Metropolitan Airports Commission
Hearing Officers’ Report

May 29, 2019, Public Hearing on the Draft Federal
Environmental Assessment (EA) /
State of Minnesota Environmental Assessment Worksheet
(EAW) for Crystal Airport Airfield and Associated
Improvements

The Metropolitan Airports Commission (MAC), in coordination with the Federal Aviation
Administration (FAA), prepared a joint Draft EA/EAW for proposed improvements at Crystal
Airport. MAC approved publication of the Draft EA/EAW in April 2019 (Item A) and published
the Draft EA/EAW for public and agency comment on April 22, 2019.

A public hearing was conducted at 6:30 p.m. on May 29, 2019 at the Crystal City Hall,
Council Chambers, to receive verbal and written comments about the draft EA/EAW. The
MAC held the public hearing pursuant to Minnesota Statutes Chapter 473, and published
public notice of the hearing in a local newspaper and the Minnesota Environmental Quality
Board (EQB) Monitor newsletter (Item B).

Present at the public hearing were the following Metropolitan Airport Commission
Commissioners, who served as Hearing Officers: Rick King, Chair (Planning, Development
& Environment Committee Chair), Daniel Boivin (Commission Chair), Patti Gartland
(Outstate Commissioner), Don Monaco (Outstate Commissioner), and Katie Clark Sieben
(District C Commissioner).

MAC staff present at the public hearing included Jenn Felger (Planning, Development and
Environment Committee Secretary), Kelly Gerads (Assistant Director, Reliever Airports),
Brad Juffer (Manager, Community Relations), Chad Leqve (Vice President, Management &
Operations), Jennifer Lewis (Noise Coordinator, Environment), Dana Nelson (Director,
Stakeholder Engagement), Neil Ralston (Airport Planner), Bridget Rief (Vice President –
Planning and Development), Gary Schmidt (Director, Reliever Airports), Naomi Pesky (Vice
President – Strategy & Stakeholder Engagement), Brian Ryks (Executive Director/CEO),
Melissa Scovronski (Manager, Corporate Communications & Creative Services), Philip
Tiedeman (Airport Manager, Crystal/Anoka), and Evan Wilson (Senior Attorney).

Representatives from the professional services consulting firm retained by MAC to prepare
the Crystal Airport EA/EAW documentation, Mead & Hunt, were also in attendance.

Fifteen (15) people signed in on the Crystal Airport EA/EAW attendance sheets (Item C).

Prior to the official start of the Public Hearing, a public open house was held at 5:30 p.m.
and an overview presentation was provided at 6:00 p.m. (Item D).
Following introductory statements presented by Chair King, all persons in attendance and wishing to do so were given the opportunity to testify and introduce evidence regarding the Draft EA/EAW. One (1) individual provided testimony at the Public Hearing. The proceedings of the Public Hearing were transcribed by a qualified court reporter (Item E).

The public hearing record was kept open until the end of the day on Monday, June 10, 2019, to receive written comments from interested parties. During the public comment period, the MAC received two comments from two individual members of the general public, including verbal and written comments submitted at the May 29 public hearing, mailed comments, and emailed comments. All verbal and written comments, and MAC’s responses, are incorporated herein (Item F).

The MAC also received written comments from seven (7) municipalities and agencies, including the Minnesota Pollution Control Agency, the City of Crystal, the U.S. Environmental Protection Agency, the U.S. Department of Interior, the Metropolitan Council, the U.S. Army Corps of Engineers, and the Minnesota Department of Transportation (MnDOT) Metro District Planning, Program Management, and Transit.

All municipality and agency comments, and MAC’s responses, are incorporated herein (Item F).

Additional documents relating to the public process for the Draft EA/EAW, including the Draft EA/EAW published on April 22, 2019, are available on the project website at:

https://metroairports.org/General-Aviation/Crystal-Airport-Environmental-Assessment/Overview.aspx
Item A –
Approval to Publish Draft EA/EAW
TO: Planning, Development and Environment Committee

FROM: Neil Ralston, Airport Planner (612-726-8129)

SUBJECT: Crystal Airport Draft Environmental Assessment/Environmental Assessment Worksheet – Request to Publish and Appoint Hearing Officers

DATE: March 25, 2019

FOR ACTION

Summary

The Metropolitan Airports Commission (MAC) must prepare a federal Environmental Assessment (EA) and state Environmental Assessment Worksheet (EAW) before constructing the airfield improvement projects detailed in the Crystal Airport 2035 Long-Term Comprehensive Plan (LTCP). MAC staff is requesting authority to publish the Draft Crystal Airport Environmental Assessment/Environmental Assessment Worksheet (EA/EAW) for public review and comment, and to appoint the Members of the Planning, Development, and Environment (PD&E) Committee as Hearing Officers for the associated Public Hearing.

Completing the required environmental review process will allow construction to proceed. The project is being implemented to better facilitate the safe movement of aircraft at the Crystal Airport (MIC), which is part of MAC’s system of reliever airports designated by the Federal Aviation Administration (FAA) to reduce congestion at the Minneapolis-St. Paul International Airport and to provide improved general aviation facilities to the overall community.

Fiscal Impact

☐ No Impact  ☐ Operating Budget  ☒ CIP  ☐ Other

The EA/EAW is a component of the 2020 “MIC Runway 14R/32L & Taxiway E Modifications” Capital Improvement Program (CIP) project, and the environmental work is being paid for under that CIP line item. The project is being funded through a combination of Federal Non-Primary Entitlement (NPE) & discretionary funds and MAC internally-generated funds.
**Action Requested**

1. **Recommend that the full Commission authorize staff to publish the Draft Crystal Airport EA/EAW;**

2. **Designate the Members of the Planning, Development and Environment Committee as Hearing Officers for the associated Public Hearing; and**

3. **Authorize the Executive Director/CEO or his designee to execute the necessary documents.**

**Background**

In January 2018, MAC initiated the federal and state environmental review process for the airfield improvement projects detailed in the Crystal Airport 2035 Long-Term Comprehensive Plan (LTCP) that was adopted in October 2017.

The EA/EAW process has been proceeding as shown in the timeline included as Figure 1, with draft document preparation nearing completion.

**Prior Related Actions**

(a) In October 2017, the Commission adopted the Crystal Airport 2035 LTCP.

(b) In August 2018, a project update was provided to the Planning, Development, and Environment Committee as an informational item to review the EA/EAW process, stakeholder engagement plan, and project schedule.

**Applicable Legal Authority**

This EA/EAW process addresses both federal review requirements under the National Environmental Policy Act (NEPA) and state review requirements under the Minnesota Environmental Policy Act (MEPA) in the form of a joint federal Environmental Assessment (EA) and a state Environmental Assessment Worksheet (EAW).

Preparation of this EA/EAW also fulfills MAC’s environmental review requirements under Minnesota Statutes §473.614.

**Analysis**

The environmental review process considers several elements related to an airfield improvement project, including the project purpose and need, alternatives, and environmental consequences. The following sections provide information on these planning elements, the proposed project, and the public process.
Project Purpose and Need

A critical element at the outset of the environmental review process is to develop a concise, compelling purpose and need for the proposed project that addresses why the project is important and what problems will be solved.

The purpose for the proposed improvements at Crystal Airport is consistent with the objectives set forth at the beginning of the long-term planning process:
(a) Align airfield infrastructure to meet existing and forecasted operations;  
(b) Preserve and improve operational capabilities for critical design aircraft; and  
(c) Enhance safety by simplifying the runway and taxiway layout.

To accomplish this purpose, the following specific needs must be addressed:
(a) Enhance safety by simplifying airfield geometry;  
(b) Provide the required runway length for critical design aircraft needs;  
(c) Enhance instrument approach capability and mitigate penetrations for both ends of the main primary runway;  
(d) Improve Airport ground vehicle circulation;  
(e) Increase aircraft apron parking capacity;  
(f) Seek a land release for non-aeronautical use for certain Airport property; and  
(g) Keep RPZs on Airport property.

Preferred Alternative / Proposed Action

The proposed action evaluated by the Draft EA/EAW includes the following project elements, as shown on Figure 2:
(a) Decommission Runway 14R/32L and convert it to a full parallel taxiway for primary Runway 14/32, extended to the new runway ends. (Item 1 on Figure 2)  
(b) Convert portions of primary Runway 14/32 blast pads to usable runway for a total published length of 3,750 feet with declared distances and change the runway designation to Utility. (Item 2 on Figure 2)  
(c) Shift primary Runway 14/32 approximately 115 feet to the northwest along its centerline. (Item 3 on Figure 2)  
(d) Reduce the length of existing Runway 06R/24L (turf) to 1,669 feet to clear Taxiways D and F from its Runway Safety Areas (RSAs). (Item 4 on Figure 2)  
(e) Revise the existing Runway 14 instrument approach procedure and establish a non-precision Global Positioning Satellite (GPS)-based instrument approach procedure to the Runway 32 end. (Item 5 on Figure 2)  
(f) Replace the Runway 32 Visual Approach Slope Indicator (VASI) with a Precision Approach Path Indicator (PAPI). (Item 6 on Figure 2)  
(g) Relocate the Runway End Identifier Light (REIL) systems to correspond with relocated thresholds on both ends of Runway 14/32. (Item 7 on Figure 2)  
(h) Adjust and extend the Medium Intensity Runway Light (MIRL) and Medium Intensity Taxiway Light (MITL) systems to correspond with the proposed primary runway length. (Item 8 on Figure 2)  
(i) Improve and simplify the taxiway system, including:
• Convert Taxiway E into an apron edge taxilane between Taxiways A and E1. (Item 9 on Figure 2)
• Remove the section of Taxiway E that crosses Runways 06L/24R and 06R/24L between Taxiway A and Taxiway B. (Item 10 on Figure 2)
• Remove Taxiways E2 and E3 between Taxiway E and the future parallel taxiway and replace them with a single new connector located between the removed taxiway sections. (Item 11 on Figure 2)
• Add a connector taxiway between Taxiway E and the future parallel taxiway offset from existing Taxiway B by approximately 100 feet to the northwest. (Item 12 on Figure 2)
• Remove existing runway end connector Taxiways E1 and E4 and replace with connectors from the future parallel taxiway to the new Runway 14/32 ends. (Item 13 on Figure 2)
• Add new engine-run up pads on either end of Runway 14/32 on its northeast side. (Item 14 on Figure 2)

(j) Construct on-Airport perimeter roads around runway ends on the north, west, and south sides of the airfield to allow ground vehicles to circulate without crossing runways. (Item 15 on Figure 2)
• This element was added based on user comments received during the LTCP process.

(k) Expand the Fixed Base Operator (FBO) apron to increase available tie-down spaces for aircraft and remove tie-downs from the Runway 06R Runway Protection Zone (RPZ). (Item 16 on Figure 2)
• This element was modified from the LTCP Final Preferred Alternative based on FAA feedback to remove new apron areas from the RPZ.
• Implementation of this item is a tenant responsibility and cost.

(l) Develop parcels of Airport land for non-aeronautical use along 63rd Avenue North, in the area west of the Twin Creek wetland complex and on both sides of the 63rd Avenue North entrance road. (Item 17 on Figure 2)

Environmental Consequences

The Draft EA/EAW compares the environmental consequences of the Preferred Alternative / Proposed Action to the No-Action Alternative. The No-Action Alternative represents what would occur if the MAC were to maintain the existing airfield configuration and make no changes to the existing layout.

