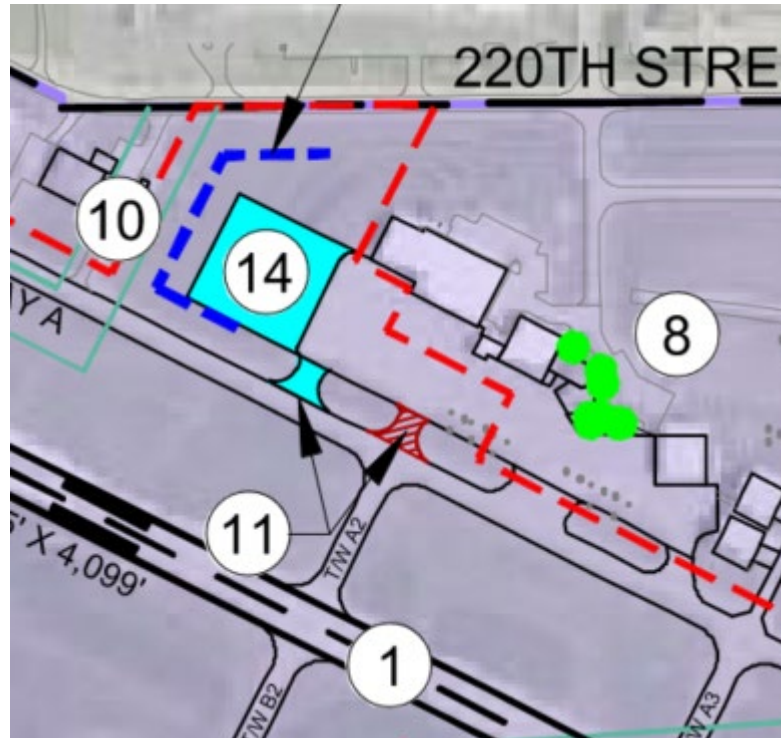
Stream Relocation



Photo 69. Wetland 6, general site. View to the north.



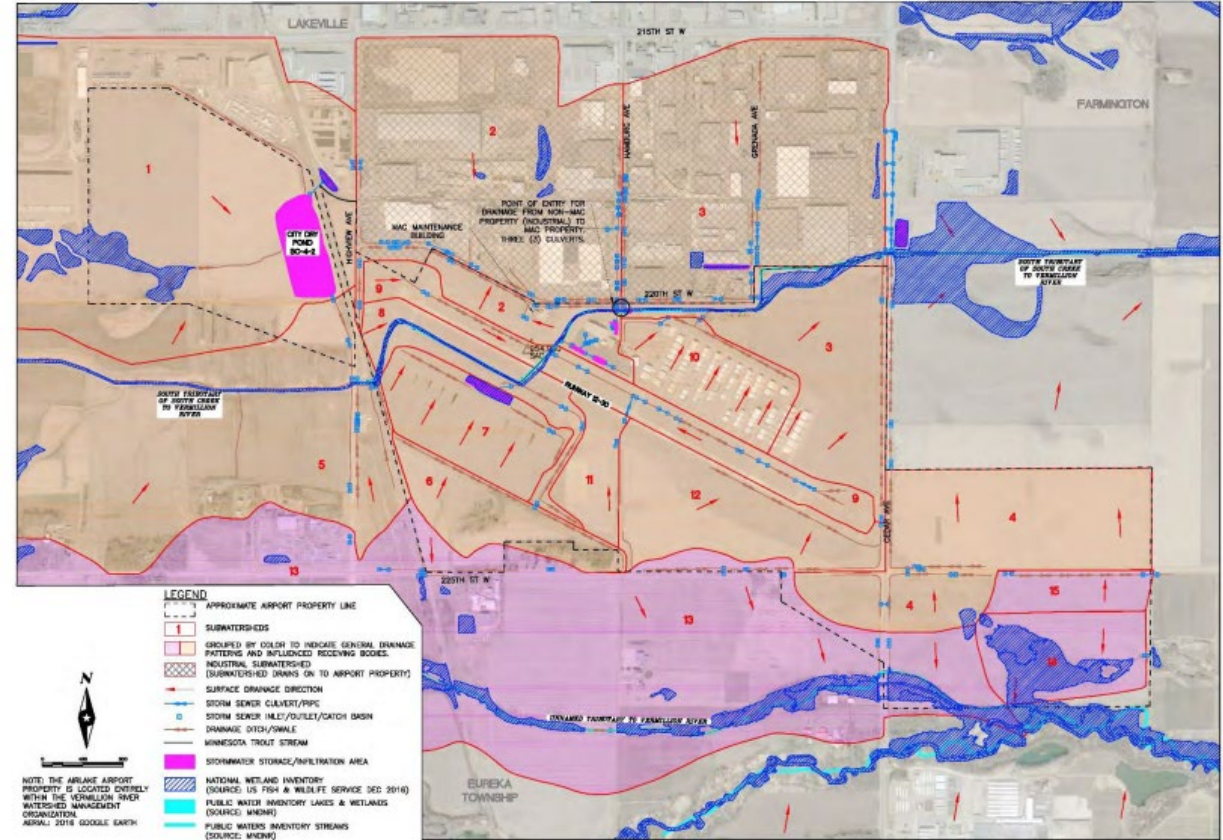
Stream Relocation



Stormwater/Surface Water

- Comparative stormwater analysis planned to compare existing/proposed
 - Temperature
 - Water quality
 - Water quantity
 - POI is downstream of stream relocations
- Existing SWPPP to be modified appropriately - no significant modifications expected.
- Construction stormwater permit will be required by MAC/contractor.

Figure 2-9: Airport Drainage and Wetlands



Other NEPA Categories

- Coastal resources
- DOT Section 4(f)
- Natural resources and energy supply
- Socioeconomics and children's health & safety risks
- Visual effects



State EAW Categories

- Climate adaptation and resilience
- Land cover type
- Greenhouse gas emissions/carbon footprint
- Cumulative potential effects



Airlake Airport EA/EAW

Projected Timeline

Task	2026																																						
	April				May				June					July				August					September				October				November					December			
	6	13	20	27	4	11	18	25	1	8	15	22	29	6	13	20	27	3	10	17	24	31	7	14	21	28	5	12	19	26	2	9	16	23	30	7	14	21	28
Purpose & Need	■																																						
Alternatives Analysis	■																																						
Environmental Consequences and Affected Environment	■																																						
Draft EA/EAW - FAA Legal Review																		■																					
Finalize & Publish Draft EA/EAW																		■																					
Draft EA/EAW Public Comment Period																		■																					
Prepare & Publish Final EA/EAW																		■																					
Stakeholder Outreach Meetings																																							
Agency Kick-off Meeting (official EA start date)				■																																			
Public Meeting/Hearing															■													■											
Airlake Airport Advisory Committee Meeting											■													■													■		
Agency Technical Advisory Panel Meetings				■							■					■																							

Schedule dependent on timely FAA, MAC, and agency reviews, and assumes no unforeseen issues. Subject to change.



Discussion/Questions

- Please send written comments to:
 - Metropolitan Airports Commission
Attn: Eric Gilles, Director of Airport Planning
6040 28th Avenue South
Minneapolis MN, 55450
- If you have questions regarding the project, please contact Eric Gilles at 612.725.4694, or eric.gilles@mspmac.org





REGION 5
CHICAGO, IL 60604

May 4, 2026

VIA ELECTRONIC MAIL ONLY

Ms. Melissa Jenny
Environmental Protection Specialist
Federal Aviation Administration – Dakota Minnesota Airports Office
6020 South 28th Avenue
Minneapolis, Minnesota 55450-2704

Re: EPA Scoping Comments – Airlake Airport Improvements, Lakeville, Dakota County, Minnesota

Dear Ms. Jenny:

The U.S. Environmental Protection Agency (EPA) received the Federal Aviation Administration's (FAA) April 21, 2026, request for scoping comments to aid in the preparation of a National Environmental Policy Act (NEPA) document for proposed improvements at Airlake Airport (Airport) in Lakeville, Minnesota. The FAA, in cooperation with the Metropolitan Airports Commission, is initiating the environmental review process for the proposed project. This letter provides EPA's comments pursuant to NEPA and EPA's NEPA review authority under Section 309 of the Clean Air Act.

According to the scoping document, the project includes the following improvements, consistent with the Airport's 2035 Long-Term Comprehensive Plan:

- Reconstruction and extension of Runway 12/30 from 4,099 feet to 4,850 feet;
- Extension of taxiways A and B and relocation of taxiways A1 and B1;
- Relocation of a portion of 225th Street West (east of Cedar Avenue) outside the Runway 30 runway protection zone;
- Relocation of approximately 1,000 feet of a trout stream tributary on Airport property; and
- Grading to address existing drainage issues on Airport property.

We appreciate having had the opportunity to discuss this project with you via an inter-agency conference call on April 28, 2025. EPA's comments are enclosed for your consideration and focus on air

and water resources consistent with our statutory authorities under the Clean Water and Clean Air Acts. We look forward to continued engagement with FAA as the NEPA process progresses. Please send an electronic copy of future NEPA documents to R5NEPA@epa.gov. If you have questions or wish to discuss the contents of this letter further, please contact the lead NEPA reviewer for this project, Kathy Kowal, at 312-353-5206 or kowal.kathleen@epa.gov.

Sincerely,

Jennifer Tyler
Director, Tribal and International Affairs
Office of the Regional Administrator
EPA Region 5

Enclosures

EPA's Detailed Scoping Comments

Construction Emission Reduction Checklist

EPA Environmental Datasets

CC (with enclosure):

Dave Studenski, U.S. Army Corps of Engineers (david.a.studenski@usace.army.mil)

Taylor Huinker, Minnesota Department of Natural Resources (taylor.huinker@state.mn.us)

Colleen Bosold, Mean & Hunt, Inc. (Colleen.Bosold@meadhunt.com)

EPA's Detailed Comments

Airlake Airport Improvements, Lakeville, Dakota County, Minnesota

May 4, 2026

1. PURPOSE AND NEED / PROJECT ALTERNATIVES

- A. EPA offers the following recommendations to promote understanding around the proposed action and associated impacts.

Recommendations for the Draft EA:

1. Define the project purpose, project need, and the specific proposed actions to be undertaken for each feasible alternative.
2. Identify project alternatives retained for analysis as well as any alternatives considered but dismissed from further consideration. Provide elimination criteria and explanations for elimination.

2. AQUATIC RESOURCE IMPACTS

- A. Proposed improvements include relocation of approximately 1,000 linear feet (LF) of a trout stream tributary which flows to South Creek and the Vermillion River, a designated cold-water habitat trout streams.

Recommendations for the Draft EA:

1. Quantify information on the existing LF of stream in the project footprint, the LF of temporary and permanent stream impacts, and the LF of stream to be reconstructed. Explain if there would be a net loss in stream linear footage.
 2. Identify and explain any stream classifications/designations to be directly impacted by the project as well as any downstream reaches that could be affected by construction.
 3. Describe proposed mitigation for stream impacts (if applicable), including the mitigation approach (e.g., avoidance, minimization, restoration/compensation), location, and anticipated mitigation ratios/credits.
- B. Project implementation would result in an increase in impervious surfaces within the project footprint, potentially increasing stormwater runoff and affecting nearby waterbodies. Evaluating potential water quality impacts would help determine whether design features or mitigation are needed to comply with the Clean Water Act and to inform project decision-making. Consider the sensitivity of receiving waters which discharge to designated trout streams.

Recommendations for the Draft EA:

1. Evaluate potential water quality impacts from both construction activities and long-term operation and maintenance.
2. If aircraft or pavement deicing/anti-icing chemicals are used, describe expected use and potential effects to water quality and runoff.
3. Quantify added impervious surface acres, and where feasible, the percent increase within the project area and affected drainage basins; use these values to design and size stormwater controls.

4. Using up-to-date precipitation frequency information reduces the potential for ponding or flooding. National Oceanic and Atmospheric Administration precipitation tools¹ as well as other datasets² can support the analysis.

3. AIR RESOURCES AND EMISSIONS IMPACTS

- A. The proposed project would result in construction emissions that have the potential to impact human health,³ and there is an opportunity for FAA to include practices to reduce construction air emissions.

Recommendations for the Draft EA:

1. Describe existing air quality in the project area, including the attainment/maintenance/nonattainment status for each National Ambient Air Quality Standards (NAAQS) pollutant.
2. Evaluate whether emissions from the proposed action and/or cumulative actions could affect compliance with the NAAQS or pose air toxics (hazardous air pollutants) concerns by comparing emissions estimates with relevant standards.
3. Consider, as applicable, specific measures identified in the enclosed Construction Emission Control Checklist to reduce air quality effects.

4. MITIGATION

- A. A single, concise list of mitigation measures provides a transparent and easy-to-use reference for community members who would experience construction-phase issues such as idling emissions and air and water quality impacts.

Recommendations for the Draft EA:

1. Consider creating a single, consolidated list of all mitigation measures committed to in the NEPA analysis and posting it as a stand-alone document on the project website..

5. ENVIRONMENTAL DATA

- A. EPA offers the enclosed databases and datasets that may be helpful in obtaining environmental information related to the project area.

Recommendations for the Draft EA:

1. Consider using the electronic resources identified in the enclosed EPA Environmental Datasets to obtain environmental information related to the proposed project.

¹ NOAA Atlas 14 Precipitation Frequency Data Server (PFDS): <https://hdsc.nws.noaa.gov/hdsc/pfds/>

² The Mapping for Resilience and Adaptation Assessment Tool provides current and future hazard information to assist with identifying and implementing data-informed infrastructure investments. See <https://resilience.climate.gov/pages/user-guide>

³ In 2001, EPA classified diesel emissions as a likely human carcinogen. Diesel exhaust can worsen heart and lung disease, especially in sensitive populations, such as elderly, children, and those with impaired respiratory systems. For more information on EPA's classification for diesel emissions, see https://iris.epa.gov/ChemicalLanding/&substance_nmbr=642

Environmental Protection Agency **Construction Emission Control Checklist**

Diesel emissions and fugitive dust from project construction may pose environmental and human health risks and should be minimized. In 2002, EPA classified diesel emissions as a likely human carcinogen. Acute exposures can lead to other health problems, such as eye and nose irritation, headaches, nausea, asthma, and other respiratory system issues. Longer term exposure may worsen heart and lung disease.¹ EPA recommends that FAA consider the following protective measures and commit to those measures that FAA finds applicable to the proposed project in the Draft EA.

Mobile and Stationary Source Diesel Controls

Consider purchasing or soliciting bids that require the use of vehicles that are equipped with zero-emission technologies or the most advanced emission control systems available. Committing to the best available emissions control technologies for project equipment can aid in meeting the following standards.

- On-Highway Vehicles: On-highway vehicles should meet, or exceed, the EPA exhaust emissions standards for model year 2010 and newer heavy-duty, on-highway compression-ignition engines (e.g., long-haul trucks, refuse haulers, shuttle buses, etc.).²
- Non-road Vehicles and Equipment: Non- Road vehicles and equipment should meet, or exceed, the EPA Tier 4 exhaust emissions standards for heavy-duty, non-road compression-ignition engines (e.g., construction equipment, non-road trucks, etc.).³
- Low Emission Equipment Exemptions: The equipment specifications outlined above should be met unless: 1) a piece of specialized equipment is not available for purchase or lease within the United States; or 2) the relevant project contractor has been awarded funds to retrofit existing equipment, or purchase/lease new equipment, but the funds are not yet available.

Consider the following best practices via the construction contracting or oversight process to aid in further reducing impacts:

Equipment

- Use onsite renewable electricity generation and/or grid-based electricity rather than diesel-powered generators or other equipment.
- Use electric starting aids such as block heaters with older vehicles to warm the engine.
- Regularly maintain diesel engines to keep exhaust emissions low. Follow the manufacturer's recommended maintenance schedule and procedures. Smoke color can signal the need for maintenance (e.g., blue/black smoke indicates that an engine requires servicing or tuning).
- Where possible, retrofit older-tier or Tier 0 nonroad engines with an exhaust filtration device before it enters the construction site to capture diesel particulate matter.
- Replace the engines of older vehicles and/or equipment with diesel- or alternatively fueled engines certified to meet newer, more stringent emissions standards (e.g., plug-in hybrid-electric vehicles,

¹ Benbrahim-Tallaa, L, Baan, RA, Grosse, Y, Lauby-Secretan, B, El Ghissassi, F, Bouvard, V, Guha, N, Loomis, D, Straif, K & International Agency for Research on Cancer Monograph Working Group (2012). Carcinogenicity of diesel-engine and gasoline-engine exhausts and some nitroarenes. The Lancet. Oncology, vol. 13, no. 7, pp. 663-4. Accessed online from: https://kclpure.kcl.ac.uk/portal/files/6492297/coverBenbrahim_Tallaa_2012_Lancet_Oncology.pdf

² <https://www.epa.gov/emission-standards-reference-guide/epa-emission-standards-heavy-duty-highway-engines-and-vehicles>

³ <https://www.epa.gov/emission-standards-reference-guide/epa-emission-standards-nonroad-engines-and-vehicles>

battery-electric vehicles, fuel cell electric vehicles, advanced technology locomotives, etc.), or with zero emissions electric systems. Retire older vehicles, given the significant contribution of vehicle emissions to the poor air quality conditions. Implement programs to encourage the voluntary removal from use and the marketplace of pre-2010 model year on-highway vehicles (e.g., scrappage rebates) and replace them with newer vehicles that meet or exceed the latest EPA exhaust emissions standards, or with zero emissions electric vehicles and/or equipment.

Fugitive Dust Source Controls

- Stabilize open storage piles and disturbed areas by covering and/or applying water or chemical/organic dust palliative, where appropriate. This applies to both inactive and active sites, during workdays, weekends, holidays, and windy conditions.
- Install wind fencing and phase grading operations where appropriate and operate water trucks for stabilization of surfaces under windy conditions.
- When hauling material and operating non-earthmoving equipment, prevent spillage and limit speeds to 15 miles per hour. Limit speed of earth-moving equipment to 10 mph.

Occupational Health

- Reduce exposure through work practices and training, such as maintaining filtration devices and training diesel-equipment operators to perform routine inspections.
- 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 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.
- 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 the type of 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 National Institute for Occupational Safety and Health approval number.

NEPA Documentation

- Per Executive Order 13045 on Children's Health,⁴ EPA recommends the lead agency and project proponent pay particular attention to worksite proximity to places where children live, learn, and play, such as homes, schools, and playgrounds. Construction emission reduction measures should be strictly implemented near these locations in order to be protective of children's health.
- Specify how impacts to sensitive receptors, such as children, elderly, and the infirm will be minimized. For example, locate construction equipment and staging zones away from sensitive receptors and fresh air intakes to buildings and air conditioners.

⁴ 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.

EPA Environmental Databases and Datasets

The following EPA databases and websites may be utilized to obtain environmental information related to a project location:

- **WATERS GeoViewer:** <https://www.epa.gov/waterdata/waters-geoviewer>
 - The Watershed Assessment, Tracking and Environmental Results System (WATERS) framework unites water quality information from various unconnected database systems; the WATERS GeoViewer is a web mapping application to access these data.
- **How's My Waterway:** <https://www.epa.gov/waterdata/how-s-my-waterway>
 - How's My Waterway provides information about the condition of local waters based on data that states, federal, tribal, local agencies and others have provided to EPA.
- **Envirofacts:** <https://www.epa.gov/enviro/envirofacts-overview> and <https://enviro.epa.gov>
 - Envirofacts provides access to multiple EPA databases to provide you with information about environmental activities that may affect air, water, and land anywhere in the United States and allows the user to search multiple environmental databases for facility information, including toxic chemical releases, water discharge permit compliance, hazardous waste handling processes, Superfund status, and air emission estimates.
- **NEPAssist:** <https://www.epa.gov/nepa/nepassist>
 - NEPAssist is a web-based mapping tool developed to facilitate more efficient and effective environmental reviews and project planning in relation to environmental considerations.
- **MyEnvironment:** <https://enviro.epa.gov/myenvironment/>
 - MyEnvironment is an online tool that displays local environmental data through a simple dashboard, specific to a user-provided location. Through this dashboard, users can explore environmental data such as local air and water quality, as well as the distribution of known hazardous waste sites and local health risks.
- **ATTAINS:** <https://www.epa.gov/waterdata/attains> and <https://www.epa.gov/waterdata/get-data-access-public-attains-data#AttainsGeo>
 - The Assessment, Total Maximum Daily Load (TMDL) Tracking and Implementation System (ATTAINS) is an online system for accessing information about the conditions in the Nation's surface waters. The Clean Water Act requires states, territories and Tribes to monitor water pollution and report to EPA on the waters they have evaluated. This information reported to EPA is available in ATTAINS via ATTAINS web services and geospatial services.
- **Water Quality Portal:** <https://www.waterqualitydata.us/>
 - The Water Quality Portal is a cooperative service integrating publicly available water-quality data from the United States Geological Survey (USGS), EPA, and over 400 state, federal, tribal, and local agencies.
- **Facility Registry Service:** <https://www.epa.gov/frs>
 - The Facility Registry Service identifies and geospatially locates facilities, sites or places subject to environmental regulations or of environmental interest. FRS integrates facility data from EPA's national program systems, other federal agencies, and state and Tribal master facility

records and provides a centrally managed, single source of comprehensive and authoritative information on facilities.

- **ECHO:** <https://echo.epa.gov/>
 - EPA's ECHO (Enforcement and Compliance History Online) provides access to compliance and enforcement data for regulated facilities, showing inspection details, violations, and enforcement actions under major environmental laws like the Clean Air Act and Clean Water Act.
- **National Ambient Air Quality Standards (NAAQS) status:** <https://www.epa.gov/green-book/green-book-national-area-and-county-level-multi-pollutant-information>
 - The EPA Green Book provides detailed information about area National Ambient Air Quality Standards (NAAQS) designations, classifications and nonattainment status.

Airlake Airport EA/EAW

Agency Technical Advisory Panel (TAP) Meeting Summary

Date: June 16, 2026

Meeting: [Airlake Airport EA/EAW Agency Technical Advisory Panel Meeting](#)

Purpose: Discuss stream relocation alternatives, share preliminary analysis, and solicit agency input to inform the EA/EAW.

Representatives participated from:

- **Metropolitan Airports Commission (MAC) – Project Sponsor**
 - Eric Gilles
 - Michele Ross
 - Marisa Trapp
 - Pat Mosites
 - Zuleyka Marquez
 - Grace Olson
 - Kelly Gerads
 - Sam Seafeldt
- **FAA – Airports District Office – Lead Federal Agency**
 - Melissa Jenny
 - Marcus Watson
 - Kyle Sebesta
- **Minnesota DNR (Fisheries, Ecological Services, Hydrology)**
 - Alex Selle
 - Mark Nemeth
 - Melissa Collins
- **U.S. Army Corps of Engineers (USACE)**
 - Rachel Gralnek
- **U.S. EPA (NEPA Reviewer)**
 - Kathy Kowal
- **U.S. Department of Agriculture, APHIS, Wildlife Services**
 - Alan Schumacher
- **Metropolitan Council**
 - Patrick Boylan
 - Joseph Widing

- **Dakota County**
 - Kurt Chatfield
- **Consultants:** Mead & Hunt (lead consultant, Evan Barrett, Colleen Bosold, Cole Kiernan, Rob Sims, Sarah Emmel), Terracon (Josh Kurtz, Michael Lower, Andrew Fisher), SEH (Tim Wegwerth, Lindsay Reidt), Goff Public (Sara Swenson, Katie Lauer)

Invited agencies unable to attend meeting:

- City of Lakeville
 - Dakota County Soil & Water Conservation District
 - Eureka Township
 - Minnesota Board of Water and Soil Resources
 - Minnesota Pollution Control Agency
 - U.S. Fish and Wildlife Service
 - Vermillion River Watershed Joint Powers Organization
-

1. Project Overview and Meeting Purpose

The project team provided a brief recap of the proposed airport improvements, including runway extension, taxiway relocation, apron expansion, and associated drainage modifications.

The meeting focused on:

- Presenting **stream relocation alternatives** to be analyzed in the EA/EAW
- Explaining the **sponsor-preferred alternative** and rationale
- Gathering **agency input on design considerations and best practices**
- Confirming approach to **stormwater and stream analysis**

The project team emphasized the goal of incorporating agency feedback **early in the process** to reduce comments following publication of the draft EA/EAW.

2. Schedule and Key Milestones

The team reiterated an **aggressive project schedule** tied to FAA funding deadlines:

- Draft EA/EAW to FAA legal review: **~3 weeks (early July)**
- Draft EA/EAW publication (target): **mid-August**
- Environmental decision (target): **by October 1, 2026** (FAA funding deadline)

- Follow-up TAP meeting: **week of July 20**
- Public meeting: **week of July 27 (Lakeville, details pending)**

Agencies were encouraged to provide comments **within the next few weeks** to support this timeline.

3. Stream Relocation – Existing Conditions and Drivers

- The stream is an **intermittent DNR public watercourse** on airport property, with downstream connection to a **designated trout stream**.
- Relocation is required due to:
 - Taxiway relocation
 - Apron expansion
- Key constraints include:
 - **50-foot shoreland buffer requirement**
 - Avoidance/minimization under **WCA and USACE Section 404 permitting**
 - **Wildlife hazard considerations** (avoid standing water near runway)
 - Coordination with existing infrastructure (culverts, utilities, railroad)

A known issue with existing conditions is **ponding upstream of the runway**, which may increase wildlife hazard risk and is a focus for improvement in design.

