

Appendix 9: Public Comments and Responses

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APPENDIX 9: PUBLIC COMMENTS AND RESPONSES

INTRODUCTION

A Draft 2035 LTCP for Lake Elmo Airport was issued for public review and comment on Monday, June 22, 2015. Two public information meetings were held in July 2015 to provide information about the draft plan to interested citizens. The public comment period closed on Wednesday, September 16, 2015 after being extended to provide additional time for community input.

During the initial public comment period, the MAC received 104 written comments, of which 99 were from members of the public. Twelve of the 99 commenters supported the plan, and 87 opposed.

The remaining five comments were received from municipalities and agencies. West Lakeland and Baytown Townships passed resolutions opposing the plan, while neutral comments were received from Washington County, the Metropolitan Council, and the Valley Branch Watershed District. The City of Lake Elmo considered a resolution opposing the preferred plan, however, no action was taken and no formal comments were received from the city.

Common themes from concerned area residents included:

- 30th Street N realignment and the possible associated impacts from noise, traffic and potential right-of-way taking of their property on Neal Avenue.
- Increased aircraft traffic and aircraft noise levels, including concerns the role of the airport would change and introduce significant numbers of jet aircraft flights, impacting property values.
- Concerns about possible adverse environmental impacts to wetlands and wildlife habitats.
- Questions about the overall justification for the improvements, including skepticism regarding the estimates of airport activity levels.

A Refined Preferred Alternative (Alternative B1) was developed by MAC staff in response to community input. An Addendum to the Draft 2035 LTCP was prepared to describe the features of and rationale behind the development of the Refined Preferred Alternative. The Addendum was published for public review and comment on Monday, January 25, 2016. A supplemental public information meeting was held on February 11, 2016 to provide more information about the Refined Preferred Alternative to interested citizens. The supplemental public comment period closed on Wednesday, March 9, 2016.

During the supplemental public comment period, MAC received 104 written comments, of which 102 were from members of the public. Thirty-nine of the commenters supported the plan, and 62 were opposed. One public comment was neutral in nature. The remaining two comments were received from municipalities. West Lakeland Township affirmed its opposition to the plan, while Washington County expressed support for the refined alternative. Neither Baytown Township nor the City of Lake Elmo submitted written comments during the supplemental public comment period.

Although most of the common themes expressed by concerned area residents during the supplemental public comment period were similar to those expressed during the initial comment period, a few new themes emerged, including the following:

- Revised 30th Street N realignment to connect back to the existing intersection with Neal Avenue is still too disruptive to the community and the curves will introduce safety concerns.
- The 100-foot reduction in runway length is not enough of a compromise; the replacement runway should be shorter.
- If the existing runway cannot be reconstructed in its current location, the airport should be closed.

A tabular summary of the comments received during both public comment periods is provided in Table 1 below.

Table 1: Public Comment Summary

Commenter Group	Support	Oppose	Neutral	Total	% Support	% Object	% Neutral
Initial Comment Period (Round 1: June 22 - September 16, 2015)							
General Public	12	87	0	99	12%	88%	0%
Municipal/Agency	0	2	3	5	0%	40%	60%
<i>Subtotal</i>	<i>12</i>	<i>89</i>	<i>3</i>	104	<i>12%</i>	<i>86%</i>	<i>3%</i>
Supplemental Comment Period (Round 2: January 25 - March 9, 2016)							
General Public	39	62	1	102	38%	61%	1%
Municipal/Agency	1	1	0	2	50%	50%	0%
<i>Subtotal</i>	<i>40</i>	<i>63</i>	<i>1</i>	104	<i>38%</i>	<i>61%</i>	<i>1%</i>
Total	52	152	4	208	25%	73%	2%

RESPONSES TO PUBLIC COMMENTS

General responses were developed to address questions and concerns that were consistent among the comments received about the Draft 2035 LTCP. Specific responses to comments received from municipalities and agencies are provided in the next section. The following topics are covered by the suite of general responses:

1. Justification for the proposed improvements
2. Change in airport role to accommodate larger/jet aircraft
3. The proposed improvements will generate more air traffic
4. Estimates of existing aircraft activity levels are inflated
5. The existing primary runway length is adequate
6. The proposed improvements are not needed to enhance safety
7. Change from 2008 LTCP Preferred Alternative
8. The plan has become outdated
9. LTCP approval process
10. Realignment of 30th Street N will severely impact traffic flows and result in more traffic on Neal Avenue
11. Realignment of 30th Street N is not safe or feasible due to wetlands and/or geotechnical conditions
12. Realignment of 30th Street N will disrupt emergency response times
13. Realignment of 30th Street N will cause a maintenance burden for West Lakeland Township
14. Realignment of 30th Street N requires vacating the existing roadway right-of-way
15. Environmental impacts to wetlands, prairie, and wildlife habitats
16. Noise from aircraft will increase
17. Property values will decrease
18. Changes to aircraft flight patterns
19. Impacts of Future State Safety Zoning (Land Use and Airspace Zoning)
20. Water quality
21. Tree removal
22. Proposed lighting improvements
23. Project costs and fiscal responsibility
24. Impact to local taxes
25. Airport benefits
26. Reliever Airport designation
27. Airport closure
28. Airport access restrictions
29. Adjacent residential development
30. Public engagement has been inadequate

All written comments received from members of the public are reproduced in their entirety at the end of this appendix.

General responses #1 through #30 follow.

1. Justification for the proposed improvements

In this LTCP, our key objectives for airfield improvements at Lake Elmo Airport are to address failing end-of-life infrastructure, enhance safety (see response #6), and improve operational capabilities for the design aircraft family, which is comprised of propeller driven aircraft with fewer than 10 passenger seats. According to FAA guidance, the proposed runway length is justified by the types of aircraft already operating at the airport (see response #5).

A key factor in this planning process has been the FAA's updated guidance on land uses within a Runway Protection Zone (RPZ). The RPZ is a trapezoid area beyond the end of a runway that is intended to be clear of structures and places of public assembly in order to enhance safety for those operating at the airport and for people on the ground. The RPZ for the north end of the existing primary runway (Runway 14) encompasses a portion of Manning Avenue and the Union Pacific Railroad line, as well as approximately 3-½ acres of private property on the west side of Manning Avenue in the City of Lake Elmo.

The FAA's updated RPZ guidance, issued in 2012, clarifies and tightens up the policy on what constitutes an incompatible land use in an RPZ, now defined to include public roadways and railroads. The FAA also clarified the process to evaluate proposed land uses that would be introduced into an RPZ based upon a triggering action. A triggering action could be an airfield project, an off-airport development proposal, or an operational change at the airport.

Washington County's proposal to widen Manning Avenue through the existing Runway 14 RPZ qualifies as a triggering action. As such, Washington County will be required to submit an RPZ alternatives analysis study to the FAA for its approval. If MAC's airport plan includes a runway relocation – which would remove the RPZ conflict – then the County can indicate that in its submittal to the FAA.

If the airport plan indicates the runway is not being relocated, MAC staff believes the FAA will expect Washington County to show a realignment of Manning Avenue around the outside of the existing RPZ as an alternative, along with justification as to why that option is or is not feasible.

One of the guiding principles for the 2035 LTCP is to comply with the FAA's airport design standards, so achieving RPZ compliance in the recommended future condition is a high priority. With the preferred development concept, all Runway Protection Zones will be contained on property the MAC already owns and be clear of any non-compliant land uses. The MAC would no longer need to acquire private property.

In summary, MAC staff cannot support a “do nothing” option to leave the existing airport configuration as it is. The need to reconstruct the existing runway pavements, coupled with FAA's current guidance on Runway Protection Zone compliance and the upcoming Washington County project to improve and widen Manning Avenue adjacent to the Airport, are driving the need for a comprehensive planning solution. The proposed plan addresses Runway Protection Zone compliance, provides planning certainty for the surrounding communities and jurisdictions, and address a

long-standing runway length deficiency in a responsible manner, taking into account all considerations and input.

The improvements are not being proposed to increase airport capacity, nor are the improvements dependent upon achieving a certain level of based aircraft or aircraft operations. Regardless of the number of annual aircraft operations at Lake Elmo Airport, the proposed improvements would be the same.

2. Change in airport role to accommodate larger/jet aircraft

The primary role of Lake Elmo Airport is expected to stay the same throughout the planning period. The aircraft mainly anticipated to use the airport – and that which it is designed for – will continue to be a family of small, propeller-driven airplanes with fewer than 10 passenger seats. The proposed plan does not contemplate upgrading the role of the airport to accommodate a larger aircraft family, commercial passenger or cargo flights, or significantly increase the number of aircraft operations.

The proposed runway length is based on propeller aircraft requirements. That being said, some of the smallest jets – those with four to eight passenger seats – could choose to use the lengthened runway, although insurance requirements and lack of precision instrument approaches to the runways will continue to be limiting factors for jet use. Research indicates that all jet aircraft in the state of Minnesota are based at an airport with a runway length of 5,000 feet or greater, with the exception of a few jets based at Airlake Airport in Lakeville that has a runway length of 4,099 feet.

Each airport in the MAC system plays a specific role and caters to certain aircraft types. While the St. Paul Downtown Airport/Holman Field (STP) can certainly accommodate aircraft operations in lieu of Lake Elmo Airport, it cannot accommodate the existing based aircraft or the type of hangars utilized by Lake Elmo tenants. STP is considered the primary corporate reliever to the Minneapolis–St. Paul International Airport. Lake Elmo is considered a primarily personal, recreational, and flight training aviation facility, serving that type of traffic. Improving Lake Elmo Airport to accommodate corporate jet traffic would inappropriately duplicate the services of STP. However, a right-sized primary runway as proposed will enhance the utility of the Airport such that additional business-related flying with propeller-driven aircraft may be feasible, allowing the Airport to play a greater role in the total economic development package offered by Washington County and the surrounding municipalities.

3. The proposed improvements will generate more air traffic

Our activity forecast suggests that operations of piston engine aircraft will decline slightly over time, due in part to cost increases, an aging pilot population, and regulatory requirements that may diminish the viability of personal and recreational flying. However, with a longer runway in place, we believe some of that traffic will be replaced with people using propeller-driven airplanes for business-related purposes. This is not the reason for implementing the plan, but it is a possible outcome. We do think that a longer runway will result in a small increase in aircraft traffic levels, but only in the range of one to two percent. This is the equivalent of about eight additional aircraft operations per week.

4. Estimates of existing aircraft activity levels are inflated

The proposed improvements in the LTCP are not dependent on a specific number of aircraft operations. MAC would be making the same infrastructure improvement recommendations regardless of the number of aircraft operations.

There is no Air Traffic Control Tower (ATCT) at Lake Elmo Airport, so there is no “official” count of aircraft operations. The existing level of aircraft operations at Lake Elmo Airport (25,727 annual or approximately 70 operations per day) was calculated as follows:

- The MAC Noise and Operations Monitoring System (MACNOMS) flight tracking system recorded 17,705 flight tracks for aircraft arriving to or departing from Lake Elmo Airport during 2014.
- The MACNOMS capture rate at all MAC-owned towered reliever airports (MACNOMS tracks compared to the official FAA Tower Count) for 2014 was 66.5%. The Anoka County-Blaine Airport (ANE) capture rate is 68.8%, and was used to adjust the Lake Elmo data set to account for missing flight tracks in MACNOMS.
- The MACNOMS capture rate adjustment for Lake Elmo is as follows: 17,705 MACNOMS recorded tracks / 68.82% ANE capture rate = 25,727 annual operations.

This estimate is consistent with on-site observations conducted at the Airport during a two-week period in December 2011 and a one-week period in August 2012.

- Average daily aircraft operations were 52 in December and 87 in August.
- Monthly operations estimates for December 2011 and August 2012 were extrapolated using data from the towered reliever airports.
- A ratio of December and August operations as a percentage of the entire year was established using data from the towered reliever airports.
- This ratio was applied to the monthly estimates at Lake Elmo to estimate total 2012 operations (26,709).

On Saturday, August 29, 2015, a group of citizens counted aircraft operations at Lake Elmo Airport from 7:00am until 10:00pm. According to one commenter, over the course of the day, the citizens reported observing 54 aircraft movements, of which 37 were touch-and-gos. Per industry criteria, each touch-and-go counts as two aircraft operations (a takeoff and a landing). This equates to 74 daily operations associated with touch-and-gos. When combined with the number of itinerant (non touch-and-go) operations observed, the total traffic count for the day is approximately 91. This number correlates very well to the summertime on-site observations that formed the basis for the activity forecast.

5. The existing primary runway length is adequate

Staff believes that it is appropriate to continue to use the family of small propeller-driven airplanes with fewer than 10 passenger seats as the design aircraft family. This is an FAA-defined category of aircraft with similar operating characteristics, and includes aircraft powered by both piston and turboprop engines. Examples of the more

sophisticated aircraft in this family include the Beechcraft King Air 200 (twin turboprop), the Pilatus PC-12 (single turboprop), and the Piper Chieftain 350 (twin piston). These aircraft occasionally operate at the airport today, but at diminished operational capacities due to the existing runway length. The proposal to build a longer runway provides an opportunity to better accommodate these types of propeller-driven aircraft.

To assess runway length needs, staff reviewed the FAA's Advisory Circular 150/5325-4B, Runway Length Recommendations for Airport Design. Based on FAA's guidance for this family of propeller-driven aircraft, the appropriate runway length at Lake Elmo Airport should be between 3,300 feet (to accommodate most of the aircraft types in this family or 95% of the fleet) and 3,900 feet (to accommodate all types in the family or 100% of the fleet).

In the Advisory Circular, the FAA states that "if the fleet mix to operate at the airport is known, consult the manufacturer's literature to determine actual runway length requirements." To comply with this guidance, staff assessed manufacturer's performance charts from several representative aircraft types using Lake Elmo Airport including the three referenced above.

Based on the assessment of specific aircraft, the optimal runway length at Lake Elmo Airport is 3,600 feet. This length is based on accommodating the following conditions:

- Accelerate-stop distance (the runway length declared available and suitable for the acceleration and deceleration of an aircraft aborting a takeoff).
- Temperature of 83°F (the mean daily maximum temperature of the hottest month at the airport).
- Field elevation of 933 feet above mean sea level (AMSL).
- A takeoff weight representing 90% of an aircraft's useful load (payload and fuel).
- A 5-knot headwind.
- Typical takeoff flap settings.

Feedback from airport tenants also suggests that a 3,600-foot runway would indeed meet most operational needs.

This runway length fits into the range provided by the FAA's Advisory Circular guidance. It also suggests that a longer runway length of 3,900 feet – as recommended in previous LTCPs for Lake Elmo Airport – is not necessary to meet the objectives of enhancing safety and improving operational capabilities for the design aircraft family.

The Refined Preferred Alternative recommends a primary runway length of 3,500 feet in order to allow for 30th Street N to connect back to the existing intersection with Neal Avenue. Although 100 feet shorter than the recommended length of 3,600 feet, staff believes a 3,500 foot runway is a significant improvement over the existing condition and meets the purpose and need for the project. Specifically, with a 3,500-foot runway, the manufacturer's performance data suggests that the aircraft analyzed

would be able to depart at a weight representing about 84% of useful load during the conditions noted above. This performance is considered appropriate given that aircraft do not routinely need to depart at their maximum takeoff weight to complete a typical flight mission. However, reducing the runway length further will continue to diminish the operational benefits of the proposed improvements. For context, a runway length of 3,300 feet would reduce allowable takeoff weights to approximately 75% of useful load for the same conditions. In the refined alternative, the proposed length of extension (651-foot extension to 3,500 feet) is approximately 13% shorter than the proposed extension in the original alternative (751-foot extension to 3,600 feet).

The proposed improvements are intended to serve the Airport for the foreseeable future. After the 3,500-foot length is constructed, the primary runway will be fully built-out in terms of RPZ compliance, with no further extensions contemplated during the 20-year planning horizon. This will give the surrounding municipalities assurance of the airport's future footprint for comprehensive community planning.

One commenter suggested the MAC's takeoff length analysis for one of the aircraft used in the analysis, the Beechcraft King Air 200, is flawed as this aircraft requires a longer runway than proposed at Lake Elmo. For clarification purposes, the aircraft used in the LTCP analysis is the King Air 200, and not the King Air 250 which is available at a higher gross takeoff weight than the King Air 200. The performance chart used to calculate the accelerate-stop distance for the King Air 200 is reproduced in Appendix 4. As stated above, the runway length analysis assumed a takeoff weight of less than maximum gross as typical flight missions do not require an aircraft to take off with a full payload. Based on available performance data and discussions with aircraft operators, the proposed length of 3,500 feet is appropriate to accommodate some, but not all, operations by King Air 200 aircraft. Regardless, the recommended runway length is based on an evaluation of performance data available for several propeller-driven aircraft types, not just the King Air 200. The number of aircraft used in this analysis has been expanded to include several additional types known to operate at Lake Elmo Airport.

Insurance requirements are also an operational factor in determining what aircraft can use an airport. Specific requirements vary by underwriter. One underwriter shared a general "rule of thumb" for adequate runway length for propeller aircraft is 125% of the takeoff distance over a 50-foot obstacle. We have accounted for this by using accelerate-stop distance when considering the appropriate runway length needs for Lake Elmo Airport. Insurance requirements for jet aircraft (runway lengths generally 4,000 feet - 5,000 feet) will likely limit jet operations at Lake Elmo Airport.

The draft LTCP report contains a statement that "a runway length of 2,750 feet is recommended to accommodate 75 percent of the fleet of propeller-driven airplanes with fewer than 10 passenger seats." This statement is in reference to the runway length analysis for the crosswind runway, not the primary runway. The 75 percent of fleet category was used to represent the fleet of lower crosswind-capable airplanes operating at the Airport. Efforts will be made to clarify this in the final document.

6. The proposed improvements are not needed to enhance safety

Lake Elmo Airport operates safely today with the existing runway lengths. MAC maintains that the relocated, longer primary runway proposed in the plan will further enhance existing safety levels both for pilots and citizens living in the vicinity of Lake Elmo Airport by providing additional operating margins for propeller-driven aircraft.

The National Transportation Safety Board (NTSB) database contains 15 aircraft accidents associated with aircraft operating at Lake Elmo Airport between 1983 and 2010. It is difficult to fully know all the contributing factors leading to an aircraft accident. While runway length is not listed as the probable cause in the accidents in the vicinity of Lake Elmo, the accident records do not contain enough information to determine if the availability of a longer primary runway could have changed the outcome in one or more of these accidents.

In addition to an extended runway length, the relocation of the primary runway will provide safety benefits. By moving the runway further to the east, it will be further from Manning Avenue and the new residential developments in the City of Lake Elmo. In the event of an aircraft accident during takeoff or landing, the new runway configuration will increase the likelihood that the aircraft will remain on airport property. Also, by removing both 30th Street N and Manning Avenue from Runway Protection Zones (RPZs), the likelihood of an aircraft overrun or undershoot affecting vehicular traffic is reduced. Finally, the proposed runway centerline will be located further away from the large wetland area to the south of the Airport, decreasing the potential for wildlife conflicts.

Many pilots who support the plan affirmed that the longer runway will provide a greater margin for error during takeoff and landing operations at Lake Elmo, particularly during hot days, gusty wind conditions, and when the runway is wet.

7. Change from 2008 LTCP Preferred Alternative

The Preferred Alternative from the previous LTCP was evaluated as Alternative A in this LTCP and was not carried forward for several reasons. As documented in the draft plan, extending the crosswind runway does not provide a runway aligned for optimal wind coverage, nor does it address Runway Protection Zone land use incompatibilities.

Two key changes have occurred since the last LTCP was completed. First, wind coverage data specific to Lake Elmo Airport is now available from the weather reporting station installed in 2008. This data suggests that the crosswind runway provides less favorable wind coverage than was previously estimated based on regional, not site-specific, wind conditions.

Second, a key factor in this planning process has been FAA's updated guidance on land uses within a Runway Protection Zone (RPZ). The RPZ is a trapezoid area beyond the end of a runway that is intended to be clear of structures and places of public assembly to enhance safety for those operating at the airport and for people on the ground. The RPZ for the north end of the existing primary Runway (Runway 14) encompasses a portion of Manning Avenue and the Union Pacific Railroad line, as

well as approximately five acres of private property on the west side of Manning Avenue in the City of Lake Elmo.

FAA's updated RPZ guidance, issued in 2012, clarifies and tightens their policy on what constitutes an incompatible land use in an RPZ, which now include public roadways and railroads. The guidance also clarifies the process to evaluate proposed land uses that would be introduced into an RPZ based on a triggering action. A triggering action could be an airfield project, an off-airport development proposal, or an operational change at an airport.

For example, widening Manning Avenue through the existing Runway 14 RPZ would qualify as a triggering action that would require Washington County to prepare and submit an RPZ alternatives analysis study to the FAA for their approval. If the final plan indicates the runway is not to be relocated, staff believes that FAA would expect to see the realignment of Manning Avenue around the outside of the existing RPZ as an alternative along with justification as to why that option is or is not feasible.

FAA has also indicated that MAC would be expected to purchase the private property in the RPZ on the west side of Manning Avenue as a condition of receiving grant funding to reconstruct the existing runway in its current configuration.

One of our goals for the plan is to comply with FAA's airport design standards, so achieving RPZ compliance in the recommended future condition is a high priority. With the preferred development concept (either Original or Refined), all Runway Protection Zones will be contained on property that the MAC already owns.

8. The plan has become outdated

Several commenters note that the core tenants of the proposed plan have been in place for nearly 50 years, and as such the plan is outdated and should be abandoned because several residential neighborhoods have developed in the vicinity of Lake Elmo Airport. Based on the previous planning efforts, MAC purchased land in the late 1960s and early 1970s to facilitate the airfield improvements still being proposed. Although scaled back in terms of runway length and the number of runways, the plan being proposed in the 2035 LTCP remains consistent with the vision offered in previous plans, which have included a longer primary runway and the realignment of a section of 30th Street N. The fact that the current plan is similar to the legacy plans bears testament to the validity of the original vision expressed many years ago. The vision for the future of Lake Elmo Airport has been consistently articulated over the years to guide communities and adjacent landowners in making decisions about how to develop their properties and homes.

9. LTCP approval process

The LTCP is an infrastructure planning tool updated on a regular basis. It is forward-looking in nature and does not authorize actual construction.

Specific to the adoption of a Long-Term Comprehensive Plan for Lake Elmo Airport, the MAC full Commission must adopt the plan and the Metropolitan Council must review the plan and determine whether or not it is consistent with the regional

Transportation Policy Plan (TPP), which includes the Regional Aviation System Plan. There are no requirements for the local communities to formally approve the LTCP document.

The project will have to go through a full environmental review process per federal National Environmental Policy Act (NEPA) and Minnesota Environmental Policy Act (MEPA) requirements to more specifically identify the environmental footprint of the improvements before construction can begin. The environmental review will be initiated after the Long-Term Comprehensive Plan is completed and fully approved, and it will provide more opportunities for public review and comment.

10. Realignment of 30th Street N will severely impact traffic flows and result in more traffic on Neal Avenue

According to the Washington County Comprehensive Plan, 30th Street N is designated as a major collector roadway. Traffic estimates contained in the County's Manning Avenue (CSAH 15) Corridor Management and Safety Improvement Project Subarea Study (prepared by SRF Consulting Group) for the section of 30th Street North between Manning Avenue and Neal Avenue, suggest an average annual daily traffic volume of 1,060 vehicles in the existing (2010) condition and a forecast of 2,000 vehicles by 2030. These traffic volumes can be found on Figure 6 of the Subarea Study report, which is available via the following link:

<https://www.co.washington.mn.us/DocumentCenter/View/7426>

The refined alternative allows the relocated 30th Street N to connect back with the existing intersection of Neal Avenue, removing the need to place additional traffic on Neal Avenue. Traffic flow will not be impacted with additional turning movements or required stops.

The increased travel distance associated with the proposed realignment of 30th Street N versus the existing condition is estimated to be approximately 1,200 feet. The increased travel time is estimated to be approximately 30-45 seconds based on an existing travel speed of 45 mph (due to existing road conditions). At an existing travel speed of 55mph (the authorized speed limit), the additional travel time increases by about 10 seconds.

11. Realignment of 30th Street N is not safe or feasible due to wetlands and/or geotechnical conditions

MAC staff believes that feasible engineering options exist to construct a safe, high-quality section of roadway for the section of 30th Street North that is proposed for realignment. Area hydrology, watershed district requirements for volume and rate runoff control, and local roadway design standards will be incorporated during design efforts. Curves in the road will be designed with appropriate width, super elevation, signage, and markings to facilitate safe motor vehicle operations. The sharpest curve in the realigned section of roadway will be adjacent to the intersection with Neal Avenue, which will continue to be a four-way stop condition. Therefore, vehicles traversing this curve will either be decelerating towards the stopped condition eastbound, or accelerating away from the stopped condition westbound.

12. Realignment of 30th Street N will disrupt emergency response times

It is understood that the primary emergency response for residents in West Lakeland and Baytown Townships comes from the Bayport Fire Department, located to the east of Lake Elmo Airport. As the majority of township residences are located between Bayport's new fire station and the Airport, it is unclear how many emergency response runs would be impacted by the 30th Street N realignment.

It is acknowledged that secondary response units to and from the City of Lake Elmo would be subject to increased travel distance and times of the magnitude noted in Response #10.

13. Realignment of 30th Street N will cause a maintenance burden for West Lakeland Township

Regarding maintenance of the realigned section of 30th Street N, MAC acknowledges that this section of roadway will move from the shared boundary between West Lakeland and Baytown Townships fully into West Lakeland's jurisdiction, thus increasing the maintenance burden for West Lakeland and reducing the maintenance burden for Baytown. Although limited by revenue diversion prohibitions contained in federal grant assurances for airport improvement projects, MAC is open to continuing the dialogue with regard to maintaining 30th Street N.

Several commenters note that the section of 30th Street N proposed for realignment is in poor condition. If MAC does not relocate this section of roadway, the Townships will have to pay for resurfacing and/or reconstruction in the near future. By allowing MAC to construct the realigned section of 30th Street N at MAC's cost, the Townships can focus their limited tax dollars on other near-term roadway projects.

MAC acknowledges that the section of 30th Street N not being realigned will have to be restored to its existing condition if it is used as a construction haul route and any damage to the roadway occurs that is directly attributable to construction activities at the Airport.

14. Realignment of 30th Street N requires vacating the existing roadway right-of-way

Title work confirms the existing 30th Street North roadway is a prescriptive easement over MAC property; no dedicated roadway right-of-way exists for 30th Street North. Under Minnesota Statute 473.608, MAC has express authority to extinguish the prescriptive easement through various means, including condemnation. However, MAC is open to continuing discussions to negotiate a solution whereby 30th Street North can continue to exist as a realigned through street, which is preferable by MAC since the condemnation process has the potential to cause federal revenue diversion issues with replacing the road.

15. Environmental impacts to wetlands, prairie, and wildlife habitats

The project will have to go through a full environmental review process per federal National Environmental Policy Act (NEPA) and Minnesota Environmental Policy Act (MEPA) requirements to more specifically identify the environmental footprint of the

improvements before construction can begin. During that process, alternatives must be reviewed and any potential impacts must be avoided if possible. If impacts cannot be avoided, they must be minimized to the extent possible and mitigated in full compliance with federal and state requirements.

The following impact categories will be assessed during the environmental review:

- Air Quality
- Biological resources (including fish, wildlife, and plants)
- Climate
- Department of Transportation Section 4(f) Properties (park and recreational lands, wildlife and waterfowl refuges, and historic sites)
- Farmlands
- Hazardous materials, solid waste, and pollution prevention
- Historical, architectural, archeological, and cultural resources
- Land use
- Natural resources and energy supply
- Noise and compatible land use
- Socioeconomics, environmental justice, and children's environmental health and safety risks
- Visual effects (including light emissions)
- Water resources (including wetlands, floodplains, surface waters, groundwater, and wild and scenic rivers)
- Construction impacts
- Cumulative effects

The environmental review process cannot begin until there is a sufficiently detailed plan available to evaluate. MAC envisions initiating the environmental review for the proposed Lake Elmo Airport improvements soon after the plan is reviewed by the Metropolitan Council and formally adopted by the MAC Board.

16. Noise from aircraft will increase

The noise analysis contained in the LTCP is intended to provide a high-level assessment of potential noise impacts. A more thorough noise impact analysis will take place during the subsequent environmental review process.

The Refined Preferred Alternative reduces the proposed primary runway length from 3,600 feet to 3,500 feet and shifts the runway further to the northwest than the Original Preferred Alternative, further away from residences in West Lakeland Township. In the Refined Preferred Alternative, there are a total of eight (8) residential parcels in the forecasted year 2035 55 Day-Night Average Sound Level (DNL) noise contour, compared to thirteen (13) parcels in the Original Preferred Alternative. There are two (2) residential parcels in the Baseline Condition 55 DNL contour. These noise contours are based on several factors, including runway end locations, forecasted aircraft fleet mix trends, runway use, and time of day assumptions for aircraft operations.

Noise level estimates at specific residential properties are not available based on the level of analysis conducted for the LTCP.

A voluntary Noise Abatement Plan is in place to promote aircraft operating procedures that help reduce aircraft noise and overflights for residents living near Lake Elmo Airport. Pilots may also reference the pilot guide for easy access to noise abatement information. The details of this noise abatement plan will be revisited during the environmental review process for the proposed airfield improvements.

http://www.macnoise.com/sites/macnoise.com/files/pdf/21d_nap.pdf

17. Property values will decrease

The relationship between cumulative noise levels and property values is complex. The property value impacts of aviation noise have been studied on multiple occasions, with published study results beginning in the mid-1970s. The results of these studies differ because there are numerous airport-specific variables, including: (1) the level and frequency of noise; (2) the property location with respect to overflights; (3) the perceived amenities and quality of the affected neighborhood/community; (4) the local supply and demand for housing; (5) the local and regional economy; and (6) other market conditions that cannot be controlled or are difficult to predict. The Airport Cooperative Research Program Synthesis 9, Effects of Aircraft Noise: Research Update on Selected Topics provides the following overview of research conducted to determine the effect of aviation noise on property value:

“In summary, the studies of the effects of aviation noise on property values are highly complex owing to the differences in methodologies, airport/community environments, market conditions, and demand variables involved. Whereas most studies concluded that aviation noise effects on property value range from some negative impacts to significant negative impacts, some studies combined airport noise and proximity and concluded that the net effect on property value was positive.” (*Transportation Research Board of the National Academies, ACRP Synthesis 9 Effect of Aircraft Noise: Research Update on Selected Topics, 2008, p. 20.*)

In the case of Lake Elmo Airport, the proposed plan does not contemplate upgrading the role of the airport to accommodate a larger aircraft family or significantly increase the number of aircraft flights. Although the proposed runway relocation is expected to shift existing traffic patterns and noise impacts to the southeast, these neighborhoods already experience overflight activity from the existing runway configuration. The impact of the flight pattern shift on property values for residences already in proximity to Lake Elmo Airport is not expected to be substantial.

Finally, MAC staff is not aware of long-term substantial property devaluations that can be attributed to recent airport improvements at Flying Cloud or Anoka County-Blaine Airports. In both cases, runways were extended to 5,000 feet to accommodate increases in corporate jet aircraft activity.

18. Changes to aircraft flight patterns

When compared to the existing runway, the Refined Preferred Alternative shifts existing aircraft traffic patterns and noise impacts to the southeast to align with the relocated/lengthened primary runway, moving the end of Runway 32 closer to an established residential neighborhood. While some individual residences will experience an increase in overhead flight activity, others are likely to experience a reduction due to the runway centerline shift.

With the relocated runway, it is estimated that aircraft will be at altitudes of approximately 150-160 feet over Neal Avenue when landing on Runway 32. For context, aircraft are at an altitude of approximately 60-70 feet over 30th Street N when landing on the existing Runway 32. Estimates of aircraft altitudes at specific residential properties are not available based on the level of analysis conducted for the LTCP.

19. Impacts of Future State Safety Zoning (Land Use and Airspace Zoning)

For this LTCP, the existing Minnesota Department of Transportation (MnDOT) models for the size and shape of State Safety Zones A and B were used for the purpose of analyzing land use compatibility. The sizes, shapes and/or locations of these zones may be revised by a Joint Airport Zoning Board (JAZB) during development of the Airport Zoning Ordinance for Lake Elmo Airport. However, it should be noted that these zones are not currently in effect at Lake Elmo Airport.

The Minnesota Department of Transportation (MnDOT) Office of Aeronautics has undertaken efforts to update the state's airport zoning regulations. It's anticipated that revisions to the statutes governing airport zoning will be submitted for consideration during a future Minnesota Legislative session. The administrative rules used to implement the zoning regulations and define the particulars of the State Safety Zones will likely be updated after the statutory changes are complete.

Any runway changes at Lake Elmo Airport will require a new zoning ordinance. The actual size, shape, and locations of the State Safety Zones for Lake Elmo Airport will be developed by a JAZB that will include the respective local municipalities who control land use development around the Airport (including Washington County, the City of Lake Elmo, Baytown Township, and West Lakeland Township). Through a collaborative process, the JAZB will seek to develop an Airport Zoning ordinance, in accordance with state statutes and administrative rules, which best achieves a reasonable level of public safety while considering existing land uses and compatible off-airport development.

Once adopted and implemented, the new Airport Zoning ordinance will supersede the existing Washington County Airport Overlay District.

The draft plan does not contemplate acquiring property beyond that already owned by the MAC, nor does the plan contemplate the need to add obstruction lighting to any off-airport structures.

20. Water quality

In 2005, the source of the trichloroethylene (TCE) contamination in the vicinity of Lake Elmo Airport was located at a commercial business on the edge of the City of Lake Elmo. Currently, there are several monitoring wells located at the airport. All of these monitoring wells are related to the TCE contamination and owned and maintained by the MPCA. There has been no evidence to indicate any of the TCE contamination originated at the Airport.

Lake Elmo Airport currently lies outside of the Metropolitan Urban Service Area (MUSA) for sanitary sewer services. Therefore, there is no water or sanitary system available for tenants. However, the land immediately west of the airport is being developed and will include the installation of sanitary sewer and water facilities. Connecting the airport to this system in the future may be feasible.

Until such future date when the airport is connected to sanitary sewer and water services, existing tenants who have legal wells and septic systems have been allowed to keep them. The MAC maintenance building also has a well and holding tank. Tenants with illegal septic systems or noncompliant wells were required to remove or abandon them after MAC adopted its Sanitary Sewer and Water Policy in 1998.

Any projects completed at the Airport require conformance with the watershed district, as well as Wetland Conservation Act (WCA) and/or Department of Natural Resources (DNR) regulations regarding wetlands. If wetland impacts are suspected with MAC projects, avoidance, minimization efforts and appropriate mitigation will be assessed.

The watershed district also reviews plans for water quality. Previous airport projects have required rate and volume controls, infiltration or other means to enhance water quality. These and other best management practices will continue with future projects listed in the Preferred Alternative.

21. Tree removal

Some tree removal on airport property will be required in order to implement the Preferred Development Alternative. The impacts of the removals will be evaluated during the environmental review process. However, off-airport tree removal is not anticipated.

22. Proposed lighting improvements

The plan recommends installation of runway lights on the crosswind runway (Runway 04-22) to make it useable at night or during periods of lower visibility conditions. As with the existing primary runway, the lights will only be on when activated by pilots using their radio microphone. The availability of lighting on the crosswind runway is not anticipated to increase nighttime flight activity but will enhance safety by allowing pilots arriving during nighttime hours the option of landing on Runway 04-22 if favored by wind conditions.

23. Project costs and fiscal responsibility

The estimated cost for the Base Case alternative, which would include reconstructing existing runway and taxiway pavements and purchasing non-owned Runway Protection Zone (RPZ) land, is approximately \$5.4 million. The estimated cost for both the Original and Refined Preferred Alternative is approximately \$11.5 million, which includes the cost of re-establishing the existing runway as a taxiway. Cost estimates for the alternatives are included in Appendix 5 of the LTCP.

A driving factor behind the proposed improvements is that the existing runway pavements have exceeded their useful life and need to be reconstructed in the near future. Simple rehabilitation methods will be ineffective in the future, so it is prudent to invest dollars in the reconstruction of the primary runway in its long-term configuration.

24. Impact to local taxes

Development at Lake Elmo Airport will continue to be self-funded by users of the airport and aviation system; no local sales or property taxes are or will be used to fund airport improvements.

MAC expends between \$250,000 and \$300,000 annually to operate and maintain Lake Elmo Airport to a high level of safety and operational efficiency with no direct cost to local taxpayers.

MAC-owned land that is not leased to airport users or tenants is exempt from property taxes under State law. Leaseholds and the structures located within those leases are subject to property taxes which are paid by the tenants.

Washington County assesses property taxes on hangar owners based on the taxable market value of the hangars. For 2014, the total property tax billed on hangars at Lake Elmo Airport was approximately \$105,000. Of these tax revenues, the largest recipient is the Stillwater School District (ISD 834), which received approximately \$44,000 from airport tenants. Washington County received approximately \$40,000 in revenue, and Baytown Township approximately \$13,000. The remaining tax revenues supported the Washington County HRA and RRA, Valley Branch Watershed District, Metropolitan Council, Metro Transit, and Metro Mosquito control.

25. Airport benefits

MnDOT provides an Airport Economic Impact Calculator to estimate the economic value of airports in the State (<http://www.dot.state.mn.us/aero/econimpactcalc.html>).

According to output obtained from this tool, the total economic impact from activity occurring at Lake Elmo Airport is approximately \$1.8 million annually and accounts for approximately 23 jobs in the county.

This is based on the following activity inputs:

- \$275,000 average annual operations and maintenance (O&M) expenses

-
- \$430,000 average annual capital expenses
 - FBO activities: 6 full-time employees, 6 part-time employees, 7 owned aircraft
 - 650 annual transient overnight aircraft (approximately 10-15 per week)
 - 100 annual charter visitors
 - One non-profit organization aircraft (Civil Air Patrol)

In addition, Lake Elmo Airport tenants report participating in the following community-focused activities:

- EAA Chapter 54, based at Lake Elmo Airport, participates in the EAA Young Eagles program to introduce young people to aviation; hosts an annual aviation day; actively supports programs at the Farnsworth Aerospace magnet school in St. Paul; and conducts an annual ground school to teach aviation rules, regulations, and safe flight practices.
- The local Civil Air Patrol squadron is trained to assist in search and rescue, disaster relief, humanitarian activities, while providing aviation education and training for young people.
- Local pilots participate in the Angel Flights program, which provides free air transportation through volunteer pilots for financially distressed children and adults with medical and humanitarian needs.
- Local pilots participate in the Pilots-N-Paws program, which facilitates transportation of rescued, sheltered, or foster animals.

Finally, portions of the Airport are farmed, providing revenue-generating opportunities for a tenant farmer.

26. Reliever Airport designation

Lake Elmo Airport is a designated Reliever Airport. The Reliever designation is given by FAA. To be eligible for the Reliever designation, an airport must be open to the public, have 100 or more based aircraft, or have at least 25,000 annual itinerant operations. Lake Elmo Airport qualifies on the based aircraft criteria.

27. Airport closure

Closing Lake Elmo Airport was not considered as a viable alternative for the 2035 LTCP. Closure does not meet the purpose and need of the airport or its users, nor would it meet the needs of the airport's service area. The airside and landside capacity provided by Lake Elmo Airport could not be replaced without expending significant funds for environmental studies, mitigation for impacts, tenant lease terminations, land acquisition, design, and construction costs to provide additional infrastructure at another airport.

Closure of the airport would not be just a MAC decision. It would require approval by the Federal Aviation Administration (FAA), the Minnesota Department of Transportation Office of Aeronautics (Mn/DOT), the Metropolitan Council, and the Minnesota State legislature.

28. Airport access restrictions

Federal grant dollar provisions require that the airport be operated in a manner that is neither discriminatory nor poses an undue burden on interstate commerce. Existing grant funding assurances would not allow MAC or the FAA to restrict aircraft operations to control noise. Similarly, the 1990 Airport Noise and Capacity Act (ANCA) limits the ability of airports to impose access or use restrictions based on aircraft noise. The access or use restrictions designed for noise control that currently exist at some U.S. airports pre-date the 1990 ANCA and were grandfathered by an act of Congress.

29. Adjacent residential development

As an Adjacent Jurisdiction, MAC reviews and comments on proposed development activity in the vicinity of Lake Elmo Airport. MAC staff reviewed the development proposals from the City of Lake Elmo for both the adjacent Village Park Preserve and Easton Village residential neighborhoods. On several occasions, MAC provided written comment to the City expressing concern with several aspects of these developments, including the proximity of the development to aircraft overflights and noise and the potential for storm water ponds to attract wildlife. While MAC cannot object to development on land it does not own, our letters did request that prospective property buyers be provided information about the properties' location relative to Lake Elmo Airport and the related existence of aircraft operations over the area.

Several airports in the state are situated in urban or suburban environments with adjacent residential development, similar to the proposed condition at Lake Elmo. Crystal, South St. Paul/Fleming Field, and Flying Cloud Airports have dense residential developments adjacent to the airport boundaries. In outstate Minnesota, Albert Lea, Austin, Winona, and Forest Lake Airports all have some degree of adjacent residential development as well.

30. Public engagement has been inadequate

The availability of the draft LTCP report, addendum, and information about the public information meetings was advertised to the public via notices in the Stillwater Gazette, Oakdale/Lake Elmo Review, and Saint Paul Pioneer Press, the MAC website, and local community websites. We acknowledge and appreciate efforts taken by West Lakeland and Baytown Townships to notify residents about the public information meetings. The public information meetings were scheduled mid-way through the public comment period to allow time for interested members of the public to review and consider the content of the documentation in advance of the meetings. The format of the public information meetings was intended to facilitate open, one-on-one dialogue between community residents and MAC staff about the plan. Based on public feedback, a presentation and "town hall" style question-and-answer session was added to the supplemental public meeting. Approximately 150 people attended the public information meetings in July, and approximately 70 attended the supplemental meeting in February. The original comment period was also extended to allow additional time for community input.

Through the public process, MAC made a commitment to consider the concerns voiced by neighbors and evaluate if any adjustments to the proposed plan might be

feasible to address some items of concern while preserving the desired objectives for improving the Airport's facilities.

The Revised Preferred Alternative was developed in the spirit of this commitment.

All written comments received from members of the public are reproduced at the end of this appendix.

RESPONSES TO MUNICIPAL/AGENCY COMMENTS

This section contains responses to comments received from municipalities and agencies about the Draft 2035 LTCP for Lake Elmo Airport.

Commenter	ID	Subject	Response
Comments Received During the Initial Public Comment Period (Round 1: June 22 – September 16, 2015)			
Valley Branch Watershed District, Letter dated July 24, 2015	1	<p>As previously indicated , the project(s) at the airport will need to conform to all the VBWD Rules and Regulations, including but not limited to the following:</p> <p>Stormwater volume control: New and fully reconstructed impervious surfaces of 6,000 square feet or more require treatment. The treatment standard is 1.1 inches of runoff retained on site from the new and/or fully reconstructed impervious surfaces.</p> <p>Stormwater rate control: During all phases of development the peak rate of stormwater runoff from all points leaving the site shall not exceed the existing peak rate for critical duration events, up to and including the 100-year return frequency storm. Design criteria shall be the 2-, 10-, and 100-year 24-hour storms with respective 2.8, 4.2, and 7.3-inch rainfall depths (with NRCS time distribution) and the 7.2-inch 100-year 10-day snowmelt event.</p> <p>Wetlands: VBWD is the local government unit responsible for administering the Minnesota Wetland Conservation Act. In addition, VBWD requires a minimum 25-foot-wide vegetative buffer. No impervious surfaces are allowed within the buffer. Average buffers and hydrologic standards are listed in the VBWD Rules and Regulations. The proposed realignment of 30th Street North in the preferred</p>	Comments acknowledged. MAC intends to conform with VBWD Rules and Regulations.

		alternative and other projects at the airport need to conform to these standards.	
West Lakeland Township, Letter dated August 3, 2015	1	<p>The town board of supervisors for West Lakeland Township opposes the expansion of the Lake Elmo Airport as outlined in your 2035 Long Term Comprehensive Plan for a number of reasons.</p> <p>The first of which will be the impact on our residents and their quality of life by the installation of the new proposed NW / SE 3,600 foot runway. Not only will this bring in larger aircraft, but more importantly move noise and operations into our existing residential neighborhoods of West Lakeland Township.</p>	<p>The primary role of Lake Elmo Airport is expected to stay the same throughout the planning period. The aircraft mainly anticipated to use the airport – and that which it is designed for - will continue to be a family of small, propeller-driven airplanes with fewer than 10 passenger seats. The proposed plan does not contemplate upgrading the role of the airport to accommodate a larger aircraft family or significantly increase the number of aircraft flights.</p> <p>The proposed runway length is based on propeller aircraft requirements. That being said, some of the smallest jets – those with four to eight passenger seats – could choose to use the lengthened runway, although insurance requirements and lack of precision instrument approaches to the runways will likely limit jet aircraft operations.</p> <p>The Refined Preferred Alternative reduces the proposed primary runway length from 3,600 feet to 3,500 feet and shifts the runway further to the northwest than the Original Preferred Alternative, further away from residences in West Lakeland Township. In the Refined Preferred Alternative, there are a total of eight (8) residential parcels in the forecasted Year 2035 55 Day-Night Average Sound Level (DNL) noise contour, compared to thirteen (13) parcels in the Original Preferred Alternative. There are two (2) residential parcels in the Existing Condition 55 DNL contour. See Chapter 6 of the LTCP Report for a description of the DNL noise metric.</p>
West Lakeland Township, Letter dated August 3, 2015	2	<p>While the new Runway Protection Zones will be entirely on MAC property, the MnDOT Safety Zones "A" and "B" will essentially overlay existing homes on 2 ½ acres and the overhead power lines which by current zoning is not allowed. In addition the proposed expansion is also in conflict with Washington County's and West Lakeland's airport overlay districts. If the intent is to modify current zoning to allow the proposed Lake Elmo expansion to occur, then the West Lakeland</p>	<p>For this report, the existing MnDOT models for the size and shape of State Safety Zones A and B were used for the purpose of analyzing land use compatibility. While the existing Washington County Overlay District does exist, the zoning requirements in it focus on airspace protection and not necessarily land use restrictions. The land use portions of the State Safety zones have not been formally adopted for Lake Elmo Airport. MnDOT has undertaken efforts to update the state's airport zoning regulations. It's anticipated that revisions to the statutes governing airport zoning will be submitted for consideration during a future Minnesota Legislative session. The</p>

		<p>Township board would call your attention to MnDOT's Accident Distribution graphs depicting aircraft crashes within the proximity of an airport. By their own data, 60% of all arriving crashes happen within 6,000 feet of the end of the runway, while 60% of all departing crashes happen within 2,500 feet of the end of the runway. The township board cannot see how any safety zones protecting residents could be modified to accommodate an expansion of this kind.</p>	<p>administrative rules used to implement the zoning regulations and define the particulars of the State Safety Zones will likely be updated after the statutory changes are complete. Any runway changes at Lake Elmo Airport will require a new zoning ordinance. The actual size and shape of the State Safety Zones for Lake Elmo Airport will be developed by a Joint Airport Zoning Board (JAZB) that will include the respective local municipalities who control land use development around the Airport (including Washington County, the City of Lake Elmo, Baytown Township, and West Lakeland Township). Through a collaborative process, the JAZB will seek to develop an Airport Zoning ordinance in accordance with state statutes and administrative rules, which best achieves a reasonable level of public safety while considering existing land uses and compatible off-airport development.</p>
<p>West Lakeland Township, Letter dated August 3, 2015</p>	<p>3</p>	<p>In previous correspondence with MAC, West Lakeland Township was informed that the number of operations per year at Lake Elmo airport were reported to be 64,887 in 1995 and 70,687 in 2000. Using the 70,000 number for example, calculates out to one operation every 8 minutes, 24 hours a day, 7 days a week, 365 days a year. In the 2035 LTCP ES-1 Table, MAC states for 2012 the number of operations to be 26,709 a year. Using this number that calculates out to one operation every 20 minutes. It would stand to reason that during the winter months, late November to April; the number of operations would be greatly reduced thus compressing the total operations into the summer months. In talking to a number of aircraft owners at Lake Elmo, all say these numbers are highly exaggerated, so the township board is requesting that MAC show us the data, how it was obtained and calculated. To go from 70,000 operations in 2000 to 26,000 operations in 2012, even with the down turn in the economy, seems suspect.</p>	<p>The proposed improvements in the LTCP are not dependent on a specific number of aircraft operations. MAC would be making the same infrastructure improvement recommendations regardless of the number of annual aircraft operations.</p> <p>There is no Air Traffic Control Tower (ATCT) at Lake Elmo Airport so there is no "official" count of aircraft operations. The existing level of aircraft operations at Lake Elmo Airport (25,727 annual or approximately 70 operations per day) was calculated as follows:</p> <ul style="list-style-type: none"> • The MAC Noise and Operations Monitoring System (MACNOMS) flight tracking system recorded 17,705 flight tracks for aircraft arriving to or departing from Lake Elmo Airport during 2014. • The MACNOMS capture rate at all MAC-owned towered reliever airports (MACNOMS tracks compared to the official FAA Tower Count) for 2014 was 66.5%. The Anoka County-Blaine Airport (ANE) capture rate is 68.8%, and was used to adjust Lake Elmo Airport data set to account for missing flight tracks. • The MACNOMS capture rate adjustment for Lake Elmo is as follows: 17,705 recorded tracks / 68.82% ANE capture rate = 25,727 annual operations. <p>This estimate is consistent with on-site observations conducted at the airport during</p>

		<p>According to MAC's own forecasts, Graph ES-2 predicts operations to stay flat or decrease out to 2035. Until MAC and the Met Council have accurate data on the number of operations per year at Lake Elmo Airport, the township board cannot see how it can be justified spending state and federal tax dollars for moving and extending the 14/32 runway along with the other proposed upgrades.</p>	<p>a two-week period in December 2011 and a one-week period in August 2012.</p> <ul style="list-style-type: none"> • Average daily aircraft operations were 52 in December and 87 in August. • Monthly operations estimates for December 2011 and August 2012 were extrapolated using data from the towered reliever airports. • A ratio of December and August operations as a percentage of the entire year was established using data from the towered reliever airports. • This ratio was applied to the monthly estimates at Lake Elmo Airport to estimate total 2012 operations (26,709). <p>Our activity forecast suggests that operations of piston-engine aircraft will decline slightly over time due in part to cost increases, an ageing pilot population, and regulatory requirements that may diminish the viability of personal and recreational flying. However, with a longer runway in place, we believe some of that traffic will be replaced with people using propeller-driven airplanes for business-related purposes. This is not the reason for implementing the plan, but it is a possible outcome. We do think that a longer runway will result in a small increase in aircraft traffic levels but only in the range of one to two percent. This is the equivalent of about eight additional aircraft operations per week.</p>
<p>West Lakeland Township, Letter dated August 3, 2015</p>	<p>4</p>	<p>According to MnDOT data five other airports in Minnesota have shorter runways than Lake Elmo. In discussing the runway lengths with some of the Lake Elmo aircraft owners, they also say that the 2849 foot runway is adequate for their aircraft, including twin engine aircraft based there.</p>	<p>According to data collected by MnDOT during the last update to the State Aviation System Plan, there were 83 intermediate airports in the state. Of these 83 airports, Lake Elmo ranked second in terms of based aircraft and third in the number of aircraft operations. However, only four of the 83 airports had a shorter paved primary runway length than Lake Elmo. MnDOT's plan concludes that Lake Elmo is one of 13 airports in the state where a primary runway extension should be considered.</p> <p>According to FAA Advisory Circular 150/5325-4B, <i>Runway Length Requirements for Airport Design</i>, Figure 2-1, an appropriate runway length to accommodate most of the aircraft types in this category (defined by FAA as 95% of the fleet of small propeller-driven airplanes with fewer than 10 passenger seats) is 3,300 feet. The appropriate runway length to</p>

			accommodate all aircraft types in this category (100% of the fleet) is 3,900 feet. Thus, the range of appropriate runway lengths is 3,300 to 3,900 feet. Based upon an assessment of manufacturer's literature for several of the more sophisticated aircraft types operating at Lake Elmo Airport, a suitable runway length is determined to be 3,600 feet. See Appendix 4 of the LTCP report for further details.
West Lakeland Township, Letter dated August 3, 2015	5	Of further concern to the town board is the proposed realignment of 30th Street. The proposed route skirts a designated wetland which in 2013 and 2014 was prone to flooding after a number of heavy spring rains, as documented by the attached photos. These two years were wet years, so what would happen during a 50 or 100 year flood? Also adding an additional 270,000 square feet of impervious surface would further impact this wetland area. According to our township land planner / surveyor, constructing a road in this area, would be costly as this area has a very poor soil base.	MAC staff believes that feasible engineering options exist to construct a high-quality section of roadway for the portion of 30 th Street N that is proposed for realignment. Area hydrology and watershed district requirements for volume and rate runoff control will be adhered to during design efforts. The project will have to go through a full environmental review process per federal National Environmental Policy Act (NEPA) and Minnesota Environmental Policy Act (MEPA) requirements to more specifically identify the environmental footprint of the improvements before construction can begin. During that process, alternatives must be reviewed and any potential impacts must be avoided if possible. If impacts cannot be avoided, they must be minimized to the extent possible and mitigated in full compliance with federal and state requirements.
West Lakeland Township, Letter dated August 3, 2015	6	Realigning 30th Street would severely impact traffic flow because this street has been designated by Washington County as a minor east-west collector road, and is a Baytown- West Lakeland Township corridor with an average daily traffic count of 2500 vehicles a day. The township board believes an Environmental Impact Statement is warranted to analyze such impacts to this area before the proposed Lake Elmo expansion is undertaken.	According to the Washington County Comprehensive Plan, 30 th Street N is designated as a major collector roadway. Traffic estimates contained in the County's Manning Avenue (CSAH 15) Corridor Management and Safety Improvement Project Subarea Study (prepared by SRF Consulting Group) for the section of 30 th Street N between Manning Avenue and Neal Avenue, suggest an average annual daily traffic volume of 1,060 vehicles in the existing (2010) condition and a forecast of 2,000 vehicles by 2030. The Refined Preferred Alternative allows the relocated 30 th Street N to connect back with the existing intersection of Neal Avenue, removing the need to place additional traffic on Neal Avenue. Traffic flow will not be impacted with additional turns or required stops. Please also see the previous response for the environmental review requirements.
West Lakeland Township,	7	Furthermore if MAC moves forward with the proposed expansion and realignment of	Regarding maintenance of the realigned section of 30 th Street N, MAC acknowledges that this section of roadway will move from

<p>Letter dated August 3, 2015</p>		<p>30th Street and since this new route would be entirely on MAC property, West Lakeland Township would not be responsible for maintaining 30th Street from Manning Avenue to Neal Avenue. Also it appears that the 2035 LTCP fails to identify any funding or monetary assurances to address the potential and consequential deterioration of the western portion of 30th Street. This would be due to any construction and rerouting of the eastern proposed section of 30th Street and for the wear and tear on 30th for the heavy equipment brought in for the construction of the newly proposed runway. Since 30th Street is a shared road, both West Lakeland and Baytown Townships would require monetary assurances from MAC that any detrimental effects to 30th Street, as result of the construction activity related to the airport and the reconstruction of 30th Street, will require MAC to bring the remaining western section of 30th Street towards Manning Avenue back up to township road standards which includes a 25-year warranty on the road.</p>	<p>the shared boundary between West Lakeland and Baytown Townships fully into West Lakeland's jurisdiction, thus increasing the maintenance burden for West Lakeland (while reducing the maintenance burden for Baytown). Although limited by revenue diversion prohibitions contained in federal grant assurances for airport improvement projects, MAC is open to continuing the dialogue with regard to maintaining 30th Street N.</p> <p>Several commenters note that the section of 30th Street N proposed for realignment is in poor condition. If MAC does not relocate this section of roadway, the Townships will have to pay for resurfacing and/or reconstruction in the near future. By allowing MAC to construct the realigned section of 30th Street N at MAC's cost, the Townships can focus their limited tax dollars on other near-term roadway projects.</p> <p>MAC acknowledges that the section of 30th Street N not being realigned will have to be restored to its existing condition if it is used as a construction haul route and any damage to the roadway occurs that is directly attributable to construction activities at the airport.</p>
<p>Washington County, Letter dated September 15, 2015</p>	<p>1</p>	<p>Based on review of the Lake Elmo LTCP and additional information gathered from conversations at the two open houses held by the MAC on June 9 and June 16, 2015, and discussion at the August 18, 2015 workshop with the County Board of Commissioners, Washington County offers the following comments:</p> <p>The County Board encourages the MAC to address the concerns of residents in West Lakeland Township and Baytown Township adjacent to the airport related to increased noise and the impact on the surrounding neighborhoods.</p>	<p>Information sharing meetings with residents and township representatives occurred on Monday, September 21, 2015 and Wednesday, November 4, 2015.</p>

		Similarly, residents and township officials have concerns about the data used to support the need for the extended runways. The County Board would encourage the MAC to meet with those townships and residents and share the appropriate data that is being used to make any improvement decisions.	
Washington County, Letter dated September 15, 2015	2	The County Board encourages MAC to work cooperatively with West Lakeland and Baytown Townships on the potential realignment of 30 th Street. Getting agreement on the alignment and issues related to the cost to maintain the road prior to any decision on the runway expansion would show the MAC's willingness to partner with these two entities on the future of the Lake Elmo Airport.	Comment acknowledged. The Revised Preferred Alternative was developed in the spirit of facilitating this community partnership.
Washington County, Letter dated September 15, 2015	3	Washington County acknowledges the efforts of the MAC to accommodate the future of the CSAH 15/Manning Avenue Corridor in its current alignment. CSAH 15/Manning Avenue is an "A" Minor Arterial Roadway that carries a significant amount of traffic from I-94 to the Stillwater Area and beyond. The Average Daily Traffic (ADT) range is between 10,500 ADT near Lake Elmo Airport to 13,600 ADT near I-94 Manning Avenue. Improvements to the operations and safety along the County Road 15 corridor have been identified and realignment options evaluated in order to accommodate current and future traffic levels. Urban development is expected to increase to the west of the airport, adjacent to this portion of Manning Avenue which will result in additional pressure on the existing transportation system.	Comments acknowledged.

