

FINAL CONDENSED ENVIRONMENTAL ASSESSMENT
Federal Aviation Administration – Great Lakes Region
Airport: South St. Paul Municipal Airport - Richard E. Fleming Field
Project: Land Use Compatibility and Obstruction Removal

Federal Aviation Administration - Great Lakes Region
Condensed Environmental Assessment

Project Location:

Airport Name:	South St. Paul Municipal Airport	Airport Identifier:	SGS
Address:	1725 Henry Avenue		
City:	South St Paul	County:	Dakota
		State:	MN

Airport Sponsor Information:

Point of Contact:	Glenn Burke		
Address:	1725 Henry Avenue		
City:	South St. Paul	State:	MN
		Zip Code:	55075
Telephone Number:	651.554.3350		
Email:	gburke@sspmn.org		

Condensed EA Preparer Information:

Point of Contact:	Peter Langworthy, Bolton & Menk, Inc.		
Address:	12224 Nicollet Avenue		
City:	Burnsville	State:	MN
		Zip Code:	55337
Telephone Number:	952.890.0509 ext. 2937		
Email:	peterla@bolton-menk.com		

Identify all Attachments to this Condensed EA:

Include aerial photos, maps, plans, correspondence, and completed studies (or executive summaries)

Figures

- Figure 1 – Regional Location
- Figure 2 – Project Location
- Figure 3 – Proposed Action
- Figure 4 – Relocated Community Garden Site
- Figure 5 – Water Resources

Appendices

- Appendix A – Section 106 Documentation
- Appendix B – Section 4(f) Correspondence
- Appendix C – Natural Heritage Information System (NHIS) Correspondence
- Appendix D – Draft EA Agency Comment Letters and Responses
- Appendix E – Correspondence Pertaining to Northern-Long Eared Bat and Spring 2015 Tree Removal/Trimming Contingency
- Appendix F – Public Outreach Letter
- Appendix G – Draft EA Public Comments (Written) and Responses

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Part I - General Project Identification

PURPOSE AND NEED:

Describe the problem that the project will address and the goals of the project.

Please refer to **Figure 1** for the regional location of South St. Paul Fleming Field Municipal Airport (FAA identifier: SGS). Please refer to **Figure 2** for project location.

The purpose is that SGS is currently not in full compliance with federal land use compatibility and airspace restriction standards. As summarized below, actions are needed to have the facility meet current applicable Federal Aviation Administration (FAA) standards.

Land Use Compatibility

The FAA Runway Protection Zone (RPZ) is a trapezoidal shaped area centered on the runway centerline (beginning 200 feet from each end of the runway) with the purpose of enhancing the protection of people and property on the ground. The central portion of the RPZ is the Runway Object Free Area extended into the RPZ (500 feet wide) and is centered on the runway centerline. The remaining area of the RPZ is the controlled activity area. RPZ dimensions are defined by FAA Advisory Circular 150/5300-13A *Airport Design* as a function of the Runway Design Code (RDC) and runway approach visibility minimums. Residences and uses that encourage public assembly are prohibited within the RPZ (FAA Advisory Circular 150/5300-13 and -13A, Interim Guidance on Land Uses Within a Runway Protection Zone).

Incompatible land uses exist within the existing Runway 16 RPZ at the South St. Paul Municipal Airport – Fleming Field (Airport). Please refer to **Figure 3** for relevant information. Land Use incompatibilities include:

- 1) All or portions of four residential parcels (three single family and one duplex) on South Street are located within the northern portion of the Runway 16 RPZ.
- 2) A portion of an existing parking area serving McMorrow Field, a City park located immediately north of the Airport, is currently within the central portion of the Runway 16 RPZ. This includes 32 parking spaces. Because these parking spaces will be removed from the Runway 16 RPZ through a broader City park planning and redevelopment initiative, further attention to this existing RPZ deficiency is not required in this Environmental Assessment document.
- 3) On-street parking along South Street within the northern portion of the Runway 16 RPZ.
- 4) One non-residential storage structure located within the southeast portion of the Runway 34 RPZ; this backyard shed is within an existing avigation easement.

It should be noted that at the beginning of the EA process in 2012, a community garden was located in the Runway 16 RPZ which was determined by FAA to be an incompatible land use. This community garden has since been relocated. Further information will be provided under the Section 4(f) heading of Part II of this Environmental Assessment.

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Airspace Obstructions

This Environmental Assessment covers Federal Aviation Regulations (FAR) Part 77 (“Part 77”) obstructions as well as Terminal Instrument Procedures (TERPS) Approach-Departure “Row 5” obstructions at SGS. Part 77 defines airspace protection surfaces extending out from the runway that cannot be penetrated by trees, man-made structures, or other obstacles. When obstacles penetrate these surfaces they are referred to as obstructions. Part 77 requirements are augmented by Row 5 obstruction requirements. Part 77 and Row 5 surfaces largely overlap, but Row 5 surfaces are somewhat more restrictive based on wider control imaginary surfaces close to runway thresholds.

Based on a LIDAR survey conducted in late 2012, an analysis of current FAR Part 77 and Row 5 obstructions was performed for this EA process. This analysis assumed the following:

- Runway 16 - 20:1 visual approach
- Runway 34 - 34:1 precision approach

This analysis identified the following obstructions which require some type of action:

- Part 77 plus Row 5 natural growth – approximately 265 trees
- Part 77 man-made – 22 structures, including a combination of airport hangars, off-airport buildings, poles, and fence locations
- Row 5 man-made (beyond Part 77) – 21 structures beyond Part 77 man-made obstructions, including a combination of buildings, poles, and fencing, and roadway surfaces (assuming 15 foot vehicle height clearance).

PROPOSED ACTION (PREFERRED ALTERNATIVE):

Describe the preferred alternative in detail, including how the project fits into the airport layout plan.

Figure 3 identifies the various elements of the Proposed Action, which are described under the following headings.

Land Use Compatibility

The Proposed Action includes securing control over those portions of the Runway 16 RPZ currently in residential use. Two full residential parcels will be acquired in fee. As can be seen on **Figure 3**, these parcels are on the north side of South Street West, directly north of Runway 16. Together, these contiguous parcels comprise approximately 0.56 acre. One parcel is single-family and the other is a duplex. All existing structures on these parcels will be removed, along with any other natural or man-made obstructions. The area of the purchased parcels will be restored by grading and seeded to stabilize disturbed soils. It will receive ongoing mowing and other maintenance care as needed by Airport staff. Easements over approximately 0.04 acre (combined) in the front yard portion of the two parcels directly west of the full acquisition parcels will be acquired to allow the City sufficient control to remove obstructions should they exist now or in the future.