The Draft EA/EAW includes appropriate analysis of all environmental impact categories required by FAA Order 1050.1F, Environmental Impacts: Policies and Procedures implementing NEPA, as well as by Minnesota Environmental Quality Board (EQB) rules implementing MEPA.

The environmental impact categories analyzed include the following:

(a) Air Quality
(b) Biological Resources (including fish, wildlife, and plants)
(c) Climate Change
(d) Coastal Resources
(e) DOT Section 4(f) Lands
(f) Farmlands
(g) Hazardous Materials, Solid Waste, and Pollution Prevention
Impacts of the Preferred Alternative / Proposed Action, when considered with past or future actions, do not constitute a significant impact that cannot be mitigated. All future actions will be subject to avoidance and minimization studies and will undergo agency permitting as required. Every effort will be made to avoid or minimize impacts where feasible. **No significant cumulative impacts or cumulative potential effects are associated with the Preferred Alternative / Proposed Action.**

A summary of the impacts is provided in the matrix included as Figure 3. The matrix includes impacts from the No-Action Alternative and the Preferred Alternative / Proposed Action, as well as any proposed mitigation techniques or required permits.

Items of note from the environmental consequences review include the following:

(a) **Noise and Compatible Land Use** – In the No-Action Alternative, there are a total of twelve residential parcels exposed to the 65 Day-Night Average Sound Level (DNL) noise contour. In the Preferred Alternative, residential exposure to the 65 DNL noise contour is reduced to four parcels.

The FAA requires that structures potentially eligible for sound insulation (i.e. within the 65 dB DNL noise contour) be evaluated to determine whether the interior noise levels are high enough to warrant sound insulation treatment. Structures already reducing interior noise exposure to 45 dB or less with windows closed are ineligible for sound insulation treatment. Following the completion of the EA/EAW, the MAC will test the four residences located in the 65 DNL contours around Crystal Airport using a methodology agreed upon by the FAA, MAC, and City of Crystal.

(b) **Tree Removal** – The Draft EA/EAW evaluates tree removal that may be required within five years of project completion. Based on data collection efforts, approximately 80 off-Airport trees are expected to penetrate protected airspace surfaces within the five-year time horizon. Many of these trees would grow to become obstructions for the existing runway ends even without the proposed Airport changes; therefore, tree removal would be needed regardless of whether the proposed project is completed.

Of these 80 trees, approximately 30 are located in Edgewood Park. Edgewood Park is a neighborhood park in the City of Brooklyn Park located approximately 2,000 feet from the Runway 14L end along its extended centerline. Edgewood Park is a parkland resource protected by the Department of Transportation Section 4(f), so the EA/EAW included a Section 4(f) Evaluation Report specific to the proposed tree removals in the
park. All trees to be removed within Edgewood Park are cottonwoods. Cottonwood is a tall, fast growing species adapted to wet sites.

The growth rate of cottonwood trees is much faster and more variable than any of the other species identified. They are rarely purposefully planted in street or residential settings.

During development of the Draft Section 4(f) Evaluation, the MAC met on several occasions with official(s) from the City of Brooklyn Park, who has jurisdiction over the Section 4(f) property. The MAC also met with responsible federal agency (FAA) staff on several occasions. Coordination included discussion of avoidance alternatives, impacts to the property, and mitigation measures. Removal of the cottonwood trees will not substantially change the wooded character of the park or the available habitat types, nor will it change the wetland type or substantially alter its tree cover.

Tree removal will be carefully targeted, clear-cutting stands of trees will not be required, all available measures will be taken to minimize impacts to other trees, and the MAC will replace the trees with other shorter and more suitable species for the park environment. For these reasons, the use of Edgewood Park as a neighborhood park and as a natural resource is not expected to be impaired by the proposed action. As such, the FAA has issued a determination that the proposed project constitutes a de minimis Section 4(f) impact, indicating that there is no adverse effect to the activities, features, and attributes of the resource. The Draft Section 4(f) report will be made available for public review and comment concurrent with the Draft EA/EAW document.

The remaining approximately 50 trees are outside Edgewood Park in the approaches to Runway 14L in Brooklyn Park, Runway 24R in Brooklyn Center, and Runways 6L and 32R in Crystal. Most of these trees are located on private residential lots; three are located in public rights-of-way. Homeowners will be compensated with fair market value for trees removed on their property. The MAC will provide suggestions for replacement trees that mature at height ranges below the protected airspace surfaces.

(c) Visual Effects – The proposed action will result in changes to airfield lighting due to the relocation and extension of Runway 14L/32R and the associated parallel taxiway. The new distance from the Runway 14L end to the property boundary will be approximately 1,100 feet, compared to a current distance of approximately 1,400 feet.

The neighboring use of the property is residential, and most residences have little visual screening. When the tower is closed, the airfield lighting can be remotely activated by pilots via radio, so these systems need only be in full effect when in use by approaching and departing aircraft, which only occurs during low visibility conditions or at night. Options for improving visual screening include constructing berms along the property boundary near the affected properties or using solid fencing in some areas. Methods for visual screening will be considered during project design for the residential properties near the new runway end points.
**Stakeholder Engagement**

A Stakeholder Engagement Plan (SEP) was developed to guide the effective engagement of multiple stakeholders. The SEP was crafted with the following objectives:

(a) Strengthen the MAC’s relationship with its stakeholders.
(b) Build stakeholder trust and support.
(c) Proactively identify areas of interest and concern in a collaborative setting.
(d) Support and document a thorough and effective process and create a robust documentation record.
(e) Formalize a system to reach a wide variety of stakeholders and interest groups.
(f) Create opportunities for members of the MAC’s Board of Commissioners to recognize stakeholder engagement in the EA/EAW process.
(g) Streamline agencies’ review.

In addition to development of a comprehensive project website, the SEP details in-person presentations including public events (one held to-date), newsletters, an e-news subscription service, and public notices.

The Airport Community Panel (ACP) is a central component of this strategy. This advisory panel has several important functions within the environmental review process, including:

(a) Representing a broad range of stakeholder groups;
(b) Receiving information about the environmental review process and sharing it with their constituents and fellow stakeholders; and
(c) Providing input back into the environmental review as the voice of those stakeholders.

The ACP is comprised of representatives from the following stakeholder groups:

(a) Aircraft Owners and Pilots Association (AOPA)
(b) Airport Tenants/Users
(c) Metropolitan Airports Commission Staff
(d) City of Crystal
(e) City of Brooklyn Park
(f) City of Brooklyn Center
(g) Metropolitan Airports Commission Commissioner
(h) Citizen Representative
(i) Hennepin County

To date, the ACP has met two times with the agenda items spanning:

(a) MAC purpose and mission, environmental process overview, role and goals of the panel; and
(b) Overview of environmental consequences analysis and preparation for the upcoming public comment period and hearing.

Documentation from stakeholder engagement initiatives is available on the project website at: https://metroairports.org/General-Aviation/Crystal-Airport-Environmental-Assessment/Documents-and-Links.aspx.
**Next Steps**

After publication of the Draft Crystal Airport EA/EAW and the associated public hearing and comment period, MAC staff will prepare a Hearing Officers’ Report and the Final Crystal Airport EA/EAW. The Final Crystal Airport EA/EAW will be submitted to FAA for approval. MAC staff will then return to the Commission to request a determination on the adequacy of the Final Crystal Airport EA/EAW, and to request a determination on whether the project has the potential for significant environmental effects and requires preparation of an environmental impact statement.
Figure 1: Timeline

Project Schedule

<table>
<thead>
<tr>
<th>Project Elements</th>
<th>2018</th>
<th>2019</th>
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<tbody>
<tr>
<td>Purpose &amp; Need</td>
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<tr>
<td>Alternatives Analysis</td>
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<td>Environmental Effects</td>
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<tr>
<td>Draft EA/EAW - FAA Legal Review</td>
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<tr>
<td>Draft EA/EAW - Public Comment Period</td>
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<tr>
<td>Respond to Comments &amp; Prepare Final EA/EAW</td>
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<td>Stakeholder Outreach Meetings</td>
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<tr>
<td>Public Event</td>
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<td>Airport Community Panel (ACP) Workshop</td>
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Schedule updated March 1, 2019. This schedule is based on timely agency reviews and assumes no unforeseen issues.
Figure 2: EA/EAW Preferred Alternative and Proposed Action

1. Decommission Runway 14R/32L and convert it to a full parallel taxiway for primary Runway 14/32, extended to the new runway ends.
2. Convert portions of primary Runway 14/32 blast pads to usable runway for a total published length of 3,750 feet with declared distances and change the runway designation to Utility.
3. Shift primary Runway 14/32 approximately 115 feet to the northwest along its centerline.
4. Reduce the length of existing Runway 06R/24L (turf) to 1,886 feet to clear Taxiways D and F from its RSAs.
5. Revise the existing Runway 14 instrument approach procedure and establish a non-precision GPS-based instrument approach procedure (LNAV) to the Runway 32 end.
6. Replace the Runway 32 visual approach slope indicator (VASI) with a precision approach path indicator (PAPI).
7. Relocate the runway end identifier lights (REILS) to correspond with relocated thresholds on both ends of Runway 14/32.
8. Adjust and extend the medium intensity runway and taxiway edge lighting (MIRL/MITL) systems to correspond with the proposed primary runway length.
10. Remove the section of Taxiway E that crosses Runways 06L/24R and 06R/24L between Taxiways A and Taxiway B.
11. Remove Taxiways E2 and E3 between Taxiway E and the future parallel taxiway and replace them with a single new connector located between the removed taxiway sections.
12. Add a connector taxiway between Taxiway E and the future parallel taxiway, offset from existing Taxiway B by approximately 100 feet to the northwest.
13. Remove existing runway end connector Taxiways E1 and E4 and replace with connectors from the future parallel taxiway to the new Runway 14/32 ends.
14. Add new engine-run up pads on either end of Runway 14/32 on its northeast side.
15. Construct on-Airport perimeter roads around runway ends on the north, west, and south sides of the airfield to allow ground vehicles to circulate without crossing runways.
16. Expand the FBO apron to increase available tie-down spaces for aircraft and remove tie-downs from the Runway 06R RPZ.
17. Develop parcels of Airport land for non-aeronautical use along 63rd Avenue North, in the area west of the Twin Creek wetland complex and on both sides of the 63rd Avenue North entrance road.

