



2012	For Agency Use Only:			#Sec _____ Contact Rqsted? _____
	Received _____ Due _____	Inv _____	#EOs _____ Survey Rqsted? _____	
	Search Radius _____ mi. L / I / D EM	Map'd _____	#Com _____	
	NoR / NoF / NoE / Std / Sub	Let _____ Log out _____	Related ERDB# _____	

NATURAL HERITAGE INFORMATION SYSTEM (NHIS) DATA REQUEST FORM

Please read the instructions on page 3 before filling out the form. Thank you!

WHO IS REQUESTING THE INFORMATION?

Mr. Name and Title Austin Jenkins - Archaeologist
 Ms. Agency/Company Bolton & Menk, Inc.

Mailing Address 12224 Nicollet Ave S Burnsville MN 55337
(Street) (City) (State) (Zip Code)

Phone (952) 890-0509 e-mail austinje@bolton-menk.com Responses will be sent via email.
 If you prefer US Mail check here:

THIS INFORMATION IS BEING REQUESTED FOR A:

- Federal EA State EAW PUC Site or Route Application Watershed Plan BER
 Federal EIS State EIS Local Government Permit Research Project
 NEPA Checklist Other (describe) _____
 Check here if this project is funded through any of the following grant programs: Lessard-Sams Outdoor Heritage Council (L-SOHC), Conservation Partners Legacy (CPL), or Legislative-Citizen Commission on Minnesota Resources (LCCMR).

INFORMATION WE NEED FROM YOU:

- 1) **Enclose a map** of the project boundary/area of interest (topographic maps or aerial photos are preferred).
- 2) Please **provide a GIS shapefile*** (NAD 83, UTM Zone 15N) of the project boundary/area of interest.
- 3) List the following locational information* (attach additional sheets if necessary):

For Agency Use: Region / MCBS Status	<u>County</u>	<u>Township #</u>	<u>Range #</u>	<u>Section(s) (please list all sections)</u>	For Agency Use: TRS Confirmed <input type="checkbox"/>
	<u>Dakota</u>	<u>27</u>	<u>22</u>	<u>2, 3, 10</u>	
	<u>Dakota</u>	<u>28</u>	<u>22</u>	<u>34</u>	

- 4) Please provide the following information (attach additional sheets if necessary):

Project Name: Fleming Field Airspace Obstructions
 Project Proposer: City of South St. Paul

Description of Project (including types of disturbance anticipated from the project):

The City South St. Paul and the Federal Aviation Administration (FAA) are preparing an Environmental Assessment (EA) for proposed improvements to Fleming Field, South St. Paul Municipal Airport (Figure 1), to address incompatible land uses and airspace obstructions. Project details will be dependent upon an FAA airspace determination and environmental studies, however, proposed actions may include removal or lighting of structures within the Runway Protection Zone (RPZ) Approach Surfaces and Transitional Surfaces. Vegetation obstructions - primarily trees - may be removed from the RPZ, Approach Surfaces and Transitional Surfaces. Figure 2 depicts the locations of the known obstructions. For the purpose of this review, please assume that all tree obstructions may potentially be removed.

Describe the existing land use of the project site. What types of land cover / habitat will be impacted by the proposed project? The project area that may be affected by the obstruction removal is almost entirely manicured lawn and residential land use. Areas of commercial, industrial and airport land use are also present within the project area. Until the 1950s and 1960s, much of the project area was in agricultural land use.

List any waterbodies (e.g., rivers, intermittent streams, lakes, wetlands) that may be affected by the proposed project, and discuss how they may be impacted (e.g., dewatering, discharge, riverbed disturbance).

No direct impacts to waterbodies are anticipated as part of this project. Bohrer Pond is located to the east of the airport. Several trees near the pond are currently identified as possible obstructions and may be proposed for removal.

Does the project have the potential to affect any groundwater resources (e.g., groundwater appropriation, change in recharge, or contamination)?

No

To your knowledge, has the project undergone a previous Natural Heritage review? If so, please list the correspondence #: ERDB # N/A. How does this request differ from the previous request (e.g., change in scope, change in boundary, project being revived, project expansion, different phase)?

No

To your knowledge, have any native plant community or rare species surveys been conducted within the site? If so, please list: **Unknown**

List any DNR Permits or Licenses that you will be applying for or have already applied for as part of this project:

None

INFORMATION WE PROVIDE TO YOU:

1) The response will include a Natural Heritage letter. If applicable, the letter will discuss potential effects to rare features.

- Check here if you are interested in a list of rare features in the vicinity of the area of interest but you do **not** need a review of potential effects to rare features. Please list the reason a review is not needed:

2) Depending on the results of the query or review, the response may include an Index Report of known aggregation sites and known occurrences of federally and state-listed plants and animals* within an approximate one-mile radius of the project boundary/area of interest. The Index Report and Natural Heritage letter can be included in any public environmental review document.

3) A Detailed Report that contains more information on each occurrence may also be requested. Please note that the Detailed Report may contain specific location information that is protected under *Minnesota Statutes*, section 84.0872, subd. 2, and, as such, the Detailed Report may not be included in any public document (e.g., an EAW).

- Check here if you would like to request a Detailed Report. Please note that if the results of the review are 'No Effects' or a standard comment, a Detailed Report may not be available.

FEES / TURNAROUND TIME

There is a fee* for this service. Requests generally take **3-4 weeks** from date of receipt to process, and are processed in the order received.