Parking will be removed by the City along a portion of South Street West that is within the RPZ. In addition, the non-residential structure within the southeast portion of the Runway 34 RPZ will be removed. This is a backyard shed which is located within a City-held aviation easement.

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Obstruction Removal

Natural Growth Obstructions

As referenced above, analysis conducted for this EA identified that approximately 265 trees will need to be mitigated to meet FAR Part 77 and Row 5 requirements. The locations of these trees are presented on **Figure 3**. The analysis of removal requirements assumed five-year growth, but it is possible additional trees will penetrate airspace limits during the timeframe of this EA.

Based on two previous tree removal projects involving properties adjacent to SGS, it is estimated that the mix of trees requiring removal in the work covered in this EA will be as follows:

- Silver Maple – 50%
- Ash – 25%
- Spruce – 15%
- White Pine – 10%

It is possible that Basswood, Cottonwood, River Birch, and others may be encountered.

To be conservative, this EA assumes that the identified trees will be removed rather than trimmed. Why trimming is not the baseline assumption is explained under the “Other Alternatives Considered” heading (*explanation for eliminating alternatives*). When removal of a tree or trees on an adjacent property is required to meet airspace restrictions at SGS, the value of the tree (s) is appraised in accordance with the federal Uniform Real Property Acquisition Policies Act (49 CFR Part 24). This quantifies the financial effect of the tree loss on the property. The City of South St. Paul then compensates the landowner for the appraised value of the tree (s). The City also pays for the tree removal itself, and provides a list of low-growing tree species that would not need future trimming if planted as replacement trees. It is the landowner’s decision as to whether to replace removed trees or not.

Fixed Man-Made Obstructions

Analysis performed for this EA identified a total of 25 man-made FAR Part 77 obstructions. One of these has been removed (bird feeder) and two others will be removed (fencing, see **Figure 3**). Of the remaining 22, 11 are off-airport and 11 are on-airport. All 22 man-made Part 77 obstructions were submitted for FAA Airspace Study review in 2013. All of the 11 off-airport obstructions received a Determination of No Hazard, and no further actions are thus required to mitigate them. FAA determined that nine of the 11 on-airport obstructions needed to be mitigated by receiving obstruction lighting and that the remaining two did not require mitigation. **Figure 3** depicts the locations of structures where obstruction lighting will be required to mitigate Part 77 man-made obstructions. It also identifies the 21 Row 5 man-made obstructions that will require evaluation through an FAA Airspace Study.

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OTHER ALTERNATIVES CONSIDERED:

Describe alternatives considered, including the Do-Nothing Alternative

Land Use Compatibility

No Action

The No Action Alternative would allow the existing RPZ incompatibilities to perpetuate. For Runway 16, this perpetuation would include the homes and ancillary structures, as well as parking on South Street. For Runway 34 this perpetuation would include the existing backyard shed.

Fee simple land acquisition versus easement

Without changes to the runway configuration, there is no alternative that would both remove the residential structures from the RPZ and avoid displacement of the residents. An alternative to the combination of fee purchase and structure removal for two parcels with easement purchase over portions of the other two other parcels would include fee purchase of all four residential parcels.

Runway shift to avoid land use incompatibilities

It would be possible to shift the Runway 16 threshold to the south to remove the residential properties north of South Street from the RPZ.

Obstruction Removal

No Action

The No Action Alternative would allow existing obstructions to remain in violation of Part 77 requirements.

Tree Trimming

Comprehensive trimming of trees to lower tree heights below the runway approach and remove penetration of the approach surface would avoid tree removal.

Explain in detail the reason for eliminating each non-preferred alternative.

Land Use Compatibility

No Action

Does not meet the Purpose and Need; however this Alternative will be carried through Part II of this EA per NEPA guidance.

Fee Simple Land Acquisition versus Easement

Fee purchase of all four residential parcels would result in displacement of two additional families beyond the three (one is a duplex) to be displaced by the Proposed Action. Purchase of partial easements over the westernmost two residential parcels is preferred over purchase in fee as it minimizes adverse effects to the residents and minimizes cost to the Airport. Therefore, this alternative was eliminated from further consideration.

Runway Shift

The option was analyzed to shift the Runway 16 threshold to the south to remove the homes north of South Street from the Runway 16 RPZ. With any shift of the Runway 16 threshold, the RPZ would

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have to be cleared of all incompatible land uses, including South Street and the adjacent trail on the south side. This would necessitate shifting the threshold 153 feet to the south. The greatest amount that this loss could realistically be mitigated at the Runway 34 end would be to add 111 feet in length; adding any more Runway 34 length would require a realignment of 70th Street (County State Aid Highway 26). Thus, the option of moving the Runway 16 threshold to the south to clear all residential properties would result in a loss of 42 feet of runway length.

The current length of Runway 16/34 is 4,002 feet. According to Advisory Circular 150/5325-4B (*Runway Length Recommendations for Airport Design*), the recommended length for an airport such as SGS is 4,300 feet. The current runway is, thus, currently undersized. Any reduction in length is not a viable option for airport utilization and safety reasons. The FAA would not support this alternative.

Obstruction Removal

No Action

Does not meet the Purpose and Need; however this Alternative will be carried through Part II of this EA per NEPA guidance.

Tree Trimming

To be conservative, this EA assumes tree removal rather than tree trimming. Trimming can be preferable to removal for adjacent landowners. However, additional factors must be considered. The FAA will reimburse the cost of obstruction removal only once for a given tree and would not cover ongoing costs for future trimming. Thus, comprehensively mitigating all tree obstructions through trimming versus removal would result in excessive on-going costs. Under City policy, if a landowner desires a tree on his/her property to be trimmed rather than removed, they do not need to pay for the initial trimming, but are responsible for the implementation and cost of all future trimming as needed to comply with Part 77 and Approach-Departure Row 5 restrictions for the remaining life of the tree. Some trees identified in this EA may be trimmed rather than removed based on landowner preference and associated commitment to cover ongoing trimming costs. However, this EA assumes that all the trees identified as needing mitigation will be removed to be conservative from the perspective of potential for impact.

