



U.S. Department
of Transportation
**Federal Aviation
Administration**

September 18, 2013

RECEIVED

SEP 23 2013

**BOLTON & MENK, INC
BURNSVILLE, MN**

Northwest Mountain Region
Denver Airports District Office
26805 East 68th Avenue, Suite 224
Denver, CO 80249-6361

Ms. Mary Ann Heidemann
Minnesota Historical Society
State Historic Preservation Office
345 Kellogg Boulevard West
St Paul, MN 55102

Re: Determination of Effect for the South St Paul Airport Obstruction Removal Project

Dear Ms. Heidemann:

The Federal Aviation Administration (FAA) determined that a Section 106 finding of a *No Historic Properties Affected* is applicable for the South St Paul Municipal Airport obstruction removal project. The FAA respectfully requests the Minnesota State Historic Preservation Office to provide written concurrence with the Section 106 determination of *No Historic Properties Affected*.

If you have any comments, questions, or concerns regarding the analyses and conclusions used to determine the potential effects of the proposed project on historic, cultural, and archaeological resources, or have any questions regarding the project, please do not hesitate to contact me.

Sincerely,

Original Signed By:
Kandice Krull

Kandice Krull
Environmental Protection Specialist
FAA - Denver Airport District Office
303-342-1261

Enclosure: No Historic Properties Affected Finding

**FEDERAL AVIATION ADMINISTRATION
DOCUMENTATION OF SECTION 106 FINDING OF
NO HISTORIC PROPERTIES AFFECTED
SUBMITTED TO THE STATE HISTORIC PRESERVATION OFFICER
PURSUANT TO 36 CFR Section 800.4(d)(1) for the
SOUTH SAINT PAUL MUNICIPAL AIRPORT IMPROVEMENT PROJECT**

1. DESCRIPTION OF THE UNDERTAKING

The South Saint Paul Municipal Airport - Fleming Field (Airport) is located ten minutes from downtown St Paul in Dakota County. The Airport is proposing to remove the following obstructions (Appendix A):

- Residential buildings (108 South Street West & 120 South Street West)
- Community garden on airport property (will be relocated off airport property)
- Portion of the parking lot at McMorrow Field
- Trees penetrating the airspace both on and off airport property

2. AREA OF POTENTIAL EFFECT

The Area of Potential Effect (APE) is the area within which an undertaking may affect a historic property or cultural resource, either directly or indirectly. The APE (Appendix B) for this project encompasses areas proposed for disturbance/acquisition and areas with the potential for noise and/or visual effects, including the view shed (the area which the project may visually impact).

3. EFFORTS TO IDENTIFY HISTORIC PROPERTIES

Bolton & Menk, Inc (B&M) completed a *Section 106 Review Report* in August 2013 (Appendix C). The search area included the South ½ of Section 34 of Township 28N, Range 22W; Section 3 of Township 27N, Range 22W; and the northeast ¼ of Section 10 of Township 27N, Range 22W in Dakota County, Minnesota. As part of this survey, B&M completed background research to gather information on previously recorded sites and historic structures within the APE.

The archaeological survey did not locate any significant cultural resources. No previously recorded archaeological sites are located within the APE. There are three known archaeological sites and two alpha sites within one mile of the proposed action. The proposed action will not impact these sites. The potential to find archaeological resources within the APE is low given the location of the nearest known sites and that the project area is in a relatively flat area that is located away from water sources. For these reasons, no additional archaeological investigation is necessary.

The two residences slated for acquisition and demolition were constructed in 1965/1966. Both houses have had numerous updates/revisions since their construction. In addition, neither house is associated with any person or activity of historical significance nor are they architecturally significant. For these reasons, the houses were found not to be eligible for listing on the National Register of Historic Places (NRHP).

The tree removal/trimming will be sparsely located throughout the APE. Trees that are removed will be replaced with species that are low growing and will not result in impacts to the airspace in the future. For these reasons, the tree removal is not expected to cause impacts to any historical resources if such resources were present.

4. BASIS FOR FINDING

The review did not identify any National Register listed or eligible-for-listing resources. If cultural resources are discovered during construction, all activity will stop until the State Historic Preservation Office (SHPO) and the Federal Aviation Administration (FAA) are notified.

The FAA has therefore determined that a finding of *No Historic Properties Affected* is appropriate for this project. The FAA respectfully requests that the SHPO provide written concurrence with this Section 106 finding.