I have read the entire form and instructions, and the information supplied above is complete and accurate. I understand that material supplied to me from the Natural Heritage Information System is copyrighted and that I am not permitted to reproduce or publish any of this copyrighted material without prior written permission from the DNR. Further, if permission to publish is given, I understand that I must credit the Minnesota Division of Ecological and Water Resources, Minnesota Department of Natural Resources, as the source of the material.

Signature (required) Austin Jenkins March 20, 2013

Note: Digital signatures representing the name of a person shall be sufficient to show that such person has signed this document.

Mail or email completed form to:
Lisa Joyal, Endangered Species Review Coordinator
Division of Ecological and Water Resources
Minnesota Department of Natural Resources
500 Lafayette Road, Box 25
St. Paul, Minnesota 55155
Review.NHIS@state.mn.us

Form is available at
http://files.dnr.state.mn.us/eco/nhnrp/nhis_data_request.pdf

Revised March 2, 2012



Minnesota Department of Natural Resources

Division of Ecological and Water Resources, Box 25

500 Lafayette Road

St. Paul, Minnesota 55155-4025

Phone: (651) 259-5109 E-mail: lisa.joyal@state.mn.us

April 15, 2013

Correspondence # ERDB 20130258

Mr. Austin Jenkins
Bolton & Menk, Inc.
12224 Nicollet Avenue S
Burnsville, MN 55337-1649

RE: Natural Heritage Review of the proposed Fleming Field Airspace Improvements, Dakota County

Dear Mr. Jenkins,

County	Township (N)	Range (W)	Section(s)
19	27	22	2,3,10
19	28	22	34

As requested, the Minnesota Natural Heritage Information System has been queried to determine if any rare species or other significant natural features are known to occur within an approximate one-mile radius of the proposed project. Based on this query, rare features have been documented within the search area (for details, see the enclosed database reports; please visit the Rare Species Guide at <http://www.dnr.state.mn.us/rsg/index.html> for more information on the biology, habitat use, and conservation measures of these rare species). Please note that the following **rare features may be adversely affected** by the proposed project:

- Bald eagles (*Haliaeetus leucocephalus*) may nest in the area. Bald eagles are a state-listed species of special concern, and they are federally protected under the Migratory Bird Treaty Act and under the Bald and Golden Eagle Protection Act. Both acts prohibit killing, selling, or otherwise harming eagles, their nests or eggs. More information regarding bald eagles and their legal protection can be found at the following USFWS website: <http://www.fws.gov/midwest/eagle/index.html>. USFWS Guidelines to Avoid Disturbing Bald Eagles are found at <http://www.fws.gov/midwest/eagle/guidelines/index.html>. If there will be any tree removal associated with the proposed project, the trees will need to be inspected for nests prior to being cut down. The USFWS does issue permits for unintentional disturbance and for the taking of a tree. For more information regarding this permitting process, please contact Margaret Rheude at 612-725-3548 ext. 2202 or Margaret_Rheude@fws.gov.

The Natural Heritage Information System (NHIS), a collection of databases that contains information about Minnesota's rare natural features, is maintained by the Division of Ecological and Water Resources, Department of Natural Resources. The NHIS is continually updated as new information becomes available, and is the most complete source of data on Minnesota's rare or otherwise significant species, native plant communities, and other natural features. However, the NHIS is not an exhaustive inventory and thus does not represent all of the occurrences of rare features within the state. Therefore, ecologically significant features for which we have no records may exist within the project area. If additional information becomes available regarding rare features in the vicinity of the project, further review may be necessary.

The enclosed results include an Index Report of records in the Rare Features Database, the main database of the NHIS. To control the release of specific location data, the report is copyrighted and only

provides rare features locations to the nearest section. The Index Report may be reprinted, unaltered, in any environmental review document (e.g., EAW or EIS), municipal natural resource plan, or report compiled by your company for the project listed above. If you wish to reproduce the Index Report for any other purpose, please contact me to request written permission.

For environmental review purposes, the Natural Heritage letter and database reports are valid for one year; they are only valid for the project location (noted above) and the project description provided on the NHIS Data Request Form. Please contact me if project details change or if an updated review is needed.

Please note that locations of the gray wolf (*Canis lupus*), state-listed as special concern, and the Canada lynx (*Lynx canadensis*), federally-listed as threatened, are not currently tracked in the NHIS. As such, the Natural Heritage Review does not address these species.

Furthermore, the Natural Heritage Review does not constitute review or approval by the Department of Natural Resources as a whole. Instead, it identifies issues regarding known occurrences of rare features and potential effects to these rare features. Additional rare features for which we have no data may be present in the project area, or there may be other natural resource concerns associated with the proposed project. For these concerns, please contact your DNR Regional Environmental Assessment Ecologist (contact information available at http://www.dnr.state.mn.us/eco/ereview/erp_regioncontacts.html). Please be aware that additional site assessments or review may be required.

Thank you for consulting us on this matter, and for your interest in preserving Minnesota's rare natural resources. An invoice will be mailed to you under separate cover.