Legend

- Proposed Threshold Siting
- Surface
- Potential Tree Removal Areas
- Runway Removal
- Airport Property
- Proposed New Pavement
- Pavement And Turf
## Figure 3: Summary of Environmental Consequences

<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>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>
</tbody>
</table>
| Biological Resources (including fish, wildlife, and plants) | Tree removal (ongoing maintenance) | Tree removal | • Tree removal to occur during NLEB dormant season (October 1 – April 30).  
• Implement April 2015 USFWS/USDOT NLEB 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. |
<p>| Farmlands                     | None                           | None                           | None                                              |
| Hazardous Materials, Solid Waste, and Pollution Prevention | None                           | None                           | Dispose of construction materials and solid waste in accordance with state and local laws. |
| Historic/Architectural &amp; 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. |
| Ground Transportation         | RPZ conflicts                  | RPZ conflicts                  | None                                              |
| Non-Aeronautical              | None                           | Change from airport zoning in non-aeronautical development area | Change to City of Brooklyn Park land use zoning. |
| Natural Resources and Energy Supply | None                           | Minor increase in energy demand | None                                              |</p>
<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>Noise and Compatible Land Use</strong></td>
<td>Total of 12 residential parcels exposed to 65 DNL noise contour</td>
<td>Residential exposure to 65 DNL noise contour reduced to 4 parcels</td>
<td>• Conduct noise level reduction testing of homes within the 65 DNL noise contour.</td>
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<td>• Update voluntary noise abatement plan.</td>
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<td>• Hold educational briefings with pilots.</td>
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<td><strong>Socioeconomics, Environmental Justice, and Children’s Health &amp; Safety</strong></td>
<td>None</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td><strong>Visual Effects (including light emissions)</strong></td>
<td>None</td>
<td>Extended airfield light systems</td>
<td>Energy efficient light-emitting diode (LED) light fixtures and visual screening methods to be considered during project design.</td>
</tr>
<tr>
<td><strong>Water Resources</strong></td>
<td><strong>Surface Water &amp; Stormwater</strong></td>
<td></td>
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<tr>
<td></td>
<td>None</td>
<td>1.2 acres increased impervious area</td>
<td>• Construction Stormwater Pollution Prevention Plan.</td>
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<td>• Onsite Best Management Practices.</td>
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<td>• NPDES Multi Sector General permit.</td>
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<td>• SCWMC permit.</td>
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<tr>
<td><strong>Floodplains</strong></td>
<td>None</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td><strong>Groundwater</strong></td>
<td>None</td>
<td>None</td>
<td>MDNR appropriation permit (if necessary).</td>
</tr>
<tr>
<td><strong>Wetlands</strong></td>
<td>None</td>
<td>Minimal direct wetland impact (less than 1,000 square feet)</td>
<td>• Compliance with Minnesota Wetland Conservation Act.</td>
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<td>• Compliance with Federal Clean Water Act</td>
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<td></td>
<td>• MPCA CWA Section 401 Water Quality Certification.</td>
</tr>
<tr>
<td><strong>Wastewater</strong></td>
<td>None</td>
<td>None</td>
<td>None</td>
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<tr>
<td><strong>Cumulative Impacts</strong></td>
<td>No substantial impacts</td>
<td>No substantial impacts</td>
<td>None</td>
</tr>
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</table>
Call to Order
A regular meeting of the Planning, Development and Environment Committee, having been duly called, was held Monday, April 1, 2019, in Room LT-3048A, Terminal 1-Lindbergh, Minneapolis-St. Paul International Airport. Chair King called the meeting to order at 10:30 a.m. The following were in attendance:

Commissioners: King, Cramer, Fatehi, Gartland, Koliso, Monaco, and Chair Boivin


Others: C. Van Leuven, Transportation Security Administration; E. Barrett, Mead and Hunt; E. Gilles, HNTB

1. Open Forum – CF 708

1.1. Introductions
No items.

1.2. Public Comment on Non-Agenda Items
No public comments were received.

1.3. Public Hearings
No items.

1.4. Public Presentations
No items.
to 2022. The noise mitigation products and services are offered to homes that are eligible through the FAA-approved 2007 Consent Decree and its Amendments in State of Minnesota by the City of Minneapolis, City of Richfield, City of Eagan and Minneapolis Public Housing Agency vs. Metropolitan Airports Commission (“Consent Decree and Amendments”). The initial three-year noise mitigation construction contract concludes in December 2019.

Commissioner Cramer moved and Commissioner Gartland seconded to:

1. Recommend that the full Commission authorize staff to advertise for bids on a three-year construction contract for the time period 2020-2022 to provide noise mitigation products and services for qualified homes eligible under the Consent Decree and its Amendments.

2. Authorize the Executive Director/CEO or his designee to execute the necessary documents.

The motion carried by unanimous vote.

3.5. Crystal Airport Draft Environmental Assessment/Environmental Assessment Worksheet – Request to Publish and Appoint Hearing Officers

In January 2018, MAC initiated the federal and state environmental review process for the airfield improvement projects detailed in the Crystal Airport 2035 Long-Term Comprehensive Plan (LTCP) that was adopted in October 2017. Neil Ralston, Airport Planner, provided background information on the environmental review process including the purpose and need for the project, the alternatives that were carried forward for environmental review, and the results of the environmental impact categories that were analyzed.

Mr. Ralston and Bridget Rief, Vice President – Planning and Development, responded to questions regarding the proposed tree removal processes for Edgewood Park and residential areas near the airport.

Mr. Ralston also reviewed the proposed timeline for completion of the environmental process and the Stakeholder Engagement Plan that was developed.

Chair King recommended continued communication with Hennepin County Commissioner Opat as the process moves forward. Chair Boivin suggested a briefing for the new Metropolitan Council Member for the district in which the Crystal Airport is located.

Chair Boivin designated the Planning, Development and Environment Committee as hearing officers for the public hearing scheduled for May 29, 2019.
Mr. Ralston responded to a question regarding initial feedback on the project noting there has been very little indication of controversy with this project and it seems to be very well accepted. Dana Nelson, Director – Stakeholder Engagement, noted that no public comments have been received to date. Ms. Rief noted that general support from the City of Crystal has helped to move the process forward.

**Commissioner Monaco moved and Commissioner Cramer seconded to:**

1. **Recommend that the full Commission authorize staff to publish the Draft Crystal Airport EA/EAW;**

2. **Designate the Members of the Planning, Development and Environment Committee as Hearing Officers for the associated Public Hearing; and**

3. **Authorize the Executive Director/CEO or his designee to execute the necessary documents.**

The motion carried by unanimous vote.

4. **Information – CF 711**
   
   No items.

5. **Announcements – CF 712**

   Bridget Rief, Vice President – Planning and Environment, stated that the MSP Bikeways Opportunities item will be on the May Planning, Development and Environment Committee agenda.

   Phil Burke, Assistant Director – Customer Experience, and Dana Nelson, Director – Stakeholder Engagement, provided a brief update on preparations for the Final Four.

   Commissioner Monaco noted that the Chair has asked the Operations, Finance and Administration Committee to take the lead on assessing minimum wage related guidance and policy the Commission should undertake. In May, Staff will bring an outline of an overall process to address the complicated issues. He noted this will be a multi-month effort.

6. **Closed Session – CF 713**

   No items.

The meeting was adjourned at 11:08 a.m.
Item B –
Notice of Public Comment Period and Public Hearing
for Draft Crystal Airport EA/EAW
Notice is hereby given that on the 29th day of May 2019 at City Hall in Crystal, Minnesota, the Metropolitan Airports Commission (MAC) will hold a public hearing to receive testimony relative to the draft federal Environmental Assessment (EA) / state Environmental Assessment Worksheet (EAW) for the proposed improvements at Crystal Airport. The MAC will hold the public hearing on:

Wednesday, May 29, 2019
5:30 Open House
6:00 p.m. Staff Presentation
6:30 p.m. Public Hearing

Crystal City Hall
4141 Douglas Drive North
Crystal, MN 55422

During the EA/EAW process, the MAC and its consultant studied and analyzed the environmental impacts of proposed airfield improvements at Crystal Airport. The proposed project includes: decommissioning parallel runway 14R/32L and converting it to a parallel taxiway; converting portions of Runway 14L/32R blast pads to usable runway; reducing the length of turf runway 06R/24L; improving and removing various taxiway segments; expanding the FBO apron; constructing segments of perimeter road around each runway end; and releasing airport land for non-aeronautical use along 63rd Avenue North.

In accordance with its responsibilities under the National Environmental Policy Act (NEPA), the Federal Aviation Administration (FAA) requires the MAC to complete an EA to obtain federal funding for the improvements. The MAC is also responsible under State law for completing an EAW, which was completed concurrently. During the EA/EAW process, numerous environmental categories were reviewed for possible effects. In addition to direct environmental effects, the process considered the related social and economic effects.

Concurrently with the EA/EAW, the MAC and its consultant studied specific impacts of the proposed action to Edgewood Park. The FAA has made a preliminary de minimis determination under Section 4(f) of the U.S. Department of Transportation Act procedures. This means the proposed project will have very minor or no appreciable effects to Edgewood Park, and therefore no further Section 4(f) analysis or coordination is required. The City of Brooklyn Park owns and operates Edgewood Park and has concurred with this preliminary finding.

The EA/EAW process involved public outreach and opportunities for public involvement, including one public information meeting and two community panel meetings as the draft document was developed.
The results of the analysis are published in the Draft EA/EAW document, which is available for download on the project website: https://www.metroairports.org/General-Aviation/Crystal-Airport-Environmental-Assessment/Documents-and-Links.aspx. Hard copies of the Draft EA/EAW are available for review at Crystal City Hall, Brooklyn Center City Hall, and Brooklyn Park City Hall.

Written comments will be accepted until June 10, 2019. Written comments can be submitted via email to ContactCrystalAirportEA@mspmac.org, submitted in-person at the Public Hearing, or mailed to:

Crystal Airport EA/EAW Comments  
c/o MAC Planning & Development Department  
6040 28th Avenue South  
Minneapolis, MN 55450
AFFIDAVIT OF PUBLICATION

STATE OF MINNESOTA  )
COUNTY OF Hennepin

Darlene MacPherson being duly sworn on an oath, states or affirms that he/she is the Publisher's Designated Agent of the newspaper(s) known as:

SP Robb/Crystal/NewHope/GoldV

with the known office of issue being located in the county of:

Hennepin

with additional circulation in the counties of:

Hennepin

and has full knowledge of the facts stated below:

(A) The newspaper has complied with all of the requirements constituting qualification as a qualified newspaper as provided by Minn. Stat. §331A.02.

(B) This Public Notice was printed and published in said newspaper(s) once each week, for 1 successive week(s); the first insertion being on 04/18/2019 and the last insertion being on 04/18/2019.

MORTGAGE FORECLOSURE NOTICES Pursuant to Minnesota Stat. §580.033 relating to the publication of mortgage foreclosure notices: The newspaper complies with the conditions described in §580.033, subd. 1, clause (1) or (2). If the newspaper's known office of issue is located in a county adjoining the county where the mortgaged premises or some part of the mortgaged premises described in the notice are located, a substantial portion of the newspaper's circulation is in the latter county.

By: __________________________________________________________________

Designated Agent

Subscribed and sworn to or affirmed before me on 04/18/2019 by Darlene MacPherson.

Notary Public

METROPOLITAN AIRPORTS COMMISSION NOTICE OF DRAFT EA/EAW AVAILABILITY & PUBLIC HEARING CRYSTAL AIRPORT ENVIRONMENTAL ASSESSMENT/ENVIRONMENTAL ASSESSMENT WORKSHEET FOR PROPOSED AIRFIELD IMPROVEMENTS

Notice is hereby given that on the 29th day of May 2019 at City Hall in Crystal, Minnesota, the Metropolitan Airports Commission (MAC) will hold a public hearing to receive testimony relative to the draft federal Environmental Assessment (EA)/state Environmental Assessment Worksheet (EAW) for the proposed improvements at Crystal Airport. The MAC will hold the public hearing on:

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The results of the analysis are published in the Draft EA/EAW document, which is available for download on the project website: https://www.metroairports.org/General-Aviation/Crystal-Airport-Environmental-Assessment/Documents-and-Links.aspx. Hard copies of the Draft EA/EAW are available for review at Crystal City Hall, Brooklyn Center City Hall, and Brooklyn Park City Hall.