5. SECTION 4(f) COMPLIANCE REQUIREMENTS (for historic properties)

This undertaking will not convert property from any Section 4(f) historic property to a transportation use; the FAA has determined the appropriate Section 106 finding is "No Historic Properties Affected"; therefore, no Section 4(f) evaluation is required. The FAA respectfully requests the Minnesota SHPO provide written concurrence with the Section 106 determination of "No Historic Properties Affected"

APPENDIX

Appendix A: Project Figures

Appendix B: APE

Appendix C: Section 106 Study

Approved By:



Kandice Krull
Environmental Protection Specialist
Federal Aviation Administration (FAA)

Appendix A



FLEMING FIELD
 Environmental Assessment
 Section 106 Review

Legend

Proposed Actions:

Action

- Install FAA Red Obstruction Lighting for Structure
- Remove On-Airport Structure
- Trim and/or Remove Trees (Phase 1)
- Trim and/or Remove Trees (Phase 2)
- ◇ Runway Protection Zone (RPZ)
- ◇ Remove Parking Spaces
- ◇ Affected non-City owned Properties
- ◇ Structure Removals
- ◇ Parking Reconfiguration
- ◇ Garden Removal
- ✈ Airport Property
- Airspace Contours
- Intermediate
- Major

Mean Sea Level Elevation Range

- 1000 - 1050
- 950 - 1000
- 900 - 950
- 850 - 900
- 817.767 - 850

Source: Esri Aerial Photography



Proposed Actions

Figure 1
 August 2013



Appendix B



APE for Obstruction Removal Project

Appendix C



BOLTON & MENK, INC.

Consulting Engineers & Surveyors

12224 Nicollet Avenue • Burnsville, MN 55337

Phone (952) 890-0509 • Fax (952) 890-8065

www.bolton-menk.com

August 30, 2013

Kandice Krull
Environmental Protection Specialist
Federal Aviation Administration
Denver Airports District Office
26805 E 68th Avenue, Suite 224
Denver, CO 80249-6361

RE: South St. Paul Municipal Airport Environmental Assessment
Section 106 Coordination – Updated Information
Project No.: T51.104506
SHPO R & C: (PENDING)

Dear Ms. Krull,

The letter includes project information that has been updated since our letter dated June 28, 2013. Related project discussions with the Minneapolis Airports District Office of FAA have identified additional airspace penetrations at Fleming Field, South St. Paul Municipal Airport (SGS). Please find the attached figures depicting the newly proposed obstruction mitigation. A phased approach will be used to clearing the airspace, however, all activities are anticipated to be completed within five years, contingent on available funds.

Proposed actions (See Figure 1) include the removal of the following elements within the runway approach surfaces or on existing airport property:

- Residential buildings at 108 South St. W & 120 South St. W
- Community garden located on airport property
- Parking lot at McMorrow Field, a municipal park
- Airspace-penetrating trees that are on and off airport property

These improvements are needed in order to satisfy the land use safety requirements of FAA Airport Circular 150/5300-13 (¶212) and FAA Grant Assurance No. 20. An Environmental Assessment (EA) is being completed for the proposed improvements. The following information is provided for your use in facilitating the Section 106 consultation for the EA.

Fleming Field is located in the S ½ of Section 34 of T28N, R22W and in Section 3 of T27N, R22W, Dakota County, MN. Proposed actions are located within these sections as well as in the NE ¼ of Section 10 of T27N, R22W. See Figure 2 for the project location.

Previously Identified History/Architecture Properties

According to State Historic Preservation Office (SHPO) database, three historic standing structures are inventoried in the area surrounding the airport. Property DK-IVG-002/WA-PKC-001, a railroad and highway bridge over the Mississippi River, is considered eligible for the National Register of Historic Places. Property DK-IVG-013 is a home constructed in ca. 1880 and DK-IVG-025 is the Inver Grove Heights Township Hall, constructed in 1934; neither property has evidence of an evaluation within the SHPO database. The proposed actions are not anticipated to impact the previously inventoried history/architecture properties. The locations of these properties are depicted on Figure 2.

Previously Identified Archaeological Sites

The files of the Office of the State Archaeologist (OSA) and SHPO indicate the presence of three known archaeological sites and two alpha sites within one mile of the proposed actions. Sites 21DK0011, 21DK0012 and 21DK0013 are located northwest and north of the proposed actions along the bluffs of the Mississippi River. The known sites are burial mounds, which, according to site files, are heavily disturbed or completely destroyed. No visual, auditory or physical impacts are anticipated to these known archaeological sites.

Sites 21DKt and 21DKv are the historically-documented ghost towns of Merrimack and Westcott, respectively. No professional archaeologist has identified the remains of either. The records available at SHPO indicate that Merrimack is located in the NW $\frac{1}{4}$, NW $\frac{1}{4}$ of Section 11 and the N $\frac{1}{2}$, NE $\frac{1}{4}$ of Section 10. The post office, according to the notes provided in the records, was established in 1857 and removed in 1865. Neill (1881: 408) indicates that the town was platted and parcels were sold beginning in 1857, but by 1865 no improvements had been made and the plat was partially vacated. The land was used for farming (Neill 1881: 408). Merrimack, 21DKt, appears to be a "paper town" which for all intents and purposes did not physically exist and, therefore, impacts to 21DKt are not anticipated.

The SHPO records for Westcott indicate that the site is located in the W $\frac{1}{2}$ of Section 11. The verbal description and property records provided by Neill (1881: 351 and 526) when cross-referenced with Pinkney (1896: 15) appear to indicate that Westcott is actually located in T27N, R23W, Section 13. Both locations are outside of the project footprint and impacts to 21DKv are not anticipated.