Sincerely,



Lisa Joyal
Endangered Species Review Coordinator

enc. Rare Features Database: Index Report

cc: Melissa Doperalski
Jaime Edwards

APPENDIX D

Draft EA Agency Comment Letters and Responses



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 5
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

SEP 09 2014

REPLY TO THE ATTENTION OF:

E-19J

Joshua Fitzpatrick
Environmental Specialist
FAA – Great Lakes Region
Minneapolis Airports District Office, MSP-ADO-600
6020 28th Avenue, South, Room 102
Minneapolis, Minnesota 55450

Peter Langworthy, AICP
Bolton & Menk, Inc.
12224 Nicollet Avenue
Burnsville, Minnesota 55337

Re: Federal Aviation Administration (FAA) Draft Condensed Environmental Assessment for the Proposed Land Use Compatibility and Obstruction Removal Project at the South St. Paul Municipal Airport – Richard E. Fleming Field, South St. Paul, Minnesota, dated August 2014.

Dear Mr. Fitzpatrick and Mr. Langworthy:

The United States Environmental Protection Agency (EPA) has reviewed the above referenced FAA Draft Condensed Environmental Assessment (DEA) and offers the following comments in accordance with our responsibility and authority under the National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act.

The City of South St. Paul (City), owner and operator of the South St. Paul Municipal Airport (Airport), proposes to implement a series of improvements at and near the Airport in order to bring the Airport in compliance with land use compatibility and airspace restriction standards. The DEA describes the no action and action alternatives considered. The DEA identified a preferred alternative, and provided the rationale for the proposed elimination of other alternatives. The preferred alternative includes:

- Removal and relocation of the community garden directly north of the airport. (This action has already been taken.)
- Removal of 32 McMorro Field parking spaces from the Runway 16 Runway Protection Zone (RPZ).
- Removal of 265 trees to comply with FAA airspace requirements. Tree removal to take place over a five-year timeframe.
- Installation of FAA airspace obstruction lights at various locations.

- Full acquisition of two residential parcels north of the airport with associated structure removal and resident relocation.
- Acquisition of aviation easements from the front yards of two residential parcels north of the airport.

The DEA states that 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*). No wetlands, ponds, streams or floodplains will be directly impacted by implementing the preferred alternative. The DEA identifies anticipated best management practices for controlling noise, dust, sediment and erosion during project construction/demolition and tree removal.

Air Quality and Construction/Demolition: The use of clean diesel equipment, vehicles and fuels in project construction/demolition would help maintain air quality and help protect the health of construction workers and others that live, work and play in or near the project area. We recommend the project proponents consider implementing one or more of the following measures when feasible:

- Reduce emissions of diesel particulate matter (DPM) and other air pollutants by using particle traps and other technological or operational methods. Control technologies, such as traps, control approximately 80 percent of DPM. Specialized catalytic converters (oxidation catalysts) control approximately 20 percent of DPM, 40 percent of carbon monoxide emissions, and 50 percent of hydrocarbon emissions.
- Ensure that diesel-powered construction equipment is properly tuned and maintained, and shut off when not in direct use.
- Prohibit engine tampering to increase horsepower.
- Locate diesel engines, motors, and equipment as far as possible from residential areas and sensitive receptors (e.g., schools, daycare centers, and hospitals).
- Require low sulfur diesel fuel (<15 parts per million), if available.
- Reduce construction-related trips of workers and equipment, including trucks.
- Lease or buy newer, cleaner equipment (1996 or newer model), using a minimum of 75 percent of the equipment's total horsepower.
- Use engine types such as electric, liquefied gas, hydrogen fuel cells, and/or alternative diesel formulations, if feasible.

Threatened and Endangered Species: Documentation in the DEA indicates the most recent coordination with the Minnesota Department of Natural Resources (MnDNR) regarding listed species is a MnDNR letter dated April 15, 2013. The MnDNR letter, in part, recommends that trees be inspected for Bald eagle nests prior to being cut down. The DEA does not provide documentation to demonstrate that FAA and/or the project proponents have coordinated with the U.S. Fish and Wildlife Service (USFWS) regarding threatened, endangered or special

concern species. There is no discussion regarding potential impacts of the proposed project on the northern long-eared bat, which is proposed as endangered in the near future.

Recommendation. We recommend FAA and project proponents coordinate with USFWS regarding the status of the northern long-eared bat. The Final EA should include updated correspondence from USFWS and MnDNR regarding the proposed project's potential to affect Federal- or state-listed threatened, endangered and/or special concern species, including the northern-long eared bat and Bald eagle. Any surveys and/or mitigation measures identified by USFWS and/or MnDNR should be reiterated and formalized in the Final EA.

Tree Removal and Compensation: The DEA identifies that 265 trees would be removed instead of trimmed under the preferred alternative. While the DEA, *Figure 3 – Proposed Actions*, shows the locations of the trees to be removed in the project area, the DEA does not provide detailed information such as tree size, type, and condition and/or whether any of the trees might provide summer maternity roosts for one or more bat species. The limited discussion regarding tree mitigation on private property is not clear/confusing and no compensation mitigation for the loss of trees on Airport property is identified.

Recommendation: We recommend the FAA and project proponents clarify the type of compensation mitigation that will take place for project-related tree removal on Airport property and on adjacent properties. This clarification should be included in the Final EA.

EPA appreciates the opportunity to provide our comments on the DEA. If you would like to discuss the content of this letter in more detail, please contact Virginia Laszewski of my staff at (312) 886-7501 or at laszewski.virginia@epa.gov. Please send us a hard copy of FAA's next NEPA document for this proposal when available.