Written comments will be accepted until June 10, 2019. Written comments can be submitted via email to ContactCrystalAirportEA@mspmac.org, submitted in-person at the Public Hearing, or mailed to: Crystal Airport EA/EAW Comments c/o MAC Planning & Development Department 6040 28th Avenue South Minneapolis, MN 55450

Published in the Sun Post
April 18, 2019
927342

Rate Information:
(1) Lowest classified rate paid by commercial users for comparable space:
$46.90 per column inch

Ad ID 927342
The EQB Monitor

520 Lafayette Road North, Saint Paul, MN 55155 - www.eqb.state.mn.us
EQB.Monitor@state.mn.us - (651) 757-2873

In this publication:

- EQB Board Meeting – May 1, 2019
- Public Hearings for EQB Mandatory Categories
- Environmental Assessment Worksheets
- Environmental Assessment/Environmental Assessment Worksheets
- Notice

The EQB Monitor is a weekly publication announcing environmental review documents, public comment periods and other actions of the Environmental Quality Board. For more information on environmental review, please visit the EQB website.

You can manage your subscription to the EQB Monitor here. Be sure to add MNEQB@public.govdelivery.com to your address book or safe sender list.

Check the EQB Calendar for more details on Monitor deadlines and Board Meetings. Meeting minutes, agendas and additional notices are also posted on the EQB Website.

EQB Board Meeting – May 1, 2019

We invite you to join the Environmental Quality Board (EQB) at their next Board meeting on May 1 from 1:00 p.m. – 4:00 p.m. at the MPCA in St. Paul. The focus of the meeting is Minnesota’s Environmental Review Program.

Several panels of speakers will discuss the program, a historical perspective, and opportunities for the future of the Environmental Review Program. The panels will be followed by time for a dialogue among members of the public and the Board.

You can view our full agenda on the EQB website.
Environmental Assessment/Environmental Assessment Worksheets

Project Title: Crystal Airport Airfield and Associated Improvements

Comment Deadline: June 10, 2019

Project Description: The Metropolitan Airports Commission (MAC) has prepared a draft federal Environmental Assessment /state Environmental Assessment Worksheet (EA/EAW) for proposed airfield improvements at the Crystal Airport (FAA identifier MIC). The proposed project falls within a mandatory EAW category under Minnesota Statutes section 473.614, which declares that a State EAW is required for MAC reliever airport projects with an expenditure of more than $2,000,000 and involve "(i) the construction of a new or expanded structure for handling passengers, cargo, vehicles, or aircraft; or (ii) the construction of a new or the extension of an existing runway or taxiway."

The EA/EAW has been prepared under the Minnesota Environmental Policy Act (MEPA), which requires the Minnesota Department of Transportation (MnDOT) and other state agencies to consider the environmental effects of its actions. Because the project will utilize federal funding, it also requires a federal EA under the National Environmental Policy Act (NEPA). According to Minnesota Rule 4410.1300, the project proposer may circulate a federal EA in place of the state EAW form, provided the EA addresses each of the environmental effects identified in the EAW form. The draft EA/EAW fulfills the informational requirements of the EAW and contains the Minnesota EAW content, as provided in Minnesota Rule 4410.1200. The draft EA/EAW identifies a preferred alternative and evaluates the effects of this alternative on the surrounding natural, social, and economic environments. The proposed action consists of the following components:

- Decommission Runway 14R/32L and convert it to a full parallel taxiway for primary Runway 14/32, extended to the new runway ends.
- Convert portions of primary Runway 14/32 blast pads to usable runway for a total published length of 3,750 feet with declared distances and change the runway designation to Utility.
- Shift primary Runway 14/32 approximately 115 feet to the northwest along its centerline.
- Reduce the length of existing Runway 06R/24L (turf) to 1,669 feet to clear Taxiways D and F from its RSAs.
- Revise the existing Runway 14 instrument approach procedure and establish a non-precision GPS-based instrument approach procedure (LNAV) to the Runway 32 end.
- Replace the Runway 32 visual approach slope indicator (VASI) with a precision approach path indicator (PAPI).
- Relocate the runway end identifier lights (REILS) to correspond with relocated thresholds on both ends of Runway 14/32.
- Adjust and extend the medium intensity runway and taxiway edge lighting (MIRL/MITL) systems to correspond with the proposed primary runway length.
- Convert Taxiway E into an apron edge taxilane between Taxiways A and E1.
- Remove the section of Taxiway E that crosses Runways 06L/24R and 06R/24L between Taxiway A and Taxiway B.
- Remove Taxiways E2 and E3 between Taxiway E and the future parallel taxiway and replace them with a single new connector located between the removed taxiway sections.
- Add a connector taxiway between Taxiway E and the future parallel taxiway offset from existing Taxiway B by approximately 100 feet to the northwest.
- Remove existing runway end connector Taxiways E1 and E4 and replace with connectors from the future parallel taxiway to the new Runway 14/32 ends.
- Add new engine-run up pads on either end of Runway 14/32 on its northeast side.
- Construct on-Airport perimeter roads around runway ends on the north, west, and south sides of the airfield to allow ground vehicles to circulate without crossing runways.
- Expand the FBO apron to increase available tie-down spaces for aircraft and remove tie-downs from the Runway 06R RPZ.
- Release certain Airport property for non-aeronautical use along 63rd Avenue North, in the area west of the Twin Creek wetland complex and on both sides of the 63rd Avenue North entrance road.

Agencies listed on the current Minnesota EQB distribution list have been notified regarding availability of electronic EA/EAW documents on the project website. The electronic EA/EAW documents are available on the project website at [https://www.metroairports.org/General-Aviation/Crystal-Airport-Environmental-Assessment/Documents-and-Links.aspx](https://www.metroairports.org/General-Aviation/Crystal-Airport-Environmental-Assessment/Documents-and-Links.aspx). Hard copies are available for review at the Crystal City Hall, Brooklyn Park City Hall, and Brooklyn Center City hall. Hard copies are available upon request.

**The MAC will hold the public hearing on:**
Wednesday, May 29, 2019 5:30
Open House 6:00 p.m.
Staff Presentation 6:30 p.m.
Public Hearing Crystal City Hall, 4141 Douglas Drive North, Crystal, MN 55422

**Written comments will be accepted until June 10, 2019.**
Written comments can be submitted via email to ContactCrystalAirportEA@mspmac.org, submitted in-person at the Public Hearing, or mailed to: Crystal Airport EA/EAW Comments c/o MAC Planning & Development Department 6040 28th Avenue South Minneapolis, MN 55450

**Responsible Governmental Unit (RGU):** Metropolitan Airports Commission

**RGU Contact Person:**
Bridget Rief, Vice President
Planning & Development
6040 28th Avenue South
Minneapolis, MN 55450
612-725-8371
Bridget.Rief@mspmac.org
Item C –
Draft Crystal Airport EA/EAW Public Hearing
Attendance Sheets
# MEETING ATTENDANCE SHEET

**BY FILLING THIS IN, YOU ACKNOWLEDGE THAT THIS IS PUBLIC INFORMATION AND MAY BE INCLUDED IN A PUBLIC DOCUMENT.**

<table>
<thead>
<tr>
<th>NAME</th>
<th>CITY</th>
<th>ADDRESS (OPTIONAL)</th>
<th>REPRESENTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>Warren Bassoff</td>
<td>Crystal</td>
<td>6603 46th Ave No</td>
<td>Pilots/Hangar Owners</td>
</tr>
<tr>
<td>Dan Olson</td>
<td>Crystal</td>
<td>4141 Douglas Dr.</td>
<td>FAA</td>
</tr>
<tr>
<td>Jett Fitzgerald</td>
<td>FAA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Burt Orreo</td>
<td>Crystal</td>
<td>6700 N 60 Av 55422</td>
<td>S.C. Watersteele</td>
</tr>
<tr>
<td>Matthew Olson</td>
<td>Golden Valley</td>
<td></td>
<td>FAA Tower</td>
</tr>
<tr>
<td>Tim Wenzel</td>
<td></td>
<td></td>
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<tr>
<td>Bryan Shea</td>
<td>Maple Grove</td>
<td></td>
<td>KMIC Tenant</td>
</tr>
<tr>
<td>Kelly Secrest</td>
<td>MAC</td>
<td></td>
<td></td>
</tr>
<tr>
<td>David Cummings</td>
<td>Crystal</td>
<td>5702 Zone Ave N</td>
<td>MAC</td>
</tr>
<tr>
<td>Brian Ryks</td>
<td>MAC</td>
<td></td>
<td>E&amp;IC</td>
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Wednesday, May 29, 2019 Public Hearing
Crystal Airport Environmental Assessment/Environmental Assessment Worksheet
City of Crystal Council Chambers – 4141 Douglas Drive North

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<table>
<thead>
<tr>
<th>NAME</th>
<th>CITY</th>
<th>ADDRESS</th>
<th>REPRESENTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lynn Trinkle</td>
<td>Shrewsbury</td>
<td></td>
<td>AA Tower</td>
</tr>
<tr>
<td>Lindsay Reidt</td>
<td>SunPost</td>
<td></td>
<td>SFH Inc.</td>
</tr>
<tr>
<td>Kay Rivard</td>
<td>SunPost</td>
<td></td>
<td>SunPost</td>
</tr>
<tr>
<td>Bethlyn Cummings</td>
<td>Crystal</td>
<td>5702 Zane Ave N.</td>
<td></td>
</tr>
<tr>
<td>Sylvain Warkheuser</td>
<td>TK Ht</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Item D –
Draft Crystal Airport EA/EAW Public Presentation
Slides
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

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.
Purpose and Need

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.
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 disproportionally 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
### Summary of Environmental Consequences (DRAFT)