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AIRPORT DESCRIPTION:

Fill out the following information if the proposed project includes any changes to the existing airport design

	Existing	Proposed	
Runway:	_____	_____	
Length:	_____	_____	ft.
Width:	_____	_____	ft.
Pavement Strength:	_____	_____	
NAVAIDS:	_____	_____	Federally Owned: Y N
Approach Minimums:	_____	_____	
Critical Aircraft (e.g. B-II) :	_____	_____	
RPZ Area:	_____	_____	

If the airport has multiple runways, this section should be filled out for each runway.

Remarks: No changes to the existing airport design are proposed.

LAND ACQUISITION:

Land Use Types	Amount (acres)	
	Permanent	Easement
Residential	0.56	0.04
Commercial	0	0
Agricultural	0	0
Forest	0	0
Wetlands	0	0
Other:	0	0
TOTAL	0.56	0.04

Remarks: Two residential parcels (one with a single family home, one with a duplex) including approximately 0.56 acre of land (combined) will be acquired in fee. The homes on those two parcels will be removed, along with any other natural or man-made obstructions. Easements over approximately 0.04 acre (combined) in the front yard portions of two additional parcels would be acquired.

PROJECT SCHEDULE:

Discuss the proposed schedule for the project, including permits and construction.

The estimated schedule for addressing land use compatibility deficiencies is summarized below:

- Acquisition of two homes in Runway 16 RPZ: by October 2015
- Acquisition of two yard easements in Runway 16 RPZ: by October 2015
- Removal of McMorrow Field Parking from Runway 16 RPZ: 2016/2017
- Removal of shed from Runway 34 RPZ: by October 2015
- South St Parking restriction: 2015

The estimated schedule for addressing airspace obstruction deficiencies is summarized below:

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-Tree removal: approximately 40 trees removed per year starting in 2015 and concluding roughly in 2021 pending funding availability over this timeframe
-Obstruction lighting: Spring 2015

AFFECTED ENVIRONMENT:

Succinctly describe existing environmental conditions of the potentially affected area.

The area within the Airport consists of airside and landside uses. The airside areas are enclosed by perimeter fencing and include the paved surfaces of the runway and taxiways and the adjacent mowed grasslands along with aircraft fueling, parking, and storage facilities. The landside areas include other airport structures and vehicle parking and roadway facilities.

The area surrounding the Airport consists primarily of residential, commercial, and light industrial uses. The majority of the parcels potentially affected by elements of the Proposed Action are single-family residential. To the west, south and east, the Airport is directly bounded by the City of Inver Grove Heights.

Land uses along Carmen Avenue west of the Airport are primarily commercial/industrial with some multi-family residential. There are nine multi-family buildings along Elrose Court directly west of the northern portion of the Airport property. McMorrow Field is located directly north of the northerly airport building area. This City of South St. Paul park consists of open space, soccer fields, a playground, three tennis courts, and four softball fields. Outside of the tennis courts and ballfields, McMorrow Field is dominated by turf grasses maintained by mowing.

Directly north of South Street is primarily single family residential. There is an aggregate mining and demolition landfill operation east of the northern portion of the Airport. This operation is generally bounded by Poplar Street to the north, Henry Street to the west, Airport Road to the south, and two blocks of housing directly west of County Highway 56 (Concord Boulevard). East and south of the Airport is primarily single family housing. Skyview Park is approximately 500 feet east of the southern portion of the Airport. This is a City of Inver Grove Heights Park of eight acres. It includes a playground picnic shelters, ballfields, skating rinks, tennis courts, and soccer fields.

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Part II – Environmental Consequences

Air Quality

	Yes	No
Is the project in an air quality nonattainment or maintenance area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If Yes, is the:		
Project listed on Presumed to Conform List	<input type="checkbox"/>	<input type="checkbox"/>
Project accounted for in State Implementation Plan	<input type="checkbox"/>	<input type="checkbox"/>
Project emissions below applicable <i>de minimis</i> levels	<input type="checkbox"/>	<input type="checkbox"/>
Does the project require an air quality analysis?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Does the project require an air quality analysis for construction impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Remarks: The Proposed Action will not result in additional aviation or other activity at the Airport and will therefore not affect air quality relative to existing conditions. There are significantly fewer annual operations at SGS than the 180,000 threshold requiring an air quality analysis (Air Quality Procedures For Civilian Airports and Air Force Bases, FAA 1997).

Neither the Proposed Action nor the No Action alternative would result in significant air quality impacts.

Coastal Areas

	Yes	No
Is the project located in a Coastal Barrier Resource System?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is the project located in a Coastal Zone Management Program?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If Yes, Is a consistency finding required?	<input type="checkbox"/>	<input type="checkbox"/>

Remarks: The Airport is not within a federally-designated coastal barrier area or coastal zone or coral reef area.

Compatible Land Use

	Yes	No
Will proposed action comply with local/regional development patterns for the area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Is the proposed project located near or will it create a wildlife hazard as defined in FAA Advisory Circular 150/5200-33, "Wildlife Hazards on or Near Airports"?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Has coordination with USDA Wildlife Services occurred?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is a Wildlife Assessment required?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Remarks: Proposed Action is intended to remove incompatible land uses from the protected areas around the Airport. Neither the Proposed Action nor the No Action alternative would result in significant Compatible Land Use impacts.

Construction Impacts

	Yes	No
Will construction of the proposed project:		
Increase ambient noise levels due to equipment operation	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Degrade local air quality due to dust, equipment exhaust, or burning debris	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Deteriorate water quality when erosion or pollutant runoff occur	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Disrupt off-site and local traffic patterns	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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Remarks: Removal of the structures from the residential lots along South Street will be accomplished by demolition and removal using construction equipment such as backhoes, bobcats, and dump trucks. The disturbed areas would be graded, seeded, and mulched. Demolition and removal of structures and site restoration will generate noise and dust over the construction period typical for this type of work. Applicable regulatory requirements for the handling and disposal of hazardous materials including asbestos will be met.

The trees that need to be removed or potentially trimmed are depicted on **Figure 3**. It is anticipated that approximately 40 trees per year will be removed/trimmed pending funding availability. Trees and stumps will be completely removed. No unusual or notable construction impacts from tree removal are anticipated. Lighting to mitigate other obstructions (man-made) will not result in noticeable construction impacts.

