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STATE ENVIRONMENTAL IMPACT STATEMENT

AIRPORT MASTER PLAN PHASE 1A & PHASE 1B IMPROVEMENTS

KA COUNTY-BLAINE AIRPORT (JANES FIELD)

METROPOLITAN AIRPORTS COMMISSION

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JUNE, 1986



Minneapolis • Saint Paul

METROPOLITAN AIRPORTS COMMISSION

P. O. BOX 11700 • TWIN CITY AIRPORT • MINNESOTA 55111

OFFICE OF EXECUTIVE DIRECTOR • PHONE (612) 726-1892

June 26, 1986

To Whom It May Concern:

Transmitted herewith is a copy of the Final Environmental Impact Statement (EIS) for the Airport Master Plan Phase 1A and Phase 1B improvements at the Anoka County-Blaine Airport (Janes Field). The document has been developed in accordance with state EIS guidelines contained in 6 MCAR S 3.021 through 3.056.

Based on an analysis of eight scenarios for development at the airport, the preferred alternative was selected which best accomplishes the objectives of future airport development, namely relocating noise impacts away from noise sensitive residential areas to less noise sensitive commercial and industrial areas, while fulfilling the role of "Minor" airport as designated in the Metropolitan Airport System. The preferred alternative consists of shifting Runway 17-35 2,580 feet to the north, extending Runway 8-26 800 feet to the east, and construction of east and west building areas.

The Minnesota Environmental Quality Board (MEQB) will review the Final EIS and determine the adequacy of the document at its regularly scheduled meeting July 17, 1986. Written comments should be submitted by July 8, 1986 to: Gregg Downing, EQB, 110 Capital Square Building, 550 Cedar Avenue, St. Paul, Minnesota 55101. Questions about the pending action should be addressed to EQB at 296-8253.

Any questions regarding the Final EIS should be directed to Mr. Nigel D. Finney, Director of Airport Development, Metropolitan Airports Commission, 6040 28th Avenue, South, Minneapolis, Minnesota 55450.

Sincerely yours,

Nigel D. Finney
Director of Airport Development

Anoka County - Blaine Airport
Final EIS
June 23, 1986

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1. PURPOSE AND ORGANIZATION OF FINAL EIS

Anoka County - Blaine Airport
Final EIS
June 23, 1986

1.1 History of Process

The master plan for development of the Anoka County-Blaine Airport was approved by the Metropolitan Council on November 22, 1983. The airport development envisioned was in keeping with the airport's Minor role.

An environmental review process was initiated by MAC in accordance with 6 MCAR S 3.025. A citizens petition pursuant to 6 MCAR S 3.026 was filed with the Minnesota Environmental Quality Board (EQB). The Metropolitan Airports Commission (MAC) was designated the Responsible Government Unit (RGU) by the EQB and voted to undertake an Environmental Assessment Worksheet (EAW) at its meeting of April 16, 1984.

The EAW process made it clear that additional environmental work would need to be done beyond the scope of an EAW and MAC voted to undertake a Discretionary EIS (6 MCAR S 3.029-C-2) and convert the EAW to a scoping EAW at its meeting on May 29, 1984.

MAC requested the involvement of the Minnesota Pollution Control Agency (PCA) in the review of the EIS and a formal agreement was signed between the two agencies on June 4, 1984. MAC also requested that the EQB determine the adequacy of the EIS, which the EQB agreed to do in a resolution adopted by that agency on June 7, 1984.

The Scoping EAW was submitted by MAC in February, 1985 and reviewed by the Metropolitan Council by March 28, 1985. MAC prepared a scoping decision and began preparation of the EIS in May, 1985. Besides addressing the requirements of the Minnesota environmental review process, the document was to address federal environmental assessment requirements in analyzing the potential impacts of the facility developments proposed in Phase 1A and Phase 1B of the master plan.

1.2 EQB Schedule (from preparation of DEIS)

On April 10, 1986, MAC completed and distributed the Draft Environmental Impact Statement (DEIS). Since that distribution, MAC has followed the schedule for review of the DEIS and conversion to the final EIS as follows:

May 12, 1986 - Public meeting, Spring Lake Park High School,
Spring Lake Park, Minnesota
May 27, 1986 - End of comment period
June 23, 1986 - MAC completes and distributes the final EIS
July 17, 1986 - EQB votes on adequacy of the final EIS

1.3 Description of Final EIS Document

The Final Environmental Impact Statement for the Phase 1A and Phase 1B improvements at Anoka County-Blaine Airport consists of this document and the Draft Environmental Impact Statement (DEIS), with Appendix volume, published and distributed by the Metropolitan Airports Commission (MAC) on April 10, 1986.

This document presents the record of public and agency review of the DEIS through the presentation of publication affidavits, a list of all individuals and agencies commenting on the DEIS, a summary of all oral and verbal comments made, copies of all written comments, responses to all comments received and the inclusion of a transcript of the May 12, 1986 public meeting on the DEIS.

In addition, this document contains revisions to Section 5.1.4 of the DEIS in response to comments made by PCA regarding the analysis of aircraft noise at the airport and data corrections pertinent to the wetland impact analysis in Sections 5.7.2, 5.7.3, 7.9, 7.10, 8.0 and 9.2.5 of the DEIS.

2. PUBLIC COORDINATION

2 PUBLIC COORDINATION

This section documents the history of events and public coordination from the distribution of the draft EIS to the responses to written correspondence and comments at the public meeting.

2.1 Draft EIS (Distribution)

This section is a list of people and agencies who received the draft EIS, with the number of copies and means of distribution.

2.2 PCA Agreement

This section consists of correspondence and a copy of the PCA agreement with MAC pertaining to MPCA assistance in the preparation and review of the Anoka County-Blaine Airport Environmental Impact Statement (EIS).

2.3 EQB/MAC Agreement Regarding Determination of Adequacy

This section consists of correspondence and a copy of the resolution stating that the EQB would assume responsibility for determination of the adequacy for the EIS for improvements at the Anoka County-Blaine Airport.

2.4 Public Meeting/Comment Period

This section documents events following public release of the draft EIS (DEIS).

2.4.1 Dates, Time, Place of the Public Meeting

This letter, which was distributed with the draft EIS, informed all who received the document of the EIS procedure, the dates to receive comments on the draft EIS and the date, time and place of the public meeting.

2.4.2 Affidavits of Publication

This section provides documentation of publication of notice of the public hearing as mandated by 6 MCAR S 3.031 E. Also included is the copy of the draft EIS notice which appeared in the EQB Monitor.

2.4.3 Summary of the Draft EIS

This summary of the Anoka County Draft EIS was prepared for and distributed at the public meeting held May 12, 1986.

2.4.4 List of Commenters

This list is a compilation of all persons or agencies who made comments (either written or oral) about the Anoka County-Blaine Airport draft EIS.

2.4.5 Copies of Written Responses

This section includes copies of all correspondence and written comments on the draft EIS arranged chronologically.

2.4.6 Hearing Officer's Report

This section is a summary of the hearing and public comment process prepared by the hearing officers who attended the public hearing. The comments received are as follows.

2.4.7 Responses to Comments

This section addresses and answers all comments either at the public hearing or received in correspondence, arranged topically as presented in the draft EIS.

2.1 DRAFT EIS (DISTRIBUTION)

2.1 DRAFT EIS DISTRIBUTED 4/8-4/10/86
VIA NEXT DAY UNITED PARCEL SERVICE AND FEDERAL EXPRESS

Rice Creek Watershed District
Suite 177 Arden Plaza
3585 Lexington Avenue
Arden Hills, Minnesota 55112 (1 copy)

Coon Creek Watershed District
Bunker Lake Activities Bldg.
550 Bunker Lake Blvd.
Anoka, Minnesota 55303 (1 copy)

Duane W. McCarty
8060 Long Lake Road
Mounds View, Minnesota 55432 (1 copy)

Lee Ann Sporre
295 Ironton Street
Fridley, Minnesota 55432 (1 copy)

John Rutford
Referral Coordinator
Metropolitan Council
300 Metro Square Building
St. Paul, Minnesota 55101 (1 copy)

Environmental Conservation Library
Minneapolis Public Library and
Information Center
300 Nicollet Mall
Minneapolis, Minnesota 55401
Attn: Linda Fritschel (2 copies)

Richard Johnson, City Manager
City of Blaine
9150 Central Avenue, N.E.
Blaine, Minnesota 55434 (1 copy)

City Administrator
City of Mounds View
2401 Highway 10
Mounds View, Minnesota 55112 (1 copy)

Administrator
Anoka County Courthouse
Anoka, Minnesota 55303 (1 copy)

Joseph Kurcinka
Environment and Mangement Analysis Section
Minnesota Department of Natural Resources
500 Lafayette Street
St. Paul, Minnesota 55155-4010
(3 copies)

Cheryl Heide
Minnesota Dept. of Transportation
Room 807 Transportation Building
John Ireland Boulevard
St. Paul, Minnesota 55155
(2 copies)

Laura Oatman
Minnesota Dept. of Health
State Health Building
717 Delaware Street, S.E.
Minneapolis, MN 55440
(1 copy)

Paul Burns
Minnesota Dept. of Agriculture
90 West Plato Boulevard
St. Paul, Minnesota 55107
(1 copy)

Environmental Review Program
Room 110, Capitol Square Building
550 Cedar Street
St. Paul, Minnesota 55101
(2 copies)

Russell W. Fridley
Main Historical Building
550 Cedar Street
St. Paul, Minnesota 55101
(1 copy)

Zona DeWitt
Legislative Reference Library
Room 111, State Capitol
St. Paul, Minnesota 55155
(2 copies)

Jim Geldman
Minnesota Dept. of Energy
and Economic Development
980 American Center Building
150 East Kellogg Blvd.
St. Paul, Minnesota 55101 (1 copy)

Anoka County Library
1100 90th Avenue, N.E.
Blaine, Minnesota 55434 (3 copies)
(Distributed by Jerry Young to the
Fridley and Centennial Branch Libraries)

Mr. Ronald Clark
Blaine City Council
9150 Central Avenue, N.E.
Blaine, MN 55434 (1 copy)

Barbara Haake
3024 County Road I
Mounds View, MN 55432 (1 copy)

Representative Daniel Knuth
Room 345
State Office Building
St. Paul, MN 55155 (1 copy)

Representative Gordon Voss
Room 255
State Office Building
St. Paul, MN 55155 (1 copy)

Senator Steven Novak
Room 203
State Office Building
St. Paul, MN 55155 (1 copy)

Senator Donald J. Frank
Room G-28
State Office Building
St. Paul, MN 55155 (1 copy)

Senator Gene Merriam
Room G-24
State Office Building
St. Paul, MN 55155 (1 copy)

Harold Taggetz, Chief
U.S. Army Corps of Engineers
Environmental Regulatory Div.
1135 U.S. P.O. & Custom House
St. Paul, Minnesota 55101
(1 copy)

William Franz
U.S. Environmental Protection Agency
Chief of Environmental Review Br.
230 South Dearborn Street
Chicago, Illinois 60604 (1 copy)

Dick Updegraff
U.S. Fish and Wildlife Service
Bishop Henry Whipple Federal Building
Fort Snelling
Minneapolis, Minnesota 55111 (1 copy)
(UPS next day 4/10/86)

Representative Gordon Backlund
Room 529
State Office Building
St. Paul, MN 55155 (1 copy)

Ron Fagerstrom
Fire Chief
18180 NE Highway 10
Spring Lake Park, MN 55384 (1 copy)

Donald P. Busch
Clerk Treasurer
Administrative Office
1301 81 Avenue NE
Spring Lake Park, MN 55384 (1 copy)

Siah St. Clair, Naturalist
City Office
6431 University Avenue NE
Fridley, MN 55432 (1 copy)

Clifford T. Anderson
Director, Office of Planning
& Research
Minnesota Pollution Control Agency
1935 West County Road BZ
Roseville, MN 55113 (3 copies)

Alan R. O'Hara
Director of Airport Planning
Transplan
708 3rd Avenue
New York, NY 10017 (1 copy)

Greg Downing
Environmental Quality Board
Room 110 Capitol Square Bldg.
550 Cedar Street
St. Paul, MN 55101 (6 copies)
(Fed Ex next day 4/9/86)

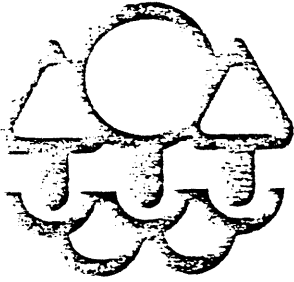
2.2 PCA REVIEW AGREEMENT

ORIGINAL TO: <u>JWT</u>	<u>1</u>
COPIES TO: <u>JRL</u>	<u>1</u>

RECEIVED

NOV 13 1984

HTA, INC.



Minnesota Pollution Control Agency

June 5, 1984

Raymond G. Glumack, Chairman
Metropolitan Airports Commission
P.O. Box 11700
Twin Cities Airport Station, Minnesota 55111

Dear Mr. Glumack:

Thank you for your letter of May 31, 1984 concerning solicitation of Minnesota Pollution Control Agency staff assistance in the preparation of the Anoka County-Blaine Airport Environmental Impact Statement (EIS). The agency staff would be pleased to assist in EIS preparation and believes that through our joint efforts, all environmental issues concerning the project will be adequately addressed. An executed copy of the agreement you provided is attached.

Agency input to this effort will be coordinated through the Office of Planning and Review. Please have your staff contact Deborah R. Pile, Director of the Office of Planning and Review, as further information on this project becomes available.

Sincerely,

Thomas Kalitowski
Executive Director

cc: T. Triplett, Chairman, EQB

Phone 296-7301

1935 West County Road 82, Roseville, Minnesota 55113-2785
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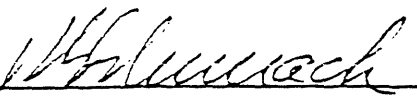
RE: Anoka County-Blaine Airport Improvement

The Metropolitan Airports Commission has received a Citizens Petition for the above-referenced project and has made a determination that an Environmental Impact Statement should be prepared under Rule 6 MCAR § 3.029-C-2.

It is agreed that for the Environmental Impact Statement process, the Metropolitan Airports Commission and the Minnesota Pollution Control Agency shall cooperate as follows:

The MPCA Staff will be given the opportunity to review and approve the analysis related to aircraft noise impact, surface water impacts, and ground water impacts prior to completion of the Scoping Decision, the Draft EIS, and the Final EIS.

METROPOLITAN AIRPORTS COMMISSION

By: 

Chairman

Its: _____

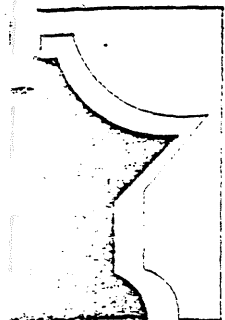
MINNESOTA POLLUTION CONTROL AGENCY

By: 

Its: Executive Director

June 4, 1984

2.3 EQB/MAC AGREEMENT REGARDING DETERMINATION OF ADEQUACY



Minnesota
Environmental Quality Board

100 Capitol Square Building
550 Cedar Street
St. Paul, Minnesota 55101
Phone (612) 296-2723

June 11, 1984

Ray Glumack, Chairman
Metropolitan Airports Commission
6040 28th Avenue South
Minneapolis, MN 55450

RE: Anoka County/Blaine Airport Improvements

Dear Mr. Glumack:

At its June 7, 1984 meeting, the Environmental Quality Board (EQB) under 6 MCAR 3.031 G1, assumed the responsibility for the Final Environmental Impact Statement (EIS) adequacy decision for the above-named project. The decision was unanimous (9-0).

A copy of the resolution passed by the EQB is enclosed. Questions concerning this decision and the environmental review process should be directed to Gregg Downing at (612) 296-8253.

Sincerely,

Shirley M. Dougherty
Administrator

SMD/pb

Enc.

cc: City of Mounds View
Grant Merritt
Lee Ann Sporre

MAC

Minneapolis • Saint Paul

METROPOLITAN AIRPORTS COMMISSION

OFFICE OF EXECUTIVE DIRECTOR

PHONE (612) 726-1892

June 19, 1984

Mr. Tom Triplett
Chairman
Minnesota Environmental Quality Board
Room 100
Capitol Square Building
550 Cedar Avenue
St. Paul, MN 55101

Dear Mr. Triplett:

As indicated by Nigel Finney at the Environmental Quality Board meeting of June 7, 1984, the Metropolitan Airports Commission hereby requests that pursuant to 6 MCAR 3.031.G.1, the Minnesota Environmental Quality Board assume the responsibility for the determination of adequacy with regard to an Environmental Impact Statement to be prepared for proposed development at the Anoka County-Blaine Airport. This request is made in recognition of community concerns regarding preparation of this Environmental Impact Statement, the fact that the project involves complex issues, and the fact that the project will have multi-jurisdictional affects. Under these circumstances, it is our feeling that the Environmental Quality Board should make the determination of adequacy of the Environmental Impact Statement.

Should you have any questions regarding this request, feel free to contact me or Nigel Finney.

Sincerely yours,

Raymond G. Glumack
Chairman

cc: Tom Kalitowski - MPCA

Minnesota
Environmental Quality Board

100 Capitol Square Building
550 Cedar Street
St. Paul, Minnesota 55101
Phone _____

RESOLUTION OF THE
MINNESOTA ENVIRONMENTAL QUALITY BOARD
IN THE MATTER OF INTERVENTION TO ASSUME RESPONSIBILITY
FOR DETERMINATION OF ADEQUACY FOR THE EIS FOR
IMPROVEMENTS AT THE ANOKA COUNTY-BLAINE AIRPORT

Mr. Larsen moved:

WHEREAS, 6 MCAR 3.031 G.1. provides that the EQB may assume responsibility for determination of the adequacy of a final EIS; and

WHEREAS, the Metropolitan Airports Commission (MAC) has requested the EQB to assume responsibility for the determination of adequacy of this EIS; and

WHEREAS, the EQB finds that the project involves complex issues, and the project has multi-jurisdictional effects;

NOW, THEREFORE BE IT RESOLVED that the EQB hereby intervenes to assume responsibility for determining the adequacy of the final EIS for the proposed improvements at the Anoka County-Blaine airport; and

BE IT FURTHER RESOLVED that the Executive Director of EQB is directed to notify MAC of this action no later than 60 days following publication of the EIS preparation notice in the EQB Monitor; and

BE IT FURTHER RESOLVED that the Minnesota Pollution Control Agency (MPCA) staff is requested to cooperate and participate with MAC, the RGU in this proceeding, in the preparation of the EIS, and to review and approve the analysis as provided in the agreement between MAC and MPCA included in correspondence from MAC to MPCA dated May 31, 1984.

Seconded by Dr. Arneson, the motion carried unanimously with Alexander, Arneson, Brand, Braun, Hughes, Kalitowski, Larsen, Van Doren and Triplett voting aye.

ADOPTED: June 7, 1984

2.4 PUBLIC MEETING/COMMENT PERIOD

2.4.1 DATE, TIME AND PLACE OF PUBLIC MEETING



Minneapolis • Saint Paul

METROPOLITAN AIRPORTS COMMISSION

P. O. BOX 11700

• TWIN CITY AIRPORT

• MINNESOTA 55111

OFFICE OF EXECUTIVE DIRECTOR

• PHONE (612) 726-1892

April 10, 1986

To Whom It May Concern:

Transmitted herewith is a copy of the Draft Environmental Impact Statement (EIS) for improvements at the Anoka County-Blaine Airport (Janes Field), prepared in response to a petition brought in accordance with 6 MCAR S 3.026. The document has been developed in accordance with state EIS guidelines contained in 6 MCAR S 3.021 through 3.056 and with Federal Environmental Assessment (EA) guidelines contained in Federal Aviation Administration Order 5050.4A.

Comments on this document will be accepted until May 27, 1986 either through written communication with Mr. Nigel D. Finney, Director of Airport Development, 6040 28th Avenue South, Minneapolis, MN 55450 or at a public hearing to be held at the Spring Lake Park High School (cafeteria), 8001 Able Street NE, Spring Lake Park, Minnesota on Monday, May 12, 1986 at 7:30 p.m.

Sincerely yours,

Nigel D. Finney
Director of Airport Development

/js
enc.

2.4.2 AFFIDAVITS OF PUBLICATION

2.4.2 AFFIDAVITS OF PUBLICATION

Ramsey County Review

Fridley Focus

Circulating Pines

Blaine-Spring Lake Park Life

Minneapolis Star and Tribune

EQB Monitor

Affidavit of Publication

State of Minnesota }
County of Ramsey } ss.

N. Theodore Lillie, being duly sworn, on oath says that he/she is the publisher or authorized agent and employee of the publisher of the newspaper known as Ramsey County Review, and has full knowledge of the facts which are stated below:

(A) The newspaper has complied with all of the requirements constituting qualification as a qualified newspaper, as provided by Minnesota Statute 331A.02, 331A.07, and other applicable laws, as amended.

(B) The printed Draft State Environmental Impact Statement

which is attached was cut from the columns of said newspaper, and was printed and published once each week, for 1 successive weeks; it was first published on Wednesday, the 23rd day of April, 19 86, and was thereafter printed and published on every _____ to and including _____, the _____ day of _____, 19 ____; and printed below is a copy of the lower case alphabet from A to Z, both inclusive, which is hereby acknowledged as being the size and kind of type used in the composition and publication of the notice:

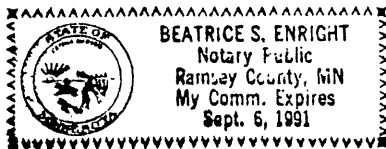
* ABCDEFGHIJKLMNOPQRSTUVWXYZ
* abcdefghijklmnopqrstuvwxyz
* ABCDEFGHIJKLMNOPQRSTUVWXYZ
* abcdefghijklmnopqrstuvwxyz

BY: N Theodore Lillie
TITLE: VP (CH)

Subscribed and sworn to before me on this 23rd day of April, 19 86.

Beatrice S. Enright
Notary Public

* Alphabet should be in the same size and kind of type as the notice.



RATE INFORMATION

- (1) Lowest classified rate paid by commercial users for comparable space \$9.34 per col. inch
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- (3) Rate actually charged for the above matter \$ per col. inch

**Draft State Environmental
Impact Statement/Federal
Environmental Assessment (EIS/EA)**

Beginning April 11, 1986, the Draft State Environmental Impact Statement/Federal Environmental Assessment (EIS/EA) for proposed improvements at Anoka County-Blaine Airport (Janes Field) will be available for public review.

The Draft EIS/EA contains an evaluation of the potential for environmental effects of the project, description of alternatives to the proposed improvements and a description of methods to mitigate adverse environmental effects.

Copies of the Draft EIS/EA will be available for public review at the following locations beginning April 11, 1986:

—Metropolitan Airports Commission
Office, 6040 28th Avenue South, Minneapolis, MN 55450.

—Anoka County Library-Blaine, MN.

—Anoka County Library-Centennial
Branch-Circle Pines, MN.

—Anoka County Library-Fridley
Branch-Fridley, MN.

The comment period on the Draft EIS/EA will begin on April 11, 1986 and end on May 27, 1986. Comments concerning the accuracy and completeness of the material contained in the Draft EIS/EA may be submitted in writing to Mr. Nigel D. Finney, Metropolitan Airports Commission, 6040 28th Avenue South, Minneapolis, MN 55450.

A public meeting concerning the Draft EIS/EA will be held at the Spring Lake Park High School (cafeteria), 8001 Able St. NE, Spring Lake Park, Minnesota on May 12, 1986 at 7:30 p.m.

(Review: April 23, 1986)

Minnesota Suburban Newspapers, Inc.

AFFIDAVIT OF PUBLICATION

STATE OF MINNESOTA)

ss.

COUNTY OF HENNEPIN)

Donald K. Mortenson, being duly sworn on an oath says that he/she is the publisher or authorized agent and employee of the publisher of the newspaper known as Fridley Focus, and has full knowledge of the facts which are stated below.

(A) The newspaper has complied with all of the requirements constituting qualification as a qualified newspaper, as provided by Minnesota Statute 331A.02, 331A.07, and other applicable laws, as amended.

(B) The printed Notice of Public Meeting

which is attached was cut from the columns of said newspaper, and was printed and published once each week, for one successive weeks; it was first published on Monday, the 21 day of April, 1986, and was thereafter printed and published on every _____ to and including _____, the _____ day of _____, 19____; and printed below is a copy of the lower case alphabet from A to Z, both inclusive, which is hereby acknowledged as being the size and kind of type used in the composition and publication of the notice:

abcdefghijklmnopqrstuvwxyz

BY:

TITLE: Operations Manager

Subscribed and sworn to before me on this

25 day of April, 1986

Notary Public

Meridel M. Hedblom

NOTARY PUBLIC - MINNESOTA

HENNEPIN COUNTY

My commission expires July 2, 1986

RATE INFORMATION

- (1) Lowest classified rate paid by commercial users for comparable space
- (2) Maximum rate allowed by law for the above matter
- (3) Rate actually charged for the above matter

\$ 2.10 per line
(Line, word, or inch rate)
\$ 36.5¢ per line
(Line, word, or inch rate)
\$ 35¢ per line
(Line, word, or inch rate)

(Official Publication)
NOTICE OF PUBLIC MEETING ON
PROPOSED IMPROVEMENTS
Beginning April 11, 1986, the Draft
State Environmental Impact
Statement/Federal Environmental
Assessment (EIS/EA) for proposed
improvements at Anoka County-
Blaine Airport (James Field) will be
available for public review.
The Draft EIS/EA contains an
evaluation of the potential for en-
vironmental effects of the project,
description of alternatives to the pro-
posed improvements and a descrip-
tion of methods to mitigate adverse
environmental effects.
Copies of the Draft EIS/EA will be
available for public review at the
following locations beginning April
11, 1986:
• Metropolitan Airports Com-
mission Office, 6040 28th Avenue
South, Minneapolis, MN 55450
• Anoka County Library - Blaine,
MN
• Anoka County Library - Centen-
nial Branch - Circle Pines, MN
• Anoka County Library - Fridley
Branch - Fridley, MN
The comment period on the Draft
EIS/EA will begin on April 11, 1986
and end on May 27, 1986. Comments
concerning the accuracy and com-
pleteness of the material contained in
the Draft EIS/EA may be submitted
in writing to Mr. Nigel D. Finney,
Metropolitan Airports Commission,
6040 28th Avenue South, Minneapolis,
MN 55450.
A public meeting concerning the
Draft EIS/EA will be held at the
Spring Lake Park High School
(cafeteria), 8001 Able St. NE, Spring
Lake Park, Minnesota on May 12,
1986 at 7:30 p.m.
(April 21, 1986) - FRID

COMMUNITY HAPPENINGS MENUS

Classes address mental health

Mental illnesses and mental health problems affect one in four families in the United States. This means that at any one time, more than 32 million Americans are receiving mental health care.

Yet, the Governor's Mental Health Commission finds that the state of Minnesota still does not have an effective and responsive service system established.

Beginning Monday, May 5, the Anoka/McKnight Mental Health Community Support Program, in conjunction with the Work and Family Institute of the Anoka Vocational Technical Institute, will offer a three-session class.

Topics for discussion include stigma, advocacy, labels and diagnosis, medications, treatments, eligibility for community services, the commitment process, permanent legal issues, and financial services. Speakers with expertise in these areas will be available for lecture, questions, and discussion.

Classes will be at the Anoka Area Vocational Technical Institute, 1355 West Main St., Anoka, from 6:15 p.m. to 9 p.m. on May 5, May 12, and May 19.

For more information on registration, contact Marge Kieffer at the Vo-Tech, 427-1880, or Rebecca Fink at 786-8334.

Drug awareness

County to honor its volunteers

Anoka County will join with other communities throughout Minnesota to give special recognition to the valuable and varied activities of volunteers during Volunteer Recognition Week, April 20-27.

Volunteers in Anoka County are carrying on Minnesota's rich tradition of helping others. Whether helping a neighbor, cheering residents in nursing homes, singing in the choir, or working with the retarded, volunteers are responding to human needs.

In observance of Minnesota Volunteer Recognition Week, the Anoka County Board of Commissioners will sign a resolution at 10:30 a.m. Tuesday, April 15.

Individuals or organizations interested in volunteering or volunteerism may contact the Anoka County Volunteer Alliance for further information. Call 780-1463 and ask for LaVonne.

Family, work is speaker's topics

The series of "Breakfast at AR Place" sessions continues in April with "Neglected Intersection" on Thursday, April 17, at Anoka Ramsey Community College in Coon Rapids.

Cindy Schultz, career counselor at Macalester College and president elect of Minnesota Career Development Association, will help participants balance the

Lino Lakes Senior activity

TUESDAY, APR. 15
9:30 a.m. Exercise
THURSDAY, APR. 17
9:00 a.m. Breakfast, \$2.50
9:30 a.m.-1 p.m. Hearing Test

Lake science course offered

A special seminar entitled "Basic Lake Science and Its Application In Lake Management and Improvement" will be at 7:30 p.m. Wednesday, April 30, at McGuire's Inn in Arden Hills.

The seminar, sponsored by LimTech and Environmental Hydrology Corp., covers how lakes work, why certain problems develop such as weeds and algae, and how the basics of lake science can help or hinder efforts to abate them.

The course is designed to be easily comprehensible by persons with little or no scientific background. Persons who should attend include those involved in lake associations, current or prospective lake home owners, or any other persons interested in learning about lakes.

Registration is limited. To register or for more information, contact LimTech in Minneapolis at 331-7385.

Lino sets hearing

The Board of Review of Lino Lakes will meet at 7 p.m. April 21 at City Hall to review and correct

Airport study can be reviewed

The Draft State Environmental Impact Statement/Federal Environmental Assessment (EIS/EA) for proposed improvements at Anoka County-Blaine Airport (Janes Field) will be available for public review beginning Friday, April 11.

The Draft EIS/EA contains an evaluation of the potential for environmental effects of the project, description of alternatives to the proposed improvements and a description of methods to mitigate adverse environmental effects.

Copies of the Draft EIS/EA will be available for public review at Metropolitan Airports Commission Office, 6040 28th Avenue S., Minneapolis, MN 55450, Anoka County Library - Blaine, Anoka County Library - Centennial Branch and Anoka County Library - Fridley Branch.

The comment period on the Draft EIS/EA will run from April 11 to May 27. Comments concerning the accuracy and completeness of the material contained in the Draft EIS/EA may be submitted in writing to Mr. Nigel D. Finney, Metropolitan Airports Commission, 6040 28th Avenue S., Minneapolis, MN 55450.

A public meeting concerning the Draft EIS/EA will be the Spring Lake Park High School cafeteria, 8001 Able St. NE, at 7:30 p.m. May 12.

Centennial

TUESDAY, APR. 15 - Battered Fish w/Tartar Sauce, Hash Browns, Creamy Cole Slaw, Celery w/Peanut Butter, Roll w/Butter

WEDNESDAY, APR. 16 - Beef Ravioli topped w/Cheese, Fresh Veg. Salad w/Dressing, French Bread w/Butter, Fresh Orange Slices

THURSDAY, APR. 17 - Roast Turkey, Mashed Potato w/Gravy, Cranberries, Hot Buttered Veg., Pumpkin Bread, Chocolate Milk

FRIDAY, APR. 18 - Butter Croissant filled w/Tuna Salad, Potato Rounds, Raw Vegetable Sticks w/Dip, Fresh Fruit Slices

**All Menus include Milk*

***All Menus Subject to Change*

Congregate Dining Menu

MONDAY, APR. 14 - Sweet & Sour Meatballs, Buttered Rice, Oriental Mixed Veg., Pineapple Ring Salad, Bran Bread/Butter, Sugar Cookie, Milk

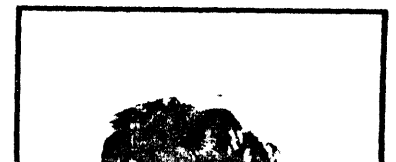
WEDNESDAY, APR. 16 - Hamburger/Mushroom Gravy, Baked Potato, Corn, Dark Rye Bread/Butter, Fresh Fruit, Milk

FRIDAY, APR. 18 - Pork Chop/Gravy, Mashed Potatoes, Waldorf Salad, White Mountain Roll/Butter, Spice Cake, Milk

Margarine & Beverages

Served at Each Meal

For reservations or a ride call 784-5891 Mondays and Wednesdays. For those of you unable to attend Congregate Dining, home delivered meals are available. Inquire by phoning, 784-5723.



PRINTER'S AFFIDAVIT OF PUBLICATION

STATE OF MINNESOTA)
County of Anoka) ss

Peter G. Bodley, being duly sworn, on oath says that he is the managing editor of the newspaper known as the Blaine-Spring Lake Park Life, and has full knowledge of the facts which are stated below:

(A) The newspaper has complied with all of the requirements constituting qualification as a qualified newspaper, as provided by Minnesota Statute 331A.02, 331A.07, and other applicable laws, as amended.

(B) The printed EIS/EA

.....
which is attached was cut from the columns of said newspaper, and was printed and published once each week, for ... one ... successive weeks; it was first published on Friday, the 11th ... day of April ..., 19 86 and was thereafter printed and published on every Friday to and including Friday, the day of 19; and printed below is a copy of the lower case alphabet from A to Z, both inclusive, which is hereby acknowledged as being the size and kind of type used in the composition and publication of the notice:

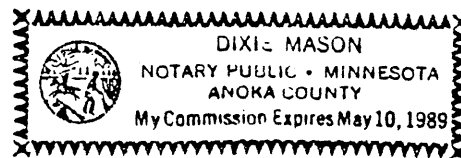
abcdefghijklmnopqrstuvwxyz
abcdefghijklmnopqrstuvwxyz

BY: *Peter G. Bodley*
Managing Editor

Subscribed and sworn to before me on

this 14th day of April, 19 86

Dixie Mason
Notary Public



RATE INFORMATION

- | | |
|--|--|
| (1) Lowest classified rate paid by commercial users for comparable space | \$ -----
(Line, word, or inch rate) |
| (2) Maximum rate allowed by law for the above matter | \$ -----
(Line, word, or inch rate) |
| (3) Rate actually charged for the above matter | \$ -----
(Line, word, or inch rate) |

PRINTER'S AFFIDAVIT OF PUBLICATION

STATE OF MINNESOTA)
County of Anoka) ss

Blaine Airport impact report available to public

Beginning April 11, the draft state environmental impact statement/federal environmental assessment (EIS/EA) for proposed improvements at Anoka County-Blaine Airport (Janes Field) will be available for public review.

The draft EIS/EA contains an evaluation of the potential for environmental effects of the project, description of alternatives to the proposed improvements and a description of methods to mitigate adverse environmental effects.

Copies of the draft EIS/EA will be available for public review at the following locations beginning April

11: Metropolitan Airports Commission Office, 6040 28th Avenue South, Minneapolis, MN 55450; Anoka County Library, Blaine; Anoka County Library, Centennial Branch, Circle Pines; Anoka County Library, Fridley Branch.

The comment period on the draft EIS/EA will begin April 11 and end May 27. Comments concerning the accuracy and completeness of the material contained in the draft EIS/EA may be submitted in writing to Nigel D. Finney, Metropolitan Airports Commission, 6040 28th Avenue South, Minneapolis, MN 55450.

A public meeting concerning the draft EIS/EA will be held at the Spring Lake Park High School (cafeteria), 8001 Able St. NE, Spring

All interested persons are invited to attend. s

Metropolitan Airports Commission
6040 28th Avenue South
Minneapolis, Mn 55450

MINNEAPOLIS STAR AND TRIBUNE COMPANY

STATE OF MINNESOTA
COUNTY OF HENNEPIN

SS.