4. Stream Relocation Alternatives

Four primary alternatives are being evaluated:

Alternative 1 (Previous Preferred – Minimal Change)

- Reroutes stream around apron with minimal grading
- **Key issue:** cannot meet required shoreland buffer; includes sharp bends
- Generally not supported due to design and ecological limitations

Alternative 2 (Sponsor-Preferred)

- Replaces culvert under runway/taxiway and provides a **more direct alignment**
- Improves drainage and avoids sharp bends
- Can meet buffer requirements without variance
- Sub-options:

- **2A:** Open channel
 - **2B:** Partial culvert enclosure
- Minimizes grading and operational conflicts

Alternative 3 (City/Watershed Preference)

- Routes stream along perimeter (longest alignment)
- Adds **>600 feet of stream length**
- Challenges:
 - Conflicts with **localizer, Met Council interceptor and other utilities, and maintenance facility**
 - Significant grading/earthwork
 - Potential for **lower slope and increased standing water**

Alternative 4

- Shorter than Alt 3 but requires culvert under runway safety areas
- Still presents conflicts with infrastructure and wildlife considerations

Current direction: The EA/EAW is being developed assuming **Alternative 2 as the preferred alternative**, pending any further agency input.

5. Key Agency Input and Discussion

Major themes from agency discussion included:

Design and Aviation Constraints

- Consider coordination with FAA Tech Ops regarding:
 - **Localizer critical area and grading requirements**
 - Potential benefits of **enclosing additional segments of the stream in a culvert** for operational consistency as well as associated impacts to the stream function

Wildlife Hazard Considerations

- Strong emphasis on:
 - **Minimizing standing water**
 - Designing culverts to avoid **nesting habitat (e.g., swallows)**

Permitting and Analysis

- USACE requested a **stream functional assessment memo** to support permitting
- Qualitative assessment acceptable (formal SQT model not required)

Data and Documentation

- USACE request to **document wetland conditions thoroughly (photos, especially western wetland areas)** to support permitting review
-

6. Stormwater and Surface Water Analysis

Key points from the stormwater analysis presentation:

- Project results in **~5 acres net increase in impervious surface**
- Located within the **Vermilion River watershed**
- Must meet requirements for:
 - Water quality
 - Volume control (no increase in 2-year storm runoff)
 - Temperature impacts

Planned approach:

- **Infiltration is preferred**, with filtration/bioretenion as backup
 - Analysis uses:
 - NOAA Atlas 14 rainfall data
 - NRCS soils
 - Minnesota Stormwater Manual
 - Preliminary conclusion:
 - Impacts are **minor relative to watershed scale**
 - Requirements are expected to be met
-

7. Action Items / Next Steps

- **Agencies:** Provide comments on alternatives and design considerations **by July 2, 2026**, to Eric Gilles (eric.gilles@mspmac.org) and Colleen Bosold (colleen.bosold@meadhunt.com)
- **Project Team:**
 - Complete EA/EAW analysis and submit to FAA (~3 weeks)
 - Prepare **stream functional assessment memo**
 - Refine preferred alternative based on feedback

- Share additional technical materials in advance of next ATAP meeting
 - Share GIS files of noise contours with Met Council once complete (with MAC's approval)
 - Confirm and announce next ATAP meeting (tentatively planned for week of July 20)
 - **Public Engagement:**
 - Confirm and announce public meeting details (expected late July)
-

8. Overall Takeaways

- Strong preference emerging toward **Alternative 2**, balancing:
 - Regulatory compliance
 - Operational constraints
 - Constructability
- Key design priorities are:
 - Avoiding wildlife attractants
 - Maintaining stream function
 - Minimizing infrastructure conflicts
- Early agency coordination is being prioritized to **streamline EA/EAW review and schedule**

Airlake Airport

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



June 16, 2026 – Agency Technical Advisory Panel Meeting
EA/EAW Update



Meeting Purpose

- Share previews of technical analysis for the Airlake Airport EA/EAW
- Anticipate agency concerns and comments on the Draft EA/EAW
- Build consensus on preferred stream relocation alternative
- Identify agency preferences for stream relocation design and construction



Airlake Airport EA/EAW

Projected Timeline

Task	2026																																	
	April				May				June					July				August					September				October							
	6	13	20	27	4	11	18	25	1	8	15	22	29	6	13	20	27	3	10	17	24	31	7	14	21	28	5	12	19	26				
Purpose & Need																																		
Alternatives Analysis																																		
Environmental Consequences and Affected Environment																																		
Draft EA/EAW - FAA Legal Review																																		
Draft EA/EAW Public Comment Period																																		
Prepare & Publish Final EA/EAW																																		
Stakeholder Outreach Meetings																																		
Agency Kick-off Meeting (official EA start date)																																		
Public Meeting/Hearing																																		
Airlake Airport Advisory Committee Meeting																																		
Agency Technical Advisory Panel Meetings																																		

Schedule dependent on timely FAA, MAC, and agency reviews, and assumes no unforeseen issues. Subject to change.



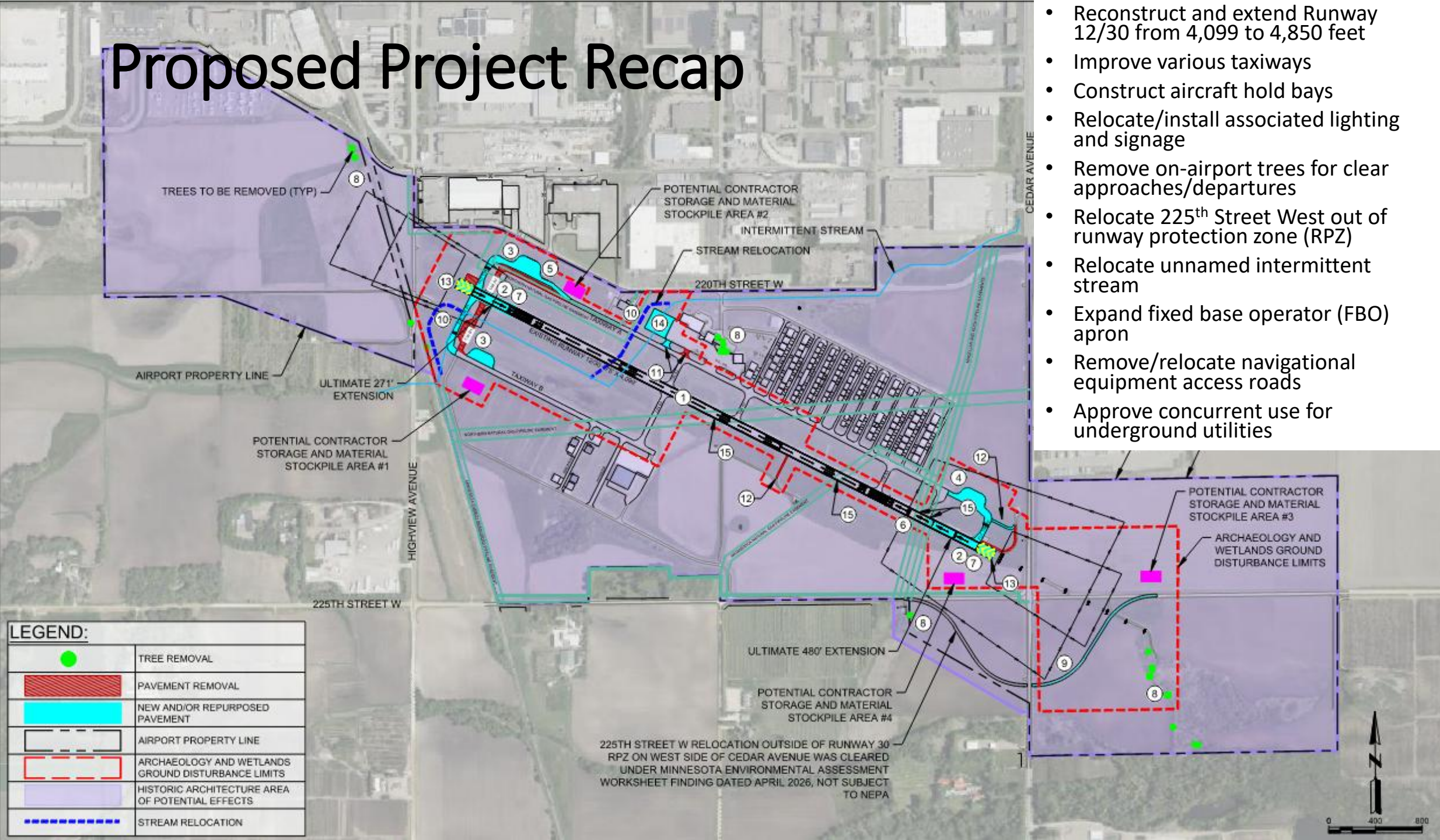
Agenda

- Introductions
- Proposed project recap
- Environmental analysis updates
- Stream relocation studies
 - Previous stream relocations
 - Stream relocation alternatives analysis
 - Stream functional assessment
 - Comparative stormwater analysis
- Discussion



Proposed Project Recap

- Reconstruct and extend Runway 12/30 from 4,099 to 4,850 feet
- Improve various taxiways
- Construct aircraft hold bays
- Relocate/install associated lighting and signage
- Remove on-airport trees for clear approaches/departures
- Relocate 225th Street West out of runway protection zone (RPZ)
- Relocate unnamed intermittent stream
- Expand fixed base operator (FBO) apron
- Remove/relocate navigational equipment access roads
- Approve concurrent use for underground utilities



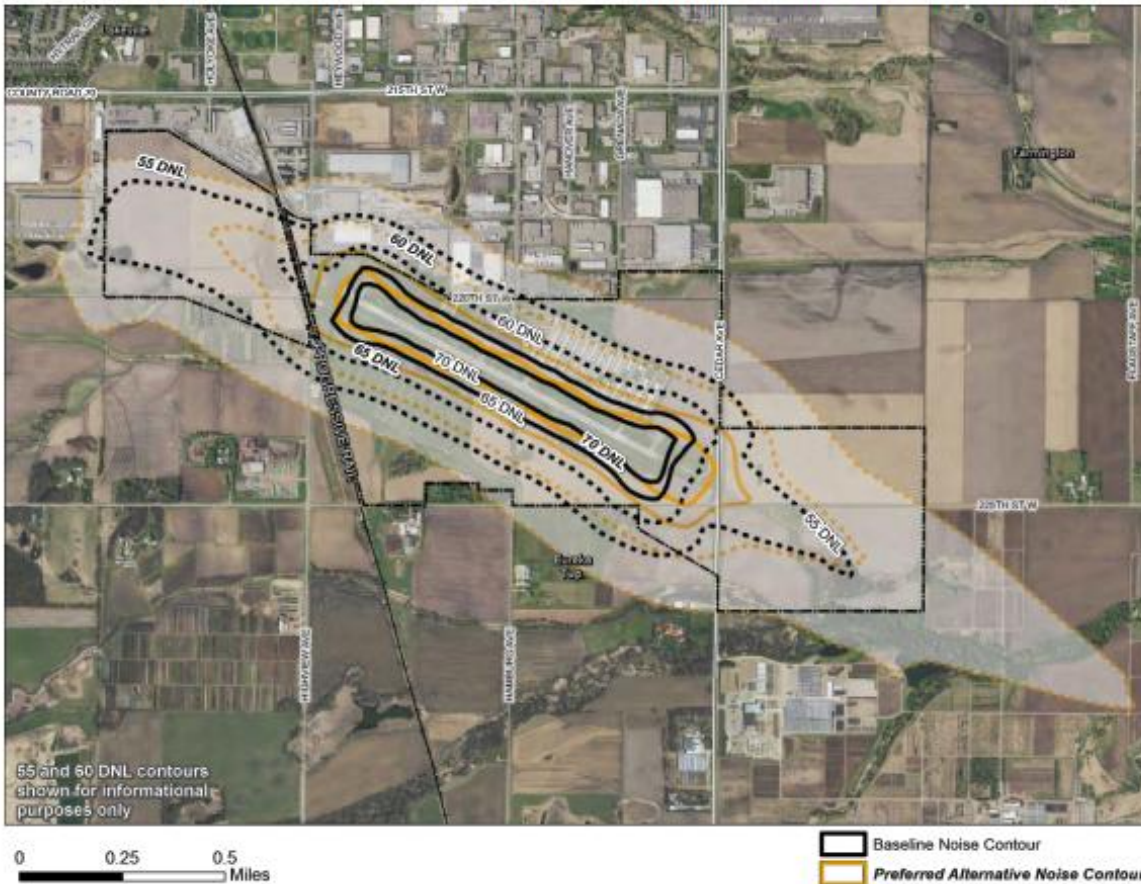
Environmental Analysis Overview

- **Air quality and aircraft noise**
- **Listed species**
- **Farmlands**
- Hazardous materials
- **Cultural resources**
- Land use compatibility & zoning
- Wetland delineation
- **Stream relocation**
 - Alternatives analysis
 - Stream functional assessment
 - Comparative stormwater analysis
- Other NEPA categories
- State EAW categories
 - Climate
 - Cumulative potential effects



Air Quality & Aircraft Noise

Figure 6-5: Baseline to 2035 Preferred Alternative Noise Contour Comparison

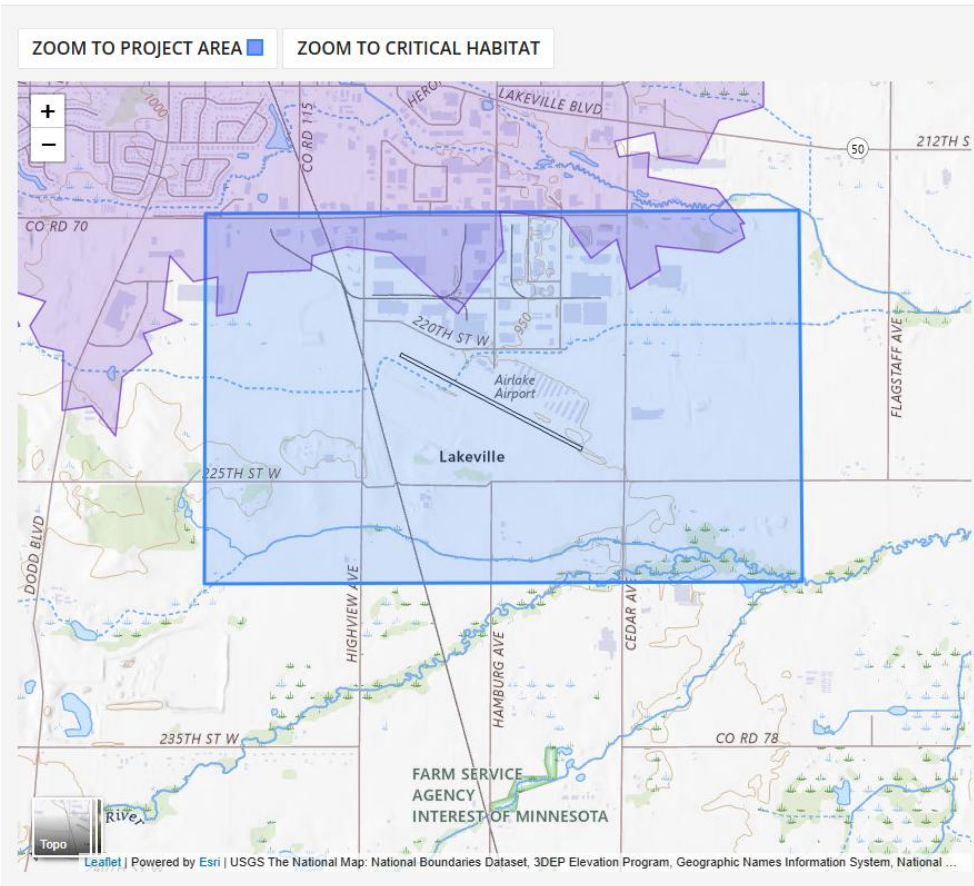


- Confirmed modeling scenarios with FAA on June 2, which include:
 - Base case (2025)
 - With project five years after construction (2033)
 - No-action (2033)



Listed Species

Rusty Patched Bumble Bee Proposed critical habitat

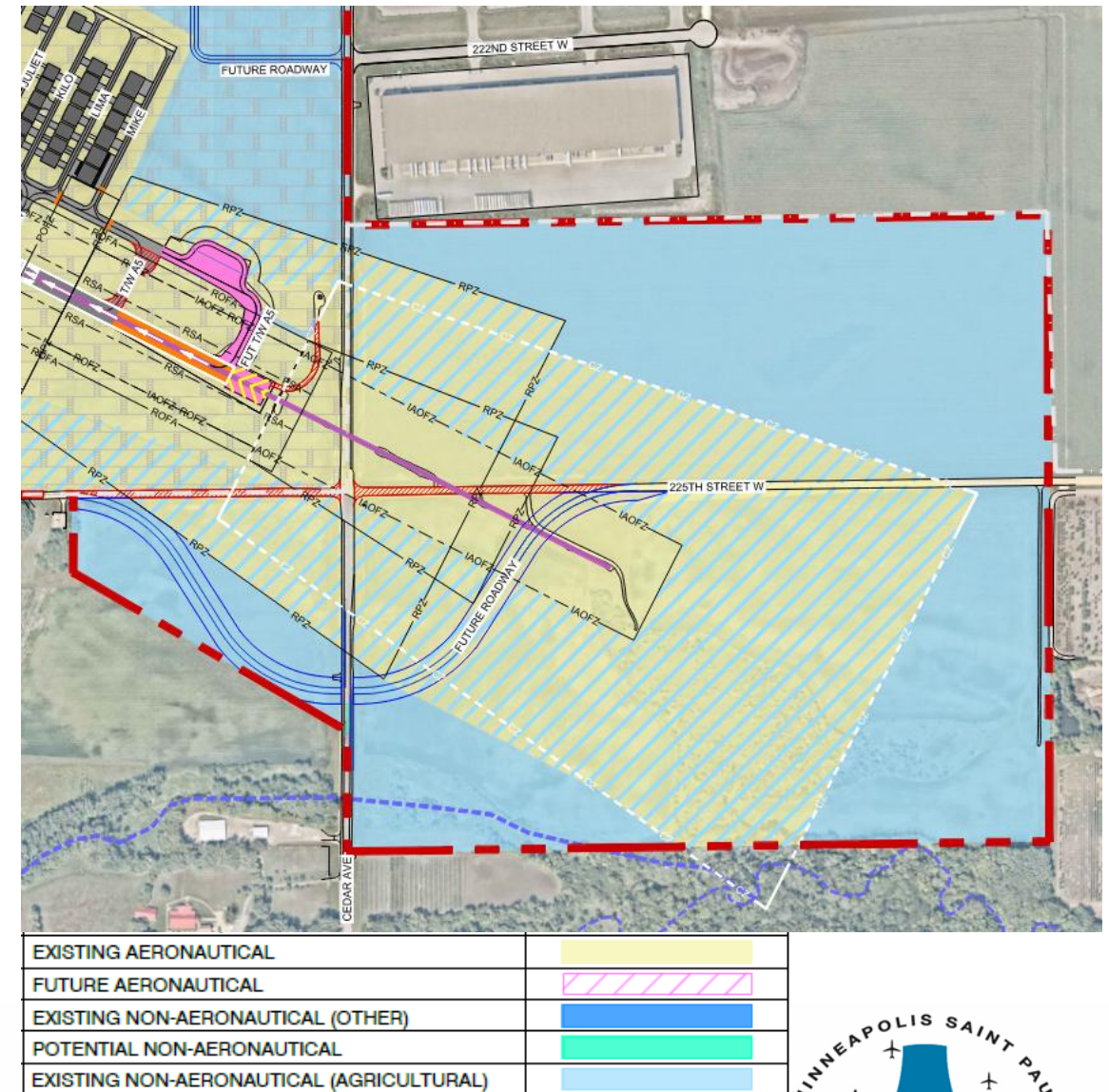


- USFWS coordination is on-going.
 - Federal “not likely to adversely affect” finding is expected.
- Natural Heritage Inventory System (NHIS) data request submitted to MnDNR on May 6.



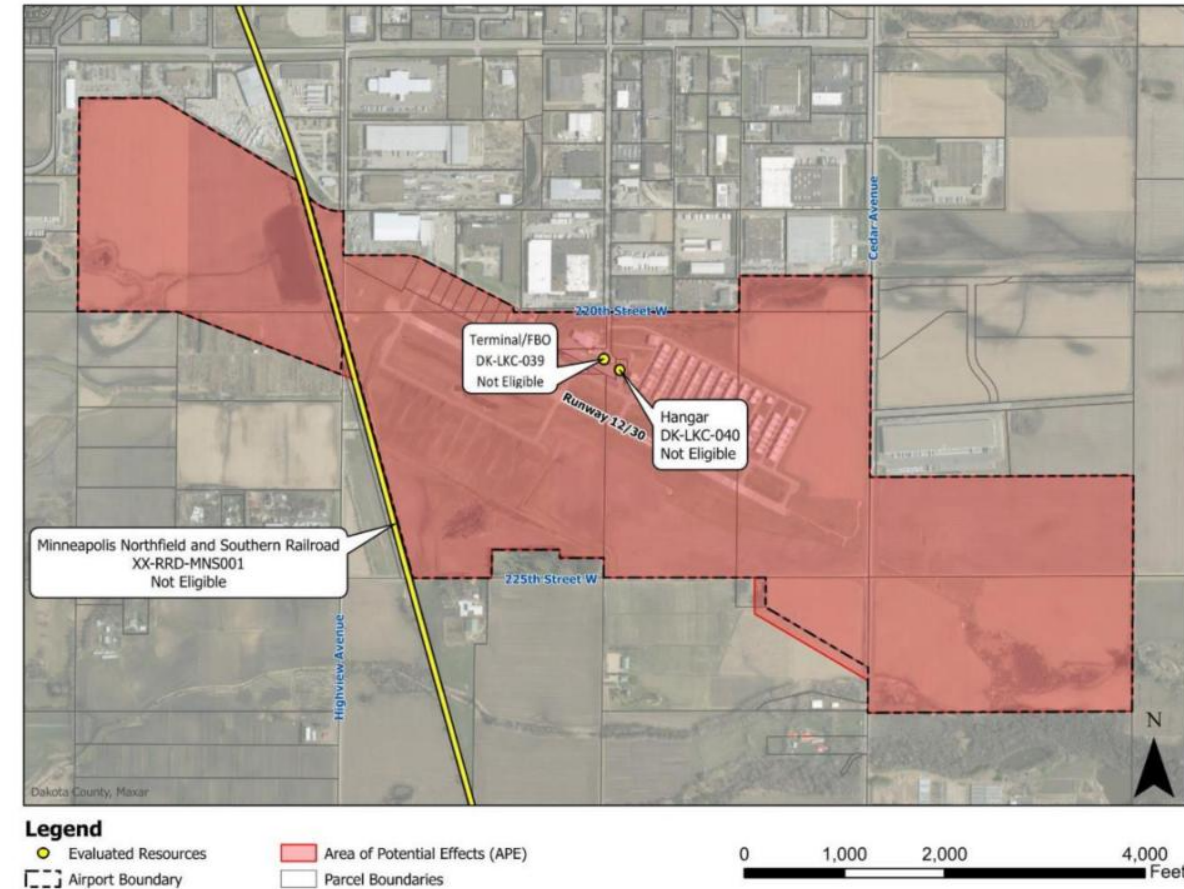
Farmlands

- Form AD-1006 farmland conversion impact analysis submitted to USDA NRCS on June 5.