Land Use History

The locations of proposed structure removal, garden removal and parking lot reconfiguration were all vacant fields at the time of 1964 aerial photography. According to the Dakota County tax records, the houses within the southern approach, where trees are proposed to be removed, were constructed between 1958 and 1964. In the northern approach, such houses were constructed primarily between 1956 and 1967, with the exception of one home constructed in 1941 and several others in the 1980s and 1990s. The two homes to be demolished, 108 South St. W and 120 South St. W, were constructed in 1965 and 1966, respectively.

The home at 108 South St. W is a two-story stucco home with an attached two stall garage. The attached garage appears to have been an addition, sharing a roof line over the front porch. The first story of the home has a brick façade, with matching brickwork on the chimney. A small, three season porch is found to the rear of the garage. The home has newer vinyl fascia and vinyl windows. The front of the home is heavily landscaped and well shrouded by a large tree and bushes. A title search of previous property owners did not reveal any locally, regionally, or nationally significant owners or activities taking place at the home.

The home at 120 South St. W is a single-story duplex. The duplex appears to be split longitudinally, the windows and doorways are identical on the east and west sides. It exhibits brick façade on the front wall, with stucco and glass block windows near the entryway. The home is architecturally insignificant, with vinyl windows. The landscaping is minimal, with two trees and a plot of grass immediately south and north of the home. The east and west sides are entirely concrete or asphalt. A title search of previous



Kandice Krull
August 30, 2013
Page 3

property owners did not reveal any locally, regionally, or nationally significant owners or activities taking place at the home.

Summary

The project will not result in impacts to any previously-recorded archaeological or history/architecture sites. The two homes that are proposed to be demolished, 108 South St. W and 120 South St W, were constructed in 1965 and 1966, respectively. Both homes have newer updates in the form of vinyl windows, and do not appear to be architecturally significant. Neither home had a previous owner that was historically significant, nor were they the site of historically significant activities. Prior to the construction of both homes, the land was farmland.

The tree removal that is required based on our analysis would be relatively sparse throughout most of the residential areas. The potential for identifying archaeological material within the project area appears to be low based on the nature of the undertaking, the locations of the nearest known archaeological sites and the geography within the project area. The nearest known archaeological sites are located on bluffs overlooking the Mississippi River. Early plat maps (1879) also indicate the area was farmland. The project area is in a relatively flat area that is located away from water and natural streams. For these reasons no additional archaeological work is recommended.

Sincerely,

BOLTON & MENK, INC.

A handwritten signature in cursive script, appearing to read "Austin Jenkins".

Austin Jenkins
Archaeologist

Enclosures:

- Figure 1: Proposed Actions
- Figure 2: Location Map
- Figure 3: 1964 Air Photo
- Figure 4 - 108 South Street W
- Figure 5 - 120 South Street W