Sincerely,



Kenneth A. Westlake
Chief, NEPA Implementation
Office of Enforcement and Compliance Assurance

cc: Glen Burke, Airport Manager, South St. Paul Municipal Airport, 1725 Henry Avenue,
South St. Paul, Minnesota 55075
Andrew Horton, U.S. Fish and Wildlife Service, Twin Cities Field Office,
4101 American Boulevard East, Bloomington, Minnesota 55425
Lisa Joyal, Endangered Species Review Coordinator, Minnesota Department of Natural
Resources, Division of Ecological and Water Resources, Box 25, 500 Lafayette
Road, St. Paul, Minnesota 55155-4025



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Twin Cities Field Office
4101 American Blvd E.
Bloomington, Minnesota 55425-1665
September 12, 2014

Joshua Fitzpatrick
Environmental Specialist
FAA - Great Lakes Region
Minneapolis Airports District Office, MSP-AD0-600
6020 28th Avenue, South, Room 102
Minneapolis, Minnesota 55450

Peter Langworthy, AICP
Bolton & Menk, Inc.
12224 Nicollet Avenue
Burnsville, Minnesota 55337

Re: Federal Aviation Administration (FAA) Draft Condensed Environmental Assessment
Proposed Land Use Compatibility and Obstruction Removal Project
South St. Paul Municipal Airport - Richard E. Fleming Field, South St. Paul, Minnesota
USFWS Tails # 03E19000-2014-CPA-0053

Dear Mr. Fitzpatrick and Mr. Langworthy:

The United States Fish and Wildlife Service (FWS) has reviewed the above referenced FAA Draft Condensed Environmental Assessment (DEA) and offers the following comments in accordance with our responsibility and authority under the National Environmental Policy Act (NEPA) and the Endangered Species Act (ESA).

The City of South St. Paul, owner and operator of the South St. Paul Municipal Airport (Airport), proposes to implement a series of improvements at and near the Airport in order to bring the Airport into compliance with land use compatibility and airspace restriction standards. The preferred alternative includes the following activities:

- Removal and relocation of a community garden and two residential parcels located north of the airport.
- Removal/trimming of 265 trees to comply with FAA airspace requirements. Tree removal is to take place over a five-year timeframe.
- Installation of FAA airspace obstruction lights at various locations.

Threatened and Endangered Species

The DEA identifies two federally listed species within Dakota County, the Higgins eye pearly mussel (*Lampsilis higginsii*) and the prairie bush clover (*Lespedeza leptostachya*) and determines that the proposed action would not alter the habitat of either species.

The northern long-eared bat (*Myotis septentrionalis*, NLEB) also occurs in Dakota County and is currently proposed for listing, however, this species has not been identified or discussed in the DEA. A final decision on listing the NLEB will be made no later than April 2, 2015 and it is our understanding that this project will not be initiated until the fall of 2015. At this time no critical habitat has been proposed, however, suitable habitat may exist for the species within the project area. Additional information should be provided for the 265 trees anticipated to be trimmed or removed to determine the likelihood that those trees provide suitable maternity roosts. We recommend including tree size, type and condition (live or dead) for those trees proposed for trimming/removal.

If tree removal is likely to occur after NLEB is anticipated to be listed, it is our recommendation that all tree clearing should be conducted outside of the species' summer roost season. Between the dates of October 1st to March 30, we would anticipate the species to not be present in the proposed action area. If tree removal cannot be completed during this time, we will coordinate with FAA regarding consultation under ESA.

Thank you for the opportunity to provide comments on the DEA. For further information regarding these comments, please contact Andrew Horton at (612) 725-3548, extension 2208 or at andrew_horton@fws.gov.

Sincerely,



for Peter Fasbender
Field Supervisor

cc (email only):

Glen Burke, Airport Manager, City of South St. Paul
Al Fenedick, Environmental Protection Specialist, FAA
Virginia Laszewska, Environmental Scientist, EPA

Minnesota Department of Natural Resources

Ecological and Water Resources Division
Central Region Headquarters
1200 Warner Road, Saint Paul MN 55106
Telephone: (651) 259-5845
Fax: (651) 772-7977



September 5, 2014

Transmitted via Electronic Mail

Peter Langworthy, AICP
Bolton & Menk, Inc.
12224 Nicolett Avenue
Burnsville, MN 55337

Mr. Langworthy,

The Minnesota Department of Natural Resources (DNR) has reviewed the Fleming Field Airspace Improvements Draft Condensed EA. We appreciate the discussion regarding the Natural Heritage Information System review, and the insertion of the recommendation to evaluate target trees for potential bald eagle nest sites. The Fleming Field airport is located just outside of the Audubon Mississippi River Twin Cities Important Bird Area, where bald eagles are frequent inhabitants and travelers. These areas, identified by Audubon, provide essential habitat for breeding, wintering, and/or migrating bird species. In addition, there is a twenty-acre unnamed lake on the southwest side of the airfield, which may make the trees in that area particularly attractive to eagles.

We find no natural resource impacts associated with this project that require further comment. Thank you for the opportunity to review this document. Please feel free to contact me with any questions.

Sincerely,

Brooke Haworth

Environmental Assessment Ecologist, Central Region
MnDNR Division of Ecological and Water Resources
1200 Warner Road, St. Paul, MN 55106
Phone: 651-259-5755
Email: Brooke.haworth@state.mn.us

mndnr.gov

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Minnesota Department of Transportation

Metropolitan District

Waters Edge Building

1500 County Road B2 West

Roseville, MN 55113

September 3, 2014

Mr. Peter Langworthy
Bolton & Menk, Inc.
12224 Nicollet Avenue
Burnsville, MN 55337

SUBJECT: South St. Paul Fleming Field Municipal Airport
MnDOT Review # EA14-001
East of US 52, North of 70th St. E.
South St. Paul, Dakota County
Control Section 1928

Dear Mr. Langworthy:

Thank you for submitting plans for the South St. Paul Fleming Field Municipal Airport. The Minnesota Department of Transportation (MnDOT) has reviewed the plans and has no concerns or comments.

