Welcome!

Public Event

Environmental Assessment
Lake Elmo Airport
Lake Elmo Airport *(FAA Identifier: 21D)*

- Integral part of the MAC’s General Aviation Airports system
- Accommodates personal, recreational and some business aviation users
- Primarily serves and will continue to serve small, propeller-driven aircraft with less than 10 passenger seats
- Only public airport in Washington County

### MN Intermediate Airports vs. Lake Elmo Airport

<table>
<thead>
<tr>
<th>Description</th>
<th>MN Intermediate Airports</th>
<th>Lake Elmo Airport</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Based Aircraft</td>
<td>31</td>
<td>2nd of 83</td>
</tr>
<tr>
<td>Average Number</td>
<td></td>
<td>194</td>
</tr>
<tr>
<td>Annual Operations</td>
<td>10,108</td>
<td>4th of 83</td>
</tr>
<tr>
<td>Rank Among MN Intermediate Airports</td>
<td></td>
<td>27,274</td>
</tr>
<tr>
<td>Primary Runway Length</td>
<td>3,654 feet</td>
<td>79th of 83</td>
</tr>
<tr>
<td>2016 Numbers</td>
<td></td>
<td>2,849 feet</td>
</tr>
</tbody>
</table>

Source: Airport IQ 5010 Airport Master Records.

According to the Minnesota State Aviation System Plan published in 2013, 21D is one of 83 Intermediate Airports in the state.
Purpose & Need Goals

The **PURPOSE** of the proposed improvements:

1. Address and attend to the airport’s failing, end-of-life infrastructure;
2. Enhance safety for airport users and neighbors; and
3. Improve facilities for the family of aircraft using airport.

The **NEED** for the proposed improvements:

1. Existing runway and taxiway pavements are deteriorating and, for safety’s sake, need to be replaced.
2. The primary runway has several incompatible land uses within its runway protection zones (RPZs), including a railroad and two public roads.
3. The existing pavement and airfield geometry, including runway lengths, aprons, taxiways, engine run-up pads, and other associated pavements, do not meet the needs of current operators and their aircraft.
4. The airport lacks the most current navigational technology for landing aircraft.

Lake Elmo Airport
Project History 1966 to 2017

- **1966 first Plan** (planned to extend the existing primary and crosswind runways to 3,200 and 3,500 feet, respectively, and construct two new runways—a 3,900-foot and 2,750-foot—making it a four-runway airport)
- **1976 Plan update** (preserved the 1966 four-runway airport concept)
- **1992 Plan update** (recommended a relocated and extended primary runway initially to 3,300 feet, then ultimately to 3,900 feet; removed future parallel crosswind runway)
- **2008 Plan update** (planned short-term extension of the crosswind runway to 3,200 feet and long-term extension of the primary runway to 3,900 feet)
- **2015 Plan update** (planned to extend the primary runway to 3,600 feet, then reduced it to 3,500 feet based on community input)
- **2017 EA/EAW** (for the extension of the primary runway to 3,500 feet and the crosswind runway to 2,750 feet)*ongoing
Public Event

Runway Length Needs

Environmental Assessment
Lake Elmo Airport
Runway Alternatives Evaluation Process

Criteria for Identifying Range of Alternatives

- Maintain runway orientations
- Avoid or minimize land acquisition
- Avoid or minimize changes to airport use and aircraft flight patterns

Criteria for Screening Range of Alternatives

- Meet the Purpose and Need
- Conform to FAA policies
- Compatible with a viable 30th Street N. realignment alternative

Criteria for Identifying Preferred Alternative

- Practicability factors
- Environmental factors

Preferred Alternative

No Action Alternative

For Evaluation Purposes Only

Environmental Assessment
Lake Elmo Airport
Proposed Development
"Preferred Alternative"
Environmental Analysis Categories

- Air Quality
- **Biological Resources** (including fish, wildlife, and plants)
- Climate
- Coastal Resources
- Department of Transportation Act, Section 4(f)
- Farmlands
- Hazardous Materials, Solid Waste, and Pollution Prevention
- Historic, Architectural, Archeological & 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)
Environmental Effects Evaluation Process

1. Is the environmental category relevant to the proposed development?
   - YES
     - No Further Analysis Required
   - NO

   Environmental Category Relevant
   - Collect Data
   - Evaluate Effects
   - Determine Required Permitting/Mitigation

2. Are effects "significant" based on FAA-established thresholds and factors?
   - YES
     - Federal Aviation Administration (FAA) Conducts Environmental Impact Statement (EIS)
   - NO
     - No Further Analysis Required
## Summary of Environmental Effects