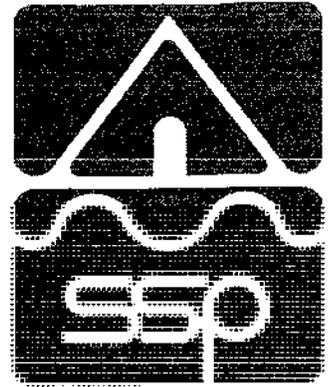
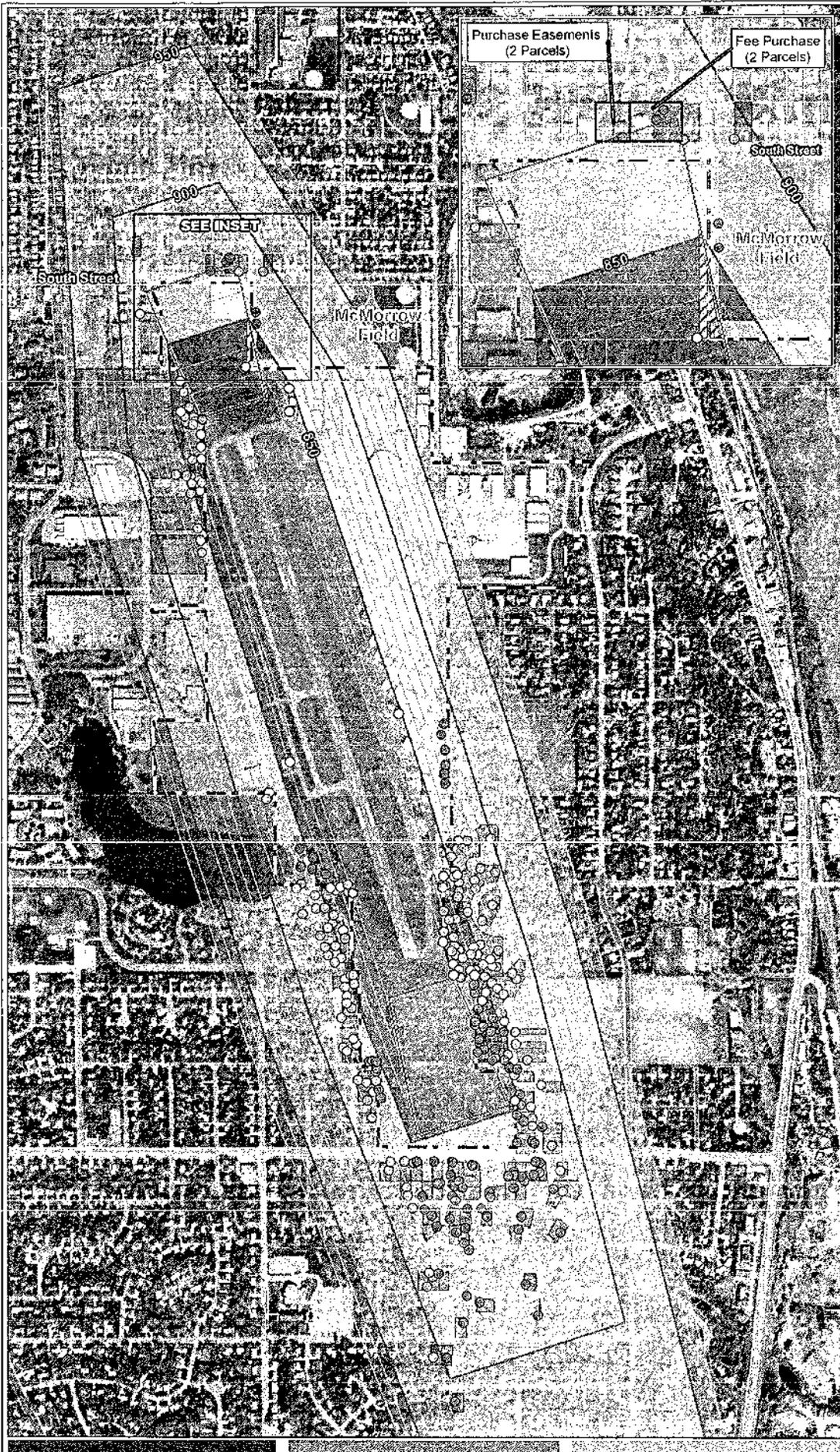
CC:

Dale E. Maul, Bolton & Menk, Inc.
Peter Langworthy, Bolton & Menk, Inc.

References

Neill, Rev. Edward D.
1881 History of Dakota County and the City of Hastings: Including the Explorers and Pioneers of Minnesota. North Star Publishing, Minneapolis.

Pinkney, Bertine.
1896 Plat book of Dakota County, Minnesota. Union Publishing, Philadelphia.



FLEMING FIELD
 Environmental Assessment
 Section 106 Review

Legend

Proposed Actions

- Action**
- Install FAA Red Obstruction Lighting for Structure
 - Remove On-Airport Structure
 - ⊗ Trim and/or Remove Trees (Phase 1)
 - ⊙ Trim and/or Remove Trees (Phase 2)
 - ⊕ Runway Protection Zone (RPZ)
 - ⊖ Remove Parking Spaces
 - ⊘ Affected non-City owned Properties
 - Structure Removal
 - Parking Reconfiguration
 - Garden Removal
 - ⊠ Airport Property
- Airspace Contours**
- ~ Intermediate
 - ~ Major
- Mean Sea Level Elevation Range**
- 1000 - 1050
 - 950 - 1000
 - 900 - 950
 - 850 - 900
 - 817.767 - 850