If you have any questions concerning this review please feel free to contact me at (651) 234-7794.

Sincerely,

A handwritten signature in black ink that reads 'Tod Sherman'. The signature is stylized with a large, sweeping initial 'T' and 'S'.

Tod Sherman
Planning Supervisor

Copy sent via E-Mail:

Buck Craig, Permits

Nancy Jacobson, Design

Bruce Irish, Water Resources

Lee Williams, Right-of-Way

Molly Kline, Area Engineer

Debra Sorenson, Aeronautics

David Sheen, Traffic

Russell Owen, Metropolitan Council

Peter Hellegers, South St. Paul, phellegers@southstpaul.org

Peter Langworthy, Bolton & Menk, Inc. peterla@bolton-menk.com

September 8, 2014

Peter Langworthy
Bolton & Menk, Inc.
12224 Nicollet Ave.
Burnsville, MN 55337

RE: Draft Condensed Environmental Assessment for Land Use Compatibility and Obstruction
Removal
Council District 13 and 15,
Review File No. 21276-1

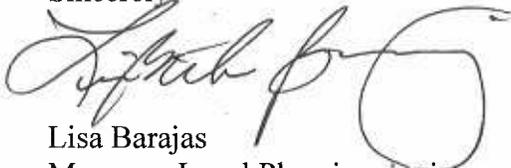
Dear Mr. Langworthy:

Metropolitan Council staff has reviewed the environmental assessment for the proposed obstruction removal and land use compatibility for the South St. Paul Airport. The review focused on determining the environmental assessments adequacy and accuracy in identifying regional concerns, potential impacts that warrant further investigation and items that need to be addressed for environmental impacts.

The Metropolitan Council staff does not have any comments on the condensed EA and does not believe that a full EA is warranted for the obstruction removal and land use compatibility projects that are needed at the airport.

If you have questions, please contact Russ Owen, Principal Reviewer, at 651-602-1724.

Sincerely,



Lisa Barajas
Manager, Local Planning Assistance

cc: Raya Esmaeili, Planner
Tod Sherman, Development Reviews Coordinator



September 5, 2014

Physical Development Division

Dakota County
Western Service Center
14955 Galaxie Avenue
Apple Valley, MN 55124-8579

952.891.7000
Fax 952.891.7031
www.dakotacounty.us

Environmental Resources
Land Conservation
Groundwater Protection
Surface Water
Waste Regulation
Environmental Initiatives

Office of Planning

Operations Management
Facilities Management
Fleet Management
Parks

Transportation
Highways
Surveyor's Office
Transit Office

Peter Langworthy
Bolton and Menk, Inc.
12224 Nicollet Avenue
Burnsville, MN 55377

RE: South St. Paul Airport Environmental Assessment

Dear Mr. Langworthy:

Thank you for the opportunity to comment on the South St Paul Airport Condensed Environmental Assessment. Dakota County staff has reviewed the document and offer the following comments for consideration:

Environmental Resources

Wells: Environmental Resources staff did not identify any wells within the airport study area.

Hazardous Materials: A review of our records identified eight active hazardous waste generator sites within the study area. It is also possible that there are other businesses that use hazardous materials.

Historic Releases: Ten release sites were identified within the study area. The two Leaking Underground Storage Tanks (LUST) release site files have been closed by the Minnesota Pollution Control Agency.

Waste Sites and Generators: There are eight records of waste disposal sites and several past and current hazardous waste generators within the study area. Information relating to these sites is included on the enclosed Environmental Audit Map and Environmental Audit Report.

If you have any questions relating to our comments, please contact me at 952-891-7007 or steven.mielke@co.dakota.mn.us

Sincerely;