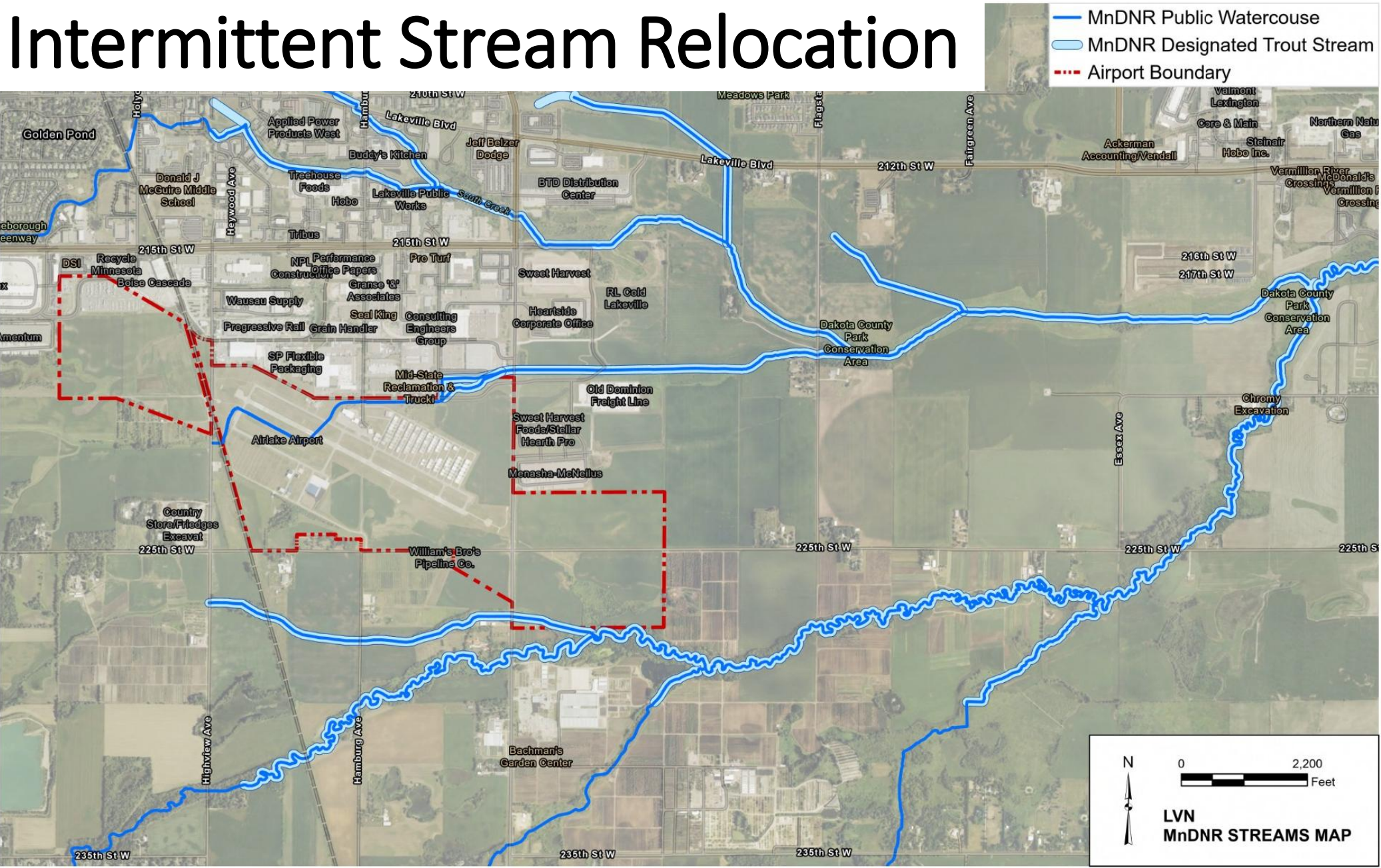


Cultural Resources

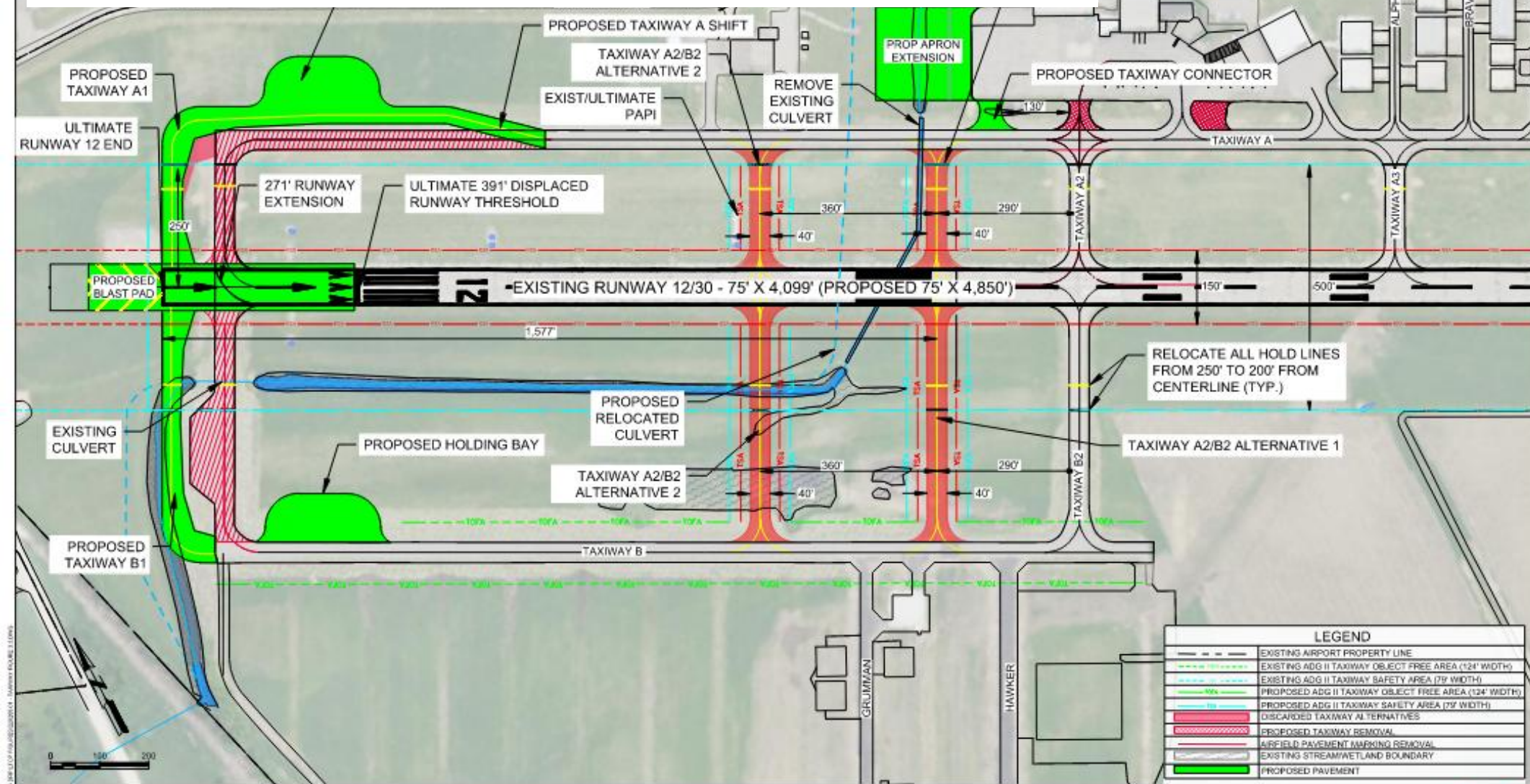
- Survey reports submitted to FAA on June 15.
- FAA finding will be submitted to the State Historic Preservation Office (SHPO) for review and concurrence.



Intermittent Stream Relocation



Intermittent Stream Relocation



AIRLAKE AIRPORT (LVN)
LAKEVILLE, MINNESOTA

2836700-230268.01
MAY 2020

TAXIWAY ALTERNATIVES (WEST END)



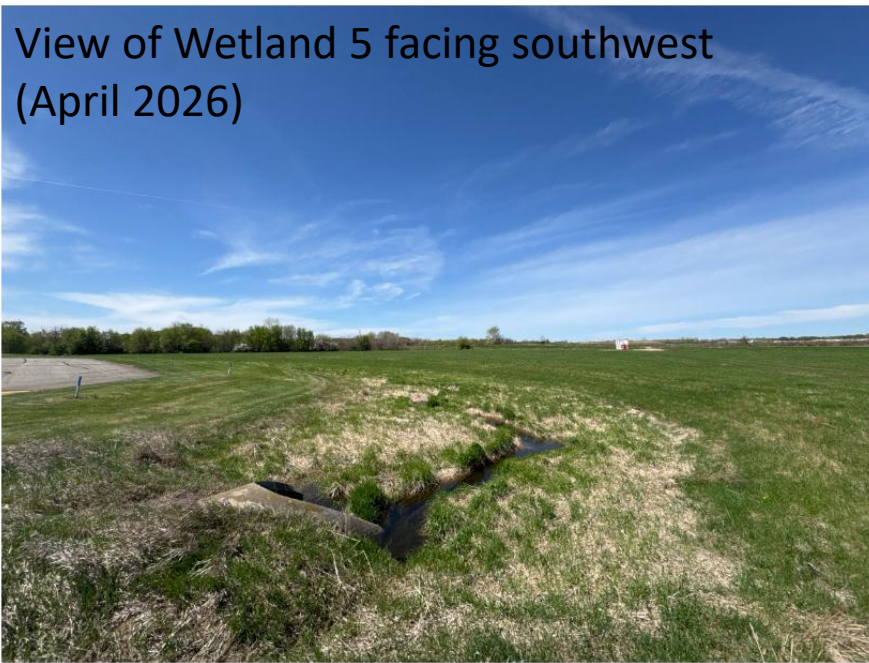
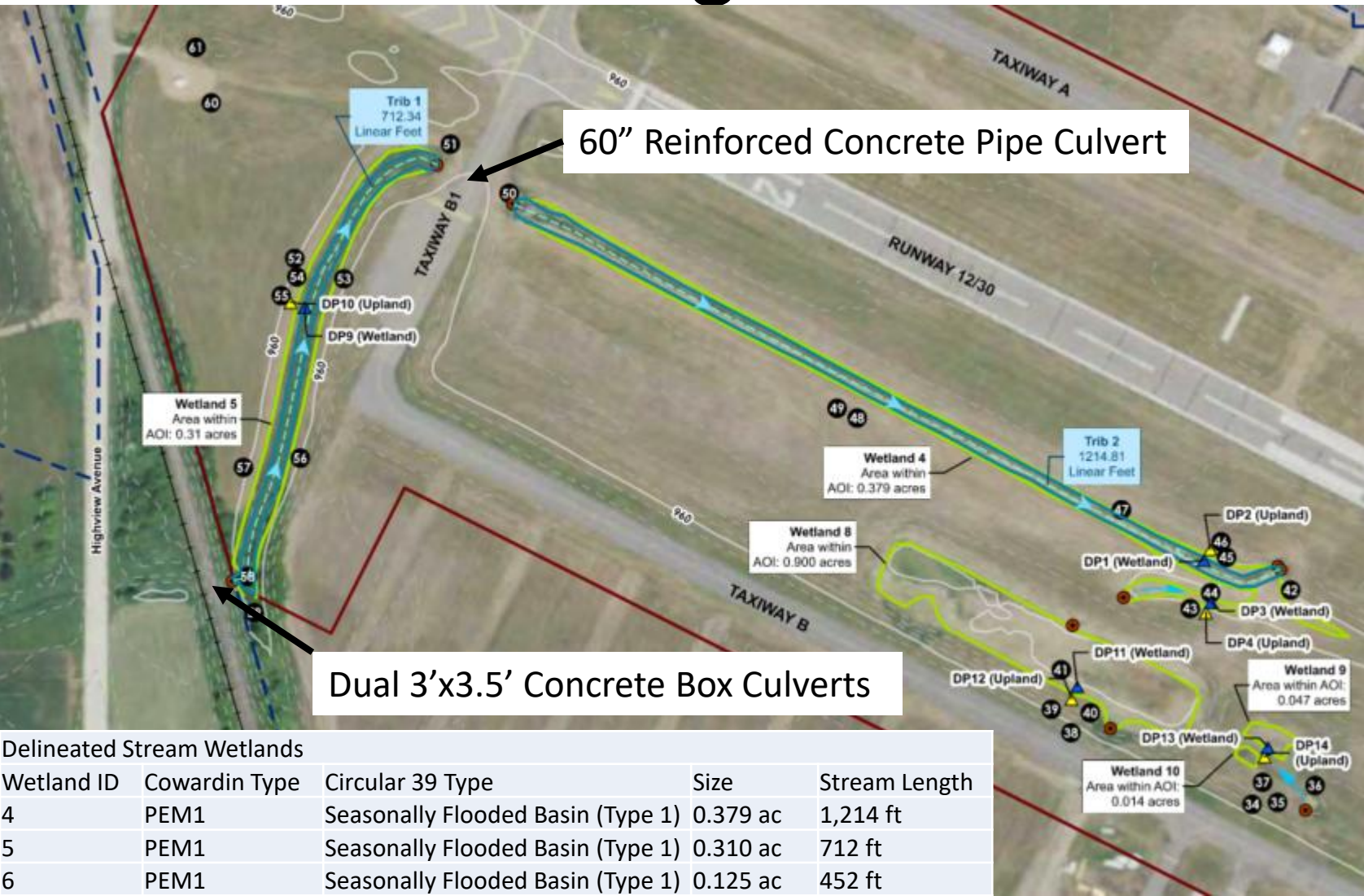
FIGURE 3.3



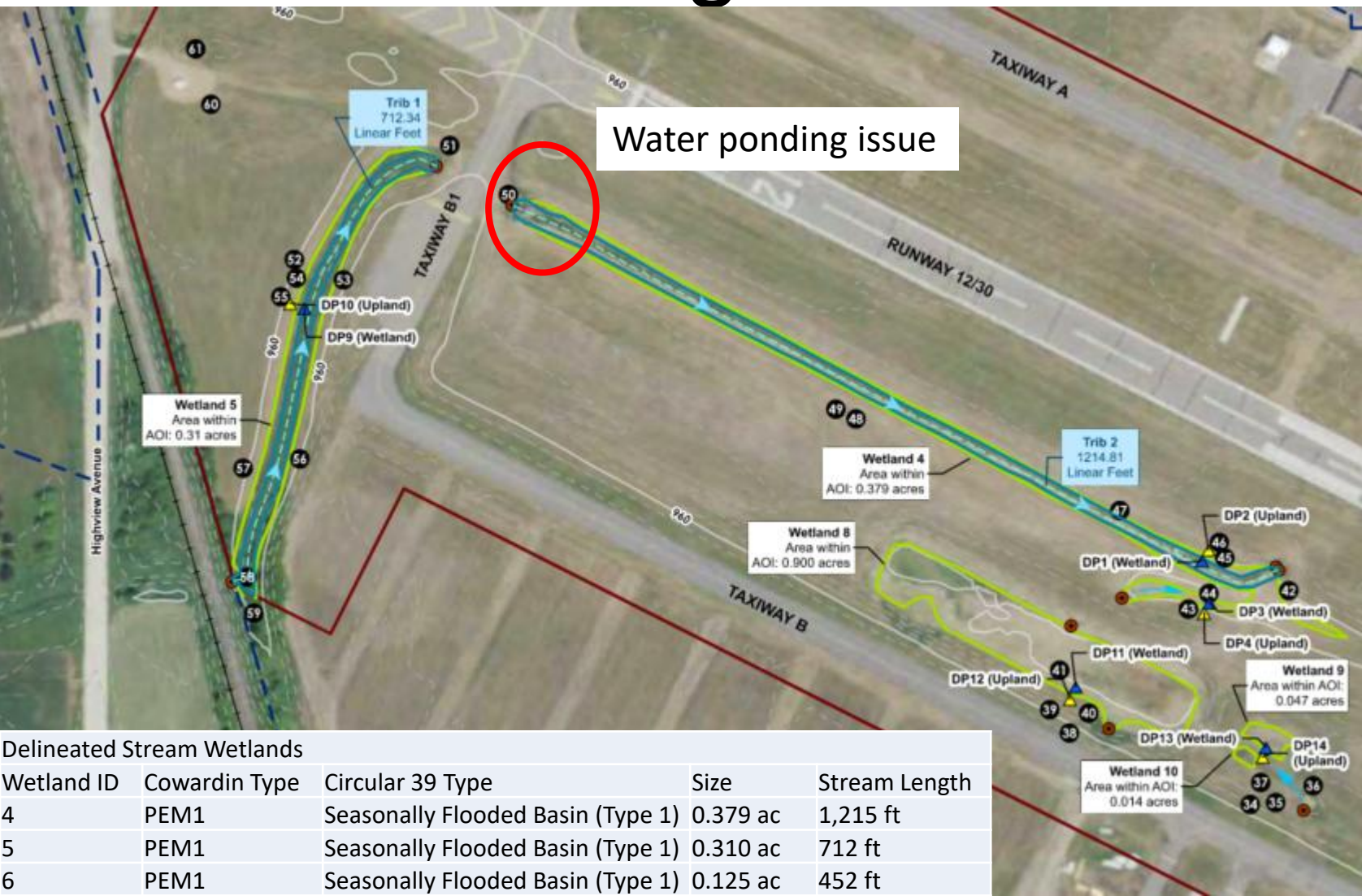
Intermittent Stream – Existing Conditions



Stream Existing Conditions



Stream Existing Conditions



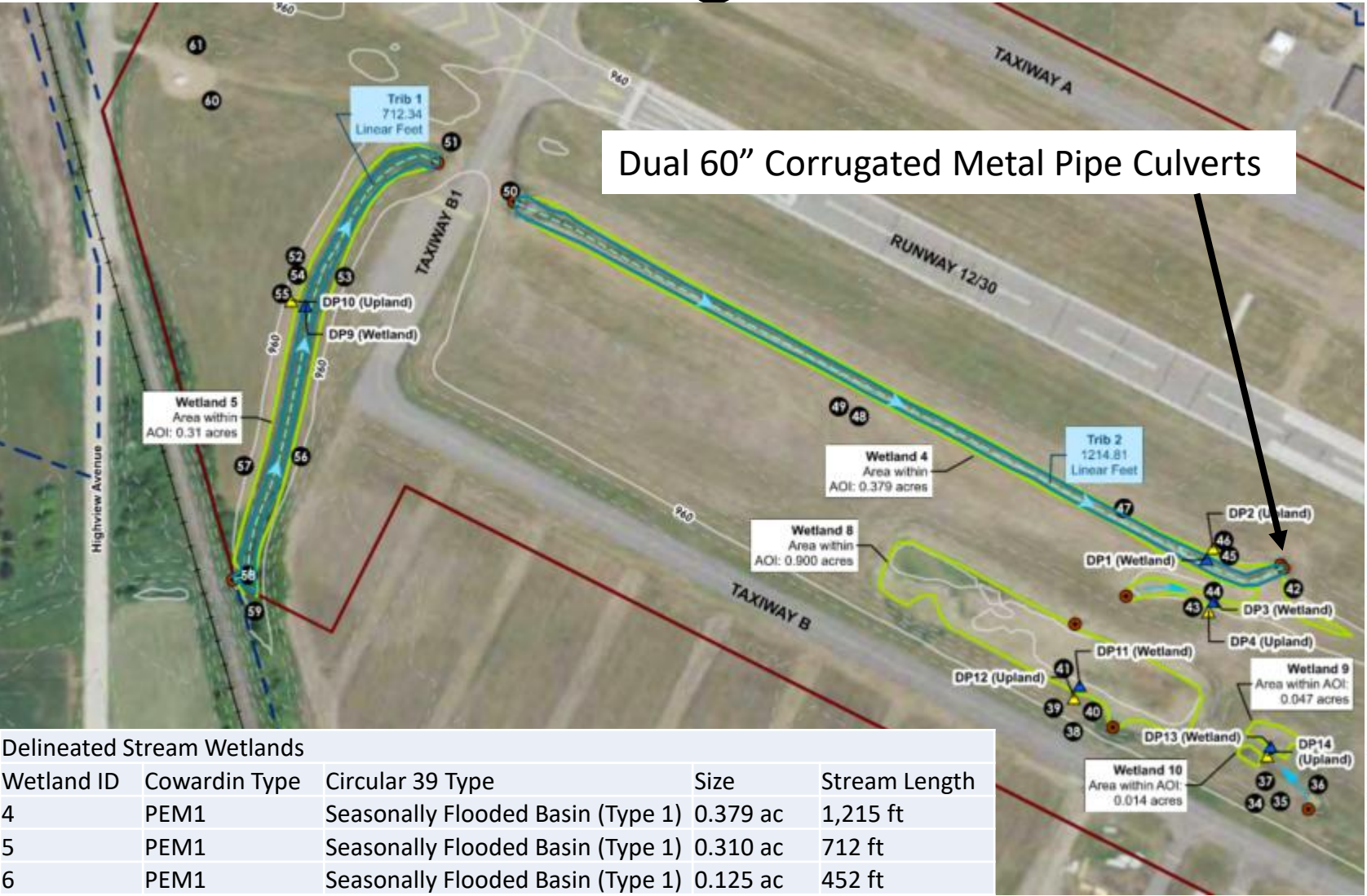
View of Wetland 4 facing southeast
(August 2022)



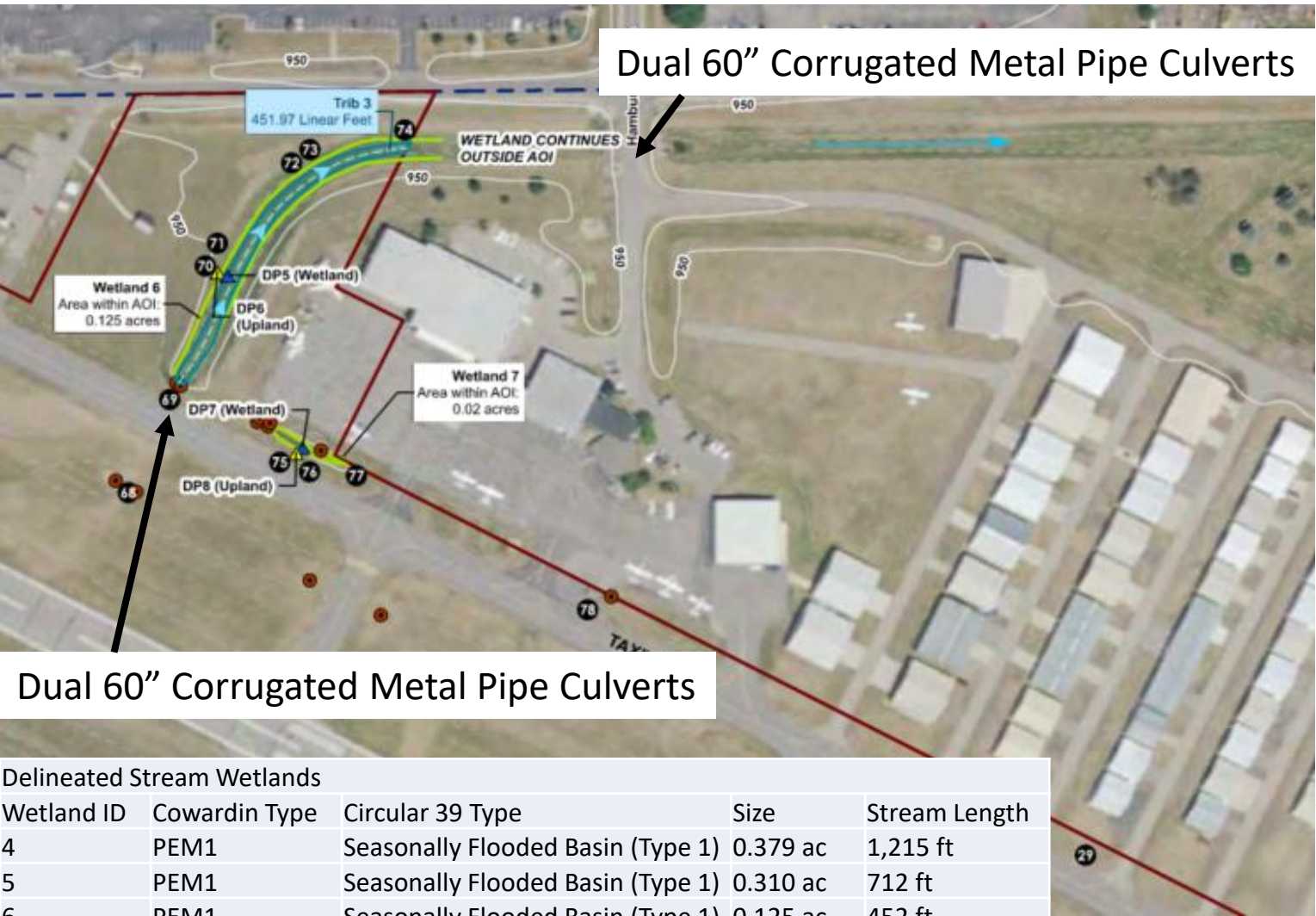
View of Wetland 4 facing southeast
(April 2026)



Stream Existing Conditions



Stream Existing Conditions



Stream Relocation Agency Coordination Since April 28

- May 5 – US Army Corps of Engineers
- May 27 – City of Lakeville & Vermillion River Watershed JPO
- May 27 – USDA APHIS Wildlife Services
- June 12 – MnDNR Hydrologist
- Multiple FAA coordination meetings
- FAA coordination with U.S. Fish & Wildlife Service



Stream Relocation Design Considerations

Design Consideration	Requirements
MnDNR Public Waters Permit	• Demonstrate no adverse impact to water quality, quantity, or temperature
City of Lakeville/VRWJPO Shoreland Permit	• Provide 50-foot shoreland buffer
City of Lakeville Wetland Conservation Act Permit	• Demonstrate avoidance/minimization of impact • Replace impacted wetlands
US Army Corps Section 404 Permit	• Demonstrate avoidance/minimization of impact • Demonstrate no net loss in stream function • Replace impacted wetlands
Wildlife Hazard Management	• Avoid standing water by moving it through airport as quickly as possible • Design culverts to prevent wildlife habitat (e.g., swallows)