<p>Metropolitan Council, Letter dated September 18, 2015</p>	<p>1</p>	<p>The Metropolitan Council received the Long Term Comprehensive Plan for the Lake Elmo Airport on June 12, 2015. The LTCP analyzes several alternatives to address objectives for the Airport. The preferred alternative does not change the classification of the airport. Alternative B provides compatible Runway Protection Zones (RPZs) entirely on airport property for the relocated Runway 14/32, while RPZs for the base case and Alternative A do not.</p> <p>Alternative B also provides a runway length of 3,600 feet, which is the optimal length identified in the Facility Requirements analysis for the long-term demand at Lake Elmo Airport. Once the 3,600-foot length runway is constructed, the primary runway will be fully built-out in terms of RPZ compliance, with no further extensions anticipated during the 20-year planning horizon. This will give the surrounding communities assurance of the airport's future footprint for comprehensive community planning. This alternative also maintains the continuity of the existing operational footprint as the primary runway remains on the 14/32 alignment. By keeping the same alignment, optimal wind coverage is provided at Airport. Alternative B optimizes the use of existing airport property and no additional property acquisition is required. This alternative allows the long term program to advance more efficiently without the time needed to complete an RPZ Alternatives Analysis. The relocated runway can be constructed while the existing runway is in operation, allowing for minimal operational disruptions.</p>	<p>Comments acknowledged.</p>
<p>Metropolitan Council, Letter dated</p>	<p>2</p>	<p>The LTCAP states that it recommends that steps be taken for installation of sanitary sewer</p>	<p>Comment acknowledged. The LTCP recommends that steps be taken for installation of sanitary sewer and water</p>

September 18, 2015		and water facilities at the airport when access to those urban services become available in the future. At present, the Implementation Plan indicates that those services will not be incorporated in the 'near-term' (during Plan years 5 to 7) when most of the runways and all of the roadways will be relocated and reconstructed, but in the 'mid-term' (during Plan years 8 to 20). Council staff recommends that the MAC reconsider the availability and provision of these facilities in conjunction with the near term airport projects when they are in their final phases of design. Their cost may be significantly lower when undertaken during the earlier phase(s) of airport reconstruction when roadways will be under construction, if they are accessible at that time.	facilities at the Airport when a MUSA and related agreements and access are available.
Metropolitan Council, Letter dated September 18, 2015	3	All three development alternatives proposing extensions or relocations of facility runways identify as one of their disadvantages that wetland mitigation would be required. While the Plan indicates that there are approximately 36 acres of wetland identified within airport property, none of the submitted maps identify the location of any on-site wetlands. Additionally, none of the alternatives identifies either the location or extent of projected wetland impacts. Council staff requests the MAC clarify the location and extent of expected impacts and planned mitigation for each of the development alternatives.	Figure 2-9 in the Draft LTCP report shows the location of wetland areas at Lake Elmo Airport. Any projects completed at the airport require conformance with the watershed district, as well as WCA and/or DNR regulations regarding wetlands. If wetland impacts are suspected with MAC projects, avoidance, minimization efforts and appropriate mitigation will be assessed. The watershed district also reviews plans for water quality. Previous airport projects have required rate and volume controls, infiltration or other means to enhance water quality. These and other best management practices will continue with future projects listed in the Preferred Alternative.
Metropolitan Council, Letter dated September 18, 2015	4	30th Street N. in Lake Elmo (west of Manning Ave.) is improved with an off-street path for bicyclists and pedestrians, while Manning Avenue is a designated on-street route acknowledged by the Metropolitan Council's Existing Bikeways Map and the Comprehensive Plans of both Lake Elmo and Baytown Township (among others). Any	Comment acknowledged. Improvements to 30 th Street N will be designed to meet local roadway standards.

		reconstruction of 30th Street associated with the Airport LTCP should evaluate and, if possible, accommodate bicycles and pedestrians to enhance connectivity between residential areas and to the regional bicycle network.	
Metropolitan Council, Letter dated September 18, 2015	5	<p>The LTCP's preferred development alternative appears to have the least substantial impact on adjacent property owners, and would maintain general compatibility with existing and planned land uses, particularly with that planned in the City of Lake Elmo in their downtown area. That said, as we have noted in previous reviews, we continue to suggested the establishment of a joint zoning board with representatives from Baytown Township, Lake Elmo, West Lakeland Township, Washington County, and MAC as well as the creation/update of the Airport Zoning ordinance for the Airport.</p> <p>Pages 7-10 and 7-11 of the full LTCP suggests that MAC will convene a JAZB for this purpose following update to the State's relevant regulations and the finalization of the LTCP. The Council agrees with this approach and continues our previous support and recommendation.</p>	Comments acknowledged.
Metropolitan Council, Letter dated September 18, 2015	6	<p>General Comments:</p> <p>(a) In general, for clarity in the document, we recommend putting figures behind the pages referenced, instead of at the back of the Chapter.</p> <p>(b) On page xiii, the third bullet states that the acreage in the 55 DNL contour decreases by 5%, but the number of parcels contained in the contour increase by 11. We recommend clarifying the size and the parcels added to clarify this decrease that is</p>	<p>(a) Comment acknowledged.</p> <p>(b) The recommended clarification will be provided.</p> <p>(c) The recommended reference will be added.</p> <p>(d) Acronym will be corrected.</p> <p>(e) Comment acknowledged.</p> <p>(f) Comment acknowledged.</p>

	<p>accompanied by a parcel increase, if that's correct.</p> <p>(c) On page 2, in the first bullet, we recommend adding that the Lake Elmo is a Minor Airport in the Regional System.</p> <p>(d) On page 3, is the acronym CTAP correct? It is unclear what that might stand for.</p> <p>(e) Council staff also recommend continued coordination with Washington County on changes to the Lake Elmo overlay district, as discussed on page 28.</p> <p>(f) As discussed on page 96 and noted previously in this letter, we recommend that the MAC continue to work with local partners and install a JAZB when practical.</p> <p>This concludes the Council's informal review of the LTCP. The Council will not take action until the LTCP is published and sent to the Council for a formal review.</p>	
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**Comments Received During the Supplemental Public Comment Period
(Round 2: January 25 – March 9, 2016)**

<p>West Lakeland Township, Letter dated February 8, 2016</p>	<p align="center">1</p>	<p>The board of supervisors for West Lakeland Township is on record with a letter and a resolution dated August 3, 2015 opposing the 2035 Long Term Comprehensive Plan for Lake Elmo Airport. Also on record in opposition is Baytown Township with a resolution and the City of Lake Elmo with a letter dated September 2006.</p> <p>Recently the Metropolitan Airport Commission (MAC) staff presented a revised plan that reduces the proposed 14/32 runway length from 3,600 feet to 3,500 feet. While this is a reduction and a compromise, the supervisors feel that this reduction does not go far enough to protect our residents. As such the West Lakeland Township Board of Supervisors opposes this revised plan.</p>	<p>Comment acknowledged.</p>
<p>Washington County, Letter dated March 8, 2016</p>	<p align="center">1</p>	<p>The process the Metropolitan Airports Commission (MAC) used to develop this plan has been inclusive of the community. The MAC has listened to area residents and community leaders and developed an alternative plan reflecting the input received. The MAC has hosted multiple public forums where residents shared their concerns and got questions answered directly from MAC staff and leadership. We commend you for developing and adhering to a process that is robust and transparent.</p>	<p>Comment acknowledged.</p>
<p>Washington County, Letter dated March 8, 2016</p>	<p align="center">2</p>	<p>We support the Alternative B1 Plan to improve safety and operations of the primary runway at the Lake Elmo Airport. This alternative plan provides a shorter runway length of 3500 feet and shifts the runway north and west, farther from West Lakeland Township residences. It also allows 30th Street North to connect back to the existing intersection with Neal Avenue. The alternative plan accommodates the future</p>	<p>The County's support for the Refined Preferred Alternative is acknowledged.</p>

		expansion needs of the County State Aid Highway 15 (Manning Avenue) Corridor in its current alignment. Urban development is expected to increase west of the airport and adjacent to this portion of Manning Avenue which will need to be expanded in the next decade to accommodate current and expected future traffic.	
Washington County, Letter dated March 8, 2016	3	The realignment of CSAH 14/Old Trunk Highway 5 and its intersection with Manning Avenue will necessitate acquisition of some airport property along existing 40th Street North. Any permanent property acquisition will require continued coordination with the MAC in order to process a land release from the Federal Aviation Administration (FAA).	Comment acknowledged.
Washington County, Letter dated March 8, 2016	4	Based on public comment and concerns of property owners, the MAC should continue to evaluate the impacts to the surrounding residential properties in more detail. Although the operations are projected to decrease slightly by 2035, we recommend the MAC continue to monitor the noise levels at the new 60 Day-Night Average Sound Level (DNL) and the 55 DNL contours around the airport on a regular basis.	Comment acknowledged. Additional noise analysis will be conducted during the environmental review process.
Washington County, Letter dated March 8, 2016	5	Through the environmental review process, the MAC should work with the townships on the detailed analysis and designs for the relocation of 30 th Street. Concerns remain related to the final construction boundaries, design standards, environmental impacts and ongoing maintenance of the corridor. We suggest that MAC continue to work with the townships throughout this process to develop a solution that is acceptable to all agencies.	Comment acknowledged.
Washington County, Letter dated March 8, 2016	6	The MAC should monitor future jet traffic to ensure the number, type and size of aircraft are within the forecasted scenarios.	Comment acknowledged. Aircraft activity trends will be monitored and updated in the next update to the LTCP.

		<p>Thank you for the opportunity to comment on the Draft Lake Elmo Airport 2035 Long-Term Comprehensive Plan. As you proceed with your planning and environmental review process, we encourage you to provide continued outreach to the neighboring property owners to address their concerns.</p>	
<p>Representative Kathy Lohmer, Letter received March 23, 2016</p>	1	<p>It has been my understanding that you have received numerous letters from my constituents regarding the proposal for the Lake Elmo Airport expansion recently.</p> <p>I am writing on behalf of each of them and many others who have voiced strong concerns about this project. I hope that you and the MAC will carefully and respectfully consider these concerns and address them adequately and appropriately. The decisions you make will have a lasting impact on the surrounding communities in regard to quality of life, noise impacts, traffic patterns and ease of emergency vehicles responding.</p> <p>I am happy to have more conversations regarding this project and please feel free to call me if you would like to do the same.</p>	<p>Comment acknowledged.</p>

**MUNICIPAL/AGENCY COMMENTS RECEIVED DURING THE INITIAL
PUBLIC COMMENT PERIOD**

(JUNE 22 – SEPTEMBER 16, 2015)

Received

AUG 04 2015

Airport Development



July 24, 2015

Mr. Neil Ralston
Metropolitan Airports Commission
6040 28th Avenue South
Minneapolis, MN 55450

Re: Lake Elmo Airport 2035 Long-Term Comprehensive Plan

Dear Mr. Ralston:

Thank you for inviting the Valley Branch Watershed District (VBWD) to review the Lake Elmo Airport 2035 Long-Term Comprehensive Plan. As previously indicated, the project(s) at the airport will need to conform to all the VBWD Rules and Regulations, including but not limited to the following:

Stormwater volume control: New and fully reconstructed impervious surfaces of 6,000 square feet or more require treatment. The treatment standard is 1.1 inches of runoff retained on site from the new and/or fully reconstructed impervious surfaces.

Stormwater rate control: During all phases of development the peak rate of stormwater runoff from all points leaving the site shall not exceed the existing peak rate for critical duration events, up to and including the 100-year return frequency storm. Design criteria shall be the 2-, 10-, and 100-year 24-hour storms with respective 2.8, 4.2, and 7.3-inch rainfall depths (with NRCS time distribution) and the 7.2-inch 100-year 10-day snowmelt event.

Wetlands: VBWD is the local government unit responsible for administering the Minnesota Wetland Conservation Act. In addition, VBWD requires a minimum 25-foot-wide vegetative buffer. No impervious surfaces are allowed within the buffer. Average buffers and hydrologic standards are listed in the VBWD Rules and Regulations. The proposed realignment of 30th Street North in the preferred alternative and other projects at the airport need to conform to these standards.

The VBWD may revise its Rules and Regulations and projects will need to conform to those new standards at the time they are permitted. If you have any questions regarding our comments, please contact me at 952-832-2622 or jhanson@barr.com.

Sincerely,

John P. Hanson, PE
Barr Engineering Co.
Engineers for the Valley Branch Watershed District



DAVID BUCHECK • LINCOLN FETCHER • DALE BORASH • JILL LUCAS • EDWARD MARCHAN

VALLEY BRANCH WATERSHED DISTRICT • P.O. BOX 838 • LAKE ELMO, MINNESOTA 55042-0538

www.vbwd.org

Received

AUG 24 2015

Airport Development

August 20, 2015

Mr. Neil Ralston
Metropolitan Airports Commission
6040 28th Avenue South
Minneapolis, MN 55450

RE: Lake Elmo 2035 Long Term Comprehensive Plan

Dear Mr. Ralston,

In previous correspondence with MAC, West Lakeland Township provided a comment letter opposing the expansion of the Lake Elmo Airport as outlined in your 2015 Long Term Comprehensive Plan.

Enclosed are two pictures that did not accompany the initial correspondence, dated August 3, 2015. For your convenience, we are also enclosing another copy of the letter.

Please contact us if you have any questions.

Thank You,



Carrie Seifert
Town Clerk, West Lakeland Township



WEST LAKELAND TOWNSHIP

P.O. Box 447 Lake Elmo MN 55042

August 3, 2015

Mr. Neil Ralston
Metropolitan Airports Commission
6040 28th Avenue South
Minneapolis MN 55450

RE: Lake Elmo 2035 Long Term Comprehensive Plan

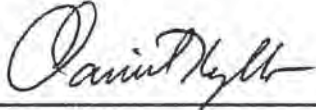
Dear Mr. Ralston,

The town board of supervisors for West Lakeland Township opposes the expansion of the Lake Elmo Airport as outlined in your 2035 Long Term Comprehensive Plan for a number of reasons. The first of which will be the impact on our residents and their quality of life by the installation of the new proposed NW / SE 3,600 foot runway. Not only will this bring in larger aircraft, but more importantly move noise and operations into our existing residential neighborhoods of West Lakeland Township. While the new Runway Protection Zones will be entirely on MAC property, the MnDOT Safety Zones "A" and "B" will essentially overlay existing homes on 2 ½ acres and the overhead power lines which by current zoning is not allowed. In addition the proposed expansion is also in conflict with Washington County's and West Lakeland's airport overlay districts. If the intent is to modify current zoning to allow the proposed Lake Elmo expansion to occur, then the West Lakeland Township board would call your attention to MnDOT's Accident Distribution graphs depicting aircraft crashes within the proximity of an airport. By their own data, 60% of all arriving crashes happen within 6,000 feet of the end of the runway, while 60% of all departing crashes happen within 2,500 feet of the end of the runway. The township board cannot see how any safety zones protecting residents could be modified to accommodate an expansion of this kind.

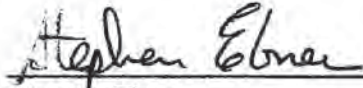
In previous correspondence with MAC, West Lakeland Township was informed that the number of operations per year at Lake Elmo airport were reported to be 64,887 in 1995 and 70,687 in 2000. Using the 70,000 number for example, calculates out to one

~ 1 ~

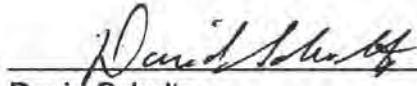
Baytown Townships would require monetary assurances from MAC that any detrimental effects to 30th Street, as result of the construction activity related to the airport and the reconstruction of 30th Street, will require MAC to bring the remaining western section of 30th Street towards Manning Avenue back up to township road standards which includes a 25-year warranty on the road.



Daniel Kylo
Chairman – West Lakeland Township



Steven Ebner
Supervisor – West Lakeland Township



David Schultz
Supervisor – West Lakeland Township

cc: Carrie Seifert – Clerk West Lakeland Township
Ryan Gaug – MnDOT Aviation and Finance Director
John Hanson – Valley Branch Watershed
Senator Karin Housley – Minnesota Senate
Commissioner Gary Kriesel – Washington County Commissioner
Representative Kathy Lohmer – Minnesota House of Representatives
Michael Madigan – MAC District F Commissioner
Wayne Sandberg – Washington County Engineer



Received

AUG 13 2015

Airport Development

RESOLUTION

TOWN OF WEST LAKELAND
WASHINGTON COUNTY, MINNESOTA

A RESOLUTION OPPOSING THE METROPOLITAN AIRPORT COMMISSION'S LAKE ELMO 2035 LONG TERM COMPREHENSIVE PLAN'S PROPOSAL TO EXPAND THE LAKE ELMO AIRPORT.

Whereas, West Lakeland Township is located on the St. Croix River, and is known for its small town-near the big-city lifestyle enjoyed by residents and

Whereas, the residents and neighboring communities of West Lakeland Township greatly contribute to the unobstructed, peaceful lifestyle of the Township, and

Whereas, the Metropolitan Airports Commission (MAC), has proposed expanding the Lake Elmo Airport by increasing runway lengths and rerouting 30th Street North, and

Whereas, the MAC's proposal will lengthen the runways, modify and increase the Runway Protection Zones (RPZ) and the Airport Overlay District (AOD), and

Whereas, MAC claims that these proposed modifications will improve aircraft safety, and

Whereas, the Town Board has determined that the Lake Elmo Airport aircraft crash records demonstrate that the eight crashes that have occurred over the past 30 years, all have been, as a result, of pilot error or airplane mechanical problems and not due to the length of the runway, and

Whereas, the Town Board has determined that these proposed modifications will compromise more township residents and their homes to potential aircraft accidents, arriving and departing the airport, and

Whereas, the Town Board has determined that MAC's proposal will not improve the safety of present aircraft safety, but only attract and accommodate larger, louder aircraft, and

Whereas, the Town Board has determined that MAC's proposed runway expansion will increase the number of larger, louder aircraft, and have a negative impact on the peaceful lifestyle of the surrounding residents and neighboring communities, and

Whereas, MAC proposes to realign 30th St N around the southern end of the extended runway, and

Whereas, the Town Board has determined that the rerouting of 30th St N (a minor collector road) would redirect more traffic into neighborhoods, and

Whereas, the Town Board has determined that the increased traffic and noise will also have a negative impact on airport's neighbors along the proposed rerouted 30th St N and residents on Neal Ave N, and

Whereas, the estimated cost of construction for MAC's proposal to expand the airport and realign 30th St N is estimated at \$11.5 million, and

Whereas, the Town Board has determined that the number of flight operations reported to occur at the Lake Elmo Airport is significantly overstated and not supported or demonstrated by real data, and

Whereas, the Town Board has determined that the significant cost of expansion as compared to the least costly alternative of just improving the present runway surface at the estimated cost of \$5.4 million doesn't justify the burden to taxpayers for the negligible forecasted additional aircraft operations for the next 20 years, and

Whereas, the MAC's proposal would significantly impact the scenic views and peaceful lifestyle West Lakeland is known for, and


Whereas, the MAC's proposal will result in increased air traffic and noise pollution, and

Whereas, the MAC's proposal will greatly and negatively impact the quality of life for the residents and visitors of West Lakeland that have worked so hard to maintain an unobstructed peaceful lifestyle,

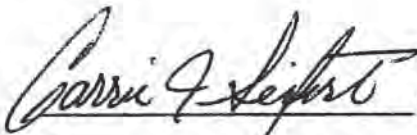
NOW, THEREFORE, BE IT RESOLVED, that the Town Board of the Town of West Lakeland hereby resolves as follows:

1. The Town Board opposes the expansion of the Lake Elmo Airport and runways.
2. The Town Board opposes the realignment of 30th St N.

Adopted by the Town Board of the Town of West Lakeland this 3rd day of August, 2015.

 Daniel Kylo, Chairman

ATTEST:

 Carrie Seifert, Town Clerk

RESOLUTION NO. 14-2015

**A RESOLUTION IN OPPOSITION TO THE
EXPANSION OF THE LAKE ELMO AIRPORT**


WHEREAS, and a regular meeting of the Town Board of Supervisors of the Town of Baytown, Washington County Minnesota (the Board), the Board considered and reviewed the current plans for expansion of the Lake Elmo Airport recently proposed by the Metropolitan Airport Commission (MAC); and,

WHEREAS, the Board listened to public comment and thereafter considered the public comment and the position of the Town of West Lakeland in opposition to the planned expansion and the displacement of the 30th Street right of way; and

NOW THEREFORE BE IT RESOLVED BY THE TOWN BOARD OF BAYTOWN TOWNSHIP, MINNESOTA:

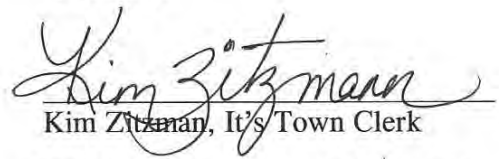
That the Town Board resolves against the planned expansion and the relocation of the 30th Street right of way, and the Town Clerk is directed to send a copy of the Resolution to the MAC with a copy to the Washington County Board.

Adopted by the Town Board of Supervisors of the Town of Baytown, Washington County, Minnesota this 14th day of September, 2015.

BAYTOWN TOWNSHIP


Kent Grandlienard, It's Chairman
Board of Supervisors

ATTEST:



Kim Zitzmann, It's Town Clerk





Board of Commissioners

Fran Miron, District 1
Ted Bearth, District 2
Gary Kriesel, Chair, District 3
Karla Bigham, District 4
Lisa Weik, District 5

September 15, 2015

Mr. Neil Ralston
MAC Airport Development
6040 28th Avenue South
Minneapolis, MN 55450

**Washington County Comments on the Draft Lake Elmo Airport
2035 Long Term Comprehensive Plan (LTCP)**

Dear Mr. Ralston,

Thank you and the representatives of the Metropolitan Airports Commission (MAC) for presenting the Lake Elmo 2035 Long Term Comprehensive Plan (LTCP) to the Washington County Board and extending the comment period in order for the board to fully understand the project and its impacts to Washington County. We appreciate your willingness to engage the local governments and the residents on this important decision.

Based on review of the Lake Elmo LTCP and additional information gathered from conversations at the two open houses held by the MAC on June 9 and June 16, 2015, and discussion at the August 18, 2015 workshop with the County Board of Commissioners, Washington County offers the following comments:

- The County Board encourages the MAC to address the concerns of residents in West Lakeland Township and Baytown Township adjacent to the airport related to increased noise and the impact on the surrounding neighborhoods. Similarly, residents and township officials have concerns about the data used to support the need for the extended runways. The County Board would encourage the MAC to meet with those townships and residents and share the appropriate data that is being used to make any improvement decisions.
- The County Board encourages the MAC to work cooperatively with West Lakeland and Baytown Townships on any potential realignment of 30th Street. Getting agreement on the alignment and issues related to the cost to maintain the road prior to any decision on the runway expansion would show the MAC's willingness to partner with these two entities on the future of the Lake Elmo Airport.
- Washington County acknowledges the efforts of the MAC to accommodate the future of the CSAH 15/Manning Avenue Corridor in its current alignment. CSAH 15/Manning Avenue is an "A" Minor Arterial Roadway that carries a significant amount of traffic from I-94 to the Stillwater Area and beyond. The Average Daily Traffic (ADT) range is between 10,500 ADT near Lake Elmo Airport to 13,600 ADT near I-94 Manning Avenue. Improvements to the operations and safety along the County Road 15 corridor have been identified and realignment options evaluated in order to accommodate current and future traffic levels. Urban development is expected to increase to the west of the airport, adjacent to this portion of Manning Avenue which will result in additional pressure on the existing transportation system.

Page 2
Lake Elmo Airport comment letter

Thank you again for presenting the Draft Lake Elmo Airport 2035 Long-Term Comprehensive Plan to the County Board. As you proceed with your planning process, we encourage you to provide continued outreach to the county and neighboring property owners.

Regards,



Gary Kriesel, Chair
Washington County Board of Commissioners

c: Washington County Commissioners
Don Theisen, Public Works Director
Wayne Sandberg, County Engineer
City of Lake Elmo
West Lakeland Township
Baytown Township

Received

SEP 23 2015

Airport Development

September 18, 2015

Neil Ralston, Airport Planner
Metropolitan Airports Commission
6040 28th Ave. S
Minneapolis, MN 55450-2799

RE: Lake Elmo Airport Long Term Comprehensive Plan
Metropolitan Council Review No. 20301-2
Metropolitan Council District 12

Dear Mr. Ralston:

The Metropolitan Council received the Long Term Comprehensive Plan for the Lake Elmo Airport on June 12, 2015. The LTCP analyzes several alternatives to address objectives for the Airport. The preferred alternative does not change the classification of the airport. Alternative B provides compatible Runway Protection Zones (RPZs) entirely on airport property for the relocated Runway 14/32, while RPZs for the base case and Alternative A do not.

Alternative B also provides a runway length of 3,600 feet, which is the optimal length identified in the Facility Requirements analysis for the long-term demand at Lake Elmo Airport. Once the 3,600-foot length runway is constructed, the primary runway will be fully built-out in terms of RPZ compliance, with no further extensions anticipated during the 20-year planning horizon. This will give the surrounding communities assurance of the airport's future footprint for comprehensive community planning. This alternative also maintains the continuity of the existing operational footprint as the primary runway remains on the 14/32 alignment. By keeping the same alignment, optimal wind coverage is provided at Airport. Alternative B optimizes the use of existing airport property and no additional property acquisition is required. This alternative allows the long term program to advance more efficiently without the time needed to complete an RPZ Alternatives Analysis. The relocated runway can be constructed while the existing runway is in operation, allowing for minimal operational disruptions

The Council staff review offers the following technical comments for your consideration during this informal review period.

ENVIRONMENTAL CONSIDERATIONS

Sanitary Sewer and Water Utilities

The LTCAP states that it recommends that steps be taken for installation of sanitary sewer and water facilities at the airport when access to those urban services become available in the future. At present, the Implementation Plan indicates that those services will not be incorporated in the 'near-term' (during Plan years 5 to 7) when most of the runways and all of the roadways will be relocated and reconstructed, but in the 'mid-term' (during Plan years 8 to 20). Council staff recommends that the MAC reconsider the availability and provision of these facilities in conjunction with the near term airport projects when they are in their final phases of design. Their cost may be significantly lower when undertaken during the earlier phase(s) of airport reconstruction when roadways will be under construction, if they are accessible at that time.

Wetlands

All three development alternatives proposing extensions or relocations of facility runways identify as one of their disadvantages that wetland mitigation would be required. While the Plan indicates that there are approximately 36 acres of wetland identified within airport property, none of the submitted maps identify the location of any on-site wetlands. Additionally, none of the alternatives identifies either the location or extent of projected wetland impacts. Council staff requests the MAC clarify the location and extent of expected impacts and planned mitigation for each of the development alternatives.

LAND USE

Relocation of 30th St. N

30th Street N. in Lake Elmo (west of Manning Ave.) is improved with an off-street path for bicyclists and pedestrians, while Manning Avenue is a designated on-street route acknowledged by the Metropolitan Council's Existing Bikeways Map and the Comprehensive Plans of both Lake Elmo and Baytown Township (among others). Any reconstruction of 30th Street associated with the Airport LTCP should evaluate and, if possible, accommodate bicycles and pedestrians to enhance connectivity between residential areas and to the regional bicycle network.

Land Use and Development Impacts

The LTCP's preferred development alternative appears to have the least substantial impact on adjacent property owners, and would maintain general compatibility with existing and planned land uses, particularly with that planned in the City of Lake Elmo in their downtown area. That said, as we have noted in previous reviews, we continue to suggest the establishment of a joint zoning board with representatives from Baytown Township, Lake Elmo, West Lakeland Township, Washington County, and MAC as well as the creation/update of the Airport Zoning ordinance for the Airport. Pages 7-10 and 7-11 of the full LTCP suggests that MAC will convene a JAZB for this purpose following update to the State's relevant regulations and the finalization of the LTCP. The Council agrees with this approach and continues our previous support and recommendation.

Aviation/Transportation

In general, for clarity in the document, we recommend putting figures behind the pages referenced, instead of at the back of the Chapter.

On page xiii, the third bullet states that the acreage in the 55 DNL contour decreases by 5%, but the number of parcels contained in the contour increase by 11. We recommend clarifying the size and the parcels added to clarify this decrease that is accompanied by a parcel increase, if that's correct.

On page 2, in the first bullet, we recommend adding that the Lake Elmo is a Minor Airport in the Regional System. On page 3, is the acronym CTAP correct? It is unclear what that might stand for.

Council staff also recommend continued coordination with Washington County on changes to the Lake Elmo overlay district, as discussed on page 28.

As discussed on page 96 and noted previously in this letter, we recommend that the MAC continue to work with local partners and install a JAZB when practical.

This concludes the Council's informal review of the LTCP. The Council will not take action until the LTCP is published and sent to the Council for a formal review. If you have any questions or need further information, please contact Russ Owen, Principal Reviewer, at 651-602-1724.

Sincerely,



LisaBeth Barajas, Manager
Local Planning Assistance

CC: Harry Melander, Metropolitan Council District 12
Ryan Garcia, Sector Representative
Russ Owen, Metropolitan Council
Raya Esmaeili, Reviews Coordinator

N:\CommDev\LPA\Agencies\MAC\MAC 2015 LTCP Lake Elmo informal.docx

**MUNICIPAL/AGENCY COMMENTS RECEIVED DURING THE
SUPPLEMENTAL PUBLIC COMMENT PERIOD**

(JANUARY 25 – MARCH 9, 2016)

WEST LAKELAND TOWNSHIP

P.O. Box 447

Lake Elmo, MN 55042

February 8, 2016

Mr. Neil Ralston
Metropolitan Airports Commission
6040 28th Avenue so.
Minneapolis MN 55450

RE: Public Comment on the Revised 2035 Lake Elmo Long Term Comprehensive Plan

Dear Mr. Ralston,

The board of supervisors for West Lakeland Township is on record with a letter and a resolution dated August 3, 2015 opposing the 2035 Long Term Comprehensive Plan for Lake Elmo Airport. Also on record in opposition is Baytown Township with a resolution and the City of Lake Elmo with a letter dated September 2006.

Recently the Metropolitan Airport Commission (MAC) staff presented a revised plan that reduces the proposed 14/32 runway length from 3,600 feet to 3,500 feet. While this is a reduction and a compromise, the supervisors feel that this reduction does not go far enough to protect our residents. As such the West Lakeland Township Board of Supervisors opposes this revised plan.

Respectfully,



Dan Kyлло - Chairman, West Lakeland Township



Steven Ebner - Supervisor, West Lakeland Township



David Schultz - Supervisor, West Lakeland Township

cc: Carrie Seifert – Clerk West Lakeland Township
Ryan Gaug – MnDOT Aviation and Finance Director
John Hanson – Valley Branch Watershed
Senator Karin Housley – Minnesota Senate
Commissioner Gary Kriesel – Washington County Commissioner
Representative Kathy Lohmer – Minnesota House of Representatives
Michael Madigan – MAC District F Commissioner
Wayne Sandberg – Washington County Engineer

March 8, 2016

Neil Ralston, Airport Planner
MAC Airport Development
6040 28th Avenue South
Minneapolis, MN 55450

**Washington County Comments on the Draft Lake Elmo Airport
2035 Long-Term Comprehensive Plan (LTCP) Alternative Plan**

Dear Mr. Ralston,

Thank you for the opportunity to provide comments on the Draft Lake Elmo Airport 2035 Long-Term Comprehensive Plan (LTCP), Alternative Plan. Washington County offers the following comments:

- The process the Metropolitan Airports Commission (MAC) used to develop this plan has been inclusive of the community. The MAC has listened to area residents and community leaders and developed an alternative plan reflecting the input received. The MAC has hosted multiple public forums where residents shared their concerns and got questions answered directly from MAC staff and leadership. We commend you for developing and adhering to a process that is robust and transparent.
- We support the Alternative B1 Plan to improve safety and operations of the primary runway at the Lake Elmo Airport. This alternative plan provides a shorter runway length of 3500 feet and shifts the runway north and west, farther from West Lakeland Township residences. It also allows 30th Street North to connect back to the existing intersection with Neal Avenue.
- The alternative plan accommodates the future expansion needs of the County State Aid Highway 15 (Manning Avenue) Corridor in its current alignment. Urban development is expected to increase west of the airport and adjacent to this portion of Manning Avenue which will need to be expanded in the next decade to accommodate current and expected future traffic.
- The realignment of CSAH14/Old Trunk Highway 5 and its intersection with Manning Avenue will necessitate acquisition of some airport property along existing 40th Street North. Any permanent property acquisition will require continued coordination with the MAC in order to process a land release from the Federal Aviation Administration (FAA).
- Based on public comment and concerns of property owners, the MAC should continue to evaluate the impacts to the surrounding residential properties in more detail. Although the operations are projected to decrease slightly by 2035, we recommend the MAC continue to monitor the noise levels at the new 60 Day-Night Average Sound Level (DNL) and the 55 DNL contours around the airport on a regular basis.

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Telephone: 651-430-6001 • Fax: 651-430-6017 • TTY: 651-430-6246

- Through the environmental review process, the MAC should work with the townships on the detailed analysis and designs for the relocation of 30th Street. Concerns remain related to the final construction boundaries, design standards, environmental impacts and ongoing maintenance of the corridor. We suggest that MAC continue to work with the townships throughout this process to develop a solution that is acceptable to all agencies.
- The MAC should monitor future jet traffic to ensure the number, type and size of aircraft are within the forecasted scenarios.

Thank you for the opportunity to comment on the Draft Lake Elmo Airport 2035 Long-Term Comprehensive Plan. As you proceed with your planning and environmental review process, we encourage you to provide continued outreach to the neighboring property owners to address their concerns.

Regards,



Fran Miron, Vice Chair
Washington County Board of Commissioners

- c: Washington County Commissioners
Don Theisen, Public Works Director
Wayne Sandberg, County Engineer
City of Lake Elmo
West Lakeland Township
Baytown Township

Kathy Lohmer
State Representative

District 39B
Washington County



Minnesota House of Representatives

RECEIVED

MAR 23 2016

Dear Gary,

It has been my understanding that you have received numerous letters from my constituents regarding the proposal for the Lake Elmo Airport expansion recently.

I am writing on behalf of each of them and many others who have voiced strong concerns about this project. I hope that you and the MAC will carefully and respectfully consider these concerns and address them adequately and appropriately. The decisions you make will have a lasting impact on the surrounding communities in regard to quality of life, noise impacts, traffic patterns and ease of emergency vehicles responding.

I am happy to have more conversations regarding this project and please feel free to call me if you would like to do the same. You can reach me at 651-295-3046.

Kind regards,
Kathy

Kathy Lohmer

State Representative
District 39B
239 State Office Building
(651)296-4244
rep.kathy.lohmer@house.mn



**WRITTEN PUBLIC COMMENTS RECEIVED DURING THE INITIAL PUBLIC
COMMENT PERIOD**

(JUNE 22 – SEPTEMBER 16, 2015)

Summary of Lake Elmo 2035 LTCP Citizen Comments -- Initial Public Comment Period (June 22 - September 16, 2015)

#	Date	Source	First Name	Last Name	City/Township	Position	Major Themes	Pertinent General Responses
1	06/25/15	Email	Mark	Werner	West Lakeland	Support	Safety for pilots, needed maintenance on 30th Street	Support
2	07/02/15	Email	Peggy	Scostak	West Lakeland	Object	Noise complaint	16
3	07/03/15	Email	Lisa	Bond	West Lakeland	Object	Noise and lowers property value	16, 17
4	07/05/15	Email	Jeffrey	Rueber	West Lakeland	Object	Wants Alternative A instead, loss of small community feel w/proposed plan	5, 7
5	07/09/15	Email	DeiRae & Nina	Brockton	Lake Elmo	Object	Increased flights, expanded hours of use, safety zones	2, 3, 19
6	07/09/15	Comment_Sheet	Clem	Douglas	Stillwater	Object	Noise	2, 16
7	07/09/15	Comment_Sheet	Lori	Belz	Stillwater	Object	Noise, environmental impact. Safety concerns - geese/plane collision hazard. Likes Altern A.	7, 10
8	07/09/15	Comment_Sheet	Denis	Gorecki	Stillwater	Object	Noise	16
9	07/09/15	Comment_Sheet	Eileen & Joel	Sandstrom	Stillwater	Object	Expansion is of no advantage to the community.	General Opposition
10	07/09/15	Comment_Sheet	Michelle	Hansen	Stillwater	Object	Increased air traffic and larger aircraft.	2, 3
11	07/09/15	Comment_Sheet	Janelle	Kogl	Stillwater	Object	Increased safety for pilots. Use of reduced power on longer runway = quieter departures.	Support
12	07/09/15	Comment_Sheet	Gordon	Stangl	Stillwater	Support	Lowers property value, noise	16, 17
13	07/09/15	Comment_Sheet	Ashleigh	Lundy	West Lakeland	Object	Noise, lowers property value, safety, puts hobbyists interests above those of the community.	6, 16, 17
14	07/09/15	Comment_Sheet	Diane	McGann	Stillwater	Object	Lowers quality of life and lowers property values	17
15	07/09/15	Comment_Sheet	Jim	McGann	Stillwater	Object	Justification, use of taxpayer funds	1, 24
16	07/09/15	Comment_Sheet	Matt	Lundy	Stillwater	Object	Noise, lowers property value, increased size of aircraft, waste of taxpayer money	2, 3, 16, 17
17	07/09/15	Comment_Sheet	Maynard	Kelsey	Stillwater	Object	More flights, larger aircraft	2, 3
18	07/09/15	Comment_Sheet	Linda	Ujasich	Stillwater	Object	Noise, lowers property value	5
19	07/09/15	Comment_Sheet	Jim	Ujasich	West Lakeland	Object	Noise, increased number of flights, environmental impact.	16, 17
20	07/09/15	Comment_Sheet	Jim	Peterson	Lake Elmo	Object	Noise, increased number of flights, environmental impact.	3, 5, 15, 16
21	07/09/15	Comment_Sheet	Jim	Peterson	Lake Elmo	Object	Business case, do not extend runway	1, 5
22	07/09/15	Comment_Sheet	Sue & Tom	Helms	Stillwater	Object	Noise, increased frequency of flights	3, 16
23	07/09/15	Comment_Sheet	Susan	Dunn	Lake Elmo	Object	Safety concerns for area homeowners	5, 29, 19
24	07/09/15	Comment_Sheet	Susan	Dunn	Lake Elmo	Object	Safety concerns for area homeowners	Support
25	07/09/15	Comment_Sheet	John	Karel	Stillwater	Support	Safety for pilots	General Opposition
26	07/15/15	Email	Greg	Cutlan	Stillwater	Object	Noise, environmental impact, disrupting traffic on 30th St	10, 15, 16
27	07/16/15	Email	Lisa	Nielsen	West Lakeland	Object	Noise, environmental impact, disrupting traffic on 30th St	10, 15, 16
28	07/16/15	Comment_Sheet	Karen	Baltzer	West Lakeland	Object	Lower property value, negative effect on health	5, 17
29	07/16/15	Comment_Sheet	John	Hodler	Lake Elmo	Object	Noise, lower property value, pollution, bright runway lights, detriment to rural lifestyle	3, 15, 16, 17, 22, 24
30	07/16/15	Comment_Sheet	Jim	Ogden	Lake Elmo	Object	Prefers Alt A - improve safety but keep larger aircraft to a minimum	2, 7
31	07/16/15	Comment_Sheet	Roif	Larson	Lake Elmo	Object	Lower property value, safety for area homeowners, noise.	6, 16, 17
32	07/16/15	Comment_Sheet	Eileen	Sandstrom	West Lakeland	Object	Lower property value, safety for area homeowners, noise.	24
33	07/16/15	Comment_Sheet	Joan	Fleischacker	Stillwater	Object	Disrupted traffic flow, larger aircraft	2, 5, 10
34	07/16/15	Comment_Sheet	Ann	Buchek	Lake Elmo	Object	Larger aircraft can land elsewhere	2, 3
35	07/16/15	Comment_Sheet	Tam	Schouweller	West Lakeland	Object	Noise, larger aircraft	2, 16
36	07/23/15	Email	Robert	Schwartz	West Lakeland	Object	Noise, environment, increased number/size of aircraft, disrupted traffic flow, property values	2, 3, 10, 15, 17
37	07/24/15	Email	Gerald	O'Connell	Lake Elmo	Object	Noise, lower property value, loss of rural appeal in the area	3, 16, 17
38	07/24/15	Email	Michelle	Rose	West Lakeland	Object	Safety for area homeowners, lowers property value	17, 19
39	07/24/15	Email	Todd & Daroy	Hilgendorf	Lake Elmo	Object	Noise, increased area traffic, environmental impact, lowers property values	3, 15, 17
40	07/24/15	Email	Steve	Lockridge	West Lakeland	Object	Lowers property value and environmental impact	15, 17
41	07/26/15	Email	Janet	O'Connell	Lake Elmo	Object	Noise, safety on roads w/disrupted & increased traffic, environment, lower property value	6, 10, 11, 16, 17
42	07/26/15	Email	Paul & Kim	Sovell	Stillwater	Object	Noise, safety to area homeowners	6, 16, 17
43	07/27/15	Email	Rory	Weisner	Stillwater	Object	Noise, bright lights, lowers property value, safety, increased size of aircraft	2, 6, 10, 16, 17, 22
44	07/30/15	Email	Elizabeth	Lockridge	Stillwater	Object	Noise, increased number of flights and size of aircraft, lowers property value	2, 3, 16, 17
45	08/01/15	Email	Gene, Jennifer	Kalligher, Ringold	Lake Elmo	Object	Increased noise, traffic, safety issues	3, 6, 16
46	08/01/15	Email	Timothy	Fox	Lake Elmo	Object	Noise, environmental impact. Expansion not needed.	1, 5, 15, 16
47	08/02/15	Email	James	Ujasich	West Lakeland	Object	Noise, environmental impact, increased number of flights and size of aircraft	2, 3, 15, 16, 17
48	08/02/15	Email	Linda	Ujasich	West Lakeland	Object	Noise, environmental impact, increased number of flights and size of aircraft	2, 3, 15, 16, 17
49	08/02/15	Email	Ben	Ross	West Lakeland	Object	Noise, increased number of flights/size of aircraft, environmental impact, safety of 30th St	2, 3, 6, 11, 14, 16
50	08/03/15	Email	Karen	Baltzer	West Lakeland	Object	Noise and lowers property value	16, 17
51	08/03/15	Email	Lisa	Rowenhorst	Lake Elmo	Object	Noise, increased flight frequency, bright lights. Expansion a waste of taxpayer money.	1, 2, 3, 16, 17, 22
52	08/03/15	Email	Andrew & Lorie	Brunette	West Lakeland	Object	Noise, increased road and air traffic, lowers property values, loss of rural ambience	2, 3, 10, 17
53	08/03/15	Email	Erik	Knutson	West Lakeland	Object	Wasteful spending, usage in decline	1, 4, 24
54	08/03/15	Email	Mark	Glock	West Lakeland	Object	Noise, increased size/frequency of aircraft, lower property value, safety for area homeowners	2, 3, 6, 16, 17

Summary of Lake Elmo 2035 LTCP Citizen Comments -- Initial Public Comment Period (June 22 - September 16, 2015)

#	Date	Source	First Name	Last Name	City/Township	Position	Major Themes	Pertinent General Responses
55	09/04/15	Email	Danny	Bergstrom	Stillwater	Support	Increase safety for pilots	Support
56	09/04/15	Email	Chuck & Robbie	Seum	Baytown	Object	Usage is declining, noise, increased ground traffic, bright lights, increased taxes, property values	1, 3, 4, 5, 15, 17, 22, 24, 30
57	09/04/15	Email	Sheryl	Niebuhr	Lake Elmo	Object	Noise, increased frequency of flights, lowers property value	2, 3, 17
58	09/05/15	Email	Jo Ann	Ford	Lake Elmo	Object	Noise, disrupted road traffic, lowers property values, environmental impact	2, 15, 16, 17
59	09/05/15	Email	Kyle	Wallace	Lake Elmo	Object	Use of facility by larger aircraft, cost of expansion outweighs benefit to community.	2, 5
60	09/05/15	Email	Juliana	Wallace	Lake Elmo	Object	Detrimental effect on small, rural community	1, 2, 5
61	08/10/15	Email	Bruce	Olson	Vadnais Hgts	Support	Increased safety for pilots	Support
62	09/15/15	Email	Kent	Grandliebard	Baytown	Object	Wasteful spending, identified "need" does not justify the expenditure of public money.	1, 5
63	08/15/15	Email	Matthew	Lundy	West Lakeland	Object	Noise, safety of homeowners, lowers property value	6, 16, 17, 30
64	08/16/15	Email	Steve	Fortman	Baytown	Support	Increased safety for pilots	Support
65	08/16/15	Email	John	Grode	Stillwater	Support	Increased safety for pilots	Support
66	08/17/15	Email	Gary	Reich		Support		Support
67	08/18/15	Email	Alex	Moldrem		Object	Noise, increased air and road traffic, lowers property values, environmental impact	2, 3, 5, 15, 16, 17
68	08/19/15	Email	Keith	Bergmann	Lake Elmo	Support	Locations brings air traffic; longer runways bring safety	Support
69	08/20/15	Email	Vince	Anderson	West Lakeland	Object	Preferred Alternative for expansion not appropriately justified, public not properly advised.	1, 2, 3, 4, 5, 6, 7, 12, 14, 15, 16, 17, 19, 21, 23, 24, 25, 30
70	08/21/15	Email	William	Klinzing	West Lakeland	Object	Wasteful spending, no usage increase to date. Safety for area homeowners, environment.	1, 5, 6, 15, 24
71	08/23/15	Email	Kris	Fernholz	West Lakeland	Object	Noise, increased air traffic, larger aircraft, environmental impact, waste of taxpayer money.	2, 3, 15, 16, 17
72	08/23/15	Email	Tom	Vierling	West Lakeland	Object	Noise, safety, lowers property value, disrupted traffic flow, emergency response times	4, 6, 10, 12, 13, 16, 17, 18, 19
73	08/23/15	Email	Mary	Vierling	West Lakeland	Object	Noise, increased air/road traffic, lower property values, environment, maintenance of 30th St	2, 3, 4, 10, 12, 13, 15, 16, 17, 20, 26
74	08/24/15	Email	Robyn	Stoller	Stillwater	Support	Increased safety for pilots with minimal impact on the surrounding community	Support
75	08/27/15	Email	Denise	Cornell	West Lakeland	Object	Noise, bright lights, concerns for volunteer fire/rescue efforts, environment, increased taxes	4, 10, 12, 13, 16, 20, 21, 24
76	08/27/15	Email	Bradley	Cornell	West Lakeland	Object	Noise, bright lights, concerns for volunteer fire/rescue efforts, environment, increased taxes	4, 10, 12, 13, 16, 20, 21, 24
77	09/02/15	Email	Tim	Fischer	West Lakeland	Object	Wasteful spending, no usage increase, disrupted road traffic. Lower property values.	1, 10, 17, 23, 26, 30
78	09/04/15	Email	Marian	Appelt	West Lakeland	Object	Wasted spending, no usage increase, environment, traffic disruption & road safety, noise	1, 2, 3, 4, 10, 11, 13, 14, 15, 16, 17, 20, 26, 30
79	09/06/15	Email	Laura	Kaschmitter	West Lakeland	Object	Environmental impact, larger & increased aircraft frequency, change in road traffic, noise	1, 4, 6, 10, 13, 14, 15, 16
80	09/06/15	Email	Mick	Kaschmitter	West Lakeland	Object	Environment, disrupted road traffic, larger/increased aircraft frequency, lower property value	2, 3, 4, 6, 15, 16, 17, 26
81	09/09/15	Email	Robert	Karner	West Lakeland	Object	Noise, increased frequency of flights, larger aircraft.	2, 3, 16
82	09/12/15	Email	Dave & Pat	Schultz	Stillwater	Object	Noise, environmental impact, lowers property values, disrupted traffic, larger aircraft	2, 3, 10, 15, 16, 17
83	09/13/15	Email	Brian	Rose	West Lakeland	Object	Noise, disrupted traffic flow, environmental impact, lowers property value, larger aircraft	2, 10, 15, 16, 17
84	09/13/15	Email	Michelle	Rose	West Lakeland	Object	Noise, larger aircraft, disrupted traffic flow, lowers property value, safety for homeowners	2, 6, 10, 16, 19
85	09/14/15	Email	Jim	Vierling	West Lakeland	Object	Airport not equipped to handle more and/or larger aircraft	General Opposition
86	09/14/15	Email	Hans	Spitzer	West Lakeland	Object	Lowers property value, disrupted traffic flow, safety for homeowners, noise, increased taxes	1, 6, 10, 17, 24, 26
87	09/14/15	Email	Lynette	Spitzer	West Lakeland	Object	Lowers property value, disrupted traffic flow, safety for homeowners, noise, increased taxes	1, 6, 10, 17, 24, 26
88	09/15/15	Email	Susan	Hlipsch	Baytown	Object	Noise, environment, lowers property values, emergency response times, larger aircraft	2, 3, 12, 15, 17, 20
89	09/15/15	Email	Tim	Hlipsch	Baytown	Object	Noise, environment, lowers property values, emergency response times, larger aircraft	2, 3, 12, 15, 17, 20
90	09/15/15	Email	Marlon	Gunderson	Lake Elmo	Support	Increased safety for pilots	Support
91	09/16/15	Email	Mary	Vierling	West Lakeland	Object	Disrupted traffic flow, lowers property value, environment, emergency response times	1, 10, 15, 17, 20, 23
92	09/16/15	Email	Rodney	Ough	Woodbury	Support	Increased safety for pilots	Support
93	09/16/15	Email	Molly	Olson	West Lakeland	Object	Concerned about rerouting of 30th Street	10
94	09/16/15	Email	Michael	Seeber	West Lakeland	Object		General Opposition
95	09/16/15	Email	Jennifer	Foreman	West Lakeland	Object	Environmental impact, change in road traffic, change not justified by usage data presented	4, 8, 10, 15, 23, 25, 26
96	09/16/15	Email	James	Atonson	West Lakeland	Object	Disrupted traffic flow, environmental impact, change not justified by usage data presented	4, 10, 15, 23
97	09/16/15	Email	Mary	Vierling	West Lakeland	Object	Petition attached	General Opposition
98	09/16/15	Email	Lori	Gergen	Stillwater	Object	Add'l hours of flight operations, emergency response times, traffic flow, homeowner safety	2, 3, 4, 10, 11, 12, 15, 20, 22, 26
99	09/18/15	Email	Ashleigh	Lundy	West Lakeland	Object	Noise, safety, environment, lowers property value, loss of rural ambiance, more air traffic	1, 2, 3, 6, 13, 16, 17, 19, 21
							Total Support	87
							Total Object	12
							Total	99

Klocek, Lynn

From: Mark and Laura Werner <mwerner@q.com>
Sent: Thursday, June 25, 2015 5:30 PM
To: LakeElmo LTCP
Subject: Proposed Lake Elmo airport expansion

Follow Up Flag: Follow up
Flag Status: Flagged

To Whom it may concern:

I would like to voice my support for this project. There are two overriding factors why this should be done, Safety and certainty. Safety for those on the ground and pilots. Also 30th ave. is the main route for residents to enter Manning ave. and the road has never been in good condition for 25 years, its past time for this to be totally rebuilt. I assume it never gets done because of the airport project uncertainty. I hope that this project will move forward ASAP and the road rebuilt soon.

Sincerely,

Mark Werner

13660 Greenwood TR. CT.

West Lakeland

Klocek, Lynn

From: Margaret Szostak <mszosta@msn.com>
Sent: Thursday, July 02, 2015 7:04 PM
To: LakeElmo LTCP
Subject: July 2nd - planes over my home non-stop for over 1 1/2 - 2 hours tonight and questions concerning proposed runway.

Follow Up Flag: Follow up
Flag Status: Flagged

I live at 1787 Nolan Ave North, West Lakeland and today I have been listening to airplanes over my home for almost 2 hours so far (now 6:40pm). Loud and very annoying and this is with the current runway. I realize this is a holiday weekend but it is still not acceptable and something must be done.

In addition, the study posted for review concerning the extension of the runway is not a current study, will there be a new study with new numbers and new data available before the public meetings in July?

There are slides showing the noise levels up to the proposed safety zone. I would like to know what is the noise level at my home, located in a valley where the planes are flying over. The levels are higher in the valley than on flat land shown on the slides. This needs to be included since this is a huge impact in my neighborhood and my home.

I would appreciate your attention to my concerns and I look forward to hearing from you.

Thank you, Peggy Szostak.

Klocek, Lynn

From: Goodman, Lisa <Lisa.Bond@ecolab.com>
Sent: Friday, July 03, 2015 8:21 AM
To: LakeElmo LTCP
Subject: The Lake Elmo airport noise is unacceptable

Follow Up Flag: Follow up
Flag Status: Flagged

We have lived here 15 years and went from little to no airport noise, to now being waken up regularly. The propeller planes cannot possibly have any noise restrictions, some of them shake our windows. They are flying lower and lower, closer to our house than ever before. We have complained and are told to take down the aircraft number. But there are way too many and when they fly directly over the home we can't see the numbers.

An expansion is going to increase the noise level which have already decreased our property value and likely cause us and our neighbors to move, but maybe that's the goal. Like it or not, you are in a residential area and although I'm glad your successful, my recommendation is for you to move to a less residential area or find takeoff and landing patterns that do not invade other people's ability to have a normal life.

Regards

Lisa Bond

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Klocek, Lynn

From: Jeffrey Rueber <jrueber@yahoo.com>
Sent: Sunday, July 05, 2015 11:42 AM
To: LakeElmo LTCP
Subject: Re: LAKE ELMO AIRPORT EXPANSION COMMENTS

Follow Up Flag: Follow up
Flag Status: Flagged

My family lives in West Lakeland Township. We received notice about the proposed Lake Elmo Airport expansion. Here are my comments. I first believe that no changes should be made to the airport. This a small rec vehicle airport only. Expanding the runway with allow for more traffic with should be driven towards the Downtown St Paul Airport. If you must undertake expansion of the runway then only Alternative A is an option that would work for our community. People live in this community for the nature feel of the community, low taxes and many other reasons. Alternative A would keep all of those options in tact.

Thank you for your time on this matter.

Sincerely,

Jeffrey Rueber

Klocek, Lynn

From: Delraeb <delraeb@aol.com>
Sent: Thursday, July 09, 2015 8:27 PM
To: LakeElmo LTCP
Subject: Lake_Elmo_Airport_LTCP_Comments@mspmac.org,

Follow Up Flag: Follow up
Flag Status: Flagged

Neil Ralston

When I read the Lake Elmo 2035 LTCP I hear two contradictory things (Not to change & Attract more business travel)

Currently I don't have concerns living near the Lake Elmo Airport, I live in the Heritage Farm neighborhood which is just off 30th street. I do have concerns with the future plans and what that does to safety zones, increase in flights and possible expanded hours for business travel. Our City Administrator was quoted **no one can build within certain distances because Safety Zones for homes, roads, railway**. My investment decisions were based on the current rules so please do not seek to change them. The \$11.5m in investment would greatly impact residents and will change the role of the Lake Elmo Airport that is not needed. There are other airports near by that can accommodate these needs.

DelRae & Nina Brockton
delraeb@aol.com



Public Comment Form

Lake Elmo Airport 2035 Long-Term Comprehensive Plan
Public Information Meeting, Baytown Community Center, July 9, 2015

The Metropolitan Airports Commission (MAC) is seeking public input about the draft 2035 Long-Term Comprehensive Development Plan (LTCP) for the Lake Elmo Airport.

Written comments can be provided 1] on this form and left in the comment box at the meeting tonight; 2] via email to the following address: lake_elmo_airport_ltcp_comments@mspmac.org, or 3] via mail to Neil Ralston, MAC Airport Development, 6040 28th Avenue South, Minneapolis MN 55450.

Written comments will be accepted until Wednesday, August 5, 2015 at 5:00 PM. All written comments received will become part of the project record.

Name: Clem Douglas

Address: 13741-47th St. Ct N.

I notice that 3 of the 4 aircraft displayed at our meeting here in Baytown Township Hall on 7/9/15 are jet powered (2 turbo-prop and 1 turbo-jet).

The Train makes enough noise on a fairly regular schedule. The present prop aircraft only disturb us (in Baytown Township - Northbrook / 47th St N.) on weekends, streams JET Engines are significantly noisier than that prop aircraft. I know because I have flown over 30,000 hours during my careers in USAF and the airlines - around 40 years - and I flew both prop and jet aircraft, from single engine to four engines.

I contend that the noise level around Lake Elmo Airport will vastly increase over its present level, BECAUSE jet engine noise is significantly higher-level than prop engine noise.

Why do you depict 3 of the 4 aircraft that will use this airport as ~~prop~~ "prop only" when they are JET powered?

Clem Douglas

Please use the back side of this form for additional comments.



Public Comment Form

Lake Elmo Airport 2035 Long-Term Comprehensive Plan
Public Information Meeting, Baytown Community Center, July 9, 2015

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Name: Lori Belz

Address: 2232 NOVAK Ave N.

I think a redesign on Alt. A is needed to be analyzed. Place the 3600' runway NE-SW. Fitting it south + route 30th St. (west side) around the end of the runway. This would include purchase of an additional chunk of land but less reconstruction of 30th St. It would also be desirable by being located away from the multiple nearby ponds which cause a geese/plane collision hazard.

(I know you like the wind direction for the NE-SW direction)
Okay then put up Noise walls like M/DOT does.

Please use the back side of this form for additional comments.



Public Comment Form

Lake Elmo Airport 2035 Long-Term Comprehensive Plan
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Written comments will be accepted until Wednesday, August 5, 2015 at 5:00 PM. All written comments received will become part of the project record.

Name: Denise Gorecki

Address: 4086 OSGOOD AVE N STILLWATER STOR

SOME OF THE SMALL SINGLE ENGINE PLANES HAVE LOUD
EXHAUST NOISE, AT TIMES A FEW WILL RATTLE TO WINDOW WHEN
FLYING LOW.

Please use the back side of this form for additional comments.



Public Comment Form

Lake Elmo Airport 2035 Long-Term Comprehensive Plan
Public Information Meeting, Baytown Community Center, July 9, 2015

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Written comments will be accepted until Wednesday, August 5, 2015 at 5:00 PM. All written comments received will become part of the project record.

Name: Joel + Eileen Sandstrom
Address: 1165 Oakgreen Ave N.

As long time residents of West Lakeland, we strongly oppose the expansion of the Lake Elmo Airport. After attending the meeting on July 9th, we have come to the conclusion that the expansion adds "nothing" to the community. It is not to anyones advantage ~~to~~ residents of this area! Please look at other alternatives.

Please use the back side of this form for additional comments.



Public Comment Form

Lake Elmo Airport 2035 Long-Term Comprehensive Plan
Public Information Meeting, Baytown Community Center, July 9, 2015

The Metropolitan Airports Commission (MAC) is seeking public input about the draft 2035 Long-Term Comprehensive Development Plan (LTCP) for the Lake Elmo Airport.

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Name:

Michelle Hansen

Address:

3240 Norman Ave.
Stillwater, MN 55082

I am completely against any further runway development at the Lake Elmo airport. The air traffic is already heavy enough. The St. Paul airport is not far from this airport and provides enough runways for planes and small jets already.

The areas near the airport here have been adding many new homes and updating old ones. This is not a good area to add jet plane landings and takeoffs!

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Name:

Janelle Kogl

Address:

1972 Nolan Ave NW - Still

I object to expansion

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Name: GORDON STANGL
Address: 1018 FIRST ST SOUTH, #2, STW, MN 55026

The longer runway is needed and is long overdue. It would create a safer airport and planes could actually use reduced power on the longer runway which would make for quieter departures.
Thank you for your efforts.

Gordon Stangl

Please use the back side of this form for additional comments.

Shame on MACJ 7/9/15
I AM SICKENED!!

This is just awful. I can not believe that a runway is going to be right at the end of my house. There will be NO compensation for the property value loss to my home. I have only bought my home 1 year ago and planned on raising my 2 boys in a quiet country environment. Now our home will be worth 1/2 of what we paid for it & we will have to move to find another place to find some peace. Good luck to me for sleeping the next few weeks. Want to buy a house ??? (11)

Ashleigh Lumley
2595 Neal Ave N.
1017 709-8010

We oppose the airport
expansion for several
reasons -

- noise !!
- loss of property value
- safety
- putting interest of motorists above property owners
- more noise

Diane VaGarr

I DON'T BUY INTO THIS
ONE BIT! THES ARE WILL
HAVE A NEGATIVE IMPACT ON
PROPERTY & QUALITY OF LIFE.
THE PIRKLE OF MAC & NET
CONCIL, THEY WILL DO
WHAT THEY WANT TO DO &
WE MUST LIVE WITH THE
CONSEQUENCES. SHAME!

JIM MCGANN

12685 53 RD ST. N

STILLWATER, MN 55082

JED.MCGANN@EARTHLINK.NET

1. Still don't understand the need going from 25,000 to 26,000 by 2035 and that is only with the increased run way length. Otherwise #1 go down

2. Seems like the same plan from 20 years ago which was based on data at the time. Don't see the need.

3. Why would expensive new planes want to use Lake Elmo with NO! Traffic Control.

4. Seems like a big waste of Tax payer money for the benefit of a Very few

- Do not do this!

- Despite assurance from

MAC staffers it appears that this is an effort to bring more & larger aircraft into the airport.

- I live in the modeled state safety zone at the SE end of RWY 14-32, very close to the 55 DNL line. I

see property restrictions coming & an increase in nuisance noise, along with a significant loss of property value. Despite this

The MAC staffers have assured me that there will be no noise mitigation & no compensation for lost property value.

Staff, 2 of them, informed me that
in spite of lengthening & widening
both runways, there will be
fewer flights, and there will not
be larger aircraft.

I was not born yesterday, and do not believe
either of those statements for a minute.

Maynard Kelbey
4440 Neal Ave. N.
Stillwater, MN 55082

13167 30th St N
Stillwater, MN 55082

Linda Ulasich

Very opposed to expansion

Leave it the way it is.

651-439-5577

THIS WILL HURT PROPERTY VALUES

AND ADD MORE NOISE TO THE AREA.

VERY OPPOSED

Jim Welch

13167 30TH ST. N.

W. LAKE CANTON

While I understand the situation. I would be very very, unhappy with the increased # of flights, noise, pollution.

We ~~are~~ moved into this community for a reason - and it really isn't that the increased growth is bad enough.

I say no - leave it as is.

L. K. Foster
2731 Hammer Dr. N
Lake Elmo, MN 55042

There is NO
business basis for
needing to improve
the airport for capacity
or larger planes. Let
them use downtown
St. Paul airport. If
the existing 14-32
needs to be moved,
move it but do NOT extend
it.

3245 Neal Ave N.
Stillwater 55122

Our family does not want
to see increased usage/noise)
traffic at airport. We live
on dead end of Neal Ave N and
have enjoyed the quiet area
for more than 38 yrs. We

want it to continue. See Tom
Heina

I am opposed to
Any Expansion of the
Lake Elmo Airport. It
is fine as it is.

