Lake Elmo Airport
Draft 2035 Long-Term Comprehensive Plan (LTCP)

11 February 2016 – Supplemental Public Information Meeting
Refined Preferred Development Alternative Briefing

Briefing Agenda

• Review of Key Planning Issues
• Stakeholder Engagement Process
• Review of Original Preferred Alternative
• Presentation of Refined Alternative
• The Road Ahead & Summary
Lake Elmo Airport Role

• Primary Role of Lake Elmo Airport
  – Integral part of the regional Reliever Airport system
  – Accommodates Personal, Recreational, and some Business Aviation users
  – Design Aircraft is and will continue to be small, propeller driven aircraft with < 10 passenger seats
  – Role not expected to change
  – Improvements, not expansion

• Lake Elmo Airport Context
  – Of 83 Intermediate Airports in Minnesota:
    – 2nd highest number of based aircraft
    – 3rd highest number of aircraft flights
    – Only 4 other airports have a shorter primary runway

Purpose and Need for Proposed Improvements

• Failing Infrastructure
  – Runway pavements need to be reconstructed

• Airport Improvements for Users
  – Provide longer runway per FAA Guidance
  – Not feasible to extend existing primary runway

• Runway Protection Zone (RPZ) Compliance
  – Have MAC-owned property to meet FAA requirements without acquiring additional property
  – Opportunity to remove Manning Avenue & 30th Street N from RPZ

• Proposed improvements will achieve objectives of enhancing safety and improving operational capabilities
• Facility improvements; not a change in role or property footprint
STAKEHOLDER ENGAGEMENT

Stakeholder & Public Engagement

• Public Outreach Program
  – Pre-publication stakeholder engagement
  – Distribute Draft LTCP Report
    • Available June 22, 2015
  – Formal Public Review Period
    • June 22 – September 16, 2015 (extended from August 5)
  – Two Public Information Meetings
  – Washington County Board Briefing
  – West Lakeland Township Board Briefing

• Consider & Incorporate Feedback
  – Meetings with Concerned Neighbor Groups
  – Tenant Update
  – LTCP Addendum & Supplemental Public Comment Period
    – January 25 – March 9, 2016
    – Supplemental Public Information Meeting

<table>
<thead>
<tr>
<th>Audience</th>
<th>Date</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>General Public Information Meeting</td>
<td>July 9, 2015</td>
<td>Baytown</td>
</tr>
<tr>
<td>General Public Information Meeting</td>
<td>July 16, 2015</td>
<td>Lake Elmo</td>
</tr>
<tr>
<td>Washington County Board</td>
<td>August 18, 2015</td>
<td>Stillwater</td>
</tr>
<tr>
<td>West Lakeland Township Board</td>
<td>November 9, 2015</td>
<td>West Lakeland</td>
</tr>
<tr>
<td>MAC Board Presentations</td>
<td>December 7 &amp; 21, 2015</td>
<td>MAC</td>
</tr>
<tr>
<td>General Public Information Meeting</td>
<td>February 11, 2016</td>
<td>Baytown</td>
</tr>
</tbody>
</table>

Supplemental Public Comment Period: January 25 – March 9, 2016
Original Preferred Alternative

Alternative B

- Rationale for Selection
  - Runway Protection Zone Compatibility
    - No additional land acquisition needed
  - Ability to provide optimal 3,600’ primary runway length
    - No additional primary runway extensions contemplated during planning horizon
    - Provides certainty for surrounding communities
  - Optimizes use of existing airport property
    - Including that purchased decades ago for a longer primary runway
  - Minimizes operational disruptions during construction
Citizen Concerns

- Citizen concerns we received:
  - 30th Street North realignment
    - Disruption to existing traffic patterns
    - Increased traffic on Neal Avenue
  - Increased aircraft traffic levels and noise levels
    - Introduction of significant levels of jet aircraft activity
    - Impact on property values
  - Environmental impacts to wetlands and wildlife habitat
  - Overall need for the improvements – the airport is fine as it is today

Refined Alternative

Alternative B1

- Changes from Original Preferred Alternative
  - 30th Street N connects back to existing intersection with Neal Avenue
  - Shorter runway length (3,500 feet)
  - Runway shifts to the north and west – further from West Lakeland Township residences
  - “Utility” runway designation allowing use of smaller Runway Protection Zones (RPZs)
The Road Ahead

- Supplemental Public Comment Period*
  - Open through March 9, 2016
- MAC Board Adoption of LTCP*
  - The LTCP does not authorize construction
  - The 7-Year Capital Improvement Program is the implementation vehicle of the MAC
- Metropolitan Council Formal Review*
- Environmental Review*
- Airport Layout Plan (ALP)
  - Reviewed/Approved by FAA
- Joint Airport Zoning Board*
- Grant Funding
- Project Engineering/Design

* Denotes processes that provide additional opportunities for public input
Summary

- Real challenges to address
  - “Do Nothing” is no longer an option
- Refined Alternative is an opportunity to:
  - Address failing infrastructure
  - Address long-standing runway length deficiency
  - Address RPZ compliance without complicating the Manning Avenue improvement project or acquiring more private property
  - Provide certainly of airport footprint for municipal planning
  - Address some community concerns while still meeting MAC objectives