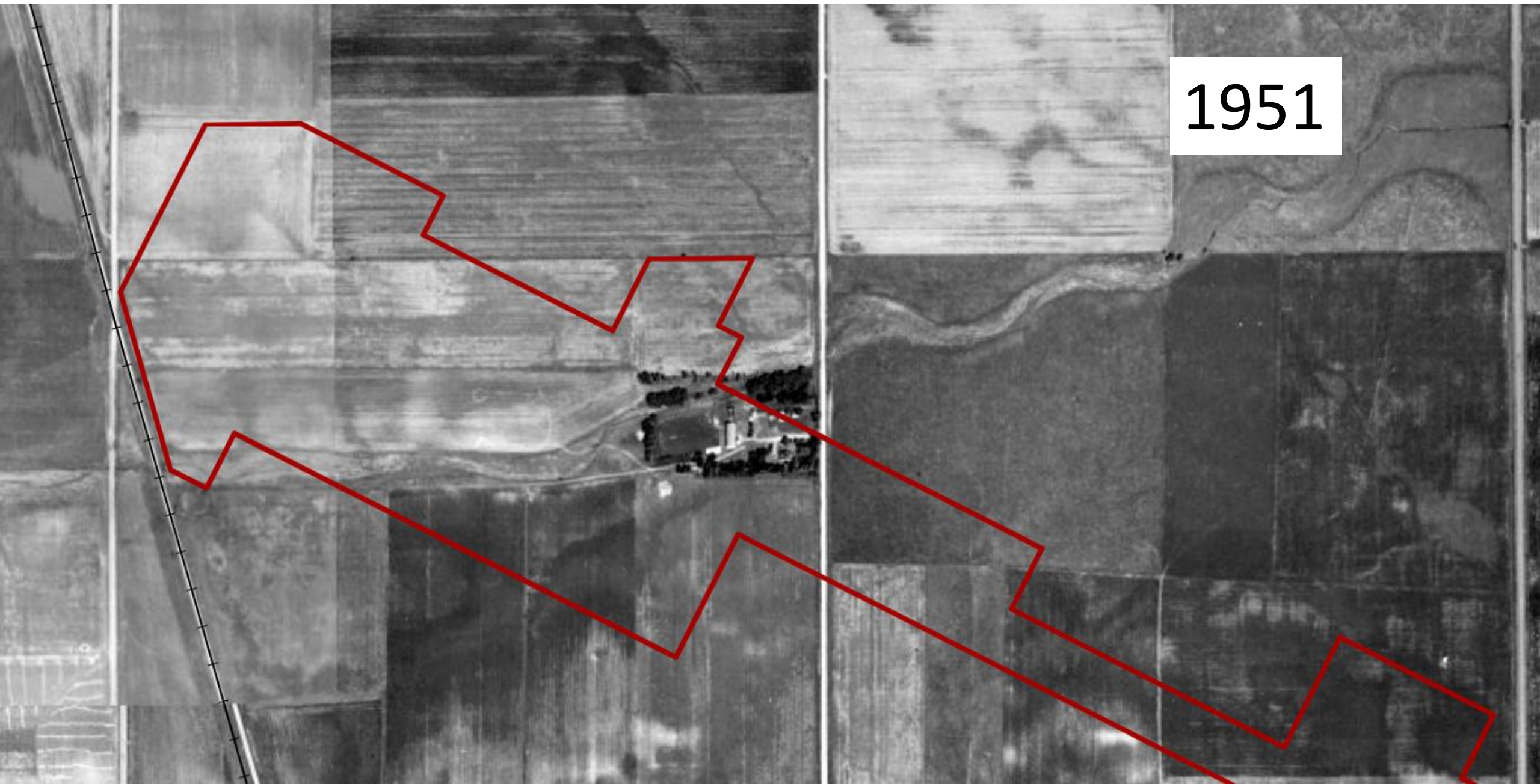


Stream Relocation Studies

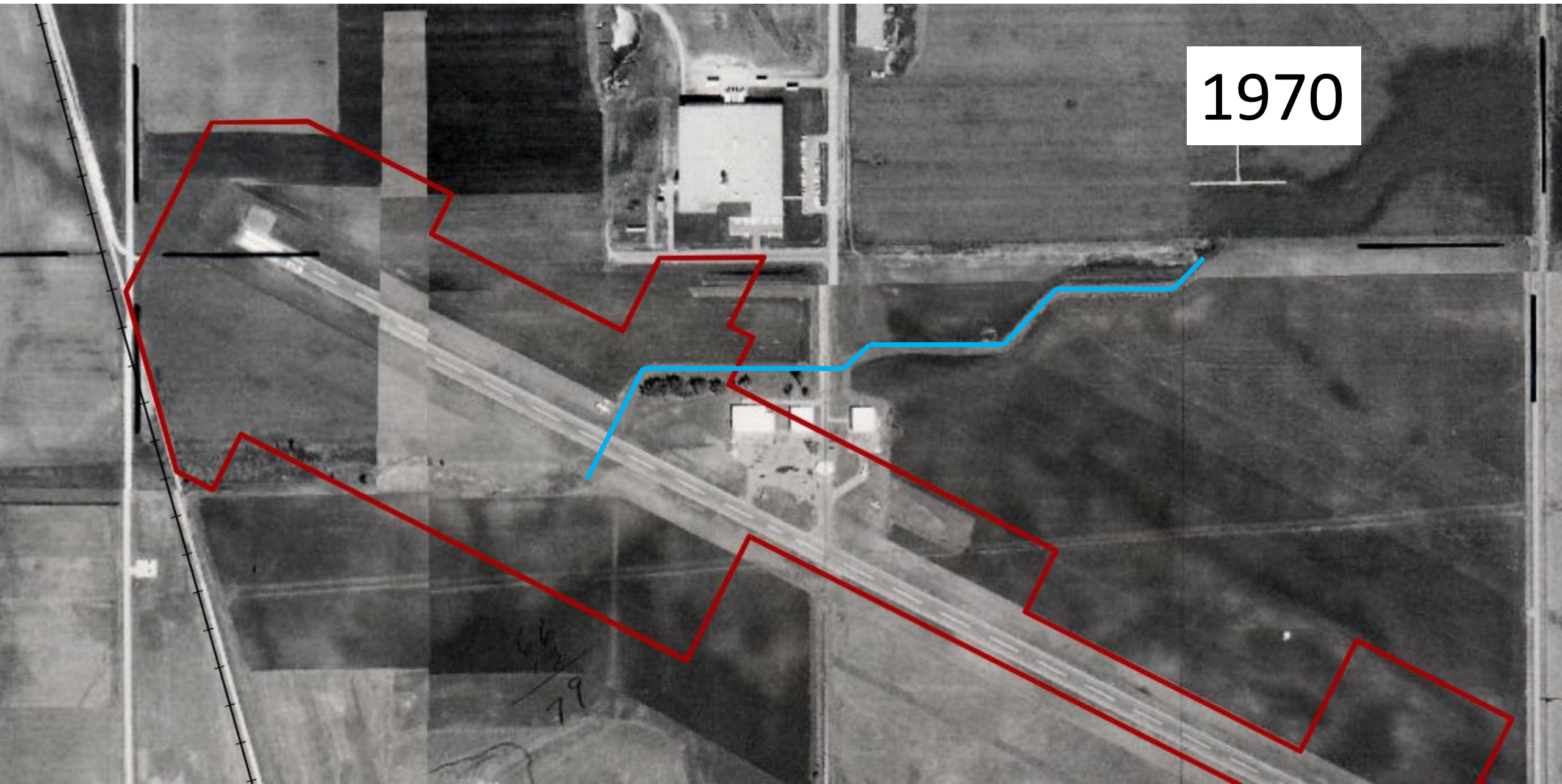
- Previous stream relocations
- Stream relocation alternatives analysis / proposed concept
 - SEH (design engineer)
- Stream functional assessment
 - Mead & Hunt (wetland permitting)
- Comparative stormwater analysis
 - Terracon (stormwater permitting)

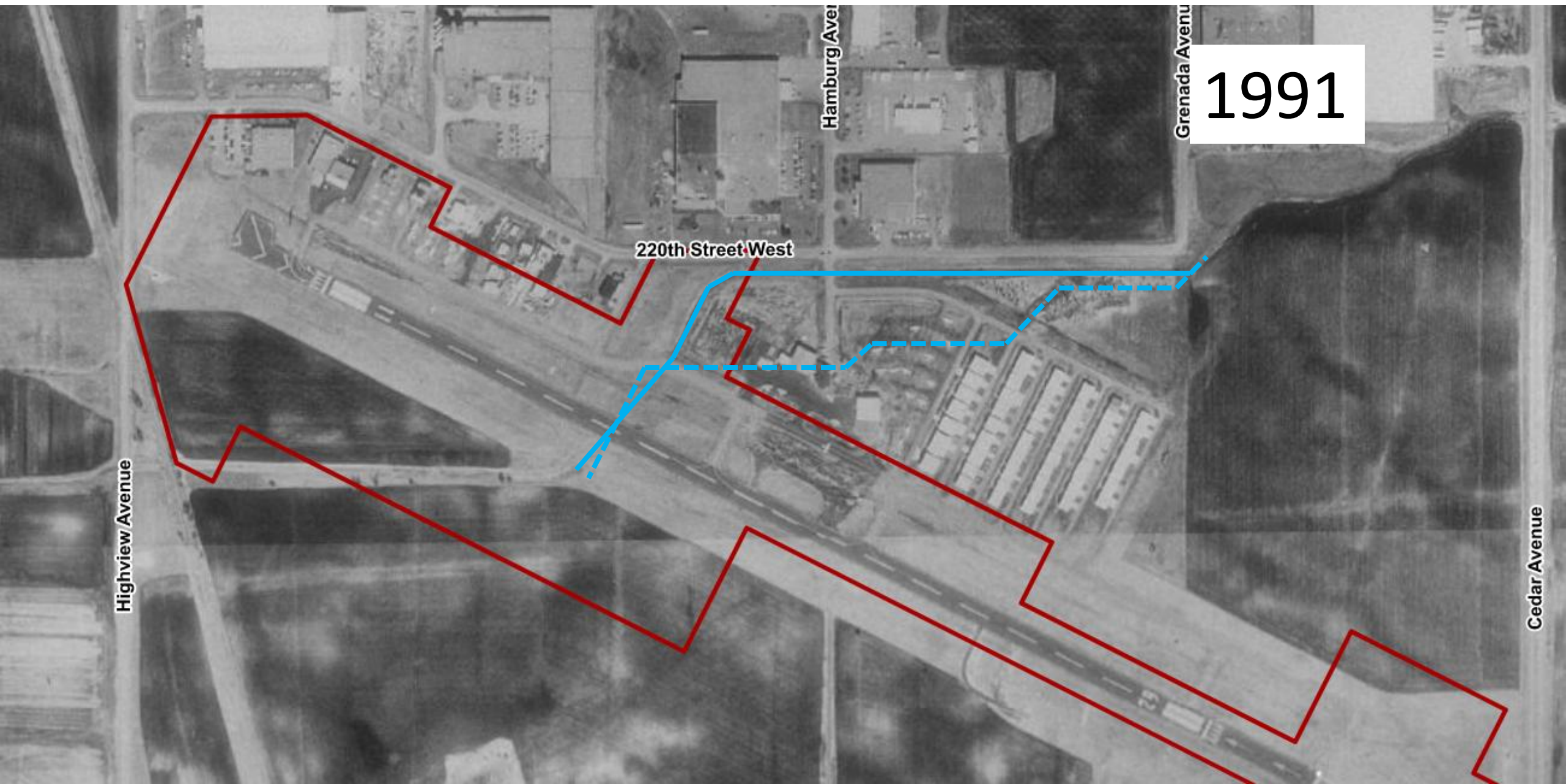


1951



1970





1991

Highview Avenue

220th Street West

Hamburg Avenue

Grenada Avenue

Cedar Avenue

2003

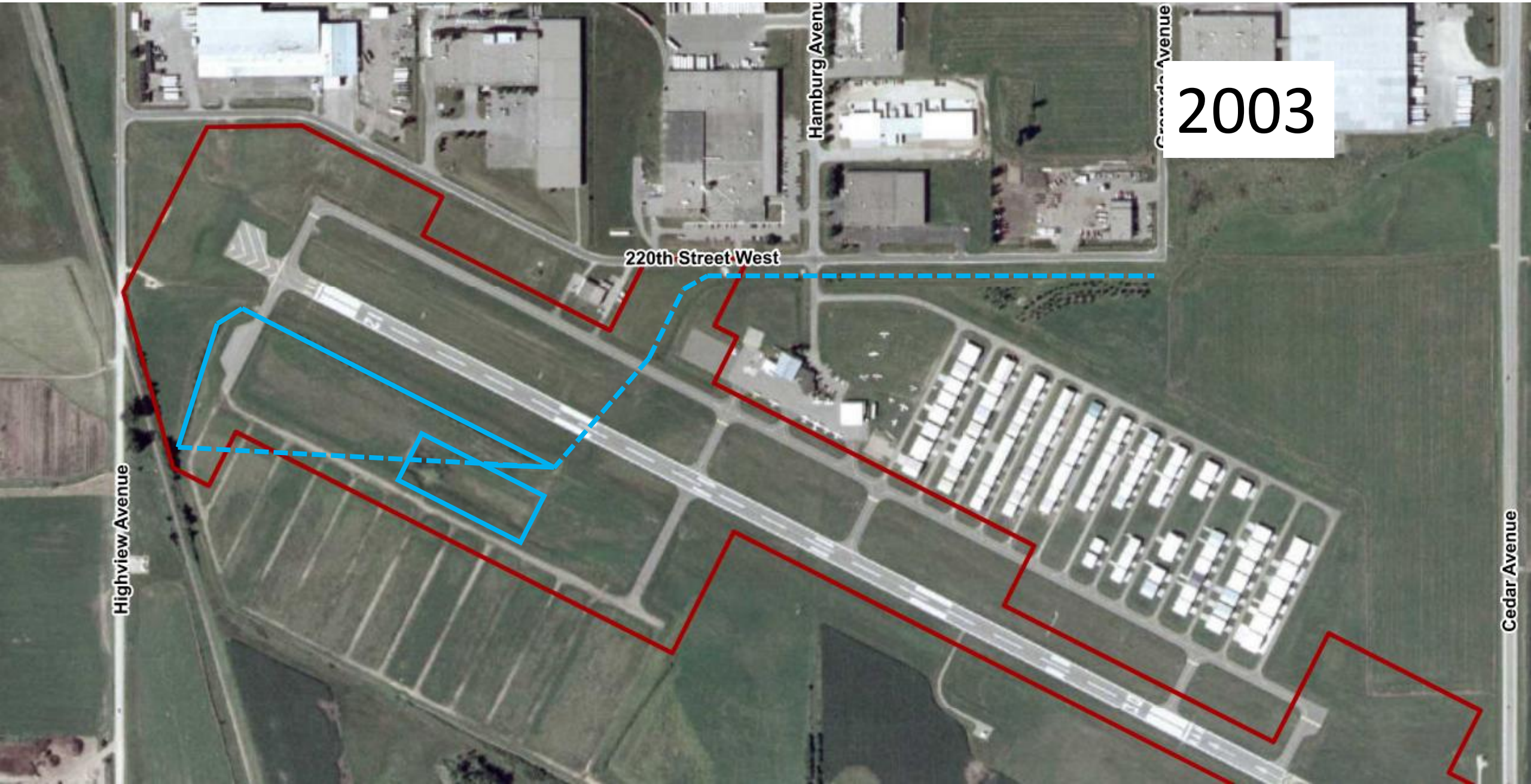
Highview Avenue

Hamburg Avenue

Canada Avenue

220th Street West

Cedar Avenue



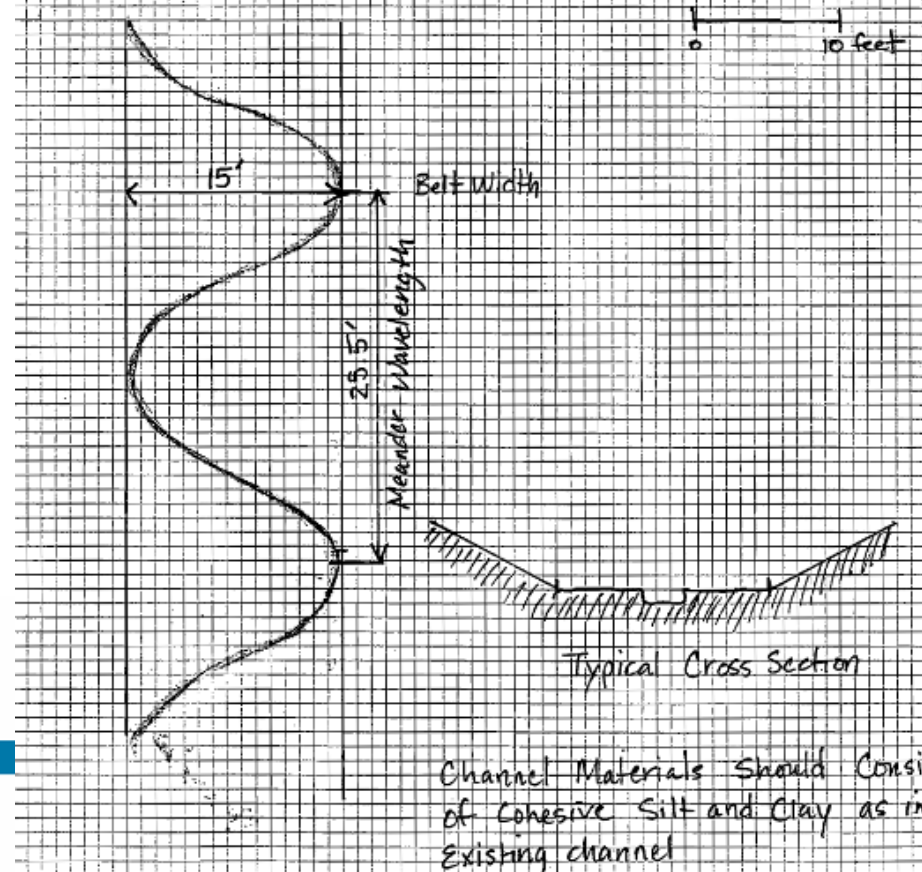
September 2000 Relocation

- MnDNR permit provisions included:
 - Erosion and sediment control measures
 - Excavated materials disposal requirements
 - Invasive species prevention measures
 - Native vegetation seed mix specifications
 - Seasonal construction in September to minimize downstream impacts
 - Prohibition on mowing vegetation around stream
 - Stormwater detention basin constructed south of constructed channel to limit direct runoff to stream
- Artificial meander has contributed to standing water south of Taxiway B1 and perhaps upstream

Design Specifications For Trout Stream Relocation at Airlake Airport

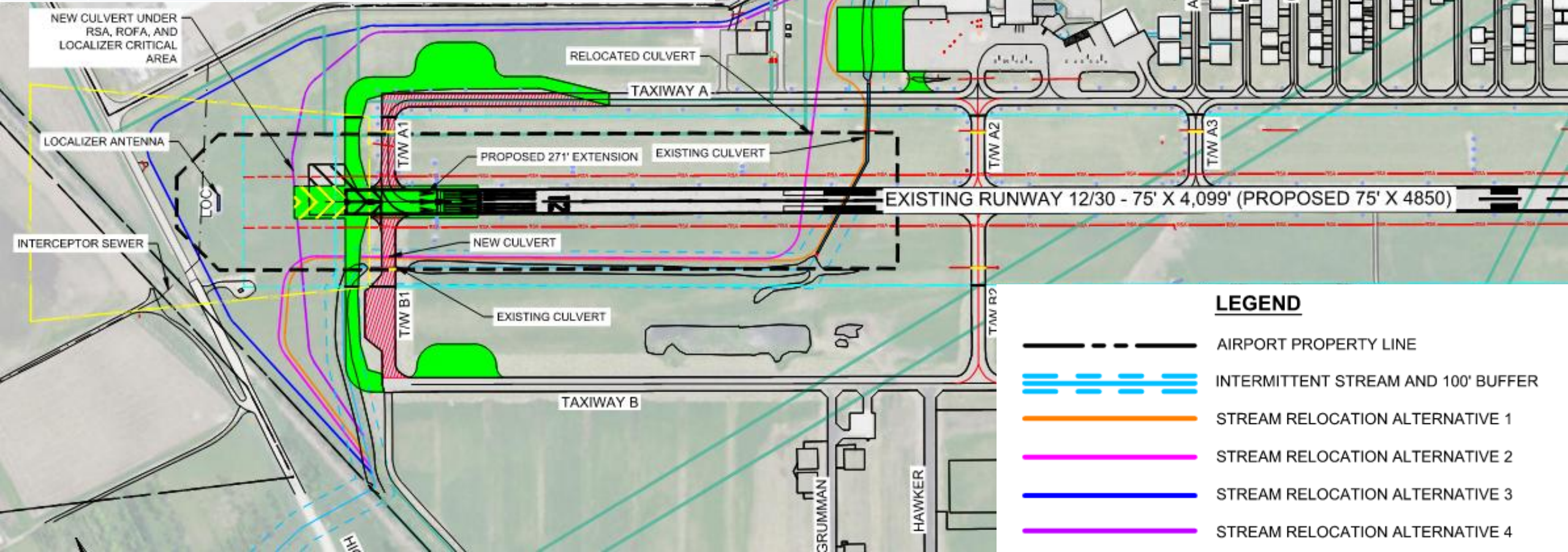
Meander Wavelength	= 24 - 27 feet
Belt Width	= 15 feet
Radius of Curvature	= 5.3 feet
Channel Width	= 2 - 3 feet
Channel Depth	= 0.8 - 1.0 feet

The channel was constructed per this drawing.



Stream Relocation Alternatives Analysis

Alternative	Impacted Wetlands	Impacted Stream Length	New/Replacement Stream Length	Net increase
1 (orange)	0.504 acres	1,284 feet	1,458 feet	174 feet
2a (pink)	0.504 acres	1,936 feet	1,970 feet	34 feet
2b (pink)	0.814 acres	3,051 feet	3,085 feet	34 feet
3 (blue)	0.814 acres	3,051 feet	3,671 feet	620 feet
4 (purple)	0.814 acres	3,051 feet	2,952 feet	-99 feet



LEGEND

- AIRPORT PROPERTY LINE
- INTERMITTENT STREAM AND 100' BUFFER
- STREAM RELOCATION ALTERNATIVE 1
- STREAM RELOCATION ALTERNATIVE 2
- STREAM RELOCATION ALTERNATIVE 3
- STREAM RELOCATION ALTERNATIVE 4

Alternative 1 – Closest to Existing Alignment

- While least impactful, introduces undesired bends/curves in stream
- Least amount of grading and earthwork compared to other alternatives
- Existing 60” CMP beneath Runway 12-30 needs replacement
- Would require relocation of existing aircraft viewing pavilion
- Not preferred alternative following previous correspondence



Alternative 2 – Modify Existing Alignment

- Matches closely to existing alignment
- Culvert crossing shifts beneath Runway 12-30 and allows for new and improved pipe material
- Will require relocation of existing aircraft viewing pavilion
- Does not impact airfield NAVAIDs or other infrastructure



Alternative 3 – Highview/220th St Alignment

- Routes stream parallel to adjacent roadways, Highview Ave & 220th St W.
- Preferred alternative for City of Lakeville for reasons:
 - Long-term maintenance access
 - Aligns with City's responsibilities under Wetland Conservation Act and shoreland buffer requirements
- Lengthens overall stream length and reduces gradient/profile, which would potentially lead to additional standing water and attract wildlife
- Will interfere with numerous utilities, NAVAIDs, and Airport Facilities
- Would require large amount of earthwork for stream grading based on preliminary survey data



Alternative 3 – Highview/220th St Alignment



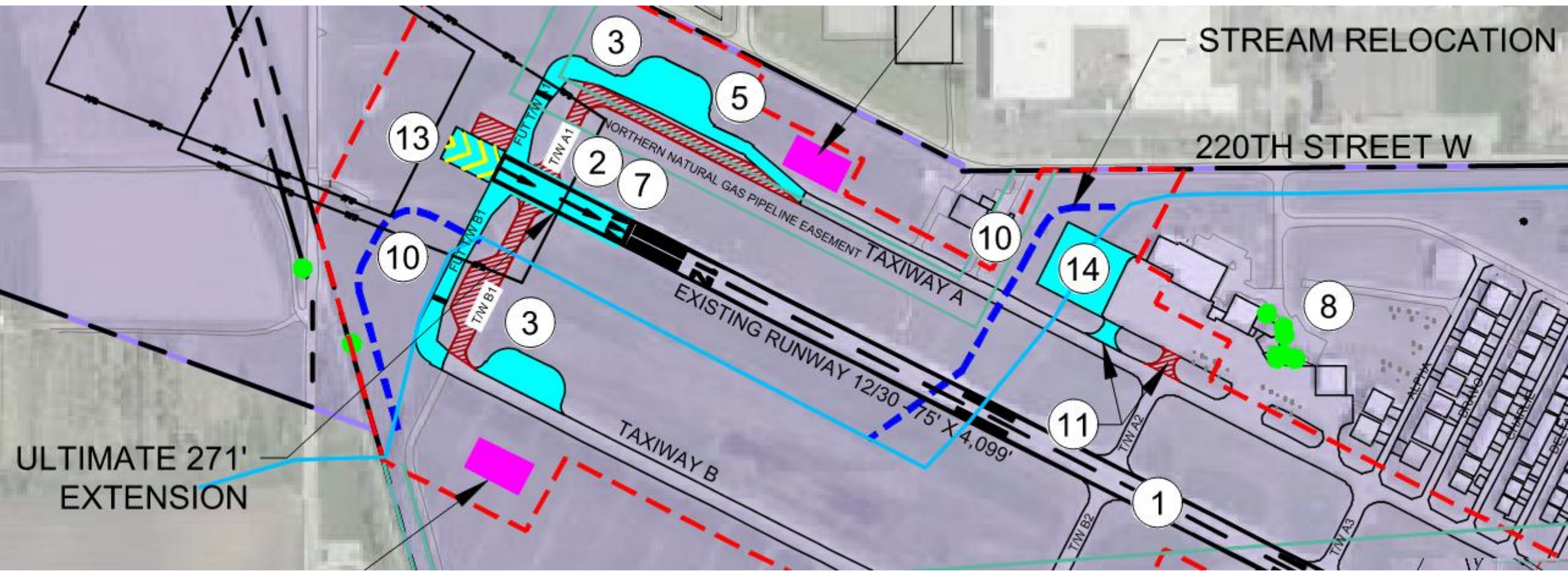
Alternative 3 – Highview/220th St Alignment



Alternative 4 – Runway 12 End & 220th St Alignment

- Similar route to Alternative 3, except rather than routing along Highview Ave the stream would cross Runway 12-30 at edge of blast pad
- Would require culvert beneath runway similar to Alternatives 1 & 2.
- Would not interfere with FAA localizer shelter, driveway, and localizer antenna array, but..
- Encounters same obstacles and restrictions near MAC maintenance facility along 220th St W.
- Would require large amount of earthwork for stream grading based on preliminary survey data