<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>
</tr>
<tr>
<td><strong>Biological Resources (including fish, wildlife, and plants)</strong></td>
<td>Tree removal (ongoing maintenance)</td>
<td>Tree removal</td>
<td>Tree removal to occur during NLEB dormant season (October 1 – April 30). Implement April 2015 USF&amp;W/DOT NLEB avoidance and minimization measures. Tree removal to occur outside of migratory bird nesting season (May – October).</td>
</tr>
<tr>
<td><strong>Climate</strong></td>
<td>None</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td><strong>Coastal Resources</strong></td>
<td>None</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td><strong>DOT Section 4(f) Lands</strong></td>
<td>Tree removal in Edgewood Park</td>
<td>Tree removal in Edgewood Park</td>
<td>FAA determination and City of Brooklyn Park Concurrence. Tree removal BMPs. Tree replacement and/or compensation.</td>
</tr>
<tr>
<td><strong>Farmlands</strong></td>
<td>None</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td><strong>Hazardous Materials, Solid Waste, and Pollution Prevention</strong></td>
<td>None</td>
<td>None</td>
<td>Dispose of construction materials and solid waste in accordance with state and local laws.</td>
</tr>
<tr>
<td><strong>Historic/Architectural &amp; Archeological Resources</strong></td>
<td>None</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td><strong>Land Use</strong></td>
<td>Residential parcels in RPZ and state Safety Zones</td>
<td>Residential parcels in RPZ and state Safety Zones</td>
<td>Convene Joint Airport Zoning Board (JAZB) to revise the existing Airport Zoning Ordinance.</td>
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<tr>
<td><strong>Land Use</strong></td>
<td>Ground Transportation</td>
<td>RPZ conflicts</td>
<td>None</td>
</tr>
<tr>
<td><strong>Land Use</strong></td>
<td>Non-Aeronautical</td>
<td>None</td>
<td>Change to City of Brooklyn Park land use zoning.</td>
</tr>
<tr>
<td><strong>Natural Resources and Energy Supply</strong></td>
<td>None</td>
<td>Minor increase in energy demand</td>
<td>None</td>
</tr>
<tr>
<td><strong>Noise and Compatible Land Use</strong></td>
<td>Total of 12 residential parcels exposed to 65 DNL noise contour</td>
<td>Residential exposure to 65 DNL noise contour reduced to 4 parcels</td>
<td>Conduct noise level reduction testing of homes within the 65 DNL noise contour. Update voluntary noise abatement plan. Hold educational briefings with pilots.</td>
</tr>
<tr>
<td><strong>Socioeconomics, Environmental Justice, and Children’s Health &amp; Safety</strong></td>
<td>None</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td><strong>Visual Effects (including light emissions)</strong></td>
<td>None</td>
<td>Extended airfield light systems</td>
<td>Energy efficient light-emitting diode (LED) light fixtures and visual screening methods to be considered during project design.</td>
</tr>
<tr>
<td><strong>Surface Water &amp; Stormwater</strong></td>
<td>None</td>
<td>1.2 acres increased impervious area</td>
<td>Construction Stormwater Pollution Prevention Plan. Oralate Best Management Practices. NPDES Multi Sector General permit. SCWMC permit.</td>
</tr>
<tr>
<td><strong>Surface Water &amp; Stormwater</strong></td>
<td>None</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td><strong>Water Resources</strong></td>
<td>None</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td><strong>Wetlands</strong></td>
<td>None</td>
<td>Minimal direct wetland impact (less than 1,000 square feet)</td>
<td>Compliance with Minnesota Wetland Conservation Act. Compliance with Federal Clean Water Act. MPCA CWA Section 401 Water Quality Certification.</td>
</tr>
<tr>
<td><strong>Wastewater</strong></td>
<td>None</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td><strong>Cumulative Impacts</strong></td>
<td>No substantial impacts</td>
<td>No substantial impacts</td>
<td>None</td>
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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.
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.
  6040 28th Ave S.
  Minneapolis, MN 55450
Item E –
Draft Crystal Airport EA/EAW Public Hearing
Transcript
METROPOLITAN AIRPORTS COMMISSION

PUBLIC HEARING
RE:
DRAFT EA/EAW FOR CRYSTAL AIRPORT IMPROVEMENTS

May 29, 2019
6:30 PM
Crystal City Hall
4141 Douglas Drive North
Crystal, Minnesota 55422

REPORTED BY:
Elizabeth J. Gangl
Registered Professional Reporter
APPEARANCES

MAC COMMISSION:

Rick King, Planning, Development & Environment Chair
Daniel Boivin, Commission Chair
Patti Gartland, Commissioner
Don Monaco, Commissioner
Katie Clark Sieben, Commissioner

METROPOLITAN AIRPORTS COMMISSION STAFF PRESENT:

Jenn Felger
Kelly Gerads
Brad Juffer
Chad Leqve
Jennifer Lewis
Dana Nelson
Neil Ralston
Bridget Rief
Gary Schmidt
Naomi Pesky
Brian Ryks
Melissa Scovronski
Philip Tiedeman
Evan Wilson

MEAD & HUNT REPRESENTATIVES:

Evan Barrett  Colleen Bosold
Sarah Emmel  Paul Strege
CHAIR KING: This is May 29th, 2019. The public hearing will now come to order.

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

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

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

The draft EA/EAW availability and notice of this public hearing was posted on the MAC website, distributed through an e-news subscription list and published in the Sun Post, Robbinsdale Crystal New Hope edition, on April 18th, 2019. Additionally, the notice of this public hearing was published in the Environmental Quality Board Monitor on April 22, 2019. All announcements directed readers to the project website and the Crystal,
Brooklyn Park and Brooklyn Center city halls where the
draft EA/EAW could be reviewed.

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

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

The EA/EAW is being completed in order to
initiate proposed airfield improvements identified in the
Crystal Airport 2035 Long-Term Comprehensive Plan
completed in 2017. An EA is required in order to comply
with the federal National Environmental Policy Act. An
EAW is required to comply with the Minnesota
Environmental Policy Act. The FAA, Federal Aviation
Administration, is the lead federal agency responsible
for the EA, and the MAC is the Responsible Government
Unit for the state EAW review process; therefore, this
hearing is being sponsored jointly by the FAA and the
MAC.
Upon completion of the hearing and comment period, MAC staff will prepare a Hearing Officers' Report and the final EA/EAW. The final EA/EAW will be submitted to the Federal Aviation Administration and the MAC for the environmental determinations. If the final EA/EAW is approved, the improvements will be scheduled accordingly via the MAC's Capital Improvement Program process.

Tonight, your testimony about the information contained in the Draft EA/EAW will be recorded by a court reporter. If you would like to submit comments but do not care to speak this evening, you may do so in writing. Comment forms are available at the welcome desk. Completed forms may be submitted this evening or via mail to: Crystal Airport EA/EAW Comments, care of MAC Planning & Development Department, 6040 28th Avenue South, Minneapolis, Minnesota 55450, or via email to: Contact Crystal Airport EA at mspmac.org.

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

A speaker sign-up card must be completed in order to present oral comments tonight. As I said, if you need one of those, just put your hand up so Brad can get them to you. Some of you may have already completed a card; I have one, by the way. If you would like to present oral
comments but have not signed up, raise your hand and you
will get a card delivered to you. Please raise your hand
again once you have filled in the card and a staff member
will pick the card up. I will call the speakers one by
one, or the one.

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

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

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

(No response.)

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

Brad, do you have any other cards?

MR. JUFFER: No.

CHAIR KING: So I have Bryan Sieve.

Welcome. In order for everybody to talk, don't take too
much time.
(Laughter.)

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

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

But that being said, the future looks bright. The runway improvements that are being talked about for a number of the stakeholders, whether they're business users like ourselves, the longer runways are viewed very positively. Those of us that are more recreational and want to use the turf runways, and we preserved that, that's a very good sign as well. So Crystal is going to
be a hybrid airport that we believe is going to continue
to serve a lot of the stakeholders in our little airport
community.

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

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

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

Without taking up too much of your time, the one
thing that a number of us are concerned with that the Long-Term Comprehensive Plan does not address is we have a lack of ramp space at the airport; that is, our airport, our hangar is near the only remaining -- or Thunderbird is the only remaining airport FBO operating right now, and we do at times get or have demand. As a reliever overflow airport we get larger turboprop-type of aircraft in, which are perfectly capable of operating safely out of Crystal. The problem is we have no place to put them, and when we increase the runway length here we're going to get more of those types of aircraft. And I think Thunderbird has six tie-down spots so that needs to be looked at. There's a number of opportunities with leases coming due right now that we perhaps can look at and roll up our sleeves and look at a better land use for that type of need in the Long-Term Comprehensive Plan. And I put out -- and I shared this with Neil (indicating), I did email it to him, some of you have seen it -- an idea that some us have had for a location for potentially a new FBO that could be incorporated into the plan. If you want to see them, I have copies.

Overall, I think we're at a good spot to address a lot of these issues. I know that, on a side note, that we have had issues with fueling on the field and there's been some discussion about how to address those items. I
would encourage you to not make any short-term decisions that could affect or make a short-term improvement to fueling on the field that could be incorporated as part of this long-term plan that might ultimately hinder us from achieving some of our larger goals.

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

Thank you.

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

MR. RALSTON: We do have a copy.

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

MR. RALSTON: Yes.

CHAIR KING: Okay. Anybody else wish to speak?

(No response.)

CHAIR KING: Okay. This part is shorter. As we have heard from all of the speakers signed up to present comments, I will officially adjourn the
public hearing. As a reminder, additional written comments must be submitted by the close of the comment period on June 10th via mail to: Crystal Airport EA/EAW Comments, care of MAC Planning & Development Department, 6040 28th Avenue South, Minneapolis, Minnesota 55450, or via email: Contact Crystal Airport EA at mspmac.org.

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

(Proceedings concluded at 6:42 p.m.)
REPORTER'S CERTIFICATE

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

DATED: June 5, 2019

Elizabeth J. Gangl
Registered Professional Reporter
Item F –
Draft Crystal Airport EA/EAW Responses to Public and Municipal/Agency Comments

[EA/EAW Appendix M]
Responses to Public and Municipal/Agency Comments

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

<table>
<thead>
<tr>
<th>Commenter</th>
<th>Representing</th>
<th>Date of Comment</th>
<th>Comment IDs</th>
<th>See Pages</th>
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<tbody>
<tr>
<td>Bryan Sieve</td>
<td>Public comment</td>
<td>May 29, 2019</td>
<td>1A-1H</td>
<td>1-4</td>
</tr>
<tr>
<td>Zachary Paul</td>
<td>Public comment</td>
<td>June 10, 2019</td>
<td>2A</td>
<td>4</td>
</tr>
<tr>
<td>Karen Kromar</td>
<td>Minnesota Pollution Control Agency</td>
<td>June 10, 2019</td>
<td>3A-3E</td>
<td>4-6</td>
</tr>
<tr>
<td>Anne Norris</td>
<td>City of Crystal</td>
<td>May 28, 2019</td>
<td>4A-4C</td>
<td>6-7</td>
</tr>
<tr>
<td>Kenneth Westlake</td>
<td>U.S. Environmental Protection Agency</td>
<td>June 3, 2019</td>
<td>5A-5D</td>
<td>7-11</td>
</tr>
<tr>
<td>Angela Torres</td>
<td>Metropolitan Council</td>
<td>June 7, 2019</td>
<td>7A-7G</td>
<td>14-21</td>
</tr>
<tr>
<td>Justin Berndt</td>
<td>U.S. Army Corps of Engineers</td>
<td>May 14, 2019</td>
<td>8A-8C</td>
<td>21-23</td>
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### MIC EA/EAW Public Comments