In general, construction activities will be limited to daylight hours between 7:00 am and 7:00 pm, and applicable City policies and requirements regarding noise control will be followed.

Neither the Proposed Action nor the No Action alternative would result in significant construction impacts.

Cultural Resources

Results of Research

Eligible or Listed Resources Present:	Yes	No
Archaeology		X
History/Architecture		X

Project Effect

	Yes	N/A	SHPO/FAA Approval Dates
No Historic Properties Affected	X		FAA Determination: September 8, 2013; SHPO Concurrence: October 21, 2013
No Adverse Effect		X	
Adverse Effect		X	

Completed Documentation

	Yes	N/A	SHPO/FAA Approval Dates
Historic Properties Short Report		X	
Historic Property Report		X	
Archaeological Records Check/ Review	X		FAA Determination: September 8, 2013; SHPO Concurrence: October 21, 2013
Archaeological Phase I Survey Report		X	
Archaeological Phase II Investigation Report		X	
Archaeological Phase III Data Recovery		X	
APE, Eligibility and Effect Determination		X	
Memorandum of Agreement		X	

Describe all efforts to document cultural resources using the categories outlined in the remarks box. Include any additional Section 106 work required, such as mitigation or deep trenching.

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Remarks: **Area of Potential Effect (APE):** FAA determined the APE to include areas of acquisition and both direct and indirect impacts resulting from the proposed action. This includes physical impacts such as installation of obstruction lighting and ground disturbance. Auditory and visual impacts were considered.

Coordination with Consulting Parties: The Minnesota SHPO was consulted in accordance with 36CFR800.2.

Archaeology: The files of the State Archaeologist and SHPO indicate the presence of three known archaeological sites and two alpha sites within one mile of the proposed actions. The proposed action will not affect these known resources.

Historic Properties: The SHPO database includes records of three inventoried historic standing structures in the area surrounding the airport. The proposed action will not affect these known resources.

Documentation, Findings: A determination of no effect was provided to SHPO on September 23, 2013. SHPO concurred with the finding on October 21, 2013. **Appendix A** contains relevant correspondence.

Public Involvement: Consultation concluded with SHPO concurrence. No additional parties were invited.

The No Action alternative would not result in impacts to cultural resources.

Department of Transportation Section 4(f)

Does the project area contain:	Yes	No
Publicly owned Park/Recreation Areas	X	
Wildlife and/or Waterfowl Refuges		X
Historic Properties		X

Completed Documentation		FAA Approval
Individual Section 4(f) Evaluation		
"De minimis" Impact		

- Only to be used for the following circumstances:*
- o *Historic Properties: project includes No Adverse Effect Finding with SHPO/THPO concurrence*
 - o *Parks, Recreation Areas, or Wildlife/Waterfowl Refuges: project will not adversely affect activities, features, and attributes of the property and the official with jurisdiction concurs with the finding*

Refers to Section 4(f) of the Department of Transportation Act (now 49 USC § 303). Discuss De minimis impacts below. Individual Section 4(f) documentation must be separate Draft and Final documents.

Remarks: From the early 1990s through 2013, there was a City of South St. Paul community garden located approximately 850 feet directly north of the Runway 16 threshold. Approximately 90 percent of the garden site was within the RPZ and approximately 70 percent was within the central portion of the RPZ. At the end of the 2013 gardening season, the old site was closed, and in June of 2014 a replacement site approximately 1.25 miles to the northeast was opened (please refer to **Figure 4**). The replacement process included an effective outreach and education program culminating in a July 2013 public meeting at the previous

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garden site kicked off by the Mayor of South St. Paul. The replacement site is equivalent to superior relative to the previous site in terms of gardening size and other characteristics. The replacement site has been in successful operation since June of 2014. Users have not raised negative comments or concerns with the new site. The City of South St. Paul Park and Recreation Director has provided correspondence to FAA (June 5, 2014 letter, see **Appendix B**) stating that the garden replacement has been a successful process and that negative Section 4(f) impacts have not been experienced and are not anticipated moving forward.

FAA has made a de minimis Section 4(f) determination regarding the community garden based on effective mitigation through replacement in kind. The US Department of Interior (DOI) concurred with this determination in a letter dated November 14, 2014 (provided in **Appendix B**).

McMorrow Field is a City of South St. Paul Park which is directly north of the Airport. The FAA has communicated to the City that the McMorrow Field parking spaces currently within the central portion of the RPZ need to be removed. McMorrow Field will be reconfigured and reconstructed under a larger park planning effort involving multiple recreational facilities. This park planning program, which included a \$10.1 million city-wide referendum which passed on February 11, 2014, was initiated independently of airport land use compatibility considerations. McMorrow Field will have different types of fields and serve different types of activities relative to existing conditions. The redesigned parking area will not have any parking stalls in the Runway 16 RPZ. Given that the park redesign is part of an independent park planning effort, the removal of the parking spaces from the RPZ is not a Section 4(f) issue requiring attention in this EA. DOI concurred with this opinion (see letter provided in **Appendix B**).

Ecological Resources

Biotic Resources

Describe the various types of flora (plants), fauna (fish, birds, reptiles, mammals, etc), and habitat located in the project area. Indicate if the project will have any impact on these species or their habitat.

Remarks: The project area is within the St. Paul-Baldwin Plains and Moraines Subsection of the Minnesota and Northeast Iowa Morainal Ecological Section in the Minnesota Department of Natural Resources Ecological Classification System. This subsection originally consisted of oak and aspen savanna communities with areas of tallgrass prairie and maple-basswood forest. Today, the area is dominated by urban development.

The project area contains little or no native or natural wildlife habitat. The project area is dominated by turf grasses maintained by mowing, both on the Airport and within McMorrow Field. That portion of the project area north of South Street is dominated by private lawns and landscaping, as are the parcels that would be affected by obstruction removal. There are ornamental trees (ash trees) along the parking areas and in the interior of McMorrow Field. These habitats are used by wildlife typical of urban environments including songbirds, small mammals, reptiles, amphibians, and insects.