Airport Sponsor-Preferred Alternative



Stream Functional Assessment

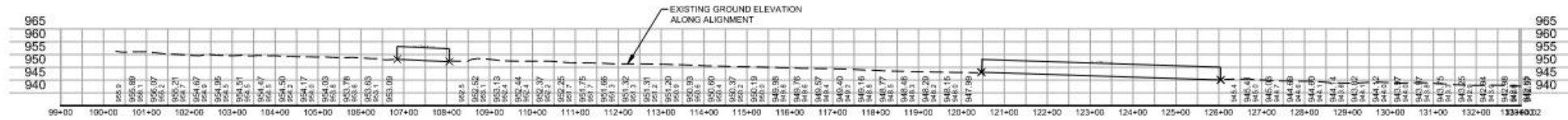
- Requested by US Army Corps of Engineers
- Existing and proposed cross section, plan view, profile/slope from survey data
- Comparative analysis
 - Existing vs. proposed dimension, pattern, and profile
 - Changes to flow/conveyance, channel stability, habitat potential
 - Clear statement of whether functions are maintained, improved, or reduced
 - If function is reduced, identify additional mitigation
- Construction compliance and best management practices
 - Erosion and sediment control plan
 - Construction stormwater compliance
 - Upland staging and restoration measures
 - Vegetation re-establishment and stabilization
 - FAA construction BMPs



Stream Functional Assessment



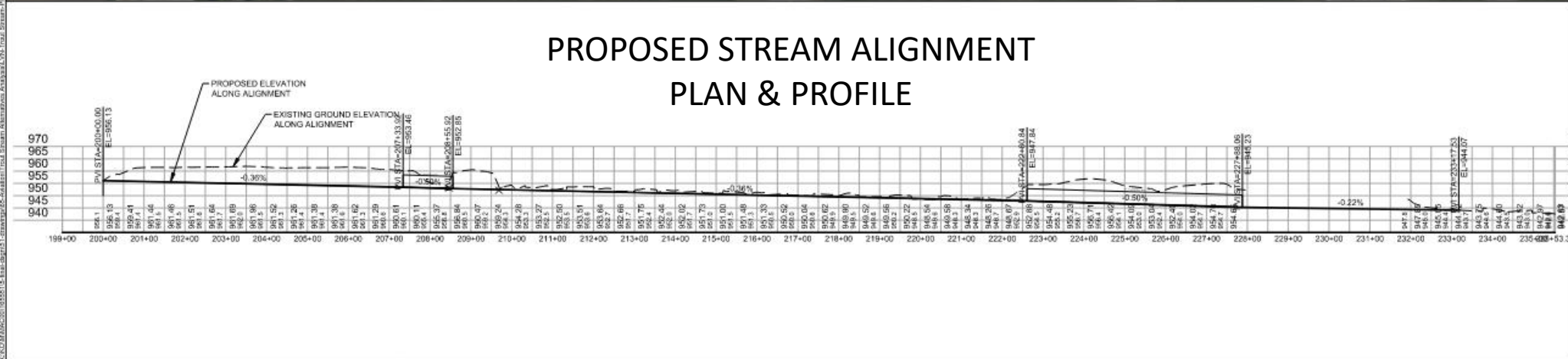
EXISTING STREAM ALIGNMENT
PLAN & PROFILE



Stream Functional Assessment



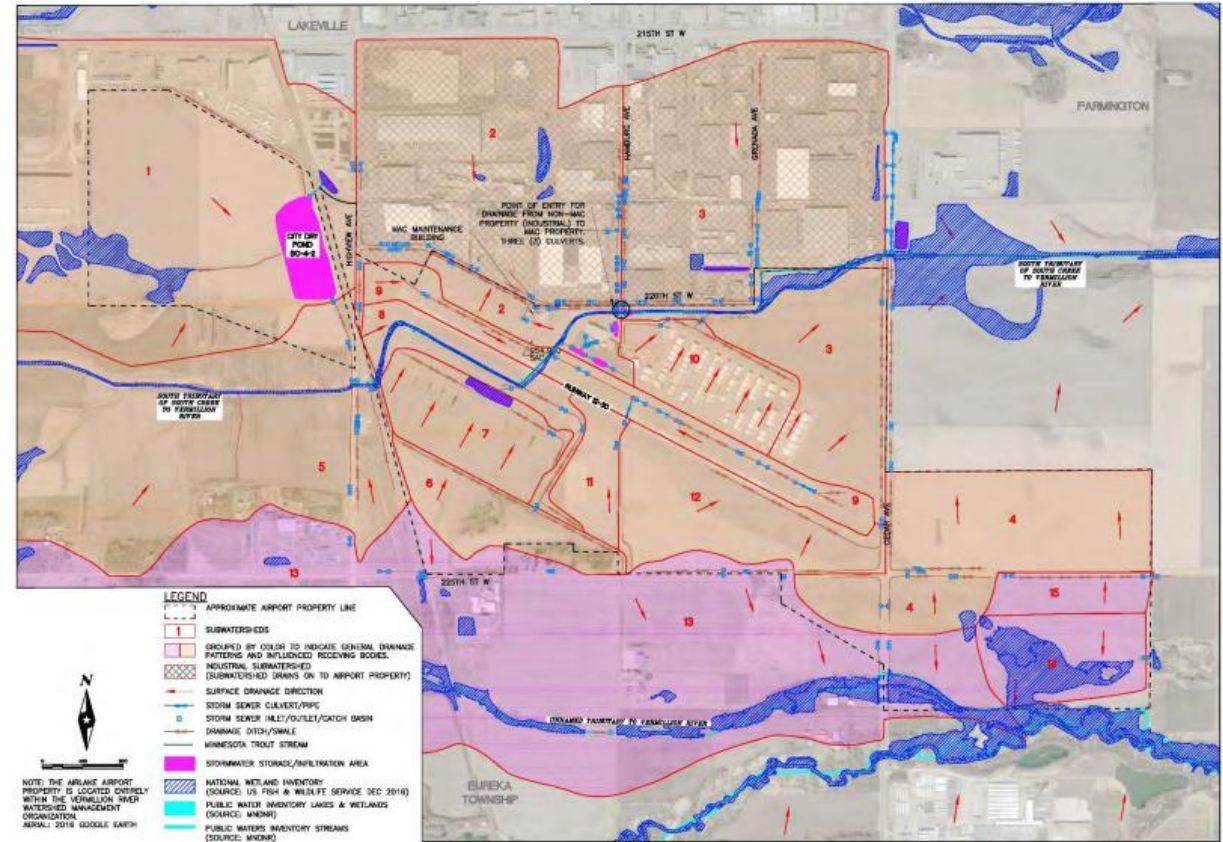
PROPOSED STREAM ALIGNMENT
PLAN & PROFILE



Stormwater/Surface Water

- Comparative stormwater analysis planned to compare existing/proposed
 - Temperature
 - Water quality
 - Water quantity
 - POI is downstream of stream relocations
- Existing SWPPP to be modified appropriately – no significant modifications expected.
- Construction stormwater permit will be required by MAC/contractor.

Figure 2-9: Airport Drainage and Wetlands



Pre- and Post- Construction Analysis

- Ground Limits of Disturbance = 145.44 acres
 - Pre-Construction
 - 125.85 Acres Pervious
 - 19.59 Acres Impervious
 - Post-Construction
 - Net increase impervious = 5.04 Acres



Water Quality/Volume Requirements

- Project within Vermillion River Watershed
- Stormwater Design sufficient to prevent an increase in runoff volume for the 2-year 24-hour storm above pre-development conditions
- Infiltration/Filtration is the preferred approach by VRWJPO to satisfying volume and water quality requirements

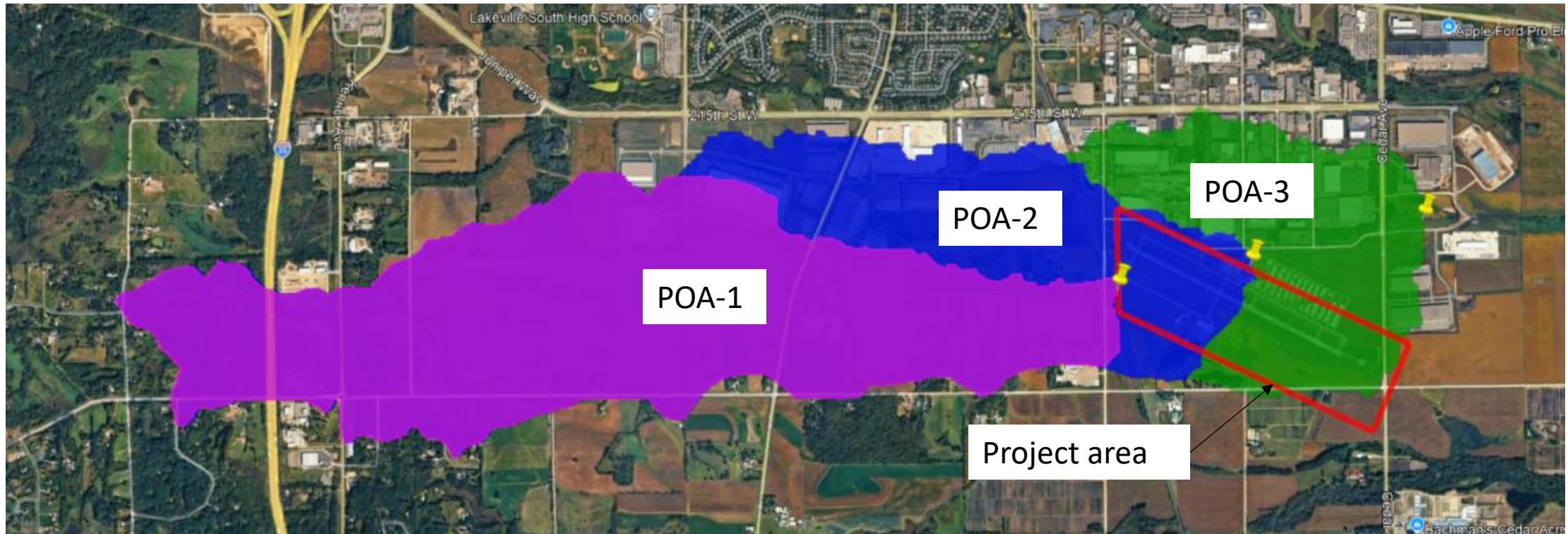


Analysis and Future Design

- NOAA Atlas 14 will be used for rainfall events
- USDA NRCS Soil Survey will be used for hydrologic soil group determination
- Land use information determined from Minnesota Stormwater Manual
- TR-55 method will be used to determine runoff volume
- Infiltration BMPs currently used onsite with plans for expansion of facilities



Drainage Area Analysis and Thermal Impact



Drainage Area Analysis and Thermal Impact Cont.

- Drainage area study performed at three points of analysis
 - POA- 1 (Purple) unnamed tributary enters project site
 - 1,229 acres
 - POA-2 (Blue) Site discharge point for the western portion of project
 - 1,715 acres
 - POA-3 (Green) Site discharge point for the eastern portion of project
 - 2,061 acres
- Net increase in impervious area is less than 1% of POA-3 drainage area
- Temperature requirements of the VRWJPO will be followed



Airlake Airport EA/EAW

Projected Timeline

Task	2026																																	
	April				May				June					July				August					September				October							
	6	13	20	27	4	11	18	25	1	8	15	22	29	6	13	20	27	3	10	17	24	31	7	14	21	28	5	12	19	26				
Purpose & Need																																		
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Airlake Airport Advisory Committee Meeting																																		
Agency Technical Advisory Panel Meetings																																		

Schedule dependent on timely FAA, MAC, and agency reviews, and assumes no unforeseen issues. Subject to change.



Next Steps

- Complete Environmental Analysis
- Submit Draft EA/EAW for FAA Review the week of July 6
- Hold follow-up ATAP meeting the week of July 20 (tentative)
- Hold Initial Public Meeting the week of July 27 (tentative)
- Publish Draft EA/EAW the week of August 17 (tentative)



Discussion/Questions

- Please send written comments to:
 - Metropolitan Airports Commission
Attn: Eric Gilles, Director of Airport Planning
6040 28th Avenue South
Minneapolis MN, 55450
- If you have questions regarding the project, please contact Eric Gilles at 612.725.4694, or eric.gilles@mspmac.org



APPENDIX K:

PUBLIC ENGAGEMENT DOCUMENTATION

Airlake Airport

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



June 11, 2026 – Airlake Airport Advisory Commission Meeting
EA/EAW Relaunch



Agenda

- Introductions
- Proposed Project
- Environmental Review Process and Schedule
- Project Objectives
- Project Elements
- Environmental Analysis
- Stakeholder Engagement Plan
- Next Steps



LVN EA/EAW Team



Eric Gilles

- MAC Project Manager & Director of Planning



Michele Ross

- MAC Director of Stakeholder Engagement



Evan Barrett

- Consultant Project Manager (Mead & Hunt)



Colleen Bosold

- Consultant Deputy Project Manager & Engagement Lead (Mead & Hunt)



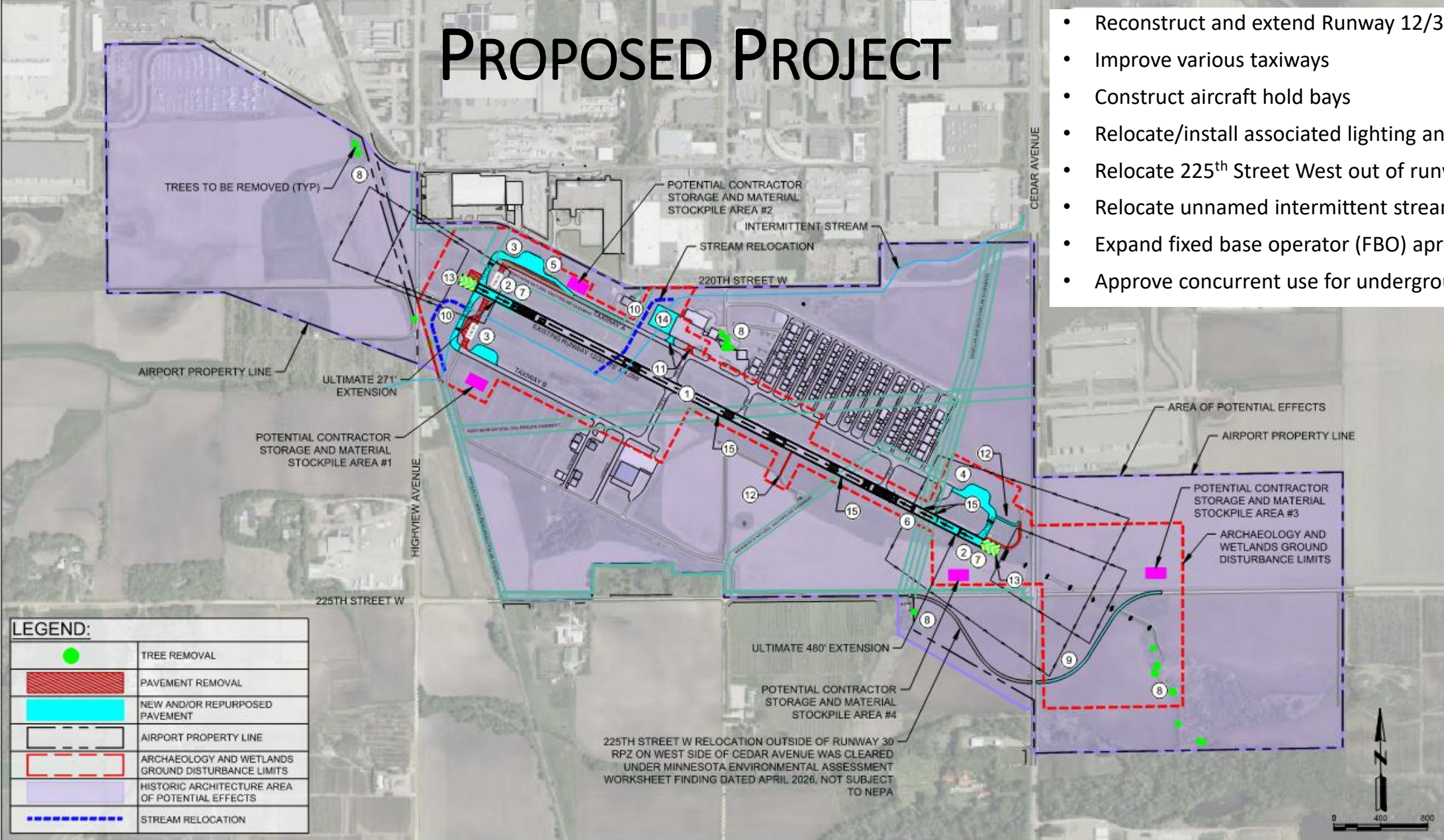
Sarah Emmel

- Consultant Environmental Planning Lead (Mead & Hunt)



PROPOSED PROJECT

- Reconstruct and extend Runway 12/30 from 4,099' to 4,850'
- Improve various taxiways
- Construct aircraft hold bays
- Relocate/install associated lighting and signage
- Relocate 225th Street West out of runway protection zone
- Relocate unnamed intermittent stream
- Expand fixed base operator (FBO) apron
- Approve concurrent use for underground utilities



LEGEND:	
	TREE REMOVAL
	PAVEMENT REMOVAL
	NEW AND/OR REPURPOSED PAVEMENT
	AIRPORT PROPERTY LINE
	ARCHAEOLOGY AND WETLANDS GROUND DISTURBANCE LIMITS
	HISTORIC ARCHITECTURE AREA OF POTENTIAL EFFECTS
	STREAM RELOCATION

225TH STREET W RELOCATION OUTSIDE OF RUNWAY 30 RPZ ON WEST SIDE OF CEDAR AVENUE WAS CLEARED UNDER MINNESOTA ENVIRONMENTAL ASSESSMENT WORKSHEET FINDING DATED APRIL 2026, NOT SUBJECT TO NEPA



AIRLAKE AIRPORT
LAKEVILLE, MINNESOTA

2838700-220268.01
MAY 2026

AIRPORT SPONSOR'S PROPOSED PROJECT



FIGURE 3.7

Environmental Review Process Overview

- A Federal Environmental Assessment is required by:
 - The National Environmental Policy Act (NEPA), and
 - Associated Federal Aviation Administration (FAA) implementation guidance.
- A State Environmental Assessment Worksheet is required for the project by:
 - The Minnesota Environmental Policy Act (MEPA), and
 - Associated Environmental Quality Board (EQB) implementation guidance.

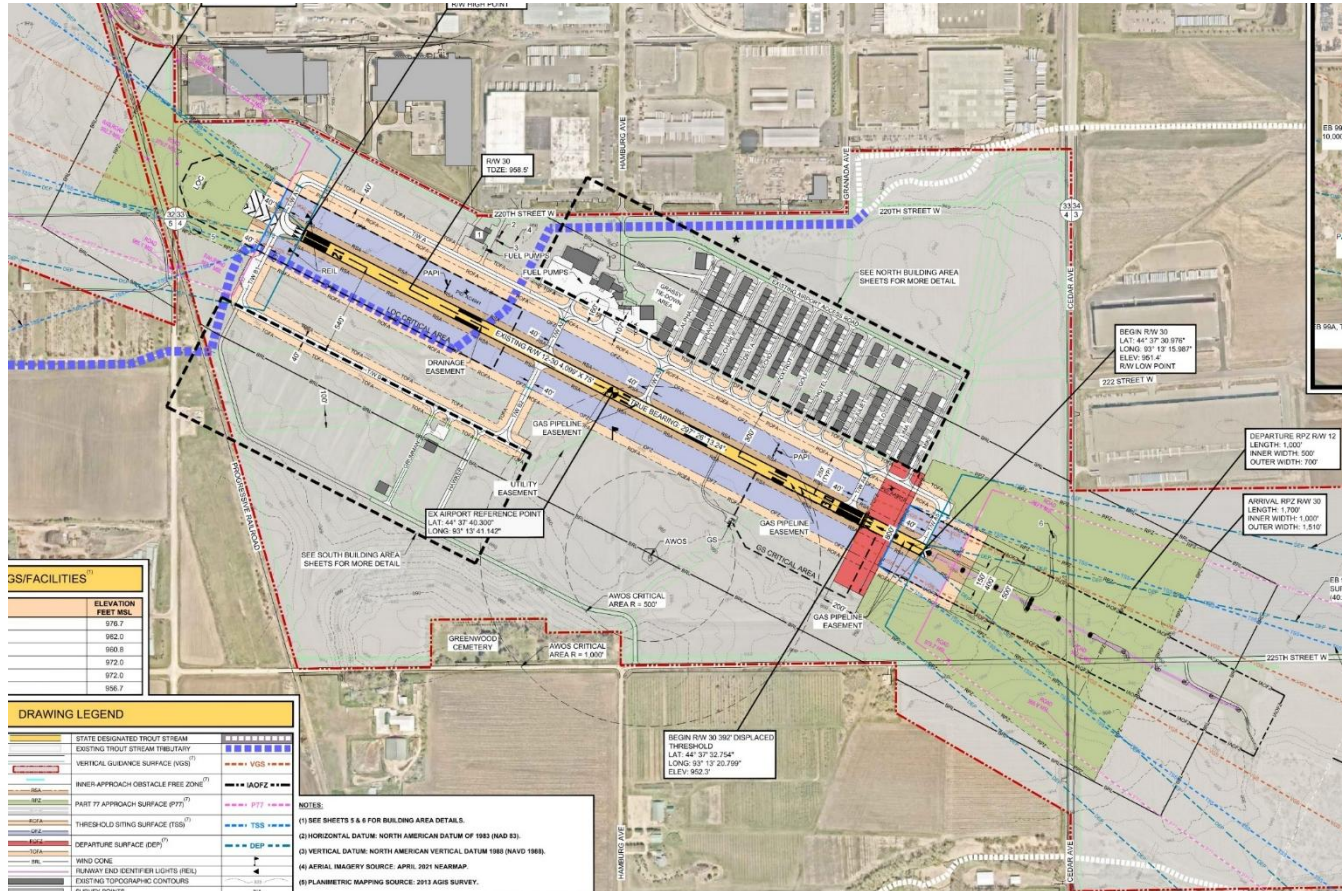


Environmental Review Process Schedule

Airlake Airport EA/EAW																																				
Projected Timeline																																				
Task	2026																																			
	April				May				June					July				August					September				October									
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Schedule dependent on timely FAA, MAC, and agency reviews, and assumes no unforeseen issues. Subject to change.																																				



Project Objectives



The project objectives include:

- 1) Reconstruct runway pavement.
- 2) Extend runway to 4,850 feet.
- 3) Minimize incompatible land uses.
- 4) Mitigate airspace obstructions.
- 5) Meet FAA design standards.
- 6) Modify/replace navigational aids.
- 7) Expand the fixed base operator (FBO) aircraft parking apron.



Figure 5-1: 2025 LTCP Preferred Development Alternative



Figure 5-8: 2035 Preferred Development Alternative

Alternatives

- NEPA requires that alternatives be considered to:
 - Best meet the project objectives.
 - Minimize environmental effects.
- The EA/EAW will rely primarily on the 2025 & 2035 LTCPs, plus a no-action alternative required by NEPA.
- Minor adjustments to the LTCP “preferred alternative”:
 - Declared distances
 - Taxiway design standards
 - Stream relocation



WHAT AIRPORT IMPROVEMENTS ARE PROPOSED IN THE PLAN?

The following improvements are recommended and are illustrated on the map.