Steven C. Mielke, Director
Physical Development Division

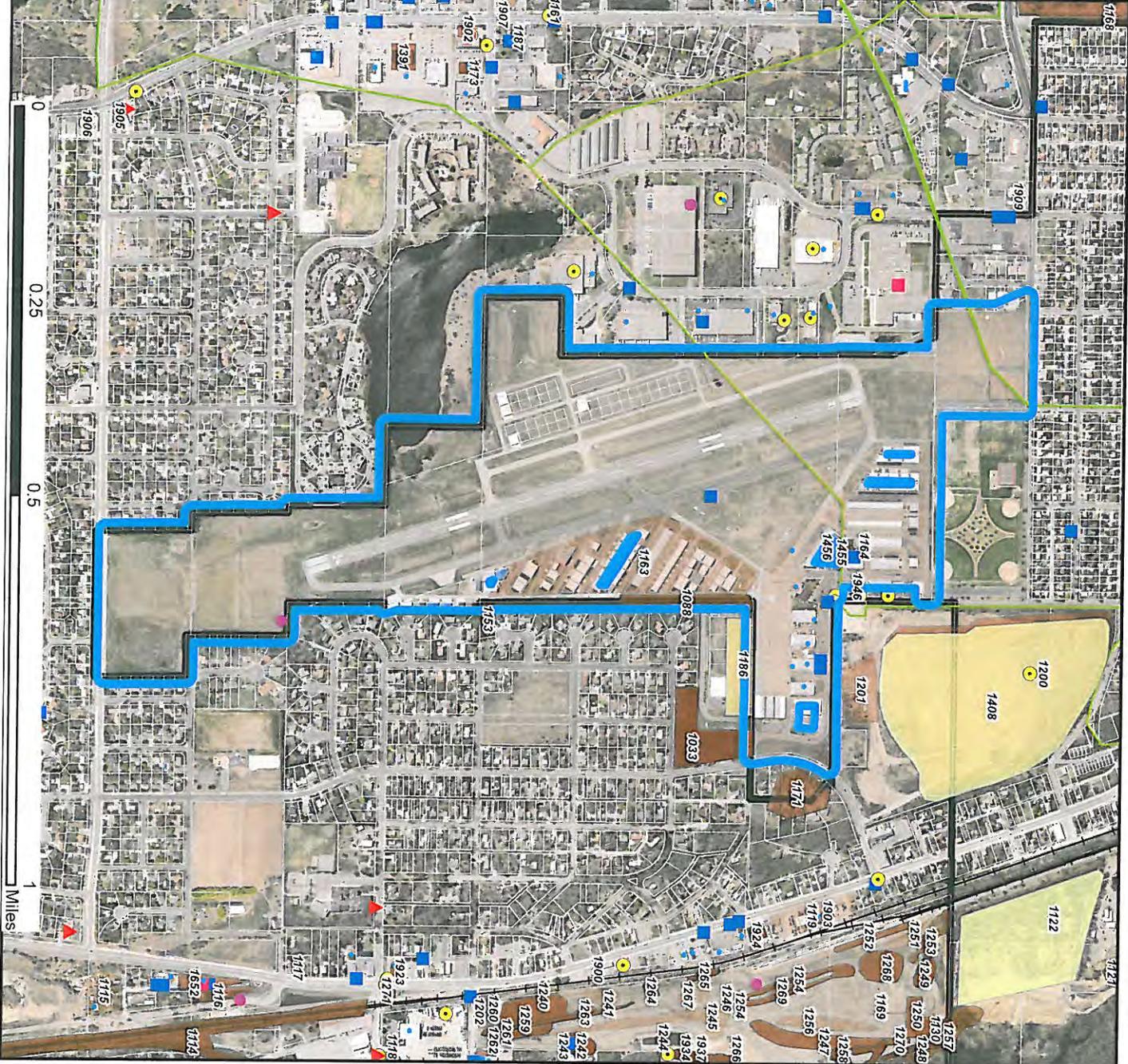
Enclosures

- 1. Environmental Audit Map
- 2. Environmental Audit Report

cc:

Commissioner Kathleen A. Gaylord, District 2
Brandt Richardson, County Manager

Environmental Audit Map



South St. Paul Airport
 South St. Paul, MN
 Audit Date: August 27, 2014
 Aerial Photo: 2013

Legend

- Pipelines
- Electric Transmission Lines
- Railroads
- Hazardous Waste Generators
- Solid Waste Facilities
- Waste Sites

MPCA WINN Sites

- ACTIVITY
- Multiple Activities
 - Air
 - Hazardous Waste Sites
 - Investigation & Cleanup
 - Solid Waste
 - Tanks and Leaks
 - Water Quality



Copyright 2014, Dakota County
 This drawing is neither a legally recorded map nor a survey and is not intended to be used as one. This drawing is a compilation of records, information and data located in various city, county, and state offices and other sources, affecting the area shown, and is to be used for reference purposes only. Dakota County is not responsible for any inaccuracies herein contained. If discrepancies are found please contact the Dakota County Environmental Resources Department.

