



ATKINS

Focused Environmental Assessment

Runway 13/31 Safety Improvements

City Council Presentation

April 2014

Plan Design Enable

Project Team

- Atkins North America, Inc. (Atkins)
 - Tom Roda, Lisa Munsch, Jonathan Hand

- American Infrastructure Development, Inc. (AID)
 - Lisa Mastropieri

- Environmental Science Associates (ESA)
 - Mike Arnold

National Environmental Policy Act 1969

- Environmental review process required for any federal actions (projects using federal funds)
- FAA is responsible for the review and final decision for EA under NEPA at airports
- NEPA requires the FAA to consider the environmental effects of the proposed action and reasonable alternatives
- FAA Orlando ADO provided “Focused EA” format for VNC project

Focused Environmental Assessment

- Commenced by the Airport in good faith to its neighboring community
- Satisfies NEPA project review requirements
- Provides opportunity for public input/comment
- Provides concise documentation of EA process
- Follows FAA procedures (Order 1050.1E)
- Allows for agency coordination
- Includes 18 specific categories for review
- Allows City to apply for FAA and FDOT funding

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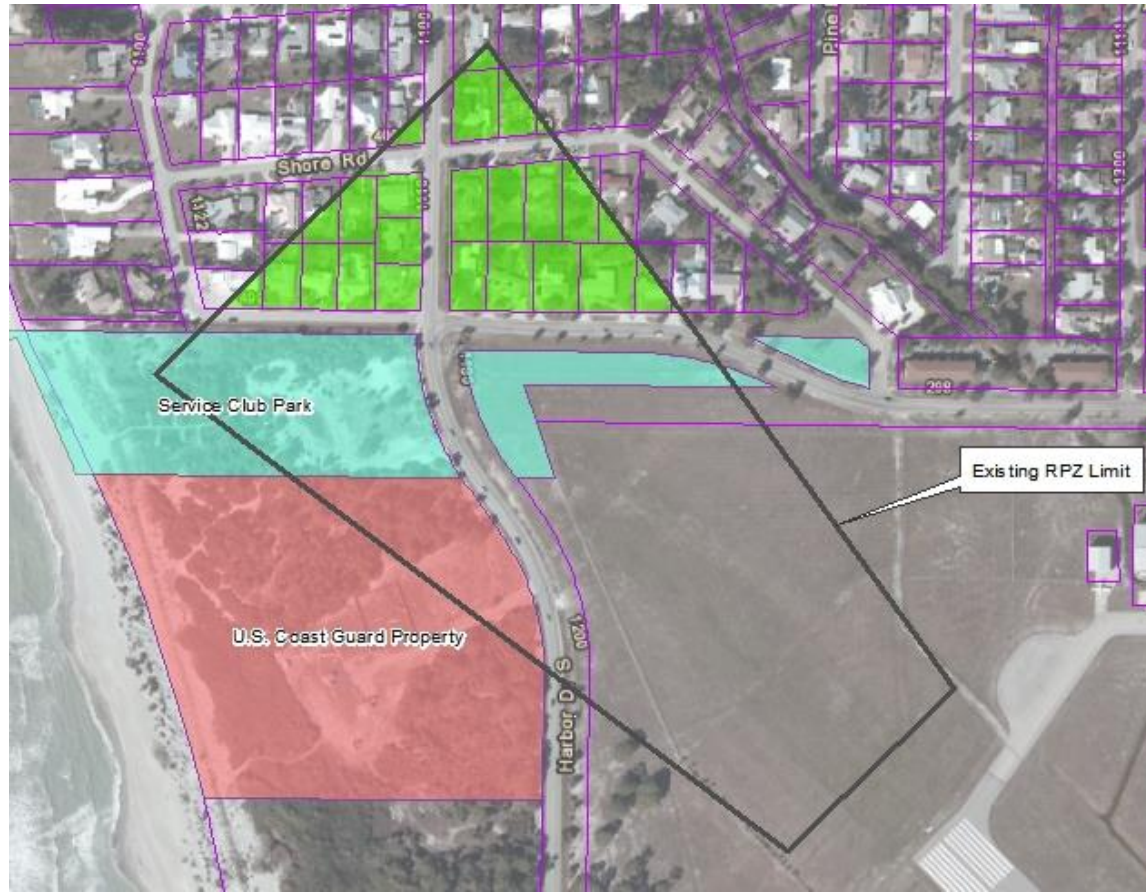


