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

Public Hearing
May 29, 2019
Presentation Outline

• Environmental Review Process
• Stakeholder Engagement
• Recap of Purpose & Need and Preferred Alternative
• Environmental Effects & Cumulative Impacts Overview
• Next Steps
• Public Comments
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
Timeline

- **2018**
  - MAC Adopted Crystal Airport LTCP (OCTOBER 2017)
  - EA Process Begins (JANUARY 2018)
  - Analysis of Impacts and Alternatives (SPRING-FALL 2018)
  - Draft EA/EAW FAA Legal Review (FEBRUARY 2019)
  - Draft EA/EAW Public Comments (SPRING 2019)
  - Respond to Comments Prepare Final EA/EAW (SPRING 2019)
  - Final EA & FAA Determination (SUMMER 2019)

- **2019**
  - August 28, 2018
  - October 30, 2018
  - March 5, 2019

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.
Stakeholder Engagement
Stakeholder Input & Concerns heard at October 30th Public Information Meeting

• **Concern:** Tree removal, including Edgewood Park and wildlife habitat
  - Developed tree removal fact sheet to provide residents and homeowners further information on what to expect

• **Concern:** Location of runway ends after the runway shift
  - The primary runway will shift 115 feet northwest, but will utilize existing pavement. This is depicted on the preferred alternative drawing (within presentation and on display board).

• **Concern:** Will the Airport expand in the next 20 years?
  - The MAC will not acquire additional land or expand beyond the Airport’s existing footprint as a result of the project. The recently completed LTCP does not plan for Airport expansion within the next 20 years.

• **Concern:** Off-Airport drainage concerns
  - As a condition of the construction permit, there will be no increase in stormwater runoff. Existing drainage issues are outside the scope of the project and will not be affected.
The **Purpose** of the project is to:

1) Align airfield infrastructure to meet existing and forecasted operations

2) Preserve and improve operational capabilities for critical design aircraft

3) Enhance safety by simplifying the runway and taxiway layout
The **Need** for the project is to:

1) Enhance safety by simplifying airfield geometry
2) Provide the required runway length for critical design aircraft needs
3) Enhance instrument approach capability and mitigate penetrations for both ends of the main primary runway
4) Improve Airport ground vehicle circulation
5) Increase aircraft apron parking capacity
6) Seek a land release for non-aeronautical use for certain Airport property
7) Keep runway protection zones (RPZs) on Airport property to the extent practicable
The Preferred Alternative

- Align infrastructure with demand and simplify airfield geometry
- Improve operational capabilities for the design aircraft family
- Develop excess Airport property for non-aeronautical use
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
- Aircraft noise
- Edgewood Park trees
  - DOT Section 4(f) resource review
- Other tree management strategies
- Hazardous materials & solid waste
- Historic and archeological resources
- Land use & zoning
- Visual effects
- Natural resources & energy supply
- Socioeconomics & environmental justice
- Wetlands, surface waters & stormwater
- Other required categories
Air Quality

• Operational emissions
  - Considers aircraft operations
  - 2025 “with project” emissions comparable to 2017 baseline emissions
  - Will not exceed significant impact thresholds established by FAA Air Quality Handbook

• Construction emissions
  - Considers all construction activities
  - Will not exceed significant impact thresholds established by FAA Air Quality Handbook
Aircraft Noise

- Off-Airport residential parcels in 65 decibel day night average sound level (DNL) noise contour decrease from 12 (No-Action Alternative) to 4 (Preferred Alternative)
Edgewood Park Trees
DOT Section 4(f) Resource Review

• 4(f) protects public parks and wildlife areas from impacts of transportation projects

• Edgewood Park qualifies for 4(f) protection
  - Approximately 30 cottonwood trees will penetrate the airspace approach surface for Runway 14 in both no action and preferred alternatives, requiring removal
  - FAA issued initial determination that project would not adversely affect the park’s activities or features
Renderings of the southwest corner of Edgewood Park showing trees before and after the proposed removal
Other Tree Management Strategies

• Approximately 50 trees need to be removed/replaced outside Edgewood Park in runway approaches in Brooklyn Park, Brooklyn Center, and Crystal

• Most are located on private residential lots and the rest are in public rights-of-way

• Based on arborist observations, most of these trees are silver maples, but other species include green ash, Siberian elm, white poplar, blue spruce, and honey locust

• Homeowners can expect to hear from the MAC in early to mid-2020
Hazardous Materials & Solid Waste

- Known hazardous materials sites on or adjacent to Airport property were identified and evaluated with reference to various federal and state legislative requirements

- None of the sites will be affected by the project
Historic & Archeological Resources

- Cultural resources (above and below ground) were evaluated with reference to the National Historic Preservation Act (NHPA) requirements
- FAA made determination of *No Historic Properties Affected* and State Historic Preservation Office (SHPO) concurred
Land Use

- Proposed action shifts Runway 14L/32R northwest approximately 115 feet and closes Runway 14R/32L.