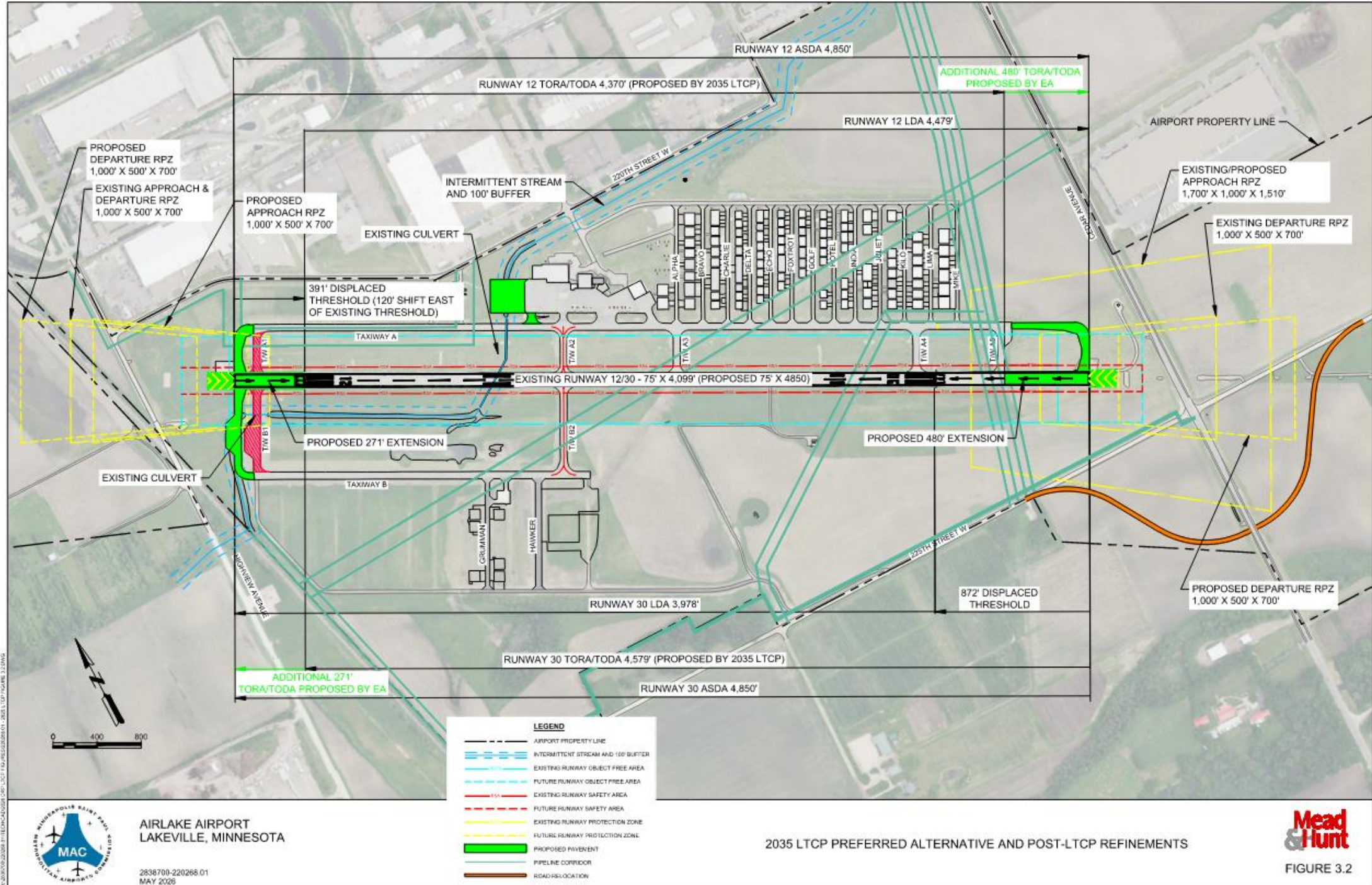
- A. Extend both runway ends for a runway length of 4,850 feet (including connector taxiway extensions and rehabilitating the existing runway pavement)
- B. Displace Runway 12 end for additional airspace clearance over railroad track
- C. Relocate 225th Street to accommodate runway changes
- D. Modify some taxiway configurations
- E. Develop the South Building Area and access roadway
- F. Expand the aircraft parking apron

DRAWING LEGEND

Runway Pavement	Future Airport Boundary	Future Airport Expansion Phase II	Future Airport Expansion Phase III	Future South Building Area	Future Road Relocation	Setback	Gas Pipeline	Proposed Trout Stream Relocation	Removal	Runway Safety Area	Runway Protection Zone	Runway Object Free Area	Runway Obstacle Free Zone	Proposed Obstacle Free Zone
Future Airport Boundary	Future Airport Expansion Phase II	Future Airport Expansion Phase III	Future South Building Area	Future Road Relocation	Setback	Gas Pipeline	Proposed Trout Stream Relocation	Removal	Runway Safety Area	Runway Protection Zone	Runway Object Free Area	Runway Obstacle Free Zone	Proposed Obstacle Free Zone	



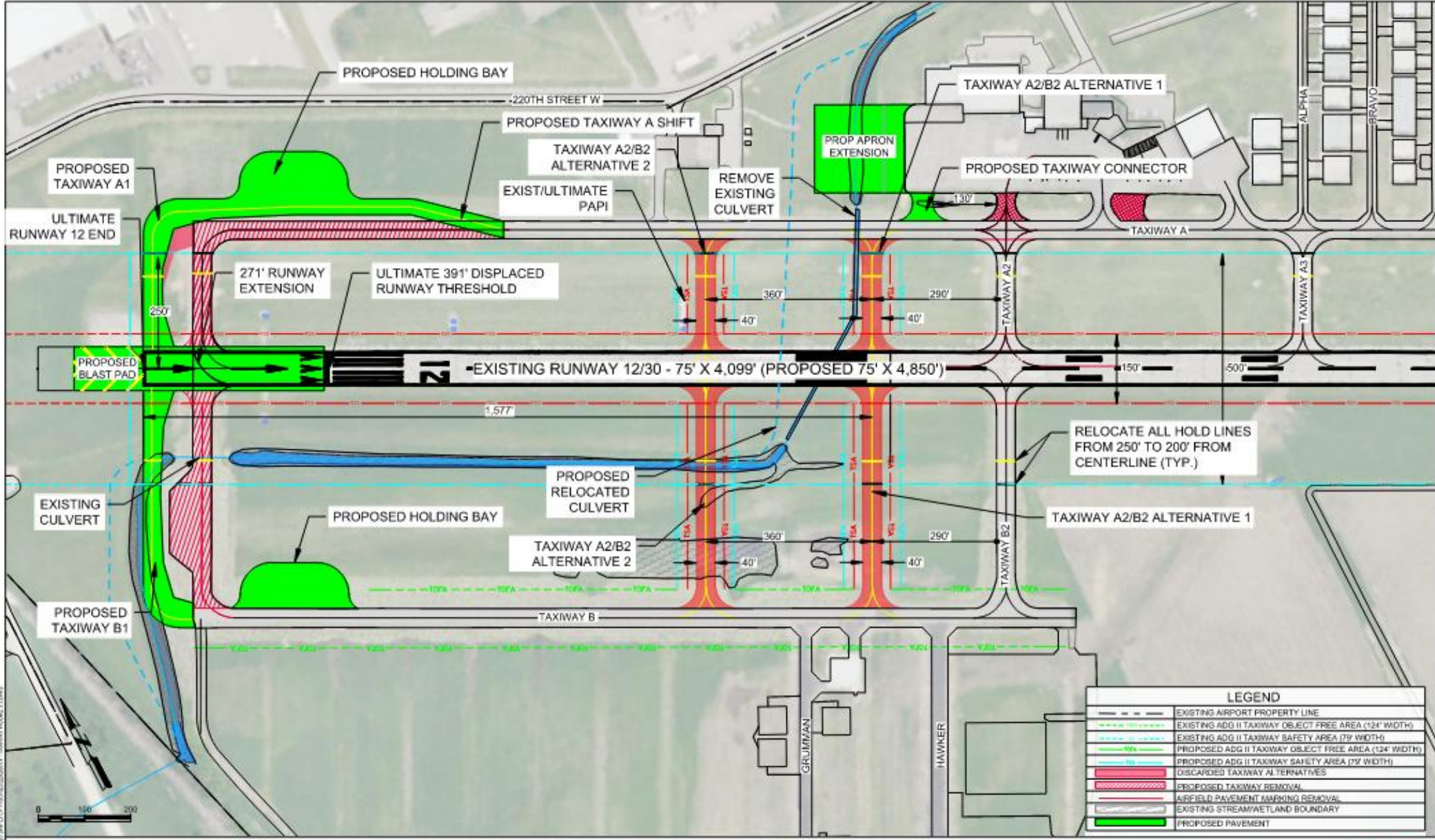
04/2020 3.24.24 PM
PC:201709.2408 311E:CHCA0008 CHA_LCTP 142:RESUB0001 2025 LTCP FIGURE 3.2.DWG



AIRLAKE AIRPORT
LAKEVILLE, MINNESOTA
2838700-220268.01
MAY 2026

2035 LTCP PREFERRED ALTERNATIVE AND POST-LTCP REFINEMENTS

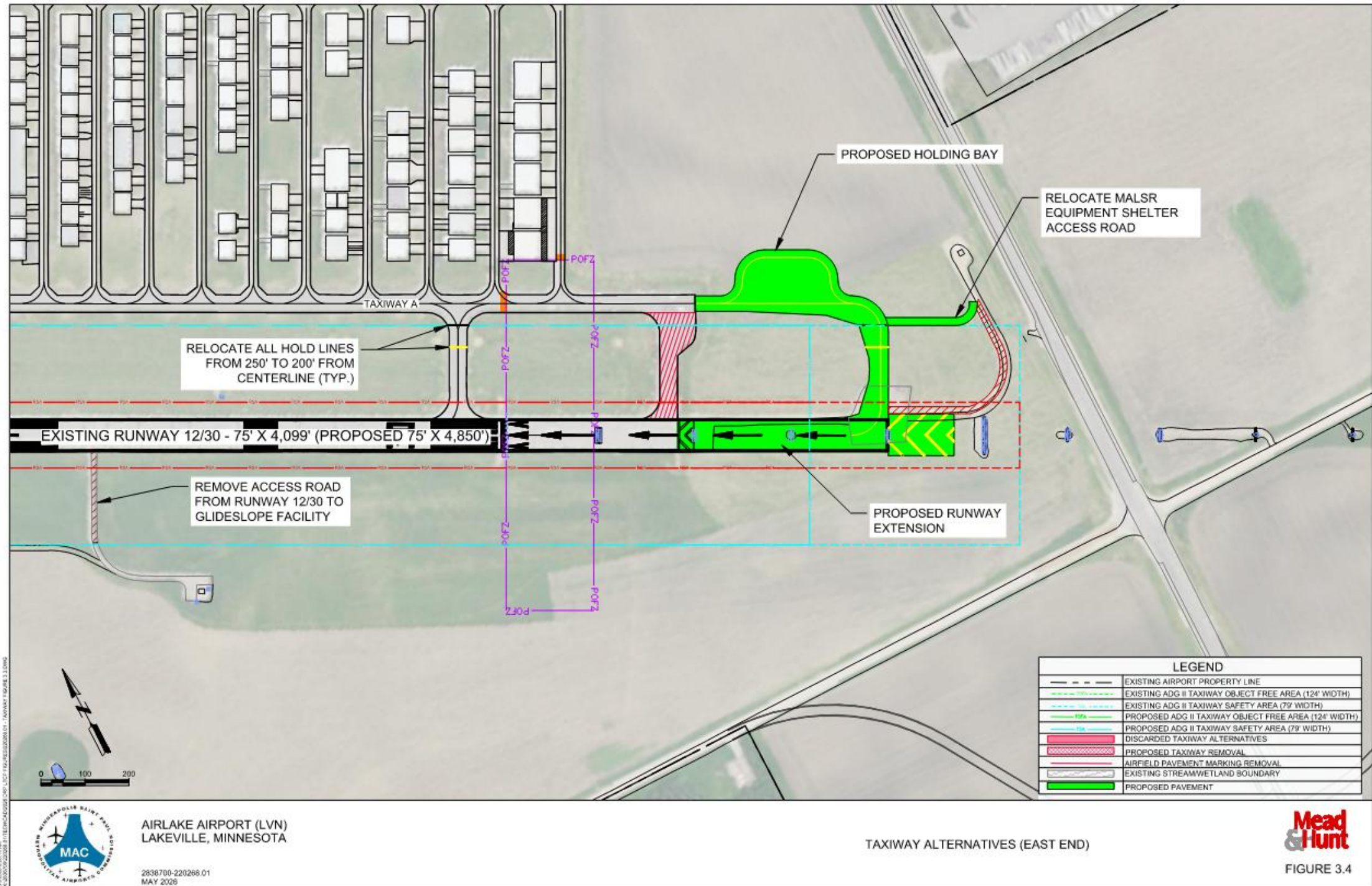
Mead & Hunt
FIGURE 3.2



TAXIWAY ALTERNATIVES (WEST END)

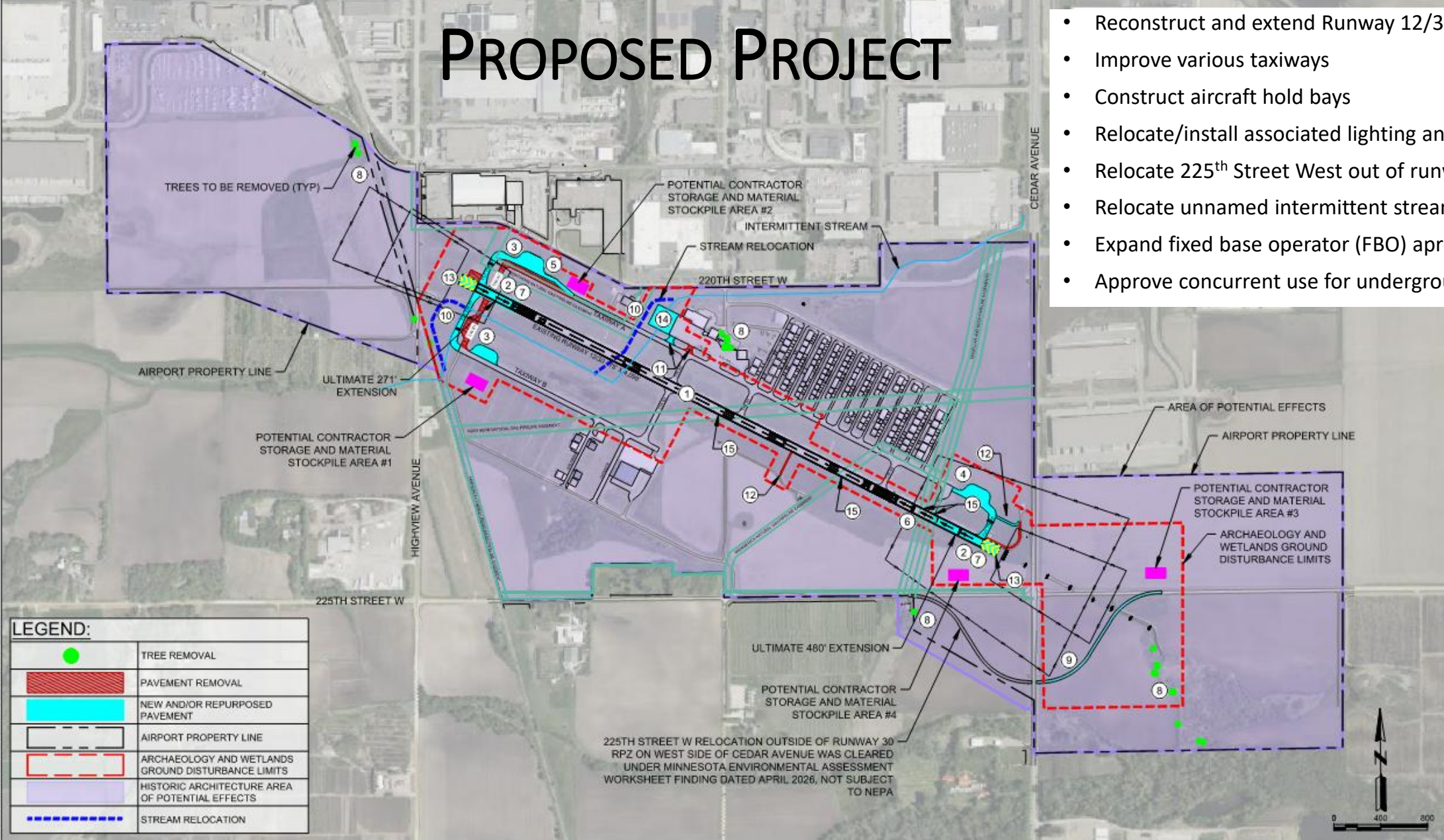


FIGURE 3.3



PROPOSED PROJECT

- Reconstruct and extend Runway 12/30 from 4,099' to 4,850'
- Improve various taxiways
- Construct aircraft hold bays
- Relocate/install associated lighting and signage
- Relocate 225th Street West out of runway protection zone
- Relocate unnamed intermittent stream
- Expand fixed base operator (FBO) apron
- Approve concurrent use for underground utilities



LEGEND:	
	TREE REMOVAL
	PAVEMENT REMOVAL
	NEW AND/OR REPURPOSED PAVEMENT
	AIRPORT PROPERTY LINE
	ARCHAEOLOGY AND WETLANDS GROUND DISTURBANCE LIMITS
	HISTORIC ARCHITECTURE AREA OF POTENTIAL EFFECTS
	STREAM RELOCATION

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AIRLAKE AIRPORT
LAKEVILLE, MINNESOTA

2838700-220268.01
MAY 2026

AIRPORT SPONSOR'S PROPOSED PROJECT



FIGURE 3.7

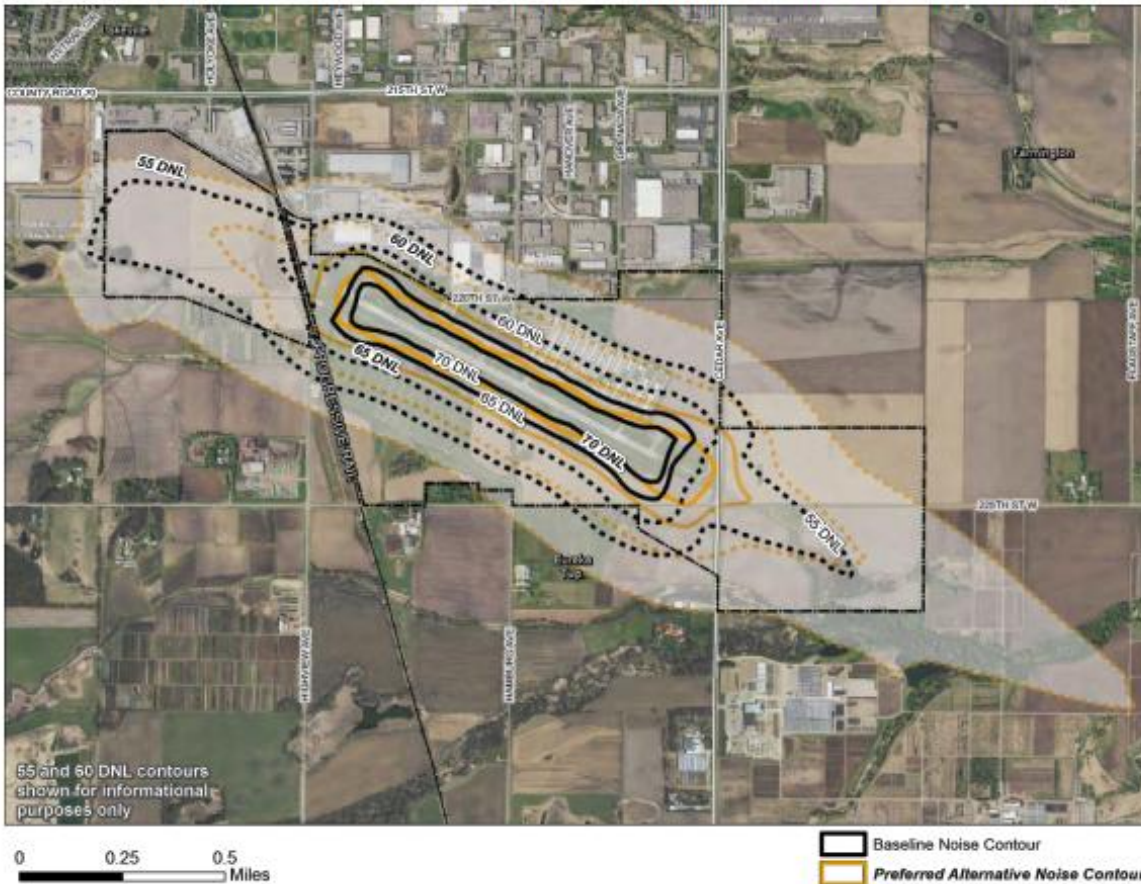
Environmental Analysis

- **Air quality and aircraft noise**
- Listed species
- Farmlands
- Hazardous materials
- Cultural resources
- **Land use compatibility & zoning**
- Wetland delineation
- **Stream relocation**
- **Stormwater and surface water**
- Other NEPA categories
- State EAW categories
 - Climate
 - Cumulative potential effects



Air Quality & Aircraft Noise

Figure 6-5: Baseline to 2035 Preferred Alternative Noise Contour Comparison

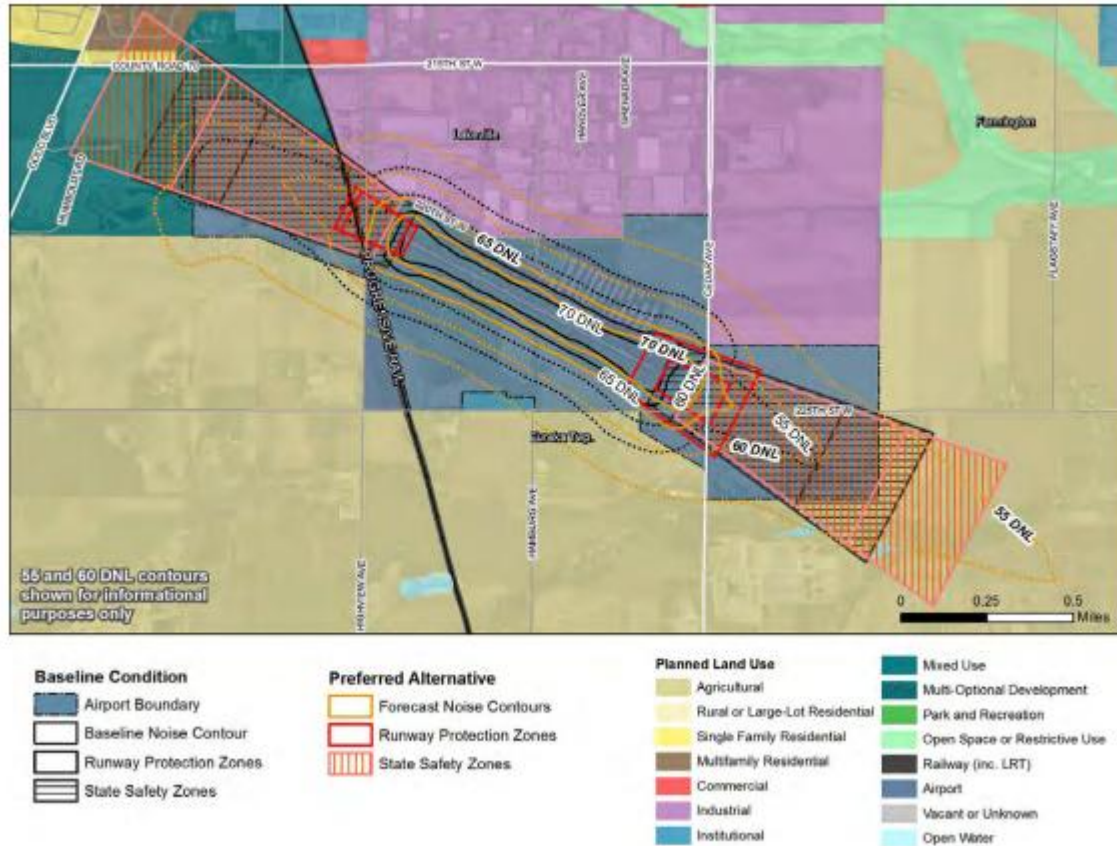


- Dakota County is maintenance area for sulfur dioxide, carbon monoxide, and lead.
- Operational emissions inventory and aircraft noise contours to be developed using FAA Aviation Environmental Design Tool (AEDT).
- Construction emissions inventory to be developed using the Airport Construction Emissions Inventory Tool (ACEIT).
- Any emission increase is expected to be below *de-minimis* thresholds.
- No noise-sensitive land uses are expected to experience an increase in noise exposure.



Land Use Compatibility & Zoning

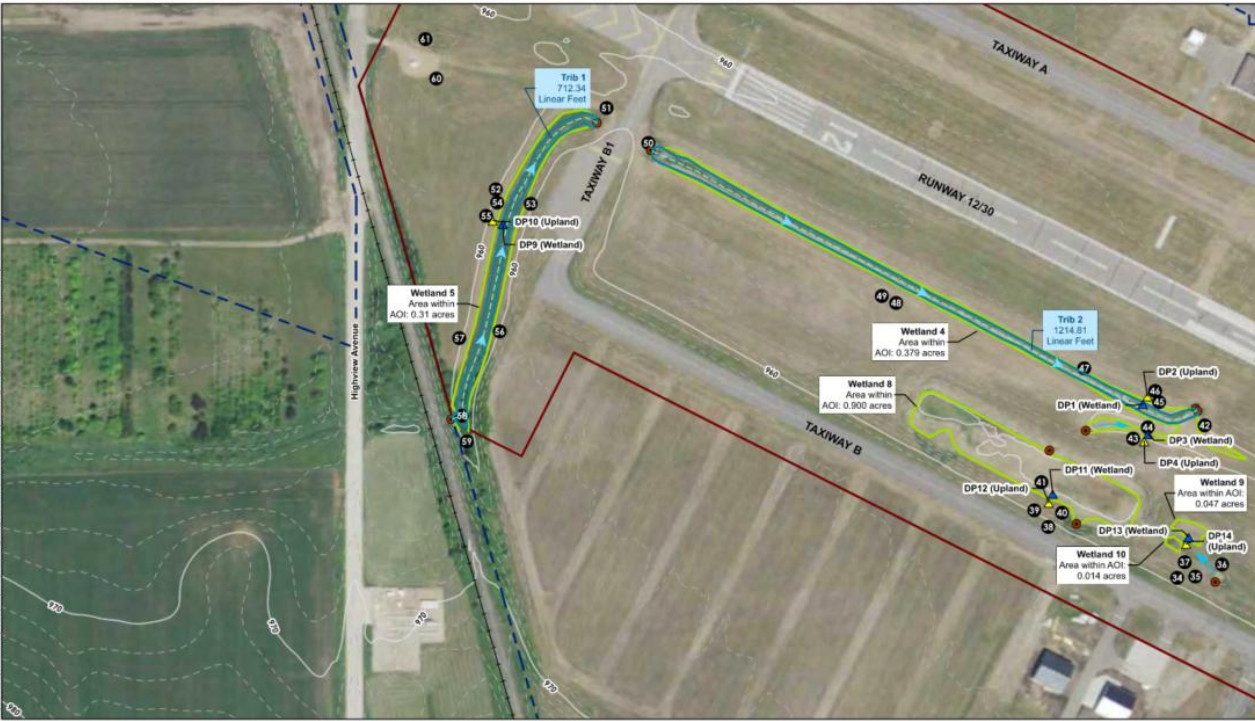
Figure 7-4: Baseline to 2035 Preferred Alternative RPZ, Model State Safety Zone, and Noise Contour Comparison



- Airport zoning will be adopted concurrent with project design and construction.