The City of Lake Elmo last
year approved > 200 homes
West of the Airport. ?
Safety Zone? Susan
Dunn

IT WOULD BE NICE TO
SEE THE EXPANSION FINALLY
OCCUR AT 21D. IT'S LONG
OVERDUE. I AM A NEIGHBOR
AND A PILOT AND AM PLEASED
TO SEE WHAT'S HAPPENING.
I WOULD LOVE IT THE RUNWAY
WAS BIGGER BUT THIS IS
BETTER THAN WHAT IS
CURRENTLY THERE.

JOHN VAREC

13731 47th ST N
STILLWATER MN

612-366-6724

HANGAR 35A - 39A 21D

Klocek, Lynn

From: Greg Cutlan <gcutlan@gmail.com>
Sent: Wednesday, July 15, 2015 11:55 AM
To: LakeElmo LTCP
Subject: Lake Elmo runway expansion

MAC,

My name is Gregory Cutlan, and I live at 2289 Northridge Ave Cr., No Stillwater, Mn., I am opposed to the airport expansion plan.

As a neighbor, business owner, tax payer, and a ATP type rated pilot that uses 21D, this does not make any sense.

Sincerely, Greg Cutlan

Sent from my iPad

Klocek, Lynn

From: lisa nielsen <dogwood229@yahoo.com>
Sent: Thursday, July 16, 2015 1:58 PM
To: LakeElmo LTCP
Subject: PROPOSED LAKE ELMO AIRPORT EXPANSION

Dear Sir,

I would like to make my opinion known regarding any possible expansion of the Lake Elmo Airport. In May 2014, I bought my new home in West Lakeland, Minnesota, located at 13760 Greenwood Trail North, West Lakeland, Minnesota 55082. When I purchased my home, I had no issue with a recreational airport being located near my home. However, any expansion of the Lake Elmo Airport would increase the amount of flyover noise I already experience. I am adamantly opposed to any planned airport expansion near my home.

Additionally, my family and I use 30th Street daily to commute to work and school. I would be very disappointed if 30th Street were to be closed or rerouted. I am also opposed to any potential loss of the Minnesota prairie and wetlands, located adjacent to the Lake Elmo Airport and 30th Street corridor.

Sincerely,

Lisa Nielsen
cellular (651)303-8298
home (651)337-1805



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Name: Karan Baltzer

Address: 13232 20th St Ct. N. West Lakeland, MN 55082

I am opposed to the proposed plan. The plan will negatively affect our health and property values. The airport should be kept the way it is (including the runway length).

I hope there will be a democratic vote on this instead of having these changes forced on us.

Please use the back side of this form for additional comments.



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Name: John Hodler

Address: 11834 44th Lane N, Lake Elmo, MN

The relocation of the runway and lengthening of it will adversely affect the homeowners located to the NW and North of the airport. These homeowners bought their homes knowing the limited operation of the Lake Elmo airport. This proposed change will allow increased use of the airport (per projections by MAC) which will increase noise and light (airplane landing lights) pollution, adversely affecting property values and lifestyle of existing homeowners.

As a taxpayer (I fly and ticket taxes ~~pay~~ will pay for this change) I am opposed to this change and the use of my tax dollars for this project.

Please use the back side of this form for additional comments.



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Name: JIM OGREN

Address: 11790 LITTLE BLUESTEM CT, LK ELMO

WOULD PREFER ALT A - LET'S KEEP AIRPORT SAFE,
BUT KEEP NUMBER OF LARGER AIRCRAFT TO
MINIMUM

Please use the back side of this form for additional comments.



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Name: Rolf Larson

Address: 11720 Little Bluestem Ct. N.

Several Comments:

1) Knowing that this is probably the last chance the Mac has to lengthen runways before the airport is hemmed in by development.

1) Safety must be an aggressive concern. Longer runways mean faster speeds, more fuel and passengers. ~~It is~~ It is technology and theory being used to assure safety for more people living closer to runways.

2) Capacity and Convenience are concerns driving airport development. What is being done to preserve quality of life (noise, proximity of planes over houses, ^{local} opinions that affect such intangibles as feeling safe and value of properties around the airport (especially negatives).

3) What link between the Mac & neighbors are in place for residents to report concerns and get information to best assure that the airport and surrounding communities can cooperate to build and maintain safety standards and reasonable concerns (such as loud planes, low flight paths. Make known what processes and procedures are ~~are~~ currently in place to help educate and/or ~~work~~ improve relationships and promote positive change, where needed.

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Name:

Eileen Sandstrom

Address:

1165 Oakgreen Ave N West Lakeland 55022

As a tax paying resident for 34 years
We strongly oppose the changes proposed
by the PMAC! Please listen to
the people who will be affected by
this. It is an infringement on us!
We live here.

Please use the back side of this form for additional comments.



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Name:

Joan Fleischhacker

Address:

13606 30th St. N

I would prefer to leave it as is,
we do not need larger airplanes
flying over our property or changing
our access road.

Please use the back side of this form for additional comments.



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Name: Ann Bucheck

Address: 2301 Legion Ave Lake Elmo MN 55042

I am opposed to the expansion of the airport and allowing planes with up to eight passengers. We do want planes and passengers to be safe, however the area does not need planes carrying more passengers. Please have these planes and people use Holman Field.

Please use the back side of this form for additional comments.



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Name: Jam Schoeweller
Address: 2707 Oakgreen Ave No

We do not want the NOISE!!

Expansion means bigger aircraft

Please use the back side of this form for additional comments.

Klocek, Lynn

From: Bob Schwartz <rschwartz@robertmarktech.com>
Sent: Thursday, July 23, 2015 2:03 PM
To: LakeElmo LTCP
Subject: Opposition to the Long-Term Comprehensive Development Plan (LTCP)

To whom it may concern,

I am writing this email in regards to the Long-Term Comprehensive Development Plan for the Lake Elmo Airport. I live at 13186 24th ST Court N in West Lakeland and I emphatically **oppose** the expansion proposal as it will have an adverse effect to all the people of Bayport, Lake Elmo, Stillwater and West Lakeland towns. Both the expanded runway and redirection of 30th street will result in problems for your area residents. Here are just a few of the reason why I oppose this measure. This proposals has negative implications to our community in many ways:

- With an expanded airport, there will be more airplanes taking off and landing. One of the articles published estimated that there will be an increase of up to 1,000 more flights per year. We moved to this community because we loved how quiet it was and even though there are planes that fly over, it was not enough to dissuade us from owning a home in the area.
- With longer run ways they will be able to accommodate bigger planes. In the past, private jets were not allowed due to the size of the runways. Should the airport be expanded, they would have runways that are large enough to accommodate loud private jets. Typically, a private jet can be heard anywhere from 5-8 miles away (depending on weather). This affects many residents! I am sure not a single one of them would enjoy hearing the noise. I know there was talk about initially not having private jets utilizing the airport, but in time, that would happen. Because private jets bring in much more revenue, we would eventually see them at the airport.
- The expansion would call for 30th street to be redirected through a current protected wet land. Not only will the redirection affect the environment and the wildlife living there, it will also interrupt traffic flow in and around Manning, Neal and 30th street. It will be a disruption for all home owners who use these roads. People who normally travel along 30th all the way through to both Oakgreen and Stagecoach will now need to backtrack which obviously is a nuisance. In addition, Neil will now have 5X the amount of traffic it did before. There are no homes on 30th so the traffic is fine. There are many homes on Neal.
- The expansion of the airport will ultimately decrease the value of all of our homes. There have been many studies regarding the value of homes in the vicinity of airports. A study performed by Booz-Allen & Hamilton Inc. found that homes in quiet neighborhoods sold for up to 18% more than louder neighborhoods (airports). A study in 1996 found that housing in the immediate vicinity of airports would sell for 10% MORE if they were located elsewhere. Another study listed over 200 conditions that impact real estate values – airport proximity was listed as a “detrimental condition”. <http://airportnoiselaw.org/propval.html>

The above illustrates why so many hard working neighbors are concerned with this expansion project. To see their home values get reduced by 10-15% immediately is a travesty in its own right. To then make them live in the proposed conditions that didn't exist when they chose to move to this area is even worse. The Facebook page that has been created to oppose this measure has nearly 300 likes which obviously means there is much opposition to this proposal. I am pleading with you to please hear the good people of these communities and take this Expansion plan off the table.

Sincerely,

Robert Schwartz
651.336.5074
rschwartz@robertmarktech.com

Klocek, Lynn

From: Gerald O'Connell <Gerald.O'Connell@mmicgroup.com>
Sent: Friday, July 24, 2015 8:40 AM
To: LakeElmo LTCP
Subject: Lake Elmo Airport 2035 Long Term Comprehensive Plan Input
Attachments: SBizhubC55215072216280.pdf



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Name: GERALD O'CONNELL

Address: 4990 LINDEN TR. N, LAKE ELMO, MN 55042

WE moved to Lake Elmo over 17 yrs ago for the quiet, rural appeal. The metropolitan Council's push for aggressive population growth concerned us that we would become another Woodbury. Those growth mandates have somewhat subsided "Whew!"

Now we hear about ~~the~~ this LG Airport expansion that will once again "fly" in the face of our reason to move here. Increased airport traffic with increased noise will be unbearable, especially living in houses whose values will plummet!!

How dare you substantially change the pleasant environment in LG & Stillwater.

Please use the back side of this form for additional comments.

Klocek, Lynn

From: Ralston, Neil
Sent: Friday, July 24, 2015 2:43 PM
To: LakeElmo LTCP
Subject: FW: 2035 LTCP for Lake Elmo Airport

NEIL RALSTON, A.A.E. | *Airport Planner* | O: 612-726-8129 M: 651-890-6086 F: 612-794-4407 |
www.MetroAirports.org
Metropolitan Airports Commission | 6040 28th Avenue South, Minneapolis, MN 55450 [facebook](#) [twitter](#)

From: Michelle Rose [mailto:michellerose0718@gmail.com]
Sent: Thursday, July 23, 2015 9:26 PM
To: Ralston, Neil <Neil.Ralston@mspmac.org>
Subject: 2035 LTCP for Lake Elmo Airport

Hi Neil,

My name is Michelle Rose, and my husband and I are the owners of Lot 3 within the Artisan residential development on 24th St Ct North in West Lakeland Township. We are very concerned, because after reviewing the LTCP, our lot will be located within the Model State Safety Zone, if the preferred alternative is adopted. **What is exactly does this mean for us? What is the worst case scenario?** Obviously, this increases our risk of being in the "crash zone," but what does it mean for our property value? Will we be forced to sell our lot to the airport?

Your reply would be appreciated.

Michelle Rose

Klocek, Lynn

From: darcy.hilgendorf@us.pwc.com
Sent: Friday, July 24, 2015 2:57 PM
To: LakeElmo LTCP
Cc: tdhilgendorf@comcast.net
Subject: Lake Elmo Airport 2035 Long Term Comprehensive Plan Public Comment

RE: Lake Elmo Airport 2035 Long-Term Comprehensive Plan

Name: Todd and Darcy Hilgendorf
Address: 11644 44th St. N. Lake Elmo, MN 55042

We are writing today to request that you reconsider the proposed plan to expand the Lake Elmo airport runway. As local homeowners, we are directly impacted by such a change and do not consider this change to be positive nor necessary. This expansion will negatively impact our quality of life, our home values, and our local environment.

We purchased our home in Lake Elmo 5 years ago. We were attracted to the area because of the quality of family life it offers. We have seen little to no increase in property value after 5 years and other expansion projects currently in place are further threatening our values. Increased air traffic noise, environmental pressures and road traffic that would come with an airport expansion will not be favorable or even neutral for us.

In summary, we are not in support of this expansion and respectfully request that you consider our point of view and forego any plans to expand the Lake Elmo airport runway.

Respectfully yours,

Todd and Darcy Hilgendorf

Darcy Hilgendorf

PwC
Office: 612 596 4744 | Mobile: 612 817 1943 | Fax: 813 329 1913
Email: darcy.hilgendorf@us.pwc.com
PricewaterhouseCoopers LLP
225 South Sixth Street Suite 1400, Minneapolis, MN 55402
<http://www.pwc.com/us>

The content of this email is limited to the matters specifically addressed herein and is not intended to address other potential tax consequences or the potential application of tax penalties to this or any other matter.

The information transmitted, including any attachments, is intended only for the person or entity to which it is addressed and may contain confidential and/or privileged material. Any review, retransmission, dissemination or other use of, or taking of any action in reliance upon, this information by persons or entities other than the intended recipient is prohibited, and all liability arising therefrom is disclaimed. If you received this in error, please contact the sender and delete the material from any computer. PricewaterhouseCoopers LLP is a Delaware limited liability partnership. This communication may come from PricewaterhouseCoopers LLP or one of its subsidiaries.

Klocek, Lynn

From: Lockridge, Steve <Steve.Lockridge@uponor.com>
Sent: Friday, July 24, 2015 3:20 PM
To: LakeElmo LTCP
Subject: Airport Expansion

Hi - I am a resident in the Artesian sub-division by the airport. I cannot stress enough how much I oppose this proposed expansion to the airport.

The need for such an expansion (which to me seems like a nice to have vs. a necessity) vs. the impact on residents and their property values should be taken into account. I can't imagine that the expansion outweighs the negatives to the community as well as the potential environmental disruption it would cause.

Please do not expand the airport and put the community and environment first vs. a nice to have idea that represent a few and people that don't live in the community.

Klocek, Lynn

From: Janet O'Connell <joconn2955@hotmail.com>
Sent: Sunday, July 26, 2015 11:58 AM
To: LakeElmo LTCP
Subject: Lake Elmo Airport 2035 Long-Term Comprehensive Plan

Public Comment Form

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Name: Janet O'Connell

Address: 4990 Linden Tr N, Lake Elmo, MN 55042

I am writing to oppose the proposal to expand the Lake Elmo Airport. This community which comprises a number of small cities/towns, is a quiet yet vibrant rural community. Expanding the airport would be reckless and expose residents to countless violations of privacy and use of our land. Overhead jet noise is noxious to both humans and the environment. An expansion of this sort would cause an immediate and lasting loss of property value, and quite possibly, loss of life if there were a plane crash in the surrounding communities. Property values are known to immediately drop 10% when in an airport vicinity, which for the O'Connell family would be between \$60-100,000, depending upon property valuations and point in time! Just in the immediate vicinity, you will cause millions of dollars in property loss if such a ludicrous expansion were to take place. Millions. Will you have a plan in place to reimburse us for our losses?? I sincerely doubt that would be the case.

A number of years ago, I served on the MNDOT special task force regarding the safety of Hwy 5 and Manning after a horrific accident resulted in the loss of 3 of our neighbors lives. In the discussions, we added a no turn on red at the intersection of Hwy 5 and Manning. We had in excess of 20,000 people a day on these roads. We have a large high school where many of the students drive to/from school and it is currently at approximately 2000+ students for 3 years, it is going to be expanded to a 4 year high school soon, further increasing the number of teenagers driving these roads. Safety has always been an issue on the roads and traffic controls have always been lacking and resulted in many, many accidents over the years. These accidents have included at least 4 deaths counting the one mentioned and another just in front of the airport. In order to make expansion recommendations, one would have to understand the local traffic flow and patterns of activity, as well as, special events which are held at the WA County Fairgrounds. Typical patterns are not typical when events are held and not accounted for in data sets provided by MndOT. Nor are events the same from year to year, they

vary depending upon rentals of the facilities. You apparently have insufficient understanding because if you did, you would not be making such an insane proposal.

The proposal as laid out is irresponsible and unsafe. It is an accident(s) waiting to happen and will be fought tooth and nail by residents in the area. You are planning on ruining our communities, our property values and our peace. That is unexceptable.

Please use the back side of this form for additional comments.

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Written comments will be accepted until Wednesday, August 5, 2015 at 5:00 PM. All written comments received will become part of the project record.

Name:

Address:

Klocek, Lynn

From: Kim Ragan Sovell <kimsovell@gmail.com>
Sent: Sunday, July 26, 2015 10:13 PM
To: LakeElmo LTCP
Subject: No Lake Elmo Airport expansion

To the Metropolitan Airport Commission,

Let it be known we are against any expansion of the runway(s) at the Lake Elmo Airport. We will do everything in our power to stop the lengthening of the main runway in order to protect our neighborhood from added noise and danger. We will do everything we can to rally our neighbors to protect our homes and our home values.

Sincerely,
Paul and Kim Sovell

Klocek, Lynn

From: Rory Meisner <rorymeisner@mmm.com>
Sent: Monday, July 27, 2015 2:11 PM
To: LakeElmo LTCP
Subject: airport expansion plans
Attachments: As a resident of an adjacent property to the airport.docx

As a resident of an adjacent property to the airport, I am adamantly **OPPOSED** to the expansion of the local Lake Elmo airport.

Repairing and repaving the current runways are fine to maintain current operations, this is the neighborhood I moved to. I am absolutely **NOT in favor** of relocating the runway closer to my home or expanding the runway to accommodate larger aircraft. Expanding the runways of the airport to increase the size and scope of the aircraft it can handle for the exclusive benefit of one entity – the flight school - as the traffic from the 200 local planes does not account for 26,000 landings. I am opposed to the runway relocation due to the continuous takeoff and landing practice that is undesirable due to noise.

The main reasons for my opposition can be summarized as follows:

1. Loss of a lifetime of savings in reduced home value – estimated to be >\$80,000
2. Inability to ever sell my home due to adjacency to the proposed expansion
3. Inability to use the outdoor space during the week for work at home – noise interruptions on any phone conference make this impossible today.
4. Movement of a major roadway adjacent to my property.
5. Loss of the visual barrier to the runway and associated strobe lighting
6. Safety
7. Increased large aircraft usage

It took me a lifetime to save enough for my current house, and this consideration to expand will easily wipe out 10%, or \$80,000 of my home value, if I can ever find a buyer willing to purchase adjacent to a longer, relocated runway. I am currently “a block away” separated only by a small farm field which makes it tenable. The proposal to extend the runway to be adjacent to my home, putting the crash safety zone on top of my house is not acceptable. This is not what I purchased and I do not agree with having this expansion into my backyard. I am not comforted by the fact of having a crash zone on my roof, nor will the next owner if one can ever be found.

I cannot sit on my patio and work from home on any phone conference due to the continuous noise interruptions of the planes. I have tried multiple times, but the training (as it appears the main usage of the airport is to practice touch and go) places continuous noise interruptions on my global conference calls and forces me indoors.

The relocation to a major roadway putting headlights directly in my bedroom and living room windows is not the property I purchased to live in. The treeline barrier will be eliminated with the move of the runway and associated strobe lighting will be directly viewable – all hours of the night.

I am opposed to the proposal to spend an extra \$7 million dollars of public tax funds to relocate and expand, on top of the \$5 million proposed to repave existing runways as it will not only destroy my life savings, it will cause irreparable damage to all the home values in the neighborhood, all for the exclusive advantage of the flight school through more and larger planes to continue to cause noise pollution.



Rory J. Meisner | Global Manufacturing Operations Manager
Abrasive System Division
3M Center, 223-06-S-03 | St. Paul, MN 55144

Office: 651 733 7895 | Mobile: 608 412 1713 | Trimline: 733 7895
RoryMeisner@mmm.com | www.3M.com

Klocek, Lynn

From: Lockridge, Elizabeth <Elizabeth.Lockridge@hbfuller.com>
Sent: Thursday, July 30, 2015 3:46 PM
To: LakeElmo LTCP
Subject: Lake Elmo Airport Expansion

I am a very concerned citizen within close proximity of the Lake Elmo Airport.

I appreciate the current size and desire for the airport but I am completely against expanding it to increase traffic and potentially accommodate larger planes.

We currently have what seems like a great deal of air traffic going directly over us which can be very late and very early at night. There is a great deal of noise pollution that we are already dealing with and cannot imagine having greater disruption in the future!

This not only is disruptive to my family and can waken my small kids, if the airport expands it will greatly decrease our property value.

I do not want this expansion to occur and will speak up in any forum you suggest and I know a great number of neighbors that will do the same.

Thank you for your consideration.

Regards,

Elizabeth Lockridge

Klocek, Lynn

From: Gene Dale Kalligher <gdkalligher@yahoo.com>
Sent: Saturday, August 01, 2015 7:47 AM
To: LakeElmo LTCP
Subject: Lake Elmo airport expansion

As home owners in Lake Elmo we're opposed to expanding the airport in this area. Commercial facilities too close to residential neighborhoods create conflict due to increased traffic, noise and safety issues. There is no benefit to the city nor its residents from this proposed project.

Gene Kalligher & Jennifer Ringold
4305 Little Bluestem TR N
Lake Elmo, MN 55042

Klocek, Lynn

From: Timothy Fox <plumbertim@icloud.com>
Sent: Saturday, August 01, 2015 8:21 PM
To: LakeElmo LTCP
Subject: Airport expansion

No Lake Elmo Airport Expansion! The airport seems to work fine the way it is. Us local residents are fine with the airport just the way is. Don't waste money to build something that isn't needed or wanted. Improve current runways and taxi ways within the current footprint. Longer runways will cause more noise and Enviromental impacts. Be a good neighbor.

Sent from my iPhone

Klocek, Lynn

From: J&L <jlranch@usfamily.net>
Sent: Sunday, August 02, 2015 1:17 PM
To: LakeElmo LTCP
Subject: Official comment about Lake Elmo Airport

August 2, 2015

MAC Airport Development
6040 28th Avenue South
Minneapolis, MN 55450

RE: Lake Elmo Airport Expansion

Dear Sir / Madame

As a member of the West Lakeland community, I am very passionate about the well-being of the township I am proud to call home. The Metropolitan Airports Commission's (MAC) proposed Long Term Comprehensive Plan (LTCP) to expand the Lake Elmo Airport by lengthening runways and rerouting 30th Street North will jeopardize that well-being for which I work hard to maintain.

Replacing the primary northwest/southwest runway with a new runway that has an extended length of 3,600 feet would require a realignment of a portion of 30th St. North. These two facts combined create countless problems for members of the West Lakeland, Baytown and Lake Elmo community.

Logically, we can assume that a longer runway means larger planes will be able to use the airport. MAC claims they do not want to change the roll of the airport but at the same time states the plan would allow the airport to accommodate a wider range of propeller-drive aircraft; as well as, replace it with business travel. How do we know the longer runways will not result in larger planes and more traffic? What assurances will the MAC make?

With bigger planes and more availability, air traffic will increase as well as noise and other pollution in the area. On top of that, Lake Elmo airport currently does not provide jet fuel but MAC will not say that jet fuel will not be in Lake Elmo's airport future. Even without the addition of jet planes, the increase propeller airplane traffic will result in greater noise pollution for the area.

Noise pollution is not the only pollution or harm being done to the area. Rerouting 30th Street North requires moving the road dangerously close to a protected wetland. This construction could potentially damage and disrupt the area's wildlife and ecosystem. Will the MAC compensate Baytown and West Lake Townships when they are sued by conservation groups for maintaining the re-routed road? **Airport expansion will also decrease our property values significantly. Especially for a home owner like me who is so close to the airport.**

Due to the many negative consequences that will come from the expansion of the Lake Elmo Airport, I **extend this letter of opposition to the MAC.** This project is not only a disruption to our serene community and the peaceful lifestyle the residents of Lake Elmo, West Lakeland and Baytown live, but also to environment and the safety of its wildlife and ecosystems.

Sincerely,
James Ulasich
13167 30th St. N.
West Lakeland, MN 55082

Klocek, Lynn

From: J&L <jlranch@usfamily.net>
Sent: Sunday, August 02, 2015 1:19 PM
To: LakeElmo LTCP
Subject: Lake Elmo Airport official comment

August 2, 2015

MAC Airport Development
6040 28th Avenue South
Minneapolis, MN 55450

RE: Lake Elmo Airport Expansion

Dear Sir / Madame

As a member of the West Lakeland community, I am very passionate about the well-being of the township I am proud to call home. The Metropolitan Airports Commission's (MAC) proposed Long Term Comprehensive Plan (LTCP) to expand the Lake Elmo Airport by lengthening runways and rerouting 30th Street North will jeopardize that well-being for which I work hard to maintain.

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Noise pollution is not the only pollution or harm being done to the area. Rerouting 30th Street North requires moving the road dangerously close to a protected wetland. This construction could potentially damage and disrupt the area's wildlife and ecosystem. Will the MAC compensate Baytown and West Lake Townships when they are sued by conservation groups for maintaining the re-routed road? **Airport expansion will also decrease our property values significantly. Especially for a home owner like me who is so close to the airport.**

Due to the many negative consequences that will come from the expansion of the Lake Elmo Airport, **I extend this letter of opposition to the MAC.** This project is not only a disruption to our serene community and the peaceful lifestyle the residents of Lake Elmo, West Lakeland and Baytown live, but also to environment and the safety of its wildlife and ecosystems.

Sincerely,
Linda Ulasich
13167 30th St. N.
West Lakeland, MN 55082

Klocek, Lynn

From: Ben Ross <ben.ross@comcast.net>
Sent: Sunday, August 02, 2015 2:56 PM
To: LakeElmo LTCP
Subject: Public Comment (via provided email address) Concerning Lake Elmo Airport Runway Expansion

Hi,

My name is Ben Ross. My wife and I are currently building a home in the Artisan Development of West Lakeland. Upon completion of the house our address will be:

13178 24th St. Ct. N
West Lakeland, MN 55082

I'm email today to voice my concern related to the Lake Elmo Airport Runway Expansion. I am opposed to the expansion for the following reasons:

1. It will increase noise levels throughout the area. More planes and bigger plans can only result in more noise. People, including my wife and I, bought our homes knowing an airport existed and were fine with sharing the neighborhood with the airport in it's current state.
2. It is my understanding that the wetlands on the south side of 30th St flood resulting in water cresting over the 30th St. as it exists today. Not only are there concerns with disturbing a wetland but MAC should have concerns with water flooding a newly constructed runway as I don't believe the wetland cares if it is a runway or a street. If safety is the reason for the runway expansion I don't think expanding a runway in the vicinity of a wetland known to flood the area is wise.
3. 30th St is owned jointly by Baytown and West Lakeland Townships. It seems logical to me that MAC would need to get permission from said Townships to re-route 30th St. I don't believe this has occurred as my understanding is that both Townships are against the runway expansion.
4. If this is truly about safety I think it important for MAC to provide documentation of incidents where runway length was identified as the root cause of the incident. It is easy to propose something under the umbrella of safety, but it is quite another to validate the need for the safety related change. Research, data, and investigation results are needed justify major expenditures in the private sector. I believe the same should hold true for the Metropolitan Council and MAC.

Please include these comments/concerns with appropriate responses in the public record.

Regards,
Ben Ross
612-636-2446

Klocek, Lynn

From: Karen Baltzer <klbaltzer@msn.com>
Sent: Monday, August 03, 2015 7:57 AM
To: LakeElmo LTCP
Cc: Karen Baltzer
Subject: Stop the Airport Expansion

Hello-

I am a West Lakeland resident. My address is 13232 20th St. Ct. N..

I am against the Lake Elmo airport expansion plan. This new plan will severely affect our property values and take away the peace and tranquility of our yards.

This proposed expansion needs to stop now!

Karen Baltzer
klbaltzer@msn.com
651-436-8282

Klocek, Lynn

From: Lisa Rowenhorst <rowenhoo@yahoo.com>
Sent: Monday, August 03, 2015 8:30 AM
To: LakeElmo LTCP
Subject: Opposition to Proposed Lake Elmo Airport Expansion

Dear MAC Representative,

As a Lake Elmo resident and MN tax payer, I strongly oppose the proposed expansion of the Lake Elmo airport. I am especially concerned with the illumination of the runways, which would allow for night time air traffic. Neighborhoods were built around this airport with assumption that it would stay small. These changes are not necessary at all and a complete waste of taxpayer money.

I am especially concerned with the increased air traffic at night. This would be detrimental to us being to keep our windows open in the summertime as we sleep, which could lead to mental health issues. Increased air traffic and bigger planes would change the 'feel' of the neighborhood. In addition, the affect to our property values would be enormous. We already have taken a hit to our home value since 2008 and have not recovered. This would be devastating.

Also, recently I have noticed 'louder' planes flying in and out of the airport. Would "hush kits" be required on the aircraft? I don't think so. The increased noise pollution would be awful.

I'm trying to understand the "why" in all this and who benefits from it. It is certainly not the Lake Elmo or West Lakeland Township residents. All I can come up with is that MAC has some money to spend unnecessarily (aka: wasting taxpayer money) or a 'friend' of MAC wants to be able to fly into Lake Elmo with their private jet. I'm just speculating, but please understand my frustration surrounding it. I have my home and my financial security at stake here.

Please do NOT move forward with the proposed plans. I am officially opposed to the expanding of the runways and illuminating of the runways.

Sincerely,

Lisa Rowenhorst
11676 Little Bluestem Ln N
Lake Elmo, MN 55042

Klocek, Lynn

From: Lorie Brunette <loriebrunette@gmail.com>
Sent: Monday, August 03, 2015 10:05 AM
To: LakeElmo LTCP
Subject: Opposed to the expansion of the Lake Elmo Airport

To the Metropolitan Airport Council,

My husband and I are adamantly opposed to the expansion of the Lake Elmo Airport.

There are numerous reasons why we are against the expansion, some of them being;

- Dealing with more air traffic and lower approaches for landing
- A concern for bigger plane landings, which adds more noise and pollution
- The re-directing of 30th Street will cause more traffic in our area, which could turn our neighborhood

Galway into a thoroughfare

- Airport expansion will decrease home values in the area; A Booz-Allen & Hamilton Inc. study found that homes in a quiet neighborhood sold for up to 18% more than louder neighborhoods.

A study in 1996 found that housing in the immediate vicinity of airports would sell for 10% more if they were located elsewhere.

Another study listed over 200 conditions that impact real estate values - airport proximity was listed as a "detrimental condition". <http://airportnoiselaw.org/propval.html>

Along with the aforementioned factors, another one of our concerns is that we do not feel, by attending the meetings, that we are getting the full story on what is really is going to happen...

We moved out to West Lakeland/Lake Elmo for the privacy and the quiet country setting, it is already a nuisance as it is with the weekend air traffic. Any expansion will only make it worse.

Andrew and Lorie Brunette
2392 Morgan Ave North
West Lakeland

Klocek, Lynn

From: Erik Knutson <eknutson@americanbankmn.com>
Sent: Monday, August 03, 2015 12:24 PM
To: LakeElmo LTCP
Subject: Expansion

It would be a preposterous waste of other-people's-money (that of the taxpayers, a group I belong to) to spend anything at all to expand a facility whose usage is in a continued decline, like Lake Elmo Airport. Any such spending would demonstrate that the M.A.C. is an unaccountable organization.

Erik Knutson
Chief Financial Officer

Deerwood Bank, formerly American Bank of St. Paul
1060 Dakota Drive
Mendota Heights, MN 55120-1266
(Direct) 651-628-5859 | (Fax) 651-628-5995
eknutson@americanbankmn.com | www.americanbankmn.com

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Klocek, Lynn

From: glockmark <glockmark@yahoo.com>
Sent: Monday, August 03, 2015 10:52 PM
To: LakeElmo LTCP
Subject: Lake Elmo Expansion - NO

I am completely opposed to an expansion of the runway. Why spend the money as there are other small airports that already have the longer runways. The potential of increased noise with larger aircraft, more training for take off and touch downs, higher risk to the neighborhoods with more flight traffic. This makes no sense, and the potential of land value decreasing. Tell you what, buy my home that is less than a mile away for the selling price and we have a deal. JUST SAY NO!

Klocek, Lynn

From: Dan Bergstrom <kdbergstrom@q.com>
Sent: Tuesday, August 04, 2015 4:03 PM
To: LakeElmo LTCP; LakeElmo LTCP
Subject: Lake Elmo Airport Runway Plan B

Danny Bergstrom

12171 Parade Ave N.

Stillwater, MN 55082

Cell # 763-464-7562

Owner of Hangar 5C at the Lake Elmo Airport since 2002

Owner/ operator of Wittman Tailwind N3151R since 2002

I am writing to express my support for the Lake Elmo Airport Runway expansion plan "B."

The current 14 - 32 runway length of 2800 ft is no longer adequate for many of the newer / heavier aircraft that are now based at Lake Elmo. The problem is most acute on hot summer days with little or no wind when aircraft such as the Cirrus SR22 (and my Wittman Tailwind) will use more than half of the runway just to get airborne. In the event of an engine failure at lift off speed, there is little or no room for stopping an airplane before it goes through the fence and onto a road way.

I have flown my Tailwind N3151R from the Lake Elmo Airport for 13 years now and can tell you that every summer landing requires moderate to heavy breaking to get the plane stopped before reaching the end of either runway 14-32 or 4-22. Should a brake failure occur on landing, there is a real danger of aircraft running off the end of the runway and again ending up on a road. A 3600 foot runway with a over run on each end would enhance the safety of all aircraft operations at the airport.

The Lake Elmo Airport was a great little airport when it opened back in the day of Cubs, Champs & Cessna 120's. In 1972, my first airplane landed at 40 mph, today I land the Tailwind at 80 mph. Time, airplanes and

runway requirements have changed... and now it is time to bring "Little" airport into the new century.

Regards,

Dan Bergstrom

Klocek, Lynn

From: csseum@comcast.net
Sent: Tuesday, August 04, 2015 9:40 PM
To: LakeElmo LTCP
Cc: kentgrandlienard@baytownmn.org; sen.karin.housley@senate.mn
Subject: Lake Elmo Airport Expansion

We have lived in Lake Elmo then Baytown Township for 35 years and OPPOSE the proposed improvements to the Lake Elmo Airport.

Let me begin by saying that the MAC has been less than forthright about this matter. I am certain that the citizens in the vicinity of the airport want to voice their opinions about this very important matter and should have been contacted about the informational meetings via mail or phone. I happened to see an article in the online version of the St. Paul Pioneer Press. Furthermore, the format of the meetings was not conducive to listening to the opinions of our neighbors, particularly those that are directly under the flightpaths. There should have been a presentation of the proposal followed by questions and answers that all could hear. The Washington County MAC representative did not even attend the Baytown Township meeting. In my opinion MAC does not want input from those affected. The majority of MAC Commissioners reside in Minneapolis and St. Paul, they prefer to live in the urban environment and don't appreciate why we choose to reside in the peace and quiet of the area.

Now I'd like to address the documentation MAC has provided on the expansion.

- * The Lake Elmo Airport housed 250 planes in 1999. It has never had more and was down to 229 in 2012. MAC wants to expand the airport even though recent history tells us that the number of planes is on the decline.
- * Given the decline in numbers, why are the MAC flight operations projections so high? No methodology was provided in the documentation. Furthermore, the flight operation projections were not categorized by aircraft type. There is a huge difference between a 2 seat propeller aircraft and a small commercial jet.
- * Runways at the Lake Elmo Airport are long enough today to support small jets but currently the airport does not provide services for jets. Increasing runway length will draw jets to the airport which will make the noise unbearable and subsequently decrease the value of our property.
- * Expanding the runways will lead to an increase in commercial air traffic and, in turn, increase ground transportation requirements. More vehicles on our local rural roads will be noisy and will adversely impact our environment. An environmental impact study must take place.
- * The documentation says the length of the runways do not meet FAA minimums. If runway length were an issue, incident reports should have been included. I only know of one incident in our 35 years in the area.
- * Adding runway lights will obviously bring more night traffic and disturb our sleep particularly during summertime when our windows are open.
- * The notion that our taxes will not be raised by this is ridiculous. We have already paid for the project with our taxes. And I am sure that money will not be refunded to us when the project does not go forward.

Respectfully,
Chuck and Robbie Seum
Baytown Township residents

Klocek, Lynn

From: sheryl niebuhr <sniebuhrfields@comcast.net>
Sent: Tuesday, August 04, 2015 10:56 PM
To: LakeElmo LTCP
Subject: comments urging reconsideration of current plan
Attachments: Public Copmment Form.pdf



Public Comment Form

Lake Elmo Airport 2035 Long-Term Comprehensive Plan
Public Information Meeting, Baytown Community Center, July 9, 2015

The Metropolitan Airports Commission (MAC) is seeking public input about the draft 2035 Long-Term Comprehensive Development Plan (LTCP) for the Lake Elmo Airport.

Written comments can be provided 1] on this form and left in the comment box at the meeting tonight; 2] via email to the following address: lake_elmo_airport_ltcp_comments@mspmac.org, or 3] via mail to *Neil Ralston, MAC Airport Development, 6040 28th Avenue South, Minneapolis MN 55450.*

Written comments will be accepted until Wednesday, August 5, 2015 at 5:00 PM. All written comments received will become part of the project record.

Name: Sheryl Niebuhr

Address: 4644 Linden Trail N. Lake Elmo, MN 55042

~~I wish to express concern for the proposed LTCP for the Lake Elmo Airport and urge further consideration of alternative remedies for the need to accommodate small jet traffic in the metropolitan Twin Cities. The Lake Elmo Airport LTCP threatens negative quality of life and financial impacts on hundreds of households in the surrounding area in the loss of property values. I could not have foreseen the prospects of a plan such as this In choosing to build and move to Lake Elmo seventeen years ago, At face value, the plan seems to benefit the convenience of a small group of corporations and wealthy individuals at the significant expense of local property owners and residents. Introduction of small jet traffic raises significant concerns for noise and volume of air traffic over time. For the benefit of all constituents, I urge consideration of a solution in another area, preferably one that is not developed as a residential area, and which will not threaten a negative impact on current residents.~~

Please use the back side of this form for additional comments.

Klocek, Lynn

From: sheryl niebuhr <sniebuhrfields@comcast.net>
Sent: Wednesday, August 05, 2015 6:46 AM
To: LakeElmo LTCP
Cc: Jo Ann Ford
Subject: Lake Elmo Airport expansion proposal comment: J Ford
Attachments: Public Comment doc.JFord.pdf



Public Comment Form

Lake Elmo Airport 2035 Long-Term Comprehensive Plan
Public Information Meeting, Baytown Community Center, July 9, 2015

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Written comments will be accepted until Wednesday, August 5, 2015 at 5:00 PM. All written comments received will become part of the project record.

Name: Jo Ford

Address: 4644 LINDEN TR. N. LAKE ELMO 55042

I am firmly against any expansion of the Lake Elmo airport to accommodate private jets. I see no benefit for the residents of our village. It would mostly be a detriment for several reasons; disruption of established roads, environmental concerns over the encroachment to the wetland, loud noises from jet engines, reduced property values.

I don't think accommodating the interests of ^{the} very wealthy needs to be our concern, particularly due to the negative impact it would have on the majority of us.

Please use the back side of this form for additional comments.

Klocek, Lynn

From: Kyle Wallace <kwallace@datalink.com>
Sent: Wednesday, August 05, 2015 9:41 PM
To: LakeElmo LTCP
Cc: Wallace, Juliana
Subject: Lake Elmo airport expansion - opposed

I would like to voice my concerns with regards to the planned expansion of the Lake Elmo airport. I'm concerned with the possibility of larger planes in the future. I believe the current size is adequate for the traffic. And I think the cost outweighs the benefits.

Please consider dropping the expansion project.

Kyle Wallace
4442 Lily Ave N
Lake Elmo, 55042
612-532-4602

Sent by [Outlook](#) for Android

Klocek, Lynn

From: Wallace, Juliana <JRWallace@landolakes.com>
Sent: Wednesday, August 05, 2015 9:56 PM
To: LakeElmo LTCP
Subject: Re: Lake Elmo airport expansion - opposed

Like my husband, I too am strongly opposed to the expansion of the airport, which is less than a mile from our house. We bought a house in Lake Elmo specifically because it manages to maintain a rural and beautiful setting amidst explosive population growth. I would like this community to be one that my kids can consider raising their own kids in, where small town values prevail. Any type of expansion threatens what makes Lake Elmo unique, but particularly an airport expansion as it has potential to cartwheel quickly out of control at the whim of what might be best for corporations or macro economies but not what benefits our micro economy here in beautiful Lake Elmo. Please drop the airport expansion plans.

Juliana Wallace

Sent from my iPhone

On Aug 5, 2015, at 9:40 PM, Kyle Wallace <kwallace@datalink.com> wrote:

I would like to voice my concerns with regards to the planned expansion of the Lake Elmo airport. I'm concerned with the possibility of larger planes in the future. I believe the current size is adequate for the traffic. And I think the cost outweighs the benefits.

Please consider dropping the expansion project.

Kyle Wallace
4442 Lily Ave N
Lake Elmo, 55042
612-532-4602

Sent by Outlook for Android

This message may contain confidential material from Land O'Lakes, Inc. (or its subsidiary) for the sole use of the intended recipient(s) and may not be reviewed, disclosed, copied, distributed or used by anyone other than the intended recipient(s). If you are not the intended recipient, please contact the sender by reply email and delete all copies of this message.

Klocek, Lynn

From: Bruce Olson <bolson55127@gmail.com>
Sent: Monday, August 10, 2015 6:06 PM
To: LakeElmo LTCP
Subject: Lake Elmo LTCP

Hi,

This letter is to show my support for the proposed plan for the Long Term Comprehensive Plan at Lake Elmo Airport. I keep my airplane that I own with two other people at Lake Elmo Airport.

I strongly encourage the updates suggested for the Lake Elmo Airport 2035 plan to move forward as soon as possible. The improved safety factor alone is of great importance.

Thank you,
Bruce W Olson
685 Clearbrook Lane
Vadnais Heights, MN 55127

651-426-0294 Home
612-741-8711 Mobile
bolson55127@gmail.com

Co-Owner of N21956 a Cessna 172M

Klocek, Lynn

From: Kent Grandlienard <ksgrandli@gmail.com>
Sent: Saturday, August 15, 2015 8:58 AM
To: LakeElmo LTCP
Subject: Lake Elmo Airport Draft 2035 LTCP

I am personally opposed to the proposed plans to expand the LE airport runway. Given the MAC's own projections, I simply do not think that the "need" justifies the expenditure (somewhere between 7-15 million) of "public monies" for 204 "recreational" pilots/users. I also am not aware of any of those current recreational pilots, saying they need a longer runway.

Thank you.

Kent Grandlienard
4477 Northbrook Blvd
Baytown Township

Sent from my iPad

Klocek, Lynn

From: Matt Lundy <mlundy70@gmail.com>
Sent: Saturday, August 15, 2015 6:01 PM
To: LakeElmo LTCP
Subject: 2035 LTCP for Lake Elmo Airport

Mathew J Lundy

2595 Neal Avenue North

West Lakeland, MN 55082

651-342-2223 (h)

612-709-7027 (m)

To Whom It May Concern:

I am a concerned resident who is unequivocally opposed to your LTCP 2035 for the Lake Elmo Airport. The airport as it exists is a welcome neighbor.

My friends and neighbors, as well as the West Lakeland Township Board, have and will cite many reasons why your plans are detrimental to the wellbeing of our community and the relaxed lifestyle that we appreciate. All are excellent reasons to oppose your plans. Selfishly, I am opposed because the proposed realignment of your primary runway will route planes directly over my house. Likely at lower altitude than where they presently operate. Additionally, your plans will place my house directly in an exclusion zone, which unfairly burdens my enjoyment of my property, and decreases my family's safety.

When I attempted to address these concerns with several of your staff at the Baytown LTCP meeting, the tone, and comments that they responded with were unprofessional, and dismissive. I was told that my property fell outside of any governmental guidelines/regulations that might require MAC to act as a good neighbor. Apparently, that's all the justification one needs as a MAC employee to resort to boorish and unapologetic behavior. Perhaps, if someone had even acted as if they could relate to my concerns I wouldn't be so upset, but your representatives failed in that regard. I believe you lack honor if you think that because you are not regulated to act like a good neighbor that absolves you of the need to act with common decency and courtesy.

Had I moved into this house after your plans had been announced, or when the airport had already been upgraded I would have done so with full knowledge. However, this is not the case. Your proposed plans have a

significant impact on the value of my property as well as my enjoyment of my property. It may be inconvenient for you to recognize this, but it is true nonetheless. If you choose to pursue this plan then consideration for the damage you will inflict upon my family and the value of my property must be addressed, regardless of what regulations may or may not apply.

Matthew J Lundy

Klocek, Lynn

From: Steve Fortman <mnauqlift@msn.com>
Sent: Sunday, August 16, 2015 5:10 PM
To: LakeElmo LTCP
Subject: Lake Elmo Airport Draft 2035 LTCP

Positive plan for progress. Better late than never. I moved to Baytown 25 years ago and have waited for the safety improvements this plan provides.

Having to take on less than full fuel loads and always being concerned with no safety buffers has made this airport less than ideal for practice or flying with the family.

Within the next 10 years we will see electric propulsion systems which while being quieter will need increased runway lengths to get airborne.

This plan is positive for the East suburbs.

Steve Fortman
3121 Oasis Ave N
Baytown MN. 55082

Sent from my iPad

Klocek, Lynn

From: Ann Grode <adgrode@gmail.com>
Sent: Sunday, August 16, 2015 5:48 PM
To: LakeElmo LTCP
Subject: Lake Elmo Airport Draft 2035 LTCP

To whom this may concern, I am a resident of stillwater and (hopefully) soon to be pilot. Anything to improve the safety of the airport and the people who use it should definately be considered. Aviation is still alive and well in America and should be preserved for future generations. This improvement is a win win for the community as well. Thank you, John Grode

Klocek, Lynn

From: Gary Reich <grreich@gmail.com>
Sent: Monday, August 17, 2015 9:17 AM
To: LakeElmo LTCP
Subject: 2035 Long -Term plan for 21D

I don't see an issue with the 2035 plan for Lake Elmo Airport. Get-er done. Make the runway bigger and longer the better.

Thanks,

Gary Reich

I fly a Beech B24R N2014G

From: Alex Molldrem <alexmolldrem@yahoo.com>
Sent: Tuesday, August 18, 2015 3:57 AM
To: LakeElmo LTCP
Subject: Lake Elmo Airport

I am writing to oppose the expansion of the Lake Elmo Airport.

My family lives in a house near the Lake Elmo Airport. I highly value our property, not just its location and property value, but also the wildlife and peacefulness. The current noise pollution created by overhead aircraft is an annoyance I'm currently willing to live with, although there are instances where outdoor conversations have to pause until an overhead aircraft passes.

I have incredible concerns about the increased air traffic an airport expansion would create.

My primary concerns are the following:

- 1) Longer runways will equate to larger and louder aircraft
- 2) Expansion will equate to increased air traffic 7 days a week, not just on weekends
- 3) Increased noise and traffic will result in:
 - decreased property values
 - resulting in lower income housing
 - resulting in less high income property owners
 - resulting in a decline to local economy
 - damage to wetlands
 - driving of wildlife away from the area
- 4) Increased pilot training, resulting in increased "touch-and-go" traffic
- 5) Increased in amateur pilots, revving their engines, low fly-by's, etc.

Furthermore, if the length of the runways have not contributed to increased accidents, it begs the question if longer runways are even needed.

There are always unintended consequences that occur when big changes are made and I foresee those unintended consequences as being major negative economic impacts to the local area. Why not save and create a new airport in some unused and undeveloped farmland in Cottage Grove?

Thank you for being open to hearing from opposition. I really appreciate it.

Alex Molldrem

Klocek, Lynn

From: Keith Bergman <keithbergmann@msn.com>
Sent: Wednesday, August 19, 2015 7:34 PM
To: LakeElmo LTCP
Subject: Lake Elmo expansion

Dear Mac,

As a resident of Lake Elmo, and as a pilot using the Lake Elmo airport, I am in favor of the Lake Elmo airport expansion plan. Extending the runways will only make the airport safer and those opposed to the plan have no idea what these extended runways really mean.

I have flown my small plane from Lake Elmo to New Mexico and all across the Midwest, and have not come across any airports with runways as short as those at Lake Elmo. With as busy as this little airport is, it is amazing that the runways are so short. I have seen airports all across the country with runways twice as long as Lake Elmo's which have half as much air traffic or even less than that compared to Lake Elmo's air traffic.

Those who oppose this plan have no true concept of what flying is really about, and only believe that big runways bring big planes and more planes. When in reality, the location brings the traffic and the runway lengths bring the safety.

Thank you,

Keith Bergmann

Sent from my iPhone

Klocek, Lynn

From: Vince Anderson <vjanderson@presenter.com>
Sent: Thursday, August 20, 2015 12:40 PM
To: LakeElmo LTCP
Subject: Re: Comments - Lake Elmo Airport LTCP
Attachments: LTCP - Lake Elmo 2015.docx

Thank you for acknowledging my submission. Of course, I did find a glaring typo - putting a sentence at the end of the wrong paragraph.

If it isn't too late, would you kindly use the version I have attached here rather than the one I submitted the other day?

Thanks

Vince

----- Original Message -----

From: [LakeElmo LTCP](#)
To: [Vince Anderson](#)
Sent: Thursday, August 20, 2015 7:34 AM
Subject: RE: Comments - Lake Elmo Airport LTCP

Your comment has been received and will become part of the project record. Thank you for your interest in the Lake Elmo Airport Long-Term Comprehensive Plan (LTCP).

From: Vince Anderson [mailto:vjanderson@presenter.com]
Sent: Tuesday, August 18, 2015 12:26 PM
To: townclerk@westlakeland.govoffice2.com; dschultz6816@comcast.net; Stephen R. Ebner <srebner58@gmail.com>; dan.kyllo@comcast.net; gary Kriesel <Gary.Kriesel@co.washington.mn.us>; rep.kathy.lohmer@house.mn; sen.karin.housley@senate.mn; jeff.hamel@mspmac.org; Madigan, Michael <Madigan@mdh-law.com>; LakeElmo.LTCP@mspmac.org
Subject: Comments - Lake Elmo Airport LTCP

Attached please find my comments in critique of the Lake Elmo Long Term Comprehensive Plan, and in opposition to the proposed airport expansion. The attachment is a WORD document. Any typos are mine, and I apologize in advance.

I would appreciate your note back acknowledging that you did receive the information, and can successfully access the file.

Thank you

Vince Anderson

cc Michael Madigan - MAC
Jeff Hamiel - MAC
Neil Ralston - MAC
Lake Elmo LTCP plan comments email
State Senator Karin Housley
State Representative Kathy Lohmer
Gary Kriesel - Washington County Board Chair
West Lakeland Clerk and Board Members

Please find this document as my submission to the request for written comments to the Lake Elmo Airport Long Term comprehensive Plan – 2015. (LTCP)

While runway expansion may be in the best interests of all concerned, and while there may be full justification, I do not feel the LTCP presented is a well thought out and presented plan with justification for the preferred alternative.

Who am I? I am a resident of West Lakeland Township, a 'stakeholder' (in my words not the plan's) who has not been kept informed of consideration and thinking in regards to the Lake Elmo Airport. (LE) I am a pilot (not current), a retired business manager and executive with extensive experience in project management, strategic planning, and in preparation and evaluation of planning documents.

I may have missed it, but there appears to be no indication of who the plan is for – the intended audience. The acronyms scattered throughout make for difficult reading. I have extensive computer systems experience, have been accused of being 'techy' and have learned to write to the audience. I suggest the document be revised to identify the intended audience, and that it be written to that audience while making it understandable by the public.

It has not been identified as to what, and if any, impact comments such as I am submitting will have on the plan review, modification or the ultimate decision process. I certainly hope this is not just an exercise in futility, and I also hope that the presented plan is not effectively approved as is.

MAC values as identified on page 10 of the Metropolitan Airports Commission (MAC) Strategic Plan include Fiscal Responsibility which I will discuss later on, and Integrity. I find that MAC has not been open nor timely which is in violation of these values. The public has not been kept informed nor have the identified other stakeholders been treated professionally. There have been no minutes of the stakeholder meetings distributed to attendees, or made available. The LTCP was released June 22 with the first public meeting scheduled for July 9th, 2015 – or after 40% of the announced review period had elapsed. The format of the public meetings made it difficult or impossible for attendees to hear issues identified by other attendees, there was no accountability for MAC staff to ensure that the same issue brought up by different members of the public received the same answer, and the meetings were not in a format that would be conducive to providing minutes. The MAC online newsletter which identified the existence of the plan was not published until July 7. How should the public have been kept current as to MAC thinking throughout the entire development process?

Specific items which need to be fully discussed in the plan include an in depth discussion of why and how the identified preferred alternative and plan from 2008 was not accomplished, and why the runway explanation identified as beyond the scope of the 20 year plan then is now identified as most critical in the new plan.

During the stakeholder meetings there was comment made by MAC representatives at both meetings that the cost was deceptive in that money that would have been spent on previously identified runway maintenance would be used to fund the new runway – forgetting that the existing runway was to be turned into a taxiway and still required maintenance. None of this discussion appears to have been presented in the LTCP. It was also announced that approval of the public entities at the meeting was not required as MAC has the authority to go ahead. I find announcements like that arrogant!

The premise of the document was that facilities needed to be expanded. There appears to be no real analysis of maintaining status quo. Much is made of the designation that the airport is for small propeller driven airplanes with fewer than 10 passenger seats. I see no discussion of how that classification was made, nor for alternative classification for planes with less passenger seats – for example 6. Further, there is no analysis of runway length desired with the smaller aircraft which typify Lake Elmo use today.

There is no apparent study of conditions that would drive air traffic by the larger planes than now frequent Lake Elmo. There are no written requests for improvement included, no commitment by the existing or any other FBO to provide service for the larger aircraft. I see no discussion of meetings with owners of the new target aircraft, or with intended businesses likely to require target aircraft. There is no analysis as to where these aircraft would come from or what alternatives exist for these aircraft. As would be common in the private sector, there is no needs analysis or market study.

Just as in the 2008 plan, while the 2015 LTCP professes to be a 20 year plan, virtually all of the activity is projected to be accomplished within the 5 year time frame. There is no discussion of previous plans with required maintenance identified against actual accomplishments. If prior approved plans were not accomplished, do we have assurances that required needed maintenance or other improvements necessary to support existing traffic will be accomplished let alone expansion to larger aircraft? I note that maintenance of existing infrastructure is lacking. For example, the 'new' fence now has brush and trees growing through it, By not keeping it clear, removal now requires substantially more work. If minor protection like this isn't done, why would the public expect that more major maintenance would be completed?

Much is made of the fact that LE in today's configuration supports 75% of the aircraft in the 'less than 10 passenger' categorization. Nowhere is there any discussion of what that means – 75% of total aircraft licensed and airworthy, or 75% of total aircraft models existing within that categorization, or 75% of aircraft in a specific geographical area, or 75% of aircraft based at LE or what? The entire process starts with an undefined 'given' and from there goes to analysis and costs.

Traffic counts at Lake Elmo are all estimates as best I can determine. If the intent is to spend \$17MM, then the plan needs to be based on real traffic, not estimated. Displaying the traffic to 5 significant figures based only on estimates is statistically wrong! The MACNOMS system shows a variance of 33% from counts used. The document ought to explain why the variance exists. I note there is no use of any filed flight plans for traffic.

Much discussion throughout the document points out that LE has short or depending on the grouping the shortest runways. Where it serves to make the argument more pressing, that ranking is used in a comparison against all airports in Minnesota. No one seems to do any analysis that if there are to be short runways; proximity to longer runways ought to be considered. LE is 5 minutes or less flight time from St. Paul Downtown with runways twice the length of LE. A short runway with no close alternatives is worse than one with very close alternatives I'm sure you will agree? To put it in the real world, wouldn't a short runway in Lake Elmo be better than a short runway in Grand Marias?

Please note the following very important point. I believe a major flaw in the analysis is basing the new planned runway lengths on aircraft manufacturers' specifications with no mention of aircraft insurance. My research indicates that the targeted aircraft flying for business (or even personal) would be restricted from landing or taking off from Lake Elmo by the underwriter irrespective of the manufacturers' performance data. Building longer runways to better compete when the 'rules' (insurance) would prohibit use needs to have a full analysis. It would not be fiscally responsible to build a larger airport that could not be used to accommodate the aircraft it was designed for.

I have multiple pages of notes where the plan needs to better explain, or where advantages of alternatives are identified without reasoning why the item is an advantage, or obvious questions that ought to be answered. At the risk of leaving out something important to the decision process in this paper, I don't want to put the audience of my analysis to sleep. For instance, there appears to be no survey of hanger utilization by other than aircraft, nor of non-airworthy aircraft taking hanger space.

There are environmental concerns which ought to be minimally mentioned in the document such as clear cutting of trees in the new RPZ. There is no analysis of runway length needs for smaller aircraft. I apologize for the format of those notes, but include them as an attachment showing there are many places in the LTCP and associated data where additional analysis and explanations are not only desirable but necessary.

I would be happy to meet with MAC staff and management to review the entire plan with the intent to make it more meaningful, and set a model for further planning efforts within MAC. I am prepared to make any desired meeting happen at a virtually a moment's notice.

Vincent J. Anderson

1815 Hillside Ct.

Stillwater (West Lakeland) MN 55082

Additional comments following:

Note that the 2008 plan laid out a timetable of needs to extend the crosswind runway, additional hangars, and repair the primary runway – the preferred at that time was alternative ES.3.3 – extend 4/22 and make it primary. Reconstruction of 14/32 was deemed essential within 5 years. None of these activities have been performed.

Extension of the primary was identified at that time as beyond the 20 planning horizon. Need full justification for deviation from 2008 plan. What decision process made it beyond the 20 year time frame, and then what changed to make it necessary now? What is the real driving factor? If the preferred alternative is driven by FAA action or funding, then come out and say it and explain. If making the primary longer was actually preferred 7 years ago, then come out and say it and explain why the 2008 plan says it isn't.

Now, with the new LTCP we find primary lengthening as the most important and the timeframe is effectively 'immediate' --- how can this be?

Can see no accurate survey of 'airworthy' aircraft based at Lake Elmo now --- nor use of airport hangars for other than aircraft e.g. – boats – automobiles – seasonal sporting equipment.

Additional flight time from Lake Elmo as a destination to St. Paul downtown is 5 minutes or less.

Design aircraft is planes with '... fewer than 10 passenger seats' – no explanation of how that designation was determined and why it couldn't just as well as be fewer than 'x' passenger seats, 'x' being some number less than 10

Some business use is throughout the plan. I see no evidence of any study of the surrounding area for likely potential business aircraft needs. The Lake Elmo surrounding area is that of a bedroom community with no larger business aircraft needs. Identify needs before undertaking a 'Field of Dreams' (if you build it they will come) Number of business flight needs in target aircraft? Number of business flights now?

Identification of new target aircraft eager to use Lake Elmo?

Both stakeholder meetings made the point that for the preferred alternative not really all that money is necessary as the money to rebuild primary is available. Wrong! It is the total money PLUS the existing primary still needs work even to turn it into a taxiway.

No meeting minutes stakeholders

Meetings with business leaders?

Written requests for runway expansion?

No close lodging – limited service – no fuel –

Incidents – Lake Elmo – primary / cross wind / other

Number of target aircraft in MAC area? Divert from where?

There is no discussion of where the larger aircraft will come from or be based – nor any discussion of FBO activity to support the larger aircraft with fuel or other needs.

Lake Elmo has no based emergency equipment if I understand correctly, and is without tower operations.

Lake Elmo has shortest runways in the MAC system? So what? Someplace has to be shortest – right? Closest airport is St. Paul – the primary reliever with full tower, services and the primary runway over twice as long. Making Lake Elmo's runway not the shortest just moves the designation to another airport, with the ensuing expansion of that facility based on the same reasoning.

Table ES3.1 shows marginal potential growth based on runway expansion – and that growth is not based on based aircraft if I read the table correctly

This is 2015. Charts ES-2 show 2015 with 100 aircraft (large percentage of the base) in a high low band based on 2012 numbers. Certainly in 3 years more current numbers are available.

The base case (chart ES-2) includes longer runways. Why is there no REAL base case analysis?

Have not identified runway lengths for smaller capacity air aircraft

RPZ (ES.4) – clear cut trees? If yes, come out and say it!

Runway Lengths – provide references to FAA source.

Alternatives B and C disadvantages should include most impact on surface transportation and most impact on the existing environment

Question? MAC property south to 30th in West Lakeland – never zoned airport or identified as airport except ownership. There is conflict in state law as to whether land is taxable or not? Washington County Assessor's office said it should be taxable yet taxes never paid. Please explain.

Expansion predicated on accommodating larger planes yet, multiple studies showing flying is less popular than the initial driving need for Lake Elmo when it was built – and the number of planes and pilots are decreasing.

Major study and comments needed on likelihood of larger planes. My research on aircraft insurance indicates that larger targeted planes would not use Lake Elmo even with extended runways based on insurance restrictions. Runway lengths calculated on aircraft manufacturers' specification rather than real world driving force – insurance.

No discussion in the plan on the impact on residential property values.

The plan should explain the decision / approval process – MAC – Met Council – FAA?

ES.7 --- define Phase 1 ????

RPZ Alternative Analysis – time required? Plan says advantage is not having to do it – what time estimated to do? Explain

Page 'xvi' says public feedback considered and incorporated as appropriate yet plan also says all public feedback will be in document – correct? Ability of public comment such as this document to meaningfully effect change in the plan?

Stakeholders? Public is the major stakeholder – isn't it? MAC newsletter discussing plan availability not out until 7 / 7 --- why delay?

