

ACTION TRANSMITTAL – 2016-37

DATE: June 1, 2016

TO: Technical Advisory Committee – Planning

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SUBJECT: Final Draft Lake Elmo Airport 2035 Long Term Comprehensive Plan (LTCP) Review

REQUESTED ACTION: State statute requires the MAC to request a determination of conformance of the Final Draft Lake Elmo Airport 2035 Long Term Comprehensive Plan with Council systems and consistency with Council policy.

RECOMMENDED MOTION: That TAC Planning recommend to TAC that the Final Draft Lake Elmo Airport 2035 LTCP conforms to the Council systems and is consistent with Council policies and has a multi-city impact.

BACKGROUND AND PURPOSE OF ACTION: Under MS 473.165 and MS 473.611 the Council reviews the individual LTCP's for each airport owned and operated by the Metropolitan Airports Commission (MAC). The Final Draft Lake Elmo Airport 2035 LTCP replaces the 2008 plan and moves the planning horizon to 2035. The MAC has adopted a preferred development alternative for the Lake Elmo Airport that retains its system role as a Minor general aviation facility, which is consistent with the Transportation Policy Plan.

RELATIONSHIP TO REGIONAL POLICY: Under the aviation planning process and TPP policy, airport LTCP's are to be periodically updated. MAC plans are to be consistent with the metropolitan development guide (Thrive MSP 2040). LTCP's are used as a basic input to the Council's update of the regional aviation system plan and in reviewing community comprehensive plans.

STAFF ANALYSIS: The Lake Elmo Airport is located primarily in Baytown Township. A small amount of the airport and the Runway Protection Zone (RPZ) overlay area is in West Lakeland Township and on the west side of Manning Ave. in Lake Elmo. This small section of RPZ overlay is private property which is planned for development in the City of Lake Elmo.

The Lake Elmo Airport (Attachment 1) is classified as a Minor Airport in the regional aviation system. The airport's primary role in the airport system is to accommodate personal, recreational and some business aviation users within Washington County and the eastern portion of the metropolitan area. The plan states that the airport will continue its current role in the system, and the aircraft that the plan is designed for is not changing. The primary runway (14/32) and the crosswind runway (04/22) at the Lake Elmo Airport

are the shortest in the system and some of the shortest in the state in relation to airport classification. The primary runway length is 2,850 feet and the crosswind runway is 2,497 feet today. Based on FAA guidance of runway length, the primary runway length should be between 3,300 feet and 3,900 feet. MAC has envisioned a longer primary runway at Lake Elmo Airport for years.

Four Alternatives were initially developed for consideration in the LTCP.

- Base Case – Reconstruct existing runways
- Alternative A – Reconstruct existing runways, and extend Crosswind Runway 04/22 to 3,600'
- Alternative B – Reconstruct Crosswind Runway 04/22 to 2,496', relocate Primary Runway 14/32 700 feet to the northeast and extend it to 3,600', construct a new Connector Rd., convert existing Runway 14/32 to a Taxiway and relocate the Service Rd. and 30th St. N.
- Alternative C – Same as Alternative B except relocated Primary Runway is extended to 3,900'.

The original preferred alternative recommended by MAC was Alternative B. However, after multiple community meetings, and opposition, MAC developed and selected Alternative B1 (Attachment 2). Below is a description and a list of advantages / disadvantages of the preferred alternative.

- Alternative B1 – Refined Concept: Reconstruct Crosswind Runway 04/22 to 2,496', relocate Primary Runway 14/32 615 feet to the northeast and extend it to 3,500', construct a new Connector Rd., convert existing Runway 14/32 to a Taxiway and realign 30th St. N around the new RPZ and reconnect to the existing 30th St. N. intersection with Neal Avenue.

Advantages:

- Primary Runway 14/32 is extended to 3,500' consistent with FAA guidelines
- Runway 14/32 RPZ will comply with FAA compatibility criteria
- Runway 14/32 alignment retains optimal wind coverage
- Runway 14/32 can be constructed in new location while existing Runway 14/32 remains in operation prior to conversion to a taxiway, allowing for minimal operations disruptions
- Washington County can proceed with Manning Ave. improvements without delay associated with an RPZ Alternatives Analysis
- Existing airport operational footprint is maintained with no additional property acquisition
- Current Minor Airport classification does not change

Disadvantages:

- Relocation of 30th St. N will alter established traffic flows in the vicinity of the airport
- Existing north side end taxiway must be relocated
- Shifts existing air traffic patterns and noise impacts to the southeast to align with the relocated/lengthened Primary Runway, moving the Runway 32 end closer to an established West Lakeland Township residential neighborhood (from approximately 0.6 miles today to approximately 0.3 miles)
- Requires wetland mitigation