Source: Esri Aerial Photography



**Proposed
 Actions**

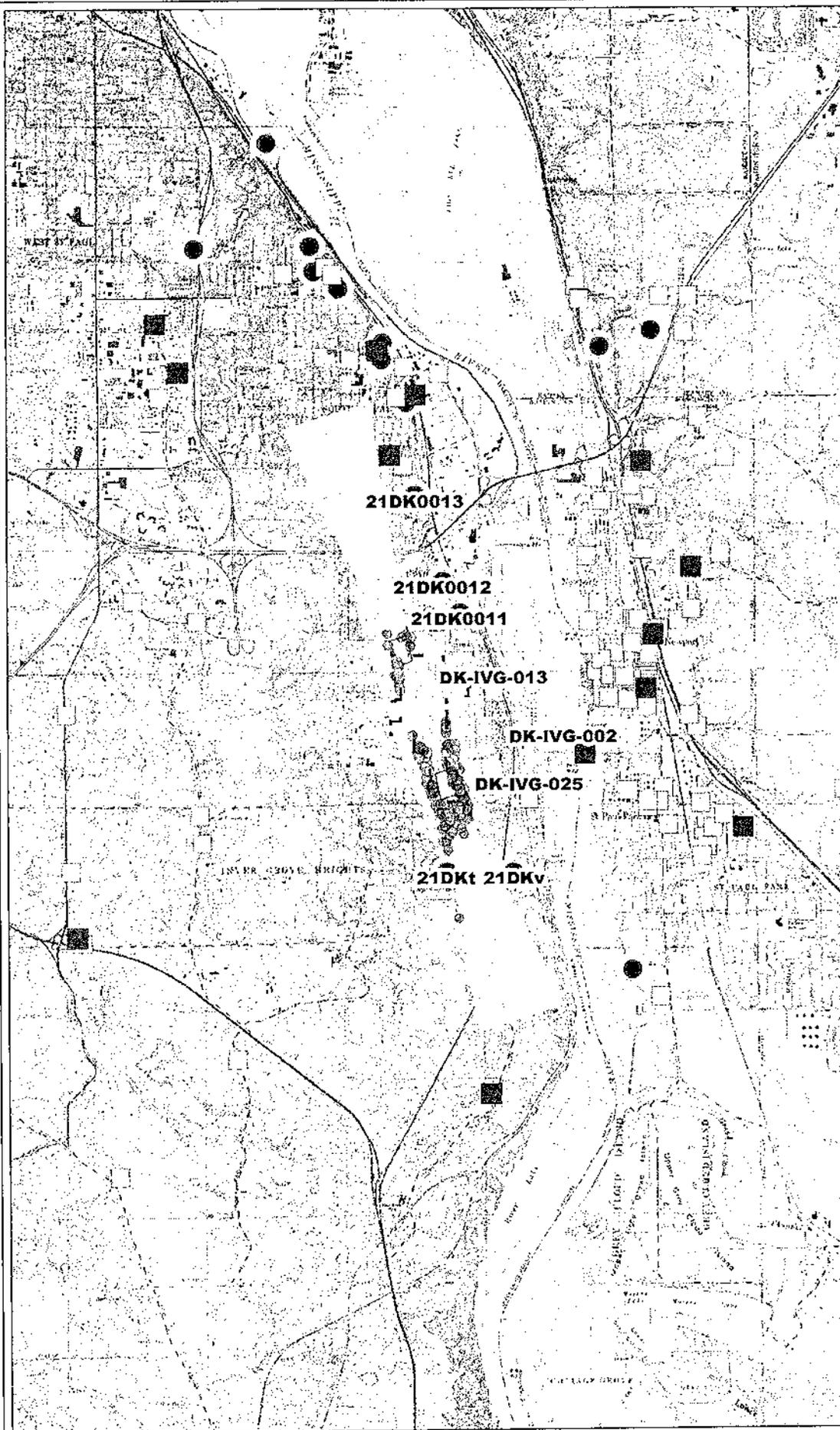
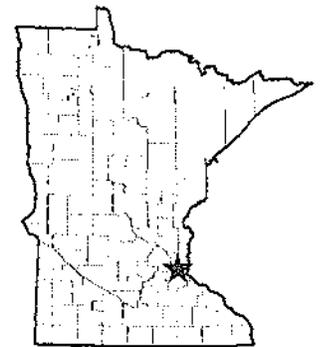
Figure 1

August 2013





FLEMING FIELD
Environmental Assessment
Section 106 Review



Legend

- ★ Project Location
- Trim and/or Remove Trees (Phase 1)
- Trim and/or Remove Trees (Phase 2)
- Approach Boundary
- Transitional Boundary
- ⬢ Runway Protection Zone (RPZ)
- ⬢ Airport Property
- Eligible/Listed Structure
- Inventoried Structure
- Archaeological Site