Section 1.1 --- would be desirable to show timing of airport / railroad / 'Manning' – 30th street – Neal? 40th?

Envisioning facility needs --- this is the real issue – NEEDS --- and there is no NEED or call for expansion by other than MAC? If so, identify in the document. Need is to maintain what is there, which has NOT been done.

Says airfield improvement is to enhance safety primary --- some discussion on Lake Elmo in regards to safety – experience – and where planning changes would impact safety concerns --- what is real impact of any deficiencies?

Are there really FCC / MN DOT / Met Council regulations or are some guidelines?

Says zoning and land use / restrictions SHOULD BE established? Why not already? Not identified in plan timeline?

General Aviation – define!

History of Lake Elmo was when flying was increasing --- WW II impact --- now, different model.

Lake Elmo and ‘itinerant’ – discuss – aren’t most of LE operations not itinerant but based aircraft with many of the flights no intermediate landings / takeoffs? How was ‘itinerant’ determined? Explain any use of flight plans in determining itinerant operations.

MN DOT say LE is capable of accommodating ALL single engine aircraft? 1.4.3 --- discuss why 2nd – and 3rd – St. Paul Metro – surrounding area residential – more affluent than remainder of state –

How survey tenants – based aircraft and use?

No discussion of emergency response times

2-7 --- any notice on property around airport of airport impact?

List specific deficiencies page 2-7

Runway Separation Standards – ‘should be’ I presume ought to be changed to ‘will be’?

Page 2-15 – discuss required zoning by county and West Lakeland - Baytown - Lake Elmo?

2-18 top – south of 30th street is Bayport Fire Department (West Lakeland)

Closest emergency service to airport is likely Lake Elmo

Proximity of Compass Pad to new runway? Wing overlap? Was location analyzed with new planned runway?

Figure 2.2 --- dated?

Figure 2.10 --- south of 30th is NOT designated airport – nor zoned that way – it is Agricultural by use.

Section 3 – needs work – numbers are not believable – no accurate measurements - no discussion of aircraft ownership trends – number of pilots - new pilots (training facilities)

Projected 11 takeoffs and landings per week for larger aircraft? Was '11' a plugged number and a result of the required 500 operations divided by 52 weeks and adding a little 'spare'?

Who designated family to include 10 passenger seats? When?

Table 3-1 shows 2014 with 127 operations per based aircraft and table 3-5 used something between 117 and 113? Explain why different numbers

MAC and Statewide – short runways? Isn't a good thing for the short runways to be close to long runways with short flight time rather than only runways servicing a given geographical area?

Taxiway Lighting – page 4-8 – change to 'pilots who are' rather than 'that' – people aren't THAT!

Hangers? Survey of actual uses? Number of non-airworthy aircraft – boats – cars – 'other'

Discuss need for zoning change by West Lakeland – Washington County also?

Discuss need for larger equipment MAC – necessitating additional bay?

5.2.2 Discuss federal funding driving the revised plan – discuss railroad impact on RPZ's

5.2.3 --- required or variance – advantage not impact existing residential

Table on page 5-4 --- discuss time needed for RPZ Alternatives Analysis? Mentioned multiple times in document. See again on page 5-7

Table Alternative C – Page 5-5 - Why is legacy development an advantage?

Page 5-8 --- Identified Zoning Changes / project approval – West Lakeland – Washington County – Baytown – Lake Elmo – Valley Branch – EPA – DNR?

6.2.2 Noise Contour – discuss why MACNOMS is not accurate for counting traffic at LE? 2/3 of operations?

Entire document – number of significant digits in estimates?

Daytime and nighttime operations – discuss – time of year – day of week impact

Page 6-6 --- discuss moving piston (lighter) aircraft to cross wind runway? There is not nor would be a capacity constraint if I understand – then why move to crosswind? How move smaller aircraft to crosswind runway without control tower?

Document ought to discuss the issue of making the cross wind runway the long primary

Page 6-10 section 6.5 – environment not outside scope of planning --- nor property value impact

Page 7-2 - discuss FAA vs Met Council – residential compatibility – which takes precedence? -

Section 7.3.1 --- Baytown has significant residential development just east of airport

Itinerant – 20 miles – really typically Lake Elmo? Touch and go is 2 operations? Why? Same impact on air operations as a single takeoff or landing? Less airport impact actually due to no taxiway use?

Appendix 2 – Second Question? NO --- Existing aircraft are efficiently accommodated – short runways with proximity of St. Paul --- compete for additional business related? Not know of airport competition - -- purpose of LE to compete? What if LE doesn't want to play? Aren't all the airports MAC owned therefore controlling the 'competition'

If LE 'loses' the competition, so what? Penalty? Specific advantage to winning?

1960's – 70's land acquisition incomplete – never zoned or designated airport – acquisition for expansion or noise / airport nuisance factor on residential (primary land use in area) – RPZ

Insurance on business aircraft will preclude use of LE regardless of planned longer runway

Appendix 2 – page 2-2 – tasks? Need to accomplish zoning – local government approval

Guiding Principles – community and public? Not listed!

Appendix 4 – reduced interest in recreational flying – important – more important than mention in an appendix

2012 base year – survey in 2011 and 2012? Now more than ½ through 2015 - Need more current data!

Statistical analysis – number of significant digits – all based on estimates

Appendix – lengths based on aircraft specifications not insurance –

Growth greater than national average? Appendix 4 how justify?

Seasonal flying? Peak month – discuss impact of winter weather on airport use – current and proposed

75% Is that 75% of registered aircraft in that category? 75% of models in that category? 75% flights in the category? What is the 75%

Projected number of flights in the 25%?

/VVVV\

General Notes:

Documentation saying airport users (hanger owners) pay personal property taxes – Minnesota does not have Personal Property Taxes.

At public meeting at Baytown, a MAC representative acknowledged the LE would set precedent for MAC by rerouting public road AND crossing governmental subdivision boundary. Does MAC have this authority?

30th street predates airport

Plan to show path through government – State - MAC – township – county – watershed – EPA – FAA – Met Council – MNDOT - others?

Conflicting economic impact – 59 jobs or 29?

Why no analysis of flight plans to help account for traffic?

Who / what governmental approval is needed?

Correspondence between MAC and FAA re: Lake Elmo?

FAA receive draft plan? Will FAA comment?

LE is part of MAC with all airports having a part – never really explain LE's part.

Why isn't South St. Paul (Fleming) a MAC airport?

Plan is technical aspects with no reason or justification for expansion.

Klocek, Lynn

From: Bill Klinzing <wpklinzing@gmail.com>
Sent: Friday, August 21, 2015 11:49 AM
To: LakeElmo LTCP
Subject: Lake Elmo Airport Expansion

Dear Mr. Ralston,

I share the same concerns expressed by the West Lakeland Township Board in their written response. With no increased volume in airport activity, potential safety issues, permanent inconvenience to local residents, and a negative environmental impact I find it hard to justify an \$11,500,000 expenditure of taxpayer dollars.

It is much more prudent to only make the necessary repairs to keep the airport functioning at its current status since by your own projections the number of operations per year will remain flat for the next 20 years. The funds would be much better spent on one of the other five airports with runways shorter than Lake Elmo. I trust you will re-examine the data and reject the expansion proposal.

Best Regards,

Dr. William P. Klinzing
13039 22nd Street North
West Lakeland, MN 55082

Klocek, Lynn

From: Kris Fernholz <krisgwhiz@aol.com>
Sent: Sunday, August 23, 2015 11:35 AM
To: LakeElmo LTCP
Subject: Airport expansion

MAC Airport Development
6040 28th Avenue South
Minneapolis, MN 55450

RE: Lake Elmo Airport Expansion

Dear Sir / Madame

As a member of the West Lakeland community, I am very passionate about the well-being of the township I am proud to call home. The Metropolitan Airports Commission's (MAC) proposed Long Term Comprehensive Plan (LTCP) to expand the Lake Elmo Airport by lengthening runways and rerouting 30th Street North will jeopardize that well-being for which I work hard to maintain.

Replacing the primary northwest/southwest runway with a new runway that has an extended length of 3,600 feet would require a realignment of a portion of 30th St. North. These two facts combined create countless problems for members of the West Lakeland, Baytown and Lake Elmo community.

Logically, we can assume that a longer runway means larger planes will be able to use the airport. MAC claims they do not want to change the roll of the airport but at the same time states the plan would allow the airport to accommodate a wider range of propeller-drive aircraft; as well as, replace it with business travel. How do we know the longer runways will not result in larger planes and more traffic? What assurances will the MAC make?

With bigger planes and more availability, air traffic will increase as well as noise and other pollution in the area. On top of that, Lake Elmo airport currently does not provide jet fuel but MAC will not say that jet fuel will not be in Lake Elmo's airport future. Even without the addition of jet planes, the increase propeller airplane traffic will result in greater noise pollution for the area.

Noise pollution is not the only pollution or harm being done to the area. Rerouting 30th Street North requires moving the road dangerously close to a protected wetland. This construction could potentially damage and disrupt the area's wildlife and ecosystem. Will the MAC compensate Baytown and West Lake Townships when they are sued by conservation groups for maintaining the re-routed road? **Airport expansion will also decrease our property values significantly. Especially for a home owner like me who is so close to the airport.**

Due to the many negative consequences that will come from the expansion of the Lake Elmo Airport, **I extend this letter of opposition to the MAC.** This project is not only a disruption to our serene community and the peaceful lifestyle the residents of Lake Elmo, West Lakeland and Baytown live, but also to environment and the safety of its wildlife and ecosystems.

And lastly this is a irresponsible and wasteful use of tax payers money. Over 11 million dollars.

Kris Fernholz

G-Whiz Lettering

651-777-2614 c 612-386-6914

Klocek, Lynn

From: Mary Vierling <sonny_jim@msn.com>
Sent: Sunday, August 23, 2015 5:21 PM
To: LakeElmo LTCP
Subject: Lake Elmo Airport Draft 2035 LTCP

August 23, 2015

Mr. Neil Ralston
Metropolitan Airport Commission
6040 28th Avenue South
Minneapolis, MN 55450

Dear Mr. Ralston,

I am writing to you in response to the proposed expansion and lengthening of the Northwest and Southeast runway (14- 32) at the Lake Elmo Airport. In addition I am also commenting on the proposed rerouting to 30th Street North. There is no objection to the Lake Elmo Airport or the present usage, as it currently exists. The Airport and surrounding communities have existed well together for quite a long number of years. The objection is to the creation and extension of a proposed parallel runway 14-32. The objections are as follows:

(A) The estimated number of flights per year is currently at 26,000 flights per year. We live off the south end of the existing and highly doubt that figure is correct. At the Baytown Public meeting I asked a MAC representative "How was the 26,000 number arrived at?" I was told it was based on a FAA projection and presumably not an actual count.

(B) The proposed extension and creation of a parallel runway would bring the current Safety and Noise zones closer to the existing Neighbor hoods,

(C) The current plan to move the existing runway 700 feet to the east, with its added length to 3600 feet, would put more residential homes in the new flight pattern. This would be a safety concern.

(D) Most concerning is the potential loss of value in our homes with the proposed expansion at Lake Elmo.

The proposed rerouting of 30th St North appears to create more additional problems, in our community. In a couple of examples the Traffic would empty out onto Neal Ave North at three driveways that currently exist at this location. All of the proposed rerouting of 30th Avenue would disrupt the continuous flow of traffic that now exists. The present width of Neal Ave is twenty-two feet wide. The current flow of traffic is estimated above several hundred cars per day.

The Townships of West Lakeland and Baytown are on Well and Septic Systems. There are NO Fire Hydrants. Any changing of 30th street North would impact the present emergency services.

Who would maintain the new 30th St North? Would that cost ultimately fall on the taxpayers in these surrounding communities?

In conclusion, it is our desire that Lake Elmo Airport be designated as a "recreational airport". Please do not expand. Thank You.

Respectfully,
Tom Vierling

Klocek, Lynn

From: Mary Vierling <sonny_jim@msn.com>
Sent: Sunday, August 23, 2015 9:37 PM
To: LakeElmo LTCP
Subject: Lake Elmo Airport Draft 2035 LTCP

August 23, 2015

Mr. Neil Ralston
Metropolitan Airports Commission
6040 28th Avenue South
Minneapolis, MN 55450

Dear Mr. Ralston,

My husband and I have lived in our Neal Avenue home in West Lakeland Township since January 1989. We raised 5 children in this rural area, and have been very involved in our community over the years.

We are adamantly opposed to Lake Elmo Airport runway expansions and the relocation of 30th Street between Manning and Neal Avenues for the following reasons:

Obvious increase in air traffic, airport operations, and noise.

There are several "10 passenger" size planes currently using Lake Elmo Airport. If the runways are not adequate for that size plane, why is the MAC and LE airport allowing them to operate, putting pilots and residents at risk?

With several other reliever airports within minutes of Lake Elmo, all of whom are FAA compliant, there is no need to expand Lake Elmo.

Expanding and lighting the cross runway is not necessary considering the amount of operations on that runway.

What happens when jet fuel and de-icing become necessary? More ground water contamination?

Depreciation of our home and land values in the airport area.

Met Council mandated new housing developments in Lake Elmo that are currently in process within feet of the airport.

West Lakeland and Baytown Townships are on well and septic - no sewer or city water. Tankers truck firewater in.

Volunteer fire departments service Baytown and West Lakeland.

Manning Avenue will expand from 2 to 4 lanes on the west side of the airport.

30th Street N is a main thoroughfare that runs from County Road 17 in Lake Elmo to County Road 21 in West Lakeland / Bayport. It is one of 2 roads that provide direct access to our area between Lake Elmo and Bayport. This is a critical point, as fire and rescue is provided to West Lakeland and Baytown Townships from Bayport's VOLUNTEER fire department. Lake Elmo's VOLUNTEER fire department is 1st assist.

30th Street was in place before the airport existed and it runs along a PROTECTED wetland.

Redirecting traffic on 30th Street will severely disrupt residents access to Manning Avenue / I-94 / Hwy 36.

Neal Avenue is not capable of handling the newly proposed traffic route for 30th Street. Is the MAC going to address Neal Avenue as well? Either Lake Elmo airport loses part of its RPZ or residents lose part of their property to accommodate the Neal Avenue changes.

The MAC has stated that they will fund the redirection of 30th street, but not maintain it. Why should our townships, our taxes, absorb this financial burden to benefit a handful of aircraft? That is selfishly putting the wants of a few over the needs of the majority.

26,000 annual operations at Lake Elmo airport are terribly over inflated. We need accountability for actual operations from the MAC regarding Lake Elmo Airport.

MAC does not promise no jet traffic or jet fuel being added at Lake Elmo.

Has the MAC done their due diligence regarding improvements? MS4, Metro Storm Water and Sewer, and Valley Branch & Watershed? Where will water runoff go from all the new hardscape surfaces? Because I am in close proximity to the airport and I am on well and septic, water quality is extremely important to me.

We all know that this comes down to money. If the MAC brings Lake Elmo up to FAA compliance with runway lengths and lighting, the FAA (Federal Gov't) will provide funding for the expansion process.

Existing larger aircraft (8 + passenger) and projected larger aircraft can redirect to existing airports already capable of handling those operations. Lake Elmo airport can and should continue to grow its business in the flight school, aircraft rental, and aircraft servicing areas, while continuing to provide the perfect environment for the recreational, occasional, and hobby pilots, attracting the smaller 2-6 seat aircraft that is safe for residents and pilots alike at this field.

We request that Lake Elmo Airport be removed from reliever status. Operations for aircraft over 8 passenger in size should be required to land at any of the other metro reliever airports in the MAC system or, New Richmond Airport. New Richmond is 5 minutes away by air, and will be 10 minutes away by ground once the new St Croix Crossing bridge opens in the fall of 2016. Our United States Presidents and governors fly in and out of the New Richmond airport.

In conclusion, we would like to request that you re-evaluate your assessment of the proposed LTCP for Lake Elmo Airport and consider the population and culture of the communities that have lived in harmony with the airport since its existence. Lake Elmo Airport should continue to operate as a recreational, educational, hobbyist facility. We are against any expansion, extension, or improvements at Lake Elmo Airport. We would request that you properly maintain the airport, as it exists today, for the safety of all who enjoy using this airport and live in its boundaries. The airport is part of our community, and as such, we ask that you do not jeopardize its friendly existence in our area.

Respectfully yours,

Mary Vierling
2825 Neal Avenue N
Stillwater, MN 55082
651-430-0051

Klocek, Lynn

From: Alfred & Robyn Stoller <arstoller@aol.com>
Sent: Monday, August 24, 2015 11:56 AM
To: LakeElmo LTCP
Subject: Lake Elmo airport development plans

Hello,

I live in Stillwater, MN and recently reviewed the LTCP information for Lake Elmo Airport. I believe the plan as currently described is reasonable and appropriate, considering the primary plan objectives.

The Lake Elmo LTCP will deliver a safer, viable airport for training of new pilots and continued, safer use by the general aviation populace, with minimal impact on the nearby community.

If we are to prevent a serious future pilot shortage, it is imperative we enable continued availability of safe, viable civilian flight training locations. Lake Elmo Airport has served that purpose well in the past and the LTCP will ensure that critical role continues to be served going forward.

Thanks for requesting public input on this.
Robyn Stoller
Stillwater, MN

Klocek, Lynn

From: denise.cornell@comcast.net
Sent: Thursday, August 27, 2015 10:26 PM
To: LakeElmo LTCP
Subject: Lake Elmo Airport Draft 2035 LTCP

August 27, 2015

Mr. Neil Ralston
Metropolitan Airports Commission
6040 28th Avenue South
Minneapolis, MN 55450

Dear Mr. Ralston;

My husband, Brad & I have lived in our home at 2733 Neal Avenue in West Lakeland Township since October of 1987. We have raised 3 children and own horses filling a dream I had as a young girl growing up in St. Paul. My family has enjoyed our community and neighbors over these 28 years and look forward to many more years in this community.

We have been at the MAC informational meetings on every master plan update since we lived in West Lakeland Township and seen the 1965 plan revised, opposed, revised opposed and never had anything in writing to the township of a finalized plan that was compatible to the community. All of the numbers presented to the public for operations at every one of these public informational meeting in the past 25 years have been only estimates showing incorrect data base on other airports. This continued plan of possible expansion of the Lake Elmo Airport runways over these past years and the community's continued opposition to all of these plans including the 2035 LTCP Proposal as it relates to the runways expansion and the relocation of 30th Street as it intersects at Neal Avenue directly in front of our home as well as our neighbors is a complete disregard to the property owners near and around the airport.

As I understand your concern for your pilots we have concern for our families, neighbors and those that use Neal Avenue. What impact would be place on fire and rescue efforts for both Bayport and Lake Elmo Fire since both are a volunteers departments? It was stated in the newspaper that there are about 2500 vehicles using 30th 76Street today daily Neal Avenue could not support that increase which means Neal would have to be updated who pays for that and will our property be taken away from us to accommodate 30th intersection because currently 30th is wider than Neal Avenue?

Your report state that noise would not be an issue to your airport neighbors because of new technology improvements to engines however not every owner of an airplane has a new plane so noise would be an issue. Today we have tree buffers that help with the noise as well as the lighting that occur during those late night hours. With the removal of these tree buffers we will have flashing lights, noise and not to mentioned the vehicles that will be driving directly towards our properties at all hours of the nights?

Your report states that you do not see flight annual operations increasing maybe even decreasing over the years yet you feel you have to make the runways longer to accommodate the possibilities that larger airplanes could land there safely. The airport is not an asset to our community of West Lakeland, currently the hangers that the pilots own are in Baytown so if any taxes are paid on their hangers those funds go to Baytown. The property that is located across the street in West Lakeland owned by the airport today is not taxed and the road you are proposing to relocate on that property would be 100% in West Lakeland which means West Lakeland residents could have an increase in their taxes to maintain this road.

We are concern about our drinking water since we all have wells and are currently in the area that is being monitored for

contamination from years past. How can we be protected on further contamination especially if you add jet fuel and deicing operations at the airport in the future? We are concerns about depreciation of our home values which will affect us as well as revenue to Washington County as it relates to property taxes. There are wetlands on the property where you are proposing the new road how will this affect us when we have those years of heavy rain and snow? Could we have major flooding due to this change and who will be responsible for that? Will the new road hold up and who is going to pay for it if it doesn't? Much has been stated that the airport was here before the people that live around the airport however 30th Street was here before the airport.

We are asking MAC to provide us real flight numbers not estimates base on other airports. Living very close to the airport we know that there is not 26,000 take off and landings each year. Most activity is on a weekend when pilots are enjoying their weekend hobby as I do with my horses. There is another airport not far from Lake Elmo in New Richmond that currently can handle larger aircraft and after the bridge is completed in 2016 they too will be within minutes of a metropolitan area. We do not want 30th Street being relocated directly in front of homes on Neal Avenue. As we wish to continue being good neighbors we propose MAC to remove Lake Elmo Airport from "reliever" status to a recreational airport.

Respectfully,

Denise Cornell
2733 Neal Ave
West Lakeland, MN 55082

Klocek, Lynn

From: denise.cornell@comcast.net
Sent: Thursday, August 27, 2015 10:45 PM
To: LakeElmo LTCP
Subject: Lake Elmo Airport Draft 2035 LTCP

August 27, 2015

Mr. Neil Ralston
Metropolitan Airports Commission
6040 28th Avenue South
Minneapolis, MN 55450

Dear Mr. Ralston;

My wife and I have lived in our home at 2733 Neal Avenue in West Lakeland Township since October of 1987. We have raised 3 children enjoying our community and neighbors over these 28 years and look forward to many more years in this community.

We have been at the MAC informational meetings on every master plan update since we lived in West Lakeland Township and seen the 1965 plan revised, opposed, revised opposed and never had anything in writing to the township of a finalized plan that was compatible to the community. All of the numbers presented to the public for operations at every one of these public informational meeting in the past 25 years have been only estimates showing incorrect data base on other airports. This continued plan of possible expansion of the Lake Elmo Airport runways over these past years and the community's continued opposition to all of the plans including now the 2035 LTCP Proposal as it relates to the runways expansion and the relocation of 30th Street as it intersects at Neal Avenue directly in front of our home as well as our neighbors is a complete disregard to the property owners near and around the airport.

As I understand your concern for your pilots we have concern for our families, neighbors and those that use Neal Avenue. What impact would be place on fire and rescue efforts for both Bayport and Lake Elmo Fire since both are a volunteers departments?. It was stated in the newspaper that there are about 2500 vehicles using 30th Street today daily Neal Avenue could not support that increase which means Neal would have to be updated who pays for that and will our property be taken away from us to accommodate 30th intersection because currently 30th is wider than Neal Avenue?

Your report state that noise would not be an issue to your airport neighbors because of new technology improvements to engines however not every owner of an airplane has a new plane so noise would be an issue. Today we have tree buffers that help with the noise and blinking lights that occur during those late night hours. With the removal of these tree buffers we will have flashing lights, noise and not to mentioned the vehicles that will be driving directly towards our properties at all hours of the nights?

Your report states that you do not see flight annual operations increasing maybe even decreasing over the years yet you feel you have to make the runways longer to accommodate the possibilities that larger airplanes could land there safely. The airport is not an asset to our community of West Lakeland, currently the hangers that the pilots own are in Baytown so if any taxes are paid on their hangers those funds go to Baytown. The property that is located across the street in West Lakeland owned by the airport today are not taxed and the road you are proposing to relocate on that property would be 100% in West Lakeland which means West Lakeland residents could have an increase in their taxes to maintain this road.

We are concern about our drinking water since we all have wells and are currently in the area that is being monitored for contamination from years past. How can we be protected on further contamination especially if you add jet fuel and

deicing operations at the airport in the future? We are concerns about depreciation of our home values which will affect us as well as revenue to Washington County as it relates to property taxes. There are wetlands on the property where you are proposing the new road how will this affect us when we have those years of heavy rain and snow? Could we have major flooding due to this change and who will be responsible for that? Will the new road hold up and who is going to pay for it if it doesn't? Much has been stated that the airport was here before the people that live around the airport however 30th Street was here before the airport. There are long time neighbors who have been here longer than the airport talking about the land that is located in West Lakeland.

We are asking MAC to provide us real flight numbers not estimates base on other airports. Living very close to the airport we know that there is not 26,000 take off and landings each year. Most activity is on a weekend when pilots are enjoying their weekend hobby as I do with my photography. There is another airport not far from Lake Elmo in New Richmond that currently can handle larger aircraft and after the bridge is completed in 2016 they too will be within minutes of a metropolitan area. We do not want 30th Street being relocated directly in front of homes on Neal Avenue. As we wish to continue being good neighbors we propose MAC to remove Lake Elmo Airport from "reliever" status to a recreational airport.

Respectfully,

Bradley Cornell
2733 Neal Ave
West Lakeland, MN 55082

Klocek, Lynn

From: Tim Fischer <swordfish@comcast.net>
Sent: Wednesday, September 02, 2015 1:07 PM
To: LakeElmo LTCP
Subject: Lake Elmo LTCP Comments
Attachments: Letter to MAC.pdf

See Attachment

September 2, 2015

Tim Fischer
2011 Osprey Ave N
West Lakeland, MN 55082

Neil Ralston
MAC Airport Development
6040 28th Avenue South
Minneapolis, MN 55450

Mr. Ralston,

I write this letter to voice my opposition to the preferred alternative plan as stated in the 2035 Long Term Comprehensive Plan for Lake Elmo Airport.

My reasons for opposing the plan are as follows:

1. The 2025 Lake Elmo Long Term Comprehensive Plan (LELTCP) stated that Lake Elmo Airport had 57,667 operations in 2005. The 57,667 operations were 25% of the 230,000 airport maximum capacity. The 2025 LELTCP plan asks why airport expansion plans are continuing given the decreasing operations. The 2035 LELTCP states 26,707 operations in 2012, a decrease of 54% in 7 years! 26,707 operations have Lake Elmo Airport usage at less than 12% capacity. The 2035 LELTCP plan forecasts virtually no increase in operations or plane count with or without any expansion. The MAC published statistics easily show that no major expenditures, certainly not projects in excess of \$10 million, should be planned at Lake Elmo Airport. In fact, the same question asked in 2008 should be asked again - **Why continue to plan expansion with decreasing operations and plane count at Lake Elmo Airport?**
2. The 2035 LELTCP should be that, a long term plan. The 2035 LELTCP plan should be re-titled 2020 Short Term Plan. Where's the long term plan that takes account of the statistics published. Given the numbers, an option of the long term plan should include shuttering operation. At best, Lake Elmo Airport should be in "Harvest" mode, limited funding for continued safe operation only. No major project expenditures without return on investment. **Lake Elmo Airport clearly is NOT a reliever airport. It is a recreational airport and should be reclassified as such.**
3. Opposition from West Lakeland Township, Baytown Township, City of Lake Elmo and the Washington County Board show that MAC has not done due diligence, working with neighboring municipalities, in the creation of either the 2025 or 2035 LELTCP. Decades of not engaging with neighboring municipalities and citizens, to develop a solution agreeable to all, should not be tolerated. Even though MAC has hosted communication events, it seems that the voice of the neighbors bordering Lake Elmo Airport have not and will not be considered in the creation of the Long Term Comprehensive Plans. **How else can it be explained that the preferred configuration is moved right on top of the only existing homeowners bordering airport property?**
4. The plan of re-routing of 30th Street would seem to be a minor issue in MAC's vision. Gauging the questions and lack of MAC answers at communication events/workshops regarding the re-

routing leads one to believe the plan was a plan, just an idea. This near sighted idea discounts the impact on municipal operations of 2 townships. It also will have a negative impact on the life and daily routines of the effect Neal Avenue residents. **What is the extent of MAC's knowledge of the plan's negative impact regarding property values of their bordering neighbors? Does MAC care?**

In short, poor planning and lack of up-front communication, with municipalities and citizens, have given this project a black eye. Continuing the plan as defined in the 2035 LELTCP will only bruise deeper.

The opportunity to regroup, plan per the statistics and work with the community is still available. MAC's decision will either be praised for the leadership strength to change course or be thought of as an inflexible bully. MAC's choice!

Respectfully,

Tim Fischer

(Submitted via email to: Lake Elmo Airport LTCP Comments@mspmac.org)

Klocek, Lynn

From: halramsdakota@comcast.net
Sent: Friday, September 04, 2015 9:59 AM
To: LakeElmo LTCP
Subject: Comments regarding Lake Elmo Long Term Comprehensive Plan
Attachments: Comments re MAC LTC Plan for Lake Elmo Airport 09 01 15.docx

To: MAC

I sent some comments on Tuesday and have not gotten confirmation of receipt of the comments. I am resending my comments by cutting and pasting them in this e-mail as well as attaching the document.

Can you please verify you have received my comments? Thank you.

To: Metropolitan Airport Commission Members:

I am a long time resident of West Lakeland Township and am writing to express my concerns regarding the proposed MAC Long Term Comprehensive Plan for the Lake Elmo Airport.

My goal in writing comments is to ask MAC to reconsider their preferred 2015 proposed plan for Lake Elmo Airport and to include the following in the plan:

- Revise the preferred plan to the “No Build” option and maintain / resurface the runways as they are
- Remove Lake Elmo from “Reliever Airport “ status and maintain it strictly as a recreational /limited business (Flight School / Maintenance Facility) airport

West Lakeland Township appealed to me as a place to live because of its rural setting. The current operations at the airport are part of the neighborhood and the airport was a known entity when I bought my home. I have no objections to the current operations of the airport. The airport has been a considerate neighbor e.g. voluntary noise abatement by restricting air traffic operations between the hours of 10:00 p.m. and 7:00 a.m. and I enjoy seeing the different recreational planes flying overhead. The current noise from the operations is easily tolerated.

My concerns with the MAC 2015 plan are with both the re-routing of 30th Street North and the runway expansion. The major concerns I have are:

1. **Rerouting of 30th Street North** : This will have a MAJOR impact on the neighborhood for the following reasons:
 - The route will disrupt Wetlands and will disrupt some of the wildlife in the area which the neighborhood treasures. MAC glosses over the Environmental impact study. This needs to occur before they put a plan in place not afterwards. They are unclear if there will be a true study done or just a “review” as their document states
 - Although the rerouting of 30th Street will be on MAC property, the land is currently zoned Agriculture. Who has the authority to rezone the property?

- The current road is not owned by MAC but by Baytown and West Lakeland Townships and neither of the townships are in favor of the expansion at the airport. Resolutions have been or will be passed by both townships stating this. Can MAC legally take over this road from the municipalities?
- The new road will require higher maintenance since it will go through Wetlands: West Lakeland Township does not want to incur the higher costs – Whose responsibility will it be since the road will be entirely on MAC property? If it is MAC, will the plowing and maintenance in winter be a priority for the airport? This road is a major east /west route for the area and disruption in the services especially in winter could be a safety issue.
- The plan has 30th Street N joining Neal Ave at a site that will present traffic flow issues and safety issues: The area includes 3 residential driveways, a power pole and a very steep drop off from the field area to Neal. This will put the safety of the residents at that juncture at risk. Has MAC truly looked at the site where this proposed intersection will be?
- Neal Avenue is narrower than 30th by approximately 8 feet and is not set up for the traffic flow. Are upgrades also planned for Neal Avenue? Who will pay for the upgrades needed to Neal Ave N?
- MAC estimates the cost of rerouting 30th to be \$1.2 million. I would like to understand how this number was determined. What happens if the costs are greater than that? If resurfacing the runway is \$5.4 million, then building an entire roadway through wetlands is most likely more costly than \$1.2 million.

1. **Runway Expansion to 3600 feet:** This expansion will impact the lifestyle and the recreational use atmosphere of the community and airport

- Longer runways will attract larger aircraft including jets and larger twin engines which will result in increased noise disrupting the quiet rural setting of the township,
- Larger aircraft/ jets will ultimately require services which are currently not available at Lake Elmo Airport and will be quite costly to implement
 - No city water / sewer
 - No control tower
 - No jet fuel
 - No on-site Fire Protection only a volunteer Fire Department out of Bayport
 - No de-icing capabilities
 - According to air plane accident statistics most incidents do not occur at the airport but within approximately 5,000 feet from the airport, where homes are still on well and septic making it more difficult for fire fighters
 - Property values will decline
 - Again since both townships are on well water and septic, the risks for ground water contamination is higher especially with the additional service needs at the airport

My biggest concern with the MAC 2015 plan for Lake Elmo is that I do not think it is a well researched, well thought out plan, and the justification for the plan is based on inaccurate data. I believe there is no need for the airport expansion for the following reasons:

- The projections of the number of operations and the number of planes at the airport between the 2008 & 2015 plan shows the airport use to be flat or declining which means there is a decreased interest in recreational flying and does not support airport expansion.
- The number of operations listed in both the 2008 and the 2015 MAC plans are suspect and I believe are **overstated**. This is based on my experience living near the airport and being aware of how many planes are overhead. Additionally, the source of MAC's data for the number of operations appears to have been based on "staff estimates". I believe spending \$11.2 million and majorly disrupting a neighborhood should warrant actual numbers and not estimates.
- With 5 other reliever airports in the Twin Cities, all of which have longer runways, there are other options for the larger aircraft. I saw nothing in the plan that indicates there is a need to lengthen Lake

Elmo. It may have the shortest runways in the system but why is that an issue? In addition to the 5 other MAC airports, there are other airports in close proximity which could accommodate the larger aircraft e.g. New Richmond, WS. This airport has a much longer runway and is only 5 minutes away by air. With the new bridge across the St. Croix it will also be a quick drive. The New Richmond airport has been used by the US President and other politicians visiting the area and can easily accommodate the size of aircraft MAC claims will be using Lake Elmo.

- Expansion of the airport with all the residential development projects planned for Lake Elmo is not a good fit. Has MAC considered that the area around the airport may no longer support the airport expansion? The MAC plan never focused on the NO BUILD option plan. Perhaps the plans should entertain moving the entire airport to a new location if there is such a high demand for longer runways.
- There is no “business draw” to the Lake Elmo airport. It is not a destination airport and there is no business benefit for the area to attracting larger aircraft. The MAC plan is unclear as to who has been asking for access to Lake Elmo airport with the larger aircraft.
- The details around the road reroute are not well thought out. (See all the questions above regarding 30th and Neal.)

Based on reading the plan and my conversations with MAC personnel at the public informational meeting at Lake Elmo, I am under the impression that one of the main driving forces for the preferred plan of extending the runway has more to do with obtaining Federal funding for the construction and not as much about the safety or capacity as the plan and MAC personnel suggests. It is my understanding that in order to receive Federal Funds, the airport will need to comply with FAA guidelines and show a substantial number of operations. I believe MAC is proposing the expansion to get funds and not because the expansion is really needed. As a tax payer I do not support the use of my Federal tax dollars for a project that I do not feel is needed and is based on data that is inaccurate. Other options for funding the “NO BUILD” plan need to be explored prior to disrupting the lives of so many people. I am sure that there are other projects that are more worthy of the federal funds.

Adding to my frustration with the MAC plan is the lack of input requested from the immediate surrounding parties impacted by the expansion prior to developing the plan. As was the case with the 2008 plan, MAC has held informational meetings and a public comment period but also similar to 2008 I do not see where any input was requested or entertained from the impacted parties in the preparation of the plan. The first draft of the plans didn't even have some of the new homes on their maps meaning they did not even update their information prior to putting the plan together. Perhaps MAC is moving up the time frame for the project so it will begin prior to all the development on the west side of Manning directly across from the airport. I sincerely hope that the Met Council, which has to approve the MAC plan, will understand the impact the extended runway will have on this new development and on the surrounding area.

In closing I just want to restate that I do not want to see the proposed MAC plan approved. I do not believe it is justified or needed. The plan has too many inaccuracies to base spending \$11.5 million. Lake Elmo airport should remain as it is and be removed from reliever status.

Thank you for accepting public comments. I appreciate being able to voice my concerns. I sincerely hope MAC will allow the impacted residents and townships to have a voice in the plan and consider the impact on the many to only benefit a few.

Sincerely,

Marian R. Appelt

2655 Neal Ave N

Stillwater, MN 55082

halramsdakota@comcast.net

Klocek, Lynn

From: Laura Kaschmitter <runnerlaura@yahoo.com>
Sent: Sunday, September 06, 2015 12:50 PM
To: LakeElmo LTCP
Subject: Lake Elmo Airport Draft 2035 LTCP
Attachments: L. Kaschmitter MAC Comment Letter 9-6-15.docx

Please see attached comment letter from Laura Kaschmitter. Thank you.

Date: September 6, 2015

MAC Airport Development
6040 28th Avenue South
Minneapolis, MN 55450

Dear Mr. Neil Ralston:

As a concerned homeowner in West Lakeland I am opposed to the proposed expansion of the Lake Elmo Airport. Although I do not have issues with the current airport operations, I am concerned about several issues that will be a direct result of the expansion. I have been attending meetings with other concerned neighbors also opposing the airport expansion.

I moved to West Lakeland 14 years ago because of the quiet, rural setting and the lifestyle that it provided our family. It is a peaceful setting where I have raised 4 kids among the dogs, cats, horses, deer and other wildlife that makes this a wonderful area. Instead of quiet days with horses out in the pasture I'm concerned the increased noise from the additional larger planes will be a huge distraction.

MAC states there are 26,000 flight operations per year at Lake Elmo Airport, with projected increases of 1,000 flights per year. Will the longer runway change the reliever status of the airport? The availability of the longer runway could begin to draw even larger planes and jets or more business flights. The added noise will be disrupting to our everyday lives. What about the additional safety requirements the additional flights may require, a full-time fire department?

The re-routing of 30th Street North will also have a big impact to the country setting I am used to. All traffic will now be forced to go past my house on Neal Avenue. The increase in noise due to more cars is a concern that is not needed. Also, the new route you have chosen for 30th Street takes it through a wetland area which is home to deer and other animals. I am concerned about the maintenance on the new re-routed street - will we have to pay for the additional needs?

Therefore, as a concerned resident of West Lakeland I am strongly opposed to the expansion plan proposed by MAC for the Lake Elmo Airport. I have many questions that I have outlined in this comment letter that I feel MAC must address. They are:

1. How are you planning on moving 30th Street that is not owned by the MAC but is owned by West Lakeland and Baytown? How do you move a street that does not belong to you and was there before the Lake Elmo airport?
2. How do you state that safety is one of the reasons you are proposing on extending the runways when there has never been a safety incident by aircraft at the Lake Elmo airport that would have been prevented by a longer runway? Where is your data on aircraft accidents caused by runways being too short at Lake Elmo airport?
3. The MAC proposes to move 30th street through a wetland and route it onto Neal Ave. N. that is narrower than 30th street? Has anyone on the planning of this re-routing actually looked at the area that they have designated in their maps as the best plan for 30th street?
4. Who would maintain 30th Street when it is moved? West Lakeland is opposed to this move of 30th and has stated it will not maintain the road and MAC is also saying it will not maintain it?
5. It states in the 2005 Lake Elmo Airport Long Term Comprehension Plan that there is no exact number of flights coming and going from the Lake Elmo airport, just estimated numbers. Now in 2015 that is still the case just estimated numbers. Why, if you were going to spend millions of dollars on expanding a airport wouldn't you want to know exact flight numbers to warrant the spending. Why does the MAC not have exact flight data information?

6. It then states in the same 2005 Comprehension Plan that even if 230,000 flights took off from the Lake Elmo Airport it would not trigger the need for additional runways. So, if the estimated flights are only 25% of the 230,000 flights the airport can handle why the need for expansion?


In closing, individuals in our neighborhood have spent many hours working together, researching data, and volunteering our time to put together a factual and well thought-out plan as to why the Lake Elmo airport does not warrant an expansion. We only hope MAC will read our comments and answer the questions we have and come to the same conclusion that the Lake Elmo airport is operating successfully in its present day operation. We look forward to you reading our comments and answering our questions and concerns. I have attached info from the NTSB website on accidents for the Lake Elmo Airport from 1980 to current for you to review. As you will note there have been no safety incidents with aircraft due to runway being to length.

The negative impacts to our quality of life are substantial and are not required. I strongly encourage you to re-evaluate your expansion plans for the airport and choose to do what is best for the homeowners who enjoy the airport the way it is and our country lifestyle.

Sincerely,



Laura Kaschmitter
2795 Neal Avenue North
West Lakeland, MN 55082

 NATIONAL TRANSPORTATION SAFETY BOARD									
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Current Synopsis	PDF Report(s) (Published)	Event Date	Estimated Release	Location	Make/Model	Regist. Number	NTSB No.	Event Severity	Type of Air Carrier Operation and Carrier Name (Doing Business As)
Probable Cause	Factual (10/31/2003) Probable Cause (12/30/2003)	10/14/2002	12/30/2003	Lake Elmo, MN	Cessna 175B	N8161T	CHI03LA008	Nonfatal	
Probable Cause	Factual (04/19/1999) Probable Cause (04/25/2001)	01/25/1999	04/25/2001	LAKE ELMO, MN	Cessna 152	N752AA	CHI99LA076	Nonfatal	
Probable Cause	Factual (02/05/1998) Probable Cause (04/24/1998)	10/02/1997	04/24/1998	LAKE ELMO, MN	Beech E185	N916TM	CHI98LA003	Nonfatal	
Probable Cause	Factual Probable Cause (06/11/1993)	01/10/1992	06/11/1993	LAKE ELMO, MN	CESSNA 182	N9845H	CHI92LA069	Nonfatal	
Probable Cause	Factual Probable Cause (03/31/1993)	09/14/1991	03/31/1993	LAKE ELMO, MN	BEECH A23	N5786V	CHI91LA287	Nonfatal	
Probable Cause	Factual Probable Cause (01/31/1991)	04/08/1989	01/31/1991	LAKE ELMO, MN	MOONEY M20E	N9424V	MKC89LA088	Nonfatal	
Probable Cause	Factual (02/05/1995) Probable Cause (02/06/1995)	03/18/1985		LAKE ELMO, MN	CHAMPION 7EC	N7401B	CHI85LA144	Nonfatal	
Probable Cause	Factual (02/06/1995) Probable Cause (02/06/1995)	09/21/1984		LAKE ELMO, MN	PIPER PA-38-112	N25687	CHI84LA399	Nonfatal	

Klocek, Lynn

From: Mick Kaschmitter <mkaschmitter@yahoo.com>
Sent: Sunday, September 06, 2015 1:35 PM
To: LakeElmo LTCP
Subject: Lake Elmo Airport comment Letter of Opposition
Attachments: M. Kaschmitter Lake Elmo Airport Comment Letter 9-6-2015 .docx

Please review attached letter on my opposition to the Lake Elmo Airport expansion.

Thank you,

Mick Kaschmitter

Date: September 6, 2015

MAC Airport Development
6040 28th Avenue South
Minneapolis, MN 55450

Dear Mr. Neil Ralston:

I am a long-term resident of West Lakeland and a member of the neighborhood association that is opposing the proposed expansion of the Lake Elmo Airport. Although I do not have issues with the current airport operations, I am concerned about several issues that will be a direct result of the expansion.

The moving and lengthening of the main runway will allow for more and bigger planes to use the airport. Although MAC has stated that the role of the Lake Elmo airport will not change, the new runway will accommodate the larger aircraft. Once the larger private planes arrive, will business travel/flights then be encouraged? Even though MAC personnel have stated at meetings there will be no jets brought in, all answers were qualified with "not at this time". That means jets will be in the near future.

Bringing in additional business has been justification for investment and expansion in other local airports in the MAC system. Is there a business plan published for Lake Elmo that has this increase? Have operations increased in Crystal, Airlake and other airports? Not according to your own documentation. I reviewed information from the document:

**MINNEAPOLIS-ST. PAUL RELIEVER AIRPORTS Activity Forecasts – Technical Report
July 2013 (Revised October 2014) – See Page 9**

The total number of aircraft based at Crystal declined from 1980 to 2012. The total counts stayed above 300 aircraft before 2000 but declined to around 220 recently. Based aircraft at Lake Elmo declined abruptly in the mid-1980s, then gradually increased until 1999, at which point they began to gradually decrease again. Based aircraft at Airlake experienced a rapid increase during the 1980's and peaked at 190 aircraft in 2003. They gradually decreased to 147 in 2012. Total based aircraft at the MAC airports gradually increased until 1999, after which they began a gradual decrease. Perhaps most notable is the sharp decrease in based aircraft at MSP and Holman Field, as commercial operations or larger business aircraft displaced a greater number of smaller general aviation aircraft.

Safety has been an issue that has been mentioned. With the additional flight operations, bigger planes and jets, does the airport infrastructure support this added business? There are no full-time fire departments in the immediate area, where will that coverage come from and who will be forced to pay for?

In reviewing data from the NTSB website, there have been 8 safety incidents reported at Lake Elmo airport since 1980. The probable causes were listed as pilot error, equipment issues or icy runways. Nowhere was any notation of improper runway length or design. I question safety as a need to change anything at the airport.

With the possibility of both larger and business aircraft, airport operations will increase. The forecasted increase depends on which numbers you believe – MAC states 26,000 flights/year- doing the math that would be 70+ operations/day, everyday. This doesn't take into account bad weather days that would increase the # of operations/day. NO WAY is there that many! In talking with others I have a hard time believing either figure, (we don't see nearly that many operations/year). Also, the LTCP shows operations to be the same or actually decrease in the years up to 2035.

We as a neighborhood group actually counted the takeoffs and landings on Saturday, 8-29 from 7:00 A.M. to 10:00 P.M. The weather was acceptable for flying, yet we counted only 56 flights that day. It was very obvious that many were students doing touch and go training operations. That's 60% of the total. Is an \$11MM investment really needed to accommodate a predominantly training and recreation- use airport?

With any increase in operations, the resulting noise pollution will increase and severely impact the nearby neighborhoods and surrounding area. Increased noise means deflated property values that is not a preferred outcome of the airport expansion.

The other part of the plan I strongly oppose is the re-routing of 30th St. North to accommodate the longer runway. This directly impacts my residence as the new intersection of 30th and Neal will be right at my driveway. I am concerned with the intersection, 3 driveways and an electric utility pole being all in less than 150 feet. There is a real safety issue there. What are the plans for traffic control? The existing location appears to be a challenge to maintain with snow removal, icy intersection, potholes and settling due to water. My guess is the new location will be much more costly to maintain, who will be forced to pay for the increase? Will Neal Ave. need to be widened to accommodate the added traffic? Will I lose some of my acreage? At this point I have not seen any plans.

The new location of 30th brings it through a protected wetland and will impact wildlife and water runoff. There are environmental studies that are mentioned, what are the details and who will conduct?

In researching this issue I have many questions outline above that are not answered. To re-cap:

1. Will larger planes and jets be brought into Lake Elmo?
2. Is the anticipated additional business a main justification for the expansion?
3. What has happened at other MAC airports that have been expanded?
4. What plans are in place to expand the airport infrastructure to support additional and larger planes?
5. According to NTSB data, airport runway length has not been a probable cause for any of the 8 airport accidents, how is safety being used as a reason for the proposed changes?
6. The number of operations stated by MAC of 26,000/year is extremely overstated. Where are the actual numbers? How can this erroneous number be used? Where is the accountability for the use of these numbers?
7. How can the LE airport continue to be a reliever airport when it appears the majority of operations involve student training?
8. Why is this expansion needed at all when very few people (students and recreational pilots, and Valters Aviation), benefit but the surrounding communities are severely impacted in a negative way?
9. What are the plans for Neal Ave. after the re-routing of 30th St.? What are the traffic control plans for the new intersection and impacted driveways? Who will pay to maintain the new 30th St.?
10. What environmental studies will be initiated - who will conduct, review and determine next steps?

Overall, I am strongly opposed to the moving and lengthening of the runway, and the re-routing of 30th Street North. I do not feel it is in the best interests for my property, the immediate neighborhood, surrounding area or the Lake Elmo Airport.

Sincerely,



Mick Kaschmitter
2795 Neal Avenue North
West Lakeland, MN 55082

Klocek, Lynn

From: Bob Karner <Bob.Karner@Multek.com>
Sent: Wednesday, September 09, 2015 1:12 PM
To: LakeElmo LTCP
Subject: I am opposed to the expansion of the Lake Elmo Airport by MAC

To whom it may concern,

I live in West Lakeland township off of 22nd Street North, where planes fly overhead daily on their flight patterns in and out of the Lake Elmo airport. I am adamantly opposed to having the Lake Elmo airport changed or expanded to make room for larger planes and more flights. I wish someone from MAC could have heard the WW II single-engine fighter planes that took off and landed at Lake Elmo airport at 7:55am in the morning last weekend. Just what you want to hear, their loud engines to help you wake up in the morning...More planes, more flights - - - ABSOLUTLY NOT!!!

Best Regards,

Robert Karner
Director of Business Development – Materials



Multek - Materials Group
Direct: (507) 663-8317
Mobile: (651) 206-0895



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Klocek, Lynn

From: Dave Schultz <dschultz6816@comcast.net>
Sent: Saturday, September 12, 2015 11:41 AM
To: LakeElmo LTCP
Subject: Lake Elmo Airport 2035 LTCP
Attachments: Expansion Letter.docx

September 11, 2015

MAC Airport Development
6040 28th Avenue South
Minneapolis, MN 55450

RE: Lake Elmo Airport Expansion

Mr. Neil Ralston,

As West Lakeland Township residents, it has been brought to our attention that the Metropolitan Airports Commission (MAC) has developed a plan to expand the Lake Elmo Airport by creating longer runways providing access into the airport for more and larger aircraft. This is an extreme concern for us as well as the other members of our community because of the many consequences that will arise from this project.

I was born and raised in Stillwater and my family always knew the airport was there. So in moving to West Lakeland Township again we knew the airport was there and we accept it. What we cannot accept is an unwarranted expansion.

Longer runways mean bigger planes. The MAC claims they do not want to change the role of the airport but in the same breath says the plan would allow the airport to accommodate a wider range of propeller-driven aircraft; as well as, replace it with business travel. These bigger planes will greatly impact noise and operations in our existing neighborhoods.

The surrounding area has been a peaceful community for many years. It has been our quiet slice of heaven close to the twin cities. This will be taken from us and other members of the community if this airport expansion is to happen. In addition the rerouting of 30th Street next to a designated wetland will disrupt traffic for Baytown and West Lakeland residents. In addition we question how MAC is going to handle all the water runoff from this new runway and other hard surfaces. Besides decreasing the home values throughout the area we cannot see the cost benefit to this expansion.

As active members in the West Lakeland Township community, we extend this letter of opposition for the Lake Elmo Airport Expansion to the Metropolitan Airports Commission.

Sincerely,

David and Pat Schultz
1440 Norcrest Ave. No.
Stillwater MN 55082

Attachment: Word Document of letter

Klocek, Lynn

From: Ashleigh Winslow Lundy <ashleighlundy@me.com>
Sent: Sunday, September 13, 2015 9:10 PM
To: LakeElmo LTCP
Subject: Lake Elmo Expansion Resident Comment
Attachments: MAC Letter Ashleigh

Attached you will find my letter related to the Lake Elmo Expansion Proposal.
Thank you,
Ashleigh Winslow Lundy

Klocek, Lynn

From: Brian Rose <brianrose0718@gmail.com>
Sent: Sunday, September 13, 2015 10:15 PM
To: LakeElmo LTCP
Subject: LAKE ELMO AIRPORT OPPOSITION

9/12/15

MAC Airport Development
6040 28th Avenue South
Minneapolis, MN 55450

RE: Lake Elmo Airport Expansion

Dear Mr. Neil Ralston,

I hope you are well. I own property near the Lake Elmo Airport and choose this area for its rural setting next to an urban environment. I'm writing you to express my 100% opposition of the Lake Elmo Airport expansion. I see alternative B is the preferred alternative and I do not think this or any other alternative that re-routes 30th St. N is in the best interest of the community. I have read the proposal and it is very clear that this expansion will negatively impact more people that it will ever positively impact. I know the airport and its users are our neighbors and I understand the need to improve the conditions of the runway but not at the expense of the community. We all know the expansion will mean longer runways which will in turn mean bigger planes, more noise, decreased home values, re-routing major traffic patterns, affect our protected wetlands, and disrupt the community we call home. You do not have my support for the Lake Elmo Airport expansion.

Sincerely,

Brian Rose, DVM, DACVS

Klocek, Lynn

From: Michelle Rose <michellerose0718@gmail.com>
Sent: Sunday, September 13, 2015 10:18 PM
To: LakeElmo LTCP
Subject: Lake Elmo Airport Expansion Opposition

Dear Mr. Ralston,

My husband and I just bought land, in 2013, in the Artisan neighborhood of West Lakeland Township, which is located 1 mile from the Lake Elmo airport. We saved a long time for this purchase and will be building our dream home on this land in the next year or two. I am very disheartened by the proposal MAC has made to expand the runways of Lake Elmo Airport, attract bigger planes to the area, increase overhead noise in this peaceful community, and re-route 30th Street and all the associated construction and destruction that is associated with that process. Perhaps the most scary aspect is that I see our entire lot of land is located within the proposed safety zone of the new runway. As we both know, most plane crashes occur during takeoff or landing, and it is unconscionable to me that MAC would consider having OUR HOUSE, with our two very young children, within a safety zone. Needless to say, I am completely against the expansion of the runway. I don't even agree with its purpose - there are two perfectly good airports nearby for larger aircraft to use. Please DON'T follow through with this plan.

Sincerely,
Michelle Rose
24th Street Court N
West Lakeland Township

Klocek, Lynn

From: James Vierling <j_vierling@msn.com>
Sent: Monday, September 14, 2015 7:29 PM
To: LakeElmo LTCP
Subject: Lake Elmo Expansion

Hello,

For a long time I've heard rumors about the expansion at Lake Elmo Airport, eventually shrugging them off. However I've recently learned that this is a stronger possibility in the coming year and would like to ask that you reconsider this option.

I was fine with it being a hobby airport, used for fun and random activities. But making it bigger doesn't make sense with the St Paul airport just 20 minutes away. Stillwater isn't equipped with transit needs for those that fly in from other places, St Paul is. Plus moving an airport into a city that is so heavily developing for residential purposes doesn't make sense, there are no meeting rooms, hotels, or other buildings to lure the business clientele.

Lastly, as a kid that grew up there, of course there will be the emotional approach of why this shouldn't happen, but I'll spare you the childhood memories speech, not because I'm not willing to share, but because I know there is another human on the other end who can empathize what it's like watching your childhood demolished.

Thanks for hearing me out.
-Jim Vierling

Klocek, Lynn

From: Hans Spitzer <spitzkrieg@yahoo.com>
Sent: Monday, September 14, 2015 10:08 PM
To: LakeElmo LTCP
Subject: Lake Elmo Airport

To Whom It May Concern,

I am a resident of West Lakeland Township, MN. I am opposed to the proposed expansions of Lake Elmo Airport. Due to the decreasing number of pilots, plane owners and flights out of the Lake Elmo Airport, this expansion seems unnecessary. Please take Lake Elmo Airport off the reliever airport status and return it to a recreational airport. The negative impact that the expansion would have on property values, property taxes, flow of local traffic, and overall peace and safety of the nearby residents is of great concern to me, my family and neighbors. Thank you for your consideration.

Sincerely,
Hans Spitzer
2654 Neal Ave N
West Lakeland Township, MN 55082

Klocek, Lynn

From: Lynette Spitzer <tallbichonlady@gmail.com>
Sent: Monday, September 14, 2015 10:14 PM
To: LakeElmo LTCP
Subject: Lake Elmo Airport

To Whom It May Concern,

I am a resident of West Lakeland Township, MN. I am opposed to the proposed expansions of Lake Elmo Airport. Due to the decreasing number of pilots, plane owners and flights out of the Lake Elmo Airport, this expansion seems unnecessary. Please take Lake Elmo Airport off the reliever airport status and return it to a recreational airport. The negative impact that the expansion would have on property values, property taxes, flow of local traffic, and overall peace and safety of the nearby residents is of great concern to me, my family and neighbors. Thank you for your consideration.

Sincerely,
Lynette Spitzer
2654 Neal Ave N
West Lakeland Township, MN 55082

Klocek, Lynn

From: Susan HILPISCH <sthilpisch@msn.com>
Sent: Tuesday, September 15, 2015 5:12 PM
To: LakeElmo LTCP
Subject: NO LAKE ELMO AIRPORT EXPANSION

Hello,

I am writing you today in regards to "NO LAKE ELMO EXPANSION"!

I am a life long resident of Baytown Township growing up on 40th Street and I currently live on Neal Avenue for the past 23 years. Which means I have lived next to the airport my whole 52 years of life.

I am against the expansion of the Lake Elmo Airport for many reasons:

Longer runways will bring bigger, noisier, louder planes

My son is the lieutenant for the Lake Elmo Fire Department. Rerouting 30th Street will mean longer response time delaying help to people that are in a life and death situation. When every minute counts to get the help that they need!

The added airplanes coming and going from the airport will bring more pollution from jet fuels which could seep into the ground waters.

My home and the homes surrounding the airport will have a decrease in home and property values. This not only affects us but also to our children's inheritances.

Where the "new" runways and relocation of 30th street is planned, will disrupt wildlife and the ecosystem around us.

By adding onto the runways, cargo planes would be able to land. With cargo planes landing, that brings semis and other vehicles to put the cargo in which brings more pollution and wear and tear on our roadways bringing more expense to our residents.

I am writing to you today to please keep the LAKE ELMO AIRPORT a recreational airport that it has always been. There is no need to change any of it or to redirect 30th street. Many, many lives will be affected by people of Baytown Township, West Lakeland Township and Lake Elmo.

PLEASE NO LAKE ELMO AIRPORT EXPANSION

Sincerely,

Susan Hilpisch
3101 Neal Ave N
Stillwater MN 55082

Sent from [Mail](#) for Windows 10

Klocek, Lynn

From: Susan HILPISCH <sthilpisch@msn.com>
Sent: Tuesday, September 15, 2015 5:16 PM
To: LakeElmo LTCP
Subject: NO LAKE ELMO AIRPORT EXPANSION

Hello,

I am writing you today in regards to "NO LAKE ELMO EXPANSION"!

I am a long time resident of Baytown Township living on 40th Street and I currently live on Neal Avenue for the past 23 years. Which means I have lived next to the airport for the last 35 years of life.

I am against the expansion of the Lake Elmo Airport for many reasons:

Longer runways will bring bigger, noisier, louder planes

My son is the lieutenant for the Lake Elmo Fire Department. Rerouting 30th Street will mean longer response time delaying help to people that are in a life and death situation. When every minute counts to get the help that they need!

The added airplanes coming and going from the airport will bring more pollution from jet fuels which could seep into the ground waters.

My home and the homes surrounding the airport will have a decrease in home and property values. This not only affects us but also to our children's inheritances.

Where the "new" runways and relocation of 30th street is planned, will disrupt wildlife and the ecosystem around us.

By adding onto the runways, cargo planes would be able to land. With cargo planes landing, that brings semis and other vehicles to put the cargo in which brings more pollution and wear and tear on our roadways bringing more expense to our residents.

I am writing to you today to please keep the LAKE ELMO AIRPORT a recreational airport that it has always been. There is no need to change any of it or to redirect 30th street. Many, many lives will be affected by people of Baytown Township, West Lakeland Township and Lake Elmo.

PLEASE NO LAKE ELMO AIRPORT EXPANSION

Sincerely,

Tim Hilpisch
3101 Neal Ave N
Stillwater MN 55082

Klocek, Lynn

From: Marlon Gunderson <sondergun@gmail.com>
Sent: Tuesday, September 15, 2015 5:23 PM
To: LakeElmo LTCP
Subject: Comments on Lake Elmo airport development plan

To whom it may concern,

I'm writing in support of MAC plans to relocate and lengthen existing runways at the Lake Elmo airport and increase the size of approach and departure safety zones.

I'm a Lake Elmo resident and live 1 mile west of the airport. I moved to Lake Elmo 16 years ago, and one major component of my decision to move here was the availability of this airport. For a period of time, I operated a 4 seat Piper PA-16 out of this airport and found the runway lengths marginal for accommodating full payload in this modest airplane, so for me the expansion is a safety issue with the existing types of aircraft that use this airport.

It is clear from the development occurring around the airport that the fields west of the airport will not serve as emergency landing areas for much longer, and there have been incidences of take off power failures that have led to aircraft emergency landings in those fields. Larger safety zones within the airport boundary will help guarantee the viability of the airport into the future.

I've heard a lot of negative talk about the runway area expansion but it is mainly focused on a concern that there will be more traffic and traffic of a different type, which I think are baseless concerns given the projections. A 3600' or even 3900' runway will not accommodate a significantly different class of aircraft than the type of aircraft using the current 2850' runway at Lake Elmo.

It is my belief that there are a few outspoken and motivated opponents to the airport who are spreading unsubstantiated concerns among neighboring community residents, along with a cynical political opportunist play by our sitting state senator to cash in on an issue that pits a small number of residents who benefit from the facility against a much larger number of people who perceive no benefit and see only risk amplified by disinformation.