Proposed Project

- Add 727 feet to the Runway 31 end and mark as displaced threshold for arrivals
- Shift the Runway 13 landing threshold 727 feet south to remove homes from RPZ to extent practical and reduce acreage of Service Club Park in RPZ
- Construct Engineered Materials Arresting System (EMAS)
- Extend parallel Taxiway D
- Clear obstructions (such as trees) in the runway approaches
- Although pavement length will be 5,727 feet, Declared Distances will be in place both directions: 5,000 feet

Purpose

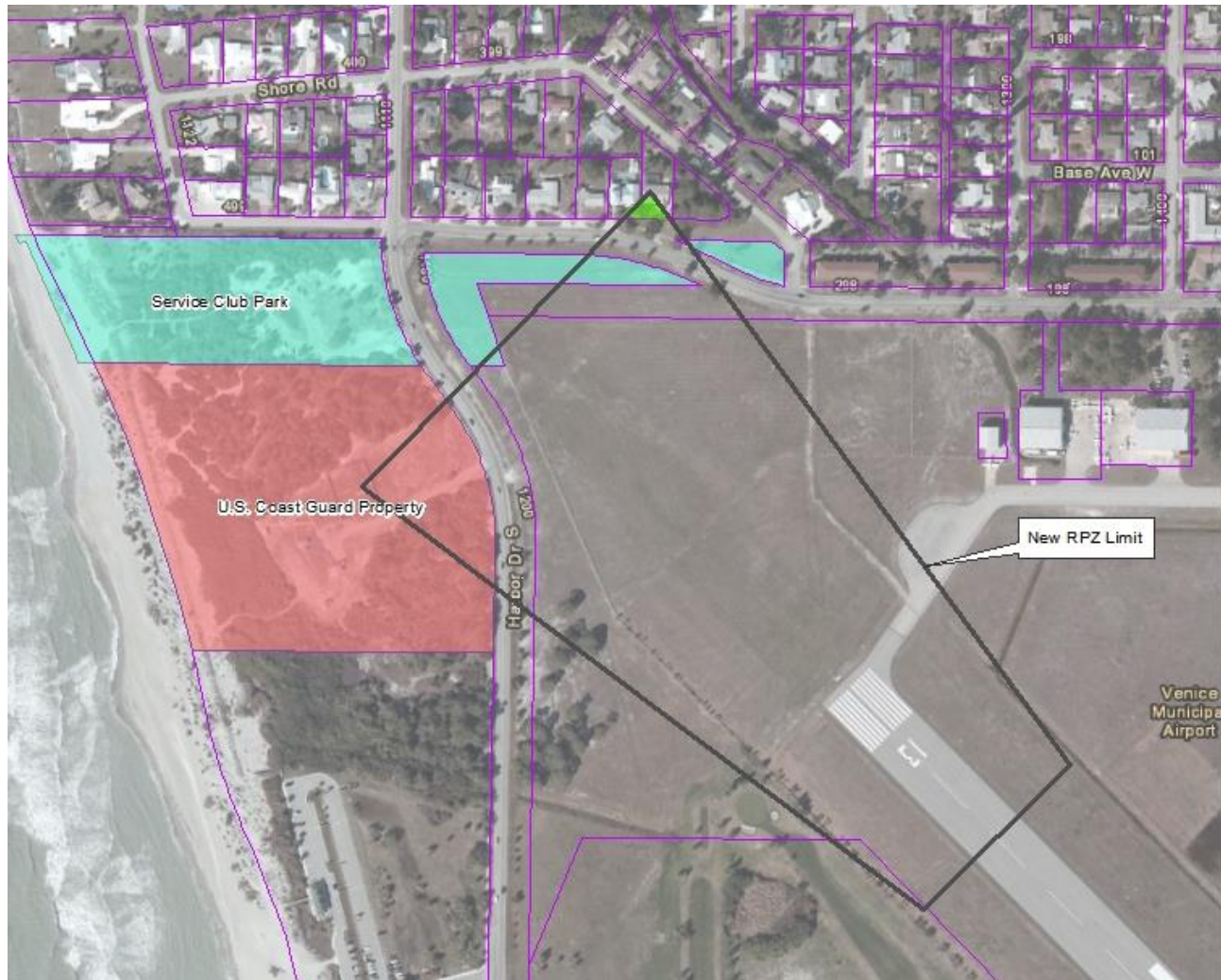
- Airport master plan evaluated conflicts with FAA defined Runway Protection Zone (RPZ):
 - Remove single family residences, Service Club Park, and U.S. Coast Guard property located in Runway 13 approach RPZ