<table>
<thead>
<tr>
<th>Environmental Analysis Category</th>
<th>Effects: Baseline Alternative (No Expansion Alternative)</th>
<th>Effects: Preferred Alternative</th>
<th>Required Permitting, Mitigation, and/or Associated Actions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality</td>
<td>None</td>
<td>Minimal impacts during construction</td>
<td>Implement EPA-recommended best management practices (BMPs) and control strategies during construction</td>
</tr>
<tr>
<td>Biological Resources (including fish, wildlife, and plants)</td>
<td>None</td>
<td>Tree removal</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>§ Tree removal to occur during NLEB dormant season (October 1 – April 30)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>§ Implement April 2015 USFWS/USDOT NLEB avoidance and minimization measures</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>§ Implement MnDNR Blanding's turtle avoidance measures</td>
</tr>
<tr>
<td>Climate</td>
<td>None</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>Coastal Resources</td>
<td>N/A</td>
<td>N/A</td>
<td>None</td>
</tr>
<tr>
<td>DOT Section 4(f) Lands</td>
<td>N/A</td>
<td>N/A</td>
<td>None</td>
</tr>
<tr>
<td>Farmlands</td>
<td>None</td>
<td>42.28 acres directly converted</td>
<td>None</td>
</tr>
<tr>
<td>Hazardous Materials, Solid Waste, and Pollution Prevention</td>
<td>None</td>
<td>None</td>
<td>Dispose of construction materials and other solid waste in accordance with state and local laws</td>
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<tr>
<td>Historic, Architectural, Archaeological, and Cultural Resources</td>
<td>None</td>
<td>None</td>
<td>Hand-cut trees near archeological building foundations</td>
</tr>
<tr>
<td>Land Use</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Residential</td>
<td>Potential Zoning Conflicts</td>
<td>Potential Zoning Conflicts</td>
<td>Convene Joint Airport Zoning Board (JAZB) to develop an Airport Zoning Ordinance</td>
</tr>
<tr>
<td>Ground Transportation</td>
<td>RPZ Conflicts</td>
<td>Increased travel time on 30th Street</td>
<td>None</td>
</tr>
<tr>
<td>Wildlife Attractants</td>
<td>Wetlands near runway approach</td>
<td>Wetlands near runway approach</td>
<td>Use FAA-approved seed mixes in turf grass areas</td>
</tr>
<tr>
<td>Natural Resources and Energy Supply</td>
<td>None</td>
<td>None</td>
<td>None</td>
</tr>
</tbody>
</table>
| Noise and Compatible Land Use | None | None | • Establish airport advisory commission  
• Update voluntary noise abatement plan and hold educational briefings with pilots |
| Socioeconomics, Environmental Justice, and Children's Health & Safety | None | None | None |
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| **Visual Effects** (including airfield lighting) | None                                                   | New airfield light system    | - Install light baffles for REILs  
- Install solid fencing in runway approaches  
- Implement low, medium, and high intensity light settings to reduce frequency of light emissions |
| **Water Resources** | | | |
| **Wetlands** | None                                                   | 2.36 acres direct wetland impact | - Compensatory Mitigation Plan (assume impact will be banked)  
- USACOE 404 Army Corps Permit  
- Compliance with Minnesota Wetland Conservation Act  
- MnDNR Public Waters permit |
| **Stormwater** | None                                                   | 12.6 acres increased impervious area | - Stormwater Pollution Prevention Plan  
- On-Site Best Management Practices  
- MPCA CWA Section 401 Water Quality Certification and NPDES permit  
- VBWD permit |
| **Floodplains** | None                                                   | 0.06-acre wetland fill in floodplain | VBWD Permit |
| **Cumulative Impacts** | No substantial impacts | No substantial impacts | None |
Environmental Assessment

Lake Elmo Airport

Public Event

EA/EAW Timeline

**Final actions necessary to complete the EA/EAW process:**
- FAA issues EA Findings
- MAC issues EAW Determination
- Notice of findings are published in the EQB Monitor

*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.*
Public Comments

1. How to Comment
   - Written comments
   - Verbal comments

2. Where to Comment
   - In person at the public hearing (verbal or written)
   - Via email to: ContactLakeElmoAirportEA@mspmac.org
   - Via postal mail to:
     Lake Elmo Airport EA/EAW Comments
c/o MAC Environment Department
6040 28th Avenue South
Minneapolis, MN 55450

3. When to Comment
   Comments will be accepted until 5:00 p.m. CDT on April 19, 2018

What Happens with the Comments
Comments received during the comment period will be included in an appendix to the Final EA/EAW, along with written responses

Draft EA/EAW Document
metroairports.org/General-Aviation/Lake-Elmo-Environmental-Assessment/Documents-and-Links.aspx

Environmental Assessment
Lake Elmo Airport
Presentation at 6:30.
Public Hearing at 7:00.