It is my hope that your public disclosure of airport development plans is simply a courtesy to keep neighbors informed of your plans to comply with federal regulations and maintain a safe airport rather than a referendum on whether those plans are carried out or whether the airport remains in operation.

Sincerely yours,

Marlon Gunderson
2986 Lake Elmo Ave N
Lake Elmo, MN 55042

Klocek, Lynn

From: Mary Vierling <sonny_jim@msn.com>
Sent: Wednesday, September 16, 2015 3:15 PM
To: LakeElmo LTCP
Subject: Lake Elmo Airport Draft 2035 LTCP

September 16, 2015

Mr. Neil Ralston
Metropolitan Airports Commission
6040 28th Avenue South
Minneapolis, MN 55450

Dear Mr. Ralston,

Today marks the close of the public comment period regarding the 2035 LTCP for Lake Elmo Airport. Since the first public meeting on July 9, I have been researching many aspects of the LTCP as well as talking to area residents and airport users. While I did present my comment at an earlier date, I would like to present a second comment as well.

The issue as I see it is, Lake Elmo Airport is in need of a runway and it does not generate enough income to fund the project on its own. The problem is, the airport may qualify for FAA funding for a runway, but the runway would have to meet FAA compliance in length. While the MAC owns most of the property necessary to expand the runway, there are two townships that jointly own a public road that runs through the needed land.

Additional problems surrounding the proposed airport runway expansion are numerous, to include

- Moving a major road used by at least 2500 people per day directly through a protected wetland area
- Redirecting that same traffic to Neal Avenue, a minor road ill equipped to handle 2500 operations per day and significantly below the grade of Manning Avenue
- Redirecting that same traffic flow along side and into the front yards of established residences
- Lowering the value of homes in an area where values start at a half million dollars and elevate up to 20 million dollars
- A 200+ year old protected natural oak forest
- A protected wetland that is home to at least 3 animals on the endangered and/or protected species list
- There is no public water or sewer available to Baytown or West Lakeland Township
- There are volunteer fire departments that service Baytown, West Lakeland and Lake Elmo, all surrounding communities of the airport

Lake Elmo Airport is never going to be a self-sustaining airport. The last time it was used as a reliever airport was May 2005, and it was not the choice for the majority of pilots and businesses. Less than a handful of users came to Lake Elmo during the shut down of Holman Field during the flood of 2005. Both MnDot and the MAC have many examples of extending runways and upgrading minor / reliever airports in the hopes of attracting new business, just to end up closing all or large portions of these airports. The types of aircraft you are trying

to attract are too costly to purchase and the current users of the airport likely won't be purchasing new aircraft due to the economy and their age. Even the flight school has difficulty attracting new students due to the cost. The surrounding communities of Lake Elmo Airport have not benefitted financially because of the airport and there are no businesses in the area of Lake Elmo Airport that are going to benefit from any type of expansion in the future. Likewise, Lake Elmo is subject to very limited growth due to lack of business climate to support it.

While the MAC is simply looking for a way to pay for an upgrade on an existing airport runway, the surrounding communities are looking to preserve their home and land values as well as the lifestyle we paid for in choosing to move here to raise our families. There has not been one resident that has asked for the airport to shut down. We all know it exists here and we would like it to remain as is, maintaining what is there today. Perhaps there is other funding available through the state or federal government to help repave the existing runway or, maybe there are other options to consider that would create a better fit to the communities and the MAC.

It is my hope that you read and access my comment with the same respect that you would show a governing body or state or federal representative. As a government appointed body, you have a responsibility to our communities, residents, and businesses. In my opinion, it would be a financially wasteful and irresponsible use of tax appropriated dollars. It would also be arrogant of you to assume that you can move forward with a plan of this nature, as is. The lives of so many should not be disrupted and devastated on a futuristic dream of an airport by the MAC. Facts have already proven the "if you build it they will come" theory or practice is not effective. You really need to take the time to understand how this airport fits into the community that grew up around it while it was sleeping and come back to the table for a new discussion. We deserve input on the growth and prosperity of our communities.

Respectfully submitted,

Mary Vierling
2825 Neal Ave N
Stillwater MN

Klocek, Lynn

From: Molly Olson <molson@television-llc.com>
Sent: Wednesday, September 16, 2015 4:37 PM
To: LakeElmo LTCP
Subject: OPPOSE AIRPORT EXPANSION - I am a property owner in West Lakeland Twp

To whom it may concern.

I am a property owner in West Lakeland Twp.

I OPPOSE the rerouting of 30th street on the border of Lake Elmo and West Lakeland Twp and Baytown Twp and I OPPOSE the expansion of the Lake Elmo airport.

Molly K Olson
Cell 651 276 5566
Molson@television-LLC.com

Klocek, Lynn

From: Michael Seeber <seeber@winternet.com>
Sent: Wednesday, September 16, 2015 4:56 PM
To: LakeElmo LTCP
Subject: please record my opposition to runway expansion

Good afternoon, I am a property owner in West Lakeland Township. May I ask that you please record my opposition to the Lake Elmo airport runway expansion. Thank you.

Michael Seeber on Neal Ave.

Klocek, Lynn

From: Jennifer Foreman <jennifire4@gmail.com>
Sent: Wednesday, September 16, 2015 5:58 PM
To: LakeElmo LTCP
Subject: Lake Elmo Airport Long Term Comprehensive Plan

I'm writing in reference to the Lake Elmo Airport Long Term Comprehensive Plan. I strongly oppose this plan and question the justification for the project.

When I first heard of the plan, in the Fall of 2014, I sought to learn as much about it as I could. Information shared at MAC Open House events certainly heightened my concern about the project. It was obvious that this was another cut and paste project, regurgitated from previous plans.

In reviewing the document itself, I was surprised by the amount of data I felt was incorrect. One item specifically – the number of based aircraft operations – is completely absurd. From my home, I have a vantage point where I can see aircraft using both runways. Being self-employed and working from home, I have often counted the number of aircraft in a day. It simply is not possible for there to be between 25,000 and 26,000 based aircraft operations a year at this airport.

In researching why this was such an important number, I found that it is tied into the Lake Elmo Airport having “reliever” status. One of the requirements for such status being the number of based aircraft operations. So, I began digging a bit deeper into the LTCP.

I question the methodology used in determining a number of important factors. I believe your data is very much flawed.

The data provided using the Airport Economic Impact Calculator is also flawed. The idea that the economic value of the airport is approximately \$1.8 million is absurd. What about the economic impact of the residents living in this area? What about the taxpaying homeowners, small business owners and non-users in the area? We contribute so much more – in so many ways.

Aside from the basic numbers of your plan being suspect, the other justifications are just as flawed.

I believe you have greatly underestimated the complexity in relocating 30th Street. In reviewing your documentation on this part of the plan, you clearly either have no idea the impact this would have on the area or you simply choose not to care.

From the basic logistics, the impact on homeowners and the environmental impact, this is such an obscenely ridiculous option. Are you aware of the flooding that occurs on 30th Street? Are you aware that Neal Avenue is much more narrow than 30th Street? Are you aware of the protected species in the wetland area you are proposing to blast through? Has anyone involved in this LTCP actually walked around this area to see what a hugely negative impact the relocating of 30th would have?

Your estimate of \$1.2 million for this part of the project certainly would not come even close to the real costs. And allocating \$350,00 for "wetland mitigation" is insulting.

The Lake Elmo Airport Long Term Comprehensive Plan is an extremely poor use of \$11.5 million dollars. I understand your funding comes from Federal and State budgets and grants obtained through compliance efforts. There is nothing in this plan that is soundly justified.

This plan has strong opposition from the entire community. The City of Lake Elmo has incorporated into it's own LTCP very strong wording against any expansion of the airport. West Lakeland Township has adopted an official resolution opposing the plan. Baytown Township has done the same.

The simple fact is that the area around this recreational airport has developed to the point where expansion is no longer an option. Previous attempts for RPZ and safety compliance have failed. Not only at this airport but other Reliever airports as well. Time to stop. Take the Lake Elmo Airport out of the Reliever system. As is, we have no issue with the airport. Allow it to continue to serve the area as a recreational airport.

Respectfully,

Jennifer Foreman

Resident of West Lakeland Township

Klocek, Lynn

From: James Aronson <jaronson218@gmail.com>
Sent: Wednesday, September 16, 2015 6:09 PM
To: LakeElmo LTCP
Subject: Lake Elmo Airport Draft 2035 LTCP

August 21, 2015

Neil Ralston

MAC Airport Development

6040 28th Ave South

Minneapolis, MN 55450

Mr. Ralston,

This letter is to state my opposition to the Lake Elmo Airport improvement proposed by the MAC in the Lake Elmo Airport 2035 LTCP. The plans data lacks validity, lacks financial justification, and the significant negative impact on the community by rerouting 30th street are the primary basis for my opposition.

Over the years and a variety of reports presented by the MAC stated actual and estimated flight operations numbers have varied dramatically. And the stated methodology for calculating those numbers is not consistent. In the 2008 LTCP for Lake Elmo Airport flight numbers are said to be derived from “using operations per based aircraft averages from Crystal and Anoka, which are similar to Lake Elmo in fleet mix and lack of instrument approach”. And using this approach the MAC concludes in the 2008 report that flight operation will be 80,249 in 2015 as stated in table ES-1 Forecast Summary.

In the MAC Legislative Reports Summary of Forecast Operations 2010 – 2012 the 2015 flight operations estimates for Lake Elmo are said to be 61,321 based on “airport staff estimates calculated from airport inspection data and comparative analysis with similar airports”. The 2013 Legislative report Summary of Forecast Operations estimate for 2015 is 80,426. 2016 estimate is 86,301.

The 2014 Legislative Report Summary of Forecast Operations estimates 2020 at 24,232. The 2014 Legislative report asserts that the actual number of flight operations for that year (25,727) are based on “airport staff estimates calculated from actual aircraft operations counts completed in 2014”.

In the MAC’s report: Minneapolis St Paul Reliever Airports Activity Forecast – Technical Report revised October 2014 airport operation counts at Lake Elmo are said to be arrived at using “survey data and supplemented with MACNOMS radar data”. In that report 2015 operations are estimated to be 25,454.

From macnoise.com

The MAC has an agreement with an external secure data-handler to provide the merged data feed for flights operating within a 40-mile area around the Minneapolis-St. Paul International Airport (MSP) and extending to a height of 20,000 feet. This surveillance area covers all seven MAC-owned airports. The data-handler provides the MAC with a nightly file of the previous day's flight data as well as a real-time feed that is updated every second. This allows for a "near-real-time" streaming flight tracking capability on the macnoise.com FlightTracker application.

If that assertion is accurate all flight counts should be absolute and not based on anything but actual data. And FlightTracker would show actual data for the Lake Elmo Airport.

Based on inconsistent methodology and dramatically varying estimates the count of 26,000 annual operations at the Lake Elmo Airport is highly suspect. A project of this scope should be based on actual numbers.

Fiscal responsibility is a stated MAC goal. From the MAC 2014-2017 Strategic Plan: “ We make sound financial decisions that balance the interests of the organization, community, partners, stakeholders and customers”. Spending \$11.5 million (in the short term) on 226 based aircraft is \$50,885 per plane! From the: Minneapolis St Paul Reliever Airports Activity Forecasts – Technical Report (revised October 2014) “...promote financial self-sufficiency” of all MAC airports. How can that kind of money be justified for a business based on 226 airplanes? Hanger rentals and the single base operator’s lease can not cash flow that kind of investment. And in your own estimates the numbers are declining. Even with a longer runway the numbers are projected to decline.

The impact of rerouting 30th street can not be overstated. The traffic flow of an estimated 2,500 cars per day is becomes significantly altered. The neighborhood South of 30th streets current location will experience all of that additional traffic; our property perhaps being the most significantly impacted with the new route immediately adjacent to our home.

Unanswered questions remain. Is the airport responsible for replacing 30th street from Manning to Neal? Neal Avenue is narrower than 30th street. Will MAC be responsible for reconstructing Neal to the new 30th Street intersection?

The environmental factors are also a consideration. There are several wetlands on the airports property. They sustain wildlife and importantly function to slow run off and filter it. The new runway adds significantly to the impervious surface while removing much of the wetland that helps control runoff. The reconstructed 30th would also impact the wetlands.

I would like to think that letters like this can actually help influence the MAC's course of action.

Respectfully

James Aronson

2724 Neal Ave North

West Lakeland Township

Klocek, Lynn

From: Mary Vierling <sonny_jim@msn.com>
Sent: Wednesday, September 16, 2015 8:36 PM
To: LakeElmo LTCP
Subject: Lake Elmo Airport Draft 2035 LTCP
Attachments: LE Online Petition.docx; Airport Petition Lake Elmo 7.16.15.xlsx

Attached, please find the Lake Elmo online petition and the names from the hand written petition opposing the MAC 2035 LTCP.

Respectfully submitted,

Mary Vierling
2825 Neal Avenue N
Stillwater, MN 55082

Lake Elmo Online Petition

We, the undersigned, oppose the Metropolitan Airports Commission's Long Term Comprehensive Plan to expand the Lake Elmo Airport by lengthening runways and rerouting a portion of 30th Street North.

Lake Elmo LTCP Petition 7.16.15

NAME	ADDRESS	CITY	STATE	ZIP	PHONE
Anne Schwartz	13186 24th St. S	West Lakeland	MN	55082	651-337-2772
Robert Schwartz	13186 24th St. S	West Lakeland	MN	55082	651-337-2772
Mick Kaschmitter	2795 Neal Ave N	West Lakeland	MN	55082	651-900-1628
Laura Kaschmitter	2795 Neal Ave N	West Lakeland	MN	55082	
Carol Reuter	2925 Neal Ave N	West Lakeland	MN	55082	651-351-0912
Brad Reuter	2925 Neal Ave N	West Lakeland	MN	55082	651-351-0912
Tamra A Roth	2654 Neal Ave N	West Lakeland	MN	55082	651-240-1740
Hans Spitzer	2654 Neal Ave N	West Lakeland	MN	55082	651-275-1457
Lynette Spitzer	2654 Neal Ave N	West Lakeland	MN	55082	
Tom Vierling	2825 Neal Ave N	West Lakeland	MN	55082	651-430-0051
Mary Vierling	2825 Neal Ave N	West Lakeland	MN	55082	651-430-0051
Ann Bucheck	2301 Legion Ave	Lake Elmo	MN	55042	651-770-1730
Carla Jesehke	2645 Northridge Lane N	Stillwater	MN	55082	651-430-2707
Eileen Sandstrom	1165 Oakgreen Ave N	West Lakeland	MN	55082	651-436-8785
Tam Schouveller	2707 Oakgreen Ave N	West Lakeland	MN	55082	
Ronald Schouveller	2707 Oakgreen Ave N	West Lakeland	MN	55082	
Rod Fischer	1913 Mystic Ridge Ave N	Stillwater	MN	55082	651-436-4093
Sue Meisner	12642 24th St N	Stillwater	MN	55082	608-412-1713
Rory Meisner	12642 24th St N	Stillwater	MN	55082	608-412-1713
Garry Horning	13810 26th St. N	Stillwater	MN	55082	651-430-2058
Peggy Szostak	1787 Nolan Ave	Stillwater	MN	55082	651-436-5545
Pat Svedberg	2521 Neal Ave N	Stillwater	MN	55082	612-310-7885
Vern Svedberg	2521 Neal Ave N	Stillwater	MN	55082	612-867-3366
Karen Baltzer	13232 20th St Ct N	Stillwater	MN	55082	651-436-8282
Robert H Kriesel	15290 Painters Lane Cir N	Stillwater	MN	55082	651-998-0588
John W Hodler	11834 44th St Ln N	Lake Elmo	MN	55042	651-343-4638
Rod Wahl	14129 30th St N	Stillwater	MN	55082	651-270-5633
Kathy Lohmer	3305 Osgood Cove N	Stillwater	MN	55082	651-342-0924
Marian Appelt	2655 Neal Ave N	Stillwater	MN	55082	651-592-4432
Jim Ogren	11790 Little Bluestem Ct	Lake Elmo	MN	55042	651-492-9708
Dave Nechrebecki	1701 Newberry Ave	West Lakeland	MN	55082	651-436-1835
Robert Karner	13080 22nd St N	Stillwater	MN	55082	651-436-6266
Kathy Karner	13080 22nd St N	Stillwater	MN	55082	651-436-6266
Martin Fleischhacker	13606 30th St N	Stillwater	MN	55082	651-439-9183
Thomas Vanek	2302 Nicolle Ave N	West Lakeland	MN	55082	651-442-6266
Ashley Vanek	2302 Nicolle Ave N	West Lakeland	MN	55082	651-442-6266
Bill Klinzing	13039 22nd St N	Stillwater	MN	55082	651-341-4277
Laurie Wahl	14129 30th St N	Stillwater	MN	55082	651-253-0792
Joan Fleischhacker	13606 30th St N	Stillwater	MN	55082	651-439-9183
Paul J Sovell	2387 Morgan Ave N	Stillwater	MN	55082	651-436-1122
Dale Wiehe	12260 27th St N	Lake Elmo	MN	55042	651-777-4451

Klocek, Lynn

From: Lori Gergen <lnooner@comcast.net>
Sent: Wednesday, September 16, 2015 11:45 PM
To: LakeElmo LTCP
Subject: Lake Elmo Expansion

September 16, 2015

Mr. Neil Ralston
MAC Airport Development
6040 28th Avenue South
Minneapolis, MN 55450

RE: Lake Elmo Airport Expansion

Dear Mr. Ralston,

As a homeowner very near the Lake Elmo Airport, it has only recently been brought to my attention that the Metropolitan Airports Commission (MAC) has developed a plan to expand the Lake Elmo Airport. I was not even aware of this proposal, until about five weeks ago during casual conversation a friend asked my opinion on the expansion. As someone who is late to the game, I have been trying to play catch up and learn what I can. I did attend your briefing to the Washington County Board, and have also joined in meeting with other neighbors who share many of the same concerns. As I understand it, the existing runways would be lengthened and the well-traveled 30th Street would be relocated to properly accommodate them as well as the Runway Protection Zone (RPZ). I also understand that 90% of the funding for such a project would be provided by the FAA if certain parameters are met and maintained for 20 years. This expansion project is an extreme concern to me for a multitude of reasons.

It is certainly my intention to leave the data collections and comparisons regarding engineering, air pollution, sound pollution, logistics, future viability of the airport, etc. to those such as yourself whom have the education and experience to do so in an upfront and unbiased manner. That said, I would like to share some of my personal perspective on this issue. I am sure you are more than aware that although the airport is named Lake Elmo Airport, it actually is located in Baytown. It has a unique placement as it sits on the borders of Lake Elmo as well as West Lakeland Township. The unused airport property of which is in question of the expansion sits in West Lakeland, so directly affects those residents and their accustomed way of life. If this expansion was just a simple extension of runway to attract more pilots, add different and larger planes which would increase the usage of the airport that would be one thing, and I still would not necessarily be in favor, but this proposal encompasses so much more.

Through listening to discussions at our neighborhood meetings, I have become aware of more potential problems and concerns than I had personally considered.

- **Reliever Status:** Currently the Lake Elmo Airport is listed on your website as a Reliever Airport handling 25,000 takeoffs and landings per year. From my neighborly view, the pilot base seems to be more recreational flyers. On August 29, 2015, a beautiful clear and sunny Saturday, some neighbors took turns over a 16 hour period to count on a recent and they witnessed that 56 total flight operations, take off and landings, including

34 "touch and goes" occurred from 7:00 a.m. - 10:00 p.m. This number is clearly short of the estimated 68.5 flight takeoffs and landings per day, 365 days a year as calculated from the 25,000 per year as listed on your website.

- Volunteer Fire Department: All nearby Fire Departments are volunteer squads. All water must be trucked in to fight a fire
- Water System: There is no city sewer or water
- Water run off: No sewage system, the ground water is already contaminated with trichloroethylene and that contamination has been found as far as the St. Croix.
- Air Traffic: More and larger planes is possible to become the norm, attracting more cargo rather than passenger, increasing the hours of operation; if this is the case, then more truck traffic on roads to move the cargo
- Lights: The extension of the runway would bring it with lights that would potentially shine into our bedrooms throughout the night. I am not in favor of having to shut out our view with light out window coverings to avoid bright lights into our home.
- 30th Street: The relocation of the one mile section stretch of 30th street is a whole different matter. This is a fairly well traveled road which is stated by Washington County to have 2000-2500 cars per day. It currently runs straight east to west, connects Manning to Oakgreen, and Neal with a stop sign at all three corners. It is collectively owned and maintained by two separate townships. Another unique aspect to our community. I understand the plans are to reroute this road to the south, to allow for the extension of the crosswind runway and respect the RPZ. For this to happen, the road will need to be redirected to an area near a protected wetland which could potentially disrupt the areas wild life and ecosystem. It would be transformed into a curved road within about 60 feet of a neighbor's driveway. It will then meet up with Neal Avenue in an awkward and unsafe intersection, near three driveways. Our home is located on the corner of 30th Street and Neal Avenue North. Much of the current 30th Street traffic coasts through the traffic control sign, and the Town Board is quite aware of this issue. It is not a currently a safety issue for us, as 30th is parallel to our pasture. If this reroute takes place, all of this traffic would then be diverted directly in front of our home onto Neal Avenue. This causes an increased safety concern for our family as we have a deaf and hard of hearing child. The road would be so well traveled, I would no longer feel safe letting the children host free water or lemonade stands which they look forward to each and every year.

Which leads me to the human factor. We moved here to build our home in which we hoped to raise our family. We found a location that in our minds, had it all. it has been our quiet slice of heaven. We are close enough to the cities, and suburbs, but we love the serene atmosphere of our 5 acre rural area. It is complete with views of cornfields, bald eagles, a duck family and goose family that return to our property every year, horses, ponds, deer, turkeys, pheasants, various smaller birds, and yes, even gophers and moles. And among that, an occasional hot air balloon and a daily small plane or two. We live in a unique area, of which the airport plays a great role as it is used today. This will be taken from me and other members of the community if this airport expansion is to happen. Instead of a quiet evening on the patio all we will hear increased air traffic and the roar of larger airplanes. This airport expansion will also decrease home values throughout the area. We have chosen our property not only for the home we love, but as a monetary investment for the future.

If truly you are seeking solely to change the airport for safety reasons and FAA compliance, there may be other possibilities for extensions in another direction that would have a lesser effect on the people. I am hopeful that you will continue to consider the incidental negative impact that such a change to the existing airport will create on issues such as the surrounding land values, community, traffic safety, environmental impacts on the ecosystem, land and wild-life, as well as the general peaceful and serene

feeling of our neighborhood, just to name a few. It may be found that there is a way to have this expansion project fit all the rules, but it unquestionably does not fit the neighborhood. I do understand that there may be room to expand on property already owned by the airport, but the expansion plan does not take into consideration the human factor. This has historically been a peaceful area with a small town feel that is loved by its residents as well as our guests. The airport has added to the charm of this area. We are not interested in welcoming big business, but continuing to find peace at home in this ever changing world. My stance on this matter remains firm. In no way do I take issue with maintaining the current usage and property of the airport, but I do strongly and unconditionally oppose any plan to expand the Lake Elmo Airport and re-route 30th Street.

Thank you for extending the comment period to give more people a chance to share their insights, and especially your consideration as you take the time to genuinely read what is being shared with you from the personal views of those of us that are to be affected each and every day if you move forward with this expansion.

Sincerely,

Lori Gergen

2939 Neal Avenue North

Stillwater, MN 55082

Wife to Richard, mom to Janelle (Dan), Meghan (Josh), Raif (13), Kahlan (11), Peightan (9) and Rhyse (7)

Ralston, Neil

From: Ashleigh Winslow Lundy <ashleighlundy@me.com>
Sent: Friday, September 18, 2015 4:34 PM
To: LakeElmo LTCP
Subject: Fwd: Lake Elmo Expansion Resident Comment

Dear Mrs. K. Socek,

Thank you for alerting me that you were unable to open my attachment, below you will find my original letter. Please email me when you receive it so that I know you got it.

Regards,

Ashleigh Lundy

MAC

Sept. 12, 2015

Dear Sirs & Madams:

I am writing to you today in opposition of the expansion of the Lake Elmo airport. I have lived in Lakeland Township for a year and a half. My husband and I have purchased, what we hope will be our forever home, in which to raise our children. Our small hobby farm has been a dream of ours, which we have worked very hard to finally achieve. When we moved from South Minneapolis we were looking for a quiet, safe, country lifestyle, with good local schools. We found it with our little 5-acre hobby farm on Neal Ave.

Of course we were very aware that we were moving next to an airport, this was a consideration for us, as we had lived very close to the Minneapolis International Airport in South Minneapolis. We had lived for several years with the air traffic noise of MSP. It was no treat to live near the

airport. On nice evenings you could not open your windows because you knew either those planes were going keep you up or wake you up in the morning. I can't tell you how many morning's jets going over our house (with windows closed) woke up this very tired mom and her new baby before 5 AM, but it was a lot. I cursed those jets more than once. Talking on the phone, or speaking with your neighbor while a plane was going over was impossible. So this being said, the thought of moving next to another airport was not taken lightly. However, when we saw the airport and it's traffic, we quickly learned to love the small hobby planes going over. The old biplanes and smaller propeller planes were fun to point out to our children. They enjoyed watching them, and so did we. With confirmation from our realtor that there were no expansion plans in the foreseeable future, we felt comfortable with our purchase, and were excited to start our new life in the country. The airport as it is now is welcome neighbor.

When I recently heard and saw the plans to expand the airport runway diagonally across the street from our property, my heart sank. The proposed extra-long runway will place our property in the "safety zone" for which we have been assured by MAC employees (at the Bay Town MAC town hall meeting), we will not be compensated in anyway. The new flight plan goes directly over the top of our home, the quiet country life we have worked so hard for, ruined. Instead of seeing stars and hearing the frogs sing at night, we can look forward to a new, big, lit runway which will light up the sky at night, likely drowning out the stars that we currently enjoy seeing from our deck. More air traffic and bigger planes mean less peace and quiet for my family and also the animals that share this space (both domestic and wild). I have heard there is a possibility of cargo planes in the future. Which means more night traffic. Good-bye frog songs, hooting owls, yipping coyotes, and open windows with the clean, country breeze gently floating in. Hello high decibel air traffic, shaking the house and waking you up from your quiet slumber.

What about safety? Closer, longer runway to my home, means larger, lower planes over my house and tree line. How can this be safe? My home is the very last one under the new flight pattern before landing. I can practically throw a stone to where the new runway will be; this greatly affects the security I will feel in my own home with planes flying right over my rooftop. Also, how long before you decide you need jet fuel at the new airport? We don't even have a fulltime fire dept. in our community, have you considered these things? If my hundred-year-old oak trees are too tall for your new runway traffic plan, can you come and cut them down for safety reasons? These are the things that keep me up at night wondering/worrying about, when I should be relaxing.

Not merely will the emotional and spiritual wellbeing of my family be negatively impacted by the airport expansion, the expansion directly and negatively affects the financial well being of my family as well. Just move if you don't like it you say, well good luck to us! A house at the end of a runway is not usually top priority for a homebuyer; in fact it will devalue our home and property by at least 18%, maybe more! Not exactly what we had in mind when we moved here.

The expansion is also a financial burden for our township, with the rerouting of 30th street needed for the expansion, the proposed road will be placed directly in a wetland, which is not easily built nor maintained. The wetland is also a breeding ground for Sandhill Cranes currently. The proposed rerouting of 30th has many environmental and financial concerns.

The worst part of this entire scenario is that it is not needed! All of this appears to be a "build it and we hope they will come" plan. This small neighborhood airport does not need to be expanded for any logical reason. The current traffic does not warrant a change. The current clients of the airport don't need a longer runway; in fact, it does not appear that there has been a single crash in the history of the airport related to the length of the current runway. It's not a good place to run cargo out of as Manning can hardly support that kind of traffic and there aren't a lot of local businesses that would benefit. There is no reason to bring larger passenger planes here with the St Paul municipal airport so close by. It does not appear that 3M would use the Lake Elmo Airport and I have been told Imation is moving.

A Lake Elmo Airport expansion will drastically change the environment of this community for worse, not better and for what good reason? There is no community need for airport expansion. I have yet to hear any good, logical argument in favor of expansion.

It is with a hopeful, yet heavy heart, I plead to you. Please stop plans for an expansion and use the resources at the other local airports. This small airport does not need an expansion, let's use any money that you may have to safely maintain the wonderful airport we already have, not create some new, extravagant monster that will not only be an ear and eye sore, but it will also be a financial nightmare for the residents, the local townships, and potentially for MAC. I am still very optimistic that large organizations, such as yours, have the ability and desire to care and do what's right, reasonable, and fiscally responsible for the communities they reside in.

Thank you in advance for your thoughtful consideration to your expansion plan,

Ashleigh Winslow Lundy

Ashleigh Winslow Lundy

Local resident, mom, nurse, and concerned citizen

From: LakeElmo LTCP <LakeElmo.LTCP@mspmac.org>
Date: September 18, 2015 at 09:27:03 CDT
To: Ashleigh Winslow Lundy <ashleighlundy@me.com>
Subject: RE: Lake Elmo Expansion Resident Comment

Good morning.

Unfortunately, we are unable to open your attachment due to a decoding problem. Can you please resend it in a different format.

Thank you in advance.

LYNN KLOCEK | *Records Coordinator* | **O:** 612-726-8143 **F:** 612-794-4407 |
www.metroairports.org
Metropolitan Airports Commission | 6040 28th Avenue South, Minneapolis, MN
55450. [facebook](#) [twitter](#)

From: Ashleigh Winslow Lundy [<mailto:ashleighlundy@me.com>]
Sent: Sunday, September 13, 2015 9:10 PM
To: LakeElmo LTCP <LakeElmo.LTCP@mspmac.org>
Subject: Lake Elmo Expansion Resident Comment

Attached you will find my letter related to the Lake Elmo Expansion Proposal.
Thank you,
Ashleigh Winslow Lundy

The information included in this e-mail message, including any attachments, is intended only for the person or organization to which it is addressed. This e-mail message may contain information that is privileged or confidential. If you receive this e-mail message and are not the intended recipient or responsible for delivering the message to the intended recipient, you may not use, disseminate, distribute or copy the information included in this e-mail and any attachments. If you received this e-mail message by mistake, please reply by e-mail and destroy all copies of this message and any attachments. Thank you.

**WRITTEN PUBLIC COMMENTS RECEIVED DURING THE SUPPLEMENTAL
PUBLIC COMMENT PERIOD**

(JANUARY 25 – MARCH 9, 2016)

Summary of Lake Elmo 2035 LTCP Citizen Comments -- Supplemental Public Comment Period (January 25 - March 9, 2016)

#	Date	Source	First Name	Last Name	City/Township	Position	Major Themes	Pertinent General Responses
4	01/25/16	Email	Dan & Karen	Bergstrom	Stillwater	Support	Increased safety for pilots	Support
5	01/28/16	Email	Marlon	Gunderson	Lake Elmo	Support	Ensures the viability and utility of the airport continues	Support
6	02/05/16	Email	Cindy	Reistad	West Lakeland	Object	Noise, increased air traffic, lower property values	General Opposition 3, 16, 17
7	02/07/16	Email	Kim & Paul	Sovell	West Lakeland	Support		Support
8	02/07/16	Email	Kali	Kugel	West Lakeland	Support		Support
9	02/08/16	Email	Ryan	Mattson	West Lakeland	Object	Impact on traffic and maintenance of 30th Street once relocated	10, 12, 13
10	02/09/16	Email	Robert	Schwartz	West Lakeland	Support	Increased safety for pilots, ensures utility of airport	Support
11	02/11/16	Email	Bettie	Seltzer	Woodbury	Support	Increased safety for pilots	Support
12	02/11/16	Comment_Sheet	Tom	Eggert	Woodbury	Support	Increased safety for pilots	Support
13	02/12/16	Email	Leif	Erickson	Stillwater	Object	Waste of money for negligible aviation benefits	23, 24
14	02/13/16	Email	Greg	Cutlan	Stillwater	Support	Increased safety for pilots, 30th St needs rebuilding due to deteriorating condition	Support
15	02/13/16	Email	Mark	Werner	West Lakeland	Support	Disruption of traffic flow, increased air traffic. Supports improvements to current runways only.	1, 3, 6, 10, 17, 27
16	02/18/16	Email	Karen	Baltzer	West Lakeland	Object	Noise, increased size of aircraft. Need to restrict acceptable noise decibel levels.	2, 16, 17, 28
17	02/20/16	Email	Barry	Rosell	Lake Elmo	Object	Increased safety for pilots	Support
18	02/20/16	Email	Steve	Fortman	Baytown	Support	Increased safety for pilots	Support
19	02/22/16	Email	Keith	Rutkowski	West Lakeland	Object	Increased air traffic, noise	1, 3, 16
20	02/23/16	Email	Bruce	Olson	Vadnais Hgts	Support		Support
21	02/26/16	Email	Barry	Dayton	Stillwater	Support	Increased safety for pilots and homeowners in vicinity	Support
22	02/29/16	Email	Elizabeth	Buckingham	Stillwater	Object	Wasted taxpayer money, environmental impact, safety on rerouted 30th St	1, 2, 11, 15, 16, 29
23	03/02/16	Email	Andrew & Lorie	Brunette	West Lakeland	Object	Revised plan doesn't go far enough to protect community. See comments first mtg	2, 3, 10, 17
24	03/02/16	Email	David	See	West Lakeland	Support	Increased safety for pilots, revised plan good compromise	Support
25	03/03/16	Email	Paul	Sovell	West Lakeland	Object	Wasted tax dollars. Inadequate justification for expansion.	1, 23, 24
26	03/03/16	Email	Linda	Ulasich	West Lakeland	Object	Lower property value, environmental impact, safety on rerouted 30th St, noise, bright lights	4, 6, 11, 15, 16, 17, 20, 23, 24
27	03/04/16	Email	Diane & Jim	McGann	Stillwater	Object	Noise, lower property value, homeowners' safety due to expanded airfield	6, 16, 17
28	03/05/16	Email	Denise	Cornell	West Lakeland	Object	Safety on rerouted 30th St, fire/rescue efforts, environment, increased aircraft size, noise, lights	2, 4, 6, 11, 12, 13, 16, 17, 20, 22, 25, 26
29	03/05/16	Email	Matthew	Lundy	West Lakeland	Object	Fire/rescue efforts w/30th St reroute, safety for homeowners, lowers property value, environment	1, 6, 12, 15, 17, 23, 24
30	03/05/16	Email	Carol	Reuter	West Lakeland	Object	Environment, noise, maintenance costs for 30th St, after reroute, size of aircraft, homeowner safety	2, 13, 16, 19
31	03/05/16	Email	Steve	Lockridge	West Lakeland	Object	Fear of increased aircraft size	2, 3
32	03/05/16	Email	Tom	Vierling	West Lakeland	Object	Lower property value, safety for homeowners, noise, bright lights	1, 4, 6, 17, 29
33	03/06/16	Email	Brad	Cornell	West Lakeland	Object	Increased aircraft size, safety of rerouted 30th St, noise, add trees to buffer runway lights	1, 2, 6, 11, 15, 16, 21, 26, 29, 30
34	03/06/16	Email			West Lakeland	Object	Tax impacts	24
35	03/06/16	Email	Victor	Thacker	Stillwater	Object	Safety of homeowners, data presented does not validate the need for expansion	1, 6, 27, 30
36	03/06/16	Email	Laura	Kaschmitter	West Lakeland	Object	Rerouting 30th St - impact to drivers and emergency rescue response times	11, 12, 14
37	03/06/16	Email	Mick	Kaschmitter	West Lakeland	Object	Increased road maintenance and danger on 30th St., lax airport perimeter security	General Opposition
1	03/07/16	Email	Christopher	Onken	West Lakeland	Support	Increased safety for pilots	Support
38	03/07/16	Email	Bill	Bjorum	Stillwater	Support	Increased safety for pilots	Support
39	03/07/16	Email	John	Schmidt	St. Paul	Support	Increased safety for pilots, opens up airport for more diverse aircraft	Support
40	03/07/16	Email	James	Brown	St. Paul	Support	Increased safety for pilots, opens up airport for more diverse aircraft	Support
41	03/07/16	Email	James	James	Minneapolis	Support	Increased safety for pilots, opens up airport for more diverse aircraft	Support
42	03/07/16	Email	Jim	Ladwig	West Lakeland	Object	Increases safety for pilots. Revised plan a realistic compromise.	Support
43	03/07/16	Email	Thomas	Ulasich	West Lakeland	Object	Lowers property value, safety of homeowners in vicinity	6, 17
44	03/07/16	Email	Greg	McElin	West Lakeland	Support	Increased safety for pilots, a longer runway does not necessarily mean increased noise	Support
45	03/07/16	Email	Patrick	Cardinal	Minneapolis	Support	Improvement/expansion supports the community with jobs and flying opportunities	Support
46	03/07/16	Email	Mark	Halligan	Golden Valley	Support	Improvements and updates need to be kept up with for all reliever airports	Support
47	03/07/16	Email	Kay & Tom	Kolesar	Golden Valley	Support	Increased safety for pilots, improvement/expansion supports community	Support
48	03/07/16	Email	Susan	Hipsch	Lake Elmo	Object	Rerouting 30th St - drivers & emergency rescue response times, increased aircraft size, wasted tax money	2, 11, 12, 24
49	03/07/16	Email	Timothy	Hipsch	Baytown	Object	Rerouting 30th St - danger to drivers & emergency rescue response times, environmental impact, noise	5, 11, 12, 15, 16, 20, 21
50	03/07/16	Email	Dave	Becker	Baytown	Object	Rerouting 30th St - danger to drivers & emergency rescue response times, environmental impact, noise	5, 11, 12, 15, 16, 20, 21
51	03/07/16	Email	Jeff	Karnas	Stillwater	Support	Increased safety for pilots	Support
52	03/07/16	Email	Travis	Hamblen	Stillwater	Support	Increased safety for pilots & surrounding homeowners, improvement/expansion supports community.	Support
53	03/07/16	Email	Dave & Pat	Schultz	Stillwater	Object	Objects to current planned expansion but would support a 3200 ft runway expansion	Support
54	03/07/16	Email	Scott	Hanson	Woodbury	Support	Increased pilot safety, longer runway can = LESS noise; aircraft climb higher when flying over homes	Support
3	03/08/16	Email	Jon	Fuerstenberg	Stillwater	Support	Increased pilot safety, expansion supports continued use of a valuable community resource.	Support
55	03/08/16	Email	Scott	Hertogs	Stillwater	Support	Increased safety for pilots and homeowners in vicinity	Support
56	03/08/16	Email	Chuck	Ruynon	Stillwater	Object	Refurbishing existing runways increases safety to acceptable levels. Expansion unnecessary.	5, 8, 29
57	03/08/16	Email	Noel	Easton	Stillwater	Support	Increased safety for pilots	Support
58	03/08/16	Email	Robin	Giguere	West Lakeland	Support	Improvement/expansion supports the community w/continued & additional flying opportunities	Support
59	03/08/16	Email	Chuck & Robbie	Anderson	West Lakeland	Object	Unjustified project as there has been no unmet demand identified, noise, lower property value	1, 2, 7, 10, 11, 13, 14, 15, 16, 17, 20, 24, 25, 26
60	03/08/16	Email	Michael	Seum	Baytown	Object	Lack of adequate communication to area residents about proposed plan. Unjustified expansion.	4, 30
61	03/08/16	Email	Ann	Becker	West Lakeland	Object	Not only is he opposed to expansion, he believes the entire airport should be closed.	27
62	03/08/16	Email	Edwin	Bernard	Lake Elmo	Object	Safety concerns for homeowners in the vicinity, increased number of and larger aircraft	2, 3, 6
63	03/08/16	Email	Jon	Wood	Saint Paul	Support	Improvement/expansion supports community w/continued & add'l flying opportunities, pilot safety	Support
64	03/08/16	Email	Jon	Wood	Baytown	Object	Noise, increased frequency and size of aircraft, lower property value	2, 16, 17

Summary of Lake Elmo 2035 LTCP Citizen Comments -- Supplemental Public Comment Period (January 25 - March 9, 2016)

#	Date	Source	First Name	Last Name	City/Township	Position	Major Themes	Pertinent General Responses
65	03/08/16	Email	Susanne	Heips	Baytown	Object	Lower property value, noise, rerouted traffic flow, rural atmosphere destroyed	10, 16, 17
66	03/08/16	Email	Rich	Gergen	West Lakeland	Object	Added lights, increased aircraft size, rerouted traffic flow	1, 2, 6, 10, 22
67	03/08/16	Email	Jack	St. Ores	Baytown	Neutral	More definitive restrictions on air traffic as expansion progresses. Environmental impact.	Neutral
68	03/08/16	Email	Molly	Olson	West Lakeland	Object	Expansion not justified; airport use declining, safety of rerouted 30th St., environmental impact.	1, 4, 8, 10, 11, 15, 23, 27, 29
69	03/08/16	Email	Mary	Vierling	Stillwater	Object	Lowers property value, waste of taxpayer money due to declining use, increased taxes	4, 8, 12, 13, 17, 24, 25
70	03/08/16	Email	Jason	Throener		Support	Increased pilot safety, opportunity for varied aircraft to use the airport	Support
71	03/08/16	Email	Scott	Anderson		Support	Increased pilot safety as well as for the surrounding community	Support
72	03/08/16	Email	Doug	Weiler	Hudson	Support	Increased pilot safety	Support
73	03/08/16	Email	Troy	Wenck	Woodbury	Support	Increased pilot safety and current runways nearing end of useful life.	Support
74	03/08/16	Email	Bill	Deitner	Hastings	Support	Increased pilot safety	Support
75	03/08/16	Email	Daniel	Glossi		Support	Increased pilot safety	Support
76	03/08/16	Email	Margaret	Robertson	Lake Elmo	Object	Lower property value, safety on rerouted 30th St. tax dollars better spent elsewhere.	6, 11, 17, 24
77	03/08/16	Email	Michelle	Rose	West Lakeland	Object	Expansion not needed, safety for area homeowners, noise, larger aircraft	1, 2, 16, 19
78	03/08/16	Email	Josh	Tocko		Support	Supports plan coupled with adopting certain flight rules for the facility; increased pilot safety.	Support
79	03/08/16	Email	Peter	Rekstad	Lake Elmo	Support	Increased pilot safety.	Support
80	03/08/16	Email	Marian	Appelt	Stillwater	Object	Expansion not needed & disruptive to area, especially rerouting 30th St. Wasted taxpayer dollars.	1, 4, 8, 10, 23, 29
81	03/08/16	Email	Brian	Rose		Object	Lower property value, environment, maint costs on rerouted 30th St, safety for homeowners	6, 8, 13, 15, 17
82	03/08/16	Email	Nikki	Olom	River Falls	Object	Safety concerns for 30th Street following reroute	11
83	03/08/16	Email	Grace	Spitzer	West Lakeland	Object	Lower property value, safety concerns for 30th Street following reroute	11, 17
84	03/08/16	Email	Lori	Gergen	West Lakeland	Object	Noise, increased air traffic, lower property values, safety for homeowners, environment	2, 3, 15, 16, 17, 30
2	03/09/16	Email	Nancy	Eha	Baytown	Object	General Opposition	General Opposition
85	03/09/16	Email	Hans	Spitzer	West Lakeland	Object	Lower property value, plans for maintaining rerouted 30th Street	3, 8, 15, 17
86	03/09/16	Email	Lynette	Spitzer	West Lakeland	Object	Noise, bright lights, safety concerns for homeowners in the vicinity	1, 4, 6, 16, 17, 19, 21, 22
87	03/09/16	Email	Dale	Wiehe	West Lakeland	Object	Safety concerns w/rerouting 30th St, increased size of aircraft, bright lights, environment	1, 2, 11, 15, 22
88	03/09/16	Email	Brian	Sperry	Pine City	Object	Lower property value, noise, bright lights, environmental impact	16, 17, 22
89	03/09/16	Email	Timothy	Wolffgram	West Lakeland	Object	Increased size of aircraft and frequency of flights detriment to ambiance of the area	2, 3, 8
90	03/09/16	Email	Rod	Ough	Woodbury	Support	Increased safety for pilots	Support
91	03/09/16	Email	David	Screaton		Object	More of his property in the MNDot safety zone after expansion so big economic impact	17, 19
92	03/09/16	Email	Steve	Kallevang		Support	Increased safety for pilots	Support
93	03/09/16	Email	Joshua & Sarah	Sperry	White Bear Lake	Object	Noise, bright lights, environmental impact, lower property value	16, 17, 22
94	03/09/16	Email	Devon	DeBlizan	N. Saint Paul	Object	Noise, bright lights, environmental impact, lower property value	16, 17, 22
95	03/09/16	Email	Sharon	Wolffgram	West Lakeland	Object	Increased size of aircraft and frequency of flights detriment to ambiance of the area	2, 3, 8
96	03/09/16	Email	Michael	Graetz	Stillwater	Object	Safety of rerouted 30th Street, expansion not needed; wasted taxpayer money	1, 11, 24
97	03/09/16	Email	Timothy	Fischer		Object	Declining usage of airfield/expansion not needed; improve/update current runways.	1, 4, 27
98	03/09/16	Email	Anne	Schwartz	West Lakeland	Object	Lower property value, increased air traffic, noise, environmental impact, disrupted traffic flow	2, 3, 10, 15, 16, 17, 19
99	03/09/16	Email	Jennifer	Foreman	West Lakeland	Object	None of the data supports expansion. Declining airport usage. Environmental impact	4, 6, 15, 24
100	03/09/16	Email	James	Aronson	West Lakeland	Object	No justification for plan. Safety of rerouted 30th St. Environmental impact. Noise, lights	1, 4, 11, 15, 16, 22, 23
101	03/09/16	Email	Natalie	Seeber		Object	Gross misuse of taxpayer money with no benefit to the community.	24, 25
102	03/09/16	Email	Jim	Ogren	Lake Elmo	Object	Creating a dangerous 30th Street to increase safety of pilots not a fair tradeoff.	11
							Total Support	39
							Total Object	62
							Total Neutral	1
							Total	102

Ralston, Neil

From: Dan Bergstrom <kdbergstrom@q.com>
Sent: Monday, January 25, 2016 10:42 AM
To: LakeElmo LTCP
Cc: John Renwick
Subject: Lake Elmo Airport Comments
Attachments: Lake Elmo letter to Mac.docx

Dear MAC Commissioners,

I am in favor of the proposed Lake Elmo airport and runway improvements currently being discussed. Please see my attached letter for additional comments.

Regards,

Dan Bergstrom
Hangar 5C, Lake Elmo Airport
12171 Parade Ave N
Stillwater, MN 55082

To: Metropolitan Airport Commission

January 25, 2016

Re: "Refined Alternative" Lake Elmo Airport Runway Rebuild / Relocation

Dear commissioners,

I am writing to express my support **for the relocation** and lengthening of runways and other improvements at the Lake Elmo airport. The present runways no longer meet the needs of the modern aircraft which are now based at the Lake Elmo airport. It also concerns me that the Lake Elmo Airport does not meet the minimum requirements set by the Federal Aviation Agency for 6 to 10 passenger propeller driven aircraft, this fact will have a negative impact the viability and future of the airport.

The runways at Lake Elmo are reaching the end of their useful lives; there is no question that they must be rebuilt soon. I urge the Metropolitan Airport Commission to take this opportunity to re-locate and lengthen Runway 14/32 and make the other needed improvements at the airport. These improvements will provide airport users and our neighbors with a much safer airport and operating environment.

My wife and I have flown from the Lake Elmo airport for the past 13 years and have firsthand experience operating an airplane from Lake Elmo runways. Our W-8 Wittman Tailwind requires both a long takeoff and landing run when operating on hot summer days. On those days, we often use more than 2/3 of the runway just to get airborne. When returning to land, heavy braking is required to get stopped before running off the end of the short runways. There is simply no margin for error on takeoff or landing at the Lake Elmo airport.

The "refined alternative" proposal is a good faith compromise that addresses the concerns of our local airport neighbors and also provides an enhanced level of operational safety to aircraft using the Lake Elmo airport. Again, I encourage MAC to proceed with the proposed runway improvements at the Lake Elmo airport as soon as possible.

Regards,

Dan & Karen Bergstrom

Hangar 5C, Lake Elmo Airport

12171 Parade Ave N

Stillwater, MN 55082

Ralston, Neil

From: Marlon Gunderson <sondergun@gmail.com>
Sent: Thursday, January 28, 2016 12:14 PM
To: LakeElmo LTCP
Subject: Supplemental public comment

To whom it may concern,

I am writing regarding the revised preferred development alternative for the Lake Elmo Airport Draft 2035 LTCP, which has entered a supplemental public comment period.

The revised airport update plan reduces the planned runway length from 3600' to 3500'. While it would be optimal for the safety and utility of the airport to have the maximum length possible given the available airport property borders and required runway protection zone sizes, which is 3600' for this airport property, the reduction by 100' seems a worthwhile concession to minimize the road traffic impact to homes living along Neal Ave since those homes also are impacted by slightly reduced distance from the end of the relocated runway (which also leads to slightly lower altitude aircraft over those Neal Ave homes).

I have little doubt that you will have feedback from neighboring residents that 100' is not a significant compromise in length and that you should reduce further. This misses the point of the length reduction: it is only to enable the re-connection of 30th street to the existing intersection with Neal Ave. Even when the runway length is maximized for this property, it is less than ideal (that would be 4000') for the safety and utility of the aircraft class currently using this airport, so any further reduction beyond that required to enable 30th street re-connection will further reduce the value and utility of this airport for its intended purpose.

I have also seen public claims that the airport update in either form will have a negative impact on real estate values particularly to the string of so-called million dollar homes/properties on Neal Ave adjacent to airport property. A review of home valuations on Zillow shows that homes along Neal Avenue are much more modestly valued than claimed, as I suspect would a review of actual historical home sales prices. These properties were presumably purchased at a favorable discount due to their proximity to the airport, including consideration of the publicly available airport improvement plans that relocate and lengthen the runway which have been the plan of record for decades. Any impact to home prices due to airport proximity have been baked into those homes values since they were built. The only significant impact the airport could have on their values would be if the airport closed, and that would represent a windfall in values to those homes, possibly significant enough to motivate an attempt to make the airport un-viable and close it down, which one could speculate is behind much of the rhetoric we are seeing against the airport improvement plan.

Please move forward with this revised airport update plan as soon as possible to assure the viability of the Lake Elmo Airport and the MAC Reliever system.

Sincerely,
Marlon Gunderson
Lake Elmo, MN

Ralston, Neil

From: Cindy Reistad <creistad13@hotmail.com>
Sent: Friday, February 05, 2016 7:04 AM
To: LakeElmo LTCP
Subject: No

No to lengthening the runway!

Cindy

Ralston, Neil

From: Kim Ragan Sovell <kimsovell@gmail.com>
Sent: Sunday, February 07, 2016 11:07 AM
To: LakeElmo LTCP
Subject: No Lake Elmo extension alternative!

MAC's proposing of an additional option to extend the runway to 3500 ft. is unacceptable. MAC does not live next to this airport like we do. MAC does not have property values, noise issues and the possibility of increased air traffic over their homes like we do. This 100 foot concession is not an acceptable alternative. Please listen to the residents that live in the immediate area surrounding Lake Elmo Airport. We have the most to lose with this expansion.

Thank you.

Kim and Paul Sovell
West Lakeland residents

Ralston, Neil

From: kalikugel@comcast.net
Sent: Sunday, February 07, 2016 11:35 PM
To: LakeElmo LTCP
Subject: Lake Elmo

Hi there,

Just wanted to let you know we are in favor of expanding the runway.

Thx.

Sent from XFINITY Connect Mobile App

Ralston, Neil

From: Ryan Mattson <ryan.mattson1@gmail.com>
Sent: Monday, February 08, 2016 8:58 PM
To: LakeElmo LTCP
Subject: YES in support of Lake Elmo Plan

Hello,

I see an online petition to oppose the expansion. Is there a place to vote YES and support the expansion?

I would love to see the runway extended.

Thank you MAC for all that you do!

Ryan Mattson

Ralston, Neil

From: Bob Schwartz <rschwartz@robertmarktech.com>
Sent: Tuesday, February 09, 2016 9:04 AM
To: LakeElmo LTCP
Cc: Anne Schwartz
Subject: NO Lake Elmo Airport Expansion
Attachments: Robert Schwartz Letter to MAC.docx

MAC Commission,

Please accept the attached letter as my objection to the Lake Elmo Airport expansion. There are many reasons why I object to this expansion but today I am only listing one of the many concerns I have for this proposed expansion.

Thanks.

Bob Schwartz | [Robert Mark Technologies](#)
o : 651-769-2574 | m: 651-336-5074 | f :651-305-8361

Follow Robert Mark on [LinkedIn!](#)

Watch Arbiter Software's [ACCE Video](#) for Workload Automation Lifecycle Management.

February 8, 2016

Robert Schwartz

13186 24th ST Court N

West Lakeland, MN 55082

MAC Counsel,

I am writing this letter to voice my concern and displeasure with the proposal to realign 30th Street that currently runs along the Lake Elmo Airport. This road has been an outlet for people traveling east and west throughout the Stillwater, Lake Elmo and West Lakeland areas for years. This road has been a mainstay for the local community and has very little interruption of the home owners that live near that road. I have many concerns and issues with the overall expansion as a whole but I will stay focused on the proposed alignment of 30th and voice the major items. The most impactful change is the adverse effect this change will have on the homeowners that currently live on Neil Ave. I live very close to Neil and my kids ride their bikes around the Neil/24th St intersection. We always tell them to stay away from 30th/Neil intersection because that is where most of the traffic is at. In addition, many homeowners will have their lives turned upside down with the amount of traffic that will be right on their doorstep. The idea of re-routing the traffic from where there are zero houses to where there will be many is a big concern to all of us. We came to this area for privacy and peace and quiet.

I am also very concerned about the maintenance of the proposed road. The roads in West Lakeland and Lake Elmo are badly maintained as it is and without any ownership (by a city) of the road, it stands to become overlooked when maintenance is required for favor on roads owned by the city.

Lastly, the time for people (including emergency staff) to travel from the east to the west will be greatly expanded as they now have to drive slower (30 MPH instead of 55), meander around the road and perform more stops that they didn't have before. The current 30th St. is a great outlet for people to not have to drive up to 40th ST and Olinda when they can just drive the straight shot on 30th. Another detoured drive is not what this community needs.

In short, I would ask that you please reconsider this change to 30th street as it is going to have too much of an impact on this great community.

Thank you,

Robert Schwartz

Ralston, Neil

From: Bettie Seitzer <seitbett@gmail.com>
Sent: Thursday, February 11, 2016 8:57 AM
To: LakeElmo LTCP
Subject: Runway extension

Hello! I am writing to endorse the runway extension at the Lake Elmo airport; the longer runway will provide a greater margin of safety and provide the optimum length for a reliever airport. The MAC system is unique in the country and provides for general aviation activities with disrupting commercial operations. Lake Elmo Airport (21D) is home to EAA chapter 54, of which I am a member. Our chapter hosts an annual aviation day attracting over 700 people from the neighboring community, it is a community building event and a fundraiser to support our donations to youth programs. We are an active supporter of Farnsworth school, an aviation magnet school; we provide funds to support school programs and we host the 3rd grade students for a hangar tour. Farnsworth uses aviation as a foundation for teaching and makes youngsters aware of great careers in aviation related industries. Our chapter also provides scholarships so that students can attend a very high value aviation camp at Oshkosh.

Chapter 54 conducts an annual ground school, the ground school curriculum includes a thorough grounding in the rules and regulations and safe flight practices. The group provides continuing education and peer coaching.

21D is home to Valters Aviation, a business dedicated to safety; they provide maintenance and repair services as well as flight training. These are local jobs, contributing to the local economy.

The Lake Elmo Airport has been a part of the community since the early 20th century. It was used during world war II by the US Army Air Force. It is home to a Civil Air Patrol Squadron; CAP squadrons are trained to assist in search and rescue, disaster relief, humanitarian activities and support for the Air Force. This organization is part of the coordinated defense system that we in the United States enjoy. CAP also provides aviation education and training for young people interested in careers in aviation related fields.

Lake Elmo airport is so much more than planes taking off and landing! It is a dynamic part of the community and has been for a very long time. I strongly urge that the runway extension be approved and completed as soon as possible.



Public Comment Form

Lake Elmo Airport 2035 Long-Term Comprehensive Plan

Refined Preferred Alternative Addendum

Supplemental Public Information Meeting, Baytown Community Center, February 11, 2016

The Metropolitan Airports Commission (MAC) is seeking public input about the draft 2035 Long-Term Comprehensive Development Plan (LTCP) Refined Preferred Alternative Addendum for Lake Elmo Airport. The addendum is available to view and download on MAC's website: <http://metroairports.org/General-Aviation/Airports/Lake-Elmo.aspx>.

Written comments can be provided 1] on this form and left in the comment box at the meeting tonight; 2] via email to the following address: lake_elmo_airport_ltcp_comments@mspmac.org, or 3] via mail to Neil Ralston, MAC Airport Development, 6040 28th Avenue South, Minneapolis MN 55450.

Written comments will be accepted until Wednesday, March 9, 2016 at 5:00 PM. All written comments received will become part of the project record.

Name:

Tom Eggert

Address:

8058 Marsh Creek Alcove, Woodbury
Owner - Hangar 23D

As a regular user of 21D, I support the extension. I base 3 aircraft here and regularly fly in & out including instrument approaches. One aircraft a single engine Beech G36, is marginal in summer months, in/less than 3000 feet. We often have to do reduced fuel load take off when traveling. 3600 feet will bring a large margin of safety to this operation.

I

Please use the back side of this form for additional comments.

Ralston, Neil

From: Leif Erickson <lericks@comcast.net>
Sent: Friday, February 12, 2016 9:01 AM
To: LakeElmo LTCP
Subject: Lake Elmo Airport Improvements

Good Morning,

My name is Leif Erickson. I am a private pilot and own a 1966 Citabria that is based at 21D.

Here is my comment/question about the proposed 14-32 runway replacement.

Why are we pandering to the Lake Elmo Airport neighbors? I think the MAC should proceed with the revised runway replacement plan for the following reasons:

1. The MAC owns the property.
2. The new runway will be constructed on MAC property.
3. The Neal Ave/30th Street intersection will remain as is.
4. The MAC has a mission to provide a safe aircraft operating environment for all aircraft that use the airport.
5. Replacing the existing runway with a new, slightly longer runway breaks no laws or violates any local ordinances.
6. The MAC has completed all the legal requirements to proceed with the project.
7. The airport neighbors will never be satisfied with any runway modification plan despite all the MAC's efforts to find an acceptable compromise.
8. The MAC wants to be a good neighbor but the airport neighbors do not.
9. The airport neighbors will likely file a groundless lawsuit to block whatever plan the MAC approves. So why not approve the modified plan and deal with the lawsuit now, rather than later.

Let's get this issue settled and move on.

Leif E.

Ralston, Neil

From: Greg Cutlan <gcutlan@gmail.com>
Sent: Saturday, February 13, 2016 2:59 PM
To: LakeElmo LTCP
Subject: Runway expansion

From; Greg Cutlan
2289 Northridge Ave Cir No.

Stated again I am opposed to the runway expansion. As a professional Airline Transport Rated pilot, that has used 21D for general aviation purposes. Professionally I find the expansion a waste of taxpayers monies for negligible aviation benefits, at the risk of community discord for the future benefit of general aviation existing in communities like Lake Elmo.

Greg Cutlan...

Sent from my iPad

Ralston, Neil

From: Mark and Laura Werner <mwerner@q.com>
Sent: Saturday, February 13, 2016 6:06 PM
To: LakeElmo LTCP
Subject: Lake Elmo airport improvements

Dear Sirs,

As a West Lakeland resident I would like to add my support for the original plan improvements to the airport. I would hope this project would move forward as soon as possible. I think residents are misinformed about how these improvements will increase safety for all and have very little impact on the township. As far as 30th street it needs to be rebuilt as the condition continues to deteriorate. Please move this project forward asap.

Thank you,

Mark Werner

13660 Greenwood tr. Ct.

West Lakeland, MN.

Ralston, Neil

From: Karen Baltzer <klbaltzer@msn.com>
Sent: Thursday, February 18, 2016 10:03 AM
To: LakeElmo LTCP
Cc: Karen Baltzer
Subject: Proposed Lake Elmo Airport Expansion

I have reviewed the revised plan and it has not addressed the concerns of the airport neighbors. I am against any expansion of the Lake Elmo Airport.

I live in West Lakeland and I do not want any more air traffic over my property that will impact my ability to enjoy my yard and affect my property value.

We also need to keep 30th street in its present location. 30th Street had become a major thru-fare for residents that live south and east of the airport.

I do not believe an expansion of the airport is needed. There is no safety issue.

I am for the Base plan that will only rebuild the runways in their present locations, at their present lengths. If the Base plan is not possible due to issues with Manning Ave etc., then the Lake Elmo Airport should be shut down.