Need – Goals & Objectives of Proposed Action

- Conform to FAA design criteria to the extent practicable
- Relocate Runway 13 RPZ onto existing Airport property to the extent practicable
- Maintain operational utility of Primary Runway 13-31 including:
 - Landing and departure lengths
 - Approach capabilities
 - Airport Reference Code (ARC)
- Provide a FAA compliant Runway Safety Area for landings on Runway 13 by using EMAS
- Provide adequate wind coverage

Future RPZ



Alternatives

- Airport master plan investigated 8 Alternatives for Runway 13-31:
 - No Action
 - Relocate Runway 13-31
 - Re-orient Runway 13-31
 - 1A - Shift Runway 800 feet south to remove all homes from RPZ
 - 1B - Shift Runway 400 feet south, no declared distances
 - 1C – Shift Runway 727 feet south, construct EMAS, use declared distances (PROPOSED PROJECT)
 - 1D – Shift Runway 727 feet south, construct EMAS both ends, use declared distances
 - 1E – Hybrid using 1C and Runway 5-23 as B-II runway

Alternatives Analysis

Master Plan (MP) Alternative	Residential Parcels in RPZ	RSA/EMAS	Declared Distances	GPS Approach Maintained	Obstructions	Prelim. Cost	Comments
No Action	24	Standard RSA	None	Yes, both ends of 13-31. Trees in approaches must be removed.	Yes, trees in approaches	\$16.69 million	Eliminated – does not achieve Purpose and Need as well as goals and objectives of City and FAA
MP Alternative 1A (shift 800 feet south)	0	Standard RSA	Yes reduces LDA on 13 to 4,200' published length 5,800'	Yes, airspace evaluation to re-site new threshold locations. Trees in approaches must be removed.	Yes, trees in approaches	\$2.0 million	Eliminated -utility of runway reduced
MP Alternative 1B (shift 400 feet south)	8	Standard on 13 end. EMAS on 31 end	No –full 5,000' available	Yes, airspace evaluation to re-site new threshold locations. Trees in approaches must be removed.	Yes trees in approaches	\$12.53 million	Eliminated – due to number of homes remaining in RPZ
MP Alternative 1C (shift 727 feet south) Basis for Proposed Project	2	Standard on 13 end. EMAS on 31 end	Yes – 5,000' available- Published length 5,727'	Yes, airspace evaluation to re-site new threshold locations. Trees in approaches must be removed.	Yes, trees in approaches	\$10.07 million	Proposed Project with minor adjustments as depicted on conditionally approved 2011 ALP, and achieves Purpose and Need.
MP Alternative 1D	2	EMAS Both Runway ends	Yes – 5,000' available- Published length 5,325'	Yes, airspace evaluation to re-site new threshold locations. Trees in approaches must be removed.	Yes, trees in approaches	\$16.07 million	Eliminated – Cost exceeds benefit.
MP Alternative 1E (combination of 1C and Runway 5-23 becomes B-II)	2	Standard on 13 end. EMAS on 31 end	Yes – 5,000' available – Published length 5,727'	Yes, airspace evaluation required to re-site for new threshold locations	Yes, trees in approaches	\$8.42 million	Eliminated – due to Runway 5-23 component