Stream Relocation



Stream Relocation



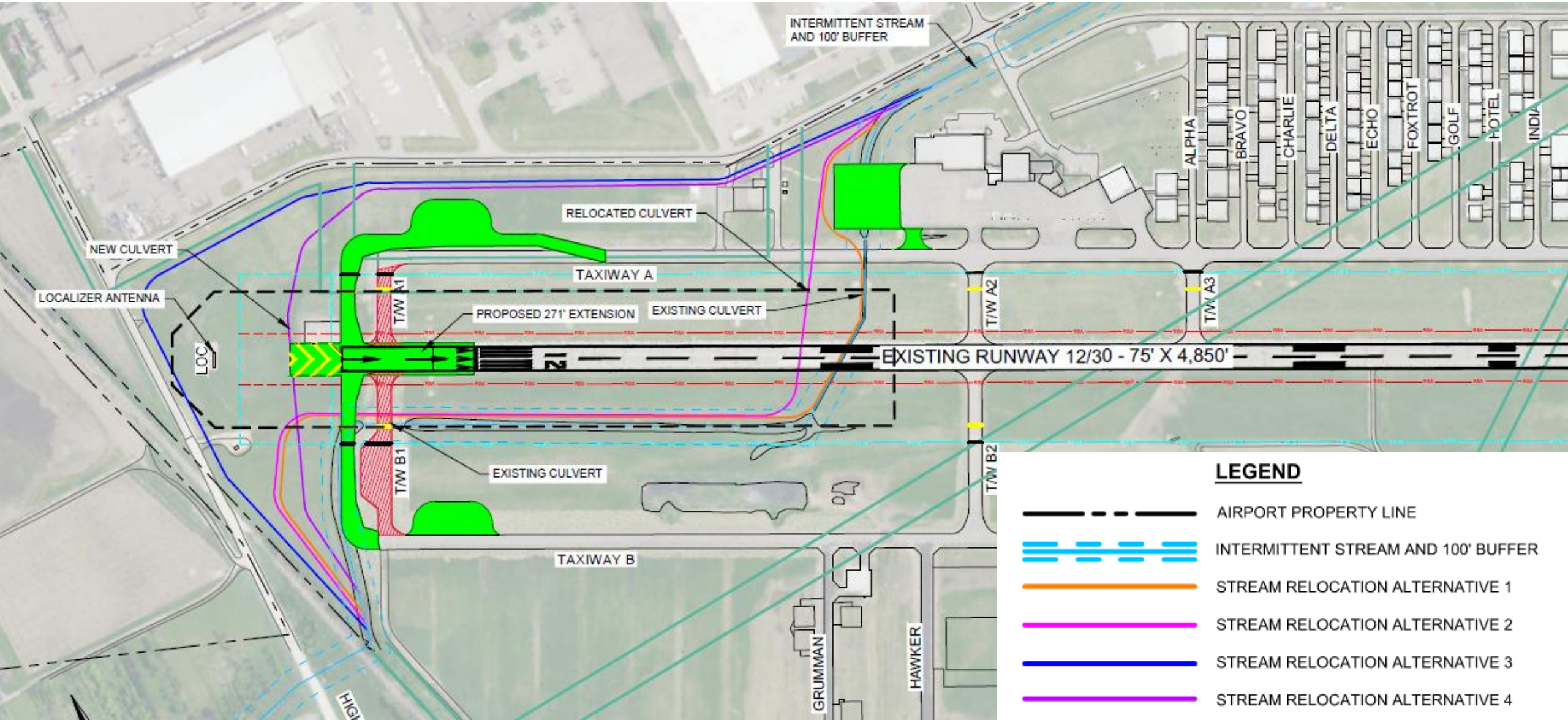
Photo 52. Wetland 5, general site. View to the north.



Photo 69. Wetland 6, general site. View to the north.



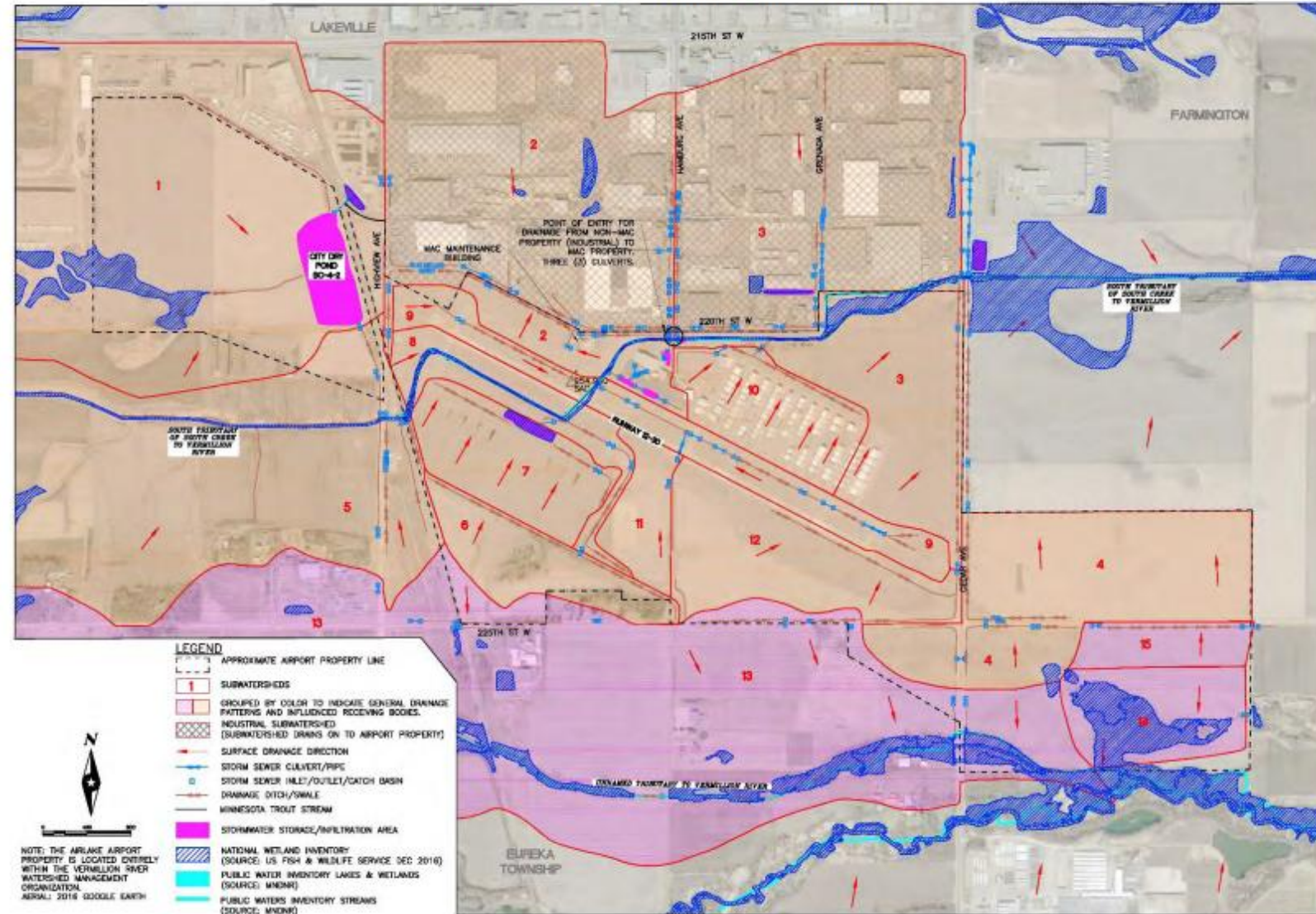
Stream Relocation



Stormwater/Surface Water

- Comparative stormwater analysis planned to compare existing and proposed:
 - Temperature
 - Water quality
 - Water quantity

Figure 2-9: Airport Drainage and Wetlands



Stakeholder Engagement Plan

ALAAC
Briefings
(meetings or
email)

Updates in
Tenant
Newsletter

Agency
Technical
Advisory Panel
Meetings

Other
Meetings/
Presentations,
as needed

Project
Webpages

Public Notices

Postcard
Mailing for
Public Hearing

2 Public Events



Next Steps

- Agency Technical Advisory Panel Meeting on June 16th
- Complete Environmental Analysis
- Submit Draft EA/EAW for FAA Review in July
- Hold Initial Public Meeting
 - Tentatively planned for the week of July 20, date/time/location TBD



Environmental Review Process Schedule

Airlake Airport EA/EAW																														
Projected Timeline																														
Task	2026																													
	April				May				June					July				August					September				October			
	6	13	20	27	4	11	18	25	1	8	15	22	29	6	13	20	27	3	10	17	24	31	7	14	21	28	5	12	19	26
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Schedule dependent on timely FAA, MAC, and agency reviews, and assumes no unforeseen issues. Subject to change.																														



Discussion/Questions

- If you have questions regarding the project, please contact:
 - Eric Gilles, MAC Project Manager, at 612.725.4694 or eric.gilles@mspmac.org
 - Evan Barrett, Mead & Hunt Project Manager, at 952.641.8820 or evan.barrett@meadhunt.com



Airlake Airport (LVN)

Federal EA / State EAW



Evan Barrett, AICP, CM – Project Manager, Mead & Hunt Inc.
Colleen Bosold – Stakeholder Engagement Coordinator, Mead & Hunt Inc.

September 10, 2026

Airlake Airport Advisory Commission

Agenda



- Team Introduction
- Project Objectives
- Proposed Project
- Environmental Review Process
- Environmental Effects Overview
- Stakeholder Engagement Plan
- Next Steps
- Discussion/Questions

LVN EA/EAW Team



Michele Ross

- MAC Director of Stakeholder Engagement



Evan Barrett

- Consultant Project Manager (Mead & Hunt)



Colleen Bosold

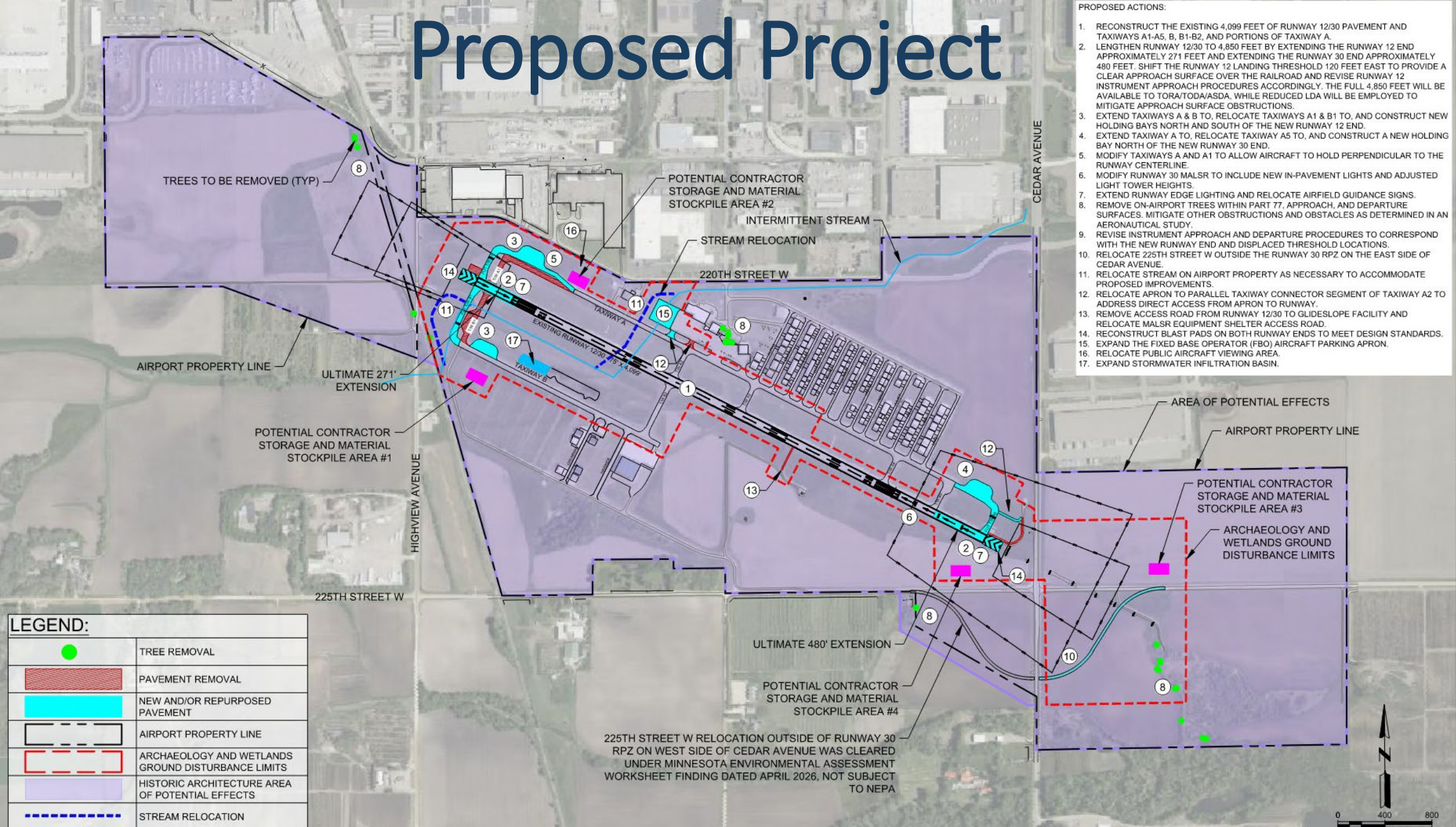
- Consultant Deputy Project Manager & Engagement Lead (Mead & Hunt)

Project Objectives



- Reconstruct the existing runway pavement.
- Extend the runway to 4,850 feet to better accommodate business aircraft needs.
- Minimize incompatible land uses.
- Mitigate airspace obstructions.
- Meet FAA design standards.
- Modify/replace navigational aids and instrument approaches.
- Expand the fixed base operator aircraft parking apron.

Proposed Project



Environmental Review Process



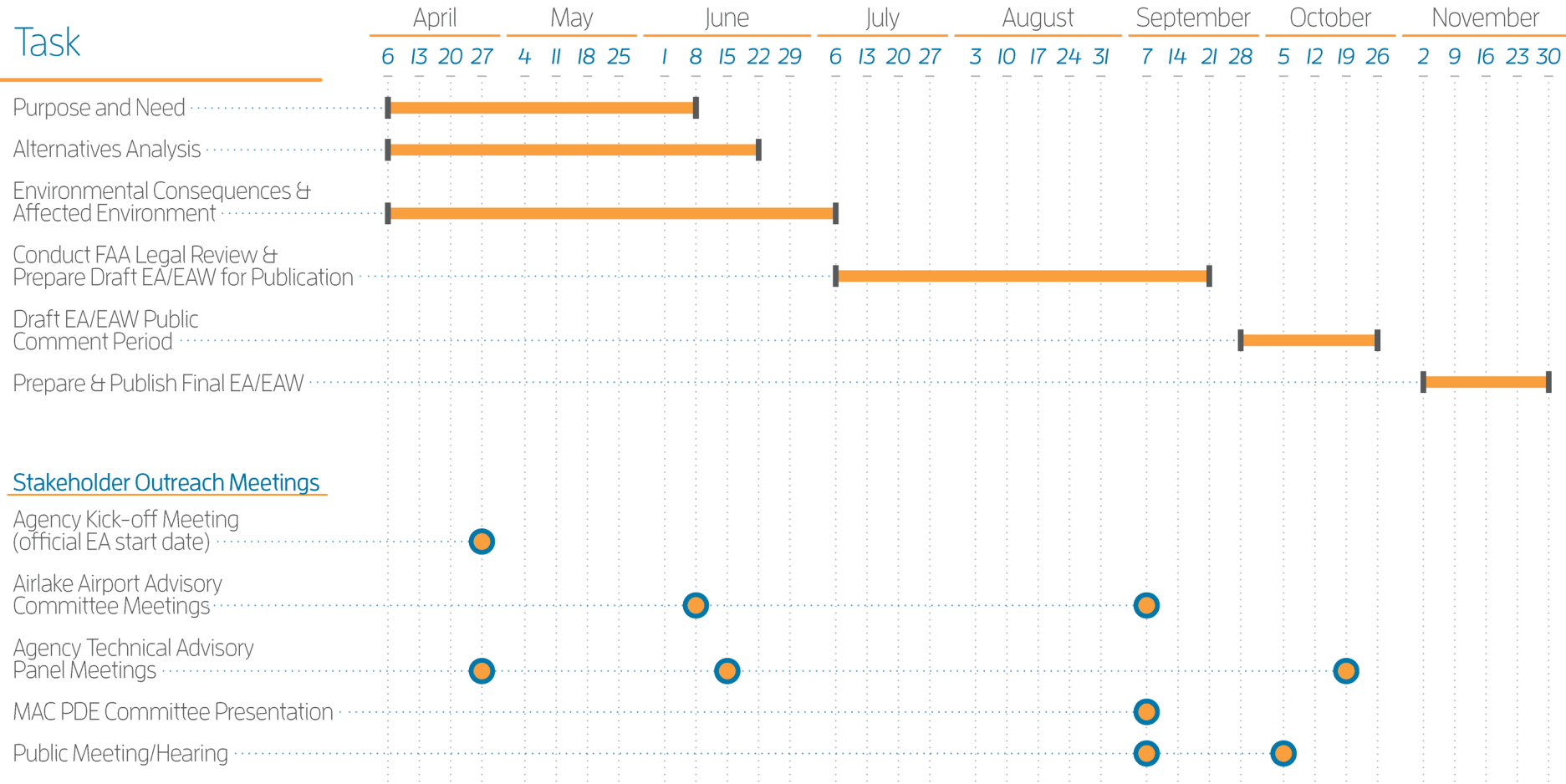
- Federal and state review required prior to funding and project implementation
- FAA is responsible agency for federal environmental assessment (EA)
- MAC is responsible government unit for state environmental assessment worksheet (EAW)
- Completed concurrently



Airlake Airport EA/EAW Projected Timeline

2026

Task



Schedule dependent on timely FAA, MAC, and agency reviews, and assumes no unforeseen issues. Subject to change. Last updated 9/2/26.

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



Environmental Effects Overview



- Air quality emissions inventory
- Aircraft noise analysis
- Listed species studies
- Farmland conversion on airport property
- Hazardous material site review
- Cultural resources study
- Land use compatibility & zoning review
- Wetland delineation
- Stream relocation
 - Alternatives analysis
 - Stream functional assessment
 - Comparative stormwater analysis
- State EAW categories
 - Climate
 - Cumulative potential effects

Stakeholder Engagement Plan



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About Us Our Airports Doing Business Community Connection 2025 Annual Report

SEARCH



LVN Environmental Assessment

The [Metropolitan Airports Commission \(MAC\)](#), owner and operator of the Airlake Airport (LVN), is proposing to make various improvements to LVN's airfield. This environmental review process was initiated to achieve the planning goals outlined in the [Airlake Airport 2035 Long-Term Plan](#), which was approved by the MAC Board in April 2018. These goals include:

- Better accommodating business aircraft needs by maximizing the airfield's operational capabilities.
- Maintaining or improving on-airport and off-airport land use compatibility.
- Mitigating existing issues with vegetative growth and ground penetrating airspace surfaces to the extent practical.
- Verifying and updating the airfield layout to reflect current FAA airport design standards.

To meet these goals, the MAC plans to make the following airfield improvements:

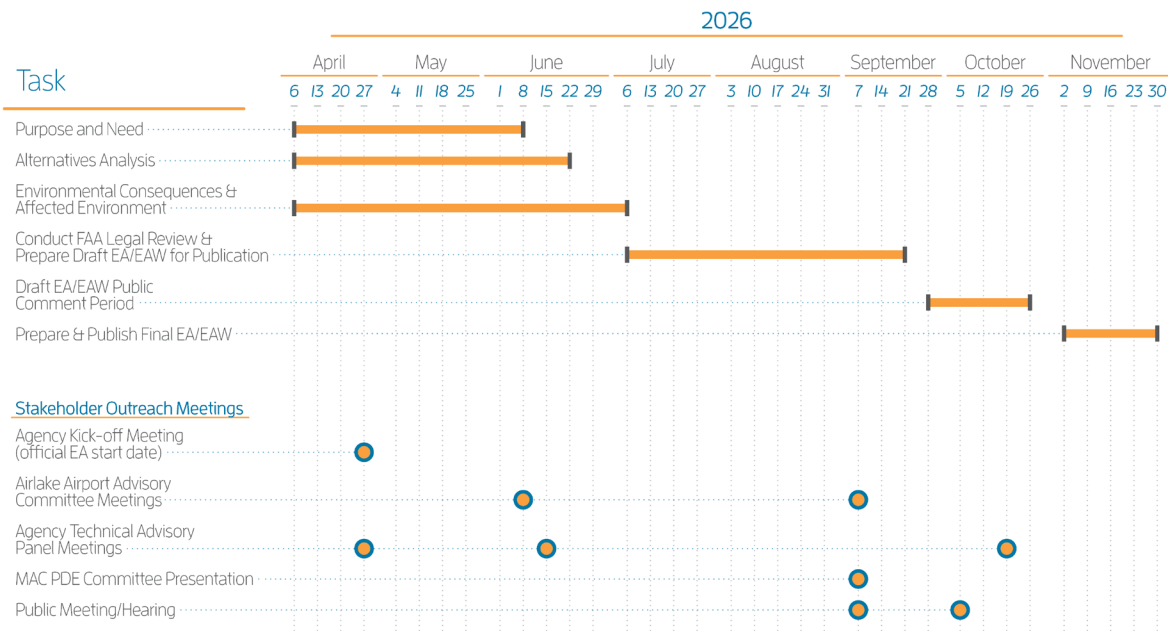
1. Reconstruct the existing 4,099 feet of Runway 12/30 pavement.
2. Lengthen Runway 12/30 to 4,850 feet by extending the Runway 12 end approximately 271 feet and extending the Runway 30 end approximately 480 feet. Shift the Runway 12 landing threshold 120 feet east to provide a clear approach surface over the railroad and revise instrument approach procedures accordingly. The full 4,850 feet will be available to TORA/TODA/ASDA, while reduced LDA will be employed to mitigate approach surface obstructions.
3. Extend Taxiways A & B, relocate Taxiways A1 & B1 and construct new holding bays north and south of the new Runway 12 end.
4. Relocate Taxiway A5 and construct a new holding bay north of the new Runway 30 end.
5. Modify Taxiways A and A1 to allow aircraft to hold perpendicular to the runway centerline.
6. Modify the Runway 30 medium intensity approach lighting system with runway alignment indicator lights (MALSR) to include new in-pavement lights and adjusted light tower heights.
7. Extend runway edge lighting and relocate airfield guidance signs.
8. Remove on-airport trees within FAR Part 77, approach and departure surfaces. Mitigate other obstructions and obstacles as determined in an aeronautical study.
9. Relocate 225th Street West outside the Runway 30 RPZ on the east side of Cedar Avenue.
10. Relocate the existing taxiway and parking area south of the Runway 30 RPZ to the east side of Cedar Avenue.

- Agency Technical Advisory Panel (ATAP)
 - Two group meetings held, third in October
 - Five individual agency meetings
 - Additional correspondence
- Airlake Airport Advisory Commission (ALAAC)
 - June 11 and September 10
- Public open house September 10 @ Lakeville City Hall, 6-7 p.m.
- Public comment period from September 29 to October 30
- Public hearing October 5 @ PD&E
- Project website

Next Steps



Airlake Airport EA/EAW Projected Timeline

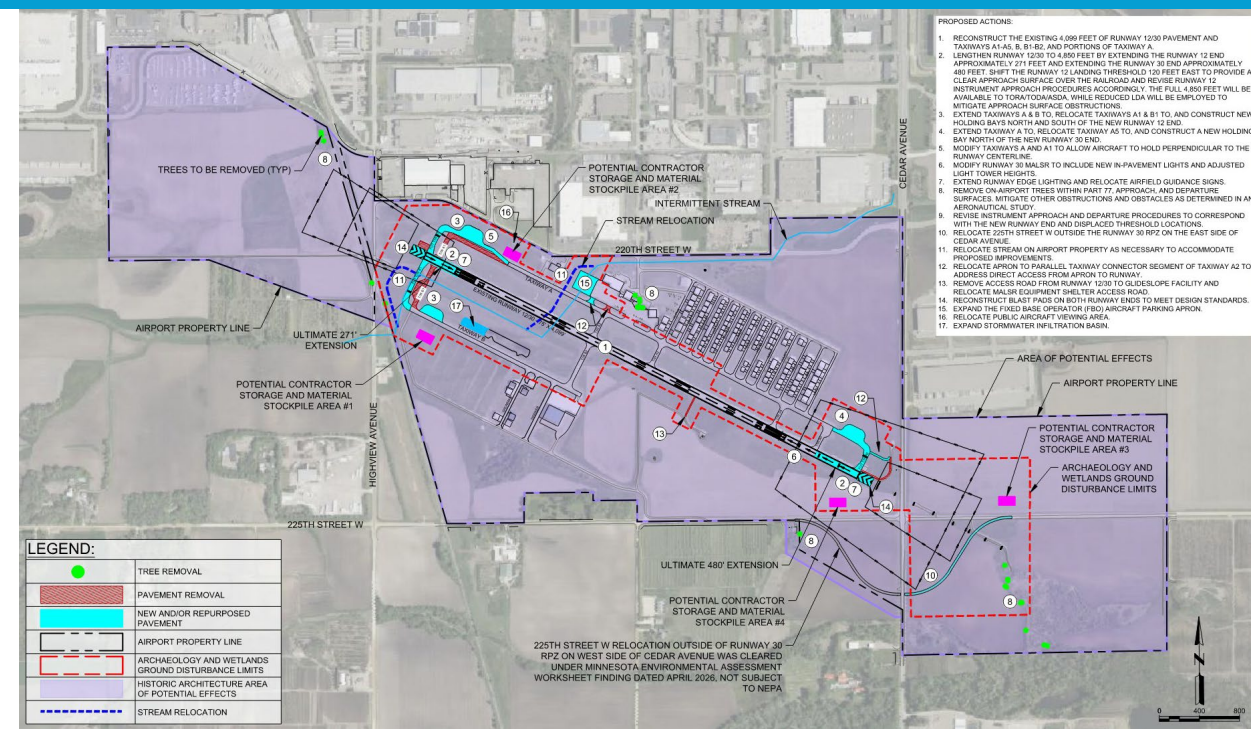


Schedule dependent on timely FAA, MAC, and agency reviews, and assumes no unforeseen issues. Subject to change. Last updated 9/2/26.