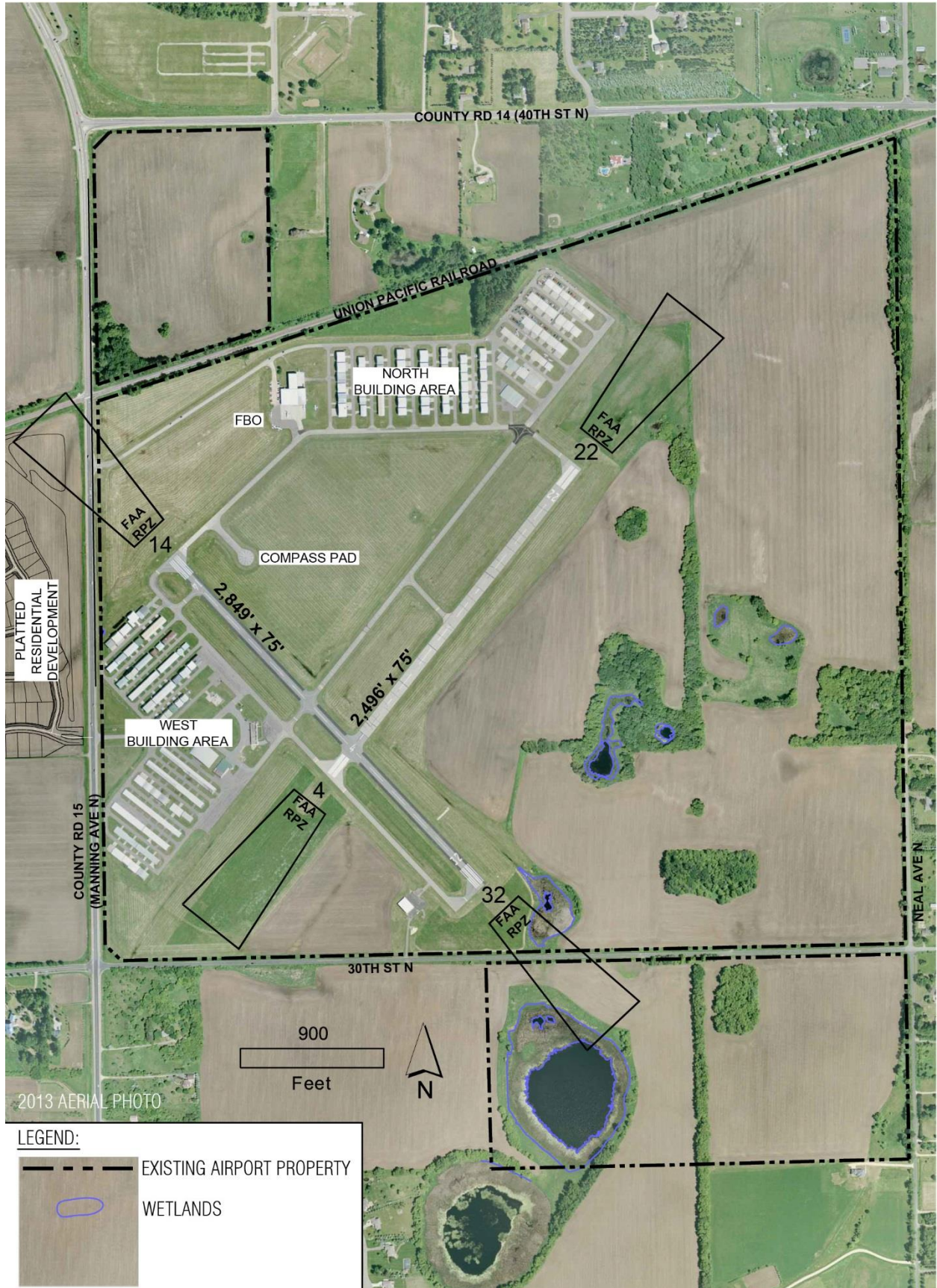
Alternative B1 provides compatible RPZs entirely on airport property for the relocated Runway 14/32. The Base Case and Alternative A do not satisfy this key objective of the LTCP. Alternative B1 also provides a runway length of 3,500 feet, which is the optimal length identified in the Facility Requirements analysis for the long-term demand at Lake Elmo Airport. Once the 3,500 foot length runway 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 communities assurance of the airport’s future footprint for comprehensive community planning.