Alternatives Carried Forth in EA

NO ACTION

Proposed Project – Alternative 1C

Affected Environment

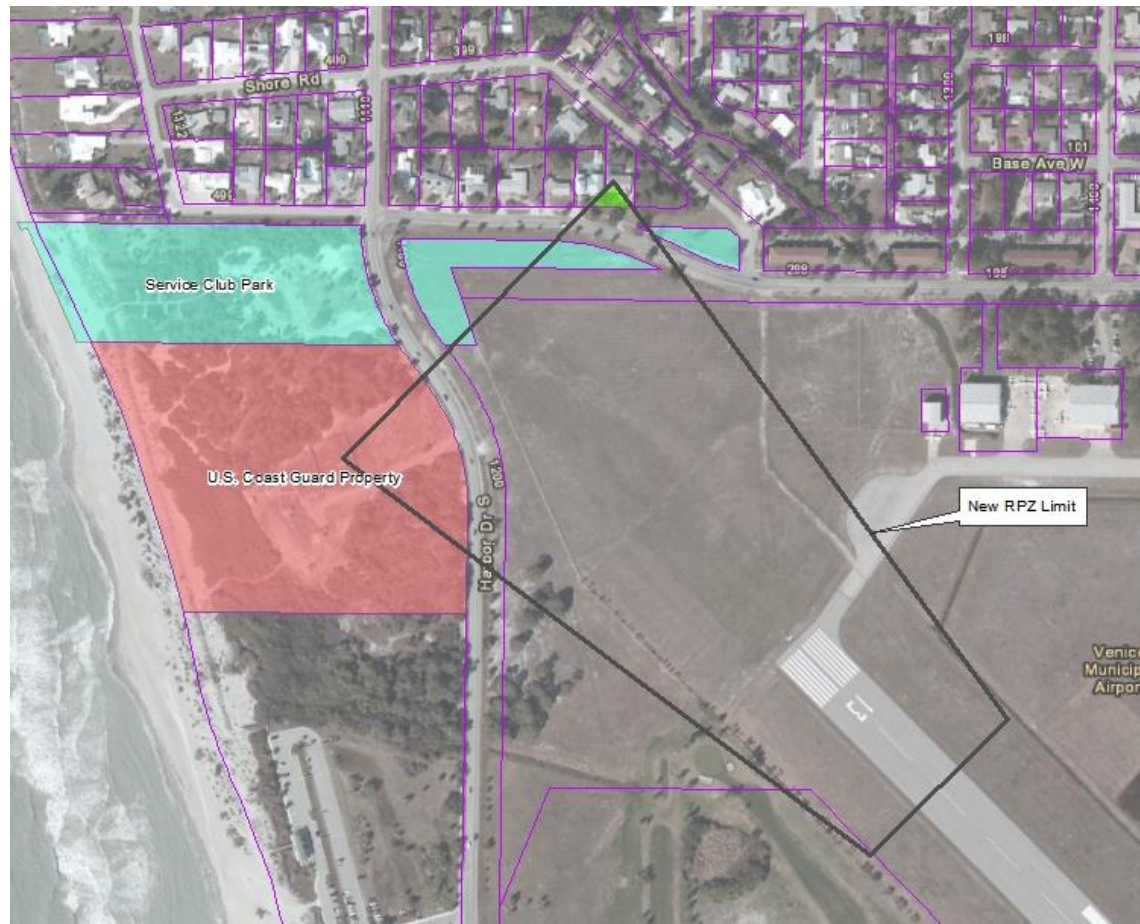


Environmental Resource Categories

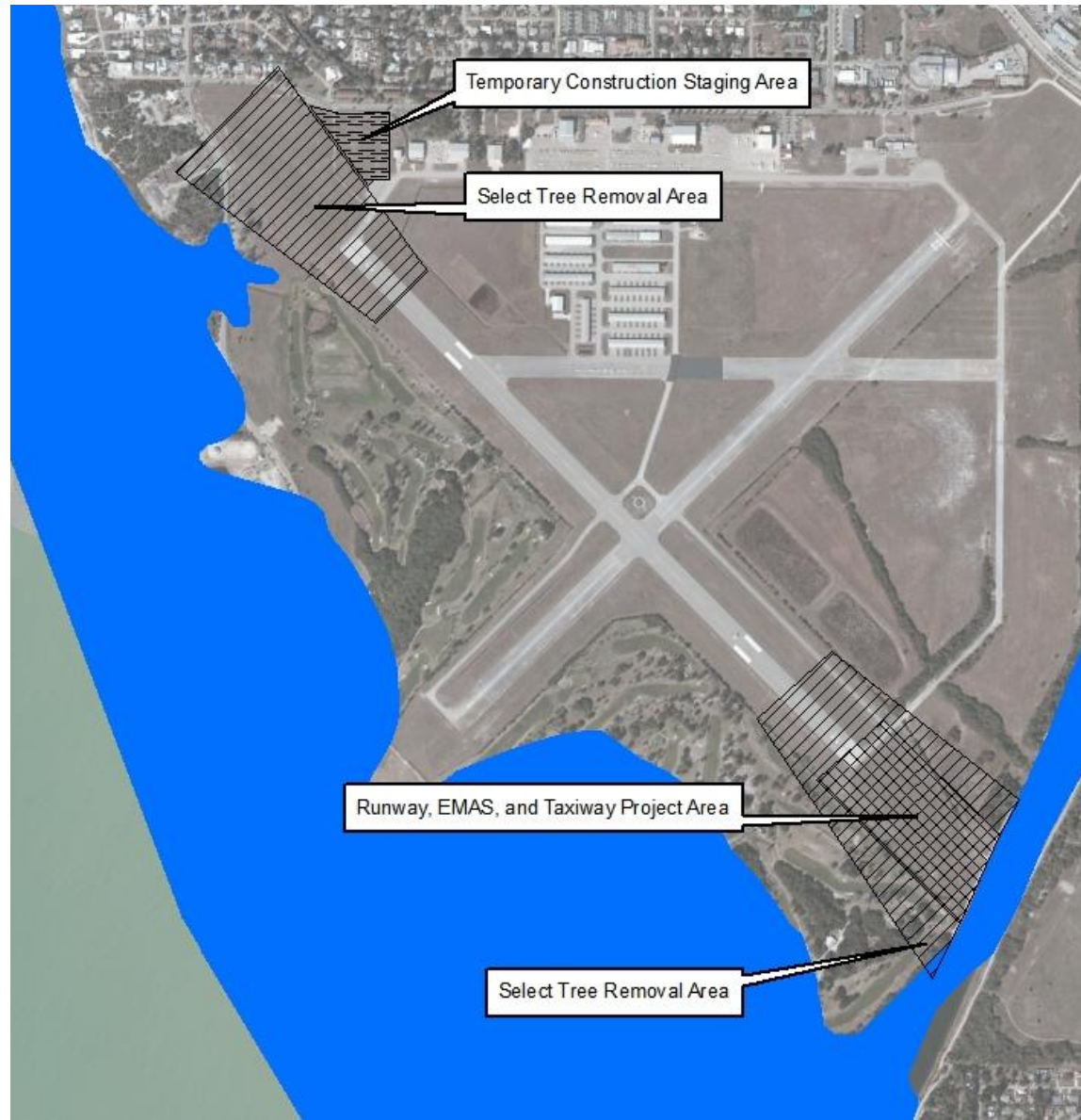
1. Air Quality	10. Historical, Architectural, Archaeological and Cultural Resources
2. Coastal Resources	11. Light Emissions and Visual Impacts
3. Compatible Land Use	12. Natural Resources, Energy Supply, and Sustainable Design
4. Construction Impacts	13. Noise
5. Section 4(f) Lands and Section 6(f) Resources (significant park, recreation area, significant historic site)	14. Secondary (Induced) Impacts
6. Prime, Unique or State-Significant Farmland	15. Socioeconomic Impacts, Environmental Justice, and Children's Environmental Health and Safety Risks
7. Fish, Wildlife and Plants	16. Water Quality
8. Floodplains	17. Wetlands
9. Hazardous Materials, Pollution Prevention and Solid Waste	18. Wild and Scenic Rivers