The Proposed Action is not anticipated to significantly impact sensitive habitat. Review of

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the Minnesota Department of Natural Resources Natural Heritage System (NHIS) Database identified several rare features associated with the Mississippi River including three species of mussels, paddlefish, and floodplain forest (see **Appendix C**). The Mississippi River or the associated floodplain forest habitat would not be directly affected by the Proposed Action. The NHIS review also identified that Bald Eagles (*Haliaeetus leucocephalus*) may nest in the area and recommended evaluation of individual trees to identify any nests prior to tree trimming or removal. While numerous trees are identified for removal (or potential trimming) as part of the Proposed Action, these trees are part of a much larger urban tree system. The removals would be phased over a period of approximately five years based on funding availability.

Threatened or Endangered Species

- Is the project within the known range of any federal species?
- Does the project area contain any critical habitat?
- Is Section 7 formal consultation required for this action?
- Are there any State threatened or endangered species in the area?

Yes	No
X	
	X
	X
	X

Remarks:

Federal Species

Dakota County is home to two Federally-listed species, the Higgins eye pearly mussel (in the Mississippi River) and the prairie bush clover (in native prairie habitats). The Proposed Action would not alter the habitat of either species.

The US Fish and Wildlife Service (USFWS) provided comment on the Draft EA. The comment letter is provided in **Appendix D**. First, USFWS concurred that the proposed project would not alter the habitat of the two currently listed federal species referenced above. Second, USFWS provided information and recommendations regarding the northern long-eared bat (NLEB - *Myotis septentrionalis*). This species is anticipated to be listed as an Endangered Species under the federal Endangered Species Act no later than April 2, 2015. FAA and USFWS concur on a finding of May Affect but Not Adversely Affect regarding the NLEB for this project (see **Appendix D** – response to agency comments). The conservation measure of conducting tree removal and/or trimming outside of the summer roosting season (defined as April 1 through September 30) will be adopted and incorporated into the agency decision. Thus, tree removal/trimming may only take place between October 1 and March 31 at SGS moving forward.

An atypical situation has arisen which could make complying with this March 31 deadline problematical for 2015. In an August 20, 2014 letter to the City of South St. Paul, FAA Flight Procedures stated that certain existing tree obstructions at the Airport precluded the use of night landing procedures, and that these procedures would therefore need to cease and not be reinstated until the identified 17 trees were removed. This is a substantial issue of concern to users of the Airport, and the City is attempting to have the necessary trees removed as quickly as possible. Subsequent to August 20, 2014, FAA Flight Procedures has determined that a narrower control surface than that originally considered is appropriate; based on these dimensions, only five trees need to be removed (FAA data shows four trees, but the City wishes to be conservative and use more precise data which identifies these four plus one more). Because some of these trees are off Airport property and are not within avigation easements, it may prove impossible to remove all of these

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trees prior to March 31, and the Airport has requested a contingency arrangement.

FAA staff has coordinated with USFWS regarding this situation. These discussions are summarized in an email exchange which is included in Appendix E. The highlights of this exchange in terms of Airport commitments and associated USFWS concurrence are as follows:

- The contingency request referenced above applies only to the 2015 summer; after this, the April 1 – September 30 prohibition of tree removing/trimming will be in place.
- Due to a general 30-day enforcement window pertaining to the NLEB after its anticipated April 2 inclusion in federal list of endangered species, the City of South St. Paul will have until April 30, 2015 to remove trees at SGS.
- The City will focus on the five trees needed to reinstate the night instrument procedures first.
- If, due to landowner negotiation and access factors, all five trees needed to be removed to reinstate night landing procedures cannot be removed by April 30, 2015, the City will notify FAA, who will then begin informal consultation procedures with USFWS to allow removal of the remaining said trees in an expedited manner after this date.

State Species

The NHIS review identified the paddlefish (*Polyodon spathula*), mucket (*Actinonaias ligamentina*), and wartyback (*Quadrula nodulata*) as state-listed threatened or endangered species within a mile of the Airport. All of these species, as well as the special concern species the black sandshell (*Ligumia recta*) are associated with the habitat of the Mississippi River and would not be affected by the Proposed Action. As described above, the Bald Eagle (*Haliaeetus leucocephalus*) may nest in the area. An evaluation of individual trees to identify any nests prior to tree trimming or removal is recommended to avoid disturbance.

Energy and Natural Resources

	Yes	No
Will the project result in energy impacts during or after construction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will demand exceed supply?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Are scarce or unusual materials required for the proposed project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will the project change existing aircraft fuel consumption?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Remarks: None.

Environmental Justice (EJ)

	Yes	No
Are any EJ populations located within the project area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Will the project result in adversely high or disproportionate impacts to the EJ population?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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Remarks:

There is no resident population residing on the Airport or on the proposed site of the new Community Garden. The 2010 Census shows that the three census tracts representing the surrounding neighborhoods (604.02, 605.02, and 605.03) include similar demographics to each other and to the City of South St. Paul and Dakota County. Census Block 3000 (Census Tract 605.02) consists primarily of the Airport and McMorro Field, but also includes the multi-family residential area on Elrose Court East and the commercial area immediately west along Carmen Avenue East. This subset includes a small population with a greater percent of minorities, however, the Proposed Action would avoid direct impacts in this area.

Population and Demographics of the Project Area						
	Most Representative of Project Area			City of South St. Paul	Dakota County	Census Tract 605.02 Block 3000
	Census Tract 604.02 (North of Airport)	Census Tract 605.02 (Airport and East and West)	Census Tract 605.03 (South of Airport)			
White	2,989 (85.04%)	3,579 (83.80%)	4,292 (86.01%)	17,191 (85.27%)	339,499 (85.18%)	148 (54.21%)
African American	148 (4.21%)	206 (4.82%)	174 (3.49%)	788 (3.91%)	18,709 (4.69%)	39 (14.29)
Asian	59 (1.68%)	107 (2.51%)	79 (1.58%)	248 (1.23%)	17,451 (4.38%)	2 (0.73%)
AIAN	21 (0.60%)	25 (0.59%)	24 (0.48%)	152 (0.75%)	1,647 (0.41%)	3 (1.10%)
NHPI	0 (0.00%)	7 (0.16%)	5 (0.10%)	17 (0.08%)	216 (0.05%)	0 (0.00%)
Some other race	183 (5.21%)	199 (4.66%)	233 (4.67%)	1,085 (5.38%)	9,556 (2.40%)	68 (24.91%)
2 or more races	115 (3.27%)	148 (3.47%)	183 (3.67%)	679 (3.37%)	11,474 (2.88%)	13 (4.76%)
Total	3,515 (100.0%)	4,271 (100.0%)	4,990 (100.0%)	20,160 (100.0%)	398,552 (100.0%)	273 (100.0%)
Hispanic or Latino	484 (13.77%)	472 (11.05%)	624 (12.51%)	2,457 (12.19%)	23,966 (6.01%)	112 (41.03%)
Not Hispanic or Latino	3,031 (86.23%)	3,799 (88.95%)	4,366 (87.49%)	17,703 (87.81%)	374,586 (93.99%)	161 (58.97%)