AFFIDAVIT OF PUBLICATION

J. D. Koch

, being duly sworn, on oath says he/she is and during all times herein stated has been an employee of the Minneapolis Star and Tribune Company, publisher and printer of the newspaper known as The Minneapolis Star and Tribune and the Sunday Morning Tribune and has full knowledge of the facts herein stated as follows:

(1) Said newspaper is printed in the English language in newspaper format and in column and sheet form equivalent in printed space to at least 1200 square inches. (2) Said newspaper is printed daily and is distributed at least five days each week. (3) Said newspaper has 25 per cent of its news columns devoted to news of local interest to the community which it purports to serve and does not wholly duplicate any other publication. (4) Said newspaper is circulated in and near the municipality which it purports to serve, has at least 500 copies regularly delivered to paying subscribers and has entry as second-class matter in its local post-office. (5) Said newspaper purports to serve the City of Minneapolis and vicinity in the County of Hennepin and has its known office of issue in the City of Minneapolis, in said county. (6) Said newspaper files a copy of each issue immediately with the State Historical Society. (7) Said newspaper is made available at single or subscription prices to any person, partnership or other unincorporated association requesting the newspaper and making the applicable payment. (8) Said newspaper has complied with all foregoing conditions for at least one year.

He/She further states on oath that the printed copy of the matter hereto attached as a part hereof was cut from the columns of the Minneapolis Star and Tribune and the Sunday Morning Tribune, and was printed and published therein in the English language, once each week.

for one day / ~~successive days~~ that it was first so published on
Wednesday the 9th day of April, 1986

and was thereafter printed and published on every _____

to and including _____ the _____ day of _____ 19____

and that the following is a printed copy of the lower case alphabet from A to Z, both inclusive, and is hereby acknowledged as being the size and kind of type used in the composition and publication of said notice, to wit:

abcdefghijklmnopqrstuvwxyz

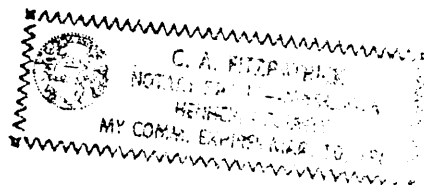
J. D. Koch

J. D. Koch, Credit Dept.

Subscribed and sworn to before me this 7th day of May, 1986

Notary public, Hennepin County, Minnesota

My Commission Expires _____, 19____



lass 813

PRESS RELEASE

Beginning April 11, 1986, the Draft State Environmental Impact Statement/Federal Environmental Assessment (EIS/EA) for proposed improvements at Anoka County-Blairstown Airport (James Field) will be available for public review.

The Draft EIS/EA contains an evaluation of the potential for environmental effects of the project, description of alternatives to the proposed improvements and a description of methods to mitigate adverse environmental effects.

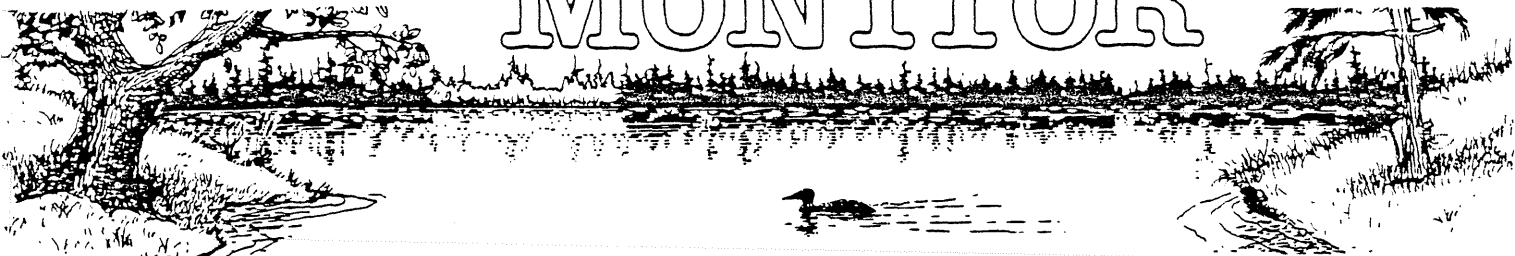
Copies of the draft EIS/EA will be available for public review at the following locations beginning April 11, 1986:

- Metropolitan Airports Commission Office, 6040 28th Avenue South, Minneapolis, MN 55450
- Anoka County Library - Blaine, MN
- Anoka County Library - Centennial Branch - Circle Pines, MN
- Anoka County Library - Fridley Branch - Fridley, MN

The comment period on the Draft EIS/EA will begin on April 11, 1986 and end on May 27, 1986. Comments concerning the accuracy and completeness of the material contained in the Draft EIS/EA may be submitted in writing to Mr. Nigel D. Finney, Metropolitan Airports Commission, 6040 28th Avenue South, Minneapolis, MN 55450.

The public meeting concerning the Draft EIS/EA will be held at the Spring Lake Park High School (cafeteria), 8001 Able St. NE, Spring Lake Park, Minnesota on May 12, 1986 at 7:30 pm.

EQB MONITOR



MINNESOTA ENVIRONMENTAL QUALITY BOARD

April 21, 1986

Next issue: May 5 Next Deadline: April 28

EAWS - comments due May 21, 1986

Project title: Park Rapids Wastewater Facility
Description: a replacement wastewater treatment facility utilizing stabilization ponds and spray irrigation.

RGU: MPCA.

Contact person: Craig Affeldt, Office of Planning and Review, 1935 W. CR B-2, Roseville, MN 55113; 296-7794.

Project title: Menahga Wastewater Facility
Description: a replacement wastewater treatment facility utilizing stabilization ponds.

RGU: MPCA

Contact person: Daniel Berg, Office of Planning and Review, 1935 W. CR B-2, Roseville, MN 55113; 296-7432.

Project title: Lino Lakes Interceptor.
Description: a forcemain and interceptor sewer to serve about 3000 undeveloped acres in Lino Lakes.

RGU: MPCA.

Contact person: Craig Affeldt -- see above for address and phone.

Project Title: TH 169 -- CR 1 to Prairie Center Drive.

Description: construction of two additional through lanes with related improvements.

RGU: MnDOT.

Contact person: Cheryl Heide, Environmental Coordinator, 704 Transportation Bldg., St. Paul, MN 55155; 296-1652.

Project title: Woodland Hills Shopping Center.
Description: a commercial/retail and office center of 499,300 square feet.

RGU: City of Stillwater.

Contact person: Nile Kriesel, City Coordinator, 216 N. 4th St., Stillwater, MN 55082; 439-6121.

Project description: Lexington Place.

Description: 134 single family homes on 47 acres.

RGU: City of Savage.

Contact person: Mark McNeil, City Administrator, 12305 Quentin Ave. S., Savage, MN 55378; 290-1045.

VOLUME 10 ISSUE 20

FEIS NOTICE

Project Title: Minneapolis Convention Center
Description: convention center and hotel facilities.

RGU: City of Minneapolis.

Contact person: Neil Anderson, Mpls. Planning Dept., 210 City Hall, Mpls.; Mn 55415; 348-6578.

EIS adequacy decision: a Final EIS informational meeting is scheduled for May 5 at 4:00 pm in Room 319, City Hall. The Energy and Technology Committee of the City Council will act on the EIS adequacy on May 12 at 1:30 pm in Room 319. The Committee's recommendation will be before the City Council on May 23 in Room 317; the Council meeting is not a public meeting and therefore no testimony will be taken.

Project title: Norwest Center

Description: a commercial banking and office development, with a 38-50 story office tower.

RGU: City of Minneapolis.

Contact person: Neil Anderson -- see above for address and phone.

EIS Adequacy decision: A Final EIS informational meeting is scheduled for May 5 at 4:30 pm in Room 319 City Hall. The Energy and Technology Committee of the City Council will act on the EIS adequacy on May 8 at 9:00 am in Room 319. The Committee's recommendation will be before the City Council on May 23 in Room 317; the Council meeting is not a public meeting and therefore no testimony will be taken.

DRAFT EIS NOTICES

Project Title: Anoka County-Blaine Airport

Description: various airport improvements.

RGU: Metropolitan Airports Commission.

Contact person: Nigel Finney, Metropolitan Airports Commission, 6040 28th Avenue South, Mpls., MN 55450.

Public comment meeting: May 12 at 7:30 p.m. at the Spring Lake Park High School (cafeteria), 8001 Able St. NE.

Copies of the Draft EIS are available for review at:

Commission offices--see address above;

Anoka Co Library--Blaine;

Anoka Co Library--Centennial, Circle Pines;

Anoka Co Library--Fridley.

Comment period: ends May 27, 1986.

EIS NEED DECISIONS

RGUs have determined that no EIS is required for the following projects, based on EAWs and comments received on the EAWs. The date in parentheses is the date on the Monitor notice of the EAW.

- * Rosemount Auto Unloading, Rosemount (2-10)
- * Dakota CSAH 42, Dakota Co (2-24)
- * Sunset Lodge Jetty, Lk of Woods Co (
- * New Brighton Interceptor, MPCA (12-30)

MORE EAWs

Project title: Middle Beltline Interceptor-Sewer Separation

Description: a new trunk sewer to eliminate a combined sewer in St. Paul.

RGU: MPCA.

Contact person: Eric Kilberg, Office of Planning and Review, 1935 W. CR B-2, Roseville, MN 55113; 296-7795.

DEADLINES AND MEETINGS

EAW Comments Due:

April 23

White Bear Parkway
Ellsborough Drainage
Southfork Village
Viking Pec Retreat
MWCC Ash Basin 5
Buffalo-Red Watershed Project 8
Valley Branch Project

May 7

Weaver Bottoms
Scott Co Ditch 4
Valley Oaks
Chanhassen Vista
MN Corn Processers Ethanol
Rice Wastewater
Tower-Breitung Wastewater

EAW Scoping Comments Due:

May 2-Hennepin Co Landfill

Draft EIS comments due:

April 27-Forest Highway 11

May 14-Northfork PUD

Final EIS comments due:

Lake Superior Paper Mill--contact RGU, see notice 4-7-86 issue.

Mpls. Convention Center--see notice this issue

Norwest Center--see notice this issue

MEETINGS:

EIS Scoping

Hennepin Co. Landfill--see notice 3/24 issue.

Draft EIS Meetings

Northfork PUD--April 23, 7 pm, Ramsey Municipal Center

FEIS Meetings

Mpls Convention Center--see notice this issue

Norwest Center--see notice this issue

2.4.3 SUMMARY OF THE DRAFT EIS

PUBLIC MEETING INFORMATION

STATE ENVIRONMENTAL IMPACT STATEMENT
FEDERAL ENVIRONMENTAL ASSESSMENT

ANOKA COUNTY-BLAINE AIRPORT
PHASE IA & 1B DEVELOPMENT

SPRING LAKE PARK HIGH SCHOOL 5/12/86 7:30 p.m.

METROPOLITAN AIRPORTS COMMISSION

SUMMARY OF FINDINGS
ANOKA COUNTY-BLAINE AIRPORT
PHASE 1A & 1B DEVELOPMENT
ENVIRONMENTAL ASSESSMENT

INTRODUCTION

This document highlights pertinent points and conclusions from the Final Draft Report Volume of the State Environmental Impact Statement/Federal Environmental Assessment (EIS/EA) for the proposed Phase 1A and Phase 1B improvements at Anoka County-Blaine Airport. This project is consistent with the long term development of the airport as specified in the adopted Airport Master Plan.

The EIS/EA was prepared pursuant to 6 MCAR S 3.021-3.056 "Environmental Quality Board Environmental Review Program" and FAA Orders 1050.1D "Policies and Procedures for Considering Environmental Impacts" and 5050.4A "Airport Environmental Handbook". Both State and Federal environmental review requirements are addressed in the Draft Report Volume.

The Anoka County-Blaine Airport Master Plan, completed in 1983, contained recommendations for the development of facilities at the airport for the 20 year future. This long term plan of development was broken down into Phase 1A and Phase 1B, Phase 2 and Phase 3. The EIS/EA being summarized here was prepared for only Phase 1A and 1B of the Master Plan. Phases 2 and 3 are long term development phases which are not dependent upon completion of phases 1A and 1B.

Development proposed for Phase 1A and Phase 1B included the following: Development of an east building area of approximately 33 acres; development of a west building area of approximately 33 acres; extension of Runway 8-26 and its parallel taxiway on the east end by 800 feet, increasing the runway length from 3,200 to 4,000 feet; abandonment of a section of Xylite Street required by the Runway 8-26 extension; shifting Runway 17-35 and its parallel taxiway 950 feet to the north, relocating the Runway 35 threshold by an equal amount, and relocation of lighting and landing aids as required; removal of the existing connector taxiway to Runway 35, construction of connector taxiways as required and possible land acquisition in the Runway 26 clear zone.

OBJECTIVE OF THIS EIS/EA

The objective of this EIS/EA is to conduct a detailed assessment of environmental impacts resulting from implementation of Phase 1A and Phase 1B development as proposed in the Airport Master Plan.

The proposed Phase 1A and Phase 1B improvements are required for two reasons 1) to accommodate the current aviation needs of the northwest section of the Metropolitan Area and the region as a whole, and 2) to accommodate the environmental needs of the communities in the airport vicinity, namely to reduce aircraft noise levels in residential areas south and west of the airport.

ALTERNATIVES

A number of alternative development scenarios were proposed for study and were subjected to environmental assessment in this EIS/EA. Alternatives chosen for further analysis include: Existing (1985) conditions, Future (1990) No-Build, Future (1990) Build, including development of only east and west building areas, and five Future (1990) Build alternatives which include development of both east and west building areas and airfield improvements. Development as proposed in the Master Plan is identified in the Report Volume as the Master Plan Alternative and is depicted as Alternative 4.

POTENTIAL IMPACTS

The improvement alternatives were analyzed relative to their impacts to many environmental impact categories including: noise, groundwater and surface water quality, air quality, sewage disposal, hazardous waste, floodplain storage, on-site and downstream drainage, wetlands, flora and fauna, surface transportation, social impacts, induced socio-economic impacts, erosion, wild and scenic rivers; historic, architectural, archaeological and cultural resources; threatened and endangered species of flora and fauna, farmland, natural resources, light emissions, solid waste impacts, construction impacts and cost.

PREFERRED ALTERNATIVE

Following analysis of the improvement alternatives and their respective environmental consequences, the impacts of the eight alternatives were compared to determine which alternative would best achieve the project objectives. Based on this comparison, the alternative shown as Alternative 8 in the Report Volume was determined to be the preferred alternative.

Specifically, the preferred alternative (Figure A) includes the following improvements: development of east and west building areas as with the Master Plan Alternative, shifting Runway 17-35 2,580 feet to the north, removing the stub taxiway pavement and the southernmost 2,580 feet of existing Runway 17-35 pavement, rerouting a section of 101st Ave. N.E. within airport property, extending Runway 8-26 800 feet on the east end increasing its length to 4,000 feet and abandoning a portion of Xylite Street within airport property.

IMPACTS OF THE PREFERRED ALTERNATIVE AND REQUIRED MITIGATION

Several of the environmental impacts required to be assessed were not relevant to, or were not found to exist near the proposed development at Anoka County-Blaine Airport e.g. coastal barriers, coastal zones, wild and scenic rivers, resident and migratory Great Egrets, threatened or endangered species of flora and fauna, etc. The remainder of this section contains a description of impacts of the preferred alternative and mitigation measures, if required.

Noise

A total of 531 persons in residential areas would be within areas encompassed by the L₁₀65 (dBA) contour assuming the proposed airport development. Without the

proposed project the contour would encompass an area in which there are currently 726 people residing. This noise level in residential areas complies with Minnesota Pollution Control Agency (MPCA) standards and with surrounding municipalities that have noise standards. Noise levels of Ldn 55, although shown to extend off airport property in some areas, are compatible with land use guidelines for urban and rural areas specified in the Metropolitan Council's "Land Use Guidelines"

No mitigation except continuation with existing noise abatement measures is required.

Groundwater

The proposed improvements will not have any impact on the quality of groundwater. The quantity of groundwater appropriated by all airport users in all development scenarios studied will increase from 2000 gallons per day to 5000 gallons per day due to the increase in the number of users.

Mitigation in addition to that described under "Hazardous Wastes" is not required.

Surface Water

No additional impact is expected as a result of the preferred alternatives. Increased improvement areas and increased aeronautical activity will have no additional impact if the standard mitigation measures described below are implemented.

Recommended mitigating measures include: implementation of an airport-wide spills control plan, grassed swales leading to drainage ditches to filter runoff, detention ponds to limit the rate of surface water runoff to existing conditions and to promote settling of sediment, temporary sedimentation control measures (haybales, silt fences and diversion ditches) and permanent sedimentation control measures (grassed swales and stone lined ditches).

Hazardous Wastes

Typical hazardous wastes at airports include oils, fuels, solvents, paints, cleaners, etc. Quantities of such wastes are very small and will not increase measurably as a result of the proposed improvements.

Recommended mitigation measures include: submission of a hazardous waste disposal plan to MAC by airport tenants, continuation of periodic inspection of in-ground and below-ground fuel tanks, floor drains in hangars having oil and grease separators if appropriate, using solvents only in areas where they can be contained, and encouraging airport operators to use non-hazardous rather than hazardous materials as appropriate.

Flood Storage Volume

A small amount of water storage area in the 100 year floodplain will have to be replaced due to the proposed improvements.

The area lost, totalling about 5.5 acre-feet of flood storage capacity will be replaced by relocation of detention areas through excavation for other proposed construction.

On-site and Downstream Drainage

Without mitigation measures described below, surface water runoff rates to County Ditch 41 will increase slightly from 127.2 to 137.1 CFS and to Lateral No.2, will increase slightly from 56.9 to 84.4 CFS.

Mitigation measures include use of detention ponds so surface water runoff to off-airport property does not increase over existing conditions.

Wetlands and Habitat Areas

Foundation drains in the building areas will cause the elevation of Wetland 594W and 595W to decrease by 0.09 and 0.08 feet respectively. The decrease in wetland elevation is minimal. Wetland loss due to construction will total 17.22 acres of wetland. The habitat value of this wetland is 113.5 Habitat Units.

Recommended mitigation measures include: construction measures to limit turbidity such as installing the drainage pipe for County Ditch 41 beneath the West Building Area before the ditch is rerouted and siltation fences; excavation of approximately 84,100CY of material to create wetland to replace 113.5 habitat units lost. Wetland replacement should be in areas close to where the excavated material will be needed but also in areas of low existing habitat suitability.

Resident and Migratory White-Tailed Deer

Three deer trails will be crossed as a result of construction of the west building area and the construction on the north end of Runway 17-35.

Mitigation measures so deer can reach feeding areas and not conflict with aircraft at the airport or automobiles on 101st Ave. N.E. include creating mowed buffer areas fringed with trees in areas west, north and east of Runway 17-35 to foster north-south deer movements.

Upland Wildlife Habitat

Approximately 8.7 acres of mixed grassland, 5 acres of woodland, 7.6 acres of brome grass and 66.7 acres of cropland will be lost. Since these areas do little to support wildlife, these areas are of little or no habitat value so impact to upland wildlife habitat will be insignificant.

No mitigation required.

Impacts to Surface Transportation

Trip length between Radisson Road and County Road J will increase by 8,480 feet. Trip length between Radisson Road and I-35W increases by 1,400 feet. Rerouting a section of 101st Ave. N.E. will improve this road by decreasing the degree of curve in the road north of Runway 35 and slightly decrease trip length between 105th Ave N.E. and 101st Ave. N.E.

Trip time between Radisson Rd. and County Rd. J, will increase by 2.7-3.2 minutes. Abandonment of a section of Xylite St. will not affect business now off Xylite St. Trip length for emergency vehicles from the southwest to the areas east and northeast of the airport will increase by 1,900 feet. Trip length for emergency vehicles north of 101st Ave N.E. to the area east of the airport will increase by 4,000-8,500 feet.

Recommended mitigation includes: Paving a section of 101st Ave. N.E. between Xylite St. and Naples St. and realigning the intersection of 101st Ave N.E. and Naples St. to favor 101st. Ave. N.E.

Mitigation includes paving and improving 101st Ave. N.E. as discussed previously and emergency vehicles southwest of the airport would travel on County Road J and the I-35W frontage road to reach areas east of the airport.

Induced Socio-Economic Impacts

Implementation of the preferred alternative will result in an improved airports system in the northwest area of the Metropolitan Area and the Metropolitan Area as a whole, more persons can be employed directly at the airport and compatability of the airport with the surrounding areas will be improved.

No mitigation required.

Erosion

There is the potential for erosion from building areas if runoff is directed to unprotected surfaces.

Mitigating measures include implementing sedimentation control measures during construction (haybales and silt fences) and after construction (turfing impervious areas and lining ditches with rocks).

Construction Impacts

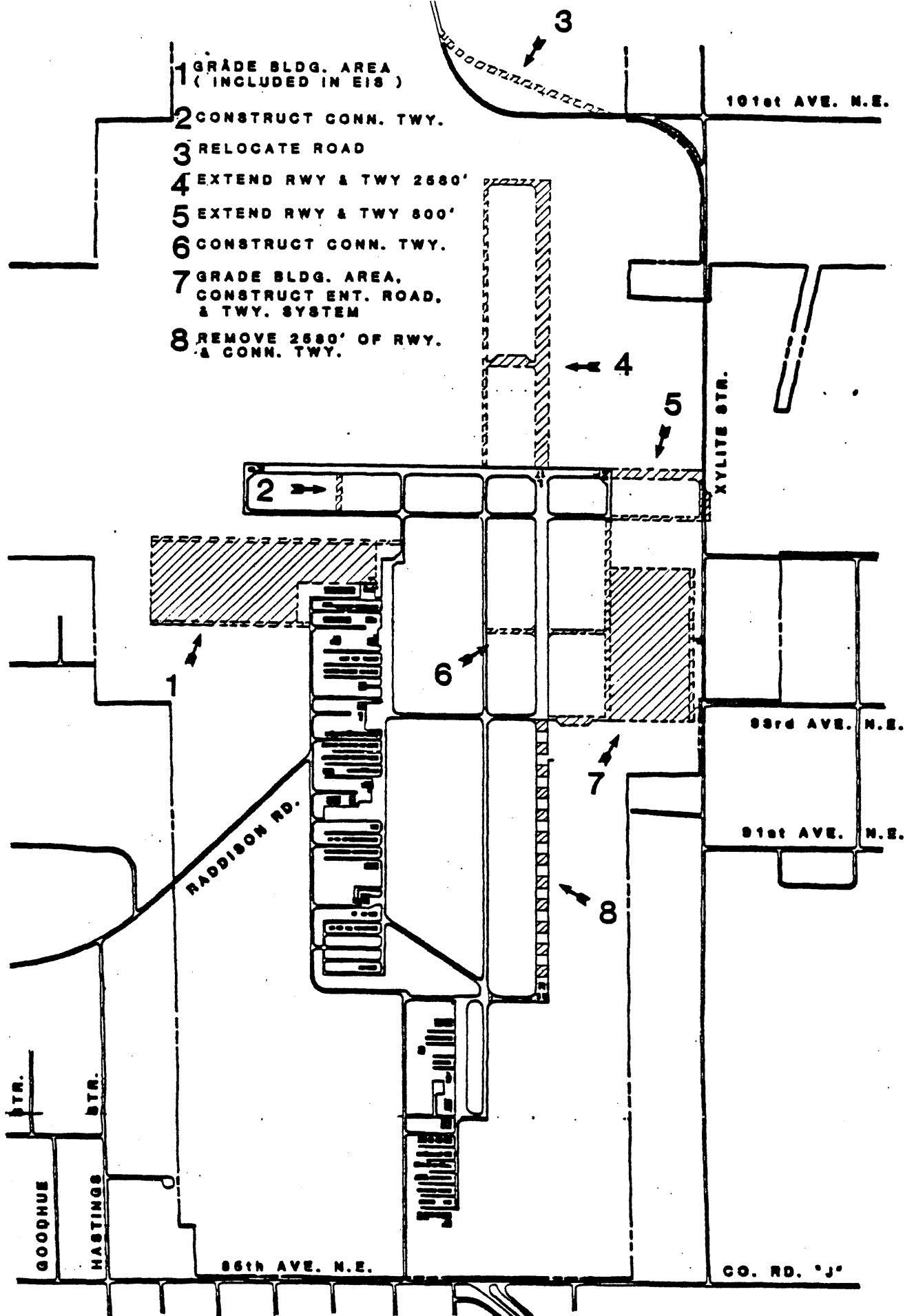
Impacts include dust, noise, silt and surface transportation.

Recommended mitigation measures include use of typical on-site protective measures during construction (erosion control, dust control). Access to project areas should be on roads through commercial/industrial areas rather than residential areas.

Conclusions

Implementation of the preferred alternative will improve the compatibility of the airport with surrounding land uses and is consistent with Local, State and Federal laws. Without the proposed improvements, the airport will not fulfill its role in the Metropolitan Aviation System, and off-airport noise impacts will continue to be a problem for adjacent communities.

All environmental impacts resulting from the project are either an improvement over existing conditions or will be mitigated as described herein.



↑
PREFERRED ALTERNATIVE

FIGURE A

2.4.4 LIST OF COMMENTERS

2.4.4 LIST OF COMMENTERS

Jerry Linke
City Hall 2401 HWY10 and
2319 Knoll Drive
Mounds View , MN 55112

Ronald Clark
733 91st Ave NE
Blaine, MN, 55434

David G. Manthey
9415 Bataan St. N.E.
Blaine , MN 55434

David L. Smith
9829 Tyler Lane
Blaine , MN 55434

Ken Nelson
2710 91st Ave. N.E.
Blaine , MN 55434

Del Freichels
9340 Bataan St. N.E.
Blaine , MN 55434

David Notaro
8325 Fairchild St. NE
Mounds View , MN 55432

Lee Ann Sporre
295 Ironston St.
Fridley , MN 55432

Tom Pilon
827 97th Ave. N.E.
Blaine , MN 55434

Rachael Bardwell
2932 County Road J.
Mounds View , MN 55432

Pat Zane
5D Golden Oak Drive
Circle Pines , MN 55014

Peter M. Lundin
Blaine City Council
737 97th Ave. N.E.
Blaine , MN 55434

Representative Gordon Voss
11120 7th St. N.E.
Blaine , MN 55434

Senator Steve Novak
747 Redwood Lane
New Brighton , MN 55112

Representative Daniel Knuth
1106 Rockstone Lane
New Brighton , MN 55112

Mark Bonander
9121 Bataan St. N.E.
Blaine , MN 55434

Stan Haugen
8439 Knollwood Drive
Mounds View, MN 55432

Metropolitan Council
300 Metro Square Building
Seventh and Robert Streets
St Paul, MN 55101

Resolution No 86-136
Blaine City Council
Blaine, MN 55434

Edward C and Susan M Bubary
911 Paul Pkwy
Blaine, MN 55434

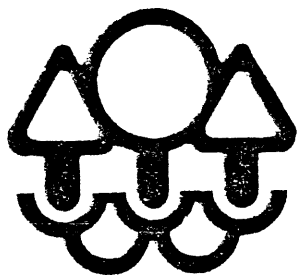
The Patrow Family
2800-95th Ave NE
Blaine, MN 55434

Kimerly M Schmidt
3398 Rodeo Drive
Blaine, MN 55434

Gene and Rosemary Bakke
11135 Woodhill Lane
Blaine, MN 55434

Mr and Mrs Tom Dougherty
3051-93rd Ave NE
Blaine, MN 55434

2.4.5 COPIES OF WRITTEN RESPONSES



Minnesota Pollution Control Agency

M.A.C.	
APR 5 1986	
NDF	☒
LJF	☐
ALO	☐
MJR	☐

April 4, 1986

Mr. Nigel D. Finney
Director of Planning and Engineering
Metropolitan Airports Commission
6040 28th Avenue South
Minneapolis, Minnesota 55450

Dear Mr. Finney:

Re: Anoka County/Blaine Airport EIS

The preliminary draft EIS for the referenced project and subsequent revisions and additions have been reviewed by Minnesota Pollution Control Agency (MPCA) staff. The proposed revisions and addition substantially address our concerns about the analysis of the potential noise, surface water, and ground water impacts of the project. Thank you for the opportunity to review this information.

Sincerely,

Clifford T. Anderson
Director
Office of Planning and Review

CTA/CNA:jal

Phone: 296-7799

1935 West County Road B2, Roseville, Minnesota 55113-2785

Regional Offices • Duluth Brainerd Detroit Lakes Marshall Rochester

Equal Opportunity Employer



United States Department of the Interior

FISH AND WILDLIFE SERVICE
ST. PAUL FIELD OFFICE, (ES)
50 Park Square Court
400 Sibley Street
St. Paul, Minnesota 55101

April 23, 1986

M.A.C.	
APR 23 1986	
NDF	☒
LJF	☐
ALO	☐
MJR	☐
	☐

Mr. Nigel D. Finney
Director of Airport Development
Metropolitan Airports Commission
6040 28th Avenue South
Minneapolis, Minnesota 55450

Dear Mr. Finney:

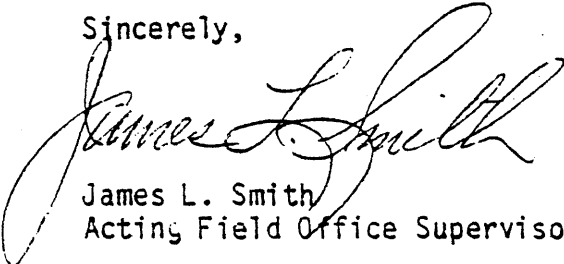
This is in response to the State DEIS/Federal EA with appendix for the Anoka County-Blaine Airport (Janes Field).

The document addresses all environmental issues of concern to the Fish and Wildlife Service and we concur that anticipated adverse modifications of wildlife habitats from the preferred alternative are less damaging than impacts from others except the no-build alternative. We will appreciate being involved in the final planning of compensatory measures for the anticipated unavoidable elimination of 13.85 acres of wetland.

Although the breeding range of the federally listed bald eagle (Haliaeetus leucocephalus) includes Anoka County, we concur with your determination that the proposed project site will not affect federally listed threatened or endangered species. This precludes the need for further action on this project as required under Section 7 of the Endangered Species Act of 1973 as amended. However, should this project be modified or new information becomes available which indicates listed species may be affected, consultation with this office should be reinitiated.

Thank you for soliciting our comments which are in accordance with provisions of the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.) and are consistent with the intents of the National Environmental Policy Act of 1969, the Fish and Wildlife Service Mitigation Policy, and Executive Order 11990.

Sincerely,



James L. Smith
Acting Field Office Supervisor

cc: Dave Johnson, Mn DNR, St. Paul
MN PCA, Roseville
Jerry Smith, U.S. Army COE, St. Paul
Ron Peterson, Barton-Aschman Assoc., Mpls.



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 5

230 SOUTH DEARBORN ST.
CHICAGO, ILLINOIS 60604

M.A.C.	
APR 25 1986	
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ALO	☐
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REPLY TO THE ATTENTION OF	

APR 23 1986

Mr. Nigel D. Finney
Director of Airport Development
6040 28th Avenue South
Minneapolis, Minnesota 55450

(E)

Dear Mr. Finney:

We have reviewed the Draft State Environmental Impact Statement-Federal Environmental Assessment for the Anoka County-Blaine Airport, Janes Field project. The preferred activity was labelled as Alternative 8, and consists of shifting Runway 17-35 2,580 feet to the north of its present location, extending Runway 8-26, from 3,200 feet, to 4,000 feet, rerouting a section of 101st Avenue, abandoning Xylite Street between 101st and 95th Avenues, and construction of two buildings, each thirty-three acres in size.

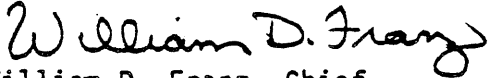
The preferred alternative was chosen because, relative to the other alternatives considered, it was the most successful at reducing existing and future noise levels in residential areas south of the airport and minimizing wetland consumption. The affects of the proposed project have been discussed in great detail. We concur with your finding that the proposed activity will not result in adverse air quality or noise impacts. Wetland impact is our major concern related to this project.

The preferred alternative will affect 17.22 acres of wetlands. The Habitat Evaluation Procedure of U.S. Fish and Wildlife Service was used to measure the quality of the affected wetlands. The wetlands received a score of 113.5 habitat units. Section 5.7.4, Measures to Minimize Harm, stipulated that lost wetland habitat would be replaced. Three potential sites for the creation of wetlands have been identified. A commitment to coordination, with the U.S. Fish and Wildlife Service, the Army Corps of Engineers, and the Minnesota Department of Natural Resources, regarding the specific design of the new wetlands, was also included in this section. We would like to be given the opportunity to participate in this coordination. We are required to review applications for 404 permits, and early involvement in this project will allow an expeditious review of this project's 404 permit application.

We would also like to encourage the implementation of the waste handling improvements suggested in Section 5.4, Hazardous Waste, pages 5-30 and 5-32. While no hazardous waste problems are currently associated with the airport, the suggested measures, which include increased inspection of fuel tanks and fuel lines, and Metropolitan Airport Commission oversight of the use and disposal of hazardous materials, may help ensure that wastes are properly handled in the future. Additionally, we would also like to encourage strict enforcement of dust, noise, erosion and sedimentation control during construction.

Thank you for the opportunity to review the Draft State Environmental Impact Statement-Federal Environmental Assessment for the Anoka County-Blaine Airport, Janes Field Project. If you have any questions regarding these comments, please contact Tom Nowicki, at 312-886-4244.

Sincerely yours,

A handwritten signature in black ink that reads "William D. Franz". The signature is written in a cursive style with a large, stylized 'W' and 'F'.

William D. Franz, Chief
Environmental Review Branch
Planning and Management Division



United States Department of the Interior

FISH AND WILDLIFE SERVICE
ST. PAUL FIELD OFFICE, (ES)
50 Park Square Court
400 Sibley Street
St. Paul, Minnesota 55101

IN REPLY REFER TO:
MAY 12 1986

May 8, 1986

Mr. Nigel D. Finney
Director of Airport Development
Metropolitan Airports Commission
6040 28th Avenue South
Minneapolis, Minnesota 55450

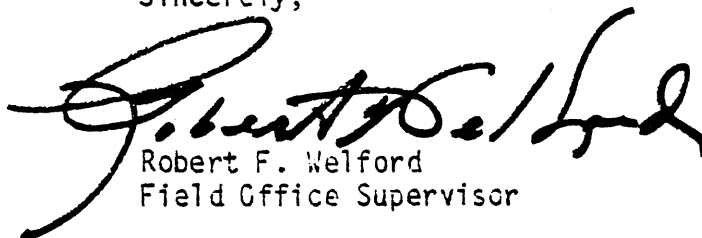
Dear Mr. Finney:

On April 23, 1986, we responded to the State DEIS/Federal EA for proposed construction at the Anoka County-Blaine Airport (copy attached). Since then we learned that the document contained printing errors, listing the anticipated loss of wetlands from the preferred alternative as 13.98 acres rather than 17.22 acres. We understand that the additional 3.24 acres would cause the loss of nearly all of the state protected wetland 594W. Wetland 594W is a well preserved cattail marsh that provides essential resources to numerous species of indigenous and migratory wildlife in the greater metropolitan area of the Twin Cities. Because such wetlands are a rapidly diminishing resource for wildlife, the Fish and Wildlife Service favors alternatives that avoid or at least minimize adverse impacts on well preserved wetlands.

In view of the corrections of the DEIS/EA, we are modifying our statement of April 23, recommending Alternative No. 4 which would keep the total loss of wetland to 13.98 acres and minimize adverse impacts on wetland 594W.