Source: MnGEO, USGS, SHPO
Topo Quads: Saint Paul East, Inver Grove Heights

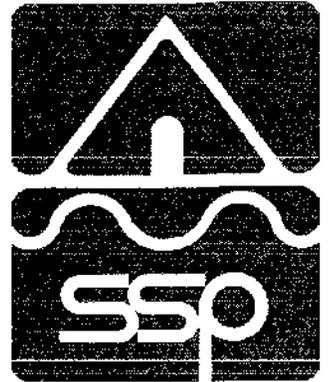
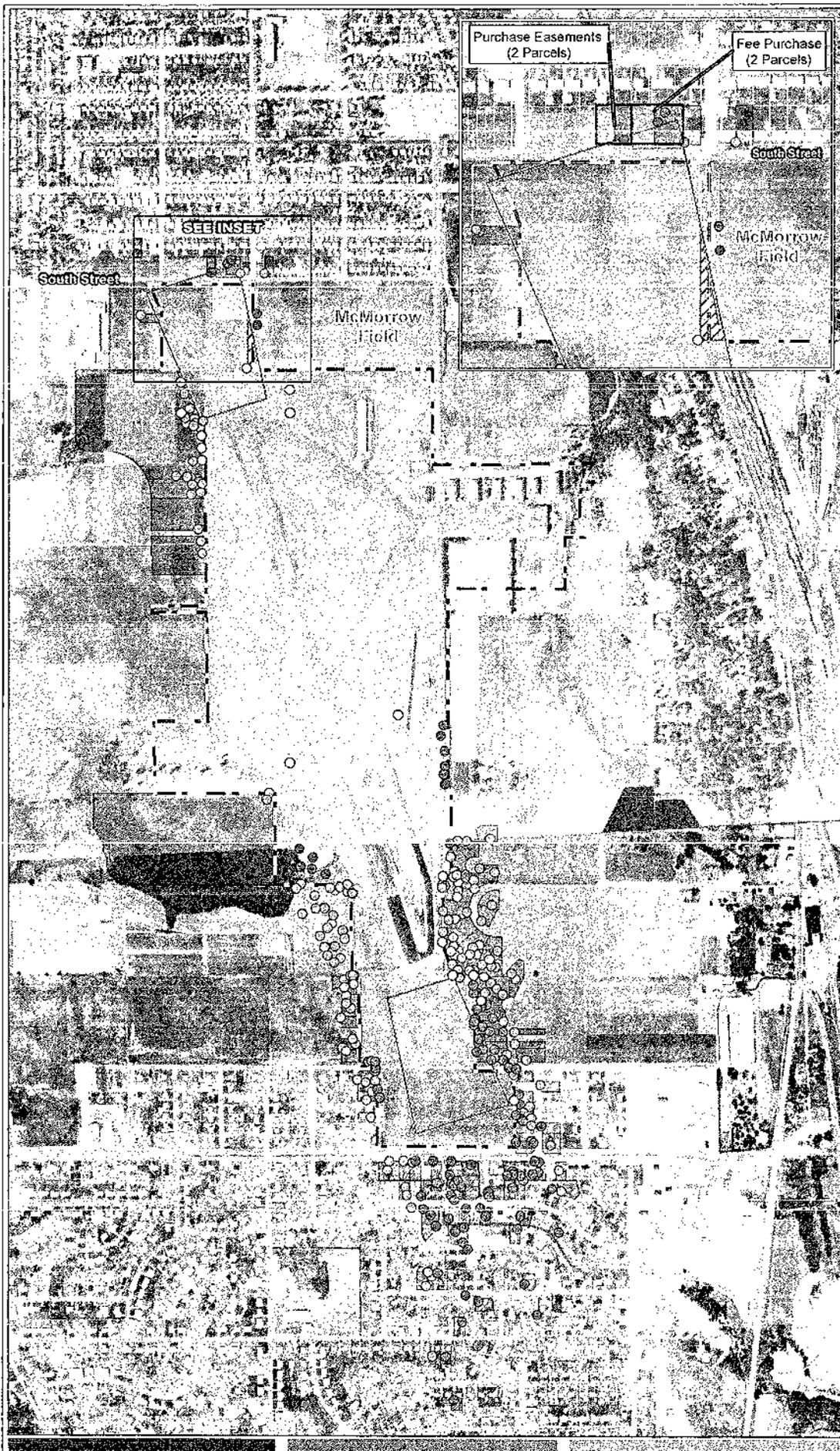
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**Project Location
& Known Cultural
Resources**

Figure 2

August 2013





FLEMING FIELD
 Environmental Assessment
 Section 106 Review

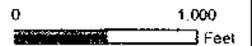
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Proposed Actions

Action

- Install FAA Red Obstruction Lighting for Structure
- ⊗ Remove On-Airport Structure
- ⊙ Trim and/or Remove Trees (Phase 1)
- ⊕ Trim and/or Remove Trees (Phase 2)
- ⊖ Runway Protection Zone (RPZ)
- ◇ Remove Parking Spaces
- ⊘ Affected non-City owned Properties
- Structure Removal
- Parking Reconfiguration
- Garden Removal
- ⊠ Airport Property

Source: USGS, MnDNR



1964 Air
 Photo

Figure 3

August 2013





FIGURE 4 - 108 SOUTH STREET W



FIGURE 5 - 108 SOUTH STREET W

STATE HISTORIC PRESERVATION OFFICE

October 21, 2013

Ms. Kandice Krull
Environmental Protection Specialist
FAA- Denver Airport District Office
26805 East 68th Avenue, Suite 224
Denver, CO 80249-6361



RE: South St. Paul Airport Obstruction Removal Project (Fleming Field)
South St. Paul, Dakota County
SHPO Number: 2013-3202

Dear Ms. Krull:

Thank you for the opportunity to comment on the above project. It has been reviewed pursuant to the responsibilities given the State Historic Preservation Officer by the National Historic Preservation Act of 1966 and implementing federal regulations at 36 CFR 800.

Based on available information, we concur with your determination that **no historic properties will be affected** by this project.

Please contact our Compliance Section at (651) 259-3455 if you have any questions regarding our review of this project.