<table>
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<tr>
<th>Date</th>
<th>First Name</th>
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<th>Source</th>
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<th>Response</th>
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<tbody>
<tr>
<td>5/29/2019</td>
<td>Bryan</td>
<td>Sieve</td>
<td>Public Hearing - Verbal</td>
<td>1A</td>
<td>My name is Bryan Sieve. I represent a group of -- a long-time business aircraft owner at Crystal Airport. I have a hangar there, been flying airplanes, mostly for business use, since 2003. We are a business located in Maple Grove and Crystal Airport is a very convenient and effective tool for us to manage our business.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>5/29/2019</td>
<td>Bryan</td>
<td>Sieve</td>
<td>Public Hearing - Verbal</td>
<td>1B</td>
<td>My general comments tonight are -- we've worked with staff on this for a number of years -- is we think and we believe that the Long-Term Comprehensive Plan is a marvelous and positive approach for the airport. The airport has been in some level of neglect for a number of years. Technology in aircraft aviation has changed. Crystal Airport has not kept up with those changes, which we, you know, put in and installed in a</td>
<td>The EA/EAW identifies and evaluates the environmental effects of projects proposed in the 2035 Long-Term Comprehensive Plan (LTCP), completed in 2017. The 2035 LTCP provides a “road map” to guide MAC’s development strategy and capital improvement planning for Crystal Airport over the next 5-10 years. The goals for Crystal Airport in the 2035 LTCP are to 1) right-size the airfield to match existing</td>
</tr>
<tr>
<td>Date</td>
<td>First Name</td>
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<tr>
<td>5/29/2019</td>
<td>Bryan</td>
<td>Sieve</td>
<td>Public Hearing - Verbal</td>
<td>1C</td>
<td>number of other airports, reliever airports around the metro area but not Crystal, and it's disappointing.</td>
<td>and forecasted activity levels; 2) preserve and, if possible, improve operational capabilities for the current family of aircraft using the facility; and 3) enhance safety by simplifying the runway and taxiway layout.</td>
</tr>
<tr>
<td>5/29/2019</td>
<td>Bryan</td>
<td>Sieve</td>
<td>Public Hearing - Verbal</td>
<td>1D</td>
<td>But that being said, the future looks bright. The runway improvements that are being talked about for a number of the stakeholders, whether they're business users like ourselves, the longer runways are viewed very positively. Those of us that are more recreational and want to use the turf runways, and we preserved that, that's a very good sign as well. So Crystal is going to be a hybrid airport that we believe is going to continue to serve a lot of the stakeholders in our little airport community. That said, Crystal is strategic in some ways as it's the closest airport to downtown Minneapolis and it does have the ability and the potential to attract more aircraft, specifically people that are doing business in downtown because it is a fairly short drive to get there. And I'm a poster child for it because I do business and I have people that come in.</td>
<td>Crystal Airport’s primary role is to serve personal, recreational, and some business aviation users in the northwest metropolitan area. The 2035 LTCP does not contemplate upgrading the role of Crystal Airport to accommodate a larger aircraft family or scheduled passenger or cargo flights. Nor does the 2035 LTCP contemplate downgrading the role of Crystal Airport.</td>
</tr>
<tr>
<td>5/29/2019</td>
<td>Bryan</td>
<td>Sieve</td>
<td>Public Hearing - Verbal</td>
<td>1E</td>
<td>So I disagree with staff that the airport with these improvements will remain static. I think it's going to increase, particularly when we put an instrument approach into 32, which is going to allow more adverse weather use of the airport.</td>
<td>Forecasts prepared for the 2035 LTCP anticipate a small increase in aircraft operations (approximately 200-300 annually) over the next 20 years because of the proposed improvements. The majority of additional aircraft are expected to be turboprops.</td>
</tr>
<tr>
<td>5/29/2019</td>
<td>Bryan</td>
<td>Sieve</td>
<td>Public Hearing - Verbal</td>
<td>1E</td>
<td>Right now I know personally, as an instrument pilot, I will not fly into Crystal if prevailing winds do not favor 14 because I'm not going to do a circling approach. A lot of us, if we're not professional pilots, just can't maintain that level of proficiency to fly generally advanced or higher-performance aircraft that low to the ground. I know it's.</td>
<td>The proposed project evaluated in the EA/EAW includes establishing a non-precision GPS-based instrument approach procedure (LNAV) to the Runway 32 end.</td>
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<td>5/29/2019</td>
<td>Bryan</td>
<td>Sieve</td>
<td>Public Hearing - Verbal</td>
<td>1F</td>
<td>legal but it's just not a good idea, so the instrument approach of 32 is going to be very positive.</td>
<td>The EA/EAW evaluates an expansion to the existing Fixed Base Operator (FBO) apron that would increase available aircraft parking from six to ten aircraft tie-down spaces. The cost to expand the FBO apron would be the responsibility of the tenant. The EA/EAW Purpose &amp; Need does not consider establishment of additional FBOs at Crystal Airport.</td>
</tr>
<tr>
<td>5/29/2019</td>
<td>Bryan</td>
<td>Sieve</td>
<td>Public Hearing - Verbal</td>
<td>1G</td>
<td>Without taking up too much of your time, the one thing that a number of us are concerned with that the Long-Term Comprehensive Plan does not address is we have a lack of ramp space at the airport; that is, our airport, our hangar is near the only remaining – or Thunderbird is the only remaining airport FBO operating right now, and we do at times get or have demand. As a reliever overflow airport we get larger turboprop-type of aircraft in, which are perfectly capable of operating safely out of Crystal. The problem is we have no place to put them, and when we increase the runway length here we're going to get more of those types of aircraft. And I think Thunderbird has six tie-down spots so that needs to be looked at. There's a number of opportunities with leases coming due right now that we perhaps can look at and roll up our sleeves and look at a better land use for that type of need in the Long-Term Comprehensive Plan. And I put out -- and I shared this with Neil (indicating), I did email it to him, some of you have seen it -- an idea that some us have had for a location for potentially a new FBO that could be incorporated into the plan. If you want to see them, I have copies.</td>
<td>The proposed project and alternatives evaluated in the EA/EAW will not affect the availability of fueling services at Crystal Airport.</td>
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<td>Date</td>
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<tr>
<td>5/29/2019</td>
<td>Bryan</td>
<td>Sieve</td>
<td>Public Hearing - Verbal</td>
<td>1H</td>
<td>hinder us from achieving some of our larger goals.</td>
<td>Because the MAC values its relationship with Airport users and the larger community, it created a Stakeholder Engagement Plan for the environmental review process that has provided additional opportunities for all stakeholders to participate and be heard.</td>
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<tr>
<td>6/10/2019</td>
<td>Zachary</td>
<td>Paul</td>
<td>Email</td>
<td>2A</td>
<td>So I'm not going to get into it tonight, there will be other times for that, but I would encourage you just to step back and listen to the airport constituency about all the stakeholders and how we can achieve a number of goals, not including fueling, which are on the field right now, potentially part of the Long-Term Comprehensive Plan. Thank you.</td>
<td>Two main Airport entrance signs for the Crystal Airport will be installed by the end of Summer 2019. Both signs are located along the perimeter fence on Lakeland Avenue North, between 60th Avenue North and Crystal Airport Road. These signs will help brand the Airport, communicate the MAC’s vision and provide wayfinding assistance for all who pass by the Airport. These new signs are separate from the proposed action considered by the EA/EAW.</td>
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<tr>
<td>6/10/2019</td>
<td>Minnesota Pollution Control Agency</td>
<td>Karen</td>
<td>Kromar</td>
<td>Emailed letter</td>
<td>3A</td>
<td>Thank you for the opportunity to review and comment on the Environmental Assessment/Environmental Assessment Worksheet (EA/EAW) for Crystal Airport Airfield and Associated Improvements project (Project) in the city of Crystal, Hennepin County, Minnesota. The Project consists of various airport/runway improvements. Regarding matters for which the Minnesota Pollution Control Agency (MPCA) has regulatory responsibility or other interests, the MPCA staff has</td>
<td>Comment noted.</td>
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<td>6/10/2019</td>
<td>Minnesota Pollution Control Agency</td>
<td>Karen</td>
<td>Kromar</td>
<td>Emailed</td>
<td>3B</td>
<td><strong>Chapter 4, Section 4.15 - Water Resources</strong>&lt;br&gt;Please note that a new National Pollutant Discharge Elimination System/State Disposal System Industrial Stormwater General Permit (ISW Permit) will be needed for 2020, with an application period in the fall of 2019. Thus the changes being proposed in the EA/EAW must be addressed in the Stormwater Pollution Prevention Plan and the application for the new ISW Permit.</td>
<td>The MAC will account for changes required by the proposed project evaluated in the EA/EAW when updating the Airport’s Stormwater Pollution Prevention Plan and preparing the Airport’s application for the next NPDES ISW permit.</td>
</tr>
<tr>
<td>6/10/2019</td>
<td>Minnesota Pollution Control Agency</td>
<td>Karen</td>
<td>Kromar</td>
<td>Emailed</td>
<td>3C</td>
<td><strong>Chapter 4, Section 4.8 - Hazardous Materials, Solid Waste and Pollution Prevention</strong>&lt;br&gt;The EA/EAW indicates the potential for soil or groundwater contamination as a result of current and past uses of property on or adjacent to the airport. Please note that state law requires that persons properly manage contaminated soil and water they uncover or disturb - even if they are not the party responsible for the contamination. Projects with construction on or near contaminated properties should begin working early in their planning process with the MPCA's Brownfields Program to receive necessary technical assistance in managing contamination. For some properties, special construction might be needed to prevent the further spreading of the contamination and/or prevent vapors from entering buildings or utility corridors. Information regarding the Brownfields Program can be found at:</td>
<td>The MAC will follow all federal, state, and local environmental laws as applicable. The proposed project will be designed to avoid known potential sources of soil contamination, and no underground storage tanks will be disturbed by the proposed project. If soil contamination is discovered during construction, the MAC will contact the MPCA Brownfields Program state duty officer immediately and construction activities will be discontinued until remediation occurs.</td>
</tr>
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| 6/10/2019  | Minnesota Pollution Control Agency    | Karen      | Kromar    | Emailed letter | 3D         | **Chapter 5 - State Environmental Assessment Worksheet Content**  
The EA/EAW does not provide a table of the permits and approvals required for the Project as indicated in Chapter 5, Item 8, page 5-3.                                                                 | Required permitting, mitigation, and associated actions for each environmental category are summarized in Table 4-15 on pages 4-79 and 4-80 of the EA/EAW. |
<p>| 6/10/2019  | Minnesota Pollution Control Agency    | Karen      | Kromar    | Emailed letter | 3E         | We appreciate the opportunity to review this Project. Please provide your specific responses to our comments and notice of decision on the need for an Environmental Impact Statement. Please be aware that this letter does not constitute approval by the MPCA of any or all elements of the Project for the purpose of pending or future permit action(s) by the MPCA. Ultimately, it is the responsibility of the Project proposer to secure any required permits and to comply with any requisite permit conditions. If you have any questions concerning our review of this EA/EAW, please contact me by email at <a href="mailto:Karen.kromar@state.mn.us">Karen.kromar@state.mn.us</a> or by telephone at 651-757-2508. | Comment noted. The FAA is responsible for issuing a determination on the federal EA under the National Environmental Policy Act (NEPA) and the MAC is responsible for issuing a determination on the state EAW under the Minnesota Environmental Policy Act (MEPA). The notice of decision on the need for a state environmental impact statement under MEPA will be distributed to all agencies on the Minnesota Environmental Quality Board (EQB) distribution list, including the MPCA, once this decision has been made by the MAC Board of Commissioners. |
| 5/28/2019  | City of Crystal                       | Anne       | Norris    | Emailed letter | 4A         | Thank you for the opportunity to provide comments on the draft Federal Environmental Assessment (EA)/State Environmental Assessment Worksheet (EAW) for the improvements at the Crystal Airport. City staff offers these comments on this document:                                                                 | Comment noted.                                                                                                                                 |
| 5/28/2019  | City of Crystal                       | Anne       | Norris    | Emailed letter | 4B         | The City of Crystal has existing easements and right of way within the fenced area of the Crystal airport. Some of the proposed improvements                                                                 | The MAC will not initiate any changes to areas within City rights-of-way, or in areas affected by City- |</p>
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<tr>
<td>5/28/2019</td>
<td>City of Crystal</td>
<td>Anne</td>
<td>Norris</td>
<td>Emailed letter</td>
<td>4C</td>
<td>will impact these areas. Any proposed changes impacting existing easements or right of way must be reviewed and approved by the City. Additionally, surface water flow through the site must not be restricted or hindered by any of the proposed changes or other factors.</td>
<td>held easements, without prior coordination with the City of Crystal. As discussed in Section 4.15.1 of the EA/EAW, the proposed project will alter the existing stormwater management system at the Airport. The new taxiway system will fill approximately 0.8 acres of land that is currently a stormwater infiltration area located north of the existing Runway 14L end. MAC will develop a drainage plan and stormwater management practices, which may include natural infiltration of precipitation on site, flow attenuation by use of vegetated swales and natural depressions, stormwater retention, and/or stormwater detention. The Airport’s current Stormwater Pollution Prevention Plan (SWPPP) will be revised to reflect the changes in impervious surface on the airfield and any associated new mitigation practices. Review by the Shingle Creek Watershed Management Commission (SCWMC) will be required because the project area is larger than five acres. The final design will meet all SCWMC requirements to mitigate surface water impacts and to comply with local and state regulations.</td>
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<td>6/3/2019</td>
<td>US Environmental</td>
<td>Kenneth</td>
<td>Westlake</td>
<td>Letter</td>
<td>5A</td>
<td>If you have any questions about these comments, please contact City Planner Dan Olson at 763-531-1142 or <a href="mailto:dan.olson@crystalmn.gov">dan.olson@crystalmn.gov</a></td>
<td>Comment noted.</td>
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<td>prepared by the Metropolitan Airports Commission (MAC), in coordination with the Federal Aviation Administration (FAA). Our comments are provided pursuant to our authorities under the National Environmental Policy Act (NEPA), Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508), and Section 309 of the Clean Air Act. The proposed action involves construction and demolition activities at the Crystal Airport. Two alternatives have been brought forward for consideration in the EA: • No Action Alternative. No construction or demolition activities would occur at the Crystal Airport. • Proposed Action. Perform construction and demolition activities at the Crystal Airport, including: • Decommission Runway 14R/32L and convert it to a full parallel taxiway for primary Runway 14/32, extended to the new runway ends; • Convert portions of primary Runway 14/32 blast pads to usable runway for a total published length of 3,750 feet with declared distances, and change the runway designation to Utility; • Shift primary Runway 14/32 approximately 115 feet to the northwest along its centerline. Reduce the length of existing turf Runway 06R/24L to 1,669 feet to clear Taxiways D and F from its Runway Safety Areas (RSA);</td>
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<td>• Revise the existing Runway 14 instrument approach procedure and establish a non-precision geographic positioning system (GPS)-based instrument approach procedure (LNAV) to the Runway 32 end; • Replace the Runway 32 visual approach slope indicator (VASI) with a precision approach path indicator (PAPI). Relocate the runway end identifier lights (REIL) systems to correspond with relocated thresholds on both ends of Runway 14/32; • Adjust and extend the medium intensity runway lights (MIRL) and medium intensity taxiway lights (MITL) systems to correspond with the proposed primary runway length; • Convert Taxiway E into an apron edge taxi lane between Taxiways A and E1 • Remove the section of Taxiway E that crosses Runways 06L/24R and 06R/24L between Taxiway A and Taxiway B; • Remove Taxiways E2 and E3 between Taxiway E and the future parallel taxiway and replace them with a single new connector located between the removed taxiway sections; • Add a connector taxiway between Taxiway E and the future parallel taxiway offset from existing Taxiway B by approximately 100 feet to the northwest; • Remove existing runway end connector Taxiways E1 and E4 and replace with connectors from</td>
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<td>6/3/2019</td>
<td>US Environmental Protection Agency</td>
<td>Kenneth</td>
<td>Westlake</td>
<td>Letter</td>
<td>5B</td>
<td>the future parallel taxiway to the new Runway 14/32 ends;</td>
<td>Comment noted.</td>
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<td>• Add new engine-run up pads on either end of Runway 14/32 on its northeast side;</td>
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<td>• Construct on-airport perimeter roads around runway ends on the north, west, and south sides of the airfield to allow ground vehicles to circulate without crossing runways;</td>
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<td>• Expand the fixed-based-operator (FBO) apron to increase available tie-down spaces for aircraft and remove tie-downs from the Runway 06R runway protection zone (RPZ); and</td>
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<td>• Release certain Airport property for non-aeronautical use along 63rd Avenue North, in the area west of the Twin Creek wetland complex, and on both sides of the 63rd Avenue North entrance road.</td>
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<td>EPA provided scoping comments on this proposed project in a scoping letter dated February 21, 2018. In that letter we included comments relating to stormwater management and transportation resiliency, air quality strategies, recycling, energy efficiency, pollinators, native plant species, and right-of-way maintenance, and consultation records. We appreciate FAA addressing our comments relating to stormwater management and transportation resiliency, air quality strategies, recycling, and consultation records. Based on the information provided in the EA, we wish to reiterate and expand upon our comment relating to pollinators, native plant</td>
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The EA explains that though Crystal Airport is located within the range of the Federally endangered Rusty Patched Bumble Bee (RPBB), the airport does not contain any known RPBB habitat, and no RPBBs have been identified within the proposed project area. The EA, however, did not explain whether areas of the airport grounds may be used to install pollinator-friendly vegetation, including the areas that are being proposed for transfer to non-aeronautical use. Additionally, FAA did not commit to installing pollinator-friendly habitat at Crystal Airport. By voluntarily creating suitable habitat for the RPBB and other pollinators, the American public can be confident that federal government agencies are taking active steps to reverse the decline of pollinators, including the RPBB, while still adhering to FAA’s wildlife management regulations. We recommend that FAA and the local airport sponsor consider creating pollinator habitat as part of the project design.  