These comments are in accordance with provisions of the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.) and are consistent with the intents of the National Environmental Policy Act of 1969, the Fish and Wildlife Service Mitigation Policy, and Executive Order 11990.

Sincerely,


Robert F. Welford
Field Office Supervisor

Attachment

cc: MN Dept. of Natural Resources, St. Paul
MN Pollution Control Agency, Roseville
Jerry Smith, U.S. Army Corps of Engineers, St. Paul

M.A.C.
MAY 15 1986

NDF	☐	_____
LIF	☐	_____
ALO	☐	_____
MIR	☐	_____
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3051-93rd Ave NE
Blaine Mn 55434
May 15 - 1986

Mr Finney,

This letter is in reference to the new runway planned along 95th Ave. I found out about last night's meeting quite accidentally from a neighbor 3 blocks from us. No one in our area had been told about it.

We have lived here for almost thirty years. We raised 5 kids here, one which lives with her family on 2800-95th. We moved out here from St. Paul to get away from the "rat race" and enjoy the peace and quiet. Living a block away from an air strip will sure change our country living, so of course we are against the new plans.

To think about moving away if we don't like it is a little late for us, as we are both in our 60's and a little late for us to be changing and starting a new life somewhere else.

Sincerely
Mr & Mrs Tom Dougherty
786-2846

Blaine

9150 CENTRAL AVENUE N.E., BLAINE, MINNESOTA 55434. (612) 434-4500

May 21, 1986

M.A.C.	
MAY 23 1986	
NDF	☒
LJF	☐
ALO	☐
MJR	☐
	☐

Mr. Nigel D. Finney
Director of Airport Development
Metropolitan Airports Commission
6040 - 28th Avenue South
Minneapolis, Minnesota 55450

Re: City of Blaine Comments
Anoka County-Blaine Airport EIS/EA

Dear Nigel:

Please find enclosed the City of Blaine's official comments adopted on May 15, 1986, by the City Council. Please note the City did find the EIS/EA adequate in scope, but has indicated seven areas of concern. If you should have any questions, please do not hesitate to call me at 784-6700.

Respectfully,

CITY OF BLAINE



Joe Grillo, AICP
Director of Community Development

JG:jmn
TNJG/MAC/EIS1

Enclosure

CITY OF BLAINE

A RESOLUTION TO COMMENT ON ADEQUACY OF
ANOKA COUNTY-BLAINE AIRPORT
ENVIRONMENTAL IMPACT STATEMENT (EIS)/
FEDERAL ENVIRONMENTAL ASSESSMENT (EA)
FOR CERTAIN AIRPORT IMPROVEMENTS

WHEREAS, the Metropolitan Airport Commission (MAC) has submitted an Environmental Impact Statement/Environmental Assessment (EIS/EA) for construction of certain airport improvements to Anoka County-Blaine Airport; and

WHEREAS, the EIS/EA is consistent with the approved Airport Master Plan for Anoka County-Blaine Airport; and

WHEREAS, the EIS/EA identifies areas of concern ranging from social-economic/transportation impacts to a wide variety of environmental impacts;

NOW, THEREFORE, BE IT RESOLVED that the Blaine City Council hereby makes the following findings regarding construction of certain improvements to the Anoka County-Blaine Airport:

- 1) The City Council feels that further mitigation of safety and noise impacts are necessary for the proposed expansion of the east-west runway (8-26).

The operational integrity (safety and compliance with proposed noise contours) is of concern and the expansion of the east-west runway should be conditioned upon the following 3 items:

- A. The MAC will proceed with application to FAA for establishment of an airport traffic control tower (ATCT).
 - B. The MAC will update the Anoka County Blaine Airport operations plan to address mitigation of safety and noise impacts on the east-west runway (8-26).
 - C. The MAC will enact field rules to, as much as possible, confine flight patterns to airport property or highway corridors. The MAC will use enhanced enforcement to insure compliance to these field rules.
- 2) Additional review is warranted for alternatives 1 through 8 because alternative evaluation was based upon current populations to be impacted. Final alternative evaluation and selection should consider future additional populations to be impacted based upon the City's Land Use Plan.

- 3) Completion of BRW, Inc's review of various transportation impacts created by airport improvements which affect the City of Blaine and Anoka County. In particular, the impact of Xylite Street closure; responsibility to construct 101st Avenue/Naples Street upgrade; jurisdiction of roadways; extension of 93rd Avenue into airport; closure request by City of Blaine of Radisson Road to the west side of the airport.
- 4) Due to environmental conditions, the fact that City water and sewer services are available, and the fact the airport is situated with the year 2000 MUSA line, the current and future operations/hangar areas should be connected to City services within a coordinated time frame between the Metropolitan Airports Commission (MAC) and the City of Blaine.
- 5) Due to environmental conditions and various drainage concerns, the City believes a closer relationship/coordination with MAC is necessary to resolve and expedite drainage problems. Such problems are annual review by the City in conjunction with either Rice Creek Watershed District or Coon Creek Watershed District to ensure ditch capacities and ditch maintenance; and allowance for potential City ponding onto airport property.
- 6) Due to the proposed movement of Runway 17-35 to the the ~~PURPOSE~~ north of 2580 feet, the City believes the ~~purpose~~ of a industrial/residential property (PIN 28-31-23-14-0002) is warranted due to the close proximity to the proposed Runway 17-35.
- 7) Due to the proposed east hangar proximity to Xylite Street and 95th Avenue, the City believes site plan review of this hangar area is warranted to ensure appropriate landscaping and building materials impact upon the streetscape and adjacent residential neighborhood.
- 8) The City Council finds the Anoka County-Blaine Airport EIS/EA as adequate in addressing general environmental concerns; however, resolution of findings 1 through 7 need to occur.

PASSED by the Blaine City Council this 15th day of May, 1986.

Ron Clark
Ron Clark, Mayor

ATTEST:

Joyce Twistol
Joyce Twistol, CMC, City Clerk

STATE OF MINNESOTA)
COUNTIES OF ANOKA & RAMSEY) SS
CITY OF BLAINE

CERTIFICATE OF CLERK

I, the undersigned City Clerk of the City of Blaine, Minnesota, hereby certify that the copy of the resolution attached hereto relating to: Comment on Adequacy of Anoka County-Blaine Airport EIS/EA for Certain Airport Improvements,
Res. No. 86-136

is a true and correct copy of the original document on file in my office.

WITNESS my hand this 20th day of May, 1986.

Mason Return Receipt
Joyce Twistol, CMC, City Clerk

M.A.C.	
MAY 23 1986	
NDF	☒
LJF	☐
ALO	☐
MJR	☐
	☐

May 21, 1986

Dear Sir:

I live in the NORTH OAKS WEST area of Blaine. A beautiful area which is plotted for 99 homes all on 2+ acres each. We built here two years ago because we liked the large lots, trees, wildlife and the quiet. Please don't spoil our quiet. Right now its not bad with a few small air craft flying over but with that number more than doubled plus moving the North/South runway a half mile north, our quiet may be in jeopardy.

We want to see the Anoka airport remain minor and have no heavy, noisy aircraft. There should be a control tower and restriction as to flying low over residential areas, within the Blaine city limits. A control tower for safty and aircraft control should be your first phase of business.

Gene and Rosemary Bakke
Homeowners

Address - 11135 Woodhill Ln.
Blaine, Mn 55434



STATE OF
MINNESOTA
DEPARTMENT OF NATURAL RESOURCES

BOX 1C, 500 LAFAYETTE ROAD • ST. PAUL, MINNESOTA • 55146

DNR INFORMATION
(612) 296-6157

MAY 27 1986

NOF ☒ _____
JF ☐ _____
ALO ☐ _____
MJR ☐ _____
☐ _____

May 23, 1986

(C)

Mr. Nigel Finney
Metropolitan Airports Commission
6040 28th Avenue South
Minneapolis, Minnesota 55450

RE: ANOKA COUNTY - BLAINE AIRPORT IMPROVEMENTS - DRAFT ENVIRONMENTAL
IMPACT STATEMENT (DEIS)

Dear Mr. Finney:

The Department of Natural Resources (DNR) has reviewed the above-referenced document and we offer the following comments for your consideration. Our primary concern with this project is the effect on wetlands and the related mitigation.

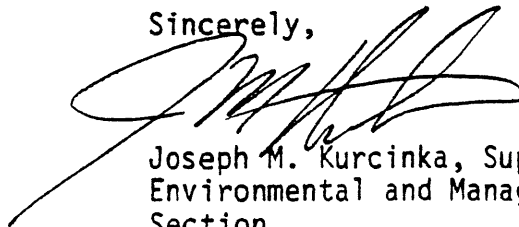
One of our Department's primary objectives in reviewing and commenting on this project is to encourage a development plan that minimizes adverse impacts to wildlife and water resources. We realize that many diverse factors must be considered in the planning and design of a project such as this in addition to the impacts with which we are concerned. From our perspective, however, development alternative #7 is preferable because it will have the least adverse effect on wetland habitat. This alternative has the additional benefit of being \$170,000 less expensive than the preferred alternative, #8. We appreciate the presentation of a range of viable alternatives in the DEIS.

A second, related concern is that mitigation proposed to compensate for the loss of wetlands resulting from the project may have the effect of attracting Canada geese to the airport area. An increase in the local Canada goose population would increase the hazard to aircraft operations because of the potential for bird-aircraft collisions. Consequently, we recommend that any wetland creation or enhancement proposed as mitigation be located at a significant distance from airport property. Related to this issue is the concern that any excavation for fill on airport property may create ponding areas that will also attract geese. You may want to consider obtaining fill off-site or keeping excavations very shallow to preclude water ponding and attracting geese.

Our Department staff is available if you would like to consult with us on these matters. Area Wildlife Manager Lloyd Knudson (296-5200) can provide advice on appropriate wetland mitigation that will avoid potential goose-aircraft conflicts. Area Hydrologist John Stine (296-7523) should be consulted on all matters pertaining to protected wetland alteration and water appropriation. If you have general questions regarding our comments on this document, please contact Don Buckhout of my staff at 296-8212.

Thank you for the opportunity to review this project.

Sincerely,

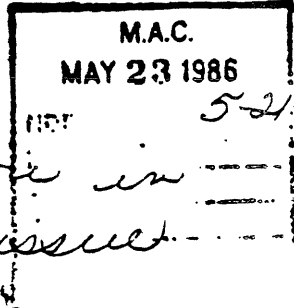


Joseph M. Kurcinka, Supervisor
Environmental and Management Analysis
Section

JMK/DB:j1

c: Kathleen Wallace
Ron Harnack
Earl Huber
Lloyd Knudson
John Stine
Gregg Downing - EQB

Patrow's
2800-95 th Ave. NE.
Blaine, MN 55434



Dear Mr. Finney

I am writing you in
regards to the airport issue
in Janis Field

I have lived in this
neighborhood for 25 years -
since 3rd grade. I graduated
from High School in '71 and
married shortly after. We
bought our first home on
Bataan + 94th Ave. and now living

95th Ave. We have raised 2 children
one 13 + the other 10. My husband
and I wouldn't think of moving
from "our" neighborhood. It's
kinda "country" with the woods
near, wildlife all over (deer,
pheasants, ducks etc) that is where
we, as parents think children should
be brought up. We are no way
"City" people.

With the talk of the ^{new} runway
being set up to be right across
the road from us it would spoil
our 4th home. Not to mention the

all the added noise. We are
use to the airport traffic the way
it is now, but any more is terrifying.

There are many families in this
neighborhood that have been here
10 years + more, also elderly couples
that wouldn't have a chance
to buy elsewhere or none of us
would be happier elsewhere!

Also, our property value would
drop considerably, we couldn't
sell our homes even if we wanted
to move - Who ELSE would want
to live right across the road
from an airport runway. Would
you?

Hoping it doesn't go through.
Sincerely,
The Patrow Family

M.A.C.	
MAY 23 1986	
NDF	☒
LJF	☐
ALO	☐
MJR	☐
	☐

Edward C. Bubany
Susan M. Bubany
911 Paul Pkwy.
Blaine, MN 55434

May 22, 1986

Mr. Niegel D. Finey
Director of Airport Development
6040 28th Ave. So.
Minneapolis, MN 55450

Dear Mr. Finey:

We are property owners in the North Oaks West development and intend to build our home there within the next few months. We have been informed of the proposed airport expansion just south of the North Oaks West development at the Anoka Airport. We would like to register our disapproval of that airport expansion as to maintain the current environment.

Please keep us informed on this matter before any action is taken.

Regards,

Mr. & Mrs. Edward C. Bubany

Mr. & Mrs. Edward C. Bubany

M.A.C.	
MAY 27 1986	
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MJR	☐
	☐

May 23, 1986

Mr. Niegel D. Finey
Director of Airport Development
6040 28th Avenue South
Minneapolis, Minnesota 55450

Dear Mr. Finey:

I am writing to you with concern regarding the expansion of the Anoka City Airport. As a resident of the North Oaks West development, I strongly feel this expansion would cause our wildlife in this area to start to diminish as well as increase the sound factor with additional incoming and departing flights.

There does not seem to be much of a flight pattern to these flights, and I feel our tax contribution to the City of Blaine would be more productive by installing a control tower rather than expanding the runways which seem to have no real organization.

In closing, North Oaks West is a beautiful area to reside in. However, with regard to the expansion, I am deeply concerned with the area's potential growth and the negative impact this would have on the surrounding areas.

Very truly yours,

Kimberly M. Schmidt

Kimberly M. Schmidt
3398 Rodeo Drive
Blaine, Minnesota 55434



Metropolitan Council
300 Metro Square Building
Seventh and Robert Streets
St. Paul, Minnesota 55101

Telephone (612) 291-6359

May 23, 1986

Mr. Nigel D. Finney
Director of Planning & Engineering
Metropolitan Airports Commission
6040 28th Avenue South
Minneapolis, MN 55450

M.A.C.	
MAY 27 1986	
NDF	☒
LJF	☐
ALO	☐
MJR	☐
	☐

RE: State Environmental Impact Statement/Federal Environmental
Anoka County - Blaine Airport (Janes Field) Assessment
Airport Master Plan, Phase A & 1B Improvements
Metropolitan Council Referral File No. 12636-3

Dear Mr. Finney:

At its meeting on May 22, 1986, the Metropolitan Council considered the above environmental impact and assessment documents relating to Janes Field. This consideration was based on a report of the Metropolitan Systems Committee, Referral Report No. 86-53. A copy of this report is attached.

The Council adopted the recommendations as presented by the Committee:

1. Finds the Anoka County County-Blaine Airport Development EIS/EA adequately addresses the environmental concerns as raised in the Scoping EAW review.
2. Finds the EIS/EA is consistent with the approved airport master plan for Anoka County-Blaine Airport.
3. Requests that the Metropolitan Airports Commission and local governmental units coordinate the finalization of airport/community development plans through the preparation of a long-term comprehensive airport plan as defined in the Aviation Guide Chapter of the Metropolitan Development Guide.

Page 2

Mr. Nigel D. Finney

The major recommendation of the Council is that additional coordination between the Metropolitan Airports Commission and the city of Blaine is needed as the airport plan and the cities comprehensive plans are finalized. Specific areas of remaining concerns were raised by the city of Blaine before the Council, and a copy of their resolution is attached for your consideration.

Sincerely,


Sandra S. Gardebring
Chair

SSG:11

Attachment

cc: Hoyle, Tanner & Associates, Inc.
City of Mounds View
City of Blaine
Chauncey Case, Metropolitan Council Staff

METROPOLITAN COUNCIL
Suite 300 Metro Square Building, Saint Paul, Minnesota 55101

REPORT OF THE METROPOLITAN SYSTEMS COMMITTEE
REFERRAL REPORT NO. 86-53

May 20, 1986

TO: Metropolitan Council

SUBJECT: Anoka County-Blaine Airport Development Draft EIS/EA
Referral #12636-3, Council Districts 3, 7, 8, 9

BACKGROUND:

At its meeting of May 20th, the Metropolitan Systems Committee reviewed the attached Draft EIS/EA referral for Phase 1A & 1B development at the Anoka County-Blaine Airport.

ISSUES AND CONCERNS:

Staff reviewed the various points of the referral memorandum with the Committee and highlighted the need for continued coordination to occur between the Metropolitan Airports Commission and the affected local governments in finalizing both the airport development plan and the communities comprehensive plans especially with the City of Blaine in which the airport is located. Mr. Joe Grillo, Director of Community Development for the City of Blaine, introduced a resolution by the City Council which identifies the specific areas of concerns they feel should receive continued coordination. A copy of the resolution is attached. No other issues were identified and the recommendations were approved.

RECOMMENDATIONS:

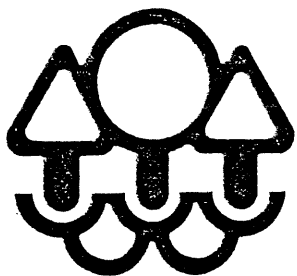
That the Metropolitan Council

1. Finds the Anoka County-Blaine Airport Development EIS/EA adequately addresses the environmental concerns as raised in the Scoping EAW review.
2. Finds the EIS/EA is consistent with the approved airport master plan for Anoka County-Blaine Airport.
3. Requests that the Metropolitan Airports Commission and local governmental units coordinate the finalization of airport/community development plans through the preparation of a long-term comprehensive airport plan as defined in the Aviation Guide Chapter of the Metropolitan Development Guide.

Sincerely,

Carol Flynn,
Chair

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Minnesota Pollution Control Agency

June 16, 1986

Mr. Nigel D. Finney
Director of Airport Development
Metropolitan Airports Commission
P.O. Box 11700
Minneapolis, Minnesota 55111

Dear Mr. Finney:

The draft responses to Minnesota Pollution Control Agency staff comments on the draft environmental impact statement (EIS) on the Anoka County Airport Phase 1A and 1B development have been reviewed. Based on this review we have concluded that the responses adequately address the concerns we raised and are acceptable for inclusion in the final EIS. Thank you for the opportunity to review this information.

Sincerely,

Craig N. Affeldt
Senior Planner
Office of Planning & Review

CNA:njm

RECEIVED

JUN 17 1986

MIA, INC.

Phone: (612) 296-7794

1935 West County Road B2, Roseville, Minnesota 55113-2785

Regional Offices • Duluth/Brainerd/Detroit Lakes/Marshall/Rochester

Equal Opportunity Employer



2.4.6 HEARING OFFICERS REPORT

HEARING OFFICERS REPORT

ANOKA COUNTY-BLAINE AIRPORT DRAFT ENVIRONMENTAL IMPACT

STATEMENT/ENVIRONMENTAL ASSESSMENT-PHASE 1A & 1B IMPROVEMENTS

On May 12, 1986, at approximately 7:30 p.m., a Public Hearing was convened at the Spring Lake Park High School regarding the Anoka County-Blaine Airport. This Public Hearing was held in conformance with Commission action of January 21, 1986, which designated Commissioner Robert Stassen as Chairman, and Commissioners Ron Jerich and Robert Peterson as Hearing Officers. Also present at the Public Meeting were Nigel D. Finney, MAC Director of Airport Development, and Richard Ludders, Airport Consultant from the firm of Hoyle Tanner Associates. Mr. Ludders, the project team director, was responsible for preparing the Draft EIS/EA. The other consultant team members, Howard, Needles, Tammen & Bergendoff, Barr Engineering Company, Barton, Aschman Associates, and Toltz, King, Duvall, Anderson & Associates, St. Paul were also represented.

The format of the Public Hearing was as follows:

- 1) Introductory statements were presented by Commissioner Stassen, Chairman of the Hearing Officers.
- 2) A presentation regarding the Draft EIS/EA was made by Richard Ludders, Hoyle Tanner Associates.
- 3) Statements were received from elected officials and the public.

A total of 63 statements were presented and entered into the public record; these statements included those by several State officials, the Mayors of Mounds View and Blaine, Council members from communities adjacent to the airport, and residents in the area of the airport. Following the date of the Public Hearing, the Hearing Record was kept open until the close of the business day on May 27, 1986. Written comments were received from 11 individuals and agencies, including the Minnesota Pollution Control Agency, Department of Natural Resources, and the U.S. Fish and Wildlife Service.

A transcript of the Public Hearing to record comments and questions received was prepared by a court stenographer. Written comments concerning the Draft EIS/EA received within the 46 day comment period from April 11, 1986 and May 27, 1986 and verbal comments received during the Public Hearing were summarized and then grouped into categories used in the Draft EIS/EA. The categories contained in the Draft EIS/EA, questions and comments received during the comment period and verbal comments received at the Public Hearing, and responses to those comments are summarized below. The comments shown are a synthesis of the written and verbal comments received, and are not quoted verbatim.

2.4.7 RESPONSES TO COMMENTS

(Classified by the subject of the comment)

NEED AND JUSTIFICATION:

Comment 1: Why is additional length needed for runway 8-26? Will the extension improve the safety of operations for certain types of aircraft? (David G. Manthey, Blaine resident, Tom Pilon, Blaine resident) Comments during public meeting.

Response: The airport master plan recommended an 800' extension of runway 8-26 to the east for improved operational flexibility and safety and as one aspect of the plan to reduce noise at the airport.

Operational flexibility and safety at an airport is improved by the availability of additional runways which allow a greater number of operations to be aligned with the wind and provide options for arrival and departure directions.

While runway 17-35 is the primary runway at Anoka County-Blaine Airport, runway 8-26 provides the capability for aircraft to operate in winds which are in more of an east-west orientation, or "crosswind" to the main, north-south runway. While business jet and turboprop can accommodate a larger crosswind component, smaller aircraft, which make-up the majority of the airports users, are more sensitive to wind conditions. The extension of runway 8-26 from 3200' to 4000' provides the length necessary to allow the runway to accommodate more of the aircraft fleet already using the airport. Besides operational flexibility, the reduction in crosswind components experienced by users of the airport and the additional length of pavement enhances safety margins at the airport.

The 800' extension serves to mitigate the impact of aircraft noise around the airport in several ways. First, the extension to the east will make departures to the west higher over more densely populated areas west of the airport. Second, aircraft departing to the west will be able to turn to a heading away from the development west of the airport well before crossing the airport boundary. Third, the greater length will allow operations on runway 8-26 by aircraft now restricted to Runway 17-35, thereby allowing a somewhat greater dispersion of traffic arriving and departing the airport.

Comment 2: The airport is fine the way it is and does not have to be changed.
(Pat Zane, Circle Pines resident) Comment during public meeting.
(Edward C. Bubany, Blaine resident) Letter dated May 22, 1986.
(Mr. & Mrs. Patrow, Blaine residents) Letter dated May 21, 1986.
(Mr. & Mrs. Tom Dougherty, Blaine residents) Letter dated May 15, 1986

Response: The airport development planned is consistent with the role the airport is expected to fulfill in the metropolitan system of airports. That role will require accepting additional operations and based aircraft to relieve the pressure of general aviation traffic on Minneapolis-St. Paul International Airport. The EIS/EA analysed the best way to accomplish that development with the least environmental impact.

The northerly shift of Runway 17-35 was proposed to move noise levels from residential areas approximately 1/2 mile south of the airport to industrial or open areas north of the airport. Runway 8-26 is proposed to be extended to allow for greater operational flexibility and improved margins of safety for aircraft operating in an east-west direction, and shift noise away from less compatible areas to the west. Building areas are proposed to provide suitable storage facilities for aircraft expected to use the airport. (Also refer to Comment #1 under Need and Justification.)

ALTERNATIVES:

Comment 1: MAC is limited in what it can do at the airport by the Metropolitan Council and State law.
(Gordon Voss, State Representative, Blaine resident) Comment during public meeting.

Response: Minnesota Statute 473.641 Subdiv.4 prohibits expanding of airports owned by MAC designated as "Minor" in the Metropolitan Development Guide to an "Intermediate" role. Thus by State law, the role, or the type of user the airport is intended to accommodate cannot change. MS473.673 prohibits causing a net reduction of useable landing length of any runways at airports owned by MAC.

Comment 2: I would rather shift R/W 17-35 1/2 mile north and install a control tower and leave R/W 8-26 as is. (Steve Novak, State Senator, New Brighton resident) Comment during public meeting.

Response: Shifting Runway 17-35 2,580' to the north will shift noise levels over less noise sensitive areas to the north and is included as the preferred alternative. Instituting a control tower would result in more control over aircraft routes and profile of flight but is out of MAC's control to institute. Such a facility is subject to FAA's jurisdiction, priorities and schedule. By not extending Runway 8-26, the operational flexibility and margin of safety for east-west operations at the airport, both in terms of runway length and operation in excessive crosswinds, would not be improved, nor would there be any shift of east-west traffic away from more noise sensitive areas to the west of the airport.

Comment 3: Shifting R/W 17-35 to the north and leaving R/W 8-26 with no expansion was not considered. (No Name) Comment during public meeting.

Response: No alternative was assessed which included shifting Runway 17-35 to the north and not extending Runway 8-26 because the extension of Runway 8-26 was determined by the airport master plan to be necessary in achieving the objectives. (See response to Question 2 in this section).

Comment 4: Additional study is required as impacts were based on current, not future population.
(Blaine City Council) Blaine City Council Resolution No. 86-136 dated May 15, 1986.

Response: Current population figures were used in assessing noise impacts from the various alternatives. This was adequate for measuring the relative impact of each alternative and less subject to speculation than estimates of the size or location of future population.

NOISE:

Comment 1: Concerned with noise over my area; specifically helicopters and corporate jets. Was the noise impact analysis based on theoretical models or actual conditions?
(David G. Manthey and David L. Smith, Blaine residents)
Comment during public meeting.
(Gene and Rosemary Bakke, Blaine residents) Letter dated May 21, 1986.

Response: The noise analysis was done by a noise model using input from actual observations of flight tracks and monitoring of noise levels around the airport. Five days of flight track observation and noise monitoring provided input for the noise model. The flight tracks and altitudes used were the center of gravity of observed aircraft altitudes and tracks. Monitored noise data was used to compare and calibrate the noise model output.

Comment 2: With the extension of Runway 8-26, noise impact to residential areas east of the airport will increase.
(Ken Nelson, Blaine resident) Comment during public meeting.

Response: The total number of persons impacted by the preferred alternative (which includes an easterly extension to Runway 8-26) is fewer than the number impacted by an alternative which includes leaving Runway 8-26 as is (Alternative 3) or extending Runway 8-26 to the west (Alternative 5). More people in east Blaine may be impacted by implementation of the preferred alternative but the objective of the analysis was to determine the analysis with the least overall impact. The preferred alternative achieves that objective.

Comment 3: Noise monitoring was not done when jets were flying overhead. If it was, the noise level would be more than the 55 db shown. (Tom Pilon, Blaine resident) Comment during public meeting.

Response: Flights by jets did occur and were recorded during the monitoring process. The single event noise level of jet operations is higher than 55 db. The contour shown is for 55 Ldn which is an average of noise energy in the area over a year.

Comment 4: L10 information for a more typical hour and not a worst case hour would better illustrate the impact of noise at the airport. Alternatively, a better explanation of what the L10 analysis is to show should be presented. The high hourly levels used in the L10 analysis contrast with the daily operations levels used in the Ldn analysis.

Additionally, the EIS/EA states that the preferred alternative will not violate the state noise standard though 531 people are estimated to live within the L1065 contour as developed for this study. (Thomas J. Kalitowski, Executive Director, MPCA, letter of May 23, 1986)

Response: A better explanation of what the L10 analysis is to show will be inserted in the EIS/EA in Section 5.1.4. That explanation reads as follows:

"The cumulative L10 contours presented in the analysis were based on a worst case of 100 operations on each runway end in a given hour. This level of operations is the maximum operating level of the runway and represents a conservative approach to the analysis of the impact on areas adjoining the airport. Population counts include the sum of the persons inside the cumulative contours for each alternative. Typical hourly traffic levels, similar to those observed during the noise monitoring program, are not high enough to generate an L1065 contour. While the worst case scenario of 100 operations per hour would not be the only situation from which an L1065 contour would result, an hourly operations rate of at least 65 to 75 operations would be required before the L1065 contour extends off the runway to any significant degree."

The statement that the state noise standard would not be violated will be clarified by insertion of the following explanation in Section 5.1.4 of the EIS/EA:

"The L10 analysis used the maximum runway operating level of 100 operations per hour to illustrate a worst case scenario for purposes of conservative planning and to highlight impact comparisons of the various alternatives. Typical operational levels are now at 35 to 40 per hour which does not produce an L10 contour. No off airport contour would be produced until the level of 65-75 operations per hour. This level would not

include any residences. In summary, the typical existing operations level of the airport, as well as future levels which may be twice as high as existing levels, will not violate the Minnesota noise standard."

GROUNDWATER:

Comment 1: How will airport development affect wellwater? Re: spills. (David G. Manthey, Blaine resident) Comment during public meeting.

Response: A more comprehensive spills plan is being prepared by MAC to further address this issue. Analyses in the EIS-EA showed that the type and low quantity of materials that may be spilled on the airport and implementation of a spills plan to contain any that are spilled will result in no impact to groundwater in the airport area.

Comment 2: There is no discussion of a spills plan; and what will be done with spills. (Daniel Knuth, State Representative, New Brighton resident) Comment during public meeting.

Response: The impact on groundwater was assessed in the EIS-EA. A spills plan is being prepared by MAC.

SEWAGE DISPOSAL:

Comment 1: Facilities at the airport should be connected to City sewer and water. Airport is in the 2000 MUSA line. (Blaine City Council) Blaine City Council Resolution No. 86-136 dated May 15, 1986.

Response: The assessment of sewage disposal impacts contained in the EIS-EA showed that current disposal practices at the airport are sufficient to handle existing and future sewage volumes generated at the airport, so that from a standpoint of sewage volume generated the airport does not have to be connected to City sewer and water services. However, MAC will continue to coordinate development on the airport with the City of Blaine so that the airport is not a barrier to the extension of City water and sewer services.

HAZARDOUS WASTE:

Comment 1: The discussion on the EIS/EA is good but a discussion of waste handling and storage should be included. (Daniel Knuth, State Representative, New Brighton resident) Comment during public meeting.

Response: Discussions of waste handling practices and recommendations for future handling practices are included in the EIS-EA in sections 5.4.2 and 5.4.4.

DRAINAGE:

Comment 1: Concerned with maintenance of airport ditches and the effect of construction on off-airport property.
(Ronald Clark, Mayor, City of Blaine)
(David G. Manthey & Ken Nelson, Blaine residents) Comments during public meeting.

Response: MAC will maintain on-airport drainage ditches. With construction of detention ponds as discussed in the EIS-EA, the rate of surface water runoff will not increase from existing conditions.

Comment 2: There should be a closer relationship with MAC and the city to expedite solving drainage problems.
(Blaine City Council) Blaine City Council Resolution, No. 86-136 dated May 15, 1986.

Response: MAC will continue to work closely with the City of Blaine, the appropriate watershed districts and other officials in addressing the overall stormwater system needs of the area.

WETLANDS:

Comment 1: By the airport ditches not being maintained, wildlife has moved from airport ponds to nearby residential areas.
(David G. Manthey, Blaine resident) Comment during public meeting.

Response: MAC will maintain on-airport drainage ditches, consistent with the policies of the watershed districts.

Comment 2: MDNR's primary concern with this project is the effect it will have on wetlands and the related mitigation. From that perspective, MDNR prefers alternative #7 as it has the least adverse impact on wetland habitat. Also, MDNR has concern for wetland mitigation creating a bird strike hazard by attracting Canadian Geese. (MDNR letter 5/23/86)

Response: It is correct that Alternative 7 would have the least wetland impact of any build alternative and avoids Minnesota protected waters. However, as correctly pointed out in MDNR's comments, numerous other factors had to be considered in selecting the preferred alternative. As pointed out in Chapter 8 of the Draft State EIS/Federal EA, compatibility with surrounding land uses and the impact of noise upon neighboring residential areas were considered the most critical subject areas selecting the

preferred alternative; alternatives 7 and 8 both minimize impacts in these areas. Alternative 8 was selected over Alternative 7 because it would have fewer persons within the L1065 dBA contour, would require less off-site borrow material and would be less expensive.

MDNR has stated that Alternative 7 would be \$170,000 less expensive than Alternative 8. Cost estimates prepared for the EIS/EA have been double checked and, as indicated in Section 7.18 on page 7-5 of the Draft State EIS/Federal EA, Alternative 8 would be approximately \$165,000 less expensive than Alternative 7.

MAC is aware of the potential for Canadian Goose problems related to wetland development near active runways. Preliminary coordination has been undertaken with the MDNR Area Wildlife Manager and will be ongoing throughout the process of refining wetland mitigation measures. As a result of this coordination, it is intended to locate the wetland mitigation site(s) as far from active runways as possible but within the airport boundary. Sufficient space exists on the airport property to locate such a site so as not to conflict with airport operations. It is also intended to design wetland mitigation measures to maximize the interspersed vegetation and open water and minimize deep, open water expanses which geese prefer. MAC will coordinate closely with the MDNR Area Wildlife Manager throughout development of these measures.

Excavation for fill on airport property will be minimal and will not create any other areas in which water might pond. As indicated in Section 7.17 of the Draft State EIS/Federal EA, almost no suitable borrow material exists on the airport property and virtually all fill material will be hauled in from off-site. Unsuitable material excavated during construction will be disposed of on upland within airport boundaries. All excavations created during construction will be filled with suitable material or graded so as not to form ponds.

Comment 3: The April 23, 1986 response by the U.S. Fish and Wildlife Service to the EIS/EA dated 4/23/86 stated all environmental issues were addressed by the EIS/EA. However, later information has indicated the preferred alternative would adversely effect a total of 17.22 acres of Wetland 594W, not only 13.98 acres. The Fish and Wildlife therefore recommends Alternative #4 as one which minimizes adverse impacts on well preserved wetlands. (U.S. Dept. of the Interior letter 5/8/86. Fish and Wildlife Service)

Response: USFWS comments indicate some confusion apparently caused by the overall format of the Draft State EIS/Federal EA and characterized by the USFWS as the result of printing errors. The impact analysis found in Chapter 5.0 of the Draft State EIS/Federal EA centers around the Master Plan Alternative (Alternative 4) because this alternative was initially considered to be preferred. However, based on the matrix analysis applied to all the alternatives considered (see Chapters 7.0 and 8.0 of the Draft State EIS/Federal EA), Alternative 8 was selected as the preferred alternative. Thus, as the USFWS correctly points out, the total wetland impact of preferred Alternative 8 would be 17.22 acres rather than the 13.98 acres described for Master Plan Alternative 4.

Measurements of Minnesota Protected Water 594W indicated that it is approximately 33.4 acres in area. Master Plan Alternative 4 would affect 5.41 acres (3.44 and 1.97 of types 3/4 and 2 wetland, respectively) or 16 percent of the basin.

Preferred Alternative 8 would increase this impact by 2.96 acres of type 3/4 wetland. Thus, 8.37 total acres, or 25 percent of Minnesota Protected Water 594W would be impacted by Alternative 8. This impact would all occur along the western margin of this wetland basin. Thus, while MAC agrees that Alternative 8 will substantially affect Protected Water 594W, this alternative will not cause the loss of nearly all of this basin. Figure 5-36 on page 5-43 of the Draft State EIS/Federal EA shows the relative impacts of Alternatives 4 and 8 to Protected Water 594W.