Socioeconomic Options

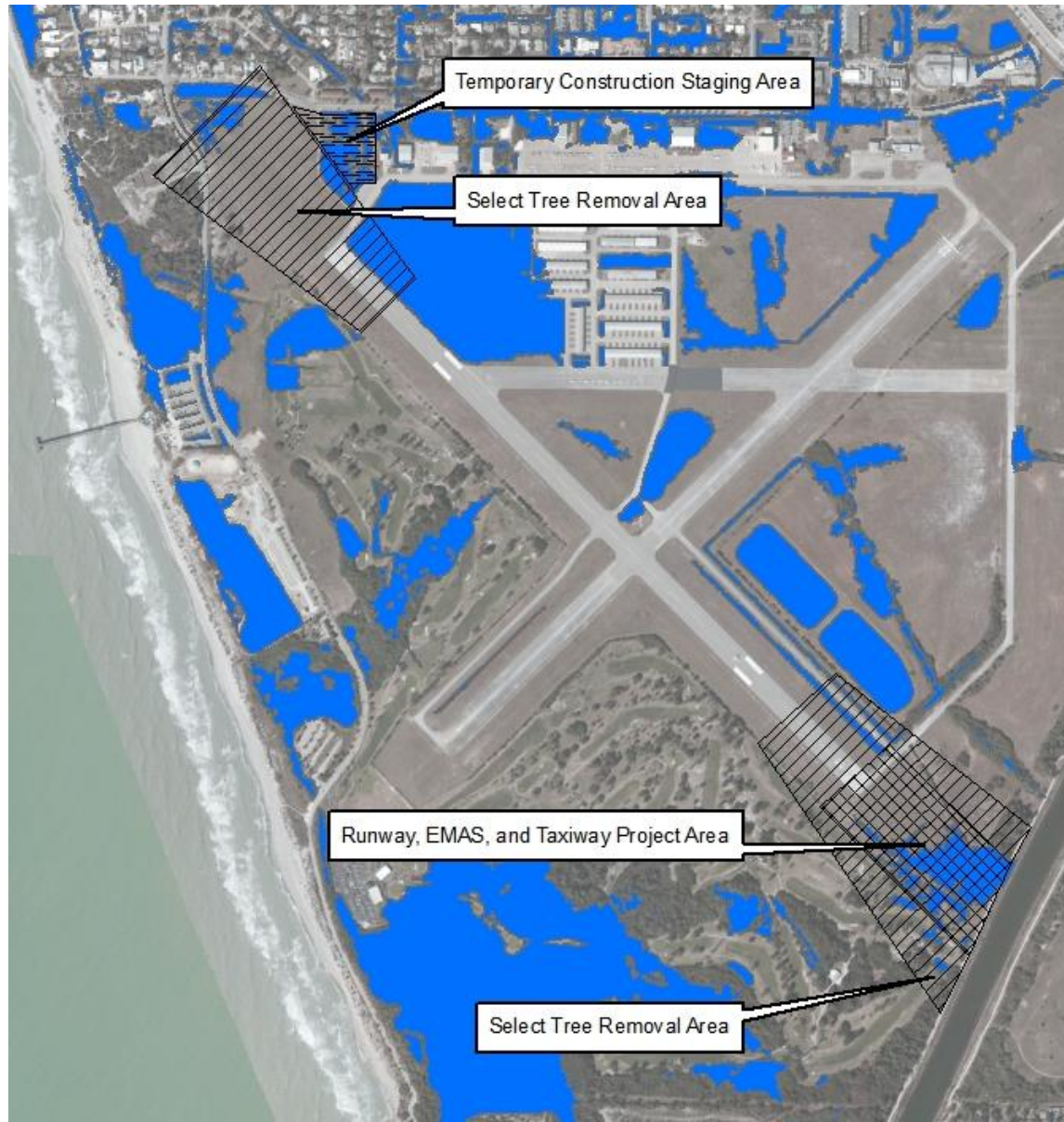
- City Purchase – willing buyer/seller at fair market value
- City purchases aviation easement (right to fly) which remains with deed on property



Floodplains – FEMA Flood Map (exist.)