Karen Baltzer

13232 20th St. Ct. N.

West Lakeland, MN 55082

Ralston, Neil

From: Barry & Peggy <bsrosell@usfamily.net>
Sent: Saturday, February 20, 2016 12:40 PM
To: LakeElmo LTCP
Cc: dan.kyllo@comcast.net; srebner58@gmail.com; dschultz6816@comcast.net
Subject: input from homeowner regarding proposed MAC 'improvements' to Lake Elmo Airport

With respect, to the MAC Lake Elmo Airport planning commission Staff:

I was unable to attend the Feb 11th town meeting, but reviewed the handout and proposals on-line. Thanks to you (and our W.Lakeland board) for providing up-to-date info online like this!

We live on 27th St N, the cul-de-sac immediately south of the airport.

Since 1998, we have enjoyed this lovely rural area, and actually, enjoyed the airport! Fun to see the older military planes and bi-planes, etc.. and most of the private aircraft take off at reasonable noise levels.

Our concern with this latest MAC upgrade proposal is two-fold:

1) in the classic Field of Dreams statement, "If we build it, they will come". The information presented predicts "similar aircraft", but **if runways are longer, larger, more powerful (and higher decibel) aircraft are going to be choosing Lake Elmo to land at.** I recall after first moving in, some Beechcraft Air-Kings used to fly in (until one of them took a goose into the engine or something? Never heard 1st hand reason why they stopped landing here). But when they did, the windows in our house, on 27th St., literally rattled and I felt I was standing by MSP's runways....

Not only will these larger planes be of great annoyance personally to homeowners, they will obviously have a negative effect on our property values.

2) there is mention of "jets" in one of the presentations or brochures.... and while I personally can vouch that many NEWER, an SMALL jets are quieter than larger propeller craft, there is no assurance only the "quiet ones" will land here. That scares me, again in terms of both noise and property values.

Request: I know there is eminent domain and such involved, we have very few rights as homeowners, but in the spirit of common cooperation and respect for our neighborhood, and the effect this will have on hundreds of us who live next to the airport, **could you at least include some type of decibel level restriction on the aircraft allowed to use it?** I know there is no active tower, but as an engineer, I also know there are **MANY un-manned ways of both detecting and monitoring noise levels and capturing images of offending aircraft's tail IDs.....** So please don't use that as an excuse (a previous town hall meeting conversation with MAC engineers ended up with that, "we have no control over who lands there, there is no tower"....)

If you really want to, if this were a military installation, there would be dozens of options on the table to choose from of how to control who lands here and at least penalizing those that are above a certain noise level (and thus vibration level for our houses).

I know you have to do what you have to do, to some degree per FAA dictates, but handling issues like maximum allowed noise levels (or not allowing jets at all, or certain aircraft known to exceed current common decibel levels) seems to be something MAC and local officials could do to soften the blow of this "progress", something none of us who live here want or need. We are already having to deal with the expansion of

Manning Ave on the west side of our home, and really don't need the extra noise and hassle from the airport to the North! 😞

Would most appreciate your thoughtful consideration of how extra noise can be eliminated (there are ways to do anything if you want to), and also a response.

Thanks for your kind consideration! I realize these tasks are no fun for you and your staff either.

Sincerely,

Barry Rosell

12233 27th St N

Lake Elmo, MN 55042

Ralston, Neil

From: Steve Fortman <mnauqlift@msn.com>
Sent: Saturday, February 20, 2016 6:05 PM
To: LakeElmo LTCP
Subject: Lake Elmo remodel

I am in favor of the airport remodel. The current primary runway is too short with little options for emergency procedures. With the expansion of Manning Ave to 4 lanes an elevated risk airport becomes dangerous.

Steve Fortman
3121 Oasis Ave N
Baytown MN 55082

Sent from my iPad

Ralston, Neil

From: Keith Rutkowski <karutkowski@mmm.com>
Sent: Monday, February 22, 2016 1:21 PM
To: LakeElmo LTCP
Subject: Lake Elmo Runway Expansion comments

Hello, our family lives in West Lakeland on 10th street so we are very familiar with the Lake Elmo Airport Traffic, Holman Field and MSP airport which tracks highway 94. Current example - This weekend there were military aircraft (Jets & Helicopters) following the 94 Corridor.

Please note that we do not support the road closure or runway extension as it will only increase the air traffic contributing to further noise pollution.

I would also like to add that the Lake Elmo airport is only used by a small amount of people but the noise impacts many people over a large geography.

This is to confirm that our family does not support the Expansion plan!! As mentioned above there are already options in place and no need for further expansion at the peoples expense.

Thank You for your consideration. Feel free to contact me at 651-337-1733 if you have any questions.

Keith



Keith A. Rutkowski | Global Business Manager
3M Advanced Materials Division
3M Oakdale, 6744 33rd St N Bldg. 504-01-1 | Oakdale, MN 55128 USA
Office: 651 733 5833 | Mobile: 651 503 0844
karutkowski@mmm.com | www.3M.com

Ralston, Neil

From: Bruce Olson <bolson55127@gmail.com>
Sent: Tuesday, February 23, 2016 4:54 PM
To: LakeElmo LTCP
Subject: Lake Elmo Airport 3500ft Improvement

Hi,

This letter is to show my support for the proposed plan for the Long Term Comprehensive Plan at Lake Elmo Airport. The 3500ft extension plan is a great compromise and will be a great improvement. I attended the Baytown meeting on Feb. 11th. Your team did a great job in presenting the needed changes, I fully support this plan. I keep my Airplane at the Lake Elmo Airport.

Thank you,
Bruce W Olson
685 Clearbrook Lane
Vadnais Heights, MN 55127

651-426-0294 Home
612-741-8711 Mobile
bolson55127@gmail.com

Co-Owner of N21956 a Cessna 172M

Ralston, Neil

From: Barry Dayton <bkdayton01@gmail.com>
Sent: Friday, February 26, 2016 4:33 PM
To: LakeElmo LTCP
Subject: I support the 21D LTCP

To the MAC team,

I'm a private pilot who flies three planes based at 21D. I'm an active Angel Flight Mission Pilot, an EAA Young Eagles Pilot, and a former member of Civil Air Patrol. I fully support the 21D LTCP.

A runway that is 700 feet longer will significantly enhance safety for pilots, passengers and surrounding residents, and will actually reduce noise levels for those residents. Pilots will be able to be 200-300 feet higher by the time they fly over nearby houses. Also, the fully informed know that a 3,500 foot runway is not long enough for aircraft any larger than those currently using 21D.

Over the past few weeks, Runway 14-32 has developed major undulating ups and downs in the pavement, presumably due to the changing frozen ground. I've been flying out of 21D since 1984, and it's the first time this has happened. Could it be that the deep excavation across Manning Avenue could be disturbing the shallow water table in the area, thereby causing the heaves in the runway? I'd appreciate it if someone could look into this for us.

Sincerely,
Barry K. Dayton
9919 Primrose Ave. N.
Stillwater, MN 54082
651-295-6836

Sent from my iPad

Ralston, Neil

From: Elizabeth Buckingham <itabit@comcast.net>
Sent: Monday, February 29, 2016 8:36 AM
To: LakeElmo LTCP
Subject: NO Lake Elmo Airport Expansion
Attachments: Letter from Elizabeth Buckingham to MAC.pdf

I am respectfully sending my opposition letter to MAC relating to the NO Lake Elmo Airport Expansion. Thank you.

Elizabeth Buckingham

February 29, 2016

Metropolitan Airports Commission
6040 – 28th Avenue South
Minneapolis, MN 55450

Dear Ladies and Gentlemen:

I have attended local meetings, as well as the December MAC Board Room meeting, relating to the Lake Elmo Airport expansion. After all of the presentations and comments given my husband and I strongly believe there should be no future expansion to the Lake Elmo Airport. It is fine as it is and has been since it opened in 1951. Please immediately abandon your expansion plan.

Many pilots supporting expansion of the Lake Elmo Airport are arguing against neighborhood opponents' group positions that the expansion will not attract larger and louder aircraft. Those arguments are disingenuous. First they are based on pilots' opinions that the owner of larger airplanes would not like the existing Lake Elmo Airport. There is no documentation supporting the pilots' opinions. More importantly they are not addressing our main concern of re-routing 30th Street North.

I object to the proposed re-routing of 30th Street North, the perimeter road south of the Lake Elmo Airport, to lengthen and reconfigure runways. It is absolutely a waste of my taxpayer monies and the huge proposed sharp curve on an unlighted country road would reduce traffic visibility and safety during storms and night driving. The natural wildlife wetlands property to the south of 30th is prospering and should not be disturbed. Furthermore the established woodlands that help our protection from noises should not be leveled.

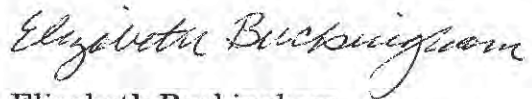
All pilots are responsible for their own aircraft and those on the ground. The pilots complaining that the existing Lake Elmo Airport is not adequate for their airplanes knew the requirements for those airplanes and the capacity of the airport before they chose to hanger there. If a pilot feels the existing runways are unsuitable for his/her plane, they already may choose to fly to/from other airports in our vicinity such as the New Richmond Regional Airport, Fleming Field/South St Paul Municipal Airport and Holman Field/St Paul Downtown Airport. We all heard this at the local meetings and at MAC's board meeting in December, 2015. Perhaps pilots have chosen the existing Lake Elmo Airport because of low rent making it more favorable to them instead of the airports I've referenced above.

The Lake Elmo Airport sits in Baytown Township and Baytown Township has allowed residential housing to be developed and built closer to the existing airport since 1951 along with West Lakeland Township and the City of Lake Elmo, the

immediate adjoining neighbors to the existing airport as required and/or permitted by Met Council. MAC has not previously made any objection to the new residential developments surrounding the existing airport. With all of the DOT's designated major improvements to Manning Avenue North, it appears MAC, DOT and Met Council need better communication. The 50 year old plan is outdated and no longer viable and should be shelved.

In conclusion, MAC should simply rebuild the existing runways OR do nothing and close down.

Respectfully,



Elizabeth Buckingham
13694 – 30th Street Circle North
Stillwater, MN 55082

Ralston, Neil

From: Lorie Brunette <loriebrunette@gmail.com>
Sent: Wednesday, March 02, 2016 6:55 PM
To: LakeElmo LTCP
Subject: Public comment on the Revised 2035 Lake Elmo Long Term Comprehensive Plan

Recently the Metropolitan Airport Commission (MAC) staff presented a revised plan that reduces the proposed 14/32 runway length from 3,600 to 3,500 feet. We do not feel that this reduction goes far enough to protect our community. For many of the same reasons that we listed in our previous opposition email for the original plan.

That being said my husband (Andrew Brunette) and I (Lorie Brunette) oppose this revised plan. We are residents of West Lakeland Township.

Thank you,

Andrew & Lorie Brunette

Ralston, Neil

From: David See <seefarms@outlook.com>
Sent: Wednesday, March 02, 2016 7:42 PM
To: LakeElmo LTCP
Subject: Airport Revised Proposal

MAC,

I had attended the revised airport expansion meeting on 02/11/2016 and was glad to see that MAC had made changes to accommodate the local neighbors of the airport. I am very happy to see that MAC could do this improvement to the airport and make it work well with the future plans Washington County has to make Manning Avenue four lanes. We all know that the airport will have to replace the existing runways at some time and I think taking advantage of the property that MAC owns to make the new runways larger and safer just makes sense. It looks to me that the engineers have done a good job on rerouting 30th street and the main layout of the runways. I am a resident of West Lakeland Township and have lived and worked in this area my whole life.

David See

Ralston, Neil

From: Paul Sovell <paulsovell@gmail.com>
Sent: Thursday, March 03, 2016 8:39 AM
To: LakeElmo LTCP
Subject: Lake Elmo Airport Expansion Plans

The MAC pursuit of the Lake Elmo Airport expansion parallels the Bush-Cheney pursuit of the MDA's in Iraq. Neither are constrained by facts. Both appear to be forgone conclusions based on erroneous carefully selected information which, both feel, that if repeated often enough it becomes true. It's shameful watching public officials adopting paternalistic postures in an effort to waste tax dollars for an admitted hobby airport for rapidly aging and dwindling pilots. Perhaps spending the money on roads or education or housing for the homeless or food banks for the hungry or jobs programs for veterans or treatment programs for the addicted....need I go on. But then you would be in the difficult situation of justifying your many positions/titles.

Paul Sovell

Sent from my iPad

Ralston, Neil

From: L U <jlranch2@outlook.com>
Sent: Thursday, March 03, 2016 11:50 AM
To: LakeElmo LTCP
Subject: Lake Elmo Airport Expansion Comment Letter

March 3rd, 2016

To Whom it may concern at MAC regarding the Lake Elmo Airport expansion. This email is my official letter of comment.

Regarding the Lake Elmo Airport expansion plan. I am still strongly opposing it. Even with your "revised" plan. You would still make 30th St. very unsafe...Have you ever driven that road in the winter?? But that is only one of the MANY CONCERNS. Your plan would have a devastating impact on our property value. It would also have a highly negative impact on the environment. There are DNR protected wetlands that would be affected. But of even more concern, is the impact on our drinking water. Everyone around here is on well water. What about runoff from your expanded runway into our water supply?? What about noise and light pollution?

The MAC has not been accurate or consistent with their statements either. It seems to change to fit your needs.

If the airport is so unsafe now, why is there a flight school there?

From what I understand, the crashes that have happened there have NOT been because the runway is too short but because of pilot error or mechanical failure.

Lake Elmo Airport is not the 3rd busiest nor is it in the top 10 statewide in its category....And we do not have 26000 operations there per year.

11.5 million dollars in cost is also not accurate. Your plan would be irresponsible spending of public money. Mac seems to have a history of doing this.....spending \$700 million at MSP for a runway that the FAA closed.... Downsizing the Crystal airport....The Cedar Ave. dilemma...and also the recent ruling of possibly \$18 million in fines. I would call that irresponsible and poor planning.

Bottom line is, there is no need for expansion at the Lake Elmo Airport. Just fix what is already there. Again, I am strongly opposed to the Lake Elmo Airport Expansion plan.

Thank you.

Linda Ulasich
13167 30th St. N.
West Lakeland, MN 55082

Ralston, Neil

From: Diane McGann <dianemcgann@earthlink.net>
Sent: Friday, March 04, 2016 1:34 PM
To: LakeElmo LTCP
Subject: Airport Expansion

Hello MAC,

We are homeowners living less than a mile north of the Lake Elmo Airport and are very concerned about the possibility of increased noise and safety hazard due to the proposed expansion. At the moment, it seems as though amateur pilots think of a lovely day as an opportunity to fly around the area, thus destroying any sense of privacy or quiet for the local residents. Should amateur pilots be able to increasingly destroy the serenity and safety of homeowners?

There is no benefit, only detriment to the surrounding community, of an airport expansion. A small number of recreational pilots should not have priority over surrounding homeowners. We are of course also concerned about the reduction in property values that result from increased flights.

Please use common sense and a concern for the community in making your decisions and choose not to expand the airport.

Diane and Jim McGann

Ralston, Neil

From: Denise Cornell <denise.cornell@comcast.net>
Sent: Saturday, March 05, 2016 9:11 AM
To: LakeElmo LTCP
Subject: Lake Elmo Airport Comment Attachment for Revised Plan
Attachments: MAC Letter Revised Plan 030816Cornell D.doc

Dear Sir

Please find the attachment for the Revised Plan 2035 LTCP Proposal of the relocating of 30th Street and the extending of the runway of the Lake Elmo Airport to 3500ft.

Thank you
Denise Cornell
2733 Neal Ave
West Lakeland, MN 55082

March 1, 2016

Mr. Neil Ralston
Metropolitan Airports Commission
6040 28th Avenue South
Minneapolis, MN 55450

Dear Mr. Ralston;

My husband, Brad & I have lived in our home at 2733 Neal Avenue in West Lakeland Township since October of 1987. We have raised 3 children and own horses. My family has enjoyed our community and neighbors over these 28 years and look forward to many more years in this community. Those early years I was able to ride my horse on Neal Avenue as well as 30th Street the area of course was not built up with developments and traffic was never an issue. However now I make the decision not to ride down the street and trailer my horse to the Lake Elmo Park Reserve where I feel safe with my horse.

This is what brings me to your claim that the runways need to be longer because some of the pilots don't feel safe anymore landing or taking off at this airport or they cannot load up their airplanes with fuel & passengers at full capacity. If that is the case they should find an alternative airport to fly in or out so they feel safe. Just as I did to support my hobby by trailering my horse somewhere else. The community has changed its grown over these last 50 years.

We have been at MAC's informational meetings on every master plan update since we moved into West Lakeland Township and have seen the 1965 plan revised, opposed, revised, opposed. Never has there been anything in writing to the township of a finalized plan that was compatible to our community. The numbers you have presented to the public for airport operations at every one of these public informational meetings over the past 25 years have been only estimates showing incorrect data that was based on other airports. You continued to plan on expanding the runways to the Lake Elmo Airport over these 50 past years knowing full well that the community's has been in opposition to all of your plans then as well as the current 2035 LTCP Proposal relating to the runway expansion and the relocation of 30th Street as it intersects at Neal Avenue.

Currently we have helicopters flying close to our homes at late hours rumbling our homes we report them but they still use the airport as they see fit. It was stated that jets would not land at the airport they do now at the current runway of 2850 feet. Your reports over the years have stated that you do not see flight annual operations increasing maybe even decreasing over the next years yet you feel you have to make the runways longer to accommodate the possibilities that larger airplanes land safely. It has been stated in these meetings that the airport doesn't monitor what flies in or out on a regular basis, so how can one say that larger airplanes would not land at the airport?

The refine alternative plan which adds approximately 1200 feet to 30th Street making this road a winding street having it connect back at the current intersection of the 30th St. & Neal Avenue is also unacceptable to the community. This will be very dangerous for any of us traveling that road especially during adverse weather. Safety is important to the pilots but what about the many vehicles that travel that road every day? There are more automobiles traveling that road everyday than your inaccurate estimates of planes taking off and landing. Again as I do understand your concern for your pilots we have concern for our families, neighbors and those that use 30th Street and Neal Avenue.

What will be the impact place on fire and rescue efforts for both Bayport and Lake Elmo Fire Departments since both are a volunteers departments? This additional 1200 feet could delay fire volunteers making their way to the stations possibly holding up other fire personnel from leaving the station because firefighters are delayed and cannot get personnel to man the fire trucks.

You stated that noise would not be an issue to the airport neighbors because of new technology improvements to engines however not every owner of an airplane has a new plane so noise could be an issue. Today we have tree buffers that help with the noise as well as the flashing and beacon lights that occur during those late night hours. With the removal of these tree buffers we will have flashing, beacon lights, noise and not to mentioned the vehicles that will be driving directly towards our properties at all hours of the nights. Will you be replacing all trees and other vegetation that MAC will have destroyed to block those flashing lights and noise from loud planes landing & taking off?

Also understand that adding 1200 feet of road to 30th which would all be located in West Lakeland would be a financial impact to all residents of West Lakeland. Currently we share the one mile stretch of road maintenance with Baytown that includes grass cutting, road repair and snow plowing as some examples. This new proposed road addition is on MAC's property and in an early meeting it was stated that the new addition of 1200 feet would be paid by MAC upfront and then any future maintenance would be up to the townships as I said paid by the tax payers of West Lakeland.

Note this we do not feel that the airport is an asset to our community of West Lakeland, currently the hangers that the pilots own are in Baytown so IF any taxes are paid on their hangers the taxes go to Baytown and or the State. The property that is located across the street in West Lakeland owned by the airport today is NOT taxed and the road you are proposing to relocate on that property would be 100% in West Lakeland which means West Lakeland residents could have an increase in their taxes to maintain this road. The airport does not provide any financial benefit to West Lakeland.

We are concern about our drinking water since we have wells and currently in the area that is being monitored for contamination from years past. How can we be protected on further contamination especially if you add jet fuel and deicing operations at the airport in the future? We are concerns about depreciation of our home values which will affect us as well as revenue to Washington County as it relates to property taxes. There are wetlands on the property where you are proposing the new road how will this affect us when we have those years of heavy rain and snow? Could we have major flooding due to this change and who will be responsible for that? Will the new road hold up and who is going to pay for it if it doesn't? Much has been stated that the airport was here before the people that live around the airport however 30th Street was here before the airport. Remember the land that we are speaking about was taken by "eminent domain". Note our community has grown over the last 50 years since you first proposed increasing the length of the runway.

As you are aware most airport activity is on a weekends when pilots are enjoying their weekend hobby as I do with my horses. There is another airport not far from Lake Elmo in New Richmond that currently can handle larger aircraft and after the bridge is completed in 2016 or early 2017 they too will be within minutes of a metropolitan area. We do not want 30th Street relocated we ask that you leave 30th as is. As we wish to continue being good neighbors we propose MAC to remove Lake Elmo Airport from "reliever" status to a recreational airport.

Respectfully,
Denise Cornell
2733 Neal Ave
West Lakeland, MN 55082

Ralston, Neil

From: Matt Lundy <mlundy70@gmail.com>
Sent: Saturday, March 05, 2016 2:20 PM
To: LakeElmo LTCP
Subject: Lake Elmo Airport Expansion
Attachments: MACLetter3116.docx

A bad idea that keeps getting worse. Please include my attached letter with your proposal.

Matt Lundy

Mathew J Lundy
2595 Neal Avenue North
West Lakeland, MN 55082
651-342-2223 (h)
612-709-7027 (m)

To Whom It May Concern:

I am a concerned resident who is unequivocally opposed to your revised LTCP 2035 for the Lake Elmo Airport. The airport as it exists is a welcome neighbor. Please resurface the runway at its existing length, and move on to another project.

I am primarily concerned with the safety of the residents, which I believe supersedes the narrow interests of a few pilots who wish to fly larger and more heavily laden planes out of the Lake Elmo Airport. Your plan will result in delayed emergency service response to residents through the realignment of 30 Street. In addition it will have larger planes taking off closer to existing and planned home sites. An accident such as the one that occurred on 12/11/2015 would potentially have that plane taking off closer to residences, and rather than landing in a field perhaps it would have landed in a residence. Of course we can only speculate. However if you bring the runway closer to residences, the margin of safety for the residents decreases without question.

There are a least two airports within 30 minutes of Lake Elmo which are capable of safely handling the types of aircraft which you believe ought to be served at Lake Elmo. Pilots wishing to fly these larger aircraft should fly out of an airport that is safer for everyone. I understand that the FAA prohibits pilots from flying in conditions that they deem are unsafe. Any pilots that are concerned with the safety at Lake Elmo should move on to another facility that can safely meet their needs. *No expansion at Lake Elmo will improve the safety of the residents in the area.*

The current air operations statistics support that the airport as it exists today is meeting the needs of a great number of pilots, and does not support any conclusion that the airport requires expansion. Further, your projections that air operations will quite likely decline at Lake Elmo, with or without the expansion further indicates that spending additional monies would show lack of good stewardship of taxpayer's money. Rather than complete an \$11.5 M expansion for the benefit of a few pilots, let these selfish people relocate to one of the many airports that is already operating with their needed infrastructure in place.

Your plan also shows a distinct lack of appreciation for the growth and Met Council planning that has occurred in the Lake Elmo, Baytown and West Lakeland area. This area has grown substantially since this plan was originally published more than forty years ago. What were fields are now residential developments. Had you truly been planning for this expansion MAC would have acquired more land to safely complete this expansion. But instead your planners dusted-off the original outdated

idea without actually visiting the communities that are affected. Seems a bit like the same lack of insight that built a \$900 million dollar runway fiasco at MSP.

In summary your plan is short sighted for the following reasons:

- Decreased safety for communities and residences around the Lake Elmo Airport.
- Fiscally irresponsible, spending \$11.5M to serve the needs of a few.
- Distinct lack of interagency planning MAC vs. Met Council.
- Public opposition on record from elected governments of Lake Elmo, Baytown Township and West Lakeland Township.
- Inconsistency in MAC's reasoning for this expansion. Your arguments and justifications have changed significantly since the plan was proposed initially in 2015. Lack of clear data, FAA guidelines, flight data and economic benefits driving your proposal.
- Strong-arm tactics offering a compromise, off the record, that was anything but a compromise. Then giving the residents a "take it, or we go for the most intrusive plan" option. Your planners and the Director from Woodbury acted in very bad faith in this regard.
- Environmental impact, you clearly plan to build over existing wetlands. This will impact water management in the area, as man-made wetlands are significantly less effective than natural wetlands. There are no public sewers to handle the surface water changes that you will impose on local communities.
- Failed to address the financial impact to homeowners, studies clearly indicate that our property values will suffer from this expansion, however you have failed to address this legitimate concern in any of your correspondence.

Matthew J Lundy

Ralston, Neil

From: Carol Reuter <foundhaven@gmail.com>
Sent: Saturday, March 05, 2016 7:21 PM
To: LakeElmo LTCP
Subject: Lake Elmo Airport Expansion

Sirs:

We are residents of a neighborhood about a mile from the Lake Elmo airport. We have lived there for 23 years, and have enjoyed every minute of it. Up to now, the airport has been a good and considerate neighbor. We have enjoyed take-offs starting at 6:00 am and quiet evenings and nights after sundown. We have enjoyed the safety of our home, even this close to the airport, because the runways and safe zones sizes allowed for our peace of mind.

Unfortunately, that peace has been threatened repeatedly by reports of a runway expansion that shows up every 10 years or so. The report surfaces long enough to get the residents nervous, then it disappears for another 10 years. Let's stop this now.

When the expansion was proposed so many years ago (50 or so), the airport enjoyed a neighborhood of corn fields and prairie. Now, after waiting so many, many years, the area is flooded with neighborhoods in all directions. The expansion of a runway and safe zones will now put homes in danger....some homes will be in zones close enough to need lights on the roof!

There are many good, solid reasons to stop totally the expansion of the runway, and you will be receiving letters from residents outlining them, so there is no need for me to cover all of them. I'm addressing the ones closest to our hearts here on Neal Ave. The moving of 30th Street will put the road into a wetland, making maintenance a burden upon a township unwilling to carry it. Repairs would take a huge bite out of the budget, making for the increase in taxes from us to cover it. We also take exception to the possibility of larger aircraft that will be attracted to the longer runway at an airport without a tower! The noise level will increase, making outside activities less enjoyable and opening windows in the house something to think twice about doing.

The day of expanding the airport has passed. Move your money to another airport, and leave this one the good size that it is. The needs of the many (residents) outweigh the needs of the few (pilots).

Carol Reuter
Sent from my iPad

Ralston, Neil

From: Lockridge, Steve <Steve.Lockridge@uponor.com>
Sent: Saturday, March 05, 2016 8:30 PM
To: LakeElmo LTCP
Cc: Elizabeth Lockridge
Subject: Say no to the airport expansion

I am a resident by the airport and against the expansion!!

This is a rural community and that is what everyone out here bought into and invested in. This expansion in no way serves our community and will lead to corporate jet offload for sure. No one I have spoke to in the community is for this expansion! If you expand the airport you will be doing so against the will of the community and what is best for the residents that live out here, just so rich people can enjoy there hobby.

Sent from my iPad

Ralston, Neil

From: THOMAS M VIERLING <sonny_jim@msn.com>
Sent: Saturday, March 05, 2016 9:30 PM
To: LakeElmo LTCP
Subject: Lake Elmo Airport

Mr Neil Ralston
Metropolitan Airport Commission
6040 28th Avenue South
Minneapolis, Mn 55450

Dear Mr. Ralston,

I am writing to you today in response to the Refined Plan B proposal for expansion of the Lake Elmo airport (Baytown Town Hall 2-11-16). The Lake Elmo airport was built in 1951 and has always existed as a pleasure and hobby airport. The airport and surrounding residential communities have co-existed quite well during the 28 years we have resided here.

If an expansion of Lake Elmo airport were to be implemented, the result would be a 10-14% decrease in the value of the homes in the surrounding communities. The area around the airport has built up over the last 28 years and is no longer surrounded by open land and farm fields. For example, directly across from the Lake Elmo airport on Manning Avenue, the City of Lake Elmo is building a new community called Easton Village. They propose to build approximately two hundred new homes. The estimated market value of 348 pieces of property within one mile of the Airport is \$93,990,000 dollars. The estimated market value of 2,103 pieces of property within two miles of the Lake Elmo Airport is \$823,642,900 dollars.

Your proposal is to expand runway 14-32 to 3500 feet. Consider the following years and estimated flights. 1970 projected 115,000 flights, in 1988 65,000 flights, in 2005 57,667 and in 2014 26,000 flights. Along with the flight estimates also include the number of based Aircraft. In 1995, 250 aircraft; in the year 2008, 236 aircraft; and in 2014, 203 aircraft. Clearly the numbers do not support an expansion to 3500 feet.

25 Years ago the proposal for expansion would have pushed the Runway Protection Zones on the Southeast end of 14-32 across the vacant field, across Neal Ave to include four residential homes. Now in March of 2016 the runway protection zones no longer include those four houses, but the flight pattern (if Runway 14-32 is expanded) will still bring the aircraft flight pattern closer to the residential neighborhood. Please bear in mind, should a mechanical failure occur, and we hope that it never will, there is no guarantee that the aircraft will only land in that protection zone. This will always be a safety concern. This would also create an increased problem of light and noise pollution.

The Pilots have expressed safety concerns over the existing Runway 14-32. If this runway is not safe in its present condition and is crumbling, then it should be repaired or use discontinued until repairs can be implemented. The Lake Elmo airport has had the same plan in place for the 28 years that we have resided here. The community has built up around this airport. Simple put, the time for expansion has come and gone.

Respectfully Submitted,

Tom Vierling

Ralston, Neil

From: Brad Cornell <cornelbp@comcast.net>
Sent: Sunday, March 06, 2016 3:13 PM
To: LakeElmo LTCP
Subject: Comment on propped expansion plan
Attachments: Apposed-comment-from Brad-Cornell-Lake-Elmo-Airport_expansion.pdf

To: MAC (Metropolitan Airports Commission)

Mr. Neil Ralston
Metropolitan Airports Commission
6040 28th Avenue South
Minneapolis, MN 55450

Date: February 9th 2016

Subject: Lake Elmo Long Term Comprehensive plan 2035 and improvements.

Dear Mr. Ralston;

This is the fourth time I am either writing or voicing concerns to the commission about long term plans and the impact to the local neighbors. The first two times I wrote and spoke to you was in 1992 and again in 1997. In 1992, the plan was to be changed to a 3200 foot addition to the existing runway, but the local community never saw the final draft and the approved plan by the Met council. In 1997 the meeting was at 8am at MAC office to discuss funding with the state legislators and discuss MSP north/south runway (cedar) and Reliever improvements. I was the only citizen from the Twin Cities to actually show up on a Thursday morning. Why is it that MAC does not want local government involved in the design and discussion?

Now in past 12 months the plan is being pushed again from the 1965 plan of 3900FT, moving our local road 30th St. with total disregard to the local neighbors. Most of these neighbors have built homes in the 1970s and 1980s. The 1965 plan indicates almost no neighbors within a 1/4mile of the airport property. The land my home sits on was subdivided in 1982. The land behind my property was in the 1970's. The land across the street of my home was subdivided in the 2000s for multiple new homes touching the airport property. Why hasn't MAC really changed the plan, published it, and distributed it to the local governments for review and approval also?

The current planning department of MAC seems to have missed several of the facts about the area, Let me list just a few here:

1. Every time MAC has proposed plan changes the local neighbors plus the local township population shows up for the meetings. Why is it that MAC never shows up to other public hearings or board meetings?
2. When the local ordinances for land use changes, public hearings are held and everyone is notified within a 1000ft of the property address. A MAC representative has never responded to the public hearing, appeared to hear about what is happening, or even wrote a comment for the record. This is a total disregard to their responsibility of being a neighbor to the local community. Every public hearing that MAC has called presents the information like it's a privilege to hear what they are planning to "DO". The public get to comment, but has never really been heard until now. Why does MAC force the local neighborhood to be reactionary and present their plans as absolute?
3. There was a noise issue from two aircraft that came to Lake Elmo Airport in 1997 during the flood. These were older aircraft twin cargo planes, which were utilizing Lake Elmo's primary runway in the early morning and late in the evening causing local neighbors to complain. The local pilots working with MAC and local neighbors

established a voluntary noise abatement. This made sure the pilots who have been using the airport for many years would not be identified as the source of the noise.

4. One of the additional noise contributors was the use of Lake Elmo for training of State Patrol helicopters, Their representative had indicated that Lake Elmo was easier to get to than the St. Cloud testing area. Once they knew about the disruption to the neighborhood they stopped. By 2002 the State Patrol helicopters returned again, phone calls got made; and they left. This pattern has been repeated for almost 15 years. The manager of the airport recommended the helicopter owners from Anoka to use Lake Elmo due to noise issues there, I have spoken to him on this and these private helicopters have not been a major noise issue. Why does MAC not provide written letters to the MN State Patrol indicating Lake Elmo is not to be used for training and provide these copies to local government to address this noise issue?
5. In the meeting this past winter, Lake Elmo Airport was identified as the 3rd busiest airport of the 83 similar sized airports in the state. I asked the question "How close are the neighbors' homes of the other 83 airports?" and did not get an answer. I found the answer myself on the MNDOT web page, the 1st and 2nd are MAC reliever airports and the rest are in outstate Minnesota where the airports are not close to residential neighborhoods. Why is MAC only providing minimal information to the public?
6. Pilot safety, seems to be the main topic for this current expansion. Per FAA training (FAA-H-8083-25A) the most dangerous time is takeoff and landing. The manual states the pilot is responsible for determining and writing the detailed procedures for the plane they fly utilizing the information about the airports they fly into and out of. This is not MAC nor is the aircraft manufacture to determine what ultimately safe for a specific pilot/aircraft. Aircraft manufactures have guidelines for safe operations is such as takeoff distance, landing distance, max altitude, fuel octane max weight to name a few of the major ones. Not to sound harsh but if a pilot does NOT feel safe in a 4 passenger aircraft at Lake Elmo at 2800 feet, 3200 or 3600 won't help them. They are the problem. Not the runway, not MAC, not the weather not, and the aircraft. I truly believe every pilot at Lake Elmo who has an aircraft with runway guidelines for 2800 Ft or less feel safe or they would not fly out of Lake Elmo today at risk of their life. Why is MAC allowing pilots who don't feel safe to operate at Lake Elmo?
7. I believe if MAC does expand Lake Elmo, larger aircraft will come to this small airport for lower costs than Holman Field. We saw this in 1997 with the cargo planes who wanted to stay even though Mac was telling them to go back to Holman due to the noise issues. How can MAC change policy to prevent the current larger aircraft from moving to Lake Elmo Airport?
8. Tree line: currently large grown trees buffer the local neighbors from the flashing lights that we had no say in the installation. Should this expansion happen I would expect MAC to provide full grown trees along the south and east property line to continue the buffer. Small trees that require 20 years to grow won't replace the full grown tree line in place now. Why doesn't the plan have details for local visual and noise buffers to replace proposed existing ones being removed?
9. The proposed new plan is based on a draft of FAA's advisory for the revised airport planning documents, not the current advisory CA-150-5325. It does indicate in these documents, that once a plan has been implemented, a new plan for further improvements must be in place. Does this now mean even more expansion in the future, sounds like it?
10. MAC has indicated this is all about safety. When you look at the current equipment stationed at Lake Elmo only 7 planes are twin engines and the rest are all single engine planes for a total of approximately 203. Why hasn't MAC been able to provide the community with an exact count?

The real safety is the thousands of local cars utilizing 30th Street to reach Manning Avenue for both morning and evening commute at 50MPH on a straight road. The proposed change would change this to a multi curved road for half the distance at a lower speed of 30MPH. Currently 30th Street with its northern treeline wind break cut down for the airport fence, this street has major driving hazard issues with drifting in the winter sense it is in a straight line. Adding curves and the local residents will have a hazard every day in the winter, not to mention night driving all year for everyone in the area. Why does MAC plan to spend millions of dollars to provide services for seven airplanes (pilots) vs thousands of local drivers and claim it's over safety?

If the owners of these seven aircraft have presented safety concerns to MAC shouldn't these pilots relocate to a larger airport if they believe Lake Elmo Airport is unsafe? Why does MAC feel spending millions of dollars for 7 aircraft who could move just 15 minutes to New Richmond airport that can handle the larger aircraft? How is MAC going to prevent the larger aircraft at Holman from moving to Lake Elmo once the longer runway is built?

Summary:

MAC should revise its plans to provide the improvements to the existing runway at its current length to provide a safe landing and takeoff surface and (minimize these costs by not moving the runway nor changing 30th street.) The plan should be changed to indicate expansion of runways is no longer an option for Lake Elmo Airport and it should be removed from the MAC reliever airport system and return it to MNDOT for management as a recreational airport with a runway to support 6 passengers 6000Lbs or less, not 10 passengers or 12,000Lbs or less.

With the Lake Elmo Airport's pilot population declining for the past 25 years and we are seeing fewer and fewer aircraft using this airport as the years go by, it appears that the Lake Elmo Airport is getting close to its end of life. Should MAC build the longer runway it would provide an incentive for aircraft to move from Holman field and lower operating costs for the owner? This does contradict MACs comments that with a longer runway the air traffic, noise would not go up. Why not?

Respectfully

Brad Cornell

Email:
cornelbp@comcast.net

2733 Neal Ave. N. Stillwater, MN 55082

Attachment is a PDF of this email.

To: MAC (Metropolitan Airports Commission)

Mr. Neil Ralston

Metropolitan Airports Commission

6040 28th Avenue South

Minneapolis, MN 55450

Date: February 9th 2016

Subject: Lake Elmo Long Term Comprehensive plan 2035 and improvements.

Dear Mr. Ralston;

This is the fourth time I am either writing or voicing concerns to the commission about long term plans and the impact to the local neighbors. The first two times I wrote and spoke to you was in 1992 and again in 1997. In 1992, the plan was to be changed to a 3200 foot addition to the existing runway, but the local community never saw the final draft and the approved plan by the Met council. In 1997 the meeting was at 8am at MAC office to discuss funding with the state legislators and discuss MSP north/south runway (cedar) and Reliever improvements. I was the only citizen from the Twin Cities to actually show up on a Thursday morning. Why is it that MAC does not want local government involved in the design and discussion?

Now in past 12 months the plan is being pushed again from the 1965 plan of 3900FT, moving our local road 30th St. with total disregard to the local neighbors. Most of these neighbors have built homes in the 1970s and 1980s. The 1965 plan indicates almost no neighbors within a 1/4mile of the airport property. The land my home sits on was subdivided in 1982. The land behind my property was in the 1970's. The land across the street of my home was subdivided in the 2000s for multiple new homes touching the airport property. Why hasn't MAC really changed the plan, published it, and distributed it to the local governments for review and approval also?

The current planning department of MAC seems to have missed several of the facts about the area, Let me list just a few here:

1. Every time MAC has proposed plan changes the local neighbors plus the local township population shows up for the meetings. Why is it that MAC never shows up to other public hearings or board meetings?
2. When the local ordinances for land use changes, public hearings are held and everyone is notified within a 1000ft of the property address. A MAC representative has never responded to the public hearing, appeared to hear about what is happening, or even wrote a comment for the record. This is a total disregard to their responsibility of being a neighbor to the local community. Every public hearing that MAC has called presents the information like it's a privilege to hear what they are planning to "DO". The public get to comment, but has never really been heard until now. Why does MAC force the local neighborhood to be reactionary and present their plans as absolute?
3. There was a noise issue from two aircraft that came to Lake Elmo Airport in 1997 during the flood. These were older aircraft twin cargo planes, which were utilizing Lake Elmo's primary runway in the early morning and late in the evening causing local neighbors to complain. The local pilots working with MAC and local neighbors established a voluntary noise abatement. This made sure the pilots who have been using the airport for many years would not be identified as the source of the noise.

4. One of the additional noise contributors was the use of Lake Elmo for training of State Patrol helicopters, Their representative had indicated that Lake Elmo was easier to get to than the St. Cloud testing area. Once they knew about the disruption to the neighborhood they stopped. By 2002 the State Patrol helicopters returned again, phone calls got made; and they left. This pattern has been repeated for almost 15 years. The manager of the airport recommended the helicopter owners from Anoka to use Lake Elmo due to noise issues there, I have spoken to him on this and these private helicopters have not been a major noise issue. Why does MAC not provide written letters to the MN State Patrol indicating Lake Elmo is not to be used for training and provide these copies to local government to address this noise issue?
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curved road for half the distance at a lower speed of 30MPH. Currently 30th Street with its northern treeline wind break cut down for the airport fence, this street has major driving hazard issues with drifting in the winter sense it is in a straight line. Adding curves and the local residents will have a hazard every day in the winter, not to mention night driving all year for everyone in the area. Why does MAC plan to spend millions of dollars to provide services for seven airplanes (pilots) vs thousands of local drivers and claim it's over safety?

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With the Lake Elmo Airport's pilot population declining for the past 25 years and we are seeing fewer and fewer aircraft using this airport as the years go by, it appears that the Lake Elmo Airport is getting close to its end of life. Should MAC build the longer runway it would provide an incentive for aircraft to move from Holman field and lower operating costs for the owner? This does contradict MAC's comments that with a longer runway the air traffic, noise would not go up. Why not?

Respectfully

Brad Cornell
2733 Neal Ave. N.
West Lakeland, MN 55082

Ralston, Neil

From: BDBALD@aol.com
Sent: Sunday, March 06, 2016 3:34 PM
To: LakeElmo LTCP
Cc: Claubal@aol.com
Subject: [Potential spam] Airport Expansion

LEAVE US ALONE.

**DON'T FORGET,
IT'S NOT YOUR MONEY YOU ARE PUSHING TO SPEND**

Ralston, Neil

From: Victor Thalacker <vpthalacker@yahoo.com>
Sent: Sunday, March 06, 2016 8:05 PM
To: LakeElmo LTCP
Subject: [Potential spam] Lake Elmo Airport Plan
Attachments: Metropolitan Airports CommissionMarch 62016.docx

See the attached letter of comment regarding the proposed MAC airport plan at Lake Elmo.

V.P.(Vic) Thalacker

5151 Muir Av N
Stillwater, MN 55082

March 6, 2016

Dear MAC,

I am writing this letter to protest the proposed changes to the Lake Elmo Airport.

It is unfortunate that those of you on this commission do not come out to this area and observe for yourselves the impact that expansion of this airport will have on current people's lives and those who move to this area in the future. I have lived in the Baytown/West Lakeland area since 1972 and the airports expansion has been proposed before (I attended many meetings in the 1980's) and without exception the projections given at that time regarding the need for a larger airport have not been borne out. I very much doubt that your current projections will be any better.

In addition, the safety concerns of homeowners that already surround the airport should be paramount. I understand that the current accidents that occur at this airport and others are due primarily to pilot error and not airport size or length of runway. It seems irresponsible to advocate runway extension for situations which do not exist.

Thirdly, when I look at the price tag, \$11.5MM, and the number of pilots which use the airport, 200, and find that this comes to \$58,000 per pilot. I'm sure MAC could purchase most of the small planes at the airport for less than this per plane and shut down the airport completely.

Finally, it sure is disappointing to see a government group to have so little regard to the people that their supposedly serving and also seems to represent the current political climate in our country which is being challenged by the political process now underway. i.e. Throw the scoundrels out because they do not listen to us anyway.

With disappointment,

Victor Thalacker

5151 Muir Av N

Stillwater, MN 55082

Ralston, Neil

From: Laura Kaschmitter <runnerlaura@yahoo.com>
Sent: Sunday, March 06, 2016 8:25 PM
To: LakeElmo LTCP
Subject: Lake Elmo Airport Expansion Opposition
Attachments: LK Airport comment letter 2.docx

Date: March 6, 2016
MAC Airport Development
6040 28th Avenue South
Minneapolis, MN 55450
Dear Mr. Neil Ralston:

I am against the Lake Elmo airport expansion and the moving of 30th St. North.

How is MAC able to take possession of 30th St. North and move it when you don't own it? Is there a law, rule, statute, order, etc. that allows? Nowhere in your LTCP have you mentioned how you plan to obtain 30th Street North.

How can you take control with no voting or approval from the local neighborhood, townships, cities, Washington County, or State of Minnesota? Both the townships that now have control over 30th Street Baytown and West Lakeland have both have filed resolutions against the expansion.

With the addition of the considerable curve in the road speeds will need to be lessened with considerable hardship to local drivers, especially in the winter. This road is a main road for all people in this area east of Manning so changing this road has a major impact on our neighborhood.

Also, how will this impact emergency vehicle response time to the local neighbors? We have well and septic in this area as well as a volunteer fire department so emergency response time is crucial for our neighborhood.

The four above issues I have mentioned have not been addressed by your LTCP or in any of the meetings we have had with your group. We need to have answers to these important questions.

Sincerely,

Laura Kaschmitter
2795 Neal Avenue North
West Lakeland, MN 55082

Date: March 6, 2016

MAC Airport Development
6040 28th Avenue South
Minneapolis, MN 55450

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Sincerely,

Laura Kaschmitter
2795 Neal Avenue North
West Lakeland, MN 55082

Ralston, Neil

From: Mick Kaschmitter <mkaschmitter@yahoo.com>
Sent: Sunday, March 06, 2016 8:22 PM
To: LakeElmo LTCP
Subject: Opposition to Lake Elmo Airport Expansion
Attachments: MK Airport comment letter 2.docx

Date: March 6, 2016

MAC Airport Development
6040 28th Avenue South
Minneapolis, MN 55450
Dear Mr. Neil Ralston:

I am a long-term resident of West Lakeland and am opposed to the proposed expansion of the Lake Elmo Airport and moving of 30th St. North.

After your proposed moving of 30th St. North in conjunction with the Lake Elmo airport expansion, what is your plan to maintain the road? Where in the LTCP is the road maintenance plans?

The road is treacherous in the winter and needs extensive plowing, with additional sand and salt applications. How will you ensure the road is taken care of and safe?

Will MAC have a plan for pothole and crack repair?

With the new housing development in Lake Elmo and the wetlands south of the airport, there will be considerable standing water around the airport. The water currently attracts geese and additional holding ponds will attract more. With the proposed extended runway coming closer to the wetlands, is the possibility of a plane hitting a goose a safety concern?

Regarding the stated 26,000 flight operations per year, how have you arrived at that number? You have admitted in multiple settings that number is incorrect, the actual operations is much less. Why is a falsified number being used as justification for funding?

Why is airport security not a concern at Lake Elmo airport?

The airport perimeter fence is not being kept up – trees and bushes are growing all along the fenceline. The fence also has openings in it. Was the fence a requirement due to the 9-11 disaster? If so, why is it not more secure and kept up?

Why is there no log of flights going in and out of the airport?

Last summer there was a sign advertising a garage sale at one of the hangars, how can that be allowed in an FAA Facility?

Sincerely,

Mick Kaschmitter
2795 Neal Avenue North
West Lakeland, MN 55082

Date: March 6, 2016

MAC Airport Development
6040 28th Avenue South
Minneapolis, MN 55450

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Last summer there was a sign advertising a garage sale at one of the hangars, how can that be allowed in an FAA Facility?

Sincerely,

Mick Kaschmitter
2795 Neal Avenue North
West Lakeland, MN 55082

Ralston, Neil

From: bjourmsail@aol.com
Sent: Monday, March 07, 2016 10:10 AM
To: LakeElmo LTCP
Subject: K21D runway issue

Regarding: Runway reconfiguration at K21D

I support the initiative to reconsider, redesign, and reconstruct the runways at Lake Elmo airport.

As a pilot who uses the airport fairly frequently, as well as other airports in the region, I am always impressed with the short length of the runways at Lake Elmo. While they are well maintained, I am in favor of lengthening the runways to make them safer for both take offs and landings.

I also advocate for installation of light systems that indicate descent angles to the runway for all runways. Currently only one of the four landing approaches has a decent angle lighting system, runway 32.

I fly single engine, small, aircraft, and it is for those aircraft that I advocate for safer runways. Noticing the housing development currently under construction west of Manning Avenue and west of the airport, I also advocate for a slight realignment of the main runways so that departures and arrivals to the airport might be angled away from the houses.

Cordially,

Bill Bjorum
145 Northland Ave
Stillwater, MN 55082
bjourmsail@aol.com

Ralston, Neil

From: John Schmidt <jeschmidt@hotmail.com>
Sent: Monday, March 07, 2016 11:23 AM
To: LakeElmo LTCP
Subject: support Lake Elmo Runway Improvement Project

I wish to go on record in support of the Lake Elmo Runway Improvement project.

I believe this will offer more safety to those pilots landing and taking off from Lake Elmo. I also believe that Lake Elmo is well-positioned for growth in the Twin Cities MAC airport system; Anoka and Flying Cloud already have runways of significant length, as does Downtown St. Paul. It's time that Lake Elmo expand.

Expanding the runway could also allow Lake Elmo to attract a more diverse range of aircraft.

Those naysayers opposed to the project seem to ignore safety benefits from the lengthened runway, and instead have complaints about potential noise issues. To those, I would ask this: In what year did you purchase your home, and in what year was the airport started? (the logic being: if you knew that your home was withing proximity of an operating airport, and you consciously made a decision to buy, then your argument against airport noise rings hollow).

Also, I would like the complaints of any homeowners written down as a matter of public record (including name and address of the homeowner), so that their complaints may come to light and be aired when it comes time for them to sell their homes.

John Schmidt
private pilot
651 373 3779
St. Paul, MN

Ralston, Neil

From: Jim Brown <brown014@umn.edu>
Sent: Monday, March 07, 2016 12:22 PM
To: LakeElmo LTCP
Subject: Lake Elmo Airport Runway Improvement Project

I strongly support the Lake Elmo runway improvement project. I use the airport regularly and believe the runway improvements will greatly enhance the airport's safety for aviators and local residents and increase its utility to wider array of aircraft and additional associated support businesses.

Regards,
James M. Brown, Ph.D
Professor Emeritus, University of Minnesota

Ralston, Neil

From: James Ladwig <jimladwig@usfamily.net>
Sent: Monday, March 07, 2016 12:51 PM
To: LakeElmo LTCP
Subject: Revised Runway Improvement Project at Lake Elmo Airport

MAC -

As a private pilot I can appreciate the safety advantages of a 3500 ft runway.

With the Refined Preferred Alternative you have restored the connection of 30th Street N to Neal Avenue and have provided legal Runway Protection Zones at each end of the lengthened runway.

That appears to be a realistic compromise with the neighbors to achieve improved flight safety at Lake Elmo airport.

James E. Ladwig, Minneapolis, MN

This email has been checked for viruses by Avast antivirus software.
<https://www.avast.com/antivirus>

Ralston, Neil

From: L U <jlranch2@outlook.com>
Sent: Monday, March 07, 2016 1:20 PM
To: LakeElmo LTCP
Subject: Lake Elmo Airport Expansion Comment Letter

This email will serve as my official letter of comment submission.

March 8, 2016

The Lake Elmo Airport expansion.

My two main concerns, (and I have many) are property values and safety.

No doubt this move will hurt all of our property values as larger aircraft will come in and take off and land closer to our homes.

The same for safety, as these aircraft will be closer to our homes. Some, very close.

This airport was never designed for this and I find it irresponsible to try and change it all when there are too many negative factors.

It's a slap in the face to all the home owners, all in the name of "progress" (money)

Signed,

Jim Ulasich

13167 30th St. N.

West Lakeland Township.

Ralston, Neil

From: Tom Earthlink <tmcelin@earthlink.net>
Sent: Monday, March 07, 2016 2:04 PM
To: LakeElmo LTCP
Subject: Letter in support of the proposed runway improvements at 21D

In support of the proposed runway improvements at 21D

I am a commercial, multi-engine, instrument rated pilot with approximately 1500 hours of flight time. 21D has been my home base for the past 20 years. I am a member of Tailwinds flying club. I frequently fly my family (kids and dogs) in our "station wagon with wings" as my kids call it. We frequently travel to the Boston area to visit family and to vacation. The utility of flying vs. driving has always appealed to me as we can travel there in approximately 7 hours and see the country in a way that most people choose not to. We love to fly and believe it to be infinitely safer than driving. Both of my kids are planning on getting their pilot's license and ratings.

As a responsible pilot, safety has always been at the top of my list. When I consider the improvements slated for 21D I consider these practical points:

A longer runway means a greater margin of safety during takeoffs and landings

During the take-off phase, I am always listening to my aircraft and ready to abort should some abnormality occur. A longer runway gives me more space to stop the plane in case of an emergency. Landings are also made safer with a longer runway. There have been times when I have landed at 21D in snow, ice or wet conditions with a fully loaded aircraft and found it tricky to stop the aircraft on the current runway. Especially in winter conditions, I can see that a longer runway would again give a greater margin of safety for landing aircraft. Safety is something we pilots spend a lot of time studying and thinking about. Whenever there is an option to improve the margin of safety I am all for it and incorporate it into my flight planning.

A longer runway does not mean more noise for the neighbors

There are published noise abatement procedures which we as pilots try to follow whenever it is safe to do so. From a practical standpoint, an aircraft is not going to take off further down the runway just because the runway is longer. When I take off on a 12,000 foot runway, I leave the ground at approximately the same point as I would on a 3000 foot runway. Planes departing 21D will fly the same path and vertical profile with the longer proposed runway.

I support the proposed construction at 21D and also value the airport as an asset to the community.

Sincerely,

Thomas McElin
14148 10th ST N
West Lakeland (Stillwater), MN 55082
tmcelin@earthlink.net

Ralston, Neil

From: gcardinal@comcast.net
Sent: Monday, March 07, 2016 2:42 PM
To: LakeElmo LTCP
Subject: Lake Elmo Runway Improvement Plan

I am writing in support of the planned runway improvements at Lake Elmo airport.

Lake Elmo is a key airport in the local aviation community and supports that community with jobs and flying opportunities.

Thank you.

Greg Cardinal
5236 Shoreview Ave. So.
Minneapolis, MN 55417

612 790-9827

Ralston, Neil

From: Pat <flyinghooligan@gmail.com>
Sent: Monday, March 07, 2016 2:45 PM
To: LakeElmo LTCP
Subject: Runway improvement

To whom it may concern,

I have an airplane based at Airlake Airport, but in the past year I have landed at Lake Elmo a number of times. I have a friend who has a hangar and plane at Lake Elmo and I have went for a ride with him a few times. I have a friend with an airplane, based at Fleming Field, and I have rode along with him as he did a few touch and go's at Lake Elmo. I just want to let you know I'm in favor of the runway extension and improvements at Lake Elmo. I feel it is important to continually update and improve the Minneapolis area reliever airports.

Sincerely,
Patrick Halligan
Sent from my iPad

Ralston, Neil

From: Mark <kolesar.mark@gmail.com>
Sent: Monday, March 07, 2016 3:41 PM
To: LakeElmo LTCP
Subject: Runway Extension

Good afternoon,

I am writing in support of extending the Lake Elmo runway. Never in history has a long runway ever been a safety hazard. In fact longer runways mean additional safety for all interested parties. Moreover, a safe and welcoming airport helps to make a more vibrant community and brings in additional revenues.

Mark Kolesar
Golden Valley, MN

Ralston, Neil

From: THOMAS M VIERLING <sonny_jim@msn.com>
Sent: Monday, March 07, 2016 4:42 PM
To: LakeElmo LTCP
Subject: Hilpisch letter of comment
Attachments: LTCP Comment Hilpisch 3.7.16.pdf

Dear Neil,

Attached is a letter of comment from Tom and Kaye Hilpisch regarding the LTCP Refined Plan B report.

Thank you.

Mary Vierling

To whom it may concern:

My first concern would be rerouting of 30th Street. My son and his family live near 30th & Neil. - It would be a huge disadvantage to reroute 30th - If they had an emergency the police & fire depts. would be delayed.

My other concern would be making the airport runway longer we would encourage larger planes to land here. The larger the planes the bigger the chance of accidents.

We think the money could be spent more wisely.

I guessing about 1% of the people that live in Lake Elmo never use the airport. Why should our tax dollars be spent on something we neither want or need

Tom Helpisch
Kay Helpisch
10732 Stillwater Blvd
Lake Elmo MN 55042

Ralston, Neil

From: Susan HILPISCH <STHILPISCH@msn.com>
Sent: Monday, March 07, 2016 4:44 PM
To: LakeElmo LTCP; Susan HILPISCH; THOMAS M VIERLING
Subject: Lake Elmo Airport Oppsition to Expansion

March 7, 2016

To Whom it may concern:

I am writing today to oppose the Lake Elmo airport expansion. I have lived in Baytown Township my whole life and the airport has always been a good neighbor. I have lived on the north side off of 40th Street for 27 years and on the east side off of Neal Ave. for 25 years.

My family uses 30th Street every day and is our main road to get us anywhere. By changing 30th street, as in your plans for expansion, this will cause many difficulties for my family and my neighbors. My son is a lieutenant on the Lake Elmo Fire department, and by changing this road, will cause longer response times for emergencies. In cases of emergencies, every minute matters and it could be the difference of life and death.

30th street is a rural road. In the winter months, the wind blows snow over the road creating it to be glare ice. It would make this road even more dangerous if you were to put a huge loop with curves thru it. Many people each year go into the ditch because of the icy conditions and it would be slippery in rainy conditions. It is very difficult now with the road straight without any curves.

To change the road from a 55 mph to a 30 mph road again puts longer response times for fire, police and ambulances in times of emergencies. And there are no fire hydrants in this neighborhood so if there were a fire, going around a loop will cause longer response times and could be the difference in losing a home!

Our homes are on septic and well systems. How will you keep our systems safe from pollution? There has already been a problem with our wells being contaminated! We don't want to deal with this again! And by taking down trees along 30th street, this will cause pollution and the noise level to increase around our homes. Are you going to replant 20 foot trees to help with this issue? The trees help make a natural break for snow blowing across the road and they also block the lights from

the runways.

Please just resurface the runways and leave the airport the way it is since the beginning. The meeting at the Baytown Township hall on February 11th, only had 1 pilot saying he felt unsafe with the runway the length it is. That tells us no expansion is necessary.

Thank you,

Susan Hilpisch
3101 Neal Ave N
Stillwater, MN 55082

Ralston, Neil

From: Susan HILPISCH <STHILPISCH@msn.com>
Sent: Monday, March 07, 2016 4:53 PM
To: LakeElmo LTCP; THOMAS M VIERLING; Susan HILPISCH
Subject: Opposition to Expansion for Lake Elmo Airport

March 7, 2016

To Whom it may concern,

I am writing to you today regarding the opposition of the expansion for the Lake Elmo airport. I have lived in Baytown Township for the last 36 years. I have lived on the northeast side of the airport off of 40th street and directly east of the airport on Neal Ave for the past 25 years.

My family uses 30th Street every day and is our main road to get us anywhere. By changing 30th street, as in your plans for expansion, this will cause many difficulties for my family and my neighbors. My son is a lieutenant on the Lake Elmo Fire department, and by changing this road, will cause longer response times for emergencies. In cases of emergencies, every minute matters and it could be the difference of life and death.

30th street is a rural road. In the winter months, the wind blows snow over the road creating it to be glare ice. It would make this road even more dangerous if you were to put a huge loop with curves thru it. Many people each year go into the ditch because of the icy conditions and it would be slippery in rainy conditions. It is very difficult now with the road straight without any curves.

To change the road from a 55 mph to a 30 mph road again puts longer response times for fire, police and ambulances in times of emergencies. And there are no fire hydrants in this neighborhood so if there were a fire, going around a loop will cause longer response times and could be the difference in losing a home!

Our homes are on septic and well systems. How will you keep our systems safe from pollution? There has already been a problem with our wells being contaminated! We don't want to deal with this again! And by taking down trees along 30th street, this will cause pollution and the noise level to increase around our homes. Are you going to replant 20 foot trees to help with this issue? The trees help make a natural break for snow blowing across the road and they also block the lights from the runways.

Please just resurface the runways and leave the airport the way it is since the beginning. The meeting at the Baytown Township hall on February 11th, only had 1 pilot saying he felt unsafe with the runway the length it is. That tells us no expansion is necessary. Please just leave it alone.

Thank you,

Timothy Hilpisch
3101 Neal Ave N
Stillwater, MN 55082

Ralston, Neil

From: conken@zumbrohouse.com
Sent: Monday, March 07, 2016 5:51 PM
To: LakeElmo LTCP
Subject: No to airport expansion

I am a resident of West Lakeland, MN, and am very much against the proposed airport expansion. Please do all that is necessary to disallow the expansion, as the impact on the township will be immense and negative. Thanks.

Christopher Onken
12589 20th St. N, Stillwater, MN 55082

Ralston, Neil

From: Dave Becker <dave-becker@comcast.net>
Sent: Monday, March 07, 2016 7:04 PM
To: LakeElmo LTCP
Subject: Lake Elmo Runway Extension plans

To MAC

Please accept this note as one of many Lake Elmo Airport pilots who are **totally in favor of extending the runways** to support added safety in flying there.