- No significant changes to flight traffic patterns or land use impacts.
Zoning

• Number of residences within Safety Zones A and B projected to decrease with the preferred alternative

• MAC will convene a Joint Airport Zoning Board (JAZB) consistent with Minnesota Statutes

Preferred Alternative
Visual Effects
(including light emissions)

• Lighting will be installed along the edges of the shifted and extended runway, approximately 1,100 feet from the property boundary

• Visual screening and energy-efficient LED light fixtures and will be considered during design

Natural Resources and Energy Supply

• Potential for a minor increase in energy demand due to additional light fixtures

• Possible overall reduction in energy demand if LED fixtures are ultimately installed (TBD during design)
Socioeconomics

• Project will not significantly influence economic activity or cause any relocation or disruption of the community.

• Proposed non-aeronautical development on north side of Airport may result in some new economic activity, and generate some traffic in the area, but will not be significant in this developed urban area.
Environmental Justice

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

- Environmental justice populations present near Airport
- Proposed project does not disproportionately affect these residents
Wetlands

- Wetlands evaluated with respect to federal Clean Water Act and state Wetland Conservation Act requirements
- Estimated wetland impacts of less than 1,000 square feet
- Disturbance below significant impact threshold; does not require replacement plan
Surface Water & Stormwater

- Changing and adding pavement at the Airport affects stormwater runoff and drainage
- Net increase of 1.2 acres of impervious surface
- Runoff to surrounding neighborhoods will not be affected
<table>
<thead>
<tr>
<th>Environmental Impact Category</th>
<th>Impacts: No-Action Alternative</th>
<th>Impacts: Preferred Alternative</th>
<th>Required Permitting/Mitigation &amp; Associated Actions</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Air Quality</strong></td>
<td>None</td>
<td>Minimal impacts during construction</td>
<td>Implement EPA-recommended best management practices (BMPs) and control strategies during construction.</td>
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| **Biological Resources (including fish, wildlife, and plants)** | Tree removal (ongoing maintenance) | Tree removal | - Tree removal to occur during NLIES dormant season (October 1 – April 30).  
- Implement April 2015 USFWS/UGDOT NLIES avoidance and minimization measures.  
- Tree removal to occur outside of migratory bird nesting season (May – October). |
| **Climate**                                          | None                           | None                           | None                                             |
| **Coastal Resources**                                | None                           | None                           | None                                             |
| **DOT Section 4(f) Lands**                           | Tree removal in Edgewood Park   | Tree removal in Edgewood Park   | FAA determination and City of Brooklyn Park Concurrence.  
- Tree removal BMPs.  
- Tree replacement and/or compensation. |
| **Farmlands**                                        | None                           | None                           | None                                             |
| **Hazardous Materials, Solid Waste, and Pollution Prevention** | None                           | None                           | None (Disposal of construction materials and solid waste in accordance with state and local laws). |
| **Historic/Architectural & Archeological Resources** | None                           | None                           | None                                             |
| **Land Use**                                         | Residential parcels in RPZ and state Safety Zones | Residential parcels in RPZ and state Safety Zones | Convene Joint Airport Zoning Board (JAZB) to revise the existing Airport Zoning Ordinance. |
| **Natural Resources and Energy Supply**              | None                           | Minor increase in energy demand | None                                             |
| **Noise and Compatible Land Use**                    | Total of 12 residential parcels exposed to 65 DNL noise contour | Residential exposure to 65 DNL noise contour reduced to 4 parcels | - Conduct noise level reduction testing of homes within the 65 DNL noise contour.  
- Update voluntary noise abatement plan.  
- Hold educational briefings with pilots. |
| **Sociocultural, Environmental Justice, and Children’s Health & Safety** | None                           | None                           | None                                             |
| **Visual Effects (including light emissions)**        | None                           | Extended airfield light systems | Energy efficient light-emitting diode (LED) light fixtures and visual screening methods to be considered during project design. |
| **Surface Water & Stormwater**                       | None                           | 1.2 acres increased impervious area | - Construction Stormwater Pollution Prevention Plan.  
- Oralate Best Management Practices.  
- NPDES Multi Sector General permit.  
- SWMM permit. |
| **Wetlands**                                         | None                           | None                           | - Compliance with Minnesota Wetland Conservation Act.  
- Compliance with Federal Clean Water Act.  
- MPCA CWA Section 401 Water Quality Certification. |
| **Wastewater**                                       | None                           | None                           | None                                             |
| **Cumulative Impacts**                               | No substantial impacts         | No substantial impacts         | None                                             |
Next Steps

• Public review and comment period ends June 10, 2019

• All comments received within comment period included and addressed in Final EA/EAW

• Prepare Final EA/EAW and submit to FAA

• FAA to make determination on EA; MAC to make determination on EAW
Where to find the Draft EA/EAW

• Crystal City Hall
• Brooklyn Center City Hall
• Brooklyn Park City Hall
• MAC General Office

• Online:

Verbal Public Comments

- Verbal comments will be recorded at tonight’s hearing
- If you wish to speak:
  - Please complete a speaker sign-up card and provide to a staff member.
  - The hearing officer will call your name when it is your turn.
Written Public Comments

• If you wish to submit a written comment, fill out a comment form and submit it by June 10, 2019:
  – In-person tonight
  – Via electronic mail to: ContactCrystalAirportEA@mspmac.org
  – Via postal mail to:
    Crystal Airport EA/EAW Comments
c/o MAC Planning & Development Dept.
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Minneapolis, MN 55450