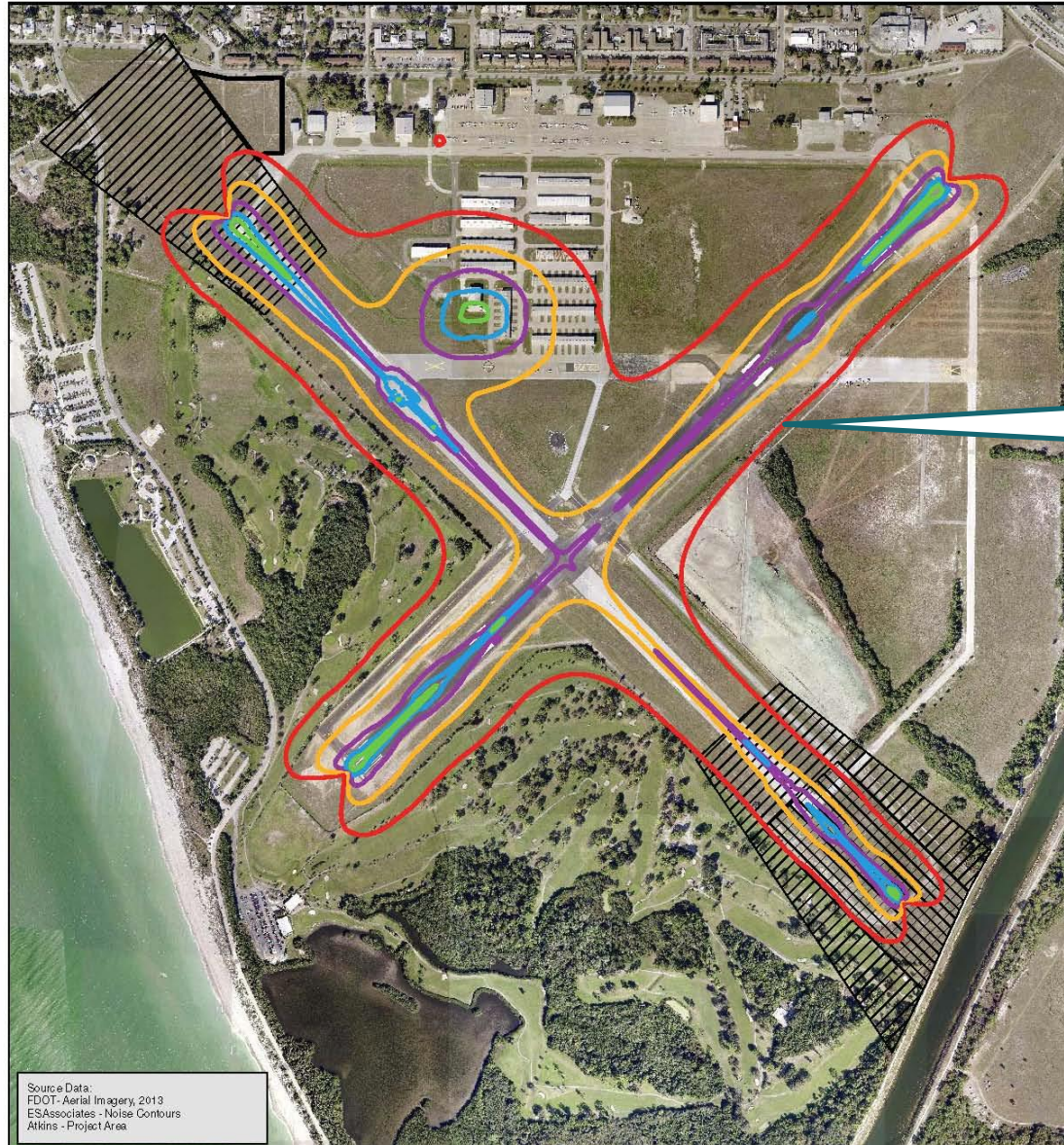


Floodplains – Proposed



Noise and Compatible Land Use

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DNL 65
contour

Coastal Resources

Coastal
Barrier
Resources
System
Boundary



Section 4(f) Lands

Service Club Park



Fish, Wildlife, Plants

Occupied
Florida
Scrub Jay
Habitat



Fish, Wildlife, Plants



Gopher
Tortoise
Burrows

Anticipated Permits

- Southwest Florida Water Management District General Permit
- Sarasota County Tree Removal Permit – will submit during design/permitting phase of the Proposed Project
- Gopher Tortoise Relocation Permit - will submit during design/permitting phase of the Proposed Project
- NPDES Permit - will be applied for by the contractor selected to construct the Proposed Project

Public and Agency Coordination

- Council Briefed 3 times (January 28, March 25 and April 22, 2014)
- Meeting with both residents of homes remaining in RPZ – conducted the week of March 31, 2014
- EA Available for Public Review for 30 days beginning April 16, 2014 (anticipated)
- Open House Workshop
 - April 30, 2014
 - 5 – 7 pm
 - Venice Community Center, Room G
326 Nokomis Ave. S.
Venice, FL 34285

Public and Agency Coordination

- U.S. Fish and Wildlife Service
- National Marine Fisheries Services
- U.S. Department of Agriculture
- Florida Fish and Wildlife Conservation Commission
- Native American Tribal Correspondence
- Florida Division of Historical Resources
- Florida State Clearinghouse
- Federal Aviation Administration

Steps to Completion

Milestones	Date
Draft EA Available for Public Review	April 16, 2014
City Council Briefing	April 22, 2014
Public “Open House” Style Workshop	April 30, 2014
30-Day Public Comment Period Ends	May 16, 2014
Public and Agency Comments Incorporated & Submit Focused EA to FAA	May 23, 2014
Present Final Focused EA to City Council	August 2014