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

Given the small geographic footprint and constrained nature of Crystal Airport, combined with the need to ensure a safe operating environment on the Airport, there are few opportunities for developing wildlife habitat on the Airport property. The MAC promotes such features within its metropolitan airport system when and where suitable open space is available. |          |
<p>| 6/3/2019   | US Environmental Protection Agency    | Kenneth    | Westlake    | Letter | 5D         | We are available to discuss these comments at your convenience. Please feel free to contact Lead NEPA Reviewer Mike Sedlacek at 312-886-1765, or by email at <a href="mailto:sedlacek.michael@epa.gov">sedlacek.michael@epa.gov</a>. | Comment noted. |</p>
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<td>6/4/2019</td>
<td>US Department of the Interior</td>
<td>Lindy</td>
<td>Nelson</td>
<td>Emailed Letter</td>
<td>6A</td>
<td>As requested, the Department of the Interior (Department) has reviewed the Section 4(f), Preliminary Finding produced by the Federal Aviation Administration (FAA) for the Crystal Airport Improvement Project (project) in Crystal and Brooklyn Park, Minnesota. The Department offers the following comments and recommendations for your consideration.</td>
<td>Comment noted.</td>
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<tr>
<td>6/4/2019</td>
<td>US Department of the Interior</td>
<td>Lindy</td>
<td>Nelson</td>
<td>Emailed Letter</td>
<td>6B</td>
<td>Section 4(f) Evaluation Comments This document considers the effects to identified properties in the project area eligible to be considered under Section 4(f) of the Department of Transportation Act of 1966 (codified at 49 U.S.C. 303§ 771.135). The only such resource impacted by the project is Edgewood Park, a neighborhood park in Brooklyn Park, Minnesota. The proposed action will require removal of approximately 32 trees in Edgewood Park. These trees are expected to penetrate the proposed Runway 14 approach threshold siting surface (TSS) within five years of project implementation (for more information regarding specific trees see Section 4 of this report). The TSS is designed to protect the use of the runway in both visual and instrument meteorological conditions near the Airport. The FAA has determined that there is no acceptable alternative that meets the purpose and need for the project, minimizes impacts to other land uses and environmental resources, and avoids the need for tree removal in Edgewood Park and/or monitoring of trees for future obstruction status.</td>
<td>Comment noted.</td>
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<td>6/4/2019</td>
<td>US Department of the Interior</td>
<td>Lindy</td>
<td>Nelson</td>
<td>Emailed Letter</td>
<td>6C</td>
<td>A property must be a significant resource for Section 4(f) to apply. Resources that meet the 4(f) definition are considered significant unless the official with jurisdiction over the site (in this case, the City of Brooklyn Park) concludes that the entire site is not significant. In fact, the City of Brooklyn Park has requested that several additional cottonwoods along the southern edge of the park be removed at the same time. These additional cottonwoods were not identified as potential penetrations to the approach TSS, but they are in poor health and/or represent a safety hazard to pedestrians. Tree removal will be carefully targeted, clear-cutting stands of trees will not be required, all available measures will be taken to minimize impacts to other trees, and the trees will be replaced with other shorter and more suitable species for the park environment. For these reasons, the use of Edgewood Park as a neighborhood park and as a natural resource is not expected to be impaired by the proposed action.</td>
<td>Comment noted.</td>
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<td>6/4/2019</td>
<td>US Department of the Interior</td>
<td>Lindy</td>
<td>Nelson</td>
<td>Emailed Letter</td>
<td>6D</td>
<td>The FAA has made a <em>de minimis</em> Section 4(f) determination for the project use of Edgewood Park. The Department does not comment on <em>de minimis</em> findings, but notes that all appropriate 4(f) steps appear to have been followed and the community has concluded that impacts to the park are not significant.</td>
<td>Comment noted.</td>
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<td>6/4/2019</td>
<td>US Department of the Interior</td>
<td>Lindy</td>
<td>Nelson</td>
<td>Emailed Letter</td>
<td>6E</td>
<td>The Department has a continuing interest in working with the FAA to ensure impacts to resources of concern to the Department are adequately addressed. For issues</td>
<td>Comment noted.</td>
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<td>6/7/2019</td>
<td>Metropolitan Council</td>
<td>Angela</td>
<td>Torres</td>
<td>Letter</td>
<td>7A</td>
<td>The Metropolitan Council received the EA/EAW for the Crystal Airport airfield and associated improvements on April 19, 2019. Council staff has conducted a review of this EA to determine its adequacy and accuracy in addressing regional concerns and the potential for significant environmental impact. Staff have concluded that the EA is complete and accurate and an EIS is not necessary. We offer the following comments for your consideration: Comment noted.</td>
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<td>6/7/2019</td>
<td>Metropolitan Council</td>
<td>Angela</td>
<td>Torres</td>
<td>Letter</td>
<td>7B</td>
<td><strong>Item 4.10 - Land Use</strong> – (Michael Larson, 651-602-1407) The EA/EAW proposes releasing certain Airport property for non-aeronautical use along 63rd Avenue North, in the area west of the Twin Creek wetland complex and on both sides of the 63rd Avenue North entrance road. This area is in the City of Brooklyn Park, not the City of Crystal. The comments submitted by the Metropolitan Council relate to the City of Crystal's 2040 Plan and the referenced definition of the “Crystal Airport” is not included in the EA/EAW because it is not directly relevant to the proposed action. However, the 2035 LTCP identifies certain areas on Airport property</td>
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<td>2019. At that time, staff made the following statements in correspondence with the City:</td>
<td>within the City of Crystal as long-term non-aeronautical development opportunities. The MAC values its relationships with local jurisdictions and will discuss any future non-aeronautical development proposals with the appropriate local officials.</td>
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<td><strong>Potential Conformance and Consistency Issues – Transportation/Land Use</strong></td>
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<td>The Comprehensive Plan raises a potential conformance issue with regard to the 2040 Transportation Policy Plan regarding the City's authority over land designated as part of the Crystal Airport. As required, the Plan designates all of the land designated in the 2035 Crystal Airport Long Term Comprehensive Plan (LTCP) as Airport land use. However, the Plan includes the following definition for the land use designation of Crystal Airport:</td>
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<td>&quot;Crystal Airport. Property owned by Metropolitan Airports Commission (MAC) for the operation of the Crystal Airport. In the event that any part of the airport is developed for non-aeronautical uses, a Comprehensive Plan Amendment would be required.&quot;</td>
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<td>Airport land is part of a metropolitan system, including uses that may not be directly related to aeronautical use. Enabling statutes for the Metropolitan Airports Commission (MAC) (sections 473. 601 to 473. 679) provide the MAC with authority over airport land uses, particularly Minn. Stat. § 473.621, subd. 2. Consequently, the Plan cannot assert that it has authority over a metropolitan system.</td>
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<td>6/7/2019</td>
<td>Metropolitan Council</td>
<td>Angela</td>
<td>Torres</td>
<td>Letter</td>
<td>7C</td>
<td>Metropolitan Council staff have suggested language to City staff that emphasizes the importance of the compatibility of airport uses with the surrounding community. This includes the following suggested language for the definition of the Crystal Airport land use: [Crystal Airport. Property owned by Metropolitan Airports Commission (MAC) for the operation of the Crystal Airport. Uses will be consistent with the adopted Crystal Airport Long Term Comprehensive Plan (LTCP).]</td>
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Furthermore, Council staff have suggested language such as the following to incorporate into the Plan. This approach emphasizes a collaborative partnership with the MAC regarding the impact of airport land uses on the surrounding community:

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

The following will be added at the end of the referenced sentence: "...and local bus service is provided along Bass Lake Road at the Airport's southern boundary."
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<td>6/7/2019</td>
<td>Metropolitan Council</td>
<td>Angela</td>
<td>Torres</td>
<td>Letter</td>
<td>7D</td>
<td>Road at the airport's southern boundary.</td>
<td>This sentence will be revised to read &quot;...service is projected to begin the year 2023 or later...&quot;.</td>
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<td>6/7/2019</td>
<td>Metropolitan Council</td>
<td>Angela</td>
<td>Torres</td>
<td>Letter</td>
<td>7D</td>
<td>Item 4. 16.2 - Past, Present and Reasonable Forseeable Projects – (Steve Mahowald, 612-349-7775)</td>
<td>Page 4-78 of the EA/EAW regarding the Blue Line Extension that &quot;service is projected to begin in the year 2021...&quot;. Please note that the project is not likely to be complete till 2023 or after.</td>
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<td>6/7/2019</td>
<td>Metropolitan Council</td>
<td>Angela</td>
<td>Torres</td>
<td>Letter</td>
<td>7E</td>
<td>Item 4.13 Socioeconomic, Environmental Justice, and Children's Environmental Health and Safety – (Todd Graham, 651-602-1322)</td>
<td>Table 4-12 identifies the total employed population, the unemployment rate, and percentage of resident employment by sector for each relevant jurisdiction. To address this comment, the following paragraph will be added below Table 4-12:</td>
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<td>“Similar to the resident labor force, businesses in the cities surrounding Crystal Airport provide employment in a range of industries. Much of the employment in these cities is concentrated along major transportation corridors, including Bottineau Boulevard to the immediate west of Crystal Airport. Manufacturing, trade, professional services, and education and health are important employment sectors within Brooklyn Park and Brooklyn Center, while trade, education and health, and leisure and hospitality are the three largest employment sectors in Crystal. The city of Crystal has the fewest jobs relative to its employed resident population, and all three cities have proportionally fewer jobs than Hennepin County and the MSP MSA when compared</td>
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The economic activity and employment data indicates that land uses in the three cities are largely residential and highlights the importance of roadway and transit connections for commuters in this part of the metropolitan region.

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

According to FAA guidance, the proposed project must be evaluated to determine if it will lead to a “disproportionately high and adverse impact” on environmental justice populations when compared to the no-action alternative.

As discussed in Section 4.3.2 of the EA/EAW, the MAC proposes to remove or trim any off-Airport trees currently penetrating the applicable approach threshold siting surface (TSS) prescribed by FAA guidance for each runway end at Crystal Airport. Up to 49 trees located on private properties and public rights-of-way, and up to 32 trees within a city park, will need to be trimmed or removed for the preferred alternative. Most of these trees are within census block groups surrounding the north side of the Airport and that are home to minority populations that, in aggregate, make up more than 50 percent of residents within those block groups.

As discussed in Section 4.13.2 of the EA/EAW, trees in the city park will be replaced with suitable low-growing native species as part of a landscape and wildlife plan developed in concert with the park owner, the City
of Brooklyn Park. Remaining desirable trees will be protected to the extent feasible and reasonable, and replaced if damaged during removal of nearby trees. As discussed in Section 4.6.3 of the EA.EAW, the FAA issued a preliminary finding that the proposed action will not significantly affect the park and constitutes a *de minimis* Section 4(f) action, meaning that there will be no adverse effect to the activities, features, and attributes of the resource. As a result, there are no significant impacts associated with proposed tree removal in the park.

For trees on private properties, homeowners will be financially compensated based on the fair market value for trees removed from their property. The MAC will provide suggestions for replacement trees that mature at height ranges below the TSS. Tree removal will be carefully targeted to individual trees and will not involve clear-cutting stands of trees. As a result, there are no significant impacts associated with proposed tree removal on private properties.

To address this comment, the following will be added to Section 4.13.3 of the EA.EAW:

"As discussed in Section 4.3.2, up to 49 trees located on private properties and public rights-of-way, and up to 32 trees within a city park,
The 32 trees within a city park are in the Runway 14 approach and within a census block group with 76 percent minorities. This is considered an environmental justice population because it exceeds the 50 percent minority threshold established by CEQ guidance. Because removal of these trees will not substantially change the wooded character of the park and the MAC will replace them with other shorter and more suitable species for the park environment, tree removal in the park will not have a disproportionately high and adverse impact to environmental justice populations.

Of the 49 trees located on private properties and public rights-of-way:
- Twenty-three are in the Runway 14 approach and within a census block group with 76 percent minorities.
- Four are in the Runway 32 approach and within a census block group with 50 percent minorities.
- Four are in the Runway 6L approach and within a census block group with 34 percent minorities.
- Eighteen are in the Runway 24R approach and within a census block group with 68 percent minorities.
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<th>Date</th>
<th>Agency</th>
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<th>Source</th>
<th>Comment ID</th>
<th>Comment</th>
<th>Response</th>
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<tbody>
<tr>
<td>6/7/2019</td>
<td>Metropolitan Council</td>
<td>Angela</td>
<td>Torres</td>
<td>Letter</td>
<td>7G</td>
<td>Because tree removal on private properties will be carefully targeted to individual trees, the MAC will compensate homeowners for tree removal on private properties, and suitable low-growing species will be planted in their place, tree removal on these properties will not have a disproportionately high and adverse impact to environmental justice populations.</td>
<td>Comment noted.</td>
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<tr>
<td>5/14/2019</td>
<td>US Army Corps of Engineers, St. Paul District</td>
<td>Justin</td>
<td>Berndt</td>
<td>Emailed Letter</td>
<td>8A</td>
<td>This concludes the Council's review of the EA/EAW. The Council will not take formal action on the EA/EAW at this time. If you have any questions or need further information, please contact Russ Owen, Principal Reviewer, at 651-602-1724.</td>
<td>Comment noted.</td>
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<tr>
<td>5/14/2019</td>
<td>US Army Corps of Engineers, St. Paul District</td>
<td>Justin</td>
<td>Berndt</td>
<td>Emailed Letter</td>
<td>8B</td>
<td>Commercial construction activities often result in regulated activities when actions include the replacement of culverts and abutting bank stabilization, discharges of dredged or fill material into wetlands and</td>
<td>Comment noted. A letter was sent to the U.S. Army Corps of Engineers in January 2018 when the environmental process was initiated. The letter requested comments on the proposed action and invited Army Corps staff to attend an</td>
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<td>tributaries associated with site grading and preparation activities.</td>
<td>agency scoping meeting held on February 12, 2018 (see Appendix K). As noted in Section 4.15.4 of the EA/EAW, the total estimated wetland fill area associated with the proposed project is less than 0.1 acre. The MAC’s consultant discussed this impact with Army Corps staff on March 28, 2019. Based on this conversation, the project’s wetland impact is expected to be authorized under the USACE St. Paul District Transportation Regional General Permit (RGP) as a Category 2 regulated activity.</td>
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<td>If the proposal involves activity in navigable waters of the United States, it may be subject to the Corps of Engineers jurisdiction under Section 10 of the Rivers and Harbors Act of 1899 (Section 10). Section 10 prohibits the construction, excavation, or deposition of materials in, over, or under navigable waters of the United States, or any work that would affect the course, location, condition, or capacity of those waters, unless the work has been authorized by a Department of the Army permit.</td>
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<td>If the proposal involves discharge of dredged or fill material into waters of the United States, it may be subject to the Corps of Engineers jurisdiction under Section 404 of the Clean Water Act (CWA Section 404). Waters of the United States include navigable waters, their tributaries, and adjacent wetlands (33 CFR § 328.3). CWA Section 301(a) prohibits discharges of dredged or fill material into waters of the United States, unless the work has been authorized by a Department of the Army permit under Section 404. Information about the Corps permitting process can be obtained online at <a href="http://www.mvp.usace.army.mil/regulatory">http://www.mvp.usace.army.mil/regulatory</a>.</td>
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<td>The Corps evaluation of a Section 10 and/or a Section 404 permit application involves multiple analyses, including (1) evaluating the proposal’s impacts in accordance with the National</td>
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Environmental Policy Act (NEPA) (33 CFR part 325), (2) determining whether the proposal is contrary to the public interest (33 CFR § 320.4), and (3) in the case of a Section 404 permit, determining whether the proposal complies with the Section 404(b)(1) Guidelines (Guidelines) (40 CFR part 230).

If the proposal requires a Section 404 permit application, the Guidelines specifically require that “no discharge of dredged or fill material shall be permitted if there is a practicable alternative to the proposed discharge which would have less adverse impact on the aquatic ecosystem, so long as the alternative does not have other significant adverse environmental consequences” (40 CFR § 230.10(a)). Time and money spent on the proposal prior to applying for a Section 404 permit cannot be factored into the Corps’ decision whether there is a less damaging practicable alternative to the proposal.

If an application for a Corps permit has not yet been submitted, the project proposer may request a pre-application consultation meeting with the Corps to obtain information regarding the data, studies or other information that will be necessary for the permit evaluation process. A pre-application consultation meeting is strongly recommended if the proposal has substantial impacts to waters of the United States, or if it is a large or controversial project.
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<td>5/14/2019</td>
<td>US Army Corps of Engineers, St. Paul District</td>
<td>Justin</td>
<td>Berndt</td>
<td>Emailed Letter</td>
<td>8C</td>
<td>If you have any questions, please contact me in our St. Paul office at (651) 290-5446 or <a href="mailto:Justin.T.Berndt@usace.army.mil">Justin.T.Berndt@usace.army.mil</a>. In any correspondence or inquiries, please refer to the Regulatory file number shown above [MVP-2018-03316-JTB].</td>
<td>Comment noted.</td>
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<td>5/17/2019</td>
<td>MnDOT Metro District Planning, Program Management, and Transit</td>
<td>David</td>
<td>Elvin</td>
<td>Email</td>
<td>9A</td>
<td>MnDOT has reviewed the EAW for the Airfield and Associated Improvements at Crystal Airport dated 4/15/19 and has no comments. Thank you for including MnDOT in the review process, and please contact me with any questions.</td>
<td>Comment noted.</td>
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