MAC recognizes that Executive Order 11990 on Protection of Wetlands and U.S. Fish and Wildlife Service policy make avoidance of wetlands top priority with minimization and compensation to be pursued when avoidance is not practicable. For the reasons stated in Chapter 5.7.3, wetland impacts are unavoidable regardless of the build alternative selected. Measures to minimize these unavoidable impacts are described in Chapter 5.7.4. For the reasons stated in Chapter 8.0, selection of Alternative 4 over Alternative 8 as the preferred alternative was found impracticable as a measure to minimize harm to Protected Water 594W. Thus, impacts to this basin must be mitigated through creation of replacement wetland to compensate for the loss.

Wetland habitat value lost will be fully compensated by creation of a new wetland with habitat value equivalent to the total wetland habitat lost due to the project. MAC will continue to maintain close, ongoing coordination with the U.S. Fish and Wildlife Service to ensure that mitigation measures are suitably located, designed and implemented.

Comment 4: Wetland impact is Environmental Protection Agency's (EPA) major concern regarding this project and that agency wishes to be given the opportunity to be involved in the mitigation design. EPA also encourages implementation of the hazardous waste spills program being developed by MAC as well as strict enforcement of construction controls.
(EPA letter dated April 23, 1986).

Response: The agency will be informed, and involved in wetland mitigation proposals for the proposed projects. Also, as outlined in the EIS/EA, the hazardous waste spills plan and construction controls will be implemented and enforced by MAC.

SURFACE TRANSPORTATION:

Comment 1: How will the intersection of the airport access road and new Highway 10 work.
(Ronald Clark, Mayor, Blaine resident) Comment during public meeting.

Response: By the latest plans from MnDOT, northwestbound traffic on Highway 10 would use a right hand exit to an access road leading to the existing building area. Southeastbound traffic on Highway 10 would use a right hand exit to get to the airport access road and crossover Highway 10 to get to the airport. During the long term, traffic leaving the airport would cross over Highway 10 then enter Highway 10 south, or use an entrance ramp north of Highway 10 to enter Highway 10 north.

Comment 2: Closing Xylite Street will cause traffic to flow on unpaved roads in 91st Avenue area.
(Ken Nelson, Blaine resident) Comment during public meeting.

Response: Northbound or southbound traffic on Xylite St, that would be rerouted to 101st Ave. N.E. and Naples St, to 95th Ave. N.E., would have no cause to use unpaved roads in the 91st Ave. N.E. area as trip length would be the same if traffic used the much better 95th Ave. N.E. which is paved.

Comment 3: What is the review process for abandoning a section of Xylite Street?
(Del Freichels, Blaine resident) Comment during public meeting.

Response: MAC cannot unilaterally close Xylite Street but will coordinate with Blaine and Anoka County.

Comment 4: The traffic study of the area around the airport should be completed.
(Blaine City Council) Blaine City Council Resolution No. 86-136 dated May 15, 1986.

Response: MAC is currently preparing a more comprehensive traffic study concerning the impacts of the proposed development on traffic around the airport and expects to have it completed prior to the end of 1986, well before any extension to runway 8-26 which would result in the closure of Xylite Street.

Comment 5: I am concerned that MAC is proposing to close Xylite Street without alternate routing. Closing Xylite Street will shut off access to a major part of Blaine.
(Ronald Clark, Mayor, Blaine resident) Comment during public meeting.

Response: As discussed in Section 5.9.7 of the EIS-EA, alternate routing was proposed and stated as required prior to abandonment of a portion of Xylite St., namely paving of 101st Ave. N.E. between Xylite St. and Naples St. and improving the 101st Ave. N.E. and Naples St. intersection to favor 101st Ave. N.E. The assessment of impact to surface transportation patterns, based on actual traffic counts and observations, showed that there is a low volume of traffic that travels from 101st Ave. N.E. to County Road J. This is the only traffic that would be more than minimally affected by abandonment of a section of Xylite St. All parts of Blaine that are now accessible, will continue to be accessible after abandonment of a section of Xylite St.

To further analyze the potential impact the airport development will have on the area, MAC, the City of Blaine and County officials will be involved in the study mentioned in Comment 4 immediately above to refine the findings of the EIS/EA.

INDUCED SOCIOECONOMIC IMPACTS:

Comment 1: People in this area do not want the development that airport development brings.
(Steve Novak, State Senator, New Brighton resident) Comment during public meeting.

Response: Airport development as proposed, is not expected to provide the facilities which would result in a more than marginal increase in housing and industry.

PREFERRED ALTERNATIVE:

Comment 1: The preferred alternative does mitigate noise impacts over Mounds View and Northview Villa, but increases impacts to East Blaine.
(Gordon Voss, State Representative, Blaine resident)
Comment during public meeting.
(Steve Novak, State Senator, New Brighton resident)
Comment during public meeting.

Response: This is true, but the total number of people impacted by a given noise level around the airport is decreased by the proposed development.

Comment 2: There is no environmental matrix or summary in the EIS/EA as required by EQB Rules.
(Daniel Knuth, State Representative, New Brighton resident)
Comment during public meeting.

Response: A matrix, comparing the relative environmental impact of all alternatives reviewed, is included in Chapter 8 of the EIS-EA as Table 8-1.

A summary of the EIS/EA was prepared and distributed at the public information meeting/public hearing, May 12, 1986. Per 6 MCAR S.3.031E.4, no summary was required prior to that time as MAC distributed a complete copy of the EIS/EA to all concerned parties. The summary distributed at the May 12 meeting will be included in the final EIS/EA.

MITIGATION:

Comment 1: Further analysis of ways to mitigate safety and noise impacts of the extension to Runway 8-26 are necessary.
(Blaine City Council) Blaine City Council Resolution No. 86-136 dated May 15, 1986.

Response: Safety issues were discussed in detail in the EIS-EA. MAC is reviewing the airport operations plan to update and enhance safety and operating rules. Noise impacts were determined to be insignificant. In fact, numbers of people impacted by noise would be lower than existing conditions, so mitigation of noise impacts was determined to be unnecessary. Flight procedures to and from the airport will be reviewed with surrounding communities on a continuing basis to ensure maximum compatibility of the airport with those areas. Sensitivity to the surrounding airport environment will be the subject of notices to pilots using the airport and will be further emphasized in the airports operations plan and rules for use of the field.

The following comments and responses could not be categorized into specific items in the EIS/EA.

PUBLICITY:

Comment 1: The Public Meeting was not noticed in the proper papers and/or sufficient review time was not given.
(David G. Manthey, Blaine resident), (Ken Nelson, Blaine resident), (Del Freichels, Blaine resident), (Peter M. Lundin, Blaine resident), (Daniel Knuth, State Representative, New Brighton resident). Comments during public meeting.

Response: Notice of the Public Meeting was given in accordance with EQB regulations (6 MCAR S 3.031E.8) as described in the introductory paragraphs of this material. Copies of the Draft EIS/EA were distributed in accordance with EQB Regulation (6 MCAR S 3.031E.4). Copies of the Draft EIS/EA were available beginning on April 11, 1986 at the Centennial, Blaine and Fridley branches of the Anoka County Library and offices of the Metropolitan Airports Commission. Notice of the Public Meeting was enclosed with each copy of the Draft EIS/EA distributed and notice was published in the April 15, 1986 issue of the EQB Monitor. Notice of the availability of the Draft EIS/EA and date, time and purpose of the Public Meeting was also published in the Ramsey County Review, on April 23, the Fridley Focus, on April 21, Blaine-Spring Lake Park Life, on April 11, Circulating Pines, on April 10 and the Minneapolis Star and Tribune on April 9, 1986. The period for commenting on the Draft EIS/EA was a 46 day period extending from April 11, 1986 until May 27, 1986.

AIR TRAFFIC CONTROL TOWER:

Comment 1: A control tower is needed for safety, control of flight tracks and noise control.

(Ronald Clark, Mayor, Blaine resident) (David G. Manthey, Blaine resident) (Tom Pilon, Blaine resident) Comment during public meeting.

(Kimberly M. Schmidt, Blaine resident) Letter dated May 23, 1986.

Response: The final decision on whether a procedure specified by air traffic control should be followed, by Federal aviation law, rests with the pilot himself. However, an air traffic control tower (ATCT) at Anoka County-Blaine Airport would result in more control of aircraft takeoff and landing profiles and route of flight than at present.

To acquire an ATCT, the airport would first have to be identified by the FAA as having a need. Such a determination is usually based on levels of operations. Once such a level were reached and a determination were made, the FAA would undertake a separate environmental analysis of the impact of a tower on the airport environment. Depending on the outcome of that analysis, the FAA would either drop the project or proceed with a funding request for the facility and personnel.

Comment 2: Development of the R/W 8-26 extension should be contingent upon MAC applying to FAA for a control tower.

(Blaine City Council) Blaine City Council Resolution No. 86-136 dated May 15, 1986.

Response: MAC can apply to the FAA to construct and man an air traffic control tower at Anoka County-Blaine Airport but the funding and scheduling of a control tower is dependent upon the FAA.

PROXIMITY OF AIRCRAFT:

Comment 1: Aircraft fly low overhead and close to our houses. There have been some crashes nearby.

(David G. Manthey, David L. Smith, Ken Nelson, Del Freichels, Blaine residents) Comment during public meeting.

Response: See response to Comment 1, Air Traffic Control Tower.

Comment 2: Extension of R/W 8-26 should be dependent on rules to confine flight tracks to highway or airport corridors.

(Blaine City Council) Blaine City Council Resolution No. 86-136 dated May 15, 1986.

Response: Without a control tower, there are no "Rules" other than existing Federal aviation law, that could be adopted or, more importantly, enforced, concerning control of flight tracks in the area of the airport. However, through pilot education and sensitivity programs, pilots can be advised of the procedures MAC requests pilots follow when operating to, from, and on the airport. The procedures are incorporated in the field operating rules and in the airport's operations plan which MAC periodically reviews and updates.

GENERAL COMMENTS:

Comment 1: The EIS/EA was well prepared. No negative impacts to Mounds View.

(Jerry Linke, Mayor of Mounds View) Comment during public meeting.

Response: Not necessary.

Comment 2: The airport is a large area in Blaine which does not help support sewers and other city services.

(Ronald Clark, Mayor, Blaine resident) Comment during public meeting.

Response: See response to Comment 1, Sewage Disposal.

Comment 3: Can the type of aircraft to use the airport be controlled?
Re: Jets and helicopters.

(David G. Manthey and Del Freichels, Blaine residents)
(David Notaro, Mounds View resident) Comment during public meeting.

Response: If a public airport is funded with public money, that airport must be open to all of the flying public that follows applicable regulations. The airport operator cannot restrict the type of airport user as long as that user follows applicable laws.

- Comment 4: It looks like development at the airport will include more than what is proposed.
(Lee Ann Sporre, Fridley resident and Tom Pilon, Blaine resident) Comment during public meeting.
- Response: Development of the airport is limited to a "Minor" classification by State Statute and its role defined by the Metropolitan Council. (See response to Comment 1 under Alternatives)
- Comment 5: Comments by the Mayor of Mounds View concerning the effect of airport development is not the opinion of the people of Mounds View.
(Rachael Bardwell, Mounds View resident) Comment during public meeting.
- Response: Not necessary.
- Comment 6: The role of the airport is not determined by MAC but by the Met. Council. The new allowable runway length for minor airports is 5,000' per the Development Guide.
(Gordon Voss, State Representative, Blaine resident) Comment during public meeting.
- Response: Not necessary.
- Comment 7: Due to the noise issues regarding MSP Airport, legislative pressure to develop minor airports to capacity so as to enable them to fulfill their roles as general aviation relievers, is increasing. Anoka County-Blaine Airport is such an airport and has significant capacity for growth that cannot be kept from the system.
(Steve Novak, State Senator, New Brighton resident), (Gordon Voss, State Representative, Blaine resident) Comment during public meeting.
- Response: Not necessary.
- Comment 8: If we agree to the 800' extension, will that be the end of further development, or will they want to expand the airport more?
(No name) Comment during public meeting.
- Response: The future role of Anoka County-Blaine Airport is controlled by State statute and defined by the Metropolitan Council.
- Comment 9: I am bothered by the lack of attendance by State and Federal environmental specialists at this meeting.
(Daniel Knuth, State Representative, New Brighton resident) Comment during public meeting.
- Response: Not necessary.

Comment 10: Why does Table 1-7 in the EIS/EA show future based aircraft capacity of the airport to be 700 and demand to be 478?
(Mark Bonander, Blaine resident) Comment during public meeting.

Response: Table 1-7 in the EIS/EA illustrates the demand and capacity figures developed in the Metropolitan Development Guide Aviation Chapter Update. The capacity figure for Anoka County-Blaine Airport (700 based aircraft) was extracted by the Development Guide Update from the airport master plan which had forecasted demand up to 630 based aircraft. The master plan proposed hangar areas to accommodate that projected level of demand (rounded up to the nearest 100) and the Development Guide Update used that number as the airport's capacity. The EIS/EA, in analyzing the master plan development recommendations, used the master plan demand levels to insure consistency with the plan and, since the Development Guide forecasts were lower, to insure the impact levels analyzed represented maximum activity levels.

Comment 11: What is the capacity of an "Intermediate" airport?
(No Name) Comment during public meeting.

Response: The capacity of an "Intermediate Airport is determined by the land available for runway development (number and length) and storage hangar development." However, "Intermediate" or "Minor" airports are not differentiated in the Metropolitan Council's Airport Development chapter by capacity but by available runway length and types of aircraft accommodated.

Comment 12: Extension of runway 8-26 should be conditioned on MAC updating the airport operations regarding safety and noise impacts.
(Blaine City Council) Blaine City Council Resolution No. 86-136 dated May 15, 1986.

Response: MAC will include the City of Blaine and other surrounding municipalities in the development of future airport operations plans which will be required by the new runway configuration.

Comment 13: The City Council finds the EIS/EA to be generally adequate in addressing environmental issues at the airport, but resolution of concerns noted must occur.
(Blaine City Council) Blaine City Council Resolution No. 86-136 dated May 15, 1986.

Response: MAC will work with the City of Blaine and other surrounding municipalities to the extent possible, but resolution of some issues should not stand in the way of implementation of improvements at the airport.

Comment 14: Shifting runway 17-35 2,580' to the north will offer improvement to Mounds View over existing conditions and would increase compatibility with Mounds View.
(Jerry Linke, Mayor of Mounds View) Comment during public meeting.

Response: Not necessary.

Comment 15: Can you control the noise made from aircraft?
(David G. Manthey, Blaine Resident) Comment during public meeting.

Response: The noise generated by an aircraft is a function of the airframe and engine design. The FAA aircraft certification process is, as a by product of their primary concern for safety, encouraging designs and engines that are quieter. At the airport level, the adoption and enforcement of an operations plan with suggested aircraft routes and procedures is a way to mitigate noise by sending aircraft over those areas which are more compatible with noise. Additionally, noise sensitivity sessions with local and transient pilots advising them of the noise sensitive areas to avoid further mitigates the noise heard by neighbors.

Comment 16: What will the weight bearing capability of R/W 17-35 be when it is moved to the north?
(David Notaro, Mounds View resident) Comment during public meeting.

Response: The weight bearing capacity of Runway 17-35 will not increase over the runway at present (approximately 23-30,000# single wheel).

Comment 17: MAC opposed the increase in allowable runway length from 4,000' to 5,000' for airports classified as "Minor" in the Metropolitan Council's Metropolitan Development Guide.
(Gordon Voss, State Representative, Blaine resident) Comment during public meeting.

Response: Not necessary.

Comment 18: Resistance to developing the airport as proposed may, by legislative pressures, result in an effort to upgrade the airport classification to that of "Intermediate" airport.
(Steve Novak, State Senator, New Brighton resident) Comment during public meeting.

Response: Not necessary.

Comment 19: What kind of plane should be able to land on a 3,200' long runway?
(No name) Comment during public meeting.

Response: Most types of aircraft that now use the airport can operate on a 3,200' runway though some may be limited in allowable take-off weight in certain operating conditions (high temperature, high humidity). The larger, corporate aircraft types, such as turboprops and jets, are so severely limited by the 3,200' length as to make it unusable from a practical standpoint.

Comment 20: Due to the proximity of the east building area to Xylite Street, its site plan regarding materials and landscaping should be reviewed by the city.
(Blaine City Council) Blaine City Council Resolution No. 86-136 dated May 15, 1986.

Response: Development of airport building area improvements will be coordinated with Blaine city officials through the building permit process.

Comment 21: Will the Anoka County-Blaine Airport be developed as an international airport?
(David G. Manthey, Blaine resident) Comment during public meeting.

Response: Development of the airport to a role of "Intermediate" or "Major" is precluded by State statute. (See response to Comment 4 in this Section)

Comment 22: What will happen to the Anoka County-Blaine airport if Crystal Airport were closed?
(David Notaro, Mounds View resident) Comment during public meeting.

Response: Closure of Crystal Airport would put pressure on the rest of the airports in the Metropolitan airports system, including Anoka-County Blaine Airport, to accommodate the aircraft now based at Crystal. There are no discussions by MAC or the Metropolitan Council officials on closing Crystal Airport. As with the 1977 edition of the Aviation Chapter, the update of the Metropolitan Development Guide's Aviation Chapter contains a recommendation to develop a new "Minor" airport in north-central Hennepin County. The area in which it is to be located is called Search Area "A". The airport built in Search Area "A" is to add to the metropolitan airport system capacity, not serve as a replacement for Crystal Airport or Anoka County-Blaine Airport.

Comment 23: The preferred alternative does improve the compatibility of the airport with the surrounding areas.
(Gordon Voss, State Representative, Blaine resident) Comment during public meeting.

Response: Not necessary.

Comment 24: There is no information on what procedures or practices are actually followed by pilots at the airport.
(Daniel Knuth, State Representative, New Brighton resident) Comment during public meeting.

Response: Information on how aircraft operations are conducted at Anoka County-Blaine Airport was obtained during the monitoring program for this EIS/EA. That information is reflected in the analysis. Continuous information and monitoring could only be obtained by having full time air traffic controllers at the airport.

Comment 25: Due to the 2,580' shift of R/W 17-35 to the north, the land just north of the airport should be industrial/residential.
(Blaine City Council) Blaine City Council Resolution No. 86-136 dated May 15, 1986.

Response: Land to the north of the airport is now zoned by the City for a combination of Industrial and Residential.

Comment 26: Blaine City Council finds the Anoka County-Blaine Airport as adequate in addressing general environmental concerns, pending resolution of seven findings listed in the Blaine City Council Resolution.
(Blaine City Council) Blaine City Council Resolution No. 86-136 dated May 15, 1986.

Response: Coordination between Blaine and MAC, begun during the Master Plan and continued through the EIS/EA process, will continue as project implementation begins. The seven findings of the Blaine City Council are addressed in other sections of this document.

Comment 27: There is no list of preparers in the EIS/EA as required by EQB Rules.
(Daniel Knuth, State Representative, New Brighton resident), Comments during public meeting.

Response: A list of preparers will be included in Appendix 2L of the EIS/EA.

3. ADDITIONS TO DRAFT EIS AS RESULT OF COMMENTS

3.1 TECHNICAL MATERIAL

3.1 DEIS Technical Material

3.1.1 Noise Impacts

o DEIS Section 5.1.4

In accordance with the comments made by Thomas Kalitowski of PCA in a letter dated May 23, 1986, the following revisions are to be made to Section 5.1.4 of the DEIS.

A better explanation of what the L10 analysis is to show shall replace the wording in the 2nd paragraph of Section 5.1.4 as follows:

"The cumulative L10 contours presented in the analysis were based on a worst case of 100 operations on each runway end in a given hour. This level of operations is the maximum operating level of the runway and represents a conservative approach to the analysis of the impact on areas adjoining the airport. Population counts include the sum of the persons inside the cumulative contours for each alternative. Typical hourly traffic levels, similar to those observed during the noise monitoring program, are not high enough to generate an L1065 contour. While the worst case scenario of 100 operations per hour would not be the only situation from which an L1065 contour would result, an hourly operations rate of at least 65 to 75 operations would be required before the L1065 contour extends off the runway to any significant degree."

A statement of clarification regarding the Minnesota noise standard will replace the 5th paragraph of Section 5.1.4 as follows:

"The L10 analysis used the maximum runway operating level of 100 operations per hour to illustrate a worst case scenario for purposes of conservative planning and to highlight impact comparisons of the various alternatives. Typical operational levels are now at 35 to 40 per hour which does not produce an L10 contour. No off airport contour would be produced until the level of 65-75 operations per hour were reached. This level would not include any residences. In summary, the typical existing operations level of the airport, as well as future levels which may be twice as high as existing levels, will not violate the Minnesota noise standard."

3.1.2 Wetland Impacts

o DEIS Section 5.7.2

Based on further review of the DEIS by MAC staff, the wetland impacts have been revised to reflect a refinement of the rerouting of a section of 101st Avenue N.E. The following changes are noted:

Figure 5-36 is revised to reflect the same routing as reflected in Figures 5-32 and 5-33, namely not affecting the Type 3 wetland north of Runway 17. Based on this revision to Figure 5-36, figures showing wetland impact for Alternatives 5, 6, 7 and 8 have been revised as on the attached tables.

- o DEIS Section 5.7.3

Figures for wetland area impacted for alternative 5, 6 and 7 are increased by .1 acre as the impact of rerouting a section of 101st Avenue N.E. was not calculated and the figure for Alternative 8 was decreased by .31 acres as the impact of rerouting a section of 101st Avenue N.E. was calculated previously but was based on the alignment shown in the DEIS.

Figures for habitat units lost for Alternatives 5, 6 and 7 are increased by .7 habitat units for the same reason as for figures for wetland acreage impacted discussed above and for Alternative 8 was decreased by .2 habitat units for the same reason as for figures for Alternative 8 wetland acreage impact discussed above.

3.1.3 Direct, Indirect or Beneficial Effects

- o DEIS Section 7.9 (See attached page 7-3 from the DEIS)
- o DEIS Section 7.10

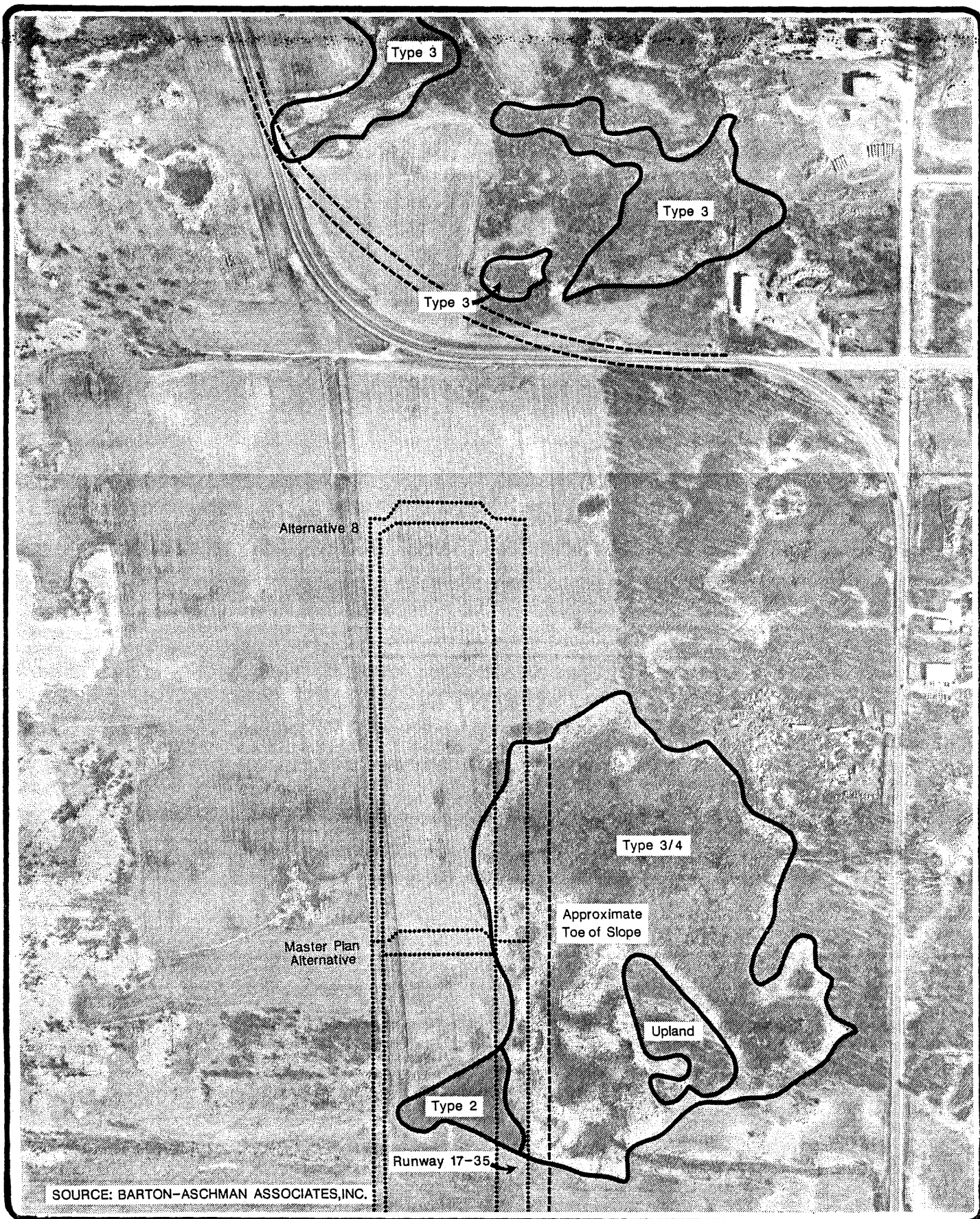
The Figure for Habitat Units Lost now reading "52.8" is changed to "48.5" to correspond with the Figure of "48.5" shown in Table 5-13". See also attached page 7-3 from the DEIS).

3.1.4 Preferred Alternative

- o DEIS Section 8.0 (See attached pages 8-1 and 8-2 from the DEIS)

3.1.5 Impacts of Preferred Alternative

- o DEIS Section 9.1.8 (See attached page 9-3 from the DEIS)
- o DEIS Section 9.2.5 (See attached pages 9-9 and 9-10 from the DEIS)



ANOKA COUNTY-BLAINE AIRPORT
(JANES FIELD) EIS/EA
**WETLANDS NEAR PROPOSED
R/W 17-35 SHIFT**

HTA
companies

1" = 500'



FIGURE
5-36

TABLE 5-12
ANOKA COUNTY-BLAINE AIRPORT (JANES FIELD) EIS/EA
WETLAND ACREAGE IMPACTS

Wetland Acres Impacted by Type

<u>Alternative</u> ^A	<u>1/2</u>	<u>2</u>	<u>2/6</u>	<u>3</u>	<u>3/4</u>	<u>3/6</u>	<u>4</u>	<u>5</u>	<u>Total</u>	On-Airport Wetland Impact <u>% of Total</u>
1. No-Build Existing	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%
2. No-Build Future	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%
3. Building Areas Only	6.52	1.72	0.00	0.00	0.00	0.00	0.00	0.00	8.24	2.0%
4. Master Plan Alternative	6.52	3.89	0.00	0.00	3.44	0.00	0.00	0.00	13.85	3.5%
5.	6.52	8.05	0.12	0.10	6.33	0.00	1.74	0.75	23.61	5.9%
6.	6.52	4.37	2.94	4.35	6.33	6.23	0.00	0.00	30.74	7.7%
7.	6.60	1.68	0.00	0.10	0.00	0.00	0.00	0.00	8.38	2.1%
8.	6.60	3.89	0.00	0.10	6.40	0.00	0.00	0.00	16.91	4.3%

^A For description of alternatives, refer to Chapter 4.0.

^B Figures reflect a percent of total on-airport wetlands of 397 acres.

Source: Barton-Aschman Associates, Inc.

NOTE: Bar denotes change to information contained in the DEIS.

TABLE 5-13
ANOKA COUNTY-BLAINE AIRPORT (JANES FIELD) EIS/EA
WETLAND HABITAT UNIT LOSSES

Alternative ^A	Habitat Units (HUs) Lost	Impact Rank ^B
1. (No-Build Existing)	0	1 (tie) (least)
2. (No-Build Future)	0	1 (tie) (least)
3. (Building Areas Only)	48.5	2
4. (Preferred Alternative)	89.2	4
5.	133.7	6
6.	201.9	7
7.	49.5	3
8.	113.3	5

^AFor descriptions of alternatives, refer to Chapter 4.0

^BRanked from least to most impact

Source: Barton-Aschman Associates, Inc.

7.9 Amount of Wetlands Encroachment (Acres)

Alternative 1	0	5	23.61
2	0	6	30.74
3	8.24	7	8.38
4	13.85	8	16.91

7.10 Habitat Lost

Habitat Units (HU) Lost			
Alternative 1	0	5	133.7
2	0	6	201.9
3	48.5	7	49.2
4	89.2	8	113.3

7.11 Will Deer Trails Have to Be Relocated

Alternative 1	No	5	Yes
2	No	6	Yes
3	Yes	7	Yes
4	Yes	8	Yes

7.12 Number of Deer Trails Required to be Rerouted

Alternative 1	0	5	6
2	0	6	3
3	2	7	3
4	3	8	3

7.13 Abandonment of Xylite Street

Alternative 1	No	5	No
2	No	6	Yes
3	No	7	Yes
4	Yes	8	Yes

8.0 PREFERRED ALTERNATIVE

Chapters 5, 6 and 7 of this EIS/EA included discussions of the potential impacts of eight airport development alternatives. This section will, in matrix form, include a comparison of the impacts analysed for all future alternatives in Chapter 5 and summarized in Chapter 7.0. The matrix, Table 8-1, was constructed by listing those environmental impact categories which vary for two or more future alternatives, e.g. amount of compensatory flood storage required varies depending on the location of development. Each future alternative was ranked according to degree of impact relative to each environmental impact category. If the degree of impact is the same for two or more alternatives, those two or more alternatives received the same rank. Alternatives were ranked from 1 (least impact) to a maximum of 7 (most impact).

The rankings for each alternative were added to quantify the relative impact of each alternative to the others. These results are then further analyzed to identify the preferred alternative. Alternative 2, Future No-Build, has the lowest score (least impact) of all future alternatives. However, Alternative 2 was withdrawn from further consideration as its implementation would not satisfy the project need stated in Chapter 3, a key part of which was to reduce off-airport noise exposure. Alternative 3, construction of building areas only, received the next lowest score of 46 45. However, Alternative 3 was not chosen as it also does not provide for decreasing aircraft noise levels in residential areas around the airport.

The master plan alternative (Alternative 4) received the third lowest score of 55, but does not provide for maximum compatibility of airport operations with surrounding land uses, in this case, the least number of persons within the L_{10} 65 contour. The least number of persons within the L_{10} 65 contour south of the airport is achieved by shifting Runway 17-35 2,580 feet to the north and shifting Runway 8-26 3,300 feet to the east (Alternative 6.) However, Alternative 6 requires the most wetland mitigation, results in the most habitat units lost, results in the highest quantities of spoils, and borrow required from off-site, and has the highest construction cost (\$6.27 million). Alternative 5 would require less wetland mitigation, result in less spoils and off-site borrow, and has a lower construction cost (\$5.79 million) than Alternative 6, but impacts the most persons (1096 persons within the L_{10} 65 noise contour.)

Alternatives 7 and 8 result in less people within the L_{10} 65 noise contour, require less wetland area mitigation, result in less habitat loss and result in less spoils and off-site borrow. Loss of wetland area, habitat value and increases in surface water turn-off can be suitably mitigated through mitigation procedures described previously in Chapters 5 and 6.

TABLE 8-1
 ANOKA COUNTY-BLAINE AIRPORT (JANES FIELD) EIS/EA
 COMPARISON OF FUTURE DEVELOPMENT ALTERNATIVES

	Alternative 2	Alternative 3	Alternative 4	Alternative 5	Alternative 6	Alternative 7	Alternative 8
Number of persons within the L ₁₀ 65 noise contour	5	5	2	6	1	4	3
Amount of Groundwater Appropriated	1	2	2	2	2	2	2
Change in Wetland Elevation caused by Foundation Drains	1	2	2	2	2	2	2
Impact to Surface Water Quality	2	1	1	1	1	1	1
Amounts of Compensatory Flood Storage Required	1	2	2	3	2	2	2
Amount of Surface Water Discharge to County Ditch #41	1	5	4	4	2	6	3
Amount of Surface Water Discharge to Lateral #2	1	2	5	4	7	3	6
Amount of Wetland Encroachment	1	2	4	6	7	2	5
Habitat Units Lost	1	2	4	6	7	3	5
Number of Deer Trails Impacted	1	2	3	4	3	3	3
Xylite Street Required to be Closed 1 = No 2 = Yes	1	1	2	1	2	2	2
Rerouting a section of 101st Ave N.E. Required 1 = No 2 = Yes	1	1	1	2	2	2	2
Clearance of MnDOT Approach Surfaces over Airport Property							
Highest Clearance = 1 North	1	1	2	3	3	3	3
East	2	2	3	1	4	3	3
South	2	2	3	1	1	1	1
West	2	2	2	3	1	2	2
Distance of MnDOT Land Use Safety Zone A from Residential Areas South and West of Airport Property							
South	3	3	2	1	1	1	1
Lowest Distance = 1 West	2	2	2	3	1	2	2
Amount of Spoils	1	2	3	5	7	4	6
Amount of Off-Site Borrow	1	2	3	6	7	5	4
Development Cost	<u>1</u>	<u>2</u>	<u>3</u>	<u>6</u>	<u>7</u>	<u>5</u>	<u>4</u>
	32	45	55	70	70	59	62

Source: Hoyle, Tanner & Associates, Inc.

NOTE: Bar denotes change to information contained in the DEIS.

and from 56.9 to 84.4 CFS respectively. However, with the use of detention ponds, the rate of surface water runoff to County Ditch 41 and Lateral No. 2 will not increase over existing conditions.

9.1.8 Impacts to Wetlands

Construction of Phase 1A and Phase 1B improvements, specifically new construction on Runway 17-35, the west building area and the east building area will result in the loss of ~~17.22~~ 16.91 acres of wetland of which ~~6.52~~ 6.60 acres is type 1/2; 3.89 acres type 2; 0.10 acres type 3 and 6.40 acres type 3/4; with a total of ~~113.5~~ 113.3 habitat units. A section of 101st Avenue N.E. will be rerouted so as not to obstruct the proposed Runway 17 clear zone. This rerouting is done so as to avoid wetlands to the maximum extent possible. It is estimated that this realignment will require 01 acre of Type 3 wetland. Mitigation measures to retain wetland acreage but more importantly, habitat units are described in Section 9.2.5.

9.1.9 Movements of Resident and Migratory White-Tailed Deer

Phase 1A and Phase 1B improvements will impact these trails used by white-tailed deer. In the the west building area and new construction for Runway 17-35, creation of new deer trails and buffer areas and construction of deer barriers as described in Section 9.2.5 will both help keep deer from the airfield while maintaining access for migrating deer between areas west of the existing building area and protected wetland 594W.

9.1.10 Upland Wildlife Habitat

Construction of the west building area will result in the removal of 17.22 acres of upland wildlife habitat. Some species will relocate to adjacent uplands and a small reduction in the population of some species may occur. As the species prevalent to the area of the west building area are common to the airport area, this reduction of population of species will have a negligible effect. Construction of the east building area will result in almost no loss of wildlife habitat. The new construction on Runway 17-35 will also result in minimal loss of wildlife habitat.

9.1.11 Movements of Resident and Migratory Great Egrets

As no Great Egrets were found, there will be no impacts to nesting or migratory Great Egrets.

drainage ditches to filter surface water runoff before it reaches the county ditches, detention ponds to limit the rate of surface water runoff to county ditches, temporary sedimentation control measures including haybales, diversion ditches, silt fences, and permanent sedimentation control structures including grassed swales and stone lined ditches.

