St. Pete – Clearwater International Airport

Environmental Assessment for Redevelopment of the Airco Site

PUBLIC HEARING

June 17, 2019
Public Hearing Agenda

- Introduction and Airport Director Comments
- Overview of Public Hearing
- Brief presentation on Proposed Project and Environmental Assessment
- Formally open Public Hearing
- Public comment period
- Close Public Hearing
Public Hearing Guidance

- Public hearing is a formal process
- A designated public hearing officer presides over the meeting and a court reporter is present to compile a transcript of the hearing
- Following this brief presentation, Public Hearing will be opened
  - Commenters will be allowed to speak for 3 minutes each
  - Commenter should state their name for the record
  - Public hearing will be closed upon hearing all oral comments
- Comments will also be accepted in writing tonight and for seven (7) calendar days following this hearing
- Formal comment period closes on Monday, June 24\textsuperscript{th}
Why Prepare an Environmental Assessment?

**National Environmental Policy Act of 1969 (NEPA)**

- Set national environmental policy to protect and enhance the environment
- NEPA requires federal agencies to consider the environmental effects of their actions and consider alternatives
- NEPA provides opportunities for public review and comment

- Required by the Federal Aviation Administration (FAA)
  - NEPA does not mandate a particular outcome, but prescribes the process
The Environmental Assessment (EA) Process

- Under NEPA, an EA has been prepared for the proposed redevelopment of the Airco site.

- After public review of the Draft EA, the Final EA (and all comments) will be submitted to the Federal Aviation Administration (FAA).

- The FAA will review the EA and all comments. If the FAA finds the EA to be acceptable, the agency will make its environmental decision.
Airco Redevelopment NEPA Evaluation

- Project definition
- Evaluated alternatives

- Collected information and assessed potential impacts for more than 20 environmental resources, including:
  - Aircraft noise
  - Farmland
  - Historic Resources
  - Floodplains
  - Socioeconomics
  - Air quality
  - Wetlands
  - Habitat and listed species

- Prepared Draft EA for public and agency review
- Properly noticed and held tonight’s Public Hearing
Proposed Project

- Infrastructure improvements including grading, access, utility and drainage improvements
- Construct partial parallel taxiways “J” and “K” to provide required airfield access
- Construct new aviation support facilities
Alternatives Analysis

- Five alternatives were evaluated using the screening criteria.
- Alternatives found not to meet the purpose and need were not carried forward for further analysis.
- Ultimately two alternatives were carried forward for evaluation.

**Alternatives Screening Evaluation**

**Step 1**
Meet the Purpose and Need

- Would the alternative meet the unmet demand for medium- to large-scale developments near to aviation facilities in Pinellas County?
  - Size: Adequate land available for medium- to large-scale development (>50 acres)
  - Connectivity: Near to an airport/transportation hub

**Step 2**
Constructability and Operational Considerations

- Could the alternative accommodate the proposed facilities?
  1. Safety: Avoids encroachment of regulated airport surfaces
  2. Land Use: Zoned for industrial/office uses
  3. Efficiency: Efficiently accommodates aviation-related facilities

**Step 3**
Further detailed analysis of environmental impacts in the EA
Evaluation of Alternatives

- **EA documents Existing Conditions (Affected Environment) and evaluates impacts to all resource categories in accordance with FAA NEPA guidance (1050.1F and 5050.4B)**

- For all resource categories, impacts were determined to be “no impact”, temporary (i.e. construction), or incremental (not significant)

<table>
<thead>
<tr>
<th>Resource</th>
<th>No Action Alternative</th>
<th>Proposed Project</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality</td>
<td>No effect.</td>
<td>Will not cause or contribute to an exceedance of the air quality criteria pollutants.</td>
</tr>
<tr>
<td>Biological Resources</td>
<td>Existing conditions would persist.</td>
<td>No jurisdictional wetlands; no effects to EFH or listed species.</td>
</tr>
<tr>
<td>Climate</td>
<td>No effect.</td>
<td>Continued conformance with local climate change planning initiatives.</td>
</tr>
<tr>
<td>Coastal Resources</td>
<td>Existing conditions would persist.</td>
<td>Proposed Project will have no direct impact on coastal resources</td>
</tr>
<tr>
<td>Hazardous Materials, Solid Waste, and Pollution Prevention</td>
<td>Existing conditions would persist.</td>
<td>Minimal increase in solid and hazardous wastes</td>
</tr>
<tr>
<td>Historic and Cultural Resources</td>
<td>Existing conditions would persist.</td>
<td>No effect.</td>
</tr>
<tr>
<td>Land Use and Surface Transportation</td>
<td>Negligible traffic increases experienced due to ongoing growth of PIE services.</td>
<td>Beneficial impact - supports the development Districts identified by Pinellas County.</td>
</tr>
<tr>
<td>Natural Resources, Energy Supply, and Sustainable Design</td>
<td>Existing conditions, including anticipated future growth per FAA TAF, would persist.</td>
<td>Slight increase will not overwhelm existing or future supply.</td>
</tr>
<tr>
<td>Noise and Noise-Compatible Land Use</td>
<td>Existing conditions, including anticipated future growth per FAA TAF, would persist.</td>
<td>No sensitive uses are located within the DNL 65 dB contours or subject to an increase in noise of DNL 1.5 dB or greater.</td>
</tr>
<tr>
<td>Socioeconomics, E.J., Children’s Health and Safety</td>
<td>Existing condition would persist.</td>
<td>Beneficial effect on the local economy</td>
</tr>
<tr>
<td>Visual Effects</td>
<td>Existing conditions would persist.</td>
<td>Consistent with surrounding visual setting and separated from sensitive viewers by Green Area Buffer</td>
</tr>
<tr>
<td>Water Resources (Surface Water, Floodplains, Public Water Supply, and Groundwater)</td>
<td>Existing condition would persist.</td>
<td>Stormwater improvements and BMPs to assure state criteria are met. No affect to groundwater or public water supply.</td>
</tr>
<tr>
<td>Cumulative Impacts</td>
<td>Existing condition would persist.</td>
<td>Negligible incremental impacts.</td>
</tr>
</tbody>
</table>
What Happens Next?

- Court reporter will compile a transcript of oral comments from Public Hearing
- Comments will also be accepted in writing tonight and for seven (7) calendar days following this hearing (comment period closes on Monday, June 24th)
- Response to Comments:
  - Comments will be compiled and responses developed in coordination with the FAA
  - If warranted, the draft EA would be revised in response to comments received
  - Prepare the final EA - *Although the FAA is not required to formally respond to public comments concerning EAs, EAs should reflect the FAA’s consideration of such comments*
- FAA Determination: Upon review of the final EA, the responsible FAA official will make a determination of finding
Submitting Comments

- You may submit comments orally during the Public Hearing.
- Written comment forms are also available at this hearing.
- After this hearing you may e-mail your comments to jsullivan@esassoc.com, or mail them to the address provided below.

St Pete-Clearwater International Airport, Airco EA
Attn.: Monique Savas
14700 Terminal Blvd., Suite 221
Clearwater, FL 33762

The EA Draft is published at https://www.fly2pie.com/news-media/general-information

Note: Be advised that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

Comment period closes June 24th
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