Environmental Audit Report



Haz Waste Generators

ID	Generator	Address	City	Waste Name	Size	Status
32	Wipaire Inc Fleming Field	400 N Airportt Service RD	South Saint Paul	Partis Washer Solventi	VSQG	Generator
32	Wipaire Inc Fleming Field	400 N Airportt Service RD	South Saint Paul	Painti Filteris	VSQG	Generator
32	Wipaire Inc Fleming Field	400 N Airportt Service RD	South Saint Paul	Used Oil	VSQG	Generator
32	Wipaire Inc Fleming Field	400 N Airportt Service RD	South Saint Paul	Lead Acid Batteries	VSQG	Generator
32	Wipaire Inc Fleming Field	400 N Airportt Service RD	South Saint Paul	Rags / Solventi	VSQG	Generator
32	Wipaire Inc Fleming Field	400 N Airportt Service RD	South Saint Paul	Oil Filteris	VSQG	Generator
32	Wipaire Inc Fleming Field	400 N Airportt Service RD	South Saint Paul	Fluorescenti Lampis	VSQG	Generator
32	Wipaire Inc Fleming Field	400 N Airportt Service RD	South Saint Paul	Lacquer Thinner / Painti	VSQG	Generator
32	Wipaire Inc Fleming Field	400 N Airportt Service RD	South Saint Paul	Rags	VSQG	Generator
1169	Lysdale Flying Service	340 Airportt RD	South Saint Paul	Partis Washer Solventi	MOG	Generator
1169	Lysdale Flying Service	340 Airportt RD	South Saint Paul	Used Oil	MOG	Generator
301	Commemorative Air Force	Hanger #3 Fleming Field	South Saint Paul	Partis Washer Solventi	MOG	Generator
301	Commemorative Air Force	Hanger #3 Fleming Field	South Saint Paul	Used Oil	MOG	Generator
301	Commemorative Air Force	Hanger #3 Fleming Field	South Saint Paul	Thinner / Painti	MOG	Generator
2405	Commemorative Air Force	Hanger #3 Fleming Field	South Saint Paul	Used Oil	MOG	Generator
1794	Wipaire Inc - South Saint Paul	300 Airportt Road	South Saint Paul	Rags / Solventi	VSQG	Generator
1794	Wipaire (Headquarters)	1700 Henry AVE	South Saint Paul	Partis Washer Solventi	VSQG	Generator
1794	Wipaire (Headquarters)	1700 Henry AVE	South Saint Paul	Lead Acid Batteries	VSQG	Generator
1794	Wipaire (Headquarters)	1700 Henry AVE	South Saint Paul	Fluorescenti Lampis	VSQG	Generator
1794	Wipaire (Headquarters)	1700 Henry AVE	South Saint Paul	Used Oil	VSQG	Generator
1794	Wipaire (Headquarters)	1700 Henry AVE	South Saint Paul	Used Oil Filteris	VSQG	Generator
1794	Wipaire (Headquarters)	1700 Henry AVE	South Saint Paul	Solventi Rags	VSQG	Generator
1794	Wipaire (Headquarters)	1700 Henry AVE	South Saint Paul	Painti Filteris	VSQG	Generator
1794	Wipaire (Headquarters)	1700 Henry AVE	South Saint Paul	Rags/solvent & Oil	VSQG	Generator
664	Wipaire Inc - Henry Ave	1690 Henry (Fleming Field) AVE	South Saint Paul	Stripper Sludge	SQG	Generator
664	Wipaire Inc - Henry Ave	1690 Henry (Fleming Field) AVE	South Saint Paul	Rags / Solventi	SQG	Generator
664	Wipaire Inc - Henry Ave	1690 Henry (Fleming Field) AVE	South Saint Paul	Painti Related Material	SQG	Generator
664	Wipaire Inc - Henry Ave	1690 Henry (Fleming Field) AVE	South Saint Paul	Painti Filteris	SQG	Generator
664	Wipaire Inc - Henry Ave	1690 Henry (Fleming Field) AVE	South Saint Paul	Stripper Rinsate	SQG	Generator
664	Wipaire Inc - Henry Ave	1690 Henry (Fleming Field) AVE	South Saint Paul	Fluorescenti Lampis	SQG	Generator
664	Wipaire Inc - Henry Ave	1690 Henry (Fleming Field) AVE	South Saint Paul	Treatment Sludge	SQG	Generator
664	Wipaire Inc - Henry Ave	1690 Henry (Fleming Field) AVE	South Saint Paul	Spent Activated Carbon	SQG	Generator
664	Wipaire Inc - Henry Ave	1690 Henry (Fleming Field) AVE	South Saint Paul	Waste Rinse	SQG	Generator
664	Wipaire Inc - Henry Ave	1690 Henry (Fleming Field) AVE	South Saint Paul	Partis Washer Solventi	SQG	Generator
1009	Ballistic Recovery Systems, Inc.	1690 Henry (Fleming Field) AVE	South Saint Paul	Painti Residue/Chips/Filteri.	SQG	Generator
1671	Wipaire 1680 Henry Ave	1845 Henry AVE	South Saint Paul	Silicone Solventi	VSQG	Former Generator
1671	Wipaire 1680 Henry Ave	1680 Henry AVE	South Saint Paul	Solvent - Rags	SQG	Generator
1671	Wipaire 1680 Henry Ave	1680 Henry AVE	South Saint Paul	Partis Washer Solventi	SQG	Generator

1671	Wipaire 1680 Henry Ave	1680 Henry Ave	South Saint Paul	Fluorescent Lamps	SQG	Generator	Open
1671	Wipaire 1680 Henry Ave	1680 Henry Ave	South Saint Paul	Paints Filters	SQG	Generator	Open
1671	Wipaire 1680 Henry Ave	1680 Henry Ave	South Saint Paul	Lacquer Thinner / Paint	SQG	Generator	Open
1671	Wipaire 1680 Henry Ave	1680 Henry Ave	South Saint Paul	Paints Residue/Chips/Filt.	SQG	Generator	Open
599	Phillison Aviation	1665 Beechcraft Lane (Fleming Field	South Saint Paul	Partis Washer Solvent	VSQG	Generator	Open
599	Phillison Aviation	1665 Beechcraft Lane (Fleming Field	South Saint Paul	Lacquer Thinner	VSQG	Generator	Open
599	Phillison Aviation	1665 Beechcraft Lane (Fleming Field	South Saint Paul	Lead Acid Batteries	VSQG	Generator	Open
599	Phillison Aviation	1665 Beechcraft Lane (Fleming Field	South Saint Paul	Used Oil	VSQG	Generator	Open
599	Phillison Aviation	1665 Beechcraft Lane (Fleming Field	South Saint Paul	Fluorescent Lamps	VSQG	Generator	Open