9.2.2 Hazardous Waste

Although the existing program for management of hazardous and other types of waste at Janes Field appears to be adequate, a number of changes were recommended as specifically described in Section 5.4. In summary, recommended changes include the requirement that each commercial tenant submit a copy of its waste management program which would satisfy 40 CFR 261 and 262, steps to ensure that individual tenants adhere to the same management standards as commercial tenants, inspection and testing of fuel tanks and fuel lines, procedures to control spills and delegation of specific areas in which solvents may be used.

9.2.3 Impacts on 100 Year Floodplain

Construction of the west building area will require replacement of 5.5 acres-feet of the 100 year floodplain storage area. Methods of obtaining compensatory flood storage area include relocation of detention areas by borrow excavation. Fill for the sides of relocated drainage ditches can be obtained from ditch excavation.

9.2.4 Impacts on On-Site and Downstream Drainage

The rate of surface water runoff will increase as grassed areas are changed to impervious areas. Detention ponds will be used to maintain the rate of surface water runoff to existing rates. Detention ponds will also promote settling of sediment and other materials which may affect the quality of water downstream.

9.2.5 Impacts to Wetlands and Habitat Areas

With the preferred alternative, ~~17.22~~ 16.91 acres of wetlands with a

with a value of ~~113.5~~ 113.3 habitat units will be encroached upon and must be replaced. Mitigation measures include erosion and sedimentation control devices to protect wetlands during construction, with such devices remaining in place after construction until new vegetation is firmly established. On-site wetland replacement will be accomplished by excavation in selected areas to obtain borrow required for fill material in airfield and building area development. Excess excavated material will be stored on the airport or hauled off the airport and stored elsewhere.

Excavation for wetland replacement should take place in areas with little or no existing valuable wetland, relatively shallow groundwater and in proximity to areas where fill is needed. Excavated organic material from other construction would be stockpiled and placed in wetland basins to provide a fertile base for the growth of aquatic vegetation.

9.2.6 Deer Movement Areas

Construction of the west building area and of Runway 17-35 north of Runway 8-26 will encroach upon existing deer trails south of the Runway 8 end and between Protected Wetlands 595W and 594W. A section of deer fence could be used to divert deer from the Runway 8 end and from the west building area. Widening and deepening of a portion of County Ditch 41 will prevent deer from crossing the area between the west building and the Runway 17-35 parallel taxiway. Planting of specific plant species will assist in relocating deer movements. Modifying cropping practices and creating a large open buffer zone west of Runway 17-35 will help keep deer from crossing both Runway 17-35 and 101st Ave N.E. A level ditch oriented in a north-south direction east of the proposed Runway 17-35 shift should keep deer from entering the airfield.

9.2.7 Surface Transportation Impacts

The abandonment of the portion of Xylite Street north of 95th Ave. N.E. within airport property is required for the 800 foot easterly extension to Runway 8-26. To provide suitable alternate access between Radisson Road and 101st Ave. N.E. and 95th Ave. N.E., a section of 101st Ave. N.E. between Xylite Street and Naples Street should be paved. Additionally, the 101st Ave. N.E. and Naples Street intersection should be reconfigured to favor 101st. Ave. N.E. traffic.

3.2 APPENDICES

3.2.1 LIST OF PREPARERS
(APPENDIX 2L)

3.2.1 LIST OF PREPARERS

Hoyle, Tanner & Associates, Inc.

John W. Tanner, P.E., Principal in Charge
J. Richard Ludders, Director of Aviation Planning
Richard Dymont, Project Manager
Nancy Reiss, Airport Planner

Howard, Needles, Tammen and Bergendoff

F. Roy Madgwick, Planning Director
Evan C. Futterman, Airport Planner

Toltz, King, Duval, Anderson, Associates, Inc.

Robert Boyer, P.E., Associate

Barton-Aschmann Associates, Inc.

Ron Peterson, Senior Associate
Deane Wenger, Vice President

Barr Engineering Company

Kelton D. Barr, CPGS, Hydrologist
Steven W. Robertson, Hydrologist

3.2.2 TRANSCRIPT OF HEARING
(APPENDIX 2M)

1 PUBLIC HEARING

2 STATE ENVIRONMENTAL IMPACT
3 FEDERAL ENVIRONMENTAL ASSESSMENT

4
5 IN THE MATTER OF THE ANOKA COUNTY-BLAINE AIRPORT
6 PHASE 1A & 1B DEVELOPMENT
7
8
9
10

11 Spring Lake Park High School
12 Spring Lake Park, Minnesota
13 Monday, May 12, 1986
14
15

16 Met, at 7:30 o'clock in the evening.
17
18

19 REPORTER:
20

21 Kay Lynn Hinsch
22
23
24

25 JANET R. SHADDIX & ASSOCIATES
COURT REPORTERS
9100 W. BLOOMINGTON FREEWAY
SUITE 103
BLOOMINGTON, MINNESOTA 55431
(612) 888-7687

JANET R. SHADDIX & ASSOCIATES

1 APPEARANCES:

2 PANEL MEMBERS:

3 Robert Stassen, Commissioner

4 Robert Peterson, Commissioner

5 Ronald Jerich, Commissioner

6 CONSULTANTS:

7 J. Richard Ludders, Director of Aviation
8 Planning.

9 Evan C. Futterman, Airport Planner.

10 Richard J. Dymont, Airport Planner.

11 Dean M. Wenger, Vice President of Barton-
12 Aschman Associates, Inc.13 Ronald P. Peterson, Senior Associate of
14 Barton-Aschman Associates, Inc.

15 Mark J. Ryan, Planner.

16 Kelton D. Barr, Hydrogeologist.

17 Robert Boyer, Associate of Toltz, King,
18 Duvall, Anderson.19 Nigel Finney, Planning and Engineer for
20 the Metropolitan Airport Council.21 WHEREUPON, the following proceedings
22 were duly had and entered of record, to-wit:
23
24
25

I N D E X

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Opening statement by Commissioner Stassen	4
Statement by J. Richard Ludders	10
PUBLIC SPEAKERS:	
Mayor Jerry Linky	33
Mayor Ron Clark	36
David Manthey	41
David Smith	67
Ken Nelson	69
Del Freichels	78
Dave Notaro	82
Stan Haugen	88
LeeAnn Sporre	88
Tom Pilon	92
Rachel Bardwell	96
Pat Zane	96
Peter M. Lundin	97
Representative Gordon Voss	100
Senator Steve Novak	110
Representative Dan Knuth	128
Mark Bonander	135
Closing statement by Commissioner Jerich	140
Closing statement by Commissioner Peterson	143
Closing statement by Commissioner Stassen	144
Meeting adjourned	145

1 COMMISSIONER STASSEN: Good evening.
2 Can you here me all right? I see a few more
3 people coming down the hall, we'll wait for
4 them, perhaps the weather may have slowed a few
5 people down. It looked a little threatening as
6 we were coming in, but maybe that wasn't as much
7 coming in that dark fringe as it looked, it
8 looked kind of green like hail.

9 We'll call the Meeting to order at
10 this time. This is a Public Meeting. My name
11 is Bob Stassen, I'm Vice Chairman of the
12 Minneapolis-St. Paul Airports Commission, fondly
13 or otherwise called MAC. And I've been
14 designated as the Chairman of the Commission to
15 act as one of the Commission's representative
16 and also to chair this Panel of Hearing Officers
17 pursuant to action taken at the Commission
18 Meeting on January 21st, 1986.

19 Also serving as Hearing Officers
20 tonight are Commissioner Ron Jerich. Ron. And
21 Ron is from the Anoka area. And Commissioner
22 Robert Peterson, Bob. The purpose of the
23 Meeting is to receive testimony regarding the
24 draft report of the State Environmental Impact
25 Statement and a Federal Environmental Assessment

1 for Phase 1A and 1B improvements at the Anoka
2 County-Blaine Airport. This report has been
3 prepared for the MAC by a consulting team led by
4 Hoyle, Tanner & Associates from Londonderry, New
5 Hampshire.

6 In association with Howard, Needles,
7 Tammen & Bergendoff of Minneapolis. Barr
8 Engineering Company, Minneapolis.
9 Barton-Aschman Associates, Minneapolis. And
10 Toltz, King, Duvall, Anderson of Minneapolis.

11 This environmental Impact Statement
12 and the Environmental Assessment focuses on the
13 assessment of the environmental impact resulting
14 from implementation of Phase 1A and Phase 1B
15 development as proposed in the Airports Master
16 Plan.

17 Following the introductory comments by
18 me, the forum of the hearing will be as follows:
19 First of all we'll have a presentation by
20 Mr. Richard Ludders, representing
21 Hoyle, Tanner Associates, a consulting firm
22 which was primarily responsible for preparing
23 the final draft report volume.

24 This presentation is intended to
25 outline the process followed by the Metropolitan

1 Airports Commission in it's environmental
2 analysis of the project. By the way, this is
3 the volume that we're talking about
4 (indicating). So somebody has done a lot of
5 work. And it has been available in various
6 areas in the community for your perusal before
7 this Meeting.

8 Secondly, following Mr. Ludder's
9 presentation, we'll take testimony and comments
10 regarding the draft Environmental Impact
11 Statement and Assessment from the public,
12 including elected officials.

13 Now, the first time we had a Hearing
14 on this we just took the names as they came.
15 Some of the elected officials got a little bit
16 late and the second time we tried to remedy that
17 and had the public officials do it first. And
18 there were some complaints about that. So we're
19 going to tentatively allow the elected officials
20 to go first.

21 However, if any of them feel that
22 would be a good candidate, particularly not to
23 go first, it is perfectly permissible for them
24 to go later. But I think perhaps some of them
25 may have busy schedules and we'll give them that

1 opportunity. Anyone that wants to speak and
2 give testimony will certainly have an
3 opportunity to do so.

4 At the entrance of the auditorium is
5 an attendance sheet, which I hope you signed on
6 the way in. There was a place there where each
7 of you could indicate if you wish to make a
8 statement at this Meeting. If you wish to
9 speak, please complete one of the cards located
10 next to the sign up sheet. So if you haven't
11 done that if you wish to speak, you may want to
12 go out there and do it now. These cards will be
13 collected following the introductory remarks so
14 that public appearances are noted. And no
15 public statements are overlooked.

16 I would ask all those making
17 statements to keep them as brief as possible.
18 And to avoid excessive repetition so that all
19 that wish to speak will have an opportunity to
20 do so at a reasonable hour of the evening.

21 At the conclusion of this meeting, the
22 record will remain open until the close of
23 business on May 27th, 1986 so that anyone
24 wishing to submit additional statements in
25 writing may certainly do so.

1 All statements should be submitted to
2 the Director of Airport Development,
3 Metropolitan Airports Commission or MAC, 6040
4 28th Avenue South, Minneapolis, that's zip code
5 55450. That's 6040 28th Avenue South,
6 Minneapolis, 55450.

7 And these statements will be attached
8 as additional exhibits to the record. So even
9 if you don't speak tonight or if you know
10 someone who's not here tonight and they wish to
11 express their views, they may do so in writing
12 and it will also be attached to the record.

13 Following completion of the Meeting
14 and the receipt and review of comments, the
15 Hearing Officer's Report and a set of Findings
16 Conclusions and Order based upon testimony of
17 the Public Information Meeting will be prepared
18 for presentation to the Planning and Fiscal
19 Development Committee of the MAC, and then to
20 the full Commission.

21 Upon the completion of this
22 documentation, the MAC will distribute the final
23 EIS, Environmental Impact Statement, to the
24 Environmental Quality Board, who in turn will
25 give public notification of it's availability.

1 It is anticipated that the EQB, Environmental
2 Quality Board, will make a determination of
3 accuracy by July 17th, 1986.

4 I would now like to extend an
5 opportunity to either Commissioner Jerich or
6 Commissioner Peterson or both of them to make
7 any introductory remarks that they may care to
8 make. Ron.

9 COMMISSIONER JERICH: I'll defer my
10 comments until later on.

11 COMMISSIONER PETERSON: This is my
12 second Meeting. I was here at the first when we
13 took public information. I hope I'm a good
14 listener and a good responder to your concerns.

15 COMMISSIONER STASSEN: As we said, the
16 purpose of the Meeting is to hear from the
17 public at large and the public officials. And
18 we want to try and conduct the Meeting in every
19 way to allow everyone an opportunity to do that.

20 We do also have a court reporter here
21 who will be taking down your statements. And
22 she's also recording it, I think, by tape. So
23 we hope that that will be a double assurance
24 that we'll give your statements as accurately as
25 possible.

1 If you do have any cards, we can be
2 collecting them as we go along or if you have
3 them ready you can hold them up and we can have
4 someone to begin collecting them. Or if you'd
5 like to hold them until after the comments by
6 Mr. Ludders and let your thoughts crystallize,
7 that's perfectly all right. Although the sooner
8 we have your name, the sooner we can sort them
9 out and be sure we get to everyone.

10 We'll now proceed with the
11 presentation by Mr. Richard Ludders,
12 representing Hoyle, Tanner & Associates as to
13 the background and findings of the
14 Environmental Impact Statement and the
15 Environmental Assessment.

16 So Mr. Ludders, if you would begin
17 your presentation, we're glad to welcome you.

18 MR. LUDDERS: Thank you,
19 Commissioner Stassen.

20 Good evening. My name is
21 Dick Ludders, I'm with the Consulting
22 Engineering Firm of Hoyle, Tanner & Associates.
23 And we've been under contract with MAC to
24 undertake this environmental study regarding
25 Anoka County-Blaine Airport.

1 I don't want to stand up here and take
2 all the credit or claim for the report. We had
3 quite a team effort on this. And I'd just
4 briefly like to introduce Evan Futterman of
5 Howard, Needles, Tammen & Bergendoff; Bob Boyer,
6 Toltz, King, Duvall, Anderson; Ron Peterson of
7 Barton-Aschman Associates, Dean Wenger of
8 Barton-Aschman Associates and Kelton Barr of
9 Barr Engineering. And my associate, Rick Dymant
10 from Hoyle, Tanner & Associates.

11 We are in a process that started as a
12 planning process and will be proceeding into an
13 implementation process.

14 COMMISSIONER STASSEN: Maybe you
15 should introduce Nigel Finney before we get
16 started.

17 MR. LUDDERS: Nigel Finney, Planning
18 and Engineer for Metropolitan Airport Council.
19 And Mark Ryan of the MAC staff and Jim Fork,
20 also of the MAC staff.

21 The process that we're in is a
22 planning process which in the Metropolitan area
23 of Minneapolis-St. Paul starts with a systems
24 analysis, which is under the guidance of the
25 Metropolitan Council and developed an airport

development guide for the air. That system report, looking at all the airports in the Metropolitan area, has highlighted a role for Anoka County-Blaine Airport which is a reliever airport. Which means it is to relieve the general aviation demand on Walt Chamberlain Field and St. Paul International. As a reliever field, Anoka County-Blaine Airport is expected to accommodate small general aviation aircraft.

The next step in the planning for airports of the area is a Master Plan, more detailed plan tailored to an individual airport. In the case of the airports owned and operated by the Metropolitan Airports Commission, the Master Plan for Anoka County-Blaine Airport was completed in 1983, they were the owner of the airport and undertook that analysis. And that Master Plan was in response to the role identified in the system plan by the Metropolitan Council. As I said, that plan was completed in 1983. Rick, do you want to show that.

The Master Plan completed in 1983 called for a Phase 1A and Phase 1B development. It included the development of building areas to

1 the west and east, the darker shaded areas north
2 of the top of the picture, and an extension to
3 the existing north south runway of 950 feet and
4 a relocation of the threshold to the south. So
5 that the runway, the north south runway,
6 maintains it's same length. It was just, in
7 fact, shifted to the north 950 feet. And an
8 extension to the east end of runway 8-26, the
9 east west runway, an extension on the east end
10 to make that runway 4,000 feet.

11 So with this planning in place, we are
12 now beginning the implementation phase, which is
13 an environmental analysis to analyze the impacts
14 of any development to occur. You would go
15 through a permit process where permits to
16 construct were received. All the way from local
17 permits, such as a construction building. Some
18 permits required the drainage districts in the
19 area, corp of engineers and so on.

20 And then, of course, directly to
21 construction. And construction in the Anoka
22 County-Blaine Airport is not only MAC,
23 Metropolitan Airports Commission, but also
24 private development.

25 As a matter of fact, significant

1 amount of the development is expected to be
2 private development in the form of hangers,
3 aircraft, storage areas, fixed base operators,
4 FBO's, who service and maintain the aircraft.

5 So right now and what tonight is a
6 part of, is the first step in implementation.
7 That is, the Environmental Analysis planning
8 that's taking place. We are undertaking the
9 state process. The Environmental Quality Board,
10 EQB, regulations apply and those rules and
11 regulations began -- They were invoked with a
12 petition that was submitted in 1984 from
13 neighbors of the airport.

14 We proceeded from that to an
15 Environmental Assessment Worksheet which was to
16 scope the Environmental Impact and focus on both
17 of those reports. And we've now gone to the
18 full blown or technical EIS,
19 Environmental Impact Statement for the
20 regulations to identify, fully analyze any
21 environmental impact from Anoka County-Blaine
22 Airport.

23 In addition to the state regulations,
24 we are following the federal regulations in the
25 form of the FAA, the Federal Aviation

1 Administration's Rules and Regulations regarding
2 Environmental Impact.

3 The FAA obviously has an interest in
4 the airport. So those rules and regulations --
5 primarily with regard to airfield -- are being
6 followed. So we have their review of the
7 proposals as well.

8 Now, the objective of this kind of
9 analysis, the need and justification if you
10 will, Rick, that would be the next one, is
11 twofold. Very simply, we are looking at the
12 environmental requirements, the way in which to
13 address the environmental issues, identify the
14 airport and to at the same time allow the
15 airport to meet any aviation needs as called out
16 in the system role identified by the Met Council
17 report and by the Master Plan, to accommodate
18 the men in terms of numbers of aircraft and
19 operation.

20 We are going to try to do all of this
21 with obviously minimal amount of
22 environmental impact. Indeed, it would be ideal
23 to try to improve the environmental
24 compatibility around the airport.

25 So specifically with regards to the

1 environmental analysis at Anoka County-Blaine
2 Airport, we began by -- We had to start looking
3 at the facility plans, some facility plans that
4 are proposed. And the scope of those plans
5 focused on the Phase 1A, 1B development of the
6 so-called Master Plan.

7 Again, building areas for hangers,
8 fixed base operators, shifting of the north
9 south runway to the north 950 feet, an extension
10 of the east west runway to the east 800 feet to
11 make it a 4,000 foot runway.

12 This Phase 1A and 1B development is a
13 realistic time frame of reality of what's going
14 to happen roughly in the next five years or so.
15 These improvements, developments to the airport,
16 are within the control of MAC. That is, the
17 pace to which these occur and the development
18 itself are realistic under the control of MAC.
19 And therefore, is reasonable for MAC to analyze
20 the impact.

21 Now, the improvements called out for
22 by the Master Plan Phase 1A and 1B also meet the
23 objective that we were talking about before,
24 they both add capacity to the airport in terms
25 of the building areas. And the improvements

1 improve the environmental impact at the airport
2 by shifting the runway, the north south runway,
3 the primary runway, to the north. We're trying
4 to get -- That is a move to move the center of
5 the aircraft activity away from developed areas.
6 So that's a consideration. One of the facility
7 alternatives that we looked at.

8 Further regulations. Another
9 alternative we have to look at is the no bill.
10 What if we do nothing out there. And both the
11 FAA and the state regulations require that we do
12 that. This graph has a little different
13 orientation here (indicating), if we get Rick to
14 point to the upper right hand corner. The
15 airport exists as it is. You've got the
16 existing building areas, the long shaded areas
17 to the west of the airport. You've got the
18 major north south runway and the east west
19 runway. 4855 feet for the north south, and 3200
20 feet for the east west runway. Setting
21 approximately 1900 acres of length. That is the
22 noble alternative.

23 If we looked at that, in terms of its
24 impact, it doesn't meet the objective. It
25 obviously doesn't allow additional capacity at

1 the airport. And it does not allow for any
2 environmental improvement.

3 We looked at building alternatives,
4 that is, runway development at the airport. We
5 looked at alternatives that basically shifted
6 runways north, east, west to bracket the
7 environmental impacts and determine what is the
8 best configuration for runway, airfield, and
9 building area for layout at the airport.

10 The bottom line is: We came up with a
11 preferred alternative in this process which
12 still has the building areas in the east and the
13 west, it takes the existing north south runway
14 and shifts it 2580 feet to the north and takes
15 up the portion of the runway to the south that
16 is now permanent.. That will be removed and
17 turfed. And it still adds the 800 foot
18 extension to the east of runway 8-26, the east
19 west runway.

20 Now, this preferred alternative, per
21 the Environmental Impact Statement, came about
22 as a result of looking at a series of
23 environmental impact areas and analyzing those
24 impact areas with regards to each of the
25 alternatives; including some building

alternatives.

This is a list of the kinds of impacts we looked at. From noise, the sewage disposal, hazardous waste, on down the line, a whole string of them. In addition, there was some others which are mandated by federal regulations, which were almost nonapplicable. Like coastal zone barrier, that sort of thing, which we obviously had very little impact with in regard to Anoka County-Blaine Airport.

There were six items, six impact areas that were primarily of relevance at Anoka County-Blaine Airport. And those are, just running down the list: Noise impact, impact to groundwater and surface water, the impact on 100 year floodplain, downstream drainage, wetlands and habitat, which is the forest pond, and the surface transportation impact.

And I'd like to highlight those impact areas, because they really are the meaningful areas of the analysis that we undertook to the environmental assessment.

With regards to aircraft noise at the airport, we developed noise contours to measure the impact, that's the first thing we had to do.

1 And we used future traffic levels and analyzed
2 the traffic levels based on contours, the
3 contours developed with traffic levels operating
4 off all of the alternatives. This shows them
5 off of a preferred alternative.

6 I'd like to point out that the larger
7 lines are what are called a 55 Ldn contour,
8 which is a very low level of noise. The FAA
9 criteria for analyzing noise impact at the
10 airport is a 65 Ldn contour, that's the middle
11 one, that is the 55 Ldn. We did a 55 Ldn
12 contour though to highlight further the patterns
13 of operation around the airport.

14 Now, all the building alternatives,
15 the alternatives we looked at that shift noise
16 away from the developed areas which is what we
17 are trying to do in terms of airport noise, are
18 essentially equal in the impact they register.

19 The preferred alternative shifts the
20 runway further north. That is, it goes 2580
21 feet right now in the Phase 1A and 1B
22 development as opposed to what was proposed in
23 the Master Plan, which only had a 950 foot shift
24 to the north. And that is again, the objective
25 is to try to move noise away from incompatible

1 land uses. And by moving that runway to the
2 north, we're doing that. So the preferred
3 alternative clearly reacts to that objective
4 sooner, by shifting further right now.

5 With regards to the impact groundwater
6 and surface water, there are two issues here.
7 Quantity of groundwater used by the airport,
8 development and quality and the impact of
9 quality of groundwater and surface water. In
10 terms of quantity, that is related to the
11 development of the building areas, again the
12 east and the west building areas. And that
13 relates to kinds of users that you have in those
14 areas.

15 In the row projected in the Met
16 Council report for Anoka County-Blaine Airport
17 at Blaine Airport, is regarded as a reliever, as
18 I've said. It is consequently the kinds of
19 activities that's going to occur at Anoka
20 County-Blaine Airport now in the future, is that
21 which are there now. So the kinds of activities
22 that are going to occur, the kinds of storage
23 and kinds of tenants that are going to be in
24 these areas, are the same tenants that are at
25 the airport now. We're not talking about any

commercial, any large manufacturing uses which require water in their process. So, we're talking basically about domestic kind of use of water and the impacts from the appropriation of groundwater to wells.

First of all, it's the same for all the building alternatives because all the building areas are the same. Secondly, the amount appropriated is very insignificant in terms of the overall use of water in the areas.

The quality of the groundwater and surface water again is related to the development of the building areas. It relates to the kinds of spills that can occur with this kind of activity. At this airport it's primarily small fuel spills in the fueling areas, chemical solvents that might be used in cleaning and degreasing of engines or that sort of thing, if they are improperly disposed of or spilled.

So again, it's the kinds of -- Same kinds of activity in the future that are there now, there would be more of it, more of that kind of activity. So the mitigation prevention of any kind of harm from that kind of

1 development lies in the areas of strict control
2 by MAC, in terms to insure that the kinds of
3 users that are in those areas are those kinds of
4 users that we have now, No. 1.

5 And No. 2, the MAC is setting up a
6 more detailed spills prevention plan and spills
7 response plan around the airport, should there
8 be any major spills of any kind within the
9 airport area. Again, in terms of comparing
10 alternatives, they are all the same because the
11 development of the building areas is the same.

12 The impact area of floodplain and
13 drainage, this relates to two things:
14 Floodplain is the area available to store water
15 if there is a flood situation. It requires some
16 kind of a channel or some sort of a holding
17 area. And the shaded areas here were primarily
18 concerned with the hundred year floodplain which
19 Rick is pointing out there (indicating). This
20 wraps around the west end of the east west
21 runway. And that hundred year floodplain in
22 effect is saying that that is the extent of the
23 biggest flood that can be expected in a hundred
24 years.

25 In the present development building

1 areas, there is a loss of approximately five and
2 a half acre feet of flood water storage. That
3 loss can be replaced elsewhere. And it would be
4 released elsewhere by excavation in effect of
5 creating a depression to which this area, this
6 flood area can go. And that would be done in
7 relationship to the drainage ditch in the areas
8 and detention ponds. Ponds that can hold water
9 runoff.

10 The drainage is the second issue here.
11 Because of increased pay areas, there is a
12 little more runway, et cetera. The rates of
13 runoff, rain water runoff, are higher, off a
14 paved area. And the rates by which they run
15 into the drain ditches in the area would
16 increase very slightly. But it would be a
17 slight increase over what exists now.

18 To insure that the rates of runoff do
19 not exceed the current rates, there would be
20 detention ponds, that is holding areas
21 constructed such as between parallel taxiways
22 and runways within the airport values. There
23 would be detention areas which would catch this
24 runway and release it slowly to keep the rates
25 as they impact on the surface drainage areas the

1 same.

2 Those detention ponds also serve as a
3 matter of fact to grab, hold, and allow
4 percolation of any of the minute quantities of
5 any fuel, et cetera that would be spilled, would
6 be washed off a surface of a paved area, that
7 will be held in the detention area and in the
8 percolated area and it would be diluted.

9 The impact area of wetlands refers to
10 those kinds of a classification of protective
11 wetlands, those areas that have served habitat
12 and certain kinds of vegetation which are by
13 definition protected.

14 This graph shows the shaded areas
15 which are protected wetlands in the area of
16 Anoka County-Blaine Airport. And different
17 runway alignments, the different alternatives
18 that we looked at there. Different alignments
19 have more or less impact on these protected
20 areas, depending on the land contour.

21 Again, all of the aligners we looked
22 at were pretty much the same in terms of the
23 amount of habitat lost, except for one
24 alternative that we looked at, that we
25 specifically designed to miss all the wetland,

1 which moved the primary north south runway
2 further to the west and had greater impact,
3 environmental impact, on than wetlands, so
4 basically we didn't take that approach for two
5 reasons.

6 First of all, any wetland area that is
7 lost on the airport because of construction can
8 be replaced. We would actually create just as
9 we did the floodplain storage area, create
10 wetland areas, create the habitat and replace
11 the wetland areas lost.

12 No. 2, the construction. So that we
13 can replace any habitat lost by wetland. And
14 no. 2, we felt that because we could replace
15 them coming from an alternative that totally
16 avoided wetlands by the greater impact in other
17 areas was not the best thing to do in terms of
18 our alternatives.

19 MR. MANTHEY: Can I interrupt. I
20 don't mean to interrupt, but we can't hear you
21 with that crowd out there. Could somebody stop
22 them?

23 MR. LUDDERS: Perhaps I should speak a
24 little louder so you can hear it better. If I
25 hold it right close you'll be able to hear me.

1 MR. MANTHEY: Yes.

2 MR. LUDDERS: Thank you. Let me know
3 if you can't hear.

4 So in the preferred alternative that
5 we came up with, is one of the least -- does
6 have one of the least impacts, other than the no
7 wetland alternative, is one of the least -- has
8 one of the least impacts on the wetlands of the
9 areas and consequently there's insignificant
10 impact as regards to the wetlands.

11 The environmental impact areas habitat
12 is another area, as I just mentioned. When you
13 take up a wetland you loose some habitat units.
14 It's a technical way of measuring the habitat
15 loss. We would replace those habitat units.

16 In addition, this graph shows some of
17 the total wetland areas in the area in which we
18 could replace habitat lost. In addition, there
19 are some what's called upland habitat areas,
20 essentially grazing areas for white-tailed deer.
21 We have found the analysis that is shown that
22 the upland habitat lost again varies to some
23 degree as to which alternative you look at. But
24 the amount lost in any case is a very
25 insignificant amount.

1 And we found, actually in terms of the
2 deer, the biggest problem that we have to face,
3 as you move the runway north, are actually
4 interdicting deer migratory trails, that is,
5 they move through to migrating areas. And the
6 biggest problem is not that of the deer itself,
7 it's the deer and the airplanes getting
8 together, that would cause problems. And again,
9 that can be mitigated in all cases through some
10 habitat modification to reroute these trails,
11 reroute their paths, change the feeding habits
12 and the trail that the deer would follow. So
13 that becomes less of a problem.

14 I never thought I'd be talking about
15 re-educating deer, but that's what we're going
16 to do.

17 The last Environmental Impact
18 Statement area I'd like to talk about that is of
19 any significance, was with regards to the
20 transportation impact. This relates to the
21 closure of Xylite Street on the east side of the
22 airport. This graph shows the existing runway,
23 the areas in black are the proposed alternative
24 changes, the shift of the runway to the north by
25 runway pavement to the north and then taking up

1 the runway to the south. And the extension to
2 the east, the east west runway of 800 feet
3 (indicating). Now, that extension to the east
4 you see comes right out to Xylite Street. And
5 that would result in the closure of
6 Xylite Street.

7 Our analysis has shown that the
8 biggest impact, obviously the worst case
9 scenario would be that traffic that wants to
10 proceed from north of the airport directly down
11 Xylite Street to County Road J or vice versa and
12 that traffic would now have to route itself to
13 the east, around the existing road network, to
14 get back on to the road network surfaces.

15 Now, they can either follow that route
16 that Rick has followed, or if you come due east,
17 get on the parallel road to 35 and go straight
18 south on that way, too. So the total travel
19 time from north to south is minimized. And that
20 kind of impact is minimal.

21 We would mitigate that development,
22 however. A portion of that roadway is unpaved.
23 That would be paved to insure that the travel
24 across that would be the same as now down Xylite
25 Street, which is paved.

1 In addition, we would be improving the
2 geometry of some of the intersections so that we
3 would have actually smoother flow around that
4 eastern area, both in the area of Radisson Road
5 and 101st, and in the area of the parallel road
6 to 35W.

7 In addition, MAC is going to undertake
8 additional surface traffic studies in the entire
9 area to get a better feel of the entire City of
10 Blaine traffic network. So that in more detail
11 we can understand the impact, not just on the
12 traffic area around the airport, but with
13 regards to the whole area. With regard to the
14 routes that we can see, it's very little impact.
15 And actually, you can see the north south
16 traffic coming from the north proceeding down is
17 very minimal, that's a very low traffic level
18 route.

19 Again, those are the highlights of the
20 major impact areas that saw any relevance with
21 regards to the analysis of the Anoka
22 County-Blaine Airport. Throughout that process
23 to insure proper review, to insure the broad
24 base involvement, we have shown this preferred
25 alternative in the total analysis to a number of

1 agencies to insure their comment and review.

2 The Metropolitan Airports Commission,
3 MAC, has personally asked the PCA to
4 particularly review the areas of groundwater,
5 surface water and noise impact. PCA agreed to
6 that and has undertaken that review and has
7 agreed with the analysis of the EIS. We have
8 coordinated with other Minnesota agencies, the
9 DNR, Department of National Resources, has been
10 with us throughout the whole review.

11 The Environmental Quality Board, under
12 whose rules and regulations the study has been
13 conducted from a state standpoint, has also been
14 requested by MAC to determine the adequacy of
15 the analysis undertaken. MAC asked EQB to
16 determine that accuracy and take it out of MAC's
17 hands. And when we're all done, EQB will want
18 to look at the analysis to determine it's
19 accuracy.

20 We have also -- as I said earlier --
21 coordinated with the federal level, the corp of
22 engineers is reviewing this because of their
23 interest in some of the water issues. And the
24 FAA, of course, has been reviewing this, with
25 regards primarily to the area of their interest,

1 which is the runway and taxiway development.

2 In sum, the Environmental Analysis
3 Packet at the Anoka County-Blaine Airport can be
4 summed up that the system has worked. We've
5 undertaken an analysis that has produced a broad
6 review and comment. We have, in fact,
7 identified and proposed a modification to that
8 development plan that was proposed in the Master
9 Plan. And that preferred alternative scheme, as
10 you see here, is what is coming out of the
11 environmental analysis process.

12 And that environmental development
13 scheme has a very significant impact and in many
14 cases is significant improvements to the
15 environmental capacity of the airport.

16 With that I will complete my
17 submission and turn it back over to
18 Commissioner Stassen.

19 COMMISSIONER STASSEN: Thank you, very
20 much, Dick.

21 Before we move onto any testimony, are
22 there any specific questions about Mr. Ludders'
23 presentation, just to clarify what he said? Is
24 there anyone that wants clarification on any
25 part of his presentation?

1 If some of you wish to speak and you
2 haven't submitted a card as yet, we do have some
3 of them here. Please do so now. You can get
4 them back there at the entrance. And someone
5 will pick them up. And there's one, I believe,
6 there, can someone get that one. We don't want
7 to miss anyone that wants to give testimony.

8 I'd like to call at this time for the
9 testimony of Representative Gordon Voss of the
10 Minnesota House.

11 REPRESENTATIVE VOSS: I would be
12 delighted to wait. I'm going to be here all
13 evening, so I'd like to listen to comments that
14 are made.

15 COMMISSIONER STASSEN: All right.
16 Representative Voss, we'll put you on the bottom
17 of the pile.

18 Then the Mayor of Mounds View,
19 Jerry Linky. Jerry, would you like to make your
20 presentation at this time? Mayor Linky.

21 MAYOR LINKY: Okay. Since this
22 meeting is for discussion on EIS for the Anoka
23 County-Blaine Airport, I will confine my
24 comments to that document as it relates to the
25 City of Mounds View.

1 City of Mounds View contracted with
2 Transport of New York to do a comprehensive
3 review of the environmental impact document.
4 I'll now read from their report.

5 "Please find enclosed our review of
6 the Anoka County-Blaine Airport
7 Environmental Impact Statement for Phases 1A and
8 Phase 1B improvements. Overall review found
9 that the proposed development would provide
10 significant improvements to the City of
11 Mounds View in respect to the noise and land use
12 impacts."

13 And I'll now read from there summary.
14 And this is the Anoka County-Blaine Airport
15 summary of ESI/EA review. Following represents
16 a summary of the main issues addressed in the
17 Anoka County-Blaine Airport Environmental Impact
18 Statement review. One general comment. "The
19 EIS/EA report seems complete and well prepared.
20 All of the potentially significant impacts
21 have been identified and discussed. In
22 addition, adequate mitigation measures are
23 shelved and explained."