Source: 2010 Census
AIAN = American Indian and Alaska Native
NHPI = Native Hawaiian and Other Pacific Islander

The report, *2006 – 2010 Poverty Status by Minnesota Census Tracts* (Minnesota Department of Administration, Office of the State Demographer, 2012) indicates that Census Tracts 604.02, 605.02, and 605.03 have 4.5%, 9.7%, and 6.3% of the population living below the federal poverty level, respectively. This compares to the poverty rate of 4.6% for Dakota County (2010).

Neither the Proposed Action nor the No Action alternative would result in significant Environmental Justice impacts.

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Farmland

	Yes	No
Will the project affect any Agricultural Lands?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is there any Prime Farmland (per NRCS) in the project area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
NRCS-CPA-1006 Form score: <input style="width: 80px;" type="text"/>		

Remarks: All land in the project area is urban, and by definition, not prime farmland (National Soil Survey Handbook Part 622.04). The Proposed Action will not involve any farmland. The No Action alternative would not involve any farmland.

Floodplains

	Yes	No
Is the project located in a FEMA designated floodplain?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Attach the corresponding FEMA Flood Insurance Rate Map (FIRM) or other documentation in the appendix.

Remarks: The area of the Airport and the surrounding area that would be affected by obstruction removal are outside the limits of any 100-year floodplain.

Land and Water Conservation Fund Act Section 6(f)

	Yes	No
Are there areas acquired or improved with Land and Water Conservation Fund grant assistance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Remarks: The project does not involve resources which have received LAWCON funds.

Light Emissions and Visual Effects

	Yes	No
Will the project result in airport-related lighting impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Does the proposed project fit with the existing environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Remarks:
Airport-related lighting installations and activities have the potential to visually affect surrounding residents and other nearby light-sensitive areas such as parks and historic sites. Visual effects deal broadly with the extent to which airport development contrasts with the existing environment, architecture, historic/cultural setting, or land use planning. There are no federal statutory or regulatory requirements for adverse light emission or general visual effects.

Light Emissions
As identified in the Proposed Action section of this EA, obstruction lighting is required at nine locations to comply with Part 77 requirements. The locations are identified on **Figure 3**. All of these man-made structures are on airport property. Three of these will be at fence locations, and six will be on top of hangar structures. These lights will be FAA-approved L-810 steady-burning low-intensity red lights. The FAA standard for light intensity for this type of lighting is 32.5 candela. By comparison, the Medium Intensity Runway Lights (MIRLs) at SGS emit 125 candela. The closest obstruction light to a residential structure will be approximately 185 feet away. This is the obstruction light that needs to be mounted on a fence directly east of the end of Runway 34. Given the low intensity of the obstruction

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lighting, the presence of other lighting at the airport within an urban setting, and the distance between the proposed installations and receptors, significant light emission impacts from the Proposed Action are not anticipated. The No Action alternative would not result in light emission impacts.

Visual Effects
 The Proposed Action will not result in a visual contrast with the Airport and its context. Neither the Proposed Action nor the No Action alternative would result in significant visual effect impacts.

Noise

Will the project change the current noise levels?
 Are there non-compatible land uses within the 65 DNL?
 Will the project create temporary (less than 180 days) noise impacts?
 Is a noise analysis required in accordance with FAA regulations?

Yes	No
	X
	X
X	
	X

Remarks:

The Proposed Action will result in no changes to noise generated by airport operations. Noise during construction is addressed under the Construction Impacts heading.

Neither the Proposed Action nor the No Action alternative will result in significant noise impacts.

Social Impacts

Will the proposed action result in the relocation people, businesses or farms?

Yes	No
X	

Number of relocations: Residences: 2 Businesses: 0 Farms: 0 Other: 0

Remarks:

The Proposed Action includes purchase in fee and removal of a single family structure and a duplex on South Street West as shown on **Figure 3**. The property acquisition will be conducted according to the requirements established in the Uniform Real Property Acquisition and Relocation Act of 1970, as amended, and as put forth in FAA Order 5100.37B (*Land Acquisition & Relocation Assistance for Airport Projects*) and FAA Advisory Circular 150/5100-17 (*Land Acquisition and Relocation for AIP-Assisted Projects*). The homeowners have been aware for over two years that their properties have been identified for acquisition. During this timeframe, City staff has maintained contact with the homeowners, who have expressed willingness to enter acquisition negotiations once funding is available.

Socioeconomic Impacts

Will the proposed action result in:
 A change in business or economic activity in the project area
 An impact on local public service demands

Yes	No
	X
	X

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Induced/Secondary impacts

Remarks: Neither the Proposed Action nor the No Action alternative would result in socioeconomic impacts as defined under NEPA.

Solid and Hazardous Waste

	Yes	No
Is there an Environmental Due Diligence Audit (EDDA) Phase I Report?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
If Yes, is EDDA Phase II required/completed	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If Yes, is EDDA Phase III required/completed	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Does the project require the use of land that may be contaminated?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will the proposed project generate solid waste?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
If Yes, are local disposal facilities capable of handling the additional waste?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Remarks:

The Proposed Action would generate solid waste from the demolition and removal of single-family residential structures from South Street. The removal contractor will be required to manage and dispose of all waste building materials in accordance with applicable environmental regulations. A Phase I Environmental Due Diligence Audit was performed for both properties (Bolton & Menk, Inc. July 2013). This review found no Recognized Environmental Conditions as defined in ASTM 1523-05. Phase II analysis was therefore not required.

Wood waste will be generated by the removal of tree obstructions. Wood waste generated from tree cutting will be hauled away and used or disposed of in a licensed facility.

Neither the Proposed Action nor the No Action alternative would result in significant solid and hazardous waste impacts.