My flying for the past 16 years has been based at Lake Elmo and extending either or both runways would go a long way in providing added safety to the pilots, passengers, and local residents who fly in and out of there and those living in the area.

The Refined Preferred Development Alternative plan is acceptable and will greatly enhance the safety at Lake Elmo airport.

The complaints from some local residents that this expansion will create noisy jet traffic at Lake Elmo is simply not true.

Thanks and have a nice day.

Dave Becker
612-743-8181

Ralston, Neil

From: Jeff Kannas <jeffknns@gmail.com>
Sent: Monday, March 07, 2016 9:06 PM
To: LakeElmo LTCP
Subject: 21D Runway Extension Support

Airport Commission,

I'm writing to document my support for the runway extension project at Lake Elmo (21D). The primary driver for this extension is safety, that of the area pilots but also the community surrounding the airport. The current runways are in need for repairs (32/14 has heaves in the winter) and they are short even for single engine aircraft commonly found on the field. There isn't the margin of safety at the field like you find at other similar airports (e.g. New Richmond, Red Wing). I fly a Piper Six at the field. When flying in the summer especially, the length of 32/14 requires that pilots be proficient accurate. I know of a couple pilots who have mis-judged on that runway and ended up with some aircraft damage. Thankfully there was no-one hurt and no-one effected in the surrounding properties.

Now that so much residential housing is going up around the field, it's more important than ever to provide sufficient runway length for common aircraft on the field.

Other than some possible re-routing of some roads, the runway extension would not hurt the local residents or the community as a whole. Conversely, the extension project will enhance the safety of the field and better promote the Stillwater/Lake Elmo community as a whole, inviting more to come and explore our great communities. An airport of good quality speaks a lot for the community as a whole.

I'm in favor of the extension project and hope it can be initiated soon, for the safety of our pilots and our local residents.

Sincerely,
Jeff Kannas
Stillwater, MN
jeffknns@gmail.com

Ralston, Neil

From: Travis Hamblen <travishamblen@gmail.com>
Sent: Monday, March 07, 2016 9:13 PM
To: LakeElmo LTCP
Subject: Lake Elmo expansion

I wanted to commend the MAC for the excellent planning that has been done toward the expansion at the Lake Elmo Airport. I sincerely hope the expansion will happen as it will greatly improve safety for all the pilots and passengers traveling in and out of the Lake Elmo Airport. Thank you for all the work you have done and I hope you will be able to win over those who oppose this much needed expansion.

Travis Hamblen, CFII
www.flywithtravis.com
(651) 269-6542

Ralston, Neil

From: Dave Schultz <dschultz6816@comcast.net>
Sent: Monday, March 07, 2016 10:21 PM
To: LakeElmo LTCP
Cc: 'Dave Schultz'
Subject: Lake Elmo Airport LTCP Comment

March 7, 2016

Metropolitan Airports Commission
6040 28th Avenue so.
Minneapolis MN 55450
Attn: Neil Ralston

RE: Public Comment on the Revised 2035 Long Term Comprehensive Plan for Lake Elmo Airport

Mr. Ralston:

For over 50 years MAC has been presenting the same plan for expanding the Lake Elmo Airport and even had a plan at one point for parallel runways. On page V8 in the 1992 final Report of the Lake Elmo Airport Comprehensive Development Plan Update, it states:

"Incompatible Land Use according Metropolitan Council Criteria

According to the standard for "Infill Development and Reconstruction or Additions" there are no existing land uses that are totally inconsistent for the present or for the year 2010. When evaluated against the standards for "New Development and Major Redevelopment", there are no existing land uses that would be classified as "inconsistent" for 1989. *For the year 2010, there is an area of approximately 60 acres containing four houses that would be incompatible for new development."*

This was in 1992. Here we are in 2016 and development in and around the airport has progressed to the extent that there is a home right on the edge of the southern boundary of the airport property south of 30th Street. In addition Washington County Commissioner Gary Kriesel presented two maps at a meeting with Governor Dayton indicating the property values within a one and two mile radius of the Lake Elmo Airport. There are 348 parcels with a total estimated market value of \$93,997,000 within a 1 mile radius and 2,103 parcels with a total estimated market value of \$823,642,900 within two miles. This is further proof that the current revised plan for expanding the Lake Elmo Airport is incompatible with the current surrounding areas and this is even before the mandated development by the Met Council and Minnesota State Supreme Court for Lake Elmo across from the airport. In short the area has grown up or has been developed around your 50 year old plan.

In the past I referenced Page 7 in the FAA Advisory Circular No. 150/5235. Using 83° as referenced by MAC for the Mean Daily Maximum Temperature for the hottest month of the year, and 930' elevation, you arrive at a runway length of approximately 3,280 feet for 95% of the aircraft. This begs the question, what constitutes 95% of the aircraft *based* at Lake Elmo? MAC also references a Beechcraft King Air 200/250 or equivalent ten passenger or less aircraft in their 2035 LTCP for using the Lake Elmo Airport. Using a take-off distance chart provide by Beechcraft for the King Air 200/250 and plugging in 86 ° F (30° C) for Air Temp., 12,500 for Weight, a 5 Kt. head Wind Component and zero for Obstacle Height, you arrive at runway length of approximately 2,100 feet and a runway length of approximately 3,280 to clear a 50 foot obstacle. So if MAC is going to design the Lake Elmo Airport around the King Air 200/250, it should design it around the full performance envelope of that aircraft. That being the case, then one also needs to consider what happens when there is a catastrophic failure, such as the failure of an engine before a speed of V1. Again using a takeoff performance chart furnished by Beechcraft for the 200/250; with an air temp of 86 ° F (30° C), and extrapolating an elevation of 930 feet, one arrives at a runway length of approximately 4,100 feet needed to stop from a rolling start with the aircraft at its Maximum Takeoff Weight for a level dry paved surface. So what happens when the pavement is wet and or slushy? The numbers obviously get worse. Conversely if one is greater than the speed of V1, then the pilot is committed to taking off. The question then comes down to; can the pilot of a King Air 200/250 safely clear any obstacles such as homes or other structures on one engine? Now, one can say that a reasonable pilot would not take off in this aircraft using the full performance criteria, but I say MAC has not done it due diligences by reference the Beechcraft King Air 200/250 if it does not include its full performance criteria.

Both Baytown and West Lakeland Townships oppose this expansion along with Lake Elmo in their 2030 Comprehensive Transportation Plan where they state; "The City will continue to vigorously oppose all initiatives to broaden the operating capabilities of the Lake Elmo airport from the existing recreational aviation to corporate or commercial aviation by runway lengthening or other related improvements".

It has been stated in the past that the neighboring residents to the Lake Elmo Airport were opposed to the original plan of constructing a 3,600 foot runway and to the revised plan of 3,500 feet. It has also been reaffirmed that they are NOT saying shut it down, but there is additional room for comprise and feel that a 3,200 to 3,300 foot runway would be more appropriate for this recreational airport and still provide an additional safety factor for the current aircraft base there.

Dave and Pat Schultz
1440 Norcrest Ave. No.
Stillwater, MN 55082

Ralston, Neil

From: Scott Hanson <scott.hanson5@comcast.net>
Sent: Monday, March 07, 2016 10:28 PM
To: LakeElmo LTCP
Subject: Support for the well needed Lake Elmo Airport improvements

I am writing in **SUPPORT** of the improvements at the Lake Elmo Airport.

I am still in disbelief why anyone would be against the improvements to **make the Lake Elmo airport safer**. Is the airport safe – (the MAC already knows the answer to this, but to the naysayers) - yes. Could it be made safer – YES!!! And being a pilot that flies in and out of Lake Elmo, the increased safety measure is welcome. I am amazed that one of Minnesota's busier airports has one of the shortest runways. Why don't we bring it up to "today's" standards.

Speaking of shorter runways... one aspect that has not been given much attention is that impact of noise levels given the longer runway. The folks objecting to the runway will state this will bring in jets or larger aircraft. Obviously, they are uninformed as the increase in runway distance will NOT bring these aircraft into Lake Elmo. But an argument could be made that it will actually decrease airport noise. Why??? Instead of my fully loaded plane buzzing their homes only 200 feet off the ground, the longer runway will allow me to climb much higher by the time I pass over their home. And this equates to lower noise. Takeoffs being the worst because the planes are at full throttle during this maneuver. I know the naysayers will ignore this fact, but is probably something that should be stated.

In addition, like any other sane homeowner, I don't understand the gall of some individuals that move right next to an airport, and then demand for it to be shut down. I understand they have a voice, but it should be taken with a grain of salt, given their lack of respect of others in the community or around them (for example, an airport that has existed before they did).... Or their lack of common sense. But I digress...

I don't want to list all the reason that this just makes sense to do. The MAC is already aware of all the benefits of this plan, and no real disadvantages of doing this well needed work. I commend Neil Ralston for doing a great job in laying this out.

Again, I hope the MAC make the right choice in improving the conditions at Lake Elmo. Not only do "I" thank you... but our future aviators (Young Eagles program) thanks you... the recipients of the Angel Flights thank you.... And the future owners of the animals that were saved with the Pilots'N'Paws programs that utilize Lake Elmo Airport thank you.... And all other recipients and pilots that use the Lake Elmo airport to make this world a better place to live in.

Scott Hanson
Private Pilot
Woodbury, MN
651-501-1551

Ralston, Neil

From: sh6078@gmail.com
Sent: Tuesday, March 08, 2016 7:18 AM
To: LakeElmo LTCP
Subject: Runway lengthening

I am a pilot flying out of Lake Elmo now for two years. I have flown all over the United States in several different capacities for 39 years. Flight instruction and Charter. The runway at lake Elmo does need to be lengthened for safety reasons. The people who are building around the airport should support this for their own safety. Scott Hertogs

Sent from my iPhone

Ralston, Neil

From: Chuck Runyon <chuck@sebrands.com>
Sent: Tuesday, March 08, 2016 8:05 AM
To: LakeElmo LTCP
Cc: sen.karin.housley@senate.mn; rep.kathy.lohmer@house.mn.com
Subject: Lake Elmo Airport Runway expansion

March 8th, 2016

Metropolitan Airport Commission Airport Development
6040-28th Avenue
Minneapolis, MN 55450

Metropolitan Airport Commission:

As a resident of the Lake Elmo/ Stillwater area, I am writing to voice my opposition to the Metropolitan Airport Commission's (MAC) alternative proposal for the Lake Elmo Airport runway expansion. The most recent proposal reduces the already unnecessary runway expansion from 3600 feet to 3500 feet. This "alternative" proposal only eliminates 100 feet from the most aggressive plan proposed by MAC.

This "alternative" proposal presents as a feeble attempt by MAC to pacify and thereby silence the many good neighbors who seek a more common sense approach. More important than the slightly altered details of this "alternative" proposal, I am deeply concerned with the approach and process utilized by MAC throughout this project.

In the Fall of 2015, MAC staff, led by Mitch Killian hosted a meeting with local neighbors. At this meeting, MAC presented the "alternative" 3500 feet plan which did not adequately address the neighbors' concerns. Upon hearing their less than enthusiastic reply, I understand from those in attendance, MAC staff responded by saying, "We can just go with the original plan then." The dismissive tone of this response is concerning to me because implies MAC staff were not truly interested in learning about local concerns but rather meet with local residents in order to "check a box."

Further, in December 2015 at a full MAC Commission Board meeting, Commissioner Dan Bovin stated, "To Lake Elmo City Officials, now you are going to approve developments at the end of the runway and all we are doing is setting up for future complaints and future problems. I understand that it is your land, but please take into consideration what you are doing to your residents. When you see a runway there and you are going to have developments, we are going to have issues."

The comments from Commissioner Bovin seem to indicate Lake Elmo should be cautious regarding development in the city. This is seemingly inconsistent with the Met Council's position in 2006 when the Minnesota Supreme Court sided with the Met Council's directive to the City of Lake Elmo to develop more residential properties. At some point, the government agencies involved here cannot have it both ways.

The Lake Elmo Airport is primarily a recreational airport that experiences approximately 72 takeoffs and landings per day -many of which are used for the flight school. The plans MAC continues to push-whether the original or the "alternative" were first drawn over 50 years ago. The City of Lake Elmo and the surrounding towns and neighborhoods have experienced significant change during the past 50 years. I agree the airport needs to be safe but that can be accomplished by repaving the existing runways, at their current lengths. I do not support MAC's revisiting of a 50 year old plan to extend the runway without taking into accounting the corresponding changes to the surrounding area.

I am very concerned by the mixed messages and the inconsistency of MAC's outreach to the communities of Lake Elmo, Stillwater, and the surrounding townships. I urge MAC to find a more reasonable solution that truly reflects the input of the community.

Sincerely

Chuck Runyon
13885 24th Street
Stillwater, MN 55082

CC: Senator Karín Housley
Representative Kathy Lohmer

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Ralston, Neil

From: Noel Easton <noel@easton.us>
Sent: Tuesday, March 08, 2016 8:26 AM
To: LakeElmo LTCP
Subject: Lake Elmo Airport 21D Runway Improvement Project

To whom it may concern,

As a pilot based at 21D for the past 16 years I know the need for a greater safety margin will be met with this project. Please proceed expediently in bringing this project to fruition.

Noel Easton
Pilot Certificate: 310 I 434

Ralston, Neil

From: Robin Giguere <Robin@gebhardandgiguere.com>
Sent: Tuesday, March 08, 2016 10:03 AM
To: LakeElmo LTCP
Subject: Revised Runway Improvement Project at Lake Elmo Airport

Good Morning Commissioners,

I live in West Lakeland Township off Manning and Stagecoach. I am the senior partner in Gebhard and Giguere, Ltd an accounting firm located in Lake Elmo and am a member of the Tailwinds Flying Club located at the Lake Elmo Airport.

I am in FAVOR of expanding the runways at the Lake Elmo Airport! It seems Dave Schultz of the West Lakeland Township Board feels he knows the township but he has no clue as to who his constituents are. He does not speak on my behalf!

I moved into West Lakeland Township in 1998. The airport was already there and yes planes, helicopters and hot air balloons fly over my house all the time. I probably was not aware of the extent of the air traffic when I moved out but I don't feel its excessive either. I've enjoyed watching the planes overhead and the kids go crazy over the helicopters flying back and forth to Holman Field. If there's any real excitement it comes from the hot air balloons. One landed in our neighbor's yard a few years back. It created a lot of great conversation and of course excitement.

But getting back to the Lake Elmo Runway Improvements. Lake Elmo is a busy airport its runways are in need of repair and we could use lighting for night operations. We all know the statistics of its ranking in use and runway length; it's the third-busiest in the state, but has the fifth-shortest runway. This expansion is not going to raise local sales tax or property taxes. It's my understanding that the land being used for the runway expansion is land that's already owned by the airport.

This airport is not used just for recreational flying but for educational purposes and volunteer work as well. Many of my fellow pilots at Tailwinds belong to EAA Youth Programs where they spend their time inspiring young people to experience the freedom of flight and the field of aviation. Then there are the pilots who do Angel flights for those that need medical treatment. The Lake Elmo Airport has served its communities well over the years and now it's time for these same communities to help ensure that this airport, its pilots and residents are safe. That exactly what this expansion will do! If done properly these updates and runway expansions should take this airport well into the future.

With all the new development of homes in Lake Elmo around the airport and off of Highway 94 and County Rd 19 there will be more traffic on the roads. There may be more interest from recreational pilots that are moving into the area in the Lake Elmo Airport but this interest will not be the cause of increased traffic on our roads. The increase of traffic we are seeing on our roads now and in the future is the result of the growth and development of housing in our communities. The airport is being used as a scapegoat for the traffic issue when its an entirely separate matter and should be addressed in a separate meeting.

Questions, please call.

Robin Giguere

Gebhard & Giguere, Ltd

8645 Eagle Point Blvd, Ste B

Lake Elmo, MN 55042

robin@gebhardandgiguere.com

www.gebhardandgiguere.com

Ph: 651-328-6082 Fax: 651-328-6081

Ralston, Neil

From: Vince Anderson <vjanderson@presenter.com>
Sent: Tuesday, March 08, 2016 10:25 AM
To: LakeElmo LTCP
Cc: townclerk@westlakeland.govoffice2.com; gary Kriesel; rep.kathy.lohmer@house.mn; sen.karin.housley@senate.mn; jeff.hamel@mspmac.org; Madigan, Michael; Boivin, Dan
Subject: Lake Elmo LTCP Addendum - comments
Attachments: MAC Plan Revised - Addendum.docx

Attached please find a 'word' document of my submittal of comments on the Refined Preferred Alternative to the 2015 Lake Elmo Long Term Comprehensive Plan.

I would appreciate your note back acknowledging that you did receive the information, and can successfully access the file.

Vince Anderson

March 8, 2016

Please find this document as my submission to the request for written comments to the Lake Elmo Airport 2035 Long Term comprehensive Plan – Refined Preferred alternative Addendum. As before, I am in opposition to the plan as presented and amended. I feel it is an unjustified project which serves to benefit a few at the expense of many.

If you remember my submission to the original plan, you will recall that there was a lengthy listing following the cover letter that contained comments and questions on information presented throughout the document. Most of those comments have still not been addressed. I again have a multitude of comments and questions on the revised plan and will list some of them at the end of this cover note. The list is not as comprehensive as before, and is also shorter as the Addendum is a shorter document. I made the point previously that I would be willing to meet with MAC staff and management to review the entire plan with the intent to make the plan more meaningful, and set a model for further planning efforts within MAC. That offer stands.

There has not yet been any explanation as to why activities identified as necessary in the 2009 LTCP have not been completed, and why the runway expansion now deemed so critical was identified then as beyond the 20 year planning period. I feel the public needs to know this explanation to make better analysis of the new intended action.

With the revised FAA RPZ guidance in 2012 as reported in the addendum, I feel the MAC and Washington County both did a disservice to the community and exhibited poor planning by not negotiating and purchasing an option on the then open property across Manning Avenue (CR 15) from the airport. The status of the development of that subdivision already well underway, including specifically homes and a deep storm water containment area on the portion that would be used for RPZ, practically precludes acquiring the property at a reasonable cost. To my knowledge there has never been any quantification of time and effort to undergo a RPZ alternative study. Washington County effectively is being held hostage.

I again point out that while MAC has owned the property in West Lakeland for an EXTENDED period of time, there has not been any action to have the property zoned airport. While some of this property may have been for future use, for most of that time it was not in the public benefit category and taxes should have been paid and were not. Minnesota law requires that land owned by a governmental entity must be used for public purpose to be tax exempt.

Before further analysis is done I respectfully request that MAC and the applicable water management organizations do a design analysis to see if a rerouted 30th street may be accommodated in light of the significant 'lake' south of 30th. My review of the old Washington County Parcel Maps shows the water area then to be much larger than it is today. I ask if there has been a NOHW (Natural Ordinary High Water) established, and whether it is possible to construct the needed road outside of the required shoreline setback.

I do feel MAC needs to provide a researched legal opinion as to whether it has the authority to cross a governmental boundary as necessary with the expansion, and also whether it can take a preexisting road that was in place prior to their being a Lake Elmo Airport. At the meeting last summer at the Baytown town Hall, MAC staff did confirm this was the first time MAC crossing a governmental boundary.

The noise impact discussion starting on page 12 of the addendum is misleading at best and seems to border on outright deception. I observed by studying the noise contour maps on pages 14 and 15 that the original and the refined alternative noise contours were shorter than the baseline which was counterintuitive. I did question MAC staff at the Baytown township meeting and was informed that they are shorter because of the assumption that in the future airplanes will be quieter, and that Lake Elmo based aircraft would be replaced with new models. This certainly is a stretch! Reading the noise discussion one is led to believe that the noise reduction and acreage changes were the result of the new runway.

It has been pointed out in meetings that the pilots are in favor of the expansion. This is without doubt! They have no 'skin' in the game and get new longer runways. They are identified as stakeholders. The people paying for it – the public – are not in that category. Further, not only are they paying for it in real dollars including FAA taxes and fees on air travel, they pay for it with noise impact, and reduced property values.

There has not to my knowledge been any analysis of percentages of the fleet BASED at Lake Elmo vs runway requirements. I submit this is overdue and needs to be part of the document.

If compliance with FAA RPZ criteria is a prime objective of the LTCP as identified in the Executive Summary then it should be stressed, and discussed up front rather than just mentioned. Perhaps I missed it, but I do not see anywhere identification of all the objectives of the LTCP.

MAC should note that the Lake Elmo City Council indicates that MAC has committed to NO jets in the future. To the contrary, the plan does however imply light jets might use it and to my knowledge there is nothing in place to prevent jets from using the airport. You may recall there was a very loud based jet at Lake Elmo a few years ago. Noise abatement procedures for Lake Elmo today give direction to jet pilots on the preferred runway. Certainly longer runways would make Lake Elmo more attractive to some jets. MAC should clarify its position on jet use at Lake Elmo, and should make specific contact with the City of Lake Elmo Council to clarify the jet position.

A key point is made in a MAC response to comments received. MAC comes out and says what the residents have been saying. It is not 'the road,' it is not 'JETS,' it is the expansion in and of itself! MAC says 'LAKE ELMO IS CONSIDERED A PRIMARILY RECREATIONALLY FACILITY.' That is followed by a statement that a 'right sized' runway is to enhance utility so that business related flying could be feasible. Lake Elmo is not a business airport, but MAC is trying to make it one. MAC talks about a development package offered by Washington County and SURROUNDING COMMUNITIES (my emphasis). The surrounding communities are RESIDENTIAL, there is no business in the area to drive a business need, no nearby lodging or automobile rental or other related services. This echoes a point I

made in my response to the original plan. There is no need driving the expansion! There has been no survey of business or government to determine unmet demand.

I do recommend an additional comment period after MAC publishes the combined plan. Including an outdated Executive summary and previous alternatives with comparisons makes the addendum difficult to understand standalone. Certainly there should be enough changes to the entire document to warrant a call for additional comments after a completed document has been presented.

I make the point that there is no unmet demand driving this expansion. I submit that there are no real problems to be solved. If it wasn't a project to be paid for by someone else, would MAC make the expenditure? I doubt it.

Any typos and grammatical errors remaining in this document at mine alone and I apologize for them in advance.

Vincent J. Anderson

1815 Hillside Ct.

Stillwater (West Lakeland) MN 55082

Additional comments following:

Should MAC / MnDOT address location and capability of Osceola and New Richmond airports? Not controlled by MAC or MnDOT but they are as you heard at a committee meeting alternates to Lake Elmo.

Note – naming convention below. P is Page It is followed by page number.

P1 – Needs really 'needs' or 'desires? The business distinction is 'musts' and 'wants'

P1 – currently using – give us a chart of aircraft 'using' – based and 'transient' --- with numbers --- not spend \$17MM FOR A VERY FEW AIRCRAFT

P1 - facility 'requirements?' Or is it 'desires' ??

P1 – primary identified as needing reconstruction last plan without action.

P1 – come out and quote the FAA criteria

P2 - Obstructions at both ends? Poor planning from the get go – when MAC went looking for an airport, perhaps it would have been better to re-site Lake Elmo at that time.

P2 - Is grant funding the REAL reason?

P2 – when work on 04/22 – why not take it to the max NOW. It can be the long runway to enable the few aircraft that could use the length – and if winds prohibit that, then the existing primary would accommodate. If you don't understand what I am saying, please ask!

P2 – turning existing 14/32 into a partial taxiway is bad design! Makes west hanger based aircraft cross the active runway.

P2 – please provide demographics of hanger owners – residence area

P3 – if using partial taxiway on west – then provide a mid-field cutoff to the east also to not require an aircraft to taxi the rest of the runway, tying it up.

P3 – I believe property to the south of 30th has never been zoned airport

P4 - are the other triggering actions 'could' or 'would'?

P4 – lay out a scope of RPZ alternative analysis requirement to keep Manning in its current location.

Is hunting allowed on MAC property? Historically taking place south of 30th St.

P4 – is rebuilding 14-32 in its existing location a triggering action?

P5 - extend 04/22 to MAC owned property max now – consider acquisition to allow 3600 ft

P6 - demographics on the '12' – were they pilots? Biased!

P6 - Jet – Lake Elmo City today believes MAC committed to no jets in future.

P6 – a prominent cause of concern or the most prominent cause?

P7 – what prompted Utility category? Why was not Utility chosen in the original preferred? Provide distinction for public of differences.

Weighing few - very few – aircraft against community impact. Community has 'skin in the game' – carries costs – real and intangible – not MAC – not Met Council or pilots

West Lakeland gets NO tax revenue – only 'costs'

P8 – west hanger based aircraft or anyone using compass pad needs to cross the active runway to use 32.

P8 – why even build the compass pad? Publish accurate centerline of 14 /32 – and set at takeoff?

P11 – why is future runway being constructed closer to existing an advantage?

P11 - provide reference to FAA guidelines.

P11 – curves in 30th become dangerous in inclement weather is another disadvantage

P11 – do Environmental Assessment before significant planning, not after and ready for construction.

P12 - Met Council suggestion or requirement?

P12 – Why put in the ‘currently ‘ on MUSA statement? What is really being said?

P12 /13 / 14 / 15 – Misleading or deceptive! Noise contours change not based on new runway but different aircraft! Discussed with Ralston et al at Baytown meeting

P12 and P13 charts have different numbers on residential structure in 55 DNL?

P16 States that MnDOT established REGULATIONS and the next sentence calls them guidelines. What are they?

P16 – same in next sentence – mixing regulations and recommended and using word ‘should’ – if ‘regulation’ it is a MUST

P19 / 20 Noise contours

P21 – what was done on 04 /22 in 2015?

P21 - If reconstruct 04/22, then at same time extend it to max and be done!

P21 – explain in detail the funding plan – and necessity of what funding is necessary? How much is real MAC expense?

P22 – 3600 s/b 3500 – discussed with Ralston at Baytown meeting

P22 – sewer and water extension would be crossing government boundary. KEEP IN MIND when Manning is rebuilt

P22 – recommend MAC put in an appendix of the alphabet soup!

P24- PUBLIC is the real stakeholder – how define ‘stakeholder’

P24 – public input incorporated ‘as appropriate’ – who defines appropriate? The planner or management or MAC board?

Comments on Executive summary still stand from initial submission on original plan. It is possible I do have additional comments. Urge additional comment period after publishing the combined document.

Update all usage (flights) – based aircraft with real world (2016)

Note – naming convention below – ES prefix is Executive Summary – otherwise duplicate page numbers in MAC document. P is Page.

ES-Piii Note Lake Elmo is not a reliever based on usage, only on based aircraft.

Is hanger revenue to MAC paying full cost or is that cost subsidized?

ES-Piii – The new runway does not drive based aircraft it appears.

ES-Pvi – MAC – Washington County should have purchased property across Manning years ago – at least an option!

ES-Pvi – Note Executive Summary is first mention that RPZ compliance is a prime objective. List ALL objectives of plan!

ES-Pvii – White was a poor choice of colors for notes – hard to read

Why even include the original Executive Summary?

Note – naming convention below – C prefix is Comments and Responses – otherwise duplicate page numbers in MAC document. P is Page.

C-Pi – when address ‘specific’ concerns?

C-Pii – consider effect of curves on increased travel time --- also safety concern vs straight road

C-Pii – note that moving 30th is without ANY tax offset.

C-Pii – when was dialogue started with whom on maintenance of 30th? MAC says ‘continue’ dialogue

C-Pii – MAC get with township officials and attorney to determine ability to extinguish easement on pre-existing road (prior to any Lake Elmo Airport)

C-Piii - Would be nice to have a chart showing 4 – 6 – 8 and 10 place with requirements – show which are based at Lake Elmo

C-Piii - Note that no jet fuel means not for turbo either – correct? Aren’t some of the planes MAC is striving for turbo?

C-Piii - A key point – here MAC comes out and says what the residents have been saying. It is not the road, it is the expansion in and off itself. MAC ‘Lake Elmo is considered a primarily recreational facility’ – that is followed by a statement that a ‘right sized’ runway is to enhance utility so that business related flying --- MAC talks about development package offered by Washington County and SURROUNDING COMMUNITIES (my emphasis) --- the surrounding communities are RESIDENTIAL – there is no business in the area to drive a business need – no nearby lodging or automobile rental or other related services.

C-Piv – The failing end-of-life infrastructure was to have been addressed in prior plans and wasn’t!

C-Piv – pavements exceeded useful life – is base ok?

C-Pv – MAC says the same infrastructure recommendation regardless of aircraft operations. Initially all the charts and discussion justified the changes based on traffic. Traffic is not what MAC says it is, and is likely to decrease further as recreational flying is likely to continue to decrease.

C-Pv – Before adjusting Lake Elmo for MACNOMS capture using other airports shouldn't there have been an analysis of MACNOMS monitoring stations in relation to those fields and Lake Elmo?

C-Pvi – 2011 and 2012 are years ago! Compare 2016 actual with 'forecast'

C-Pvi – show frequency variance over the year – seasonality

C-Pvi – MAC trying to change the character of the airport from recreational to business

C-Pvi – Show what aircraft were used to be 'representative' – what % of based aircraft need what length.

C-Pvi – Insurance is more likely a driving factor than manufacturers' performance charts.

C-Pvii – Who and how was 'optimal runway length' determined?

C-Pvii – Again – aircraft tenants of course want a longer runway without having any costs! Somebody else pay for their recreation.

C-Pviii – If further explanation is expected in the final document, then the public ought to have a chance to review and comment on that document

C-Pviii – Wind direction – point was made previously by MAC in a discussion of making the crosswind longer that bigger planes were not as susceptible to wind direction.

If you are still with me at this point in my document – congratulations and thank you!

C-Pviii – Poor planning by MAC not making provision for acquisition of property west of Manning.

C-Pix – Taxation – note there is NO property tax revenue flowing to West Lakeland Township

C-Px – Get real! Does MAC really – REALLY – maintain that the net effect on property value in the proximity to 'Lake Elmo International' will be positive?

C-Pxi – Don't rely on MnDOT tool when Lake Elmo does not typify other airports. How were the 'inputs' determined?

C-Pxi – Without any apparent capacity constraint why would MAC suggest using intersecting runways at night without tower operations? This whole proposal was to support safety wasn't it?

C-Pxi – Show chart of takeoffs and landings over time on a given runway.

C-Pxii – Tree removal on rail road right of way also I presume?

C-xii – Does MAC confirm there are no non-conforming septic on the field?

C-xii --- Stop the 'weasel words' regarding wetland impact. This project WILL impact I submit, and MAC knows it.

C-Pxv – MAC never addressed prior estimates in the 70,000 flight range

C-Pxvi --- MAC never addressed observation that 'short' runways be considered in relation to proximity of alternatives. Alternatives exist both closer to the Twin Cities proper as well as further away (Wisconsin) all with short flight time.

C-Pxvii – MAC should resolve conflict with West Lakeland regarding 30th street designation and traffic counts.

Pictures of standing water south of 30th submitted by West Lakeland show possibility of NOHW designation.

Ralston, Neil

From: csseum@comcast.net
Sent: Tuesday, March 08, 2016 10:58 AM
To: LakeElmo LTCP
Cc: kentgrandlienard@baytownmn.org; sonny_jim@msn.com; sen.karin.housley@senate.mn
Subject: Additional comments opposing Lake Elmo LTCP

I'm not going to repeat the comments in opposition to airport expansion that I submitted on August 14th but they still apply.

I attended the followup February meeting in Baytown Township and have 2 areas requiring additional commentary.

Community Engagement

1. By law MAC is required to engage the community but has FAILED to do so. I am certain that a significant number of residents and businesses that would be affected by a the Lake Elmo Airport Expansion are not even aware of the plan. The townships and small towns affected by the project don't have the resources to make these notifications. Anything less than a letter from MAC in everybody's mailbox is UNACCEPTABLE since there are websites/software for obtaining these addresses.
2. I don't understand why Lake Elmo residents were not given a followup presentation like West Lakeland and Baytown Township residents. The Lake Elmo City Council maybe dysfunctional but the residents should have been given the opportunity to get answers to their questions directly from MAC representatives.
3. Portions of Oak Park Heights and Oakdale are within range of the airport, why weren't the residents of these communities given presentations?

Transparency

1. The plan includes unrealistic flight operations projections. When questioned about this during the February followup presentation, MAC admitted they had no precise numbers for current operations and that they did not provide information as to how the projections were derived. This is dereliction of their duty. Cameras are no longer expensive, postpone the project for a couple of years and gather accurate current operations metrics. Note there is a significant difference between a takeoff, a landing and a touch-and-go.
2. Deadlines have been extended several times and yet the comments that have been submitted thus far have not been made public and, as I understand it, will not be made public. This is an OUTRAGE, this is an example of why citizens do not trust government bodies.

Chuck and Robbie Seum
Baytown Township

Ralston, Neil

From: Michael Seeber <seeber@winternet.com>
Sent: Tuesday, March 08, 2016 10:58 AM
To: LakeElmo LTCP
Subject: opposition to Lake Elmo proposed expansion

Hello, I have a property in West Lakeland Township on Neal Ave. I have written before opposing the proposed Lake Elmo expansion. There is much opposition and many good reasons not to proceed with the expansion. May I suggest the topic now be turned to shutting down the entire airport. I did not receive a response to my last communication and would appreciate your response. Thank you.

Michael Seeber on Neal Ave.

Ralston, Neil

From: djbuheck@comcast.net
Sent: Tuesday, March 08, 2016 11:30 AM
To: LakeElmo LTCP
Subject: Lake Elmo Airport expansion comment letter

2301 Legion Avenue
Lake Elmo MN 55042

March 8, 2016

Metropolitan Airport Commission
6040 28th Avenue South
Minneapolis MN 55450

Dear Commission Members,

I have paid taxes in Lake Elmo since 1975 and lived in my home since 1978. I was aware of the Lake Elmo Airport at the time of purchasing my land and when building my home. The airport was here before me and I was aware of the potential for noise and the flights that could be over my home. I was told it was used by single engine planes and it was not considered a candidate for expansion. I found this to be somewhat false when we were told the airport wanted/needed to build more hangars for protection for those planes already on the property....but there would not be expansion of the airport.

Now we are told at public meetings the airport wants to add length to the runways and accommodate more and larger planes. Unfortunately, we have had a plane that crashed at Legion Avenue and 24th Street, the end of my street. The crashes that have taken place have been due to pilot error and mechanical error, not because of the runway length. If the pilots feel they need more runways and a bigger field for their planes they need to choose another airport in the vicinity. I suggest Holman Field/St. Paul Downtown Airport, Fleming Field/South St. Paul Municipal Airport or the New Richmond Regional Airport as ones they may enjoy.

I oppose expansion of the airport due to the safety of those who live near the airport. I have been able to read the plane's numbers and we know those planes are too low and could affect our safety. We do not want more and larger planes endangering our lives. Longer runways are not the answer. Please do not increase the chances of airplane crashes and our deaths.

Sincerely,
Ann M. Buheck

Ralston, Neil

From: Chip Berniard <eberniard@gmail.com>
Sent: Tuesday, March 08, 2016 12:56 PM
To: LakeElmo LTCP
Subject: Supporting the revised proposed alternative plan

I am a user of the Lake Elmo airport, and I believe that the the longer runway will allow a safer environment for both the users as well as the airport neighbors and vehicle traffic. I do not feel that the current length is unsafe, however I think the expansion will have a positive impact on safety much like reducing automotive speed limit in a neighborhood would allow a driver to safely react to a potential dangerous situation.

Additionally I wanted to add that the location of the Lake Elmo airport is great for being so close to the metro. I am an active private pilot, and I mostly use the airport for my personal/business travel. However I also use the airport for outreach with the non-flying public through programs like EAA Young Eagles, Farnsworth events, and Angel Flight compassion flights. The opposition may not be aware of all the positive impacts that such a superb facility and location can offer the community.

Thank you for your time and efforts that have gone into the planning and communication with stakeholders. I believe these efforts will help move the project forward with support from the entire community (not just the small vocal opposition).

Regards,
Edwin Berniard
Saint Paul, MN

Ralston, Neil

From: Jon Wood <jwood@blackhatadvisors.com>
Sent: Tuesday, March 08, 2016 12:57 PM
To: LakeElmo LTCP
Cc: kent.grandlienard@baytownmn.org; ron.fredkove@baytownmn.org;
john.hall@baytownmn.org; john.fellegly@baytownmn.org; Bob Schwartz; THOMAS M
VIERLING
Subject: Letter of Comment Lake Elmo Airport Expansion

Jon Wood

4920 Neal Ave N

Baytown Twp

55082

Dear MAC:

I am writing as a homeowner in Baytown Twp concerned with and opposed to the pending expansion of the Lake Elmo airport. We live directly under the flight path of ascending planes. Prior to purchasing our home we consulted with Realtors and neighbors on the amount of noise we would expect from the Lake Elmo airport. We were told that the noise from aircraft is from small aircraft, minimal in nature, and primarily weekend focused. In our last 3 years of ownership, I can confirm observation as reality. Traffic and noise has been minimal.

I have recently learned that this expansion would allow for increased traffic and larger and louder aircraft. It would also create an attractive alternative for FEDEX and UPS traffic. These corporations could utilize Lake Elmo Airport as a new alternative to current airport activities. FEDEX and UPS turbo prop planes would result in increased noise and frequency. This increased noise will decrease the resale value of our home and thereby substantially harm our investment and practical enjoyment of our property. Additionally, I work from my home office. I can attest that plane traffic and subsequent noise is unusual during the workweek. My job involves meetings and conference calls requiring the current level of solitude. An increase in air traffic and noise would harm my ability to generate income from my home office.

There has been no baseline analysis for weekday and weekend noise neighborhoods north of the airport in Baytown Twp. The current plan does not include a projection for increased noise and its impact to property values. The prospect of increased traffic has already impacted the Real Estate market in these neighborhoods. The time-on-market average has increased and values have decreased since the announcement of the airport expansion. I have learned from five Realtors that the subject of increased noise due to the pending expansion is a common question in open houses. Even the threat of increased noise has negatively impacted the value of homes in our neighborhood.

We request that this expansion be abandoned. Our investment in this property has been significant and an increase in large craft and commercial activity would directly and substantially deprive us of the value of our investment and practical enjoyment of our property. Should the expansion not be abandoned, we believe that it is important to expand the study area to accurately reflect the noise impact on neighborhoods north of the airport. If you have questions about this letter, please contact Jon Wood at 651-483-8366.

Thank you.

Sincerely,

Jon Wood

cc:

Kent Grandlienard

Richard Weyrauch rick.veyrauch@baytownmn.org

Ron Fredkove ron.fredkove@baytownmn.org

John Hall john.hall@baytownmn.org

John Felleggy john.felleggy@baytownmn.org

Bob Schwartz rschwartz@robertmarktech.com

Mary Vierling sonny_jim@msn.com

Ralston, Neil

From: Susanne Heins <sheins@preshomes.org>
Sent: Tuesday, March 08, 2016 1:10 PM
To: LakeElmo LTCP
Subject: Lake Elmo Airport Expansion

TO WHOM IT MAY CONCERN:

I adamantly oppose any expansion of the Lake Elmo Airport. I have lived on the road directly behind the airport for 40 years. I moved here because it was a quiet, rural place to raise my children and have a home. The airport traffic has not been too noisy nor has it been a detriment to the community with additional traffic. However, expanding the airport will change everything. I was at the original proposal meetings and when I showed the presenter where I lived on the exhibit maps, he told me "There is no way that the expansion won't effect you". I believe that to be so, and also for my dear neighbors.

Why should a homeowner of many, many years have their property devalued, noise pollution added, their road re-directed and also the rural atmosphere destroyed so that MAC can get millions in federal funding? Expanding the airport only benefits the pilots and the support services at the airport. It has yet to be proven that this will enhance the economy of the adjoining Townships at all

Susanne Heins
3245 Neal Ave. N.
Stillwater, MN 55082
Baytown Township Resident

Ralston, Neil

From: richgergen@comcast.net
Sent: Tuesday, March 08, 2016 2:49 PM
To: LakeElmo LTCP
Subject: Airport Expansion in Lake Elmo

From: Rich Gergen
2939 Neal Avenue North
Stillwater, MN 55082

To Metropolitan Airport Commission

My name is Rich Gergen and I am a resident of West Lakeland Township with a property adjacent to the Lake Elmo Airport which is the subject of expansion plan discussions. I would like to go on record as being against this expansion and would like to expound on a few reasons for my objections.

My initial objections were all very logic-based. What is the need being filled here? Do enough planes use it to justify? Are there alternatives that don't make such major changes? I've lived in this area for over 20 years and can recall only a handful (< 15) accidents in all that time. Since I live so near the airport I naturally take an interest in these accidents and to my knowledge, all of them were related to either pilot error or equipment malfunction. None of them were related to runway length so expanding the runway does not appear to be for safety reasons - at least as far as the planes currently using the airport is concerned. Living where I do, we spend a lot of time on the weekends outside and can see and hear every airplane take off and land and we just don't see a huge level of use. Sure there are pilots taking off regularly, but if I had to guess, on a busy, sunny Saturday during what I would assume would be prime flying weather, I would hazard a guess that there are fewer than 50 flights in and out of the airport on those days.

My main concern however, is for preserving the overall character of the West Lakeland/Lake Elmo area. When I first moved here a little over 20 years ago I found a perfect environment for me to raise my family. I found an area where I could have a nice 5 acre lot with a couple of horses, be in a quiet, rural setting where dark really means dark, yet still be close enough to major shopping areas. In other words, West Lakeland has the perfect environment for what I had been looking for. Over the years, the surrounding area has grown - there's shopping even more closely located to me than previously and there are many more homes, but the overall character of West Lakeland Township has remained the same. The property I own is very close to the airport, but if anything that added to the ambience, not detracted from it. There are relatively few flights in and out, we can sit outside on a sunny day and watch the local pilots out for their flights, and at night the requirement and location of the lights is in no way detrimental to our environment.

If the expansion plans go through as currently documented, I fear that will all change. The rerouting of traffic to accommodate the expansion, the longer

runways likely increasing the size of the planes, and the runway being across 30th street adding lights to the area will all adversely affect the rural nature of the area. It will change the airport from what has been a complement to the rural feel of the area into a liability. West Lakeland Township and the Lake Elmo are in general have been unique in the major metropolitan suburbs. It is one of the few locations where you can have quiet, a night dark enough where you can easily see the stars and still provide all of the conveniences of major urban life just 10-15 minutes away.

We may be uniquely affected by this due to the proximity of our home to the airport, but I think the general point still holds true. When I discuss with my friends where I live they all ask whether the airport bothers me; I have always answered no up until now. When they come visit me at my home they see exactly why it doesn't bother me and actually relate that it would be nice to live where I do. I am sure that if the expansion goes through as planned, I will no longer be able to answer that the airport doesn't bother me and when they visit, they'll wonder why I live there. Even worse, I will probably join them in wondering why I stay.

My hope is that you will take these and other comments you have received into account and consider altering your plans. Nobody I know that lives in the area believes the airport to be a detractor from the area. I greatly desire that the airport continues to be a complement to this great, semi-rural area.

Thank you,

Rich Gergen

Ralston, Neil

From: Winter <jjbn@me.com>
Sent: Tuesday, March 08, 2016 4:01 PM
To: LakeElmo LTCP
Cc: Mary Verring; Chuck Seum; Vic Thalacker; pat@kodiakfurniture.com; Jon Wood; Jonathan Young; alicia.lebens@ecm-inc.com
Subject: Input and Suggestions on Airport Plans--

Dear Sir or Ms. :

I have been following the efforts of MAC to expand our airport. I support improvements , but, am very frustrated with the lack of definition. Phases like " not intended to " ; do not expect " ; " no evidence for " --- seem to be used often in your plans. In some circles , these are referred to as " weasel words " . Local officials , on both sides of the St.Croix River , have noted that no expanded population cohorts are considered in the Plan. A local mayor cited an analysis , that stated , western Wisconsin is the largest body of open land in the county next to a major city-- that residential and commercial development will place infrastructure burdens on Minnesotas eastern border. None of this is considered in you MAC Plan --- ergo ,the need to control airport volume/noise/and fight 'timings' . Further - it is interesting that the analysts used near recession years as projection analytics-- huh ? . No specific caps , limits or strict enforceable guidelines are in you Plan. Why ? Comments made directly to me by staff at the MPLS airport , strongly suggest that the LE airport is really going to be an expanded reliever airport ,, to take incremental loads off of the large international airport. Why would these folks make such ' off the record ' declarations ? It is unlikely they would make up these comments ...

I'd like to see some firm statements relative to below issues / concerns :

- * no jet traffic,,, only emergencies,
- * restricted turbo prop traffic (we've had noise issues in the past),
- * decibel guidelines ,,with metric enforcement,
- * acceptable day & night plans for air traffic,
- * the plan needs to include highway traffic projections,
- * restrictions on business plane traffic and volume are required ,
- * volume level restrictions- using recent fed guidelines and studies,
- * strict buffers for adjacent development -- I hope you know that a major residential development is in place , with building lots being sold, that is less then 500 YARDS from the airport !! Recent Met Council demands have this rural residential area on a strict major " household " expansion in coming years ! There appears to be a real conflict of proper planning . In addition , several local officials appear to be pilots and keep planes at the airport. Conflict ? WHY are you allowing close , expanded developments to be ' permitted " ? Where are the responsibilities of the local town boards (Baytown, West Lakeland, Lake Elmo City,Oak Park Heights) placed with nearly Zero inputs to their constituents ?? And, almost no inputs to MAC.
- * several areas , surrounding the airport , are under strict watershed guidelines --- your plan only addresses one small 'swampy' area at the end of the planned expanded runway. A full environmental impact study is part of state and federal laws.

Thank you for the opportunity to provide my concerns and suggestions.

Sincerely,

Jack St. Ores

5150 Muir Avenue North,

Stillwater,MN. 55082. (Baytown Township)

612-840-6459 = mobile

651-439-6237 = home

Ralston, Neil

From: Molly K Olson <molly@mollykolson.com>
Sent: Tuesday, March 08, 2016 4:09 PM
To: LakeElmo LTCP
Cc: LakeElmo LTCP
Subject: Public Comment - AGAINST the Lake Elmo Airport Expansion

**Please see attached PDF – Against Lake Elmo Airport Expansion
Please let me know you received this email.
Molly K Olson**

In case the PDF does not come through, here it is:

**Just say NO
To Lake Elmo Airport Expansion Plan**

**Either Public Employees of the Public Agency Listen the Public or they don't ...
which is it with the Met Council/M.A.C.?**

**STOP Ignoring
Overwhelming
Citizen Opposition**

**M.A.C. may be hearing
but they are NOT LISTENING.**

**M.A.C. has used threat and coercion
telling residents “this is not a negotiation, it's a done deal.”**

M.A.C. has FAILED to properly weigh all factors for the MAJOR public funding project

- ? M.A.C. has NO accurate data regarding usage (actual flights that take off and land)
- ? M.A.C. has MISREPRESENTED the facts and is consistently using INACCURATE data
 - They said the airport has 23 employees, it has 3 employees
 - They claimed this was the 3rd busiest of 83 airports – but they admitted later they made-up their numbers and didn't really know. They IGNORED the actual counts of take offs and landings.
 - Their numbers and projections are laughable – they have not done their due-diligence or been accountable to “real” data
- ? M.A.C. has NO public justification for a purely private recreational HOBBY airport.
- ? M.A.C. is pushing expansion for a DYING AIRPORT, which will result in another PUBLIC DEBACLE (not their first!) This airport has NO FUTURE. In the last 25 years, the number of airplanes housed at this airport has gone down 30%. Most planes don't even fly in the winter at all.
- ? M.A.C. has ignored the majority pilots who don't even want the expansion.
- ? M.A.C. has NO financial justification for this non-revenue-generating airport. In the private sector if you were recommending such a high expenditure for such little return your job would be in jeopardy.

- ? M.A.C. is asking to spend money where there is NO PUBLIC GAIN – no gain to the three surrounding communities, no gain to local business, no known public gain – only a loss. It is fiscally irresponsible.
- ? M.A.C. has NOT adequately considered the high usage of a current road they plan to dangerously re-route.
- ? M.A.C. has NOT considered how re-routing the road and slowing the speed limit will dangerously reduce emergency response time.
- ? M.A.C. is COMPLETELY DISREGARDING the complex environmental impact.
- ? M.A.C. is COMPLETELY DISCOUNTING the new housing developments that now exist, but were not even on the 50 year old plan they are using ... their plan is dangerously close to far too many homes ... their plan should be deemed OBSOLETE. No other airport is this close to homes.
- ? M.A.C. shows lack of regard for F.A.A. and has not answered F.A.A. questions.
- ? M.A.C. pushing expansion just to get federal money while COMPLETELY DISREGARDING any long term costs on the environment, the residents, the users, the area, the taxpayers, the state, etc. It WILL cost resident in reduced home values.
- ? M.A.C. is prevaricating and using unnecessary scare tactics and misrepresentation to get their way on the expansion, falsely claiming the airport is not safe for pilots – if it's not safe, then the proper course of action is to SHUT IT DOWN. If pilots think the airport is not safe they have a moral and ethical duty to stop flying immediately – that is not occurring. The safest decision for the residents is NO expansion.
- ? M.A.C. is COMPLETELY DISCOUNTING AND DISREGARDING all environmental issues: surrounding areas on well & septic, ground water run off, will create extreme noise and light pollution, will require cutting down significant natural tree lines, and much more.

If something must be done, then M.A.C. should resurface the runway they have, or SHUT IT DOWN and save all long term costs.

From: Molly K Olson, West Lakeland Property Owner. Email: molly@mollykolson.com Cell: 651-276-5566

Date: March 8, 2016

Ralston, Neil

From: THOMAS M VIERLING <sonny_jim@msn.com>
Sent: Tuesday, March 08, 2016 5:45 PM
To: LakeElmo LTCP
Cc: Karin Housley; Kathy Lohmer; Dave Schultz
Subject: M Vierling Letter of Comment

March 7, 2016

Mr. Neil Ralston
Metropolitan Airports Commission
6040 28th Avenue South
Minneapolis, MN 55450

Dear Mr. Ralston,

My husband and I are adamantly opposed to the 2035 LTCP for the Lake Elmo airport as well as the Refined Plan B version of the 2035 LTCP.

This plan is 50 years old. You took land by eminent domain from residents on Blackwoods Trail, now 30th Street, in 1969. You've leased this property as agricultural land for 47 years and profited from it, and have never attempted to move forward with the LTCP plan. The MAC plan should have been implemented by the early 1970's, prior to the development of lands in Lake Elmo, Baytown and West Lakeland. It is long outdated and should have been retired.

Because you failed to make the necessary changes to the airport in a timely manner, residents will now be subject to decreased home values and overinflated property taxes to support the communities, schools, roads, and services. In addition, you are dropping the full maintenance responsibility of a road to be built by you, through a wetland, on the backs of the residents in one township. This airport needs to fit into the communities, not the reverse.

The majority of the information you have provided to the public is bogus and you admit to that. One example to look at is daily airport operations. You proclaim 26,000 per year. By our count, there are 54 per day, on a perfect flying day. So let's say 55 operations per day X 365 days per year totals 20,075 operations. Now we know that there are not operations 365 days per year, and there are certainly not 55 operations per day. (Of the 54 we counted, 37 were touch and go's by students using the same 3 planes. They should not even be counted as an operation. They are homework.) But based on 55 per day, 365 days per year, you come up short 500 operations per month from your projections. You would maybe be more in the ballpark if you cut your number to 13,000 operations per year, including the students. How about number of hangars at Lake Elmo, number and type of planes housed at Lake Elmo, number of crashes, all of which are pilot or mechanical error. None have been due to runway length or lighting on either runway. We have the actual stats on these issues, as do you.

The declining number of pilots and businesses using the airport clearly make this a hobbyist airport. Therefore, the tax dollars being spent on the proposed improvements are purely to support an expensive hobby. I'm fairly certain that the hobby farmer on 5 acres isn't privy to the same type of tax subsidy.

The disruptive plans for the roads and the residual costs of depreciated home values and taxes are a huge burden to impose on residents and local townships and cities.

West Lakeland and Baytown officials and residents continually try to work with you regarding the expansion plans, but to no avail. In your words, "this is not a negotiation". Yet, trying to explain to me that my fire protection is going to be jeopardized is not a negotiation. Work with me. That's all I ask.

The MAC is like an onion. With every layer you peel back, a whole new area, void of transparency, appears. The MAC has the privilege of protection from the FAA. There is however, an avenue to follow. We will continue to work with our elected officials to make the changes necessary make our voices heard. Our goal remains the same; stop all expansion at Lake Elmo airport.

In conclusion, the proposed improvements to the Lake Elmo airport would be a misappropriation of public tax dollars and grants. While it may be necessary to rebuild or repave the existing runway, extension is not called for, given the activity and operations at this airport. The communities surrounding the airport are not in a position to support the airport from a business standpoint, and the airport brings no jobs or revenue into the 3 adjacent communities. Tax and grant dollars spent will benefit only a few of the hobby pilots that use the airport. An expansion would selfishly purpose the wants of a few over the needs of the majority.

Thank you.

Respectfully submitted,

Mary Vierling
2825 Neal Avenue N
Stillwater MN 55082

Ralston, Neil

From: Jason Throener <jthroener@hotmail.com>
Sent: Tuesday, March 08, 2016 5:59 PM
To: LakeElmo LTCP
Subject: Runway Improvement Project at Lake Elmo Airport

I am in support of the comprehensive 21D runway expansion. It will be a big benefit to us pilots who use 21D with safety and the ability for other plane purchases.

Sent from my Verizon Wireless 4G LTE Droid

Ralston, Neil

From: scott.m.anderson@thomsonreuters.com
Sent: Tuesday, March 08, 2016 6:09 PM
To: LakeElmo LTCP
Subject: Lake Elmo Airport Runway Project

Commissioners,

I would like to voice my support for the Lake Elmo Airport Runway project. As a pilot based at Lake Elmo, I'm acutely aware of the current risks and safety issues due to the current runway environment. Extending the runway length and width will increase the margin of safety for aircraft operating in & out of Lake Elmo and their passengers. In addition, by adding better runway lighting and approach lighting, this will reduce risk to both aircraft and the community surrounding Lake Elmo Airport.

I appreciate your strong support for this project and by approving it, you will be addressing long standing safety concerns. Thank you.

Scott Anderson
651.271.2672

Ralston, Neil

From: Doug Weiler <dcw@mnwing.org>
Sent: Tuesday, March 08, 2016 6:22 PM
To: LakeElmo LTCP
Subject: Lake Elmo improvements

Gentlemen:

I am writing to voice my support for the proposed runway extension and other improvements planned for Lake Elmo airport. I am a aircraft and hangar owner based there and have used this airport for over 25 years. Safety is the primary reason for extending the runway. There are several high performance aircraft based at Lake Elmo and the addition runway length will certainly enhance the safe operation of these aircraft. There are other runway and taxiway issues that are long overdue for repair and improvement.

Please add my name to the supporters.

Yours truly,

Doug Weiler

347 Krattley Lane
Hudson, WI 54016

co-owner of hangar 41C Mooney Lane

Ralston, Neil

From: Troy Wenck <Troy@Reuterwalton.com>
Sent: Tuesday, March 08, 2016 6:25 PM
To: LakeElmo LTCP
Subject: Support of 21D 14/32 Runway Improvement Plan

I am writing in support of the MAC proposal to relocate and extend runway 14/32 at Lake Elmo and the changes associated with it.

I am supporting it for two key reasons; the surface is degrading and nearing the end of its useful life, and it's abnormally short length decreases the margins of safety for myself and my passengers.

I have been lading on 14/32 since 2002 and have seen the condition of the pavement degrade. This spring there were several perceptible frost heaves in the pavement forcing myself and fellow pilots to land with soft-field methods to prevent prop strikes during landing rollout. Frost heaves are going to speed the degradation of the pavement surface, leading to potential aircraft damage from pieces of asphalt and aggregate being kicked up and striking the aircraft. The asphalt has reached the end of its surface life, and will soon (coming years) start to cause unsafe conditions for aircraft operating at the airport.

The current 14/32 is the shortest primary runway I have landed at in 16 years as a private pilot traveling all over the western United States. Faa standards have changed significantly since the construction of the original surface. While not unsafe in normal operations, the shorter length reduces the amount of time pilots have to diagnose an emergency during takeoff or landing, and it reduces the space available to pilots to implement corrections based on that same diagnosis. The additional +/- 700' could be the difference between keeping an engine-failed aircraft on the runway with no injuries, vs in a field or in the fence as a potential catastrophe.

I understand that in these situations, the voices of neighbors opposing are often loudest. While their opinion is valid, Lake Elmo Airport serves a much broader metropolitan area than the neighbors within ½ mile of the airport. I hope in this situation the MAC can see past this very localized and vocal opposition, and find that the extension of runway 14/32 is in the best interests of safety for both local residents, as well as the aviators and passengers who use the airport.

Because of the significant work required by degrading pavement, bringing the length of the runway up to current FAA standards is a smart decision by the MAC. Lets' invest our tax dollars wisely and bring the runway up to current safety standards for the fleet of aircraft currently operating at the airport.

Sincerely,

Troy A. Wenck
Pilot of N2899N at Lake Elmo Airport
Resident of Woodbury, MN
Owner of small business in Minneapolis

Troy A. Wenck
President and Chief Manager



2915 James Avenue South, #200
Minneapolis, MN 55408
Direct – 612.876.4392
Cell – 612.490.3846
<http://www.reuterwalton.com/commercial/>

Ralston, Neil

From: Bill Deitner <wdeitner@comcast.net>
Sent: Tuesday, March 08, 2016 6:31 PM
To: LakeElmo LTCP
Subject: Lake Elmo Runway Improvement Project

As a pilot who frequently flies into and out of the Lake Elmo Airport, I want to express my support in favor of the runway improvements. I would welcome the added runway length that will increase the safety margins for all users of the airport. I feel these improvements are long overdue.

Bill Deitner
637 2nd Street West
Hastings, MN 55033
651-437-1757

Ralston, Neil

From: Daniel Giossi <dgiossi@hotmail.com>
Sent: Tuesday, March 08, 2016 6:34 PM
To: LakeElmo LTCP
Subject: 21D Runways

To Whom it may concern,

As a pilot with aircraft based at Lake Elmo, I would encourage you to go forward with the expansion project at the airport. For an airport as busy as ours and continued development around the area, longer runways is an important safety consideration not only for pilots but for nearby homeowners as well.

I don't believe larger aircraft in any numbers will begin using 21D as other inter-structure does not exist.

Sincerely,
Daniel A Giossi

Sent from my iPad

Ralston, Neil

From: Lynette Spitzer <talbichonlady@gmail.com>
Sent: Tuesday, March 08, 2016 7:25 PM
To: LakeElmo LTCP
Subject: Lake Elmo Airport Letter
Attachments: March 8.docx

March 8, 2016

To whom it may concern,

I have lived in West Lakeland Township since I was 7 years old. I am now 22, and I have never involved myself in any city issues, or been much for getting my word in, but I feel like the proposed Lake Elmo Airport expansion is a worthy cause.

My family lives next to the Lake Elmo Airport, literally across 2 fields, where we can see the fence from our driveway. People often ask if the plane traffic gets annoying to listen to, but I can honestly say that not only do I not notice it most of the time, I'd probably miss it if it was gone. The Lake Elmo Airport is a great airport, a great place for many people in the community with hobby planes, a fun thing to be able to show to my sons. It is also the same as it has been for the past 50+ years. Never once in the past 15 years, besides the aftermath of a huge storm, have I seen anything disastrous happen at the airport. Never have I felt like the runways are a danger to my home or any of the homes surrounding mine. In fact, it's safe enough that pilots are regularly teaching other new pilots to fly there. So first, why, if it's so unsafe, has this been going on for years? Am I supposed to be comfortable with the decisions that MAC makes, when they're known to unfairly take property belonging to others, wait over 50 years to DO anything with that property, when it could apparently be a danger to my family, and then decide to do it now, regardless of all the opposition, in a way that will make the road more dangerous and decrease the property value of more than one home? That does not sound to me like a group that has the best interest of me or anyone in the city at the base of their decisions.

Second, I'm a taxpayer. I work hard, and don't have any problem with a portion of the money that I make going to improvements in this state, and specifically this city. I understand the need for that 100%, but where is my money? Because it certainly isn't getting used to fix 30th, a road that I drive down between 2 and 6 times a day, *every day*. A road that nearly bottoms out my car every time I go over 40. That seems a little ridiculous, considering the speed limit is 55. The entire road needs to be redone, but this necessary project has been put off for years because of decisions that have remained up in the air by MAC. Now there is a huge argument about whether or not to completely move the road, making an already notably dangerous road *more* dangerous by adding a steep turn and bringing it right through a field that is currently populated with tons of deer, when they can't even fix the road to begin with? What is going to happen in 10 years, if this road gets moved, when the same swampy areas that are making the dips in the road now return and the road becomes impossible to drive down safely? Frankly, that is of much greater concern to me than the safety of a runway that has never proven to be dangerous. If my money is going to go to a project, especially over 11 million dollars, it should go to fixing the road we already have and maintaining the airport we already have, instead of doing expansions that most of this city disagrees with. What is the point of a free country and voters rights and living in a peaceful, small town if our voices get ignored when we choose to speak up? We don't want this. That's my piece.