24 Two, negative environmental impacts.
25 "The development proposed in the EIS would not

1 create active environmental impacts with respect
2 to the City of Mounds View."

3 Three, positive environmental impacts.
4 "Propose development, this is the movement of
5 the north south runway 2580 feet to the north,
6 will offer significant improvement over the
7 current environmental impacts experienced at the
8 resident areas of Mounds View. Noise levels
9 over residential areas of the City were
10 decreased as a result of shifting runway 17-35
11 to the north as well as decreased utilization of
12 that runway."

13 "In addition, the airports plan
14 capatibility would increase in respect to the
15 City of Mounds View." And like I said, this is
16 strictly one that was hired. We hired these
17 people to look at your documents and report to
18 us on it. Any questions? I thank you.

19 COMMISSIONER STASSEN: Thank you, very
20 much, Mayor Linky. Any questions of the Mayor?

21 Incidentally, I do want to remind you
22 that we do have a steno here and we're taking
23 your testimony. So it will be a part of the
24 record.

25 As the Mayor did, we would appreciate

1 if all the rest of you will come to the
2 microphone and give your name. And if you
3 represent an organization, tell us about that
4 organization or tell which one it is. If you
5 are a tax paying citizen, that's fine, just
6 indicate that.

7 And we do want to get all your ideas
8 and thoughts and concerns on the record. If we
9 get into a controversial thing, we want to make
10 a note of that, not necessarily try to resolve
11 it tonight. But it will be taken into
12 consideration.

13 I might say before we continue, that
14 the plan that you see before you now has been
15 modified because of testimony given in previous
16 meetings. So the testimony was not only
17 listened to but it has had an affect in the way
18 the plan finally developed. So I just want you
19 to know that.

20 Next I'll call on Ron Clark, the Mayor
21 of Blaine. Mr. Clark.

22 MAYOR CLARK: Thank you. This is kind
23 of surprising after hearing the Mayor of
24 Mounds View somewhat supportive of the airport.
25 And to see the Mayor of the City of Blaine

1 indicating that he is not in support of
2 upgrading the airport.

3 I think the City has not yet prepared
4 their statement. We have one copy of the
5 document to share among seven members. We spent
6 a lot of time on it. We do hope to have
7 something inputted to MAC by the time the
8 Hearing is closed.

9 But we do have some concerns. We
10 think there are some impacts that really need to
11 be accounted for. One thing in the Master Plan,
12 there was talk of a control tower. And it's
13 very obvious by its absence in the planning that
14 is now going on, and I think that that's the
15 number one thing for two aspects.

16 One is safety, safety of the people.
17 I know in environmental impact we spend a lot of
18 time worrying about the safety of the deer,
19 safety of the birds. But I think it's also
20 important that we worry about the safety of the
21 people that are living around the airport.

22 And the way to control that is with a
23 control tower. But Blaine Airport will be
24 increasing the traffic but not providing safety
25 measures that were really promised in part of

1 this Master Plan.

2 The other item in terms of the control
3 tower, is the noise control. We see that in the
4 noise impact it appears like the noise is
5 controlled on airport property. That might be
6 possible if the traffic patterns are controlled
7 on the property. And I think the indications
8 were that with the ultimate plan with parallel
9 east west runways, that a lot of training
10 flights could be maintained and looped right
11 around the airport property.

12 Well, it's not occurring now because I
13 am told there is no control tower. They use the
14 schools to determine when to turn the patterns.
15 And just increasing the number of flights is not
16 going to improve the noise. It's going to have
17 a lot worse impact. And that's one thing that
18 the control tower can help.

19 I really believe in what I'm proposing
20 for our Council, I believe will be approved by
21 your Council, is that the east west runway not
22 be expanded until the control tower is manned.

23 The other item of concern is the
24 traffic. And I do understand that MAC has
25 consented to having a more comprehensive study

1 done. But I think some of the indications that
2 that road was not very much used is a complete
3 misstatement. It's a major east west connection
4 from 65 to 35W. And I'm really concerned that
5 there's talk about closing that, before there is
6 alternative routing put together.

7 COMMISSIONER STASSEN: Now, excuse me,
8 which road was that, Ron?

9 MAYOR CLARK: Closing of Xylite.
10 Right now the major pattern is going down Xylite
11 to 95th, going across 95th to 35W. The two
12 accesses on 35 in Blaine are 85th and 95th. And
13 closing Xylite, they're essentially closing up
14 access to a large part of Blaine. And a large
15 number of people in northern Anoka County that I
16 know that travel that road get to 35W every day.

17 So I think that that is a really major
18 concern. And I'm concerned to make sure that
19 the phasing is proper. That if an alternative
20 roadway is put in, that that's in place before
21 Xylite is closed.

22 Also concerning traffic is the
23 intersection of the proposed extension of 35W,
24 what we call the stub, half of the 610 corridor
25 from Jade to 65, that is supposed to be

1 constructed next year. What we're concerned
2 about is how that intersection will be handled
3 with the airport road interconnection to the
4 airport?

5 The third item is the surface water.
6 I'm not sure that MAC has control over drainage.
7 I'm not sure that it was their fault that it
8 rained tonight. Or that we've had the wettest
9 April in history. But there is a lot of surface
10 water problems in the immediate area. And MAC
11 has not done a real good job of keeping the
12 ditches clean in the area. And both in the Coon
13 Creek side of the airport and Rice Creek side of
14 the airport. And I'm not sure how much of that
15 is your responsibility. But you could help by
16 keeping the drainage flowing.

17 The other item is sewer hookup. I'm
18 concerned about the fact that there's 1900 acres
19 in Blaine that are not usable in terms of
20 supplying their share of the cost of providing
21 services. That's a real problem in trying to
22 develop the City and to try to make sure that
23 the cost of infrastructure is governed by all of
24 the people. And it really appears like for the
25 City of Blaine to continue development, that

1 we're going to have -- The people in the City of
2 Blaine are going to have to bear a harder burden
3 than what would be normal. Because we don't
4 have the 1900 acres that the airport sits on to
5 pay for some of the costs of that sewer.

6 We've in the past talked to MWCC and
7 Met Council, but I do think that we need some
8 help there in terms of providing for that
9 infrastructure.

10 I guess that's all my comments, thank
11 you.

12 COMMISSIONER STASSEN: Thank you, very
13 much, Mayor Clark.

14 Any questions of the Mayor, anyone?

15 All right. Then we'll have
16 David G. Manthey of 9415 Bataan Street, Blaine.
17 Mr. Manthey.

18 MR. MANTHEY: I'm one of the people in
19 the neighborhood that is Spring Lake Park
20 Woodland Addition, that's over on the east side
21 of the subdivision over there. And we're very
22 concerned about what you're doing with the
23 expansion of the airport. I guess before I go
24 any farther, I'm concerned about one of the
25 drawings that you had there, the one that you

1 showed of the wetlands of the water impact and
2 that, it showed the runway and all that. Do you
3 still have that one that I can look at?

4 COMMISSIONER STASSEN: Would you like
5 to have that one flashed up again?

6 MR. MANTHEY: It was one that had a
7 lot of black.

8 COMMISSIONER STASSEN: Are you talking
9 about the hundred year floodplain one?

10 MR. MANTHEY: Yes. That showed the
11 wetlands and stuff on it? Okay. All the
12 blackened in areas go right over to your right
13 hand side, that long stretch there. It looks
14 like a runway. No, the square part right there.
15 Right, you got it. What is that right there?
16 Not that. The square part that looks like the
17 runway.

18 MR. DYMENT: What we showed in the dog
19 pattern here is the limits covered by the
20 alternatives; of all of the different
21 alternatives we looked at it. One of them is
22 the existing runway as it is right now. One of
23 the alternatives is shifting 3300 feet to the
24 east. And one of them showed shifting 800 feet
25 to the west. And the same thing with this.

1 This alternative here (indicating).

2 This dog pattern here, we're shifting
3 the maximum of 2500 feet again to the north.

4 MR. MANTHEY: Okay. The runway that
5 you are referring to that goes east and west.
6 What is that proposal? When are they thinking
7 of doing that? Is that for the year 2000?

8 MR. DYMENT: What this shows is not an
9 extension of like this one line and this other
10 line. It's an alternative. It will either go
11 this way or we'll go that way (indicating).

12 MR. MANTHEY: Right. 4,000 feet, 4200
13 or something?

14 MR. DYMENT: It's 3200 now.

15 MR. LUDDERS: What I'd like to
16 clarify, what Rick's pointing out, those shaded
17 areas, the limited area totally involved in
18 looking at all the alternatives. The only
19 alternative that's being considered now, the
20 preferred alternative, is an extension of 800
21 feet only, which is from the existing end of the
22 runway, east west runway, out to Xylite Street.
23 And that is where it ends.

24 MR. MANTHEY: And you say that comes
25 up to 3200 feet?

1 MR. LUDDERS: No. It makes that
2 runway go from 3200 to 4,000 feet. It extends
3 it. By adding 800 feet, it makes it a 4,000
4 foot runway.

5 MR. MANTHEY: The main concern of
6 that, looking with closing off Xylite is, that's
7 our subdivision leverage point of the airport
8 runway, coming any further east is with our
9 subdivision. Our subdivision starts right there
10 where Xylite is. If you go down -- if you go
11 down all of that and then if you -- right, the
12 whole area, all the way up to 95th, that's our
13 subdivision right there. And the noise impact,
14 what it would cause on us would be very great
15 with extending the runway. That's what we're
16 concerned with there, that part.

17 Also, you talked about upgrading your
18 airplane hangers. I believe you say you're at
19 300 or 350 right now?

20 MR. DYMENT: 387, I think.

21 MR. MANTHEY: 387, okay. I'll just
22 browse through your two encyclopedias, or
23 whatever. I can't say I took a two week crash
24 course on it. But I just tried to get out the
25 basics that I see you're upgrading it and you

1 want to upgrade to 700 hangers; am I correct in
2 saying that?

3 MR. LUDDERS: Aircraft.

4 MR. MANTHEY: Aircraft. Okay. I've
5 lived out there for a number of years since
6 1966, and I've seen it as it's progressed along
7 and come up. And the way it is right now, it's
8 satisfactory with the amount of airplanes, the
9 way they are.

10 But you have a problem with trying to
11 direct your airplanes in what patterns they do
12 follow. You show on paper of how they're going
13 to follow along Highway 65 to 35W, et cetera, et
14 cetera. But myself living out there and being
15 home approximately 12 hours a day, which isn't a
16 long time, but being there 12 hours a day, there
17 is a lot of noise coming over our subdivision.
18 I can't speak for the other subdivisions. But
19 with ours, if the airplanes are supposed to be
20 following 35W, they don't do a good job of it.

21 They seem to cut corners and come up
22 Bataan Street and Flanders Street. And I have
23 called the airport myself, I can't make how many
24 times, but I've called several times for advice
25 on this. And they say well, we'll talk to the

1 pilot but that's all we can do, we can't bend
2 their arm. There's nothing we can do. Our
3 hands are tied. We tell the pilots and that's
4 it. It comes back. It will maybe last for a
5 week and you'll get a number of airplanes that
6 will fly overhead.

7 And I'm not just referring to flying
8 overhead of say 5,000 feet up, I'm referring to
9 500 feet above the trees, and the trees are 75
10 feet. It's probably lower than that. So we do
11 have a lot of problem with that. As the airport
12 does grow, and it seems that the airport does
13 not have a hand on controlling the airplanes and
14 saying where they do go. And you say on paper
15 that you can control them.

16 The next thing is you have allowed
17 corporate jets in there. And you can hear
18 corporate jets take off, I would guess 7:00,
19 8:00 in the morning. I've heard them at 10:00
20 in the morning when I've been home. I've heard
21 them at 5:00 o'clock in the evening.

22 Last week when you had a lot of wind,
23 when it was real windy out, I would imagine this
24 was the cause of it, you'd hear them fire up
25 their engines for two and a half, three minutes,

1 blasting away like it was the International
2 Airport. I would imagine that's the way they
3 take off into the wind, but I don't know for
4 sure. But the echoes inside my house, in my
5 bedroom, I can hear them. I say to myself, wow,
6 what's that, oh it's a corporate jet. That is
7 an impact on us that with regular little
8 airplanes that you say are fine, are fine,
9 providing that they follow their pattern.

10 The next thing to address is you have
11 I think an army base or something there, that
12 has their helicopters there. Those helicopters
13 that take off whenever, I don't know for sure if
14 they have mufflers or not, maybe they do, maybe
15 they don't, maybe they run with their mufflers
16 open when they want to. They take off and go, I
17 don't know, 500 feet above our house. Or they
18 can be a block away and they blare and echo and
19 the glass starts a rattling and they make a lot
20 of impact, more so than a jet. I don't know how
21 they're allowed to get by with doing that. But
22 a number of people get angry over that. That
23 basically addresses the airport, or the planes.

24 The next thing I have to ask is: If
25 you say this is going to stay basically the same

1 as it is for the amount of airplanes, the type
2 of airplanes, the type of aircraft, why do you
3 have to expand the runway to a longer length to
4 accommodate the same airplane that takes the
5 same length that it's supposed to? Does anybody
6 have an answer for that?

7 COMMISSIONER STASSEN: Well, one
8 reason that a longer length runway is always
9 desirable is the safety reason. It's not to
10 necessarily accommodate bigger airplanes. But a
11 3200 foot runway doesn't give a lot of margin if
12 an airplane should happen to have trouble.
13 Whereas, a longer runway gives a more margin to
14 get back down.

15 Richard, do you want to comment
16 further on that?

17 MR. LUDDERS: Two things with regards
18 to runway length. First of all, with regards to
19 the north south runway. The runway work there
20 does not result in any additional runway length.
21 All we're talking about is shifting the runway
22 to the north. That is now a 4,855 foot runway.
23 It will remain a 4,855 foot runway in the
24 future.

25 The Master Plan envisioned an

1 extension to the east of the east west runway,
2 to make it -- add 800 feet to it. And turn the
3 3200 foot runway, which is marginal for
4 operation of some types of aircraft, to 4,000
5 feet, which is a good comfortable length for
6 operation by the bulk of the general aviation
7 fleet. And that is the only runway length that
8 is added at the airport.

9 MR. MANTHEY: Okay. You just
10 mentioned -- You made the comment that they need
11 it longer for some type of aircraft; what's that
12 "some type of aircraft"?

13 MR. LUDDERS: I'm sorry, I didn't hear
14 that.

15 MR. MANTHEY: You mentioned that it
16 needs to be longer for "some type of aircraft",
17 what is that "some type of aircraft" that it
18 needs to be longer for?

19 MR. LUDDERS: The extension proposed
20 in the Master Plan is to allow that -- as Bob
21 was saying, to allow that runway to accommodate
22 to a better degree the type of aircraft that are
23 operating there now. There's not expected to be
24 any change of the type of aircraft operating
25 there, but it is to increase the runway

1 available to those aircraft that are operating
2 there. It does add to the margin of safety.
3 And it was envisioned also in the Master Plan to
4 develop the runways, to move noise away from
5 developed areas.

6 And that scheme, I realize that you
7 are east of the airport, but it was decided, it
8 was envisioned by moving the runway to the east
9 it does do two things. It does provide
10 additional rollout for aircraft landing from the
11 west to the east. You have that margin of
12 safety there. It does let aircraft take off
13 from that runway a little further to the east.
14 And when they climb out over the west, they're
15 higher, and therefore quieter.

16 COMMISSIONER STASSEN: Richard, I
17 think also it would probably cause the flight
18 pattern to be located further east of your
19 subdivision than it now is, since they tend to
20 aim at the end of that runway. So you'll tend
21 to get the aircraft a little further away from
22 you, more to the east. I believe you're
23 complaining that they are coming in too close to
24 Xylite now?

25 MR. MANTHEY: Right. The east, where

1 our subdivision is. Okay. Right along there
2 (indicating) they'll be coming --

3 COMMISSIONER STASSEN: They will tend
4 to come in 800 to a thousand feet further east.
5 So that's further away from that particular
6 subdivision. And I think probably more over
7 Highway 35.

8 MR. MANTHEY: What I tend to see them
9 doing is as if they're coming down County Road
10 J, coming to the east, and they'll swing across
11 the subdivision rather than go all the way to
12 35W, and go up 35W and then follow 95th down
13 like they're supposed to. They'll cut across
14 the subdivision.

15 COMMISSIONER STASSEN: My point is
16 that with the runway extended 800 feet further
17 to the east, the way the pilot makes that
18 pattern, he will tend to make that turn after he
19 gets beyond the end of that runway. And he will
20 be about 800 feet further east than they are
21 now, which will give you some relief.

22 MR. MANTHEY: I guess I don't know how
23 to present that to you or buy it from you. But
24 I do understand what you're saying, where their
25 habit is. I guess what I'm saying is what their

1 habit is if the runway is farther east, they're
2 going to go naturally farther east. But it's
3 still covering the subdivision where we are
4 right now. They're coming down Bataan Street.
5 Okay? If you make the runway 800 feet more, all
6 you're doing is putting it more on Flanders
7 Street and their habit forms, is what you're
8 saying, if you go 800 feet more.

9 What it boils down to is you don't
10 control the airplanes on where they fly. They
11 have a designated area, but they don't follow
12 the pattern. They don't get a ticket, there's
13 not a speeding cop out there saying, hey, you're
14 not following the road, we're going to give you
15 a ticket.

16 I don't know how you do that at the
17 International Airport and have a way to follow
18 up on that.

19 COMMISSIONER STASSEN: I think we get
20 your point. And that certainly will be put in
21 the record. It's true that there is no control
22 tower. The airport officials themselves do not
23 have direct control over their airplanes.
24 Although, if they lay out the pattern, they hope
25 the pilot will tend to fly that pattern. If

1 there is a control tower, there is a little more
2 control because they can tell them how far to
3 go. And we understand that concern is similar
4 to the one that was raised by the Mayor of
5 Blaine. And we'll take that into consideration.

6 MR. MANTHEY: Okay. The next thing is
7 I don't know how it got allowed that the
8 corporate jets were allowed to come in there.
9 If there was supposed to be, as you say, in your
10 single engine planes or double engine planes or
11 whatever. How are the corporate jets allowed to
12 get in there? Are they feeling their way
13 through the cracks real slowly but surely? And
14 the next you know, next year we're going to have
15 eight and the next year after ten and fifteen.
16 What are they doing? How do they get in there
17 in the first place? They are a big concern of
18 ours.

19 COMMISSIONER STASSEN: Nigel, do you
20 want to answer that? A lot of the corporate
21 jets that are here now are not violating any
22 laws or rules and don't violate the definition
23 of a minor airport. We don't expect there will
24 be a lot of them, but there will be some.
25 Richard?

1 MR. LUDDERS: Basically I think some
2 of what Bob said is true. The corporate jets
3 that are there operate as part of the general
4 aviation fleet and are restricted to the kinds
5 of aircraft that are there are restricted by the
6 kinds of airfield that you have; the facilities
7 that are there to support them.

8 And as a matter of fact, they can tell
9 people, it's hard to believe, but the corporate
10 jets, in many cases, are the newer generation of
11 jets and are getting quieter. There are
12 corporate jets who actually are quieter in some
13 cases.

14 But be that as it may, they are part
15 of the general aviation fleet and they are
16 operating at a facility in compliance with FAA
17 regulations and MAC regulations, with regards to
18 their safety and so on. And it's a public
19 airport funded by public funds. And it's
20 available to the public just like the highway
21 is. It's a transportation facility. You can't
22 be denied.

23 MR. MANTHEY: No. I can say -- I can
24 agree with you 100 percent on a lot of the stuff
25 you said. What kind of control do you have over

1 the type of noise they make? Do they have a
2 certain way of running their engines where they
3 don't make a lot of noise when they take off?
4 I've heard several people say that they do have
5 a way of taking off where they don't make a lot
6 of outbursts from their engines when they take
7 off. But it costs them more fuel or something
8 like that. I don't know that much about it.

9 COMMISSIONER STASSEN: We do hold
10 sensitivity sessions with the pilots, not only
11 at their airport, but at the other airports as
12 well. And to the best of their ability, we ask
13 them to be as quiet as possible. We know
14 airplanes are noisy. We know that they do make
15 noise. But there again, we have no way of
16 absolutely controlling that, other than
17 encouraging them to to be sensitive to the noise
18 problems that we have here.

19 Are there some other specific things
20 you'd like to get into the record. As I don't
21 want to cut you off, but I want others to have a
22 chance, too.

23 MR. MANTHEY: Okay. One of the things
24 I'd like to address here is: Could you tell me
25 if when the time was that this meeting here was

1 announced in the Blaine Banner; that's the paper
2 for the City of Blaine that the people get?

3 COMMISSIONER STASSEN: Do you have
4 that schedule?

5 MR. MANTHEY: While he's looking that
6 up, we can go onto something else here. Let's
7 see.

8 Okay, I read in one of your thick
9 books that you had, you mentioned about
10 aircrafts have to be certified or something
11 before they can land there; before you're
12 allowed to land at your airport. And I don't
13 know if I'm using the right word, but I got the
14 impression that they have to be a pretty good
15 aircraft before they can land there. Like a
16 license on your car, they have to have certain
17 requirements to meet by you.

18 COMMISSIONER STASSEN: No. They have
19 to be certified by the FAA and licensed by them
20 in order to fly and get in the air. If they are
21 so licensed, any airplane can land here, unless
22 it's just too big to be handled by this size
23 airport. We don't certificate them. We don't
24 inspect them. The FAA certifies them. And
25 Congress has given the FAA that responsibility

1 and they do that. You're assuming that everyone
2 that lands here is certified. Because if they
3 are not and they get caught, the FAA will punish
4 the pilot, and rather severely.

5 MR. MANTHEY: The reason I'm
6 addressing that is two or three years ago an
7 aircraft -- A fellow made one in his garage or
8 whatever, a homemade aircraft, and I'm assuming
9 that he got his punishment by dying. But it
10 could have been worse where he crashed just off
11 of Xylite, just east of Xylite there in our
12 subdivision. And it was a homemade aircraft as
13 the papers showed it. How was he allowed to fly
14 that plane?

15 COMMISSIONER STASSEN: Even though
16 homemade aircraft, which are classified as
17 experimental aircraft, must be certified by the
18 FAA before they're allowed to fly. They are
19 certified as an experimental class aircraft, and
20 must be shown to be airworthy.

21 Again, unless he was violating that
22 certification, he apparently had that
23 certification and was permitted to fly. I don't
24 know the details of that particular action. But
25 again the FAA is in charge of that and not an

1 airport proprietor.

2 MR. MANTHEY: Okay. The next thing
3 is: I could have brought along a video, it
4 probably would have showed a lot better, not so
5 much on the airplanes, but I could have done
6 that too. But I'm referring to the water
7 problem that we do have out there in our
8 subdivision.

9 I did address this in front of the
10 Blaine City Council last week. I feel that if I
11 brought it in and showed how much wildlife has
12 moved into our housing development, in our front
13 lawns or backyards with the water that we do
14 have, and Blaine City Council agreed that a lot
15 of this runs across airport property. Where
16 these ponds that have wetlands over the years
17 been built up and nobody has kept them open,
18 channeling them off, so there are ditches and
19 stuff. Some of these things like along 95th
20 Avenue just east of Xylite on both sides,
21 there's a pond there. And those ponds used to
22 run and follow 95th and run out along airport
23 property and go over to, I think it's 101st, and
24 from there follow the freeway.

25 But when I go to Blaine City Council

1 they say well, we don't have jurisdiction over
2 the airport, that's their responsibility.
3 That's their land. We're not allowed on the
4 land, just like nobody is. I'm concerned about
5 the water problem that we do have. That's your
6 part. And we'd appreciate it if you would help
7 us out in cleaning up your ditches or upkeep,
8 you know.

9 Also you talk about expansion on the
10 airport, laying more tar or asphalt. What kind
11 of guarantee does that do for our water problem
12 that we do have, or spillage, that guarantees
13 that will not come into our water table, because
14 we are not on City water. We do have our own
15 well systems and stuff as such, and that could
16 affect very greatly our drinking water. Along
17 with the high water table that we have. So I'm
18 very concerned and we all are about what kind of
19 guarantee we get. What are you going to do to
20 show that if it does spill, how are you going to
21 stop it?

22 COMMISSIONER STASSEN: We get your
23 point there. Dick, are we really laying down
24 that much more blacktop or are we taking some up
25 and covering it over?

1 MR. LUDDERS: In regards to the
2 runway, the north south runway, with regards to
3 north south runway 17-35, there is going to be
4 an extension of pavement to the north. And it
5 will be torn up and turfed.

6 The major additions in terms of
7 pavement, will be the parallel taxiway that goes
8 along with the northern extension. Because the
9 taxiway itself will be kept as an internal
10 circulation. The new pavement to the east,
11 which is the 800 feet plus added. And then some
12 small taxiway additions there.

13 And then the bulk is going to be
14 development of taxiways and apron areas within
15 the building areas itself, under the control of
16 the hanger owners, and the fixed base operators.

17 MR. MANTHEY: Okay.

18 COMMISSIONER STASSEN: You have looked
19 at that in terms of it's impact on water?

20 MR. LUDDERS: Yes. All of that area
21 was calculated in terms of runoffs. And that
22 sort of thing as I outlined.

23 COMMISSIONER PETERSON: Didn't you
24 have copies of your presentations out front?

25 MR. LUDDERS: There is a copy, it's a

1 handout.

2 COMMISSIONER PETERSON: And that
3 addresses groundwater, surface water, hazardous
4 waste, flood storage volume, on-site and
5 downstream draignage of wetlands and habitat. I
6 think if you looked at what they've examined,
7 what their proposes are, that would answer those
8 things. And then subsequent to the 27th, ask
9 something that hasn't been resolved.

10 But we're really going over a lot of
11 what was explained. And what is in our
12 extensive handout, which is at the front door.

13 MR. MANTHEY: I guess what I'm really
14 addressing then, I should get to the point. I'm
15 looking at your track record, you've already
16 been out there since, I don't know 1964 or
17 something like that, and looking at the water on
18 your ditches that I just addressed a little
19 while ago, once you got your runway and stuff,
20 what kind of guarantee do you have on the new
21 watering path that you are giving us, that you
22 will keep all of these ditches open? As you do
23 have a number of old ponds and stuff on the
24 property that you do own that used to be taken
25 care of before you owned it.

1 One of the old farmers used to own it
2 along 95th, and kept a lot of this open. Since
3 you've boughten it, people have their hands
4 tied, and nobody seems concerned about keeping
5 them open. If you're going to create more
6 water, you show on paper how it's going to be
7 addressed, but who's going to be taking care of
8 it, to make sure it's taken care of? And you
9 have your runway, that's fine. But the
10 connecting channels of the water problem, what
11 guarantee are we going to get that that's going
12 to be kept open?

13 COMMISSIONER STASSEN: That's the
14 similar point that was made by Mayor Clark. And
15 we will take note of that. And if there has
16 been problems with that in the past, we'll see
17 what we can do to take care of it. Obviously we
18 cannot hand out any guarantees here. But you've
19 brought it to our attention. We'll not let it
20 go unnoticed. We'll take a look at it to see
21 what can be done to solve that problem.

22 MR. MANTHEY: Okay. One last
23 question. I do know that you wanted to go
24 international with this all the way up until
25 1982. You showed on the books, and you've told

1 us that you've shelved it. I am assuming that
2 that means you will never go international.

3 But on the news last night -- I can't
4 remember the Mayor, if somebody can help me with
5 his name -- Latimer said that if he does get
6 elected, he will look for another International
7 Airport to help out the Minneapolis Airport.
8 And I do know by watching over the years, that
9 the Anoka County-Blaine Airport is an ideal
10 location. Because you do have the same amount
11 of land as the Minneapolis Airport. What's
12 going to happen with that?

13 COMMISSIONER STASSEN: Well, we do not
14 have enough land here to build what would be
15 required for a new major airport, because it
16 would have to be four or five or eight times
17 bigger than what we have at international now.

18 Since 1969 when the Federal
19 Environmental Acts were passed, no airport,
20 especially no major airport, has received
21 permission to be located anywhere in the United
22 States. The ones that you've seen come about
23 recently like Dullus and Dallas and Kansas City,
24 were all approved since before that.

25 It's possible that the new airport in

1 Denver may be the first one since '69. It's
2 very, very difficult to get approval because of
3 the environmental -- we have a book this big
4 (indicating) just for moving the two runways.
5 You can imagine what it would be like for a
6 whole new airport.

7 MAC has passed a resolution that we
8 are not in the business of looking for a new
9 major airport. The Metropolitan Council, in
10 their aviation development plan of which
11 Representative Voss and I served on, indicated
12 that they do not feel the time is here to look
13 for a new airport. So all we can say at this
14 time is that there is no search for a new major
15 airport. And if there were, this would not be
16 one of the sites..

17 MR. MANTHEY: Okay. As I leave, I
18 think I gave you enough time, did you come up
19 with that one announcement in the Blaine Banner,
20 when this meeting was?

21 MR. LUDDERS: The publications that we
22 put the Notice of the Meeting in, besides
23 mailing out to the EQB's required list, we put
24 it in the Minneapolis Star and Tribune the 9th
25 of April, the Circulating Pines, April 10th, the

1 Blaine/Spring Lake Park Life of the 11th of
2 April, the Fridley Focus on the 21st of April,
3 and the Ramsey County Review of the 23rd of
4 April.

5 MR. MANTHEY: Could I ask why, since a
6 lot of us have our preference over papers that
7 we can buy, but we do have the Blaine Banner
8 delivered to us free, since it's from the City
9 of Blaine, why was it not put in there? It
10 seems how the biggest area that is owned around
11 it is the Blaine area, why were we not notified
12 of it?

13 MR. LUDDERS: The circulation that we
14 put together was regarded as a broad circulation
15 scope. The Star and Tribune, all those papers
16 we know are widely circulated in the area. And
17 in addition, we sent copies to the libraries and
18 to the officials in the area. We felt that that
19 was a rather comprehensive notice. In the
20 future, we certainly will include it in the
21 Blaine Banner.

22 COMMISSIONER STASSEN: I'm not sure we
23 know actually why, except it was not
24 deliberately omitted. What is the Banner?

25 MR. MANTHEY: That's the City paper

1 that comes free of charge to every person that
2 lives in the City of Blaine.

3 COMMISSIONER STASSEN: We certainly
4 ought to put that on our list in the future.
5 We'll make a note of that. Thank you for
6 bringing that to our attention.

7 MR. MANTHEY: I have contacted 200
8 people on my own time, just at random, not door
9 to door, and I have not come across one person
10 in the City of Blaine that has known that this
11 was taking place. I found out about this
12 meeting at a car wash at a Lexington Village
13 opening. Ode, I think he used to be on the
14 Council, he happened to mention it to me real
15 casually. And he said you can see the stuff up
16 at the library. And that's when I dug into this
17 to let people know.

18 I knew nothing about this. I'm not on
19 the House of Representatives or nothing, I'm
20 just a regular every day person. And I found
21 out about it and tried to let everyone know. It
22 would sure be helpful if we knew about stuff
23 like this coming up, when we live here. And
24 we're the biggest area around your airport.

25 COMMISSIONER STASSEN: Thank you, very

1 much, Mr. Manthey. And every meeting we've had,
2 we've had some problem with communicating. And
3 we've tried to broaden that. Apparently no
4 matter how broad we go, we recognize that that
5 is a problem. Thank you for your testimony.

6 MR. MANTHEY: Thank you, very much.
7 And I appreciate your time. And we'd appreciate
8 it if the City of Blaine can know about this
9 from now on.

10 COMMISSIONER STASSEN: Thank you. Now
11 we'll call on David L. Smith of 9829 Tyler
12 Street, Northeast, Blaine. David.

13 MR. SMITH: I have just a brief
14 question, expanding on the noise problem. I was
15 wondering if you'd elaborate on the noise zones
16 that were set up in our graph up there. And
17 specifically, I was wondering if those estimates
18 are based upon ridgedely regulated landing
19 patterns which would be in existence if you had
20 a tower or if they're just estimates using the
21 the best approach?

22 COMMISSIONER STASSEN: Are you ready
23 to handle that one, Richard?

24 MR. LUDDERS: I'm sorry. Can you
25 repeat that.

1 COMMISSIONER STASSEN: The reporter is
2 running out of paper. So you raise your hands
3 and then we'll take a little break while she
4 changes it. So if we interrupt you, Mr. Smith,
5 I'm sorry.

6 MR. SMITH: The question is on the
7 graph that you had displayed, the noise zones
8 that you had indicated. Are those zones based
9 on well defined and ridgedely regulated landing
10 patterns that would be in existence if there was
11 a control tower or are they just estimates of
12 best assumed landing patterns?

13 MR. LUDDERS: That was based on some
14 field observations. Let me have Evan Futterman
15 of HNTB who did the noise analysis for the study
16 respond to that.

17 MR. FUTTERMAN: We spent four or five
18 days in the vicinity watching the landing
19 patterns, not specified patterns, but actually
20 how they were flying. Those were input into the
21 controlled landing patterns in there. They were
22 the best we found.

23 MR. SMITH: The reason I bring that up
24 is I've had my house buzzed several times in the
25 last six years and I live a mile west of the

1 airport. I'm sure a lot of other people could
2 testify that they have low flying planes in the
3 area. And I just wanted to say that if those
4 were just estimates of controlled landing
5 patterns, that the statements should be expanded
6 to include the way planes actually land.

7 MR. FUTTERMAN: We understand that
8 airplanes fly low. What these patterns are are
9 the center of gravity looking at 50 airplanes,
10 you might have one here and one here and maybe
11 have to concentrate on 20 or 30 of these
12 patterns. That's what these patterns are. We
13 have in our tracings, occasionally lower than
14 that all over the map. But these are the
15 general centers of gravity of where aircraft are
16 flying.

17 COMMISSIONER STASSEN: The one thing
18 that probably will happen with the extension of
19 the runway is that the planes will take off to
20 the west and then turn. The pattern will again
21 be 800 feet closer to the airport when they do
22 that, than they are now.

23 MR. SMITH: Thank you.

24 COMMISSIONER STASSEN: All right.

25 Next Ken Nelson, 2710 91st Avenue Northeast in

1 Blaine. Mr. Nelson.

2 MR. NELSON: I am addressing for the
3 people that live in the Dales Division, if you
4 put your map up. I think it's just a regular
5 runway map that you've just got up there. The
6 Dales addition is right by 91st Avenue, the
7 little square down at the bottom. Okay, right.

8 Now, besides having severe water
9 problems caused from no drainage, I have two
10 feet of water in my basement. My property
11 values are coming down. What is this new
12 extension to the airport going to do when you
13 put it to the east; what's it going to do to my
14 property values and the other people that live
15 in the whole addition there? What's that going
16 to do to our environment? Is it going to raise
17 our taxes or is it going to lower our tax base?
18 Is it going to make the value of the house more?
19 I don't believe so. Would you expand on that a
20 little bit?

21 MR. LUDDERS: I can't assess the
22 impact in terms of the market value. You threw
23 me a little bit there. Were you talking about a
24 water problem?

25 MR. NELSON: We've got a big water

1 problem there. If you go right down 91st Avenue
2 there, now see lake there, he had a duck pond
3 there. Is this because the drainage ditches
4 from the airport and the ponds from the airport
5 aren't cleaned out now? What's it going to be
6 like when you put another runway and produce
7 more buildings? Are we going to have more
8 flooding?

9 MR. LUDDERS: The improvements to the
10 change in the concentration of the one will not
11 have, per se, a direct impact on the flooding
12 that you are talking about. That is a
13 maintenance problem. It is a maintenance
14 problem that relates to improvements of those
15 drainage ditches by whoever is responsible.