Water Quality

Streams, Rivers, Watercourses & Jurisdictional Ditches

	Yes	No
Are there Streams, Rivers, Watercourses or Ditches in/near the project area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is there any Wild, Scenic or Recreational Rivers in/near the project area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Other Waters

Are there any lakes or ponds in/near the project area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Are there other surface/below surface waters in/near the project area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Remarks: Based on a review of National Wetland Inventory (NWI) information, there is only one wetland or other surface water resource on or in adjacent to the airport. A pond located near the southwest portion of the airfield is referred to as Bohrer Pond. The Proposed Action will not directly or indirectly affect Bohrer Pond.

Wetlands

	Yes	No
Are there wetlands in/near the project area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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Total wetland area: approx. 14 acre(s) Total wetland area impacted: 0 acres(s)

Wetland No.	Classification	Total Size (Acre)	Impacted Acres	Jurisdictional	Non-Jurisdictional	Comments
	L1UBH per NWI	<u>approx. 14.0 acres</u>	0.00			Bohrer Pond

Completed Documentation

	Yes	No
Wetland Delineation Report	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Conceptual Mitigation Plan (see remarks)	<input type="checkbox"/>	<input type="checkbox"/>
Mitigation Available	<input type="checkbox"/>	<input type="checkbox"/>

Individual Wetland Finding

Alternatives that will not result in any wetland impacts are not practicable because such avoidance would result in (Mark all that apply and explain):

	Yes	No
Substantial adverse impacts to adjacent homes, business or other improved properties;	<input type="checkbox"/>	<input type="checkbox"/>
Substantially increased project costs;	<input type="checkbox"/>	<input type="checkbox"/>
Unique engineering, maintenance, or safety problems;	<input type="checkbox"/>	<input type="checkbox"/>
Substantial adverse social, economic, or environmental impacts, or	<input type="checkbox"/>	<input type="checkbox"/>
The project not meeting the identified needs	<input type="checkbox"/>	<input type="checkbox"/>

Discuss measures to avoid, minimize, and mitigate wetland impacts. Make sure to include mitigation ratios.

Remarks: As noted above, Bohrer Pond is located outside the southwest portion of the Airport. Bohrer Pond is classified on the National Wetlands Inventory (NWI) as a L1UBH, where (L) lacustrine, (1) limnetic, (UB) unconsolidated bottom, and (H) permanently flooded, specifically identify deep lake habitat. Bohrer Pond is also classified as a Protected Water (19-34P). The pond is outside of areas affected by the Proposed Action. No other wetlands are identified in the project area.

Cumulative Impacts

	Yes	No
When considered together with other past, present, and reasonably foreseeable future development projects on or off the airport, would the proposed project produce a cumulative effect on any of the environmental impact categories above?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Remarks: The most notable off-airport development project which will take place in the larger project area will be the redevelopment of McMorrow Field as has been described earlier. Potential reasonably foreseeable on-airport improvements include runway and taxiway improvements and new aviation building construction. The work proposed under this EA will not have significant cumulative impacts with any of these development actions.

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Part III – Permits, Mitigation, Coordination and Public Involvement

PERMITS/MITIGATION

Permits

List all required permits for the proposed project & indicate if any problems are anticipated in obtaining the permit

Remarks:

- Building Demolition – Notification of Intent to Perform a Demolition (MPCA Asbestos Program)
- Building Demolition – Compliance with Minnesota Rules 7035.0805 (Building Renovation and Demolition Hazardous Materials)

Mitigation

Describe all mitigation measures for the proposed project. Include any impacts that cannot be mitigated or those that cannot be mitigated below threshold levels. Also, provide a description of any resources that must be avoided during construction.

Remarks:

General

Best management practices will be incorporated into the primary work elements involved (tree removal, structure demolition/site grading and reclamation, obstruction lighting installation). No unusual construction conditions are anticipated that would result in significant environmental impacts. Anticipated best management practices include:

- Construction activities limited to daylight hours between 7 am and 7:00 pm
- Safety fencing and dust suppression during building demolition
- Environmental survey for hazardous materials prior to building demolition and subsequent management/disposal as needed consistent with applicable regulatory requirements
- Pest control – baiting for rodents and other small mammals for a week prior to building demolition
- Site restoration after building demolition with grading, seeding, and fertilizing
- Erosion control through siltation fencing for building removal and as needed for tree removal

Northern Long-Eared Bat

Tree removal and/or trimming activities will be conducted between October 1 and March 30. The Airport and USFWS have agreed on a contingency plan regarding five trees that need to be removed to reinstate night landing procedures at SGS. This contingency plan is more fully discussed under the Ecological Resources – Rare or Endangered Species heading, above, and it only applies to the 2015 summer restriction.

EARLY COORDINATION

List each agency coordinated with, the date coordination was sent, and if a response was received in the following table. Make sure to include a copy of the response in the appendix.

Resource Agency	Date ECL Sent	Date Response Received	Date Draft EA Sent	Date Response Received
MN Department of Natural	March 20, 2013	April 15, 2013		

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Resources - NHIS				
US Army Corps of Engineers	N/A	N/A	August 7, 2014	No Response
US Environmental Protection Agency	N/A	N/A	August 7, 2014	September 9, 2014 (received)
US Fish and Wildlife Service	N/A	N/A	August 7, 2014	September 12, 2014
Federal Aviation Administration	N/A	N/A	August 7, 2014	No Response
US Department of Agriculture (MN Wildlife Services)	N/A	N/A	August 7, 2014	No Response
MN Department of Agriculture	N/A	N/A	August 7, 2014	No Response
MN Department of Commerce	N/A	N/A	August 7, 2014	No Response
MN Department of Health	N/A	N/A	August 7, 2014	No Response
MN Pollution Control Agency	N/A	N/A	August 7, 2014	No Response
MN Department of Transportation – Highway	N/A	N/A	August 7, 2014	September 3, 2014
MN Department of Transportation – Aeronautics (Regional Program Manager)	N/A	N/A	August 7, 2014	No Response
MN Department of Transportation – Aeronautics (Regional Airport Planner)	N/A	N/A	August 7, 2014	No Response
MN Department of Natural Resources – Environmental Review Unit	N/A	N/A	August 7, 2014	September 5, 2014
Dakota County	N/A	N/A	August 7, 2014	September 5, 2014
Dakota County Soil and Water Conservation District	N/A	N/A	August 7, 2014	No Response
Metropolitan Council	N/A	N/A	August 7, 2014	September 8, 2014
City of Inver Grove Heights	N/A	N/A	August 7, 2014	No Response

Remarks: [MNDNR - Natural Heritage Information System](#)
The Minnesota DNR response to the National Heritage Information System (NHIS) query is provided in **Appendix C**. As discussed under the Biotic Resources heading, above, the DNR identified that Bald Eagles (*Haliaeetus leucocephalus*) may nest in the area and recommended evaluation of individual trees to identify any nests prior to tree trimming or removal. Otherwise, the review found no potential for significant impacts.