Sincerely,

Barbara Howard, Deputy State Historic Preservation Officer
Minnesota State Historic Preservation Office

APPENDIX B
Section 4(f) Correspondence



June 5, 2014

Mr. Josh Fitzpatrick
Environmental Protection Specialist
FAA – Minneapolis Airport District Office
6020 28th Avenue South, Room 102
Minneapolis, MN 55450

RE: Fleming Field Community Garden – Section 4(f)

Dear Mr. Fitzpatrick,

The purpose of this letter is to address Section 4(f) considerations as part of the National Environmental Policy Act (NEPA) Environmental Assessment (EA) process for actions to be taken at South St. Paul Fleming Field. We understand that you are the lead FAA staff individual to coordinate with for the remainder of our Fleming Field EA process.

At the start of the EA process in 2012, there were Runway Protection Zone (RPZ) compatibility deficiencies at Fleming Field involving two Section 4(f) resources: McMorrow Field, and a community garden north of Runway 16. Regarding McMorrow Field, there currently are parking spaces that need to be removed from the Runway Protection Zone (RPZ). As has been discussed between FAA staff and representatives of the City, the McMorrow Field RPZ deficiencies will be addressed with a park reconstruction and redesign project. As advised by FAA staff, this is not considered a Section 4(f) issue because the park redesign is part of a larger park planning and referendum process independent of the airport action. The South St. Paul Park Referendum passed on February 11, 2014.

Regarding the community garden, this feature had been located on Airport property directly south of South Street West and directly west of the McMorrow Field access drive (please see attached map) from the early 1990s through September of 2013. This garden was approximately 200 feet by 200 feet and provided 110 garden plots. Approximately 90 percent of the garden was within the RPZ and approximately 70 percent of it was in the Central Portion of the RPZ.

To be able to remove the community garden from the Runway 16 RPZ, the City in 2012 identified a replacement site located approximately 1.25 miles to the northeast (please see attached map). The replacement site is located approximately 400 feet northwest of an existing City compost site and approximately 400 feet southwest of a DNR Public Boat Landing on the Mississippi River. The new site has roadway access off of Verderosa Avenue via Hardman Avenue and Villaume Avenue and non-motorized access via the Mississippi River Regional Trail. The replacement site has equal or more

gardening area than the previous site and complies with all applicable zoning requirements. In 2013, the City conducted an effective outreach program to existing community gardeners and neighbors including a meeting at the Airport garden site in July kicked off by the Mayor of South St. Paul. This meeting provided information on why the site had to be relocated as well as information regarding location and use of the new site.

Community garden site preparation at the replacement location took place in 2013 to allow for the 2014 opening. At the end of the 2013 gardening season, the old garden site was closed. The replacement site opened on May 29, 2014 and we have rented 101 of the 105 new garden plots. There have not been issues with the new garden location and we anticipate a seamless operation for this season and beyond. The replacement site is superior to the previous site in that it has widened walking lanes and buffers between individual plots, nine more water spigots than the previous site, a new secured entry gate, and a refurbished storage shed will soon be installed. In addition, there is compost available for use within walking distance of the new location at the nearby City compost site.

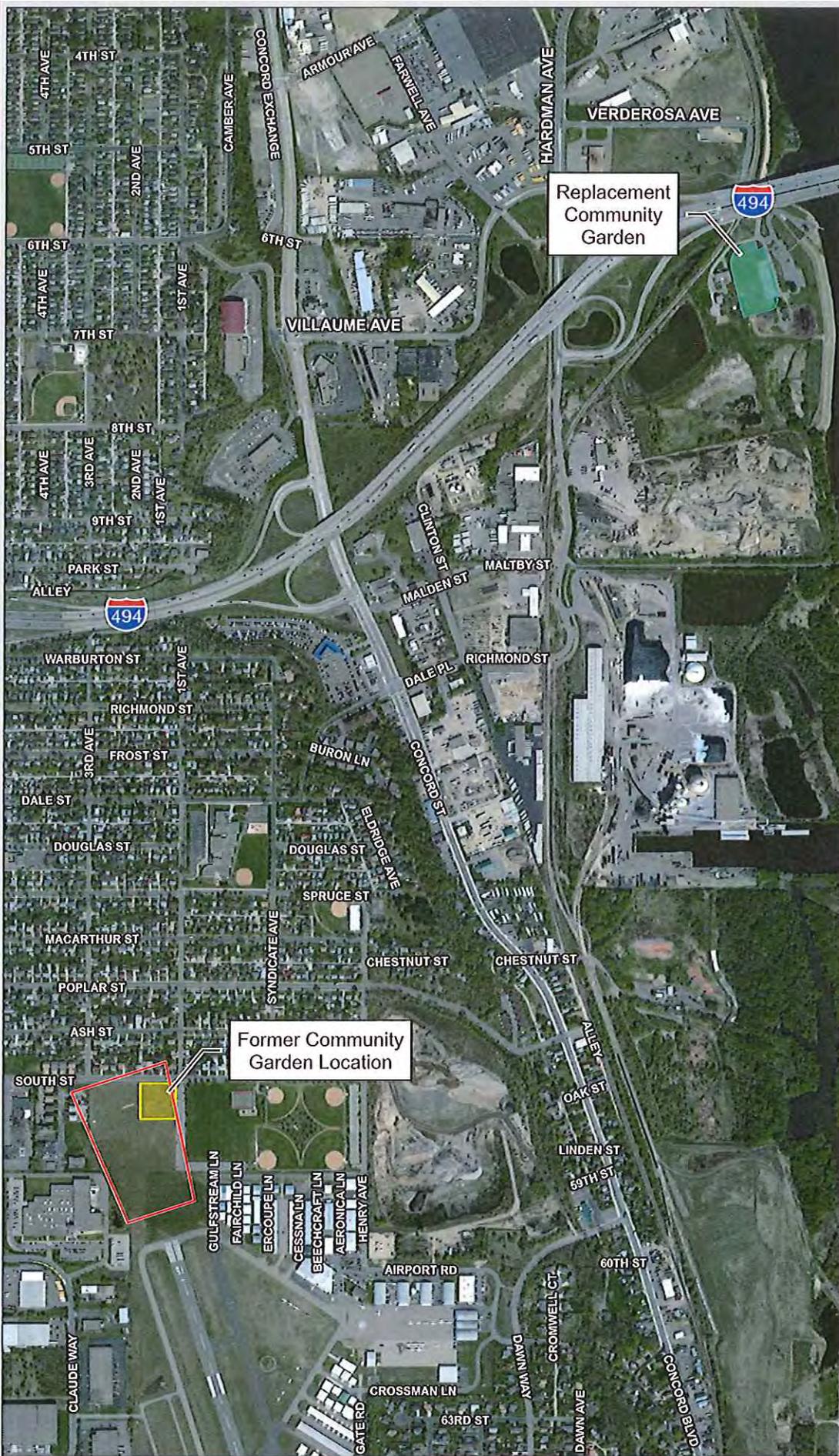
In summary, mitigating the RPZ land use compatibility deficiencies which had existed at the beginning of the Fleming Field EA process either have been or will be addressed without Section 4(f) impacts.