16 In an area with any new construction,
17 there should be very careful attention given to
18 the drains. And, in fact, the drainage should
19 improve because you will be creating new
20 drainage ditches in relationship to the new
21 runway and taxiway alignments.

22 In addition, because we probably
23 recognize the problem in terms of increased
24 rates of runoff into drainage ditches, we'll be
25 providing for detention ponds. In other words,

1 areas that will hold water and slow it's release
2 into the drainage system.

3 MR. NELSON: Don't you have those now?
4 Are the existing ponds now supposed to catch the
5 water and hold it?

6 MR. LUDDERS: As part of the drainage
7 system there, there is some detention that
8 occurs there. What you see out there are some
9 low spots, and they simply catch and hold water.

10 MR. NELSON: This isn't just in the
11 last few days. I've lived on the property for
12 nine years. And this year here is the first
13 year that we've ever had someone come out and
14 attempt to do anything about the drainage
15 problem. This is nine years I've lived on the
16 property. And this is the first year for the
17 neighborhood in the area that we've talked to
18 the City of Blaine. We called the airport. And
19 this is the first year we've ever had any reply
20 from them.

21 COMMISSIONER STASSEN: Mr. Nelson, are
22 you saying that somehow the drainage of the
23 airport is causing this problem?

24 MR. NELSON: I don't know if it's the
25 drainage of the airport. But what it is is the

1 ditch system that you have in the airport, it's
2 clogged through the north and south, it's not
3 flowing, it's stagnant. Take a look at the
4 ditch in front of my house, it doesn't flow.
5 But they have no place to put the water in the
6 City of Blaine. The Rice Creek there is not
7 flowing.

8 COMMISSIONER STASSEN: I think we've
9 gotten the word that we better take a look at
10 those ditches, and we're definitely going to do
11 that. But the report indicates that in your
12 area, whatever we are doing for the flooding
13 there could not make anything worse, it could
14 make it better.

15 We'll take a little break while the
16 stenographer changes the paper. And so the rest
17 of you can stretch.

18 (Short break.)

19 COMMISSIONER STASSEN: We'll call the
20 Meeting back to order. And I think
21 Mr. Ken Nelson was just done talking. I urge
22 you to make your points and we'll consider them.
23 I'm not sure we can solve all the problems here
24 or even answer all the questions. But we'll try
25 to answer those that we can. But make your

1 point and get it on the record. And if you are
2 making a point that's already been made, perhaps
3 you don't have to elaborate on it. You can just
4 say that you agree with the person before you.
5 And just say that, we'll record that as well.

6 Mr. Nelson, you may continue.

7 MR. NELSON: Next, I'd like to move on
8 to the surface traffic. The plan on cutting off
9 Xylite, stopping the traffic there. And I'd
10 like to know if you talked to the Minnesota
11 Highway Department and whether they are going to
12 put a north exit ramp on 85th Avenue? Because
13 if you don't, what's going to happen is those
14 people are going to start cutting back into our
15 little community, to which we get a lot of
16 excess traffic now. People taking shortcuts
17 trying to miss it. So we're just going to be
18 one landlocked little area. We're going to have
19 airport to the east, airport in the north, 35W
20 further east. I should say airport to the west.
21 And then we're going to have 85th Avenue.

22 We're going to have one little
23 landlocked area, complete. There is no other
24 housing. Nothing, just us. There is one small
25 addition of houses in there. What is going to

1 happen to us?

2 I'm getting back to the property
3 values, who is going to buy our houses? Nobody.

4 MR. LUDDERS: With regards to the
5 surface road system, the analysis taken in this
6 Environmental Assessment and Environmental
7 Impact Statement was with regards to the impact
8 of the development of the airport. The traffic
9 analysis that we undertook was with relationship
10 to traffic generated by the airport coming to
11 and from. And the airport is a very light
12 generator track. And it was determined that the
13 closure of Xylite Street has a minor impact on
14 that type of traffic. It is clear that
15 additional regional traffic analysis needs to be
16 undertaken. And MAC has agreed to do that with
17 regards to the entire traffic system around the
18 Blaine area. And that would include looking at
19 additional intersections and improvement of the
20 flow that occur there now.

21 The one thing that came out in
22 connection with this analysis with regards to
23 this airport development, is that there are some
24 improvements that need to be made to the roads
25 to the east of the airport to insure that they

1 are all paved, to improve the geometry of some
2 of the intersections when we do close Xylite
3 Street. And those mitigation measures would be
4 undertaken, as a result of this analysis. But
5 an additional analysis will be made by MAC.

6 MR. NELSON: When you say, "would be
7 paved", are you talking also about 91st Avenue,
8 93rd Avenue by Flaunders, these areas is where
9 the people take the shortcuts now, trying to
10 beat the flow of traffic and stop signs. What's
11 going to happen to us now? We've got dirt roads
12 now. We've got no sewer, no water, no paved
13 streets, no fire hydrants.

14 MR. LUDDERS: We were primarily
15 talking about paving 101st.

16 MR. NELSON: That's what we figured.
17 But we're still going to end up with a larger
18 volume of traffic, which is significant. I'll
19 move on to the next one there.

20 I heard a report, I believe it was
21 Mayor Clark that said that Mounds View will get
22 relief from noise? The people in Blaine,
23 especially to the east and the west, are going
24 to get more noise. One is going to get relief.
25 But we're going to get more if you send that

1 runway out to the east. Has that been
2 considered? Just because they have 721
3 residents or whatever and we have 560, is it
4 fair to dump it on the 560? I don't believe so.
5 But I say I'd like further studies done on that.

6 Also, I agree with the other person
7 over here about the planes that don't fly over
8 the direct patterns, the patterns that they're
9 supposed to. One half block from my house I had
10 that experimental plane come down, the man was
11 killed. Last year, or was it the year before
12 last at 95th and Naples I believe it was,
13 another plane comes down over there. Okay.

14 Now, we live in this area. Now, if
15 you are proposing to bring in another 300 or 400
16 planes housed, that's going to increase this
17 number of planes that don't fly over correct
18 patterns and possibly one of our houses is going
19 to get hit. And our children are going to get
20 killed. We really don't like the poor flying
21 habits.

22 Then I guess the last thing was: Is
23 the notification that -- the newspapers and
24 stuff. I would like to make a move that this be
25 tabled until every other community involved has

1 proper notification of what's going on. Okay.
2 That means all the Blaine newspapers, Fridley's,
3 Mounds View's just put a stop to it. We don't
4 have a full representation here. Like I said,
5 it was due to one person here that we all got to
6 know about it in a flyer he had delivered to
7 many, many homes.

8 With that, I'll leave it till the next
9 person, thank you.

10 COMMISSIONER STASSEN: Thank you, very
11 much, Mr. Nelson.

12 Next then we'll call
13 Mr. Del Freichels.

14 MR. FREICHELS: Good evening. I live
15 at 9340 Northeast Bataan Street, Blaine.

16 I am quite concerned too with the
17 publication and notification. I called down to
18 City Hall today and asked if there was a meeting
19 tonight and if they knew anything about it now.
20 I get real suspicious when things happen,
21 especially because I was on the Council a few
22 years back, the last time this thing was turned
23 down.

24 Also, there was a statement there that
25 it was in your power to close Xylite. Is that

1 without permission of the City of Blaine? I'd
2 like that answered.

3 MR. LUDDERS: No, that would have to
4 been coordinated --

5 MR. FREICHEL: It would have to be
6 with the permission of the City of Blaine? The
7 Mayor or the full Council?

8 MR. LUDDERS: Who is the City of
9 Blaine?

10 MR. FREICHEL: The officials.

11 COMMISSIONER STASSEN: There would
12 have to be an official action.

13 MR. FREICHEL: See everybody is
14 putting the cart before the horse, again. I
15 heard there was some verbal commitment on
16 closing Xylite the past year.

17 And my main concern is, you're talking
18 300, 320 planes now. We're going to expand it
19 to 700. Four years ago you were going to leave
20 it just the way it was, and put in a tower for
21 safety.

22 I got to compliment the Mayor of
23 Mounds View. I think he wasted a lot of money.
24 Maybe he lucked out. But there is a lot of us
25 that are going to suffer for it.

1 I also live in that neighborhood. And
2 them planes will be coming down in within oh,
3 about 800 feet from my house. And they'll be
4 either going up or coming down. Coming down
5 ain't so bad, because they're usually cutting
6 their engines, going up it is noisy.

7 Also there is another question on that
8 helicopter deal. Is there a helicopter base
9 there or not? Four years ago, five years ago
10 general fleet was turned down, colonel fleet,
11 whatever it was at that time. Is there an army
12 or navy helicopter base there now? And if not,
13 why are them helicopters using that airport?
14 Are they allowed to use it? Because there's up
15 to eight of them going over there every once in
16 a while, flying right overhead, especially on
17 Saturday mornings about 6:00 to 7:00 o'clock in
18 the summertime.

19 MR. LUDDERS: Specifically with regard
20 to the use by helicopters, yes, they are allowed
21 to use it. Again, they are part of the public
22 fleet. It's a public facility.

23 MR. FREICHEL: These are army or
24 national guard helicopters now.

25 MR. LUDDERS: There are military

1 helicopters that operate there and there are
2 private helicopters that fly there.

3 MR. FREICHEL: They are not based
4 there?

5 MR. LUDDERS: No. They are not.
6 These are operating in and out.

7 MR. FREICHEL: Just that they come in
8 about four or five at a time early in the
9 morning.

10 MR. LUDDERS: Particularly the
11 military generally operated in groups, yes.

12 MR. FREICHEL: I would like to know:
13 Was the City of Blaine, the City Hall, notified
14 that there was a Public Hearing here today; or
15 was it just the officials notified? Someone
16 ought to know what is taking place on the Public
17 Hearing.

18 MR. LUDDERS: There was the
19 publications, as I read those newspapers, which
20 we published it in.

21 MR. FREICHEL: Well, we don't care
22 about newspapers, we care about our officials.
23 Do they know what is going on? I looked around
24 here, I see the Mayor is here and that's all.

25 MR. LUDDERS: They were notified, yes.

1 MR. FREICHEL: Were they letters or
2 just a letter to City Hall?

3 MR. LUDDERS: We sent copies to City
4 Hall.

5 MR. FREICHEL: To City Hall. I don't
6 understand it, because I called there two weeks
7 ago or a week ago when I first found out about
8 this. And they didn't have anything on it
9 except this Environmental Impact deal that
10 they've been studying for the past couple weeks,
11 but nothing about a Public Hearing.

12 I get very concerned. This is Blaine,
13 this is not Mounds View. This is not in
14 Mounds View, Circle Pines, and the rest of it.
15 But it is in Blaine.

16 And I think maybe all the residents of
17 Blaine should know about it. And I tell you
18 what, this place would be filled if they did.
19 And I think you ought to have another Public
20 Hearing and make sure everybody knows about it.
21 Because you're not even getting represented here
22 by the few people that accidentally found out.
23 That's about all I got to say.

24 COMMISSIONER STASSEN: Thank you, very
25 much.

1 Next we have Dave Notaro, Mounds View
2 citizen, 8325 Fairchild Northeast.

3 MR. NOTARO: I just want to ask three
4 questions here tonight. And one is: How do you
5 control for the type of aircraft that will be
6 using the airport? And my concern is how you're
7 going to keep the big aircraft out of there?

8 MR. LUDDERS: At any public use
9 airport, the control of aircraft is primarily
10 with regards to the kinds of facilities that are
11 there to serve. It's a function of runway
12 length and weight bearing capacity. It's also a
13 function of the kinds of facilities that are
14 there to service them. Because once they land,
15 they have to be serviced.

16 The runway lengths at Anoka
17 County-Blaine Airport are consistent with it's
18 role, which is that of a general aviation
19 reliever airport. And within the general
20 aviation fleet, there is a gamet of aircraft
21 that runs everywhere from small single-seat
22 private aircraft to corporate jets, there are
23 helicopters, and everything in between.

24 And they are limited, each aircraft is
25 limited to the best of it's performance

1 capability to the kind of -- to certain runway
2 length. And the kinds of conditions that are
3 necessary for them to take off. And that is the
4 limiting factor at Anoka County. The runway
5 length there fit the general aviation fleet.
6 And the bulk of the general aviation fleet can
7 use that airport. And as a public airport, it's
8 open for them to use.

9 MR. NOTARO: Next question is: What
10 will the weight limitations of the runway be
11 after you move it to the north?

12 MR. LUDDERS: It is not envisioned
13 that the shift of the runway to the north will
14 entail the increase of any capacity; either in
15 terms of lengths or weight bearing capacity.

16 In terms of the objectives of MAC,
17 which are to achieve additional capacity at the
18 airport and to improve the environmental
19 compatibility of the airport, the capacity is
20 being provided by the addition of the hanger
21 areas, the building areas east and west, and for
22 storage capacity. And there is an addition to
23 the runway, east west runway, of 800 feet. That
24 really doesn't add capacity, because the
25 aircraft can operate. It adds to the additional

1 safety margin, but not capacity.

2 The safety, the runway improvements,
3 then primarily relate to environmental
4 compatibility improvement. We're trying to move
5 aircraft preparations away from the development
6 areas. And the capacity primarily comes from
7 the hanger development.

8 MR. NOTARY: How about weight
9 limitations?

10 MR. LUDDERS: As I said, we're not --
11 We do not envision adding any weight bearing
12 capacity to the runway. We're not going to add
13 any lengths. We're just shifting the existing
14 runway as it exists to the north. And not
15 adding any capacities in terms of lengths or in
16 terms of weight bearing capacity.

17 So again, the capability of the
18 airport will remain as it is now. Except to
19 store additional aircraft.

20 MR. NOTARO: One final question: What
21 will happen at Anoka County Airport if Crystal
22 Airport were to close?

23 MR. LUDDERS: Again, within the
24 overall system plan as it was outlined by the
25 Metropolitan Council, the role of Anoka

1 County-Blaine Airport is to provide general
2 aviation relief within the system. That is, to
3 provide additional operating area and storage
4 operation, storage area for general aviation
5 aircraft.

6 If an airport like Crystal closed, it
7 would put obviously more pressure on all
8 airports in the Metropolitan system to
9 accommodate these aircraft to the extent they
10 couldn't be accommodated, they would just go
11 away. Some people would quit flying.

12 It will be tough to say, without
13 giving a demographic study of where owners of
14 aircraft at Crystal lived. It would be tough
15 without doing that analysis, to figure out how
16 many would come here and how many would go to
17 other airports in the system.

18 It probably can be expected that it
19 would accelerate the pressure on Anoka to take
20 additional aircraft within the developments that
21 are now outlined in the Master Plan. The
22 airport would perhaps develop that maximum
23 sooner. But it's tough to say really, how many
24 would come from Crystal specifically.

25 COMMISSIONER PETERSON: I'm on the

1 Tri-State City Commission, which is Crystal,
2 Brooklyn Center and Brooklyn Park. And there is
3 no discussion whatsoever among the elected
4 officials up there and MAC and all concerned
5 over closing. No serious discussions about
6 closing that airport. It just comes up
7 periodically. But in the last meeting, there
8 were no discussions of closing the airport. I
9 think first off, it's going to be the
10 Metropolitan Council that make any decision on
11 such a thing. And if it was, all aviation would
12 probably have to go further northwest, 800 feet.

13 COMMISSIONER STASSEN: In addition to
14 that, in the recently or now concluding revision
15 of the airport for the aviation development
16 chapter, there has been a search area
17 delineated, which I think you will find at least
18 in the big report, of an attempt to find a new
19 minor airport in northwestern Dakota County to
20 provide some relief both to Anoka County and
21 Crystal.

22 And so that's the direction that's
23 being taken to attempt to find another airport
24 further out which would tend to give some relief
25 to these two airports and not to close Crystal

1 and put additional pressure on this airport.

2 MR. NOTARO: Thank you.

3 COMMISSIONER STASSEN: Thank you, very
4 much, Mr. Notaro.

5 Next, another person from Mounds View,
6 Stan Haugen on 8439 Knollwood Drive,
7 Mounds View.

8 UNIDENTIFIED SPEAKER: Stan had to
9 leave.

10 COMMISSIONER STASSEN: Stan had to
11 leave. I'm sorry about that.

12 Next, LeeAnn Sporre, 295 Ironton
13 Street.

14 What City are you from, LeeAnn?

15 MS. SPORRE: Fridley. I'm two and a
16 quarter miles from the airport. By the way, is
17 there anyone on the Metropolitan Airports
18 Commission who is within say five miles of this
19 airport? Do you know of anyone that lives
20 within a five mile radius of the airport?

21 I live two and a quarter miles. I
22 live in Fridley. That's a question.

23 COMMISSIONER STASSEN: I don't believe
24 there would be. Are you the closest, Ron?

25 COMMISSIONER JERICH: I believe I'm

1 the closest. I'm 12 miles from the airport.

2 MS. SPOORE: You're lucky. It seems
3 to me tonight that the purpose of a Public
4 Hearing is to get a sense of what the people are
5 thinking. There are a lot of elected officials
6 here, as well as the court steno running, that
7 we might have asked the question of public
8 trust. Because it seems to me that's the
9 largest issue that we face.

10 We know that the Metropolitan Airports
11 Commission is one of the major violators. And
12 even though they are an agency of the
13 government, they are a single-purpose agency
14 with a profit motive, that they impact about 50
15 thousand homes in the south side of the town.
16 We're really suspicious about the motive in the
17 applications up here.

18 We've seen proposals for major
19 airports in this area over a long period of
20 time. So I just like to ask people, you know
21 looking at the fact that Twin City International
22 started with just a little landing strip where
23 people could fly in and watch the races; then we
24 had the war. And then they decided to build
25 longer landing strips, and we had to accommodate

1 this great industrial growth. And then now we
2 have got Twin Cities International, and who
3 cares about the people out there.

4 How many of you really think, really
5 believe that this isn't all they intend to
6 build? If you really believe that this isn't
7 all they intend to build in the foreseeable
8 future, would you stand up and show your
9 legislators what you think about it?

10 The question I'm asking is: How many
11 of you really believe that this is all they
12 intend to build? Would you stand up if you
13 believe they're going to be building more than
14 this? It's just a pure process of time.

15 (People standing up.)

16 MS. SPORRE: We won't ask the
17 legislators to stand. But I'd like the record
18 to show that the citizens are standing. We've
19 got about 100 people here, and they're showing a
20 strong mistrust of this Agency.

21 Thank you.

22 COMMISSIONER STASSEN: Thank you, very
23 much for that.

24 I suppose the record should show that
25 you had to work kind of hard to get them to

1 stand up.

2 Let's remember this, the Metropolitan
3 Airports Commission does not have automatic
4 control of what happens to these airports. The
5 Metropolitan Council is a coordinating agency.
6 Just as they ask every City to make a plan, they
7 ask us to make a plan. And we can't just go out
8 and decide to build an airport somewhere on our
9 own. So that's why we have a Metropolitan
10 Council to coordinate the planning through the
11 whole Metropolitan area. And we have to conform
12 with those plans, too.

13 I can understand why perhaps you may
14 have some suspicions and some doubts, and that's
15 why we have these open meetings to allow you to
16 express those things. And to layout plans as
17 best we can. But we can't just go out and do
18 that on our own.

19 In fact, the legislature can also have
20 an effect on what we do. But we appreciate your
21 comments.

22 COMMISSIONER PETERSON: I just want to
23 make a statement. I'll buy you a pop or I'll
24 buy you a beer. You're never going to have a
25 major airport in this location in our life time.

1 I'll stand on that. I'll give you my address
2 and my telephone number, you call me up. But
3 you're never going to have a major airport here.
4 I guarantee it.

5 COMMISSIONER STASSEN: Okay. Next
6 speaker is Tom Pilon or Piler(sic). 827 97th
7 Avenue Northeast. Pilon, that's an aviation
8 term.

9 And that's in what City, Tom?

10 MR. PILON: That's in Blaine.

11 I really didn't come here to speak. I
12 came to listen. But I feel compelled to speak.
13 I find it quite ironic that Mounds View has
14 opposed this. As far as I know, as soon as we
15 built it a little bit to the north it becomes
16 okay. I don't feel good about that.

17 It's kind of like when they started
18 taking the jews across, they said they don't
19 take jews, that's okay. As long as they move it
20 up into Blaine, that's okay. I don't know when --
21 I'm not going to hit on some of the specific
22 things I have. But that noise level thing is a
23 bunch of crap. Nobody took it when there were
24 jets flying over. And I can tell you that when
25 a jet flys over, I know it ain't no 55B that you

1 guys got on that. It's over 100. And I'm
2 probably two miles to the west from that
3 airport.

4 The biggest objection I have really
5 is: I don't understand the need, and I have yet
6 to here somebody explain to me the need for this
7 safety thing. It's a bunch of crap. If it's
8 unsafe now, then why the hell are the planes
9 landing there? If that 3200 feet is not long
10 enough for a plane that's supposed to land
11 there, why would we need another extra 800 feet?
12 I pose the question. I don't understand it at
13 all.

14 COMMISSIONER STASSEN: Well, it's not
15 that it's unsafe for the aircraft that are
16 landing at this airport to land on that runway
17 at 3200 feet. However, should you have an
18 emergency, the more runway footage that you
19 have, the more chance of risk that a pilot can
20 to do something that would not impinge on the
21 neighborhoods. So that's the safety factor.
22 And of course, sometimes those emergencies do
23 happen.

24 MR. PILON: I don't go along with your
25 reasoning. The one factor that may have

1 happened is it will land in some mud instead of
2 on the runway. It doesn't impact the safety of
3 anything whatsoever. Because if he's going to
4 land within the confines of the airport, the
5 fact that you made 800 more feet of runway
6 doesn't affect our safety whatsoever.

7 The real safety question to me is not
8 making the runway longer, it's putting in a
9 control tower. I sit there on Saturdays and
10 watch people do touch and goes and coming over
11 the top of my house. And the Mayor is not here
12 any longer. I disagree with him, it's my house --
13 It's my house that they use, not the schools for
14 where they make the turns. It's the gray house
15 on the corner. And I've seen two near misses.
16 I'm sure they were unreported over at the
17 airport, because there's no one to report them
18 to.

19 So the real safety issue is the
20 control tower, not the extra 800 feet. And I
21 still have not heard anybody explain to me a
22 good reason why to put the 800 more feet of
23 runway in that airport. And that's what I'm
24 looking for. And if she's suspicious, I'm
25 doubly suspicious about the ulterior motive of --

1 I'm sorry, I don't know the man's name on your
2 left, my right. But my kids will be here after
3 we're here, and you said something about when
4 you are collecting Social Security, I don't know
5 if you'll collect Social Security, much less
6 whether that airport is going to be any bigger.

7 But I think the only space you have is
8 Anoka County Airport if you want to make another
9 airport. And I don't want to be there when you
10 decide that now that we have an extra 800 feet,
11 wouldn't it be even safer if we had 5,000 feet
12 of runway or 6,000 and wouldn't it be nice if we
13 had a northeast to southwest runway. And pretty
14 soon maybe even the people in Mounds View won't
15 feel so safe.

16 That's all I have to say.

17 COMMISSIONER STASSEN: All right.
18 Thank you, very much. I think there is a
19 legislative limitation as to what we can do as
20 well. So all we can say is that the
21 Metropolitan Airports Commission by itself just
22 can't make those decisions.

23 MR. LUDDERS: There is a legal statute
24 on the books that a minor airport such as Anoka
25 cannot be changed from that status. So it is

1 not a unilateral action by MAC to change the
2 status of the airport.

3 COMMISSIONER STASSEN: We have one
4 more and then three public officials that we'll
5 call on, three legislators.

6 Rachel Bardwell, 2932 County Road J.
7 Rachel, what City would that be in?

8 MS. BARDWELL: I am in Mounds View.
9 And I have one thing to say for the record. And
10 I hope it goes down good. Mayor Linky is
11 speaking for himself and the City Council and
12 not the residents of Mounds View.

13 COMMISSIONER STASSEN: All right.
14 Thank you. I have one more here. Thank you.
15 Pat, is it Zane?

16 MS. ZANE: Right.

17 COMMISSIONER STASSEN: 5D Golden Oak
18 Drive. Pat.

19 MS. ZANE: Yeah. I live in Circle
20 Pines right now, I moved there last September.
21 Before that my address was 8530 Goodhue, which
22 originally was Blisswood. That means that I
23 lived in that house for 36 years, a half a mile
24 from that airport. My parents fought this
25 airport, they fought the expansion. I see you

1 still trying to get it through. I see you're
2 very wrong in it. They say there's no traffic
3 on Radisson. They've had to put in two stop
4 signs. I'm really emotional about this.

5 They put in two stop signs in the last
6 seven years for the traffic coming down from 242
7 to cut over on 95th to get to the freeway. 85th
8 was taking the bulk of the traffic from Highway
9 65 out of Oak Park. They put in 109th through
10 to Radisson to take off the excess traffic on
11 85th.

12 The airport is just fine the way it
13 is. The noise level can increase from .1 up to
14 .7 and that's only on a scale of 10. I've lived
15 there a long time. I've seen a lot of things
16 happen out there. It's just fine the way it is,
17 leave it alone.

18 COMMISSIONER STASSEN: Thank you.

19 Next, Peter M. Lundin of the Blaine
20 City Council, 737 97th Avenue, Northeast.
21 Peter.

22 MR. LUNDIN: Most of the things that
23 the City Council has discussed has been
24 mentioned by our Mayor. So what I'd like to do
25 is mention a couple of things.

1 One is with this EIS that we received.
2 We had little less than two weeks to review
3 among seven Council members, or six and the
4 Mayor. What I want to know is why do you have
5 until July 17th to respond, when we received two
6 volumes to inspect in less than a month?

7 COMMISSIONER STASSEN: I believe the
8 time for responding is up to May 27th.

9 MR. LUNDIN: Before the Public
10 Hearing, though?

11 COMMISSIONER STASSEN: I beg your
12 pardon?

13 MR. LUNDIN: We are having the Public
14 Hearing here. These people as well have two
15 weeks or a little less than a month. I don't
16 know when we actually received it in the
17 libraries. I know you shipped it out in April,
18 but it isn't the end of May, so it's -- You know
19 I figured it's got to be less than a month.

20 COMMISSIONER STASSEN: Just about a
21 month ago, in the area of April 10th.

22 MR. LUNDIN: That you sent it out?

23 COMMISSIONER STASSEN: Yes.

24 MR. LUNDIN: So when it arrived, we
25 got to figure later than that. So what you

1 expect is these people, as well as the City
2 officials, to review a document before a Public
3 Hearing and to get everything planned. I do
4 admit that there was poor publicity. It was in
5 the City Official Newspaper, which is the
6 Blaine/Spring Lake Park Life. We do not have a
7 Blaine Banner.

8 We also have a City newsletter which
9 it was not in either of those. It would have
10 been nice, I admit.

11 But what I'm saying is that you have
12 until July 17th. If we would say 30 days to
13 respond, I mean, this is what we're getting from
14 you people.

15 Okay. I think that in the past it's
16 been along those lines that I've been to several
17 airport hearings and that we've had this same
18 type of thing. Whereby, the time we got the
19 information we don't have time to review it, to
20 study it, to ask the questions, the proper
21 questions that need to be asked you know, from
22 the guide.

23 I realize that I'm not going to
24 continue -- That I'm going to continue on
25 reviewing that plan. I haven't gone through

1 both volumes. And there will be more questions.
2 And the City will address the letter to MAC with
3 response to that. Thank you.

4 COMMISSIONER STASSEN: Thank you, very
5 much. Remember, if any of you do want to put
6 any of your thoughts that perhaps have
7 crystallized tonight in writing, you have until
8 May 27th to do that, so that's about two weeks.

9 I'll call on
10 Representative Gordon Voss, now. Gordy, why
11 don't you tell us where you live?

12 REPRESENTATIVE VOSS: I live in Blaine
13 at 11120 Northeast 7th Street, about a mile or
14 so from the airport.

15 I was listening to this and I thought
16 that there was a couple of points that ought to
17 be made that really don't have direct bearing on
18 the EIS that you have. I think they do on the
19 circumstances that surround the airport.

20 In the first thing, it does show the
21 recognition that MAC is building as big as they
22 can under the constraints that we in the
23 legislature have allowed them. That is, that
24 sometime ago former Representative Paul McCarran
25 was the chief author of the bill that made all

1 airports that were minor remain minor. And it
2 was specifically thought of that it was applying
3 to the Anoka Airport. And those of us who have
4 supported him.

5 This is the reason this Master Plan
6 that the EIS is now being studied is a minor
7 airport. And that is the major constraint. For
8 instance, the east west runway that they're now
9 talking of making 4,000 feet. If you'll recall,
10 when MAC came with the Master Plan in 1983, the
11 plan of the EIS that came before us, they wanted
12 the east west runway to be 4,855 feet just like
13 the north south runway. And the reason was, it
14 would be equal traffic because it would be a
15 nonpreferential runway system. And so that
16 everybody who lived around the airport would
17 have the same miseries.

18 People pointed out that the old
19 development guide chapter, that the Metropolitan
20 Council had adopted limited binder runways to
21 4,000 feet. And MAC complied with that. And
22 that's where the number 4,000 comes from. MAC
23 complied with the statute that said that they
24 had to comply with it, which is mentioned in the
25 full document.

1 Second point, I think that's really
2 important, although I know nobody here really
3 believes that MAC is going to build up and up
4 and up. The point that is extremely important
5 to everyone of us who live out there, is that
6 MAC isn't in charge of that decision. They
7 aren't in charge of that decision.

8 Primarily the legislature has taken
9 the lead to hold it down in size and impact and
10 to keep it from becoming intermediate. But
11 there is another body that is involved in this
12 and it's an extremely important body and it's
13 escaping notice.

14 It's the Metropolitan Council. Ever
15 since I have been in the legislature, the
16 Metropolitan Council has been trying to upgrade
17 and build a larger minor airport and
18 specifically this one.

19 The reason the law came about that
20 said you can't upgrade because the '77
21 Development Guide of the Metropolitan Council
22 said make Anoka an intermediate airport. That
23 was the driving force for the law.

24 Just last Thursday, just last
25 Thursday, they adopted at the Metropolitan

1 Council a new guide chapter which increased the
2 primary runway length for minor airports to
3 5,000 feet. So sometime in the future, either
4 we by law figure out some way again to
5 restructure. Or in fact, we're going to have to
6 argue that issue.

7 I don't know how far in the future
8 that's going to be. But I do know this, I think
9 you're going to have to be careful to focus who
10 you're angry at a little better and get more
11 folks down to fight.

12 Somebody said that Mounds View now is
13 only interested in themselves. But I want to
14 let you know that at the Hearing that the Met
15 Council was there making the change of the
16 runway lengths to 5,000 feet. By the way, that
17 runway length doesn't mean anything any more at
18 Mounds View because they're stuck with the 4,855
19 feet which is within 150 feet of the 5,000 foot
20 limit.

21 It doesn't mean anything to them. But
22 there are only two cities that were complaining;
23 Lexington and Mounds View. Several members of
24 the Mounds View City Council were there. And I
25 think we should all appreciate that interest.

1 Well, having said all of those things
2 which have little to do with the chapter, I'd
3 like --

4 COMMISSIONER STASSEN: Before you
5 leave that, I think it should be pointed out
6 too, that you and I were both on that task
7 force. MAC proposed that 5,000 feet, we thought
8 that was too long and we did not need to be that
9 long.

10 REPRESENTATIVE VOSS: You have that on
11 official documentation.

12 My interest in this -- My legislative
13 history totally surrounds the airport. So the
14 residents all the way around the airport are of
15 concern to me. And one of my major concerns is
16 that we be able to not only keep this airport
17 from being expanded in purpose and size of the
18 aircraft, but that we also try to do things that
19 will mitigate as much as is possible underneath
20 those constraints.

21 And in fact, I think what you have got
22 here as a -- What you called a preferential
23 option does, in fact, do that. Let me tell you
24 why I think that it does. Clearly now the
25 residents of Mounds View are the most highly

1 impacted by the existing airport; they're about
2 a quarter of a mile before you hit the
3 residential community, off the longest runway
4 which attracts the most abnoxious airport in
5 terms of noise impact. And clearly also safety
6 in a sense of clear space from the end of the
7 runway until you're in a residential community.
8 And safety ought also be of significance. I
9 know it's never considered in the EIS, but it is
10 in our minds.

11 That preferred alternative that you
12 have goes to the major problem, the major
13 problem is Mounds View. If you, in fact, move
14 exactly the same runway, which accommodates
15 exactly the same aircraft not in a higher
16 performance, just exactly the same aircraft that
17 you would have before, you move it a half mile
18 away, if it's smaller aircraft that's on there,
19 you've got an almost three times landing
20 distance to find a way out of an accident before
21 they get off the airport property going south.

22 There are higher performance aircraft
23 that use that 4,855 now. They've got a half
24 mile, which is pretty close to one landing
25 distance, if they actually make their landing

1 before they have to hit home. And why that's
2 significant is: I think that a lot of us don't
3 recognize this, we've been lucky. We've really
4 been, I think, very lucky because of that short
5 distance between Mounds View and that major
6 runway. We haven't had an accident in the homes
7 in Mounds View. We need clear space there.

8 And by your movement that you suggest,
9 this preferred alternative, you get both some
10 relief from noise, obviously from a half mile
11 movement, but you also get a half mile of clear
12 space before you get into residential areas.
13 And Crystal really shows what the significance
14 of that is. And Crystal, like the south end of
15 Mounds View, they've have eight accidents there
16 since 1984.

17 Somebody suffers for this. And it was
18 pointed out that everyone is winning by virtue
19 of the movement, the movement north and the
20 adding of the 800 feet. Obviously the people in
21 the next closest established community are going
22 to be the sufferers for two reasons.

23 One reason is they become the closest
24 community, and that's west Blaine, that's the
25 mobile home park, Northview Villa. And west

1 Blaine will now be closer than Mounds View if
2 this plan is put in effect. So they will be the
3 higher impact community with respect to
4 closeness. The other loss that they have in
5 Blaine has adequately been pointed out; 800 feet
6 was added.

7 And if you look fairly closely at the
8 EIS, probably as much reason for that additional
9 length is told in the Master Plan. The reason
10 for that was to try to equate the traffic on the
11 various runways. And by adding 800 feet, which
12 got them to the maximum they were allowed by
13 law, they are going to have more traffic and
14 that will be the disadvantage to the people
15 primarily in west Blaine. Because I'm thinking
16 about the way the wind directions are and their
17 closeness.

18 Those are two detractors to the folks
19 in Blaine. But there are a fair -- It's a fair
20 wash out when you consider what was going on in
21 Mounds View. Mounds View still will be on the
22 south end and the closest folks to that big
23 runway. And obviously the folks with the larger
24 aircraft are still going to choose the 4,855 to
25 land on.

1 So of what was left in terms of
2 constraints, I think yours is as fair as
3 probably could be done. I've gotten into 20
4 years of fighting the expansionist airport. I
5 wish you'd just get rid of it. I don't think
6 that's ever going to happen.

7 The issue of noise at the
8 Minneapolis-St. Paul Airport is dominating all
9 discussions now. And all things that are
10 happening. The reason the Metropolitan Council
11 was pushing so hard is they have, what I believe
12 is an absolutely misbegotten belief. That if
13 they expand the minor airports volume by 2000
14 feet or a few hundred feet, a few hundred feet,
15 they are going to get the traffic from
16 Minneapolis-St. Paul out to Anoka, and away from
17 Minneapolis-St. Paul. Again, it gets those
18 communities off their back.