Margaret Robertson, Lake Elmo Resident

Ralston, Neil

From: Michelle Rose <michellerose0718@gmail.com>
Sent: Tuesday, March 08, 2016 7:49 PM
To: LakeElmo LTCP
Subject: Opposition to Lake Elmo Airport Expansion

My husband and I just bought land, in 2013, in the Artisan neighborhood of West Lakeland Township, which is located 1 mile from the Lake Elmo airport. We saved a long time for this purchase and will be building our dream home on this land in the next year or two. I am very disheartened by the proposal MAC has made to expand the runways of Lake Elmo Airport, attract bigger planes to the area, increase overhead noise in this peaceful community, and re-route 30th Street and all the associated construction and destruction that is associated with that process. I understand that the new "compromise" shortens the proposed runway expansion by only 100 feet - I still consider this compromise too dangerous. Perhaps the most scary aspect is that I see our entire lot of land is located within the proposed safety zone of the new runway. As we both know, most plane crashes occur during takeoff or landing, and it is unconscionable to me that MAC would consider having OUR HOUSE, with our two very young children, within a safety zone. Needless to say, I am completely against the expansion of the runway. I don't even agree with its purpose - there are two perfectly good airports nearby for larger aircraft to use. Please DON'T follow through with this plan. The area around the airport is far too built up, with too many residences, to allow for a runway expansion.

Sincerely,
Michelle Rose
24th Street Court N
West Lakeland Township

Ralston, Neil

From: Josh Tocko <design@f1510design.com>
Sent: Tuesday, March 08, 2016 8:42 PM
To: LakeElmo LTCP
Subject: 21d Expansion

Importance: High

To whom it may concern,

This letter is to better help inform the council on the needs of a runway expansion at Lake Elmo (21D).

A quick background on myself. I have been an avid aviator at heart since I was a small boy, and finally realized my dream of becoming a pilot in the spring of 2011. Since becoming a student pilot to today I have over 360 hours in various makes and models of fixed wing aircraft, of which 200 is cross country time (visiting airports beyond 50miles), and 28 hours night flight. Within all these hours I have had over 550 landings between 65 unique airports across the country.

I would like to take a different approach than most others in crafting this letter. Visiting all these airports across the country I have gained a respect for short, long, and odd runways. I could state safety facts, and more for the need for an expansion at Lake Elmo. But I wont as for most others have and will just be redundant. What the counsel needs to understand is that the public has been severely misinformed as to what, why, how, and more that the expansion is needed.

I have been listening to the meetings and watching the Facebook page posts on this topic. They just dont understand the true need for this and are skewed by scare tactics and internet pulled specs. (attached are just two screen shots from that FB page showing the misinformation) (also here is the link to the page <https://www.facebook.com/ProtectLakeElmo/?fref=ts> Really a 747 jet will be landing there or let alone any plane flying 10ft over a house. I'm afraid the counsel will react to them yelling "FIRE" in a crowded building and forgoing all the improvements. If you read just some of the comments you can see that some of it borders on ridiculousness.

In closing I find the plan is sound and has a nice balance between safety and local concern. And I feel that with its adoption and certain flight rules added (ie no runups in certain areas, cant turn left until 1,000ft ect) and telling the public that this is an option that many airports in the country have implemented, we can move forward.

Thank you for your time



Public Meeting Scheduled for Lake Elmo Airport Revised Preferred Alternative

This Thursday, Feb. 11th!

METROAIRPORTS.ORG



Carol Reuter Actually, there are small jets there already. And, there is jet fuel available. There is also a flight school that has been there for years, and if there were a safety issue, it would have been addressed years ago to provide for the school. In fact, these new pilots are taught from the old runway and are learning all they need to know.

Like · Reply · 2 · 10 February at 17:20



Robert Berkowitz Actually Carol Reuter... I'm replying as one of the owners of the FBO and you are incorrect there is no JET A fuel for sale. Please check your facts! I haven't seen a jet based at Lake Elmo for almost 10 years and very few have ever used the airport. Light twin props yes, but no jets. The safety standards for airports do and will change much like boating, snowmobiling, or even highway safety. This is a safety issue and part of MACs comprehensive plan.

Like · Reply · 1 · 11 February at 18:01



Carol Reuter Safety for the hundreds of home owners?

Like · Reply · 13 February at 04:46



Josh Johnson There are other methods to make runway strip safe. With the with the current length of 2800 feet and required length for a Cessna 206 is 1'000 to 1,800 max what type of aircrafts requires additional length? Currently the strip is used for recreational purposes. Lengthening the strip would only invite larger and louder aircraft. If this runway lengthening is approved it will only be the beginning of the expansion. Installation of fuel tanks and hangers is imminent. It's great to see and here the recreational planes flying overhead but lengthening the runway is only inviting larger aircraft and more frequent flights in and out

Locations of Lake Elmo Airport

Direction	Length		Surface
	ft	m	
14-32	2850	869	Asphalt
4-22	2497	761	Asphalt

Operations 14221

Based Aircraft 153

Source: Federal Aviation Administration

Lake Elmo Airport (FAA ID: 21D) is a public airport located just outside the city of Lake Elmo in Washington County, Minnesota, about 12 miles east of the central business district (CBD) of St. Paul. The airport covers 640

Josh Tocko (Owner)
 FLIGHT LEVEL 510 DESIGN
 651.587.0999
design@fl510design.com



Ralston, Neil

From: Jon Fuerstenberg <fuer0006@umn.edu>
Sent: Tuesday, March 08, 2016 8:55 PM
To: LakeElmo LTCP
Subject: Lake Elmo Expansion
Attachments: Lake Elmo airport letter.pdf

I missed last year's deadline for comments on the Lake Elmo Airport Expansion. I would like to add my support to the plans to improve Lake Elmo Airport.

Thanks,

Jon Fuerstenberg

Jon Fuerstenberg

850 Reunion Road
Stillwater, MN 55082
612-599-1332
houseofchaos@icloud.com

December 20, 2015

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

Dear Commissioners:

I am writing you to express my support for the Lake Elmo Airport expansion. I would like to open by acknowledging what I suspect is a challenging part of your work as commissioners: the nature of public service and the nature of the citizenry suggests that you have probably received more criticism than support for the Lake Elmo Airport project. I hope to provide some redress to this criticism.

First, though, I will add one gentle rebuke to the MAC. Wording matters, especially in the public arena. The project at Lake Elmo should not have been called an expansion project. Although technically correct as the airport's runways and footprint will expand, when the public hears "airport expansion" they expect something far more disruptive. The public, as well as I, picture an "expansion" to dramatically increase air traffic, increase ground traffic, and bring flights of jets and large aircraft and all the associated noise, pollution, and other disruption that one associates with a large, bustling airport. A far more appropriate title would have been the Lake Elmo Airport Improvement Project. That is what this project is really proposing - making much needed improvements to the airport for the general aviation community already there.

I support the improvement project for both economic and safety reasons. The economic reasons are easy. It has been explained that the airport's infrastructure is reaching the end of its expected lifespan. The airport needs infrastructure work simply to address the ravages of time and use. It make economic sense that, when this work is done, that the airport is brought into the 21st century.

The safety reasons for this project are even more salient. The airport has some of the shortest paved runways in the state, yet it is one of the busier airports. Only two of four

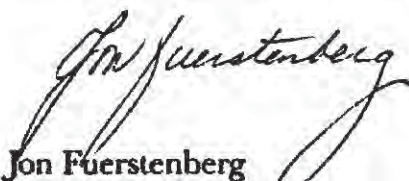
runways are lit at night. Only one runway has a PAPI system (lights to guide an aircraft's landing approach). Only one of four runways has any instrument approaches.

The airport is arguably less safe now given the deteriorating runways and encroachment from surrounding homes and developments. Longer runways can help mitigate that problem. Lights for runways 4/22 could provide dramatically improved safety conditions. In 2015, our flying club had an accident due to a high crosswind condition at night - an accident that would likely not have happened on a lit 4/22 runway. It is unlikely the FAA will develop instrument approaches to the other runways if the airport is not improved. It is uncontested that having instrument approaches for each runway would be safer than the current circling approaches.

An objection to the airport's improvements has been made based on an argument that the airport has been working fine in its current 60+ year old state. Before this argument can be endorsed, let me propose an analogy. Even if one or one's loved ones have not been injured or killed in a car accident, would one want to go back to 1950's car safety technology? Would we want cars before seat belts and air bags were fine, why improve them? Why should we accept the same for our airport?

Finally, I would like to make a plea to the residents opposed to the airport. The people who are using this airport are not rich outsiders who want to fly their private jet to Lake Elmo. I assure you, no owners of multi-million dollar jets are going to regularly land at an expanded Lake Elmo airport with the still short runways, lack of adequate hangars, unavailability of jet fuel, and better facilities closer to downtown. Rather, the people who use this airport are your neighbors. We use this airport for pleasure, sure, but also for work, education, and charity. The cynic in me suspects that some in the community see this as an opportunity to close the airport. The loss of an institution that has been around longer than the vast majority of the local residents would be profoundly unfair to those who rely on it. Remember, those who rely on it are locals as well. Instead, prove me wrong: support the future of a community resource by improving the safety of Lake Elmo Airport and assuring its future success.

Respectfully yours,


Jon Fuerstenberg

Ralston, Neil

From: Peter Rekstad <pjrekstad@me.com>
Sent: Tuesday, March 08, 2016 9:08 PM
To: LakeElmo LTCP
Subject: Support for Lake Elmo Airport work to increase safety

As a neighbor of the airport and a pilot, I want to register my support for the MAC plan at the Lake Elmo Airport. The airport has been a very consistent neighbor in the 8 years I have lived nearby. The extension of the runway will increase the safety of operations while maintaining the consistency of use at 21D. With longer runways at St. Paul, S St. Paul, Anoka, Flying Cloud, Airlake, and New Richmond, I don't expect that the census of aircraft at the airport will change but all flight operations will have the additional safety margin that is prudent for all aviation. Thank you for the fine work on this project.

Sincerely,
Peter Rekstad
2380 Legion Lane
Lake Elmo, MN

Ralston, Neil

From: Marian Appelt <halramsdakota@comcast.net>
Sent: Tuesday, March 08, 2016 9:43 PM
To: LakeElmo LTCP
Subject: Comments regarding the New Proposed LTC Plan for Lake Elmo Airpoirt
Attachments: Comments re MAC LTC Plan for Lake Elmo Airport March 2016.doc; ATT00001.txt

Please find attached a word file containing my comments regarding the new MAC LTC Plan for Lake Elmo.

I would appreciate acknowledgement of receipt of the letter.

Thank you!

Metropolitan Airport Commission

To: Metropolitan Airport Commission Members:

I am writing to express my concerns regarding the new preferred MAC Long Term Comprehensive Plan for the Lake Elmo Airport. The new preferred plan was modified from the original plan which was presented to the residents in the summer of 2015.

My goal in writing comments is to ask MAC to again reconsider their new proposed plan for Lake Elmo Airport and to consider the no expansion option but repair / redo the current runway as is. This was and will continue to be what I am requesting MAC to consider.

I acknowledge the effort by MAC to adjust the original preferred plan to address the 30th Street concern of neighbors, however I do not believe the 100 foot reduction in length and the new 30th Street plan is enough of a compromise. The 30th Street rerouting is still too disruptive for the neighborhood. This will continue to be one of the concerns for the neighborhood but it is not the only concern.

In addition to the concern regarding the re-routing of 30th Street North I have concerns regarding the need for the runway expansion. The major concerns I have are:

My biggest concern with the MAC 2015 plan for Lake Elmo is that I do not believe there is a need for the airport expansion.

- The projections of the number of operations and the number of planes at the airport between the 2008 & 2015 plan shows the airport use to be flat or declining which means there is a decreased interest in recreational flying and does not support airport expansion.
- The number of operations listed in both the 2008 and the 2015 MAC plans are suspect and I believe are **overstated**. This is based on my experience living near the airport and being aware of how many planes are overhead. Additionally, the source of MAC's data for the number of operations appears to have been based on "staff estimates". I believe spending \$11.2 million and majorly disrupting a neighborhood should warrant actual numbers and not estimates.
- There are a number of other airports within a short distance from Lake Elmo with longer runways that could accommodate the larger planes.
- Expansion of the airport with all the residential development projects planned for Lake Elmo is not a good fit. Has MAC considered that the area around the airport may no longer support the airport expansion?
- There is no "business draw" to the Lake Elmo airport. It is not a destination airport and there is no business benefit for the area to attracting larger aircraft. The MAC plan is unclear as to who has been asking for access to Lake Elmo airport with the larger aircraft.
- The proposed expansion is a benefit for 200 or less pilots and mostly for their recreation at the expense of hundreds of residents and their property values with no benefit to the surrounding community.

MAC has been building a history of irresponsible spending and poor planning with other airport expansions i.e. the \$700 million runway at MSP and the need to downsize Crystal airport after they added runways there. As a tax payer I

do not support the use of Federal dollars for a project that I do not feel is needed. I am sure that there are other projects that are more worthy of the federal funds.

In closing I just want to restate that I do not want to see the newly revised proposed MAC plan approved. I do not believe it is justified or needed. The plan has too many inaccuracies to justify spending \$11.5 million or more. Lake Elmo airport should remain as it is.

Thank you for accepting public comments. I appreciate being able to voice my concerns. I sincerely hope MAC and the MET Council will allow the impacted residents and townships to have a strong voice in the plan and consider the impact on the many to only benefit a few.

Sincerely,

Marian R. Appelt
2655 Neal Ave N
Stillwater, MN 55082
halramsdakota@comcast.net

Ralston, Neil

From: Brian Rose <brianrose0718@gmail.com>
Sent: Tuesday, March 08, 2016 10:18 PM
To: LakeElmo LTCP
Cc: THOMAS M VIERLING
Subject: Lake Elmo Airport Expansion- No!

MAC Airport Development
6040 28th Avenue South
Minneapolis, MN 55450

RE: Lake Elmo Airport Expansion

Dear Mr. Neil Ralston,

I hope you are well. I own property near the Lake Elmo Airport and choose this area for its rural setting next to an urban environment. I'm writing you to express my 100% opposition of the Lake Elmo Airport expansion and its revisions from the previous proposal. The initial expansion plan presented a "preferred" plan with multiple alternatives. After the "preferred" plan resulted in heavy opposition, then next alternative was presented as a compromise, which shows that very little thought was put into the initial comment period as the newly "revised" compromise was already in the initial plan. Very strategic way of negotiating. Give multiple slight variations to a preferred plan, and when the initial preferred plan results in heavy opposition, present the next bad idea as the compromise. This doesn't pass the smell test. I was present at the West Lakeland Township (WLT) meeting where the revised plan was presented to the WLT board and to the residents. It was clear that MAC had not completely thought through how this 50+ year old plan would negatively impact the surrounding community. At the WLT meeting MAC had presented that rerouting of 30th street was the biggest concern for the expansion, however I and many others feel all of the following concerns are equally important.

1. **30th Street Alignment:** The rerouting of 30th Street would negatively impact those who use the road and result in extra burden on WLT. The MAC representatives at the meeting stated that they cannot use funds to provide road maintenance and improvements after the road is built. If you plan to move the road against our wishes then it is your road and you are responsible for maintenance and management of the road. If you are not willing or are unable to provide this type of management and/or maintenance, then you should not expect the surrounding to communities the bear this burden. Rerouting the road would disrupt local traffic patterns and I am completely opposed to any plan that would result in rerouting 30th ave in any form.
2. **Safety:** Increasing the size of the airport and putting the runway closer to homes and the community doesn't seem to be in the best interest of the community. Recently a plane crash occurred on the airport grounds and since a good portion of small engine plane crashes are a result of pilot error, bringing the planes closer to the community raises a major concern and liability.
3. **Land Value:** Airport expansion results in decreased property and land values for the surrounding community. Doesn't seem ethical to use public funds to decrease the the property value of surrounding residents.
4. **Environmental:** I see large numbers of turkeys, deer, and other wildlife in the wetlands and woods of the proposed expansion area. You will displacing these residents from there home.

You do not have my support for the Lake Elmo Airport expansion.

Sincerely,
Brian Rose, DVM, DACVS

Ralston, Neil

From: THOMAS M VIERLING <sonny_jim@msn.com>
Sent: Tuesday, March 08, 2016 10:57 PM
To: LakeElmo LTCP
Subject: Marian Appelt Refined Plan B comment

Metropolitan Airport Commission

To: Metropolitan Airport Commission Members:

I am writing to express my concerns regarding the new preferred MAC Long Term Comprehensive Plan for the Lake Elmo Airport. The new preferred plan was modified from the original plan which was presented to the residents in the summer of 2015.

My goal in writing comments is to ask MAC to again reconsider their new proposed plan for Lake Elmo Airport and to consider the no expansion option but repair / redo the current runway as is. This was and will continue to be what I am requesting MAC to consider.

I acknowledge the effort by MAC to adjust the original preferred plan to address the 30th Street concern of neighbors, however I do not believe the 100 foot reduction in length and the new 30th Street plan is enough of a compromise. The 30th Street rerouting is still too disruptive for the neighborhood. This will continue to be one of the concerns for the neighborhood but it is not the only concern.

In addition to the concern regarding the re-routing of 30th Street North I have concerns regarding the need for the runway expansion. The major concerns I have are:

My biggest concern with the MAC 2015 plan for Lake Elmo is that I do not believe there is a need for the airport expansion.

- The projections of the number of operations and the number of planes at the airport between the 2008 & 2015 plan shows the airport use to be flat or declining which means there is a decreased interest in recreational flying and does not support airport expansion.
- The number of operations listed in both the 2008 and the 2015 MAC plans are suspect and I believe are **overstated**. This is based on my experience living near the airport and being aware of how many planes are overhead. Additionally, the source of MAC's data for the number of operations appears to have been based on "staff estimates". I believe spending \$11.2 million and majorly disrupting a neighborhood should warrant actual numbers and not estimates.
- There are a number of other airports within a short distance from Lake Elmo with longer runways that could accommodate the larger planes.
- Expansion of the airport with all the residential development projects planned for Lake Elmo is not a good fit. Has MAC considered that the area around the airport may no longer support the airport expansion?
- There is no "business draw" to the Lake Elmo airport. It is not a destination airport and there is no business benefit for the area to attracting larger aircraft. The MAC plan is unclear as to who has been asking for access to Lake Elmo airport with the larger aircraft.
- The proposed expansion is a benefit for 200 or less pilots and mostly for their recreation at the expense of hundreds of residents and their property values with no benefit to the surrounding community.

MAC has been building a history of irresponsible spending and poor planning with other airport expansions i.e. the \$700 million runway at MSP and the need to downsize Crystal airport after they added runways there. As a

tax payer I do not support the use of Federal dollars for a project that I do not feel is needed. I am sure that there are other projects that are more worthy of the federal funds.

In closing I just want to restate that I do not want to see the newly revised proposed MAC plan approved. I do not believe it is justified or needed. The plan has too many inaccuracies to justify spending \$11.5 million or more. Lake Elmo airport should remain as it is.

Thank you for accepting public comments. I appreciate being able to voice my concerns. I sincerely hope MAC and the MET Council will allow the impacted residents and townships to have a strong voice in the plan and consider the impact on the many to only benefit a few.

Sincerely,

Marian R. Appelt
2655 Neal Ave N
Stillwater, MN 55082
halramsdakota@comcast.net

Ralston, Neil

From: Lynette Spitzer <tallbichonlady@gmail.com>
Sent: Tuesday, March 08, 2016 11:36 PM
To: LakeElmo LTCP
Subject: Airport Expansion Comments

March 8, 2016

To whom it may concern,

I have lived in West Lakeland Township since I was 7 years old. I am now 22, and I have never involved myself in any city issues, or been much for getting my word in, but I feel like the proposed Lake Elmo AZirport expansion is a worthy cause.

My family lives next to the Lake Elmo Airport, literally across 2 fields, where we can see the fence from our driveway. People often ask if the plane traffic gets annoying to listen to, but I can honestly say that not only do I not notice it most of the time, I'd probably miss it if it was gone. The Lake Elmo Airport is a great airport, a great place for many people in the community with hobby planes, a fun thing to be able to show to my sons. It is also the same as it has been for the past 50+ years. Never once in the past 15 years, besides the aftermath of a huge storm, have I seen anything disastrous happen at the airport. Never have I felt like the runways are a danger to my home or any of the homes surrounding mine. In fact, it's safe enough that pilots are regularly teaching other new pilots to fly there. So first, why, if it's so unsafe, has this been going on for years? Am I supposed to be comfortable with the decisions that MAC makes, when they're known to unfairly take property belonging to others, wait over 50 years to DO anything with that property, when it could apparently be a danger to my family, and then decide to do it now, regardless of all the opposition, in a way that will make the road more dangerous and decrease the property value of more than one home? That does not sound to me like a group that has the best interest of me or anyone in the city at the base of their decisions.

Second, I'm a taxpayer. I work hard, and don't have any problem with a portion of the money that I make going to improvements in this state, and specifically this city. I understand the need for that 100%, but where is my money? Because it certainly isn't getting used to fix 30th, a road that I drive down between 2 and 6 times a day, *every day*. A road that nearly bottoms out my car every time I go over 40. That seems a little ridiculous, considering the speed limit is 55. The entire road needs to be redone, but this necessary project has been put off for years because of decisions that have remained up in the air by MAC. Now there is a huge argument about whether or not to completely move the road, making an already notably dangerous road *more* dangerous by adding a steep turn and bringing it right through a field that is currently populated with tons of deer, when they can't even fix the road to begin with? What is going to happen in 10 years, if this road gets moved, when the same swampy areas that are making the dips in the road now return and the road becomes impossible to drive down safely? Frankly, that is of much greater concern to me than the safety of a runway that has never proven to be dangerous. If my money is going to go to a project, especially over 11 million dollars, it should go to fixing the road we already have and maintaining the airport we already have, instead of doing expansions that most of this city disagrees with. What is the point of a free country and voters rights and living in a peaceful, small town if our voices get ignored when we choose to speak up? We don't want this. That's my piece.

Margaret Robertson, Lake Elmo Resident

Ralston, Neil

From: Nikki Ollom <iloveatlantic@gmail.com>
Sent: Tuesday, March 08, 2016 11:38 PM
To: LakeElmo LTCP
Subject: Anti expansion

My name is Nikki Ollom and I live in River Falls, WI but I work in West Lakeland Township and I Drive on 30th street everyday multiple times a day. Over the past 4 Years that I have been driving on 30th I have experienced every season and weather possible in the Midwest. In saying this I can confidently say that in the winter 30th street disappears. The 4 foot deep ditch completely fills with snow and you cannot see where the edge of the road is, the only hope you have is that 30th street is straight, so if you go slow and straight you will eventually end up at the next stop sign. If 30th street is repositioned into a sharp curve as the MAC is suggesting there will be no hope. Even if you excessively sign the street it will be no match for the black ice that will coat the roads surface from being exposed to the snow and wind coming across the barren fields. Even as of now 30thstreet is terrifying to drive on in the winter due to the ice that covers the road and the wind that pushes you across.

Ralston, Neil

From: Maggie Robertson <pegpig12@gmail.com>
Sent: Tuesday, March 08, 2016 11:57 PM
To: LakeElmo LTCP
Subject: Grace Spitzer Airport Comments

March 8, 2016

To whom it may concern,

My name is Grace Spitzer and I have been a resident of West Lakeland Township for 15 years. The airport expansion would directly affect my home, on Neal Ave N., in what I believe would be a negative way. My Grandma owns the property where my family lives and our home is very close to my heart; someday I hope to own the property myself. Moving 30th street will not only make the road more dangerous and difficult for anyone coming to or around my home, it will decrease our property value as well as the property value of many of my surrounding neighbors. I do not agree with a plan that wants to spend 11 million or more dollars on a project that none of this community supports, especially when it will cost us that much. I believe the MAC should listen to what this city has to say about the unwanted impact this will have on our lives before making a decision based on very uninformed and exaggerated predictions for this small airport.

Grace E. Spitzer

Ralston, Neil

From: Lori Gergen <lnooner@comcast.net>
Sent: Wednesday, March 09, 2016 3:09 AM
To: LakeElmo LTCP
Subject: Lake Elmo Airport LTCP Comment

March 9, 2016

Mr. Neil Ralston
MAC Airport Development
6040 28th Avenue South
Minneapolis, MN 55450

RE: Lake Elmo Airport Expansion-Refined Preferred Alternative Addendum

Dear Mr. Ralston,

This is my second letter to go on record as opposed to any expansion of the Lake Elmo Airport that would extend the parameters of the land that is currently fenced. The first one was dated and submitted September 16, 2015. To date, I have not received a confirmation of your receipt of this letter-so if you would like another copy, please reach out to me, and I would be happy to provide it to you a second time.

As a West Lakeland Township resident and homeowner very near the Lake Elmo Airport, I am extremely concerned by the Metropolitan Airport Commission's revised proposal for the 2035 Long-Term Comprehensive Plan (LTCP) for Lake Elmo Airport. I have been consistently attending all meetings be it Neighborhood, Town Board, County Board, MAC led presentations or listening sessions since my first learning of this issue in August 2015, which, by the way, was completely by happenstance.

It is very upsetting that MAC has not made a deliberate effort to notify all residents of West Lakeland Township, Baytown Township and Lake Elmo and provide each household with a copy of the proposal as well as a personal invitation to learn about the possible changes to our area. There are very few residents that are pilots or that would have access to first-hand knowledge of the proposal at hand. Whether it is required by law or not, it just seems like the right thing to do if you really are interested in working with community members to come to a reasonable and livable decision. I feel as if the majority of residents have absolutely no idea there is a proposal at hand to change the airport in

any way as the attendance at meetings and sessions have been limited to a handful of people on either side of this issue. It seems MAC should have been more proactive to share this information with everyone who is potentially affected. I am hopeful there is still time for the MAC to do this before and if the proposal goes forward, giving ALL residents and pilots alike a chance to have a voice and give opinions and educated input.

When we moved here over 20 years ago we found a location that in our minds, had it all. We are close enough to the cities, and suburbs, but we love the serene atmosphere of our 5 acre rural lot. It truly is our quiet slice of heaven. We are surrounded by larger lots that welcome wildlife and an invitation to experience nature in our own backyard. We have mature trees that provide shade and blockage for excess wind. We are able to enjoy actual wild flowers and look out onto cornfields and witness farming first hand. We are able to enjoy night as dark so we are able to look at stars and learn about our universe. We are able to house our horses on our property and enjoy our neighbor's horses as well. We have a herd of deer that visit our pond on a regular basis and bald eagles that fly overhead almost daily. There is a pair of ducks that return each and every year to have a family. We are also privileged to see geese, woodpeckers, hawks, owls, wild turkeys, pheasants, hummingbirds, finches, as well as, rabbits, squirrels, frogs, etc. We have lots of people that enjoy the rural landscape while taking an evening walks, runs or bike ride. I feel safe letting our children host free water or lemonade stands at the end of our driveway, which they and other neighbors as well as passer-byes look forward to each and every year. We have the privilege to see hot air balloons pass overhead and witness the skillful take offs and landings of a couple hobby planes per day. We live in a unique area, of which the airport plays a great and well-loved role as it is used today.

I am sure you are more than aware that although the airport is named Lake Elmo Airport, it actually is located in Baytown Township. The airport has a unique placement as it sits on the borders of Lake Elmo, Baytown Township, as well as West Lakeland Township. The unused airport property of which would be utilized for the proposed expansion sits in West Lakeland, so it is West Lakeland residents and our chosen and accustomed way of life that would be directly affected.

Through listening to discussions at many of the meetings in which I have been in attendance, I have become more aware of the nostalgic qualities of this beautifully picturesque, history laden, generally laid back and unique area in which my family chose to reside. Some of the favorable attributes that give our area the small town feel are in danger of being compromised or destroyed if this plan moves forward. The peaceful feel of this area will no longer exist if this airport expansion is approved. Instead of a quiet evening on the patio we will hear increased air traffic and the roar of larger airplanes. This airport expansion will also not only change the entire feel of our beloved community, but also decrease home values throughout our area. I also worry about the implications of a busier airport since there is no control tower. I would expect one unintended consequence of the expansion would negatively affect the inexperienced student pilots that attend flight school as the airport becomes busier.

I am hopeful that you will continue to consider the incidental negative impact that such a change to the existing airport will create on issues involving the community members and guests such as the surrounding land values, landscape, air and land traffic safety, environmental impacts on the ecosystem, land and wild-life, as well as the general peaceful and serene feeling of our neighborhood, just to name a few. **It may be found that this expansion project fits all the rules and government regulations, but it unquestionably does not fit our neighborhood.**

It still is very much my intention to trust the data collections and comparisons regarding engineering, air pollution, sound pollution, logistics, future viability of the airport, etc. to those such as yourself whom have the experience, resources, and education to do so in an upfront and unbiased manner. Although I may not agree that the process for this proposal is fiscally responsible, ie: putting many hours of planning and data comparisons as well as many potentially wasted dollars before any sort of land viability studies are performed, I am confident you and your board will take all perspectives into great consideration as you take the time to genuinely read what is being shared with you from the personal views of those of us that will be affected each and every day if you approve and move forward with this expansion.

If this expansion was just a simple extension of runway within the boundaries of the current fence with the intention to attract more pilots with different and larger planes and invite an increase the usage of the airport I still would not necessarily be in favor, but as I continue to learn, this proposal encompasses so much more and does not consider the human factor. I do understand that there may be room to expand on property already owned by the airport, but this has historically been a peaceful area with a small town feel that is loved by its residents as well as our guests. The airport has added to the charm of this area. We are not interested in welcoming big business, but continuing to find peace at home in this ever changing world.

To be clear, I do fully support and encourage the proper maintenance to maintain the current property and hobby use of the Lake Elmo Airport. That said, I stand firmly on my personal perspectives and objections on the issue of Lake Elmo Airport Expansion. I still strongly and unconditionally oppose any plan to expand the Lake Elmo Airport outside of the current fenced area that would indicate a re-route of 30th Street.

Sincerely,

Lori Gergen

Wife to Richard, mom to Janelle (Dan), Meghan (Josh), Raif (13), Kahlan (112), Peightan (10) and Rhyse (7)

2939 Neal Avenue North
Stillwater, MN 55082

Ralston, Neil

From: Hans Spitzer <spitzkrieg@yahoo.com>
Sent: Wednesday, March 09, 2016 9:17 AM
To: LakeElmo LTCP
Subject: Lake Elmo Airport

03-08-2016

To Whom It May Concern,

Greetings. My name is Hans Spitzer and I am a resident of West Lakeland Township near the Lake Elmo airport. I am not in favor of the current proposed airport expansion. Having said that, I am not opposed to the airport performing maintenance of the current runway in order to ensure aircraft being able to take off and land safely. In fact, I don't know anyone in my neighborhood that wants any pilot to crash their plane, or be harmed in any way. What I do care about is my property values plummeting because the MAC decides to expand the airport. I have been to various meetings with MAC representatives, and it has been made clear that the MAC most likely couldn't afford to replace and expand the runway if it didn't have federal financial backing from the FAA. It is wrong for the MAC to take this brutish stance on private homeowners and citizens with a vested interest in their community. The MAC is a group of non-elected appointees with far overreaching authority. The MAC has some state oversight from another group of non-elected appointees, but mostly answers to the FAA. The FAA is a large federal department with interests and accessibility far removed from our neighborhood. The fact that MAC has insisted, even in its "refined plan", to realign 30th St shows the plan to be outdated and out of touch. MAC has said that it would reroute 30th St approaching Neal Ave N, but has no follow through plans to maintain it. Everything proposed so far makes it seem like MAC is trying to do this on the cheap. As the airport owns property to the north as well as the south, couldn't they move the runway to the north and ask for a different variance in regard to the railroad tracks? The Lake Elmo airport has no tower, no air traffic control, no monitoring of when pilots fly in or out of the airport or where they're going to. As it is left exclusively to the pilots' discretion, I can't see any pilot willingly flying into a train if the runway was lengthened toward the north. It seems that the MAC and the Lake Elmo Airport would prefer to use a plan that is outdated by over 50 years, and steam roll private citizens while providing them no compensation. Once again, this seems on the cheap and not in the fiscally responsible sense. To date, Baytown, Lake Elmo, West Lakeland Township, several state legislators have not been in favor of the proposed expansion. When MAC made its presentation to Washington County commissioners, it received a tepid response at best. It seems that the only ones in favor of the plan are MAC and Lake Elmo Airport personnel, and a handful of pilots that don't live anywhere near the airport. It is very cavalier to say that a city or township should check with the MAC before it decides to do any development. The MAC is not our elected officials. The MAC has no private rights. Citizens have private rights and representation. Once again, it is wrong for the MAC to infringe on citizens in this manner without any sort of appropriate compensation. I would like to thank those members of the MAC that gave consideration to the citizens of the nearby communities. Whether their concerns were based on fiscal issues, potential political backlash or personal principles, I really appreciate their willingness to speak their concerns with the proposals for the Lake Elmo Airport expansion. This letter has been written from the heart, so while I am in strong opposition, I have tried to remain civil. Thank you for your time and consideration.

Sincerely,

Hans Spitzer/West Lakeland Township, MN

Ralston, Neil

From: Hans Spitzer <spitzkrieg@yahoo.com>
Sent: Wednesday, March 09, 2016 9:19 AM
To: LakeElmo LTCP
Subject: Lake Elmo Airport

03-08-2016

To Whom It May Concern,

My name is Lynette Spitzer and I live to the south of the Lake Elmo Airport in West Lakeland Township. I like the airport as it is now, and I am opposed to the proposed expansion of the runway. The need to expand the runway doesn't seem justified, given the current number of flights out of the airport. The MAC has reported an estimated number of 26,000 flights at the Lake Elmo Airport per year. This number seems speculative at best, considering there is no air traffic control at the Lake Elmo Airport. I regularly see planes that are taking off and landing fly over my house, and there is no way there are that many flights. I and others from the neighborhood have counted flights over weekends with optimal flying conditions, and the number of flights did not average to 26,000. MAC says the current runway is in need of repair and that it needs to lengthen the runways to be compliant with FAA safety regulations. I could agree with repaving the current runway for the sake of safety, but if the current runway length isn't safe, then why is there a flight school at the Lake Elmo Airport? The MAC says there has to be a certain runway length to comply with FAA regulations regarding certain turbo prop and light jet aircraft of 10 passengers or less. These types of aircraft do not represent the majority of the fleet at the Lake Elmo Airport. The fleet of the Lake Elmo Airport has been decreasing for years, but that seems more to do with economics than the length of the runway. So, is the MAC trying to bring more expensive planes in to the Lake Elmo Airport with this plan? There are already two airports with longer runways and towers in close proximity to the Lake Elmo Airport, so larger aircraft could always land there instead. If by chance the Lake Elmo Airport does get more of these expensive planes, in what seems to be a decreasing hobby, will the proposed runway length be enough? Will people have to fear having their land taken from them in another 10 years after it has been devalued from a previous runway expansion? The proposed expansion will cause more light and noise pollution for more people, as trees will be cut down and flight paths will change. RPZ's and crash zones will be closer to homes and therefore put more people at risk for potential crashes. I have concerns not just for myself, but that of my neighbors as well. And every time one of these concerns is brought up, the MAC representatives seem to play bait and switch with the reasons for why the proposed expansion is "required." The MAC has not seemed to be consistent with any of its information, only that Lake Elmo Airport needs to expand its runway. Anyone that has lived or moved into the area knew that they were moving close to a small airport. There are enough day to day concerns to deal with besides dealing with an airport that proposes a construction plan that is decades behind the communities that have grown up around it. No person or locality can easily anticipate such tactics. I guess it was assumed that the two 40 acre plots to the south of the airport would be enough of a buffer space. Please reconsider the LTCP from the ground up, and by that I mean from the ground that people are living on beneath the planes that are flying. Thank You.

Lynette Spitzer
West Lakeland Township

Ralston, Neil

From: Dale W <skiandfish1984@yahoo.com>
Sent: Wednesday, March 09, 2016 9:23 AM
To: LakeElmo LTCP
Subject: Long Term Comprehensive Plan

I am writing to formally oppose the revised LTCP for the Lake Elmo Airport. I have lived near the airport for nearly 18 years and enjoy the airplanes and the activities around the airport. But, I continue to have several concerns with the revised plan. I do not believe the MAC has revised the plan enough to alleviate the issues with the revision.

Specifically:

- 1) Routing the 30th street as it has been proposed continues to be a safety issue in an unlit rural area. In winter and in the evenings, this curve in the road presents a safety hazard for those who will need to drive it.
- 2) The financial expenditures of \$11- 17MM to do this project are not justified. Redoing the current runway and configuration at a cost of \$5-6MM is a more financially sound decision based on REAL projections of airplane use in the future. Trends continue to show aging pilots and less younger people interested and involved with recreational aviation. Building a 'Cadillac' when a 'Chevy' is more appropriate fits here - balancing NEEDS with WANTS.
- 3) Changing role of the airport. There continues to be a lot of rhetoric from supporters of this plan that planes using LE Airport will not change. Extending the runway 651 feet will encourage larger airplanes to use the LE airport.
- 4) One thing that is not clear to me is the plan for the runway lighting systems. The current runways have a remote activated lighting and I have heard that always on lighting could also be implemented in this plan. Reading through the documents, I was not able to determine if this is the case. I am opposed to changing the lighting. The remote system is working well now and minimizes light pollution. Installing always on lighting will contribute to light pollution that is not needed.
- 5) Impact to Wetlands Rerouting 30th street will put the roadway very close to the pond at the end of runway 14-32. This will have an impact on this pond and wetland.

Dale Wiehe
12260 27th St N
West Lakeland Township, MN 55042.

Ralston, Neil

From: Brian Sperry <b_sperry@msn.com>
Sent: Wednesday, March 09, 2016 9:53 AM
To: LakeElmo LTCP
Subject: Airport Opposition

March 9, 2016

TO: Metropolitan Airport Commission

FROM: Brian Sperry
15204 Estate Circle
Pine City, MN 55063

I am writing in opposition to the expansion of the Lake Elmo Airport. My mother has lived at 3245 Neal Ave. North in Baytown for 39+ years and this is where I grew up.

We have always enjoyed the rural atmosphere, growing up with cornfields, geese, deer and other wildlife. There was little traffic and the noise from small planes was not a bother.

This expansion will create noise and light pollution. It will ruin a wetland area that is home for many species of wildlife. My brothers and I are all hunters and value the open areas with food and water for wildlife.

What you are considering for this expansion will change this. My mother's property, which at some time will be the inheritance of myself and my brothers, will be devalued.

For these, and many other reasons, I want to voice my opposition.

Brian Sperry

Ralston, Neil

From: Tim Wolfgram <timwolfgram@msn.com>
Sent: Wednesday, March 09, 2016 10:30 AM
To: LakeElmo LTCP
Subject: Lake Elmo Airport

As a resident of West Lakeland Township, I'm strongly apposed to the expansion of the runways in Lake Elmo. We accepted the airport as part of the package when we bought our property 30 years ago. This proposed expansion would obviously add to the air traffic, and from what I understand, it would also allow for jet planes to come and go from the airport. Both of these changes in air traffic would impact the ambiance of the areas around the airport.

Because so many homes have been built around the airport (and more all the time), the idea of expanding Lake Elmo Airport should be terminated once and for all. As the airport commission has heard repeatedly, the residents of the area are strongly opposed to any expansion.

*Tim Wolfgram
2595 Oakgreen Ave. North
West Lakeland Township, MN 55082*

651-430-3339

Ralston, Neil

From: Rod Ough <raough@yahoo.com>
Sent: Wednesday, March 09, 2016 10:39 AM
To: LakeElmo LTCP
Subject: LakeElmo LTCP

I wish to go on record in support of the Lake Elmo Runway Improvement project.

I have a daughter who is now in ground school at Lake Elmo and will be taking flight lessons there this summer to obtain her private pilot license.

The improvements will make Lake Elmo safer for all pilots. It is time that Lake Elmo (a primary East side airport) is brought up to the standard that other twin cities' airports are (mostly located on the other side of town).

I grew up during the build up of NASA and experienced the development of Mercury, Gemini, and finally the Apollo moon landing. I like to see our youth also experience flying. I assume many young pilots will not go in to be commercial pilots but I do hope it will lead them into Engineering and other science fields (maybe within aviation), or a career with the Air Force. I know the FAA has been working hard to make aviation available to more people. It would be a shame that we do not make airport improvements.

The improvements will make Lake Elmo safer for all pilots, both young student pilots and older ones like myself. I got my license back in the the mid-70's. My flying took a backseat as my family grew. Now, with great joy, I am finally getting time to get back into it with my daughter.

Thank you,
Rod Ough
Woodbury, MN

Ralston, Neil

From: Ralston, Neil
Sent: Wednesday, March 09, 2016 10:50 AM
To: LakeElmo LTCP
Subject: FW: Lake Elmo Airport LTCP Comment

NEIL RALSTON, A.A.E. | *Airport Planner* | O: 612-726-8129 M: 651-890-6086 F: 612-794-4407 |
www.MetroAirports.org
Metropolitan Airports Commission | 6040 28th Avenue South, Minneapolis, MN 55450 [facebook](#) [twitter](#)

From: CenturyLink Customer [mailto:oakgrnfrm@q.com]
Sent: Wednesday, March 09, 2016 10:48 AM
To: Ralston, Neil <Neil.Ralston@mspmac.org>
Cc: Sarah Lee <oakgrnfrm@q.com>
Subject: Lake Elmo Airport LTCP Comment

Dear Mr. Ralston,

I am writing on behalf of the Sreaton Family Trust which owns 42 acres northwest of the Lake Elmo Airport.

After meeting with you on January 19, 2016, attending the Open House on February 11, 2016, and studying the plan for the 3500 foot runway, we have concluded that the safety zone would have a significant economic impact on our property. The difference between the two zoning plans means an additional 20 acres of our property would be in the MNDOT safety zone.

We appreciate your concern and look forward to working with you.

Sincerely,

David R. Sreaton, Trustee
Sreaton Family Trust
651-436-6743

Ralston, Neil

From: STEVE KALLEVANG <stevekallevang@msn.com>
Sent: Wednesday, March 09, 2016 11:18 AM
To: LakeElmo LTCP
Subject: Proposed Lake Elmo Airpot Runway Extension

I just want to throw in my two cents in that I 100% support MAC's proposed improvements at Lake Elmo Airport.

In particular, as a user of the airport as a private pilot, I would greatly appreciate the extra margin of safety the extension of runway 14/32 would provide to pilots. As is, the runway length ill affords a sufficient margin of safety on hot humid days, especially if one must abort his/her takeoff.

My sincere thanks to MAC for pushing this project forward.

Steve Kallevang

Ralston, Neil

From: NANCY EHA <NancyEha@BeadCreative.com>
Sent: Wednesday, March 09, 2016 11:33 AM
To: LakeElmo LTCP
Subject: Against Lake Elmo Airpost Expansion

I oppose the expansion of the Lake Elmo Airport. If I had known about the meeting on Monday, I would have attended.
I live at 4890 Neal Ave N, Baytown Township 55082

Nancy Eha

Ralston, Neil

From: Sarah Sperry (Hedin) <ssperry@preshomes.org>
Sent: Wednesday, March 09, 2016 12:03 PM
To: LakeElmo LTCP
Subject: Expansion of the airport

March 9, 2016

TO: Metropolitan Airport Commission

FROM: Joshua & Sarah Sperry
4596 2nd Ave.
White Bear Lake, MN 55110

I am writing in opposition to the expansion of the Lake Elmo Airport. My mother has lived at 3245 Neal Ave. North in Baytown for 39+ years and this is where I grew up.

We have always enjoyed the rural atmosphere, growing up with cornfields, geese, deer and other wildlife. There was little traffic and the noise from small planes was not a bother.

This expansion will create noise and light pollution. It will ruin a wetland area that is home for many species of wildlife. My brothers and I are all hunters and value the open areas with food and water for wildlife.

What you are considering for this expansion will change this. My mother's property, which at some time will be the inheritance of myself and my brothers, will be devalued.

For these, and many other reasons, I want to voice my opposition.

Thank you for your time,

Sarah and Josh Sperry

Sarah Sperry | Nutrition & Culinary Assistant Director | Presbyterian Homes and Services-Boutwells Landing | 13575 58th Street
North Oak Park Heights, MN 55082 | direct: 651.430.7316 | cell: 651.796.8349 | ssperry@preshomes.org

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Ralston, Neil

From: Devon DeBilzan <DDeBilzan@ergotron.com>
Sent: Wednesday, March 09, 2016 12:22 PM
To: LakeElmo LTCP
Subject: Airport

March 9, 2016

TO: Metropolitan Airport Commission

FROM: Devon DeBilzan
2728 3rd Ave E
North St. Paul, MN 55109

I am writing in opposition to the expansion of the Lake Elmo Airport. My mother has lived at 3245 Neal Ave. North in Baytown for 39+ years and this is where I grew up.

We have always enjoyed the rural atmosphere, growing up with cornfields, geese, deer and other wildlife. There was little traffic and the noise from small planes was not a bother.

This expansion will create noise and light pollution. It will ruin a wetland area that is home for many species of wildlife. My brothers and I are all hunters and value the open areas with food and water for wildlife.

What you are considering for this expansion will change this. My mother's property, which at some time will be the inheritance of myself and my brothers, will be devalued.

For these, and many other reasons, I want to voice my opposition.

Thank you,

Devon DeBilzan
Sales Support Representative

E-Mail: ddebilzan@ergotron.com
Office: +1 651.905.4871
Toll-Free: 800.888.8458 x4871

Ralston, Neil

From: Sharon Wolfgram <slwolfgram@msn.com>
Sent: Wednesday, March 09, 2016 2:40 PM
To: LakeElmo LTCP
Subject: Lake Elmo Airport

As a resident of West Lakeland Township, I'm strongly apposed to the expansion of the runways in Lake Elmo. We accepted the airport as part of the package when we bought our property 30 years ago. This proposed expansion would obviously add to the air traffic, and from what I understand, it would also allow for jet planes to come and go from the airport. Both of these changes in air traffic would impact the ambiance of the areas around the airport.

Because so many homes have been built around the airport (and more all the time), the idea of expanding Lake Elmo Airport should be terminated once and for all. As the airport commission has heard repeatedly, the residents of the area are strongly opposed to any expansion.

*Sharon Wolfgram
2595 Oakgreen Ave. North
West Lakeland Township, MN 55082*

651-430-3339

Ralston, Neil

From: Mike Graetz <mlgraetz@comcast.net>
Sent: Wednesday, March 09, 2016 4:05 PM
To: LakeElmo LTCP
Subject: Lake Elmo Airport Expansion

I am opposed to the plan. The expansion is a project with no compelling benefits; it benefits only a few pilots at the expense of many residents and tax payers. It is said that the project will be self funded by MAC, but those funds come from fees and taxes paid by the travelling public. It is not "free". Those funds could be better spent on projects that will benefit more people. There is no unmet demand driving this expansion. There is no actual problem to be solved with the expansion.

A longer runway might reduce some risk to a few larger planes per day, but what is the increased risk to the 2500 vehicles per day using a sharply curved 30th St ?

Michael L. Graetz
1176 Nolan Ave N
Stillwater MN 55082

Ralston, Neil

From: TIM <swordfish@comcast.net>
Sent: Wednesday, March 09, 2016 4:08 PM
To: LakeElmo LTCP
Subject: Lake Elmo Airport 2035 Refined Alternative Plan

To whom it may concern,

I write this letter to voice my opposition to the revised preferred alternative plan as stated in the draft 2035 Long Term Comprehensive Plan for Lake Elmo Airport.

My main concern in opposing the plan is the declining utilization of the Lake Elmo Airport.

The 2025 Lake Elmo Long Term Comprehensive Plan (LELTCP) stated that Lake Elmo Airport had 57,667 operations in 2005. The 57,667 operations were 25% of the 230,000 airport maximum capacity. The 2025 LELTCP plan asks why airport expansion plans are continuing given the decreasing operations.

The 2035 LELTCP states 26,707 operations in 2012, a decrease of 54% in 7 years! 26,707 operations have Lake Elmo Airport usage at less than 12% capacity. The 2035 LELTCP plan forecasts virtually no increase in operations or plane count with or without any expansion.

If the negative trend continues, and there is no documentation provided that shows it will not, the 2019 operations will be at or below 6% of maximum capacity. (Operations counts, by concerned citizens within the last year, show that operations may have already reduced to these levels) One has to ask the question, why is shuttering all operations at Lake Elmo Airport not an option in any future long term comprehensive plan? After all, these are comprehensive plans, not just expansion plans. Are they not?

The MAC published statistics easily show that no major expenditures, certainly not projects well in excess of \$10 million, should be planned at Lake Elmo Airport. In fact, the same question asked in 2008 should be asked again - **Why continue to plan expansion with decreasing operations and plane count at Lake Elmo Airport?**

MAC has received opposition resolutions from West Lakeland Township, Baytown Township, City of Lake Elmo and the Washington County Board. This should have been enough to force a major revision of the proposed plan. Instead, a minor tweak in the rerouting of 30th Street was all that was offered. While listening, MAC certainly proved it was doing so with only with one ear.

I have heard in meetings and read in presentations that "Do Nothing" is not an option. I clearly understand that improvements need to be made to allow safe operation. However, expansion beyond already crowded borders is not required to continue safe operation at Lake Elmo Airport. Do nothing but improvement of existing layout is an option! It is likely the only option that makes fiscal sense!

I truly hope that MAC will listen to the voices of Lake Elmo Airport's neighboring city councils, the Washington county board and concerned citizens.

Respectfully,

Tim Fischer

Ralston, Neil

From: skjogren <skjogren@aol.com>
Sent: Wednesday, March 09, 2016 4:34 PM
To: LakeElmo LTCP
Subject: Lake Elmo Airport 2025 LTCP

Metropolitan Airports Commission,

In attending the public meetings regarding the Lake Elmo Airport, including the supplemental Lake Elmo Airport 2035 Long Term Comprehensive Plan public meeting of February 11, 2016, I would like to provide some comments and suggestions.

I fully understand the importance of providing safety for pilots and their passengers, and understand that the infrastructure is failing and needs to be addressed.

There is some concern that the revised plan presented on February 11, retains the three objectives of the improvements, but introduces a new safety issue. The revised plan will "relocate 30th Street N around the new runway 32 so that it meets back up at the current intersection with Neal Avenue."

I assume there were objections to the Original Preferred Alternative, but see that a new concern now exists. This new sharp curve introduces a peril for vehicle traffic along 30th, as vehicles need to navigate this dangerous curve. This creates a new risk with conditions at their best, and an elevated risk with compromised conditions of darkness, rain, and snow.

With the new revised plan you are certainly increasing safety for pilots and passengers, but compromising the safety of vehicles. This is not a fair tradeoff for the stakeholder. Increasing risk for vehicles does not balance with the decreased risks for pilots.

I would suggest the latest plan be revised as follows:

- A. Revise to: Relocate primary Runway 14-32 by shifting 614 feet (or 700 feet) to the northeast and extending it a length of 2900 feet.
- B. Revise to: Retain 30th Street N at its current location.
- C. As written in proposal.
- D. As written in proposal.
- E. As written in proposal.
- F. As written in proposal.
- G. As written in proposal.

As a second suggestion, I would propose:

- A. Revise primary runway by shifting to the northeast, extending length to 3300 feet (or more), and reoriented slightly to fit within the existing boundaries.
- B. Revise to: Retain 30th Street N at its current location.
- C. As written in proposal.
- D. As written in proposal.
- E. As written in proposal.
- F. As written in proposal.
- G. As written in proposal.

Thank you for your thoughtful consideration,
Jim Ogren

Ralston, Neil

From: Anne Schwartz <aschwartz@robertmarktech.com>
Sent: Wednesday, March 09, 2016 6:41 PM
To: LakeElmo LTCP
Cc: THOMAS M VIERLING; Bob Schwartz
Subject: Opposition to Refined Plan B Lake Elmo Airport Expansion

Dear MAC,

I am writing this letter to express my opposition to the Lake Elmo Airport expansion plans. There are many reasons that I oppose this plan, the biggest being the adverse effect it will have on the residents of West Lakeland Townships home values. We purchased our 8+ acre lot in West Lakeland in 2011 after considering it for many years. One of the biggest factors we considered was the location of the Lake Elmo Airport. At the time we were concerned with the amount of air traffic and the effect it would have been the value of the land and home that we built. After careful consideration and assessment of existing homes, we decided to move forward with the purchase as the airport its current state was not an overwhelming nuisance nor did it have a lot of effect on values. This however would not be the case if the Lake Elmo airport is expanded.

The current plans you have propose lengthening the runways, allowing larger planes, rerouting existing roads and changing safety zones. All of these would increase air traffic, street traffic, noise, air and water pollution. In turn these factors will affect the well-being of our community and the value of our homes. This is heartbreaking to us as new members of this community. The frustration and disappointment we feel, is exponentially worse for those neighbors of ours who have been here for decades.

The airport provides value in its current state to the aviation community who own personal aircraft and smaller planes. It is affordable and safe for them as is. It serves it's purpose well and is welcomed within our community. The larger runways, increased air traffic and larger airplanes that will inevitably follow an expanded airport, are already served by other local airports that are more appropriately suited. They are not surrounded by residential homes and do not have the same safety concerns.

I would respectfully ask that you reconsider your expansion plans for the Lake Elmo Airport as it will adversely affects residents of this community in respect to their home values and finances.

Thank you for your consideration,

Anne Schwartz

Anne Schwartz
aschwartz@robertmarktech.com

Ralston, Neil

From: Jennifer Foreman <jennifire4@gmail.com>
Sent: Wednesday, March 09, 2016 8:51 PM
To: LakeElmo LTCP
Subject: Opposition Letter

This letter is to state my strong opposition to the Refined Preferred Alternative Plan for the Lake Elmo Airport. There is simply no justification for this plan.

- The current airport configuration is safe.
- The number of aircraft and operations is declining – regardless of the defective numbers used in the planning.
- The surrounding communities do not benefit financially from any sort of expansion.
- It is a gross misuse of tax dollars – whether derived from fees or grants.
- FAA compliance can be achieved in other ways.
- The environmental effects would be enormous and irreversible.
- It is an over reach of the authoritative powers of the Metropolitan Airports Commission.

While the Metropolitan Airports Commission may see this plan as some sort of compromise, I see this plan as more of a Trojan horse. Allowing this plan to go through will certainly open the door for further expansion in the future. Attempts to suggest that would not happen mean nothing, as the MAC has not proven itself to be a trustworthy and reliable entity.

The current Long Term Comprehensive Plan for the Lake Elmo Airport is yet another example of the incredibly flawed methodology the MAC uses in putting together such proposals. The focus is one of insistence for the surrounding area to accommodate the airport, when the focus should be on careful assessment of growth and needs of the surrounding area.

In researching this LTCP and others plans for airports in the Reliever Airport system, there are numerous examples of flawed and incorrect data being utilized. Certainly an attempt by the planning committees to paint an opportunistic picture. This flawed and incorrect data has not only been used within the MAC planning process but also presented to the Minnesota State Legislature. Perhaps it's time to present this information to our elected officials.

It is alarming how much time and money has been spent simply on putting together these Long Term Comprehensive Plans. Too often, the plan is simply a regurgitation of a prior poorly thought out plan. Numbers and statistics created to show a solution - for a problem that does not exist.

This is perhaps the first time the Metropolitan Airports Commission has come up against fierce opposition to their planning. While the current process attempts to show an effort to be transparent, the MAC has done very well in not stirring up too much attention. Well, that stops now.

I am part of a well-organized and informed group of concerned citizens that will fight this plan every step of the way.

Jennifer Foreman

2724 Neal Avenue North

West Lakeland Township, MN 55082

Ralston, Neil

From: James Aronson <jaronson218@gmail.com>
Sent: Wednesday, March 09, 2016 8:59 PM
To: LakeElmo LTCP
Subject: Lake Elmo Airport Improvement Opposition

Neil Ralston

MAC Airport Development

6040 28th Ave South

Minneapolis, MN 55450

Mr. Ralston,

This letter is to state my opposition to the Lake Elmo Airport improvement proposed by the MAC. The plans data lacks validity, lacks financial justification, and the significant negative impact on the community and the environment by rerouting 30th street are the primary basis for my opposition.

Over the years and a variety of reports presented by the MAC stated actual and estimated flight operations numbers have varied dramatically. And the stated methodology for calculating those numbers is not consistent. In the 2008 LTCP for Lake Elmo Airport flight numbers are said to be derived from “using operations per based aircraft averages from Crystal and Anoka, which are similar to Lake Elmo in fleet mix and lack of instrument approach”. And using this approach the MAC concludes in the 2008 report that flight operation will be 80,249 in 2015 as stated in table ES-1 Forecast Summary.

In the MAC Legislative Reports Summary of Forecast Operations 2010 – 2012 the 2015 flight operations estimates for Lake Elmo are said to be 61,321 based on “airport staff estimates calculated from airport inspection data and comparative analysis with similar airports”. The 2013 Legislative report Summary of Forecast Operations estimate for 2015 is 80,426. 2016 estimate is 86,301.

The 2014 Legislative Report Summary of Forecast Operations estimates 2020 at 24,232. The 2014 Legislative report asserts that the actual number of flight operations for that year (25,727) are based on “airport staff estimates calculated from actual aircraft operations counts completed in 2014”.

In the MAC’s report: Minneapolis St Paul Reliever Airports Activity Forecast – Technical Report revised October 2014 airport operation counts at Lake Elmo are said to be arrived at using “survey data and supplemented with MACNOMS radar data”. In that report 2015 operations are estimated to be 25,454.

From macnoise.com

The MAC has an agreement with an external secure data-handler to provide the merged data feed for flights operating within a 40-mile area around the Minneapolis-St. Paul International Airport (MSP) and extending to a height of 20,000 feet. This surveillance area covers all seven MAC-owned airports. The data-handler provides the MAC with a nightly file of the previous day's flight data as well as a real-time feed that is updated every second. This allows for a "near-real-time" streaming flight tracking capability on the macnoise.com FlightTracker application.

If that assertion is accurate all flight counts should be absolute and not based on anything but actual data. And FlightTracker would show actual data for the Lake Elmo Airport.

Based on inconsistent methodology and dramatically varying estimates the count of 26,000 annual operations at the Lake Elmo Airport is highly suspect. A project of this scope should be based on actual numbers.

Fiscal responsibility is a stated MAC goal. From the MAC 2014-2017 Strategic Plan: "We make sound financial decisions that balance the interests of the organization, community, partners, stakeholders and customers". Spending \$11.5 million (in the short term) on 226 based aircraft is \$50,885 per plane! From the: Minneapolis St Paul Reliever Airports Activity Forecasts – Technical Report (revised October 2014) "...promote financial self-sufficiency" of all MAC airports. How can that kind of money be justified for a business based on 226 airplanes? Hanger rentals and the single base operator's lease can not cash flow that kind of investment. And in your own estimates the numbers are declining. Even with a longer runway the numbers are projected to decline.

The cost of the project to support a few at the significant expense to many seems wildly unjustified.

The impact of rerouting 30th street can not be overstated. With the current proposal the traffic flow of an estimated 2,500 cars per day will be impacted. The significant curve in the road slows traffic, makes for more hazardous driving in the winter and at night as the street is currently unlit.

Unanswered questions remain. Is the airport responsible for replacing the entire length of 30th street from Manning to Neal?

The environmental factors are also a consideration. There are several wetlands on the airports property. They sustain wildlife and importantly function to slow run off and filter it. The new runway adds significantly to the impervious surface while removing much of the wetland that helps control runoff. The reconstructed 30th would also impact the wetlands.

The removal of several stands of old-growth trees will also add to the light and noise pollution from the airport.

I would like to think that letters like this can actually help influence the MAC's course of action.

Respectfully

James Aronson

Jim Aronson
2724 Neal Ave North
West Lakeland Township, MN 55082

jaronson218@gmail.com

Ralston, Neil

From: Natalie Seeber <natalieseerber@icloud.com>
Sent: Wednesday, March 09, 2016 11:03 PM
To: LakeElmo LTCP
Subject: Opposition to proposed airport plans

To whom it may concern:

I am writing to express my opposition to the proposed Lake Elmo Airport expansion. As a Minnesota resident and tax payer, I am appalled by the current proposal.

From my standpoint, the proposed expansion would be a gross misuse of tax payer money with no real benefit to the community or state.

Thank you,

Natalie Seeber



Metropolitan Airports Commission
Airport Development & Environment Departments
6040 28th Avenue South • Minneapolis, MN 55450
MetroAirports.org