Respectfully,

A handwritten signature in black ink, appearing to read "Chris Esser". The signature is fluid and cursive, with the first name "Chris" being more prominent than the last name "Esser".

Chris Esser
Director of Parks and Recreation

CC: Glenn Burke, SGS Airport Manager
John Sachi, South St. Paul City Engineer
Kevin Carlson, Bolton & Menk, Inc.
Peter Langworthy, Bolton & Menk, Inc.



**Fleming Field
South St. Paul
Municipal Airport**

**Environmental Assessment
Section 4(f) Coordination**

Legend

- Existing Community Garden
- Proposed Replacement Garden
- FAA Land Use Safety Areas
- Runway Protection Zone

Source: ESRI, Dakota County





IN REPLY REFER TO:

United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
Custom House, Room 244
200 Chestnut Street
Philadelphia, Pennsylvania 19106-2904



November 14, 2014

9043.1
ER 14/632

Division Administrator
Federal Aviation Administration
Attention: E. Lindsay Butler
2300 East Devon
Des Plaines, Illinois 60018

Dear Ms. Butler:

As requested, the Department of the Interior (Department) has reviewed the Draft Section 4(f), 303c De Minimis Finding, Federal Aviation Administration (FAA), South Saint Paul Municipal Airport (SBS) Project, Minnesota. The Department offers the following comments and recommendations for your consideration.

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), a community garden provided by the city of South Saint Paul, and a city park, McMorrow Field. The FAA proposes to address incompatible land uses that exist within the existing Runway 16 Runway Protection Zone (RPZ) at the South St. Paul Municipal Airport. The RPZ is a trapezoidal shaped area centered on the runway centerline 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. The incompatibilities include all or portions of four single-family residential parcels; a portion of an existing parking area serving McMorrow Field; on-street parking along South Street; and one non-residential storage structure.

The FAA has made a de minimis Section 4(f) determination for the community garden; the city moved the garden to a new and better location. McMorrow Field will be reconfigured and

reconstructed under a larger park planning effort, part of the city of South Saint Paul park planning program. The incompatible land use from parking spaces in the park will be removed through this city planning process. Given that the park redesign is part of an independent park planning effort, the FAA felt that the removal of the parking spaces from the RPZ is not subject to Section 4(f).

The Department would concur with the FAA on a determination of de minimis impact on the community garden, which was moved by the city. The Department would also concur with the determination that the impacts to McMorro Field are addressed by the independent action of the city, and is not a 4(f) issue.

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 concerning section 4(f) resources, please contact Regional Environmental Coordinator Nick Chevance, Midwest Regional Office, National Park Service, 601 Riverfront Drive, Omaha, Nebraska 68102, telephone 402-661-1844, email Nicholas_Chevance@nps.gov.

We appreciate the opportunity to provide these comments.

Sincerely,

A handwritten signature in black ink, appearing to read "Lindy Nelson", with a long horizontal flourish extending to the right.

Lindy Nelson
Regional Environmental Officer

APPENDIX C

Natural Heritage Information System (NHIS) Correspondence