19 I think they're absolutely wrong
20 because our airport is never going to be that.

21 MS. BARDWELL: Don't they have a
22 closer airport to the international than Blaine?

23 REPRESENTATIVE VOSS: Oh, yes.
24 Coleman Field is closer. Air Lake is about the
25 same distance. Flying Cloud is clearly closer.

1 You must remember that the way they're writing
2 their legislation with Mounds View is generic.
3 It applies to everybody.

4 MS. BARDWELL: Am I mistaken to
5 believe though that Anoka County has more than
6 one airport?

7 REPRESENTATIVE VOSS: No. You're not
8 mistaken. There is a private airport which has
9 it in to the Metropolitan Council, I believe to
10 become public. And that's Gateway North, I
11 think is the name of it. Is the one in Anoka.

12 MS. BARDWELL: And it's got more open
13 field space than we do?

14 REPRESENTATIVE VOSS: No. It's much
15 smaller than ours. But the program they have
16 proposed, which is recognized in the development
17 by that document they are working on, was that
18 they could expand their operation by the factor
19 of four from their now current capacity.

20 Their current capacity is about 60,000
21 operations, that can run up to 240,000. But
22 that's certainly a proposal that is before the
23 Met Council now.

24 COMMISSIONER STASSEN: Thank you, very
25 much, Representative Voss. I'd like to make one

1 comment about west Blaine. Adding the 800 feet
2 on the east end of that runway will cause the
3 aircraft that take off toward west Blaine to be
4 higher. And in many cases they will be able to
5 turn away before they reach that. So even
6 though there may be some more traffic going that
7 way, that 800 feet could be of benefit to west
8 Blaine today.

9 UNIDENTIFIED MAN: But it's going to
10 be a detriment to east Blaine. It's going to
11 start right at my back door.

12 COMMISSIONER STASSEN: Next, we have
13 Senator Steve Novak, 747 Redwood Lane. Where's
14 that, Senator?

15 SENATOR NOVAK: New Brighton. Thank
16 you Commission, for the Meeting. And I'll put
17 most of my comments to the people that are here.

18 I think I'd like to pick up on sort of
19 where Gordy left off and give you some reasons
20 why I think it is that we have this issue before
21 us tonight in the form that it's in.

22 Gordy mentioned the fact that over the
23 years, and most of us here have been involved in
24 this issue for many years. I represented the
25 area south of here during the 1970's and I also

1 represented and served with Gordy in the House,
2 but for a different district.

3 Spent all of that time working with
4 him and Representative McCarren and
5 Representative Knuth at the time fighting to
6 keep the airport contained to it's current size,
7 not to be expanded. That was not an easy fight
8 then, and it hasn't gotten any easier with time.

9 I think people should be aware that
10 over the years this issue has been fought in
11 many different arenas. And we've had a number
12 of successes. And a gentleman earlier tonight
13 was asking the Commission about helicopters and
14 whether or not there was or was not a helicopter
15 base.

16 Back about five or six years ago, that
17 was a very active issue. The military at
18 Coleman Field, which are where the copter bases
19 have been, had a very active proposal to move
20 their base up to Anoka County. And that issue
21 was fought out over a year, year and a half.

22 Some of us went to Washington. The
23 idea was that they really wanted to have that
24 base at Coleman, but they couldn't expand it
25 because it was a federal floodplain and that

1 that couldn't be changed.

2 Well, that issue was fought out over a
3 long period of time and that was resolved. And
4 that copter base stayed there and did not move
5 to Anoka County. Further, that would be a very
6 detrimental thing for that area.

7 In 1982 I left the House and entered
8 the Senate for this area up here. And now have
9 that airport right in the middle of my district.
10 Gordy, of course, is the House member on the
11 north end. And he spoke that it's in the middle
12 of his district, which was true before
13 reapportionment also.

14 I think the big issue that you folks
15 have to understand in terms of trying to come to
16 grips with how it is we resolve this type of
17 thing. I don't think there is a clear
18 resolution, where everybody is going to win. Is
19 the fact that the Metropolitan Airports
20 Commission has some power in commission.

21 The fact is, the way this issue has
22 evolved in the 70's and particularly in the
23 1980's is that this issue is really being fought
24 out at the legislature and it's being fought out
25 at the Metropolitan Council.

1 And the biggest thing that we have
2 going against us out here at the north end, to
3 be frank about it, is that we are on the north
4 end and we've got an airport that a long, long
5 time ago was developed with all of this acreage.

6 And so too everybody else,
7 particularly those people who don't understand
8 the sensitivities of the people out here or care
9 about it. But those people on the south end of
10 town by the airport, those people in some of
11 these other areas have had airports that were
12 closer to the big airport, had the same problems
13 we have. And some ways even had them to a
14 greater degree.

15 So what happens is unfortunately as is
16 human nature, when they go looking for their
17 solution, they end up in our backyard.

18 That's been happening to us in the
19 legislature really for quite a long time. But
20 particularly in 1983, the last time we really
21 fought this thing out in a significant way. And
22 frankly one of the reasons why this proposal is
23 here today is that the solution that most of
24 these people have come up with in other parts of
25 the Metropolitan area is to get their

1 legislators to introduce legislation that flat
2 out would make Anoka County an intermediate
3 airport. Going over the heads of these people
4 and going over the heads of the Metropolitan
5 Council and right through our guts.

6 And I want you to know I'll put it on
7 the table if you want to go back and listen to
8 the tape recorded sessions of the House and
9 Senate Hearings in 1983, you can listen to them
10 yourself. You'll listen to the hours of tapes
11 of the hearings that were held on that
12 legislation in 1983 that would add up to weeks,
13 that we fought that issue and lost. Voss and
14 myself and different committees in the House and
15 Senate -- for weeks it dominated the session.
16 Every legislator in Minnesota knew about Anoka
17 County Airport by the time it was done.

18 We had accumulated between ourselves
19 20 years of legislative experience. Political
20 IOU's that you gain throughout your years. And
21 we used every single one. And it was the only
22 reason that this airport did not become an
23 international airport.

24 5:00 in the morning, the day before
25 the end of the session, in a conference meeting

1 that was meeting next to the one I was meeting
2 in, Wes Skoglund from Minneapolis and
3 Jerry Petrie from Minneapolis imposed upon the
4 people, who really didn't care one way or the
5 other, that had the authority in this
6 legislature, that made up an intermediate
7 airport.

8 At 7:00 o'clock in the morning we
9 found out about it and by 9:00 o'clock in the
10 morning had it changed. That's how close this
11 area came to becoming an intermediate airport.

12 Then we revolved it, lost some ground
13 from what the law had been, the McCarren Law
14 that Voss referred to, which prevented this
15 airport and others that were minor airports from
16 becoming intermediate by law. That was
17 modified. And it was agreed that we would put
18 together a plan to try to do some things to
19 bring more traffic to this airport. But to
20 insure the fact that this would remain a minor
21 airport. And the traffic that would increase
22 would be of the same size and dimensions. And
23 that certain additional safety standards would
24 be put into the airport.

25 One of them that would come along with

1 time is a tower. Which I also agree is
2 something that is needed for the safety of the
3 people out here.

4 One thing that has to be understood
5 clearly, at least up until today, the people who
6 truly do have the biggest problem with this
7 airport are people like this gentleman here on
8 Fairchild and the people in different parts of
9 Mounds View. And so clearly that is where the
10 issue has been debated until this point in time.
11 Because they have been living in the problem,
12 not to say that others don't also to different
13 degrees.

14 I've flown these routes. I've flown
15 them in airplanes because I wanted to find out
16 for myself what the problem really was in terms
17 of takes offs and landings in Mounds View.

18 Also what would happen if the runway
19 was moved a half a mile north, and clearly if it
20 is, would it resolve the problem. It does
21 clearly increase the problem on the east end.

22 The problem with the legislature is
23 they don't want to lay it out on the table
24 because obviously you're going to decide this
25 you know. We're going to decide it one way or

1 the other. But you ought to know what the
2 stakes are. Because this is what I think they
3 are. After 12 years in the legislature having
4 this issue being solved. This is what I think
5 is going to happen.

6 We're getting a lot of pressure on us
7 from our legislative followings, particularly in
8 the Metropolitan area, and also from people in
9 the non-Metropolitan area. You got to
10 understand that because in the legislature we're
11 a representative body. We represent equal
12 numbers of people throughout the State.

13 Most rural legislators do not
14 understand the argument that Voss and Knuth and
15 myself make that our people don't want expansion
16 of an airport facility. That we don't want the
17 business development that comes with it. They
18 think we're nuts. They don't understand that.
19 They don't live with it, so they don't
20 understand it. They spend their entire
21 legislative lifetime trying to build roads,
22 trying to get airports, not expand. So they
23 have no sympathy for our position whatsoever.
24 You should understand that because in today's
25 world, with the people who now run the House of

1 Representatives since the '84 elections, that
2 now has relevance that it didn't have before.
3 The current chairman of the House of
4 Transportation Committee is a person by the name
5 of Representative Doug Carlson from up in the
6 Sandstone area. He's very friendly with the
7 Anoka County Commissioners who aren't here
8 tonight, for promoting the land to expand this
9 airport. He introduced the legislation this
10 last session, was preparing it and wanted to
11 have hearings on it. And would have if we
12 didn't kill the bill in the Senate Committee.

13 The point I'm trying to make is: The
14 pressure that has been on us since 1983 is why
15 haven't we followed through with the different
16 parts of the plan that resulted in this not
17 becoming an intermediate airport in 1983.

18 The pressure that's building is coming
19 from South Minneapolis, from the south suburbs,
20 because of the reality that they're living with,
21 with the major airport. The question of the
22 problem is how do we resolve all these
23 differences within one Metropolitan community?

24 What we need is for someone to come up
25 and say we want an expanded airport out in some

1 part of town that is not by us. I think there's
2 some small chance that that's starting to happen
3 in certain areas, out around Lakeville. But it
4 isn't there yet. And what we have to guard
5 against it is to have a legislative solution
6 imposed upon us that will just flat out go over
7 their heads, go through us and go to the
8 Metropolitan Council.

9 What I'm saying to you is: I think
10 that that's going to be a possible reality in
11 the 1987 legislature, that we are a part of some
12 sort of a solution in this 1986. And the reason
13 that this proposal is here and that we're
14 talking about it is, is that it represents that
15 kind of an action. And like everything else,
16 there are winners and losers. Winners like it
17 and losers don't in terms of how it fits their
18 description.

19 And I think we've got to understand
20 who all the players are. And that these people
21 up here don't control it. And Voss and I and
22 Knuth and McCarran before have frankly been
23 controlling it as much as something like this
24 can be controlled, for 12 years. What I'm
25 telling you, and I hate to admit to you, but I

1 think we're running out of time. Because we're
2 running out of leverage. And we're running out
3 of -- We're starting to sound like people who
4 are always harping on the same thing down there.
5 And you've already used it up.

6 And they come back to something else.
7 And unfortunately this isn't the only issue that
8 we deal with down there. And we're going to
9 have to go around the circle and play the game
10 on all different fields. And that's my concern.
11 And so if this plan doesn't work and they come
12 back to us next time, obviously we're going to
13 be there fighting to keep this airport
14 contained. And I hope they will be successful.
15 And there's 12 years worth of history that says
16 we will be.

17 What I'm telling you from all personal
18 experience, I think it's going to be a whole lot
19 tougher between January and May next year to
20 contain South Minneapolis, Bloomington and those
21 people who have a hell of a lot more votes in
22 that body than we do. And believe me, at that
23 point, it's not republican and democrat, it's
24 geographic politics. There's a lot of people in
25 this State who want expanded airports. We're

1 the obvious target on the end of town, because
2 we've got all the space.

3 The gentleman up there at the table
4 who earlier said in response to someone who was
5 concerned about international airports, there's
6 not going to be an international airport being
7 built in Anoka no matter whatever, in my
8 opinion. But there could be an intermediate
9 airport with a whole lot bigger planes and
10 longer runways built if we don't take control of
11 our situation now.

12 What I think the advantage is right
13 now in terms of the structure is to make a move.
14 This process gets delayed and we get into one
15 more legislative session. I'm just telling you.
16 Frankly, I'm concerned about our ability to
17 contain it. That's my honest opinion.

18 No matter what happens, I'll fight to
19 contain it. But what I'm saying is the reality
20 of the situation is, it's getting damn tough for
21 us to hold these people off. Because the
22 average person who views this and doesn't live
23 here, they can relate to the Metropolitan
24 Airport, these big super liners that are coming
25 down the runways over Bloomington and Richfield,

1 that they have a harder time relating to our
2 situation.

3 And so far we've been able to make the
4 case and be successful. I'm concerned about our
5 ability to do that. If we go back one more
6 year. Three years now in a row, having not made
7 any progress on mediating out this situation,
8 because then they come back and say okay, you
9 didn't do it, we're going to vote this thing
10 right over your head. I don't know where it's
11 going to end up. We'll fight it. We'll do the
12 best we can. I hope we'll be successful. But
13 it's getting tougher all the time.

14 We don't have the votes is the
15 problem.

16 UNIDENTIFIED MAN: When does the
17 extortion end?

18 SENATOR NOVAK: Well, restate your
19 question.

20 UNIDENTIFIED MAN: I think you know
21 what I mean. When does the extortion end? When
22 do they give us the negatives that they've got
23 on us? When do they say okay, we won't bug you
24 any more to build a bigger airport to become a
25 bigger area? If we expand another 800 feet does

1 that means that we satisfy them or does it mean
2 they make it easier for them to say hey, you
3 already got that 800 feet. We just have to
4 expand a little bit more?

5 SENATOR NOVAK: What I would like to
6 see ideally happen here is to have the north
7 south runway moved a half mile north and have a
8 tower built. And to have the east west stay the
9 way it is. The reality of the situation is that
10 it's probably not going to happen.

11 UNIDENTIFIED MAN: What kind of plane
12 can't land on 3200 feet?

13 SENATOR NOVAK: I don't know.

14 UNIDENTIFIED MAN: Does anybody know
15 that? What type of plane should be able to land
16 on the 3200 feet? .

17 COMMISSIONER STASSEN: I think we've
18 answered that question before. That many of the
19 planes, almost all the planes that are here now
20 can take off or land in that length. But if
21 there's an emergency, then it's very, very
22 short. Some of the larger twin engine planes,
23 of course, need more than 3200 feet.

24 SENATOR NOVAK: I want to conclude,
25 that by trying to answer your question to the

1 best of my ability about when does the extortion
2 end. And I think to some extent you're right,
3 that's exactly what it is. I think it only ends
4 if somewhere else in the Metropolitan area we
5 find a group of people in a geographic area that
6 already have an airport, like a Lakeville or
7 Lake Air or whatever, to have a collective
8 decision that they're willing to be the ones to
9 expand their airport into intermediate.

10 Now, I think there is Lake Vail or
11 Lake Air that's actually been advertising on the
12 air with the idea that they got a good thing
13 going and apparently want to do that. But my
14 question is like every other area of the State
15 including this one, there will be a group of
16 people that will be affected by that and will
17 not want that to happen. And will stop the
18 process, which is a natural thing that goes on.
19 It's people's natural right to do that.

20 And I think that's the answer to your
21 question. Which is, that in the Metropolitan
22 area as developed as we are, as is every other
23 one in the country, and he's correct when he
24 says that there hasn't been a major airport
25 built that wasn't on the designing lines before

1 1969. It doesn't, because of all those things,
2 that it won't take place.

3 And so for better or for worse, the
4 reason why this proposal is here is because this
5 is the best they could come up with. So if it
6 doesn't fly, that's fine too. I just think you
7 people ought to be aware of the fact that there
8 could be another scenario coming down that could
9 be worse. That okay too. And we'll fight that
10 fight.

11 It's getting a lot tougher out there.
12 And I'm trying to tell you why. I'm trying to
13 tell you where the battle ground really is
14 because it's a much bigger picture than the
15 Airports Commission or the airport like to
16 sound.

17 UNIDENTIFIED MAN: But I can't see how
18 we're stopping a damn thing. We get to speak.
19 But all the assumptions -- I have listened to
20 them talk. All the assumptions are made. The
21 solution you give, I agree with that. But I've
22 never heard that as an assumption that was even
23 considered.

24 It was expansion, it wasn't moving
25 runways, it was expansion was the only

1 alternative. And how are we going to do some
2 expansion and have a bunch of alternatives that
3 showed the runways over here or there? But
4 there was never the issue of let's move the
5 runway away from Mounds View. Because that
6 makes a hell of a lot of sense. And let's leave
7 the airport the way it is.

8 Because it's a minor airport and the
9 runways that are there satisfy that definition.
10 Because the argument that gee if we don't
11 expand, then all these people are going to come
12 and vote against us and we're going to loose it
13 anyway. Well, the hell with it. Just tell us
14 that and we'll all sell as fast as we can. We
15 can get the hell out and sell to the airport
16 right now. I feel there is not a damn thing I
17 can do about it. I wish I would have sold a
18 little while ago cause the closer we get to this
19 thing the worse off everybody around that
20 airport is going to be.

21 SENATOR NOVAK: Well, I've told you
22 what my ideal solution would be. I can also
23 tell you, I don't think it's going to happen.

24 UNIDENTIFIED MAN: Obviously, they
25 didn't even offer that as an alternative.

1 COMMISSIONER STASSEN: I'm wondering
2 if we should just concentrate on the issues
3 here.

4 Thank you, very much, Senator Novak.
5 We have, I think, Representative Knuth and then
6 one other speaker that is officially registered.
7 And perhaps we ought to move along. So at this
8 time Representative Dan Knuth from --

9 UNIDENTIFIED WOMAN: Is the reason for
10 expanding the east west runway for in case of
11 emergency they have a longer runway? Is the
12 airport so heavily populated with planes that
13 they cannot use the north south runway to land?

14 COMMISSIONER STASSEN: I think that's
15 a very good question. That depends on the
16 winds. If you have a strong wind blowing either
17 from the east or from the west, it's maybe
18 impossible to make a landing on a north south
19 runway because you have a cross wind and there
20 is a danger if the wind is too strong that the
21 airplane cannot hold its course and lands on
22 that runway.

23 And so you do have to have roughly
24 equivalent runways going both ways to take care
25 of the wind situations.

1 UNIDENTIFIED WOMAN: So if the wind
2 was coming from the east going to the west, if
3 they landed going into the wind, they would
4 definitely stop at 3200 feet; right?

5 COMMISSIONER STASSEN: It depends on
6 the kind of airplane. And many can, some may
7 have some difficulty. Representative Dan Knuth.

8 REPRESENTATIVE KNUTH: My name is
9 Dan Knuth, I live at 1106 Rockstone Lane. And
10 that's in New Brighton.

11 Representative Voss and Senator Novak
12 have discussed the political realities, they've
13 discussed the legislative history of this
14 project and are accurate and true. And they've
15 stated it better than I can possibly state
16 them.

17 So I'd like to turn my discussion away
18 from the politics, away from the history of how
19 we've gotten here. What we're going to be doing
20 in the future, and to the Environmental Impact
21 Statement itself.

22 One thing that is exceedingly
23 disappointing to me tonight is the lack of
24 environmental specialists that are supposed to
25 protect our interest in the State of Minnesota.

1 I've seen one gentleman here from the Pollution
2 Control Agency. Pollution Control Agency will
3 be submitting their comments in writing. I
4 would have hoped that the Pollution Control
5 Agency would have come forward and said these
6 are our concerns, these are the strenghts, these
7 are the weaknesses of the Environmental Impact
8 Statement.

9 I see no one here from the Department
10 of National Resources that may be concerned
11 about drainage, may be concerned about fish,
12 maybe concerned about wildlife and so on. I
13 hope they do make their comments in writing.
14 But I'm extremetly disappointed that they're not
15 here.

16 I don't see anyone here from the
17 Metropolitan Council, at least no one that I
18 recognize, they're also involved in this.
19 They're involved with the development of our
20 neighborhoods, and hopefully they can come
21 forward and write and make their comments.

22 I see no one here from the Department
23 of Transportation to be able to answer questions
24 about traffic flow, new highway systems and what
25 that would have on technical effects on our

1 neighborhoods and your lives.

2 I took the opportunity this afternoon
3 to look at the 1982 Rules of the EQB in
4 relationship to the Environmental Impact
5 Statement that's before us.

6 In that, I reviewed the outline what's
7 to be in an Environmental Impact Statement under
8 the EQB. That's another agency that should be
9 here that is not here, that should be protecting
10 our technical concerns and our interests.
11 Hopefully they will respond in writing.

12 In that review, I noticed there is at
13 least a couple of deficiencies, particularly in
14 summary material as it relates to the
15 Environmental Impact Statement. There's no
16 executive summary, there's no environmental
17 matrix in the Environmental Impact Statement.
18 It indicates in a very readable fashion what's
19 happening.

20 There is no list of preparers that I
21 saw that lays the foundation for the technical
22 input. And hopefully that's also in there.

23 I was very impressed with much of the
24 technical information, much of the technical
25 input. There are a couple of areas where I had

1 some concerns. One, there appeared to be a lack
2 of information on traffic management, exactly
3 what does happen with the operations at the
4 airport. I think that's everybody's concern
5 here tonight.

6 What happens, what makes sure that the
7 rules of the airwaves are followed. What makes
8 sure that we have proper landing patterns and
9 what can be done to make sure those operations
10 are done in a safe fashion?

11 Also in relationship to our
12 groundwater, and I guess I focus in a lot on
13 groundwater being from New Brighton, Steve Novak
14 and I just came from a hearing on groundwater in
15 the City of New Brighton in relationship to the
16 arson. I probably have groundwater fixed on my
17 mind more than most.

18 There is no illusion. There is no
19 discussion of a potential spill plant. The
20 gentleman here from Blaine indicated that he's
21 on a well and he's probably in a very shallow
22 one. I think there should be discussion in the
23 Environmental Impact Statement about a spill
24 prevention plan. And what's going to prevent if
25 there's any fuel seepage. And let me tell you,

1 there probably will be fuel seepage. What will
2 protect those wells. And I think that's an
3 extremely important aspect of the
4 Environmental Impact Statement.

5 The other is discussion of hazardous
6 wastes. There's a good discussion of hazardous
7 waste, and there's very good controls over
8 hazardous waste. But I'd like to see the
9 discussion of hazardous materials handling and
10 hazardous materials storage.

11 In other words, oil, if it's dirty
12 used in a plane and is spilled on the ground,
13 it's a hazardous waste. Okay? If the oil,
14 before it's used is spilled on the ground, it's
15 a hazardous material. It has the same impact on
16 your water supply. But it's a semantic
17 difference. And hopefully there's a section in
18 there that discusses hazardous material and
19 management.

20 One thing you have to remember as
21 citizens is that I think the airport is reality.
22 I think it's a definite reality. And I think
23 that's the point that Senator Novak makes. And
24 I think that's the point that
25 Representative Voss makes also. But there's

1 going to be an airport here. It would be minor
2 and it should be put in an environmentally
3 sensitive manner as possible.

4 I compliment you on the extreme detail
5 of your work. And before the Environmental
6 Impact Statement is declared accurate by the
7 Environmental Quality Board, I think there's
8 still some deficiencies that will need to remain
9 open. Thank you, very much.

10 COMMISSIONER STASSEN: Thank you, very
11 much, Representative Knuth.

12 I might just comment, that since the
13 control tower has been brought up a number of
14 times, that again is not a decision that MAC
15 makes. The FAA sets up control towers when it
16 feels that traffic has reached such a volume
17 that it needs a control tower to handle it.

18 And at some point they may make that
19 decision. They're not going to let an airport
20 grow so big and have planes flying without a
21 control tower to the extent that there's a
22 safety problem coming in. But that's something
23 that MAC doesn't decide. So we can't
24 specifically answer your question except that
25 the FAA does keep on eye on those things.

1 Secondly, the Metropolitan Airports
2 Commission does run a system of airports, a
3 major hub airport for air transport, one
4 intermediate airport in St. Paul downtown
5 airport, and five secondary airports in which we
6 hope the smaller aircraft will use to keep them
7 out of the way of the big ones to the major
8 airports. We can't tell airplanes where to go.
9 We can encourage them to use the appropriate
10 airport.

11 Every one of those five reliever
12 airports plays an important role, not just for
13 the communities they're next to, although those
14 communities are very aware of them, but within
15 the whole system. Because if one of them is
16 taken out for some reason, then there will be an
17 undue burden on the others.

18 So you are part of a system. You are
19 helping the whole Metropolitan area. We hope
20 that the airport also has an economic impact, a
21 favorable impact here. But it's important to
22 remember that it is part of a system and each
23 airport is important to carry it's share of the
24 burden of air transportation, to keep your major
25 airport operating in a safe and free manner.

1 We just have one more card here. I
2 want to call on this gentleman. Then, I want to
3 ask Commissioner Peterson and
4 Commissioner Jerich if they have any comments.
5 And then we'll adjourn the Meeting.

6 Is it Mark Bonander, 1921 Bataan
7 Street, Blaine? Mark.

8 MR. BONANDER: Just for the record, I
9 was just wondering about the capacity of 700 and
10 the demand of 478, is that 66 percent over the
11 capacity over demand on that?

12 MR. LUDDERS: I'm sorry, what were you
13 referring to?

14 MR. BONANDER: I'm looking at the
15 table 1-7. It says future capacities 700, but
16 the demand here says 478. I was just wondering
17 why the capacity is going to be 222 over the
18 demand?

19 MR. LUDDERS: The plan for development
20 of hangers and also of the airport is size to
21 meet a demand which has been projected, it was
22 projected originally in the Master Plan and we
23 updated those projections in the environmental
24 analysis. We are not trying to over build. We
25 are trying to project a size for a facility that

1 is necessary to meet the projected demand in the
2 future.

3 MR. BONANDER: 700 over 478? Is it
4 over?

5 MR. LUDDERS: Are you saying is it
6 over 478?

7 MR. BONANDER: Well, it says the
8 demand for 2003 is 700, excuse me 478, but the
9 capacity is going to be 700?

10 MR. LUDDERS: Are you looking at table
11 1-7 in the full report?

12 MR. BONANDER: 1-7.

13 MR. LUDDERS: We're referring to table
14 1-7 in the Scoping Decision Document by MAC. In
15 which it's showing we produced a Metropolitan
16 Council graph chapter update showing existing
17 capacity, future capacity of Anoka of 700, and a
18 demand projection of 478.

19 This table was designed to look at the
20 storage capacity of all the airports in the
21 entire system. And the Master Plan was
22 projected at a level of demand which was
23 reasonably expected to arrive and use Anoka
24 Airport over the period of the planned period of
25 the Master Plan, which is normally 20 years.

1 The total that we projected in the EIS
2 is total number of base aircraft. Those
3 aircraft that call the airport home. We're
4 looking in the year 1990 of approximately 456.
5 And the year 2000 we're estimating 630.

6 In the updated Master Plan, sorry the
7 environmental forecast, the building areas
8 identified in the development alternative are
9 sized on approximate basis, based on the
10 existing density. The density of aircraft
11 storage that is in there now, the kinds of
12 hangers they have now, the number of aircraft
13 that get into the hangers. We make those kinds
14 of assumptions in trying to size the area
15 required or accommodate those number of
16 aircraft.

17 And it's roughly 33 acres on the east
18 side and 33 acres on the west side.

19 COMMISSIONER STASSEN: I think it
20 would be fair to say that the fact that they
21 calculated it, that that would be the capacity,
22 does not mean that there is going to be that
23 many hangers built. That would depend on
24 economic incentives for someone to put some
25 money up to build them, or demand. And we never

1 reached the 700. But spacewise that's a
2 possibility.

3 UNIDENTIFIED MAN: What's the
4 intermediate capacity for an intermediate
5 airport?

6 COMMISSIONER STASSEN: As I recall in
7 the aviation guide, I don't think the
8 intermediate airports are defined in terms of
9 capacity. They were defined in terms of runway
10 lengths, in the approximate uses of them, rather
11 than capacity.

12 One of the largest airports -- Some of
13 the most busy airports in the world are airports
14 that are for small aircraft. Our own Flying
15 Cloud, was right up there one year. So capacity
16 is not necessarily a criteria for whether an
17 airport is intermediate in nature.

18 MR. BONANDER: Just one more question.

19 COMMISSIONER STASSEN: And incidently,
20 80 percent of the landings and take offs that
21 take place in the seven airports that MAC
22 controls, take place outside of the Twin City
23 Metropolitan Airport, Minneapolis-St. Paul
24 International.

25 So there are a lot more landings and

1 take offs that take place here than they do
2 there. That's one of the reasons it's safe
3 here. Because we have these other airports
4 handling some of the smaller airplanes who land
5 and take off more frequently.

6 MR. BONANDER: I just had a question
7 about Xylite. The rerouting of Xylite south of
8 95th. And why didn't you just run it on the
9 original Xylit and turn at 95th, instead of
10 cutting through the back of that block there,
11 the center of the block?

12 MR. LUDDERS: If I understand your
13 question that Xylite is proposed to be closed
14 because the runway comes right out to Xylite.

15 MR. BOLANDER: Well, Xylite stops at
16 95th; correct? But there's a jog that's shown
17 on this map, that the street doesn't run there
18 now.

19 MR. LUDDERS: Xylite comes all the way
20 down to the east side of the airport.

21 MR. BONANDER: Right.

22 MR. LUDDERS: And when you extend the
23 runway out, not only is it a runway itself, but
24 there are clear zones and so on off the ends of
25 the runway that would have to be kept clear.

1 Those would cut across where Xylite Street is
2 now and require the rerouting of the traffic.

3 MR. BONANDER: Yeah, I know. But
4 there is a jog in it that goes like that, and
5 it's cutting through a block where the street is
6 not there now.

7 MR. LUDDERS: Let me take a look at
8 your graph afterwards and I can talk to you
9 about that. As I say, whatever streets are out
10 there, will be modified to accommodate the
11 traffic that's interdicted by the closure of
12 Xylite street.

13 And in addition, there is an
14 additional study that MAC is going to undertake
15 to get a broader area understanding of that
16 impact. What we have identified so far is
17 paving would be required on 101st Avenue and
18 some improvement in the geometry of the turns to
19 make that a smoother transition.

20 MR. BONANDER: Okay. Well, I guess
21 just my concern was between 93rd and 95th.

22 MR. LUDDERS: I'll take a look at that
23 more later on.

24 COMMISSIONER STASSEN: If that's all
25 the statements from the audience, I'd like to

ask Commissioner Peterson and
Commissioner Jerich if they have some concluding
comments.

COMMISSIONER JERICH: I know I've been
very silent here tonight, but I am very
impressed with the quality of the questions that
the people have brought before us. And I'd like
to say that each and everyone of these questions
I'd like to see our staff or the proper people
address and if at all possible have it published
in all the periodicals including the Blaine
Banner, because I think it's -- Del's got a big
smirk on his face there. The people should be
well informed as to what's happening.

I kind of feel bad that we didn't use
that big amphitheater and we didn't have a lot
more people. There are a lot of concerns here
like the control tower, noise complaints. Like
everybody mentioned, closing of Xylite Avenue
and the low flying planes. This list goes on.
I wrote them all down. And I'd like to
publically state here that I'm going to do the
best I can to get our staff to get these
answered, and we'll publicize them all. If we
can't have another Hearing, which I think is

1 almost out of the question, I'd like to at least
2 get these answers back to the people.

3 In regard to the airport expansion, my
4 secondary job besides serving on MAC, is a
5 lobbyist at the legislature. I want to tell
6 you, you're very fortunate to have
7 Senator Novak, Representative Knuth and
8 Representative Voss there because I can tell you
9 with Skoglund and Freeman and a list of probably
10 20 or 30 other legislators breathing down their
11 backs, the clout that they've had, they have by
12 being there many years, they have to stop this
13 airport from getting intermediate status.

14 Also in the audience we have our own
15 MAC lobbyist, David Naborowski(ph) who I
16 directed at nights to help these gentlemen put
17 down the upright. I just hope that as long as I
18 serve on MAC and represent the people in Anoka
19 County, I'll do the best I can to make sure that
20 the promises that Gordy and Knuth and Novak are
21 trying to give new regard to keeping this a
22 minor status are kept.

23 I'd like to thank everybody for
24 coming. Again, I hope that in the future we can
25 get the message out to the people to be -- We

1 can be a little more responsive to you, if we
2 have a lot more people here to make the noise.

3 Tonight before I came here, I think I
4 took my tenth call in the last week from the
5 residents of South Minneapolis. They have no
6 regard for what time they call you. I've been
7 called at 1:00 or 2:00 in the morning, and been
8 told the airplanes are taking over. These
9 people have a severe problem. You people have
10 problems, too. And we'd like to try to
11 recognize some of them and do the best we can.

12 UNIDENTIFIED MAN: Can I have your
13 phone number to let you known when the jets come
14 over?

15 COMMISSIONER JERICH: I'll tell you
16 what. Everybody else must. I'm from Anoka, we
17 don't usually here that noise. I have been on
18 this Commission for two and a half years, and I
19 really shouldn't tell you this. I've never
20 gotten a call from anybody in Anoka County in
21 this area complaining about noise. But that's
22 probably leaving me open for a lot of calls.

23 UNIDENTIFIED MAN: I think it is.
24 We'll find it and publish it.

25 COMMISSIONER JERICH: Thank you, very

1 much.

2 COMMISSIONER STASSEN: Thank you, Ron.

3 COMMISSIONER PETERSON: I have too
4 made notes of all of your pertinent points. I'm
5 going to follow through to see that they have
6 been entered in the record and acted upon.
7 Where it's practical to do something about it.

8 I was up there at the first meeting
9 and we are were in the auditorium, and I thought
10 the distribution of information on the meeting
11 was something like tonight and there had to be
12 300 or 400 of you in the auditorium that night.
13 And again it was a good input from all of us.

14 But I thank you all for being here.
15 And, Miss, I'm going to give you the money to my
16 granddaughter who is four years old, and will be
17 around a lot longer than you. But I agree with
18 the Representatives that there's never going to
19 be a major airport in this area.

20 COMMISSIONER STASSEN: Let me again
21 remind you that any additional communications
22 received by MAC prior to the end of the business
23 hours of May 27th will be made part of the
24 meeting record. And furthermore, that the
25 Hearing Officer's report will be considered at a

1 special meeting of MAC Planning and Fiscal
2 Development Committee on June 10th. And then
3 the full Commission will consider it on June
4 16th. And then the EQB will actually take this
5 report in hand and make a determination of the
6 adequacy of the report by July 17th. So they
7 will be involved.

8 I do want to thank you all for sharing
9 your thoughts with us. And as before, in the
10 other meetings, your thoughts were considered.
11 And they have made changes and we appreciate
12 very much your concerns. And we wanted you to
13 come and share this with us. So if there is no
14 further discussion, this Public Hearing is
15 hereby adjourned. Thank you, very much.

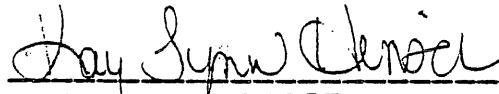
16 (Meeting concluded.)
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1 STATE OF MINNESOTA)
2) ss.
COUNTY OF RAMSEY)

3
4
5 REPORTER'S CERTIFICATE
6

7 I, KAY LYNN HINSCH, do hereby certify
8 that the above and foregoing transcript, consisting
9 of the preceding 145 pages is a correct transcript
10 of my stenograph notes, and is a full, true and
11 complete transcript of the proceedings to the best
12 of my ability.

13 Dated May 17, 1986
14

15
16 
17 KAY LYNN HINSCH
COURT REPORTER
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