- Public Open House (Thursday, September 10)
- MAC Commission Approval to Publish Draft EA/EAW (Tuesday, September 22)
- Publish Draft EA/EAW (Tuesday, September 29)
- Public Comment Period (Sept 29 – Oct 30)
- Public Hearing at PD&E (Monday, October 5)
- Finalize EA/EAW for FAA and MAC decisions

Action Requested at PD&E

1. Recommend that the full Commission authorize staff to publish the Draft Airlake Airport Federal EA and State EAW;
2. Designate the Planning, Development and Environment Committee as Hearing Officers for the associated public hearing related to the State EAW; and
3. Authorize the Executive Director/CEO or his designee to execute the necessary documents.



Discussion/Questions

- If you have questions regarding the project, please contact:
 - Michele Ross, MAC Director of Stakeholder Engagement, at 612.467.0837 or michele.ross@mspmac.org
 - Evan Barrett, Mead & Hunt Project Manager, at 952.641.8820 or evan.barrett@meadhunt.com



Thank you

MetroAirports.org MSPAairport.com



@mspairport



Welcome!

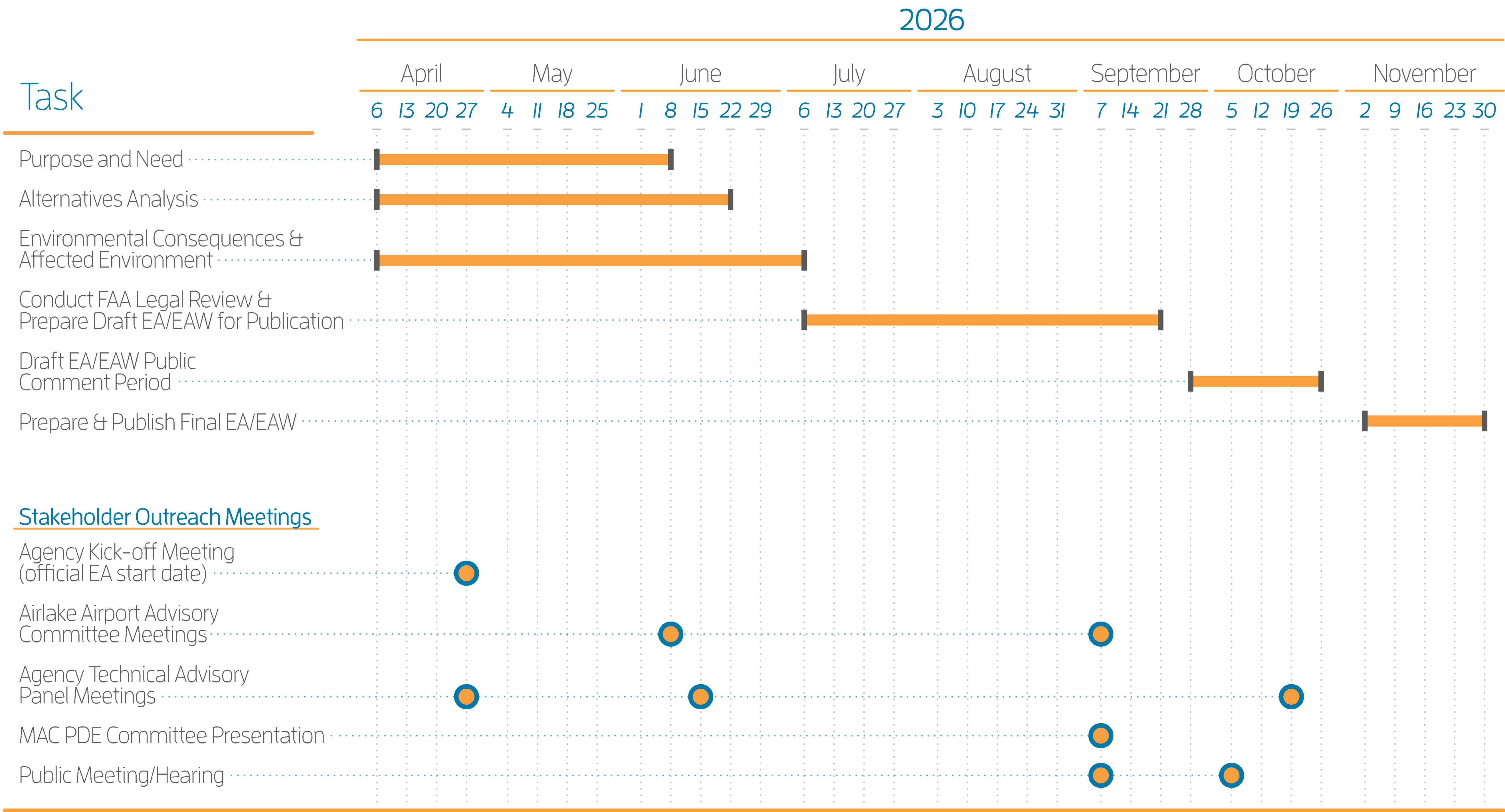


Open House

Airlake Airport EA/EAW

Environmental Assessment and Worksheet

Airlake Airport Review Process / Timeline



Schedule dependent on timely FAA, MAC, and agency reviews, and assumes no unforeseen issues. Subject to change. Last updated 9/2/26.

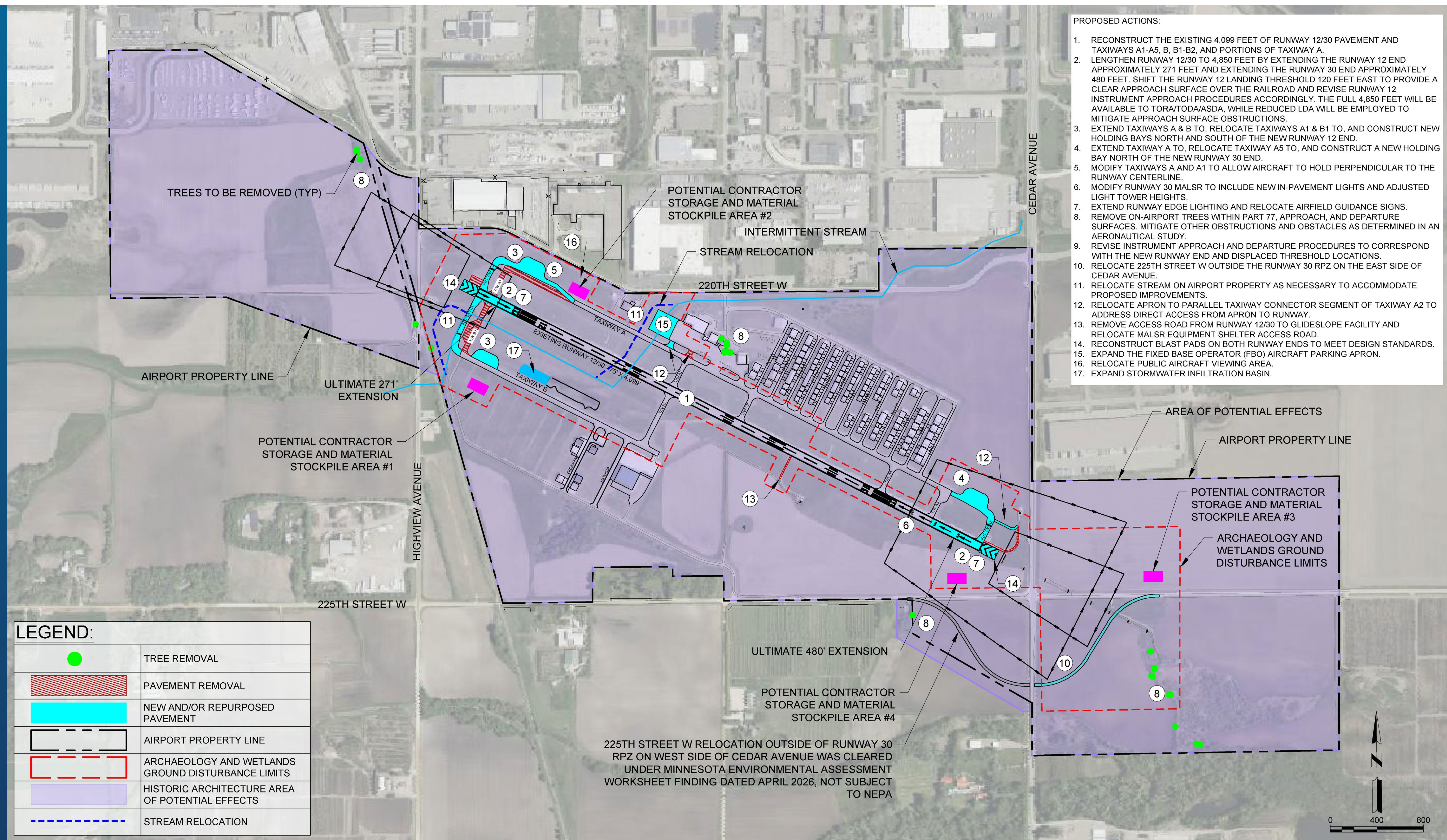
Airlake Airport

Proposed Project & Objectives



OBJECTIVES:

- Reconstruct runway pavement.
- Extend runway to 4,850 feet.
- Minimize incompatible land uses.
- Mitigate airspace obstructions.
- Meet FAA design standards.
- Modify/replace navigational aids and instrument approaches.
- Expand the fixed base operator (FBO) aircraft parking apron.



Airlake Airport

Environmental Effects



Environmental Impact Category	No-Action Alternative: Significant Impact?	Proposed Project: Significant Impact?	Permitting/Mitigation & Associated Actions
Aviation Emissions and Air Quality	No	No Minimal impacts during construction	Voluntary EPA-recommended best management practices (BMPs) and emissions control strategies will be implemented during construction.
Biological Resources (including fish, wildlife, and plants)	No	No	- Tree removal will occur during winter months. - DNR Blanding’s turtle policies will be followed during construction.
Coastal Resources	No	No	None
DOT Section 4(f) and Land and Water Conservation Fund (Section 6(f))	No	No	None
Farmlands	No	No Up to 43 acres to be converted, below threshold of significant impact	None
Hazardous Materials, Solid Waste, and Pollution Prevention	No	No	- Materials will be reused on site where feasible. - Disposal of construction materials and solid waste will occur in accordance with state and local laws.
Historic, Architectural Archeological, and Cultural Resources	No	No	None
Land Use	Land Use and Zoning	No Safety zoning to be adjusted for new runway ends.	- JAZB will be convened upon completion of environmental review. 225th St W would be removed from RPZ. - Shoreland zoning map will need to be updated.
	Utilities	No	Unrecorded electric easement along 225th St W to be adjusted.
	Transportation	No 225th St W to be realigned around RPZ.	Road rights-of-way to be adjusted.
	Wildlife Hazards	No	- Vegetation along relocated stream would discourage wildlife. - Stream design would reduce standing water. - Stormwater facilities to comply with AC 150/5200-33.

Airlake Airport

Environmental Effects



Environmental Impact Category	No-Action Alternative: Significant Impact?	Proposed Project: Significant Impact?	Permitting/Mitigation & Associated Actions
Natural Resources and Energy Supply	No	No. Minor increase in energy and materials demand during construction.	Materials will be reused on site where feasible.
Noise and Compatible Land Use	No	No	Voluntary noise abatement practices in place.
Socioeconomics and Children’s Health & Safety Risks	No	No. Temporary airport closure impacts to tenants and users.	Coordination with MAC and ALAAC to minimize disruption to tenants would occur as feasible.
Visual Effects and Visual Character	No	No	None
Water Resources	Surface Water & Stormwater	No	No. Relocation of 1,164 feet of stream length. - DNR Public Waters Permit - USACE Section 404 Permit - City of Lakeville Grading Permit and Erosion and Sediment Control Plan
	Floodplains	No	No. Minimal tree removal in floodplain. Stumps and ground cover will remain to the extent practicable.
	Groundwater	No	No None
	Wetlands	No	No. 0.435 acres of wetland impact. - Compensatory mitigation for wetlands in Service Bank 8 - USACE Section 404 Permit - MPCA Section 401 Permit - DNR Public Waters Permit - Lakeville WCA Wetland Replacement Plan Approval

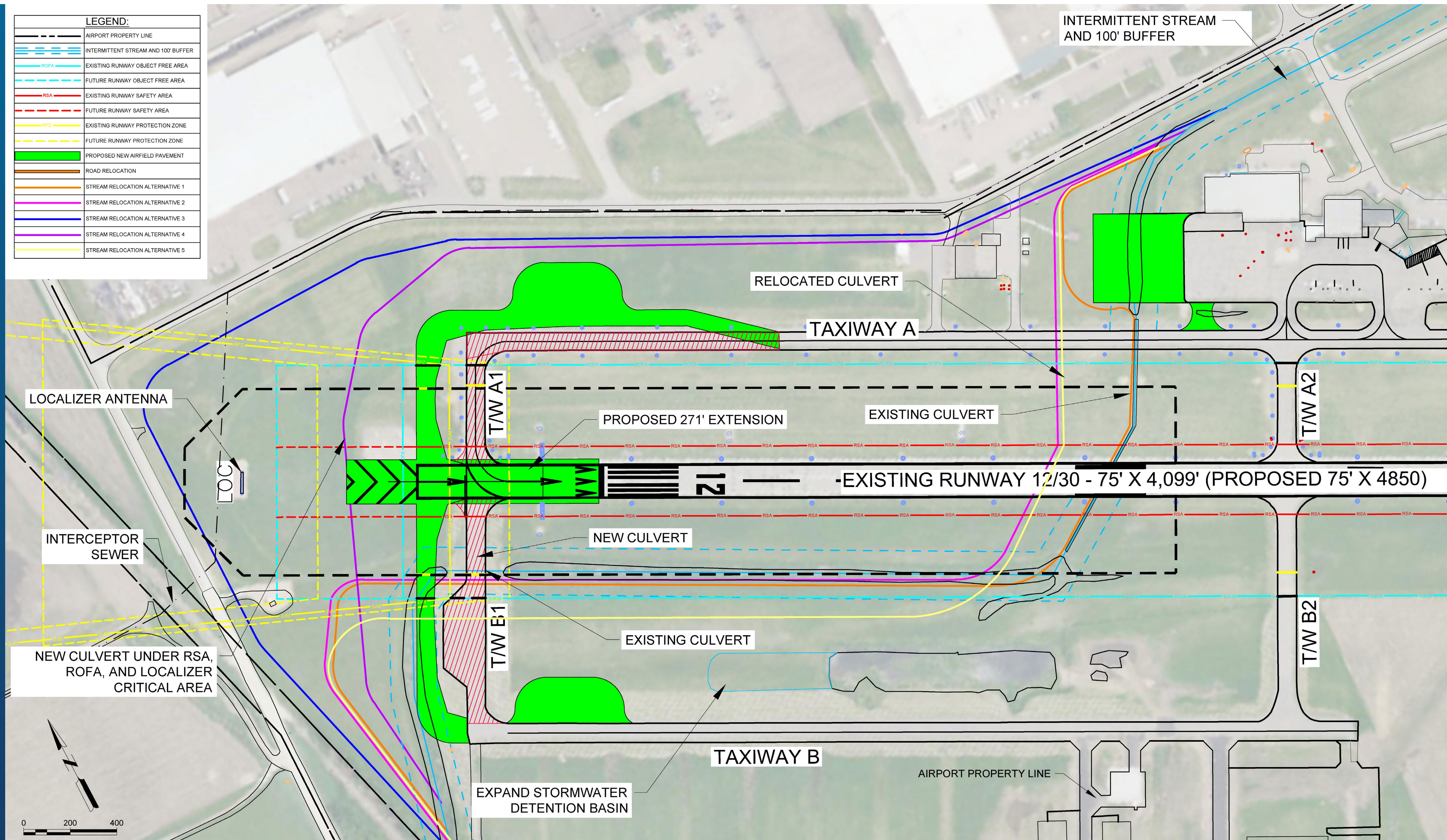
Airlake Airport

Stream Relocation Alternatives



KEY DESIGN CONSIDERATIONS:

- Protect water quality, stream functions, and stream health.
- Maintain fish habitat downstream of airport.
- Maintain a 50-foot shoreland buffer.
- Avoid/minimize wetland impacts and replace impacted wetlands.
- Maintain floodplain storage.
- Minimize standing water for airport safety.
- Design culverts and redirected stream channel to discourage wildlife.



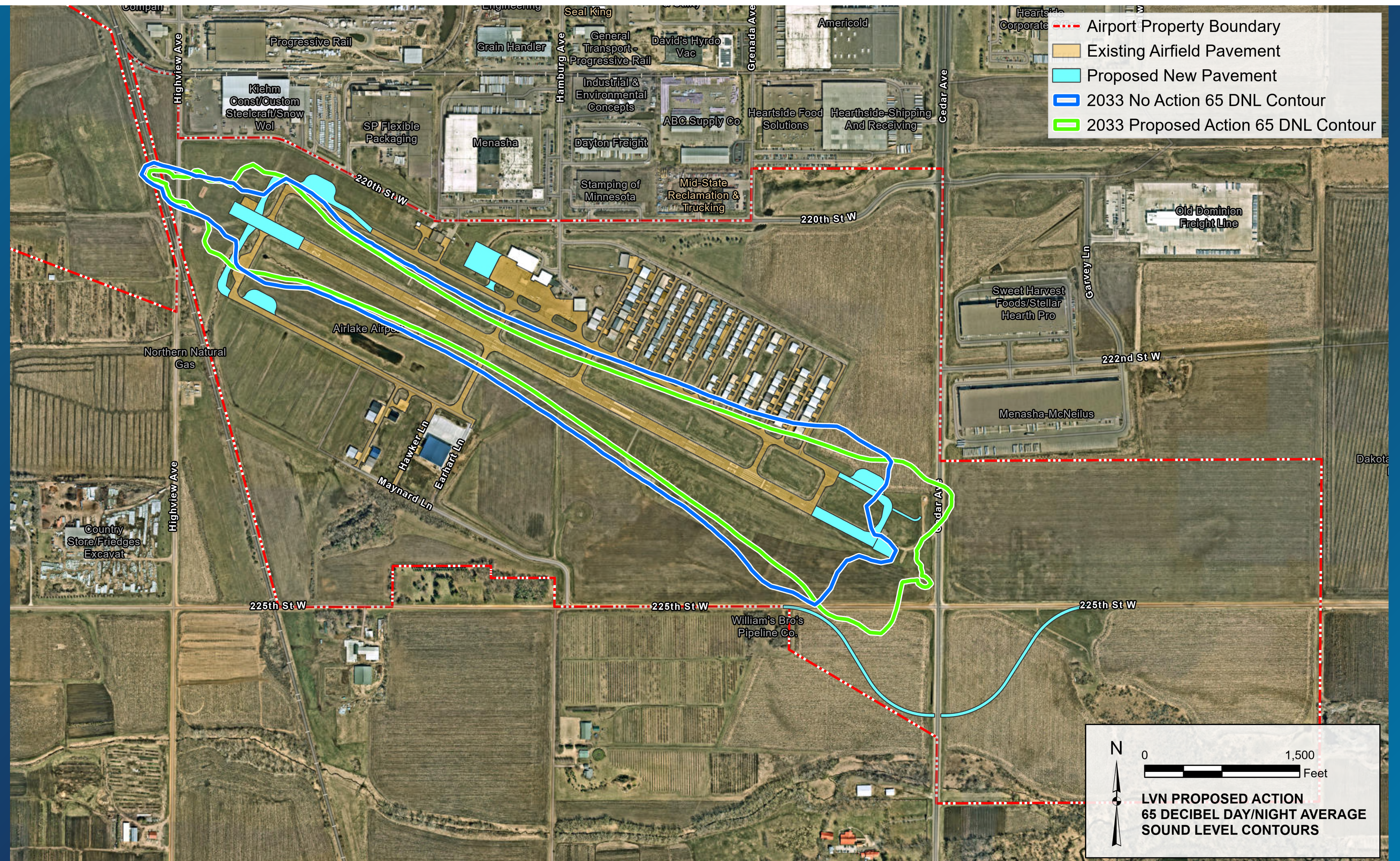
Airlake Airport

Aircraft Noise Analysis



KEY FINDINGS:

- Additional 1.1 acres are located within the Proposed Action 65 DNL contour.
- The 65 DNL contours for both alternatives remain on airport property except for roadway and rail rights-of-way.
- No homes, schools, places of worship, or other noise-sensitive land uses are located within the 65 DNL contour.





Open House

Stay Involved

Learn More and
Share Your Feedback

Objectives for Today

1 Share Your Thoughts

Review the display boards, speak with team members, and ask questions.

Share your thoughts via comment card or email: LVNEA@mspmac.org.

3 Get Involved

The Draft Environmental Assessment (EA) and Environmental Assessment Worksheet (EAW) will be available for public review from:

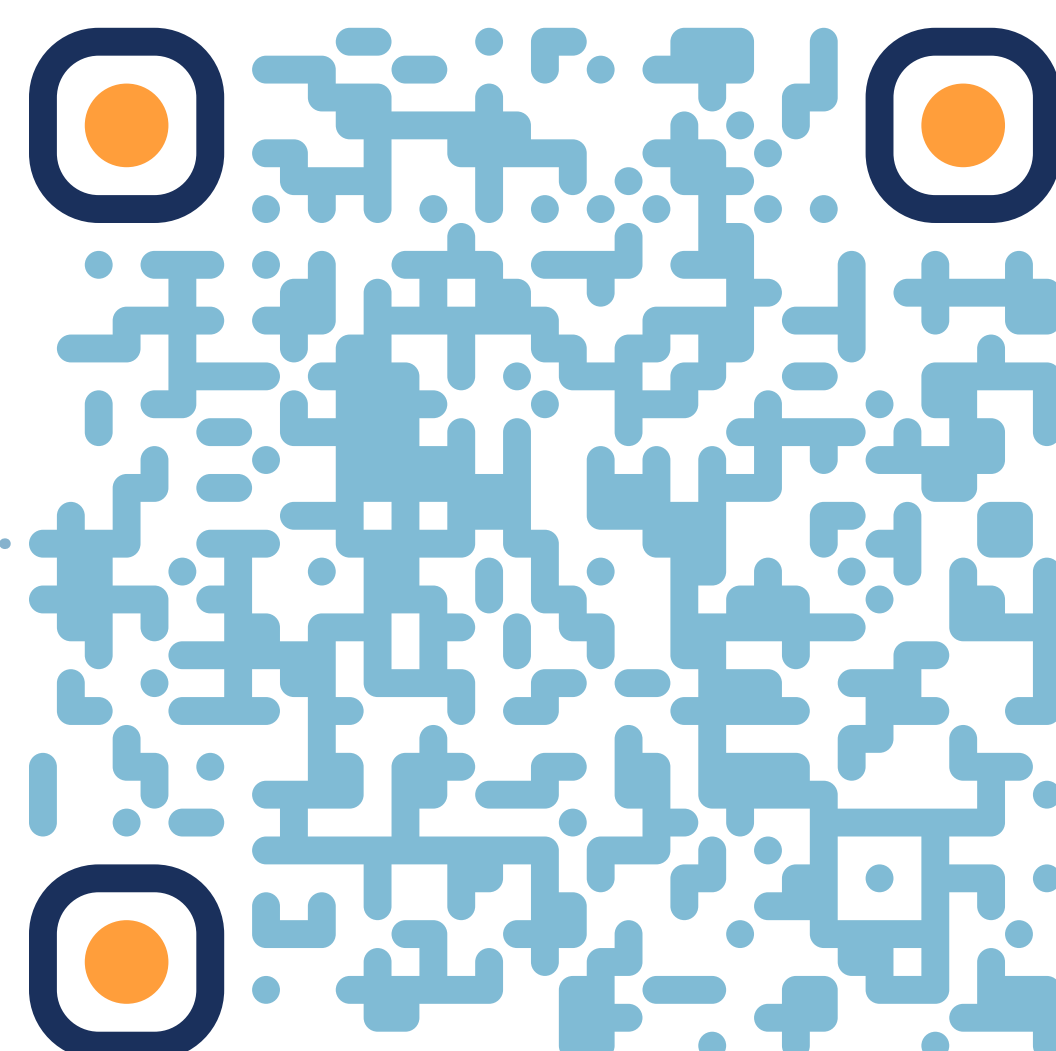
*September 29 -
October 30, 2026*

2 Stay Connected

Visit the project website for updates, materials, and future opportunities to participate:

Or use the following link:

[https://metroairports.org/
lvn-environmental-assessment](https://metroairports.org/lvn-environmental-assessment).





What Happens Next

Submit Your Comments

Comments on the proposed project and Draft EA/EAW may be submitted during the public review period through any of the methods below.

Public Review Period

*September 29 -
October 30, 2026*

All comments must be received by 5:00 p.m. CDT on October 30, 2026.

Public Hearing:

October 5, 2026 | 10:30 a.m.
MAC Planning, Development &
Environment Committee Meeting
MSP Airport Conference Center
(Terminal 1)

Email:

LVNEA@mspmac.org

Mail:

Airlake Airport EA/EAW Comments
Metropolitan Airports Commission
Attn: Airport Planner
6040 28th Avenue South
Minneapolis, MN 55450



What Happens to Your Comments

All comments received during the public review period will be reviewed and considered as part of the environmental review process. Comments, along with written responses, will be included in an appendix to the Final EA/EAW.