Dakota County Waste/Contaminated Sites

Site ID	MPCA Leak ID	MPCA VICID	Site Name	Waste Site Classification	Comments	File Status
1033			South Saint Paul Community Gardens	Large, Unlimited Variety	waste relocated	Open
1088			Fleming Field West Shelterbelt Disposals	Industrial Waste Disposal		Open
1153			Danner Demolition & Fill Dump	Large, Unlimited Variety	Complaint Not Verified	Open
1163			Flemming Field South	Industrial Waste Disposal		Open
1164			Flemming Field North	Hazardous Waste Disposal		Open
1186			South Saint Paul Community Garden Waste Relocate	Regulated Waste Facility	MPCA VIC	Open
1201	5597		Kamish Damway	Regulated Waste Facility		Open
1455			Flemming Field LUST	Spill, Leak, Leach or Inject Release	MPCA Closure 1993 No residual GW or Soil Cont Observed	Open
1456	7854		Saint Paul Municipal Airport LUST	Spill, Leak, Leach or Inject Release	MPCA Closure 1995 No GW Cont.	Open
1946			Wipaire Possible Methylene Chloride Contamination	Hazardous Waste Disposal	Contaminated Soil Remaining	Open

MPCA WIMN Sites

<u>MPCA ID#</u>	<u>Name</u>	<u>Address</u>	<u>Activity</u>	<u>Status</u>
Multiple Activities	Wipaire Inc - 1700	1700 Henry Ave	Multiple Activities	Active
MNR000003780	Lysdale Flying Service	340 Airport Rd	Hazardous Waste, Small to Minimal OQ	Active
MNR05355GD	South St Paul Municipal Airport	1725 Henry Ave	Industrial Stormwater Permit	Active
Multiple Activities	Fleming Field	1725 Henry Ave	Multiple Activities	Inactive
A00020859	BRS Inc	300 Airport Rd	Industrial Stormwater Permit	Inactive
VP14810	Ssp Community Gardens	See location description	Voluntary Investigation & Cleanup (VIC)	Inactive
MND985716778	Imperial International Inc	Fleming Field Hangar 2	Hazardous Waste, Small to Minimal OQ	Inactive
MNS000173872	Wipaire Inc - South Saint Paul	300 Airport Rd	Hazardous Waste, Small to Minimal OQ	Active
1218	Taylor Aviation Inc	1845 Henry St	Tank Site	Inactive
MN00000114850	Ballistic Recovery Systems Inc	1845 Henry Ave	Hazardous Waste, Small to Minimal OQ	Active
MND982067407	Phillson Aviation Service	1665 Beechcraft Ln Ste 4	Hazardous Waste, Small to Minimal OQ	Active

End of Report

**South St. Paul Fleming Field Airport
Environmental Assessment
Response to Agency Comments on the Draft Environmental Assessment**

A. United States Environmental Protection Agency

Air Quality and Construction Demolition

The project sponsors appreciate the information provided and will consider it where feasible in the construction process.

Threatened and Endangered Species

The Draft Environmental Assessment was sent to the US Fish and Wildlife Service (USFWS) for review and comment during the National Environmental Policy Act (NEPA) 30-day notice period. The resulting USFWS comment letter is attached to this Final EA. The USFWS letter includes information and recommendations regarding northern long-eared bats. Responses to USFWS comments are provided below, under the United States Fish and Wildlife heading.

Tree Removal and Compensation

A tree-by-tree inventory has not been performed for the project. However, based on two previous tree removal projects at the airport, the breakdown is anticipated to be as follows:

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

In addition, small numbers of the following may be encountered: Basswood, Cottonwood, River Birch. This information has been added to the text of the EA.

The trees that need to be removed to comply with FAA safety regulations as identified in this EA will be appraised in accordance with the federal Uniform Real Property Acquisition Policies Act (49 CFR Part 24). In this process, the loss of property value resulting from the tree loss is quantified, and this amount is compensated to the landowner. The City will also pay the tree removal cost. The City will then provide the landowner with a list of suitable low-growing trees or other vegetation which could serve as replacement vegetation that will not grow tall enough to become safety hazards per FAA airspace obstruction standards. It is the landowner's decision as to whether or not the given mitigated (removed) tree would be replaced.

Regarding the potential for ecological impacts, it may be noted that the tree mitigation will be spot removal of ornamental trees within a densely developed urban area, it is not extensive clear-cutting of a natural forest area. Also, the removals will likely be spread over a period of six or seven years. The trees that will be removed (those which will not be trimmed at the choice of the landowner – see below) are a

small percentage of all trees within the larger project context. Birds and other animals which use the types of trees to be removed as habitat will be able to move to other trees in relatively close proximity.

If the landowner has a strong desire to maintain the targeted tree (s), he or she may decide to exercise the option of tree trimming rather than removal. In this case, FAA policy is to pay for the initial trimming, but the landowner is then financially responsible for all necessary future trimming to meet FAA airspace requirements for the life of the tree.

The language regarding tree removal compensation and removal versus trimming has been bolstered and somewhat reorganized to clarify the information provided in this response.

B. United States Fish and Wildlife Service

FAA and USFWS concur on a finding of “May Affect, but Not Adversely Affect” for the northern long-eared bat (NLEB). The conservation measure of conducting tree removal and/or tree trimming outside of the summer roosting season, October 1st to March 31st, will also be adopted and incorporated into the agency decision. This will be stated in the Findings of No Significant Impacts (FONSI). Language addressing considerations raised in the USFWS letter regarding the NLEB and the conservation measure identified has been added under the Ecological Resources – Rare or Endangered Species heading of the EA. This text also addresses a contingency plan which applies only to the 2015 summer pertaining to the Airport’s desire to remove trees in an expedited manner to reinstate night landing procedures. Correspondence between FAA and USFWS staff regarding this contingency agreement is included in Appendix E of the EA.

C. Minnesota Department of Natural Resources

No response necessary.

D. Minnesota Department of Transportation

No response necessary.

E. Metropolitan Council

No response necessary.

F. Dakota County

No response necessary.