The Proposed Action is located in a developed area and would not result in impacts to wetlands or other waters requiring Early Coordination with the U.S. Army Corps of Engineers or State and local regulators.

Agency coordination regarding Section 106 has been summarized previously. A *No Historic Properties Affected* determination was made by FAA, and SHPO concurred with this determination. Applicable correspondence is provided in **Appendix A**.

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Draft Environmental Assessment

During the 30-day Draft EA review period, six agencies provided comments:

- US Environmental Protection Agency
- US Fish and Wildlife Service
- MN Department of Natural Resources
- MN Department of Transportation
- Metropolitan Council
- Dakota County

These comment letters are provided in **Appendix D**. No substantial concerns with the Proposed Action itself were identified. Only two of the comment letters required responses: USEPA and USFWS. The most notable elements of the USEPA letter were: a) a desire for documentation of coordination with USFWS regarding current and anticipated federally protected species, and b) a desire for clarification in the Final EA regarding tree compensation mitigation procedures and considerations. The USFWS letter desired information regarding the northern long-eared bat (*Myotis septentrionalis*, NLEB), which is anticipated to be listed as an endangered species under the federal Endangered Species Act by April 2, 2015. The USFWS letter recommends that tree removal to take place between October 1 and March 30 to minimize the potential to impact this species. Responses to the USEPA and USFWS letters are provided in **Appendix D**. These responses identify associated revisions that have been made in the EA text.

PUBLIC INVOLVEMENT

Some level of public involvement is encouraged for every Federal Action. **The level of public involvement should be commensurate with the proposed action.** Discuss any public involvement activities (legal notices, letters to affected property owners and residents, meetings, special purpose meetings, newspaper articles, etc.) for this project.

Remarks:

Garden Relocation

On April 9, 2013, a presentation was made to the South St. Paul Parks and Recreation Commission. The purpose of this presentation was to provide background on the EA and how its recommendations would involve resources under the jurisdiction of the Parks and Recreation Department. This included the need to relocate the community garden at that time located north of Runway 16. Information was also provided on the replacement community garden site (please refer to **Figure 4**).

On July 30, 2013 a public meeting was held at the garden site itself. This meeting was kicked off by the Mayor of South St. Paul and provided information on why the garden needed to be relocated and about the location and use of the new site. Individual advance-notice mailings were sent to all of the users of the site, and cards were placed on the plots themselves as reminders. The Airport Manager and the Director of Parks and Recreation presented information at this meeting and responded to comments and questions.

General Public Outreach

On October 11, 2013, a mailing was sent to all landowners with properties: a) contiguous to the Airport property and/or b) within Zone A of each approach. This mailing included a narrative summary of the project and the EA process, and also included a project map. It

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requested that comments be made within 30 days of the mailing. The mailing is included as **Appendix F**. No written comments were received in response to this mailing. Approximately 60 residents contacted the Airport Manager on the telephone or in person to discuss the Proposed Action. Most of the questions and comments had to do with tree removal. The comments were primarily positive, although some residents were very concerned about the potential loss of one or more trees on their property and desired clarification on the need for tree mitigation and/or regarding the procedures involved.

Draft Environmental Assessment

During the 30-day Draft EA period, two residents provided written comments. These comments, and responses to them, are included in **Appendix G**. In addition, the Fleming Field Airport Manager received a total of eight telephone calls and five office visits from neighboring residents in response to the Draft EA notice and review process. All of these residents had questions about tree mitigation. Eleven of the 13 residents who contacted the Airport Manager were informed that no trees were identified as needing mitigation on their property. The remaining two residents were satisfied with the information provided by the Airport Manager that their trees identified for removal would be appraised, and that the landowner would be compensated for that value, and that the City would also pay the removal costs.

Public Controversy on Environmental Grounds

Is the project anticipated to involve substantial controversy concerning community and/or natural resource impacts?

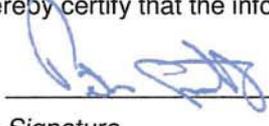
Yes

No

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Preparer Certification

I hereby certify that the information I have provided is complete and accurate, to the best of my knowledge:



February 23, 2015

Signature

Date

Peter Langworthy, Environmental Planner

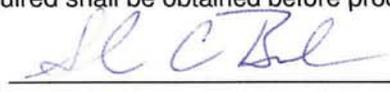
Bolton & Menk, Inc.

Printed Name and Title

Organization

Airport Sponsor Certification (may not be delegated to consultant)

I hereby certify that the information provided is complete and accurate to the best of my knowledge. I also recognize and agree that no construction activity, including but not limited to site preparation, demolition, or land disturbance, shall proceed for the above proposed project(s) until the FAA issues a final environmental decision for the proposed project(s) and until compliance with all other applicable FAA approval actions (e.g., ALP approval, airspace approval, grant approval if applicable) have occurred. All applicable Federal, State, and local permits required shall be obtained before proceeding with the proposed action.



2/23/2015

Signature

Date

Glenn Burke, Airport Manager

City of South St. Paul

Printed Name and Title

Organization

FAA Decision

Having reviewed the above information, certified by the responsible airport official, the proposed projects of development warrant environmental processing as indicated below:

- The proposed action has been found to qualify for a Condensed Environmental Assessment.
- The proposed development action exhibits conditions that require the preparation of a detailed Environmental Assessment.
- The proposed development action requires preparation of an Environmental Impact Statement.

This Environmental Assessment becomes a Federal document when signed/dated by the Responsible FAA Official.

joshua.fitzpatrick@faa.gov

Digitally signed by joshua.fitzpatrick@faa.gov
 DN: cn=joshua.fitzpatrick@faa.gov
 Date: 2015.02.25 15:07:10 -06'00'

ov

2/25/15

Signature

Date

Josh Fitzpatrick

as FAA Approving Official for the Federal Aviation Administration

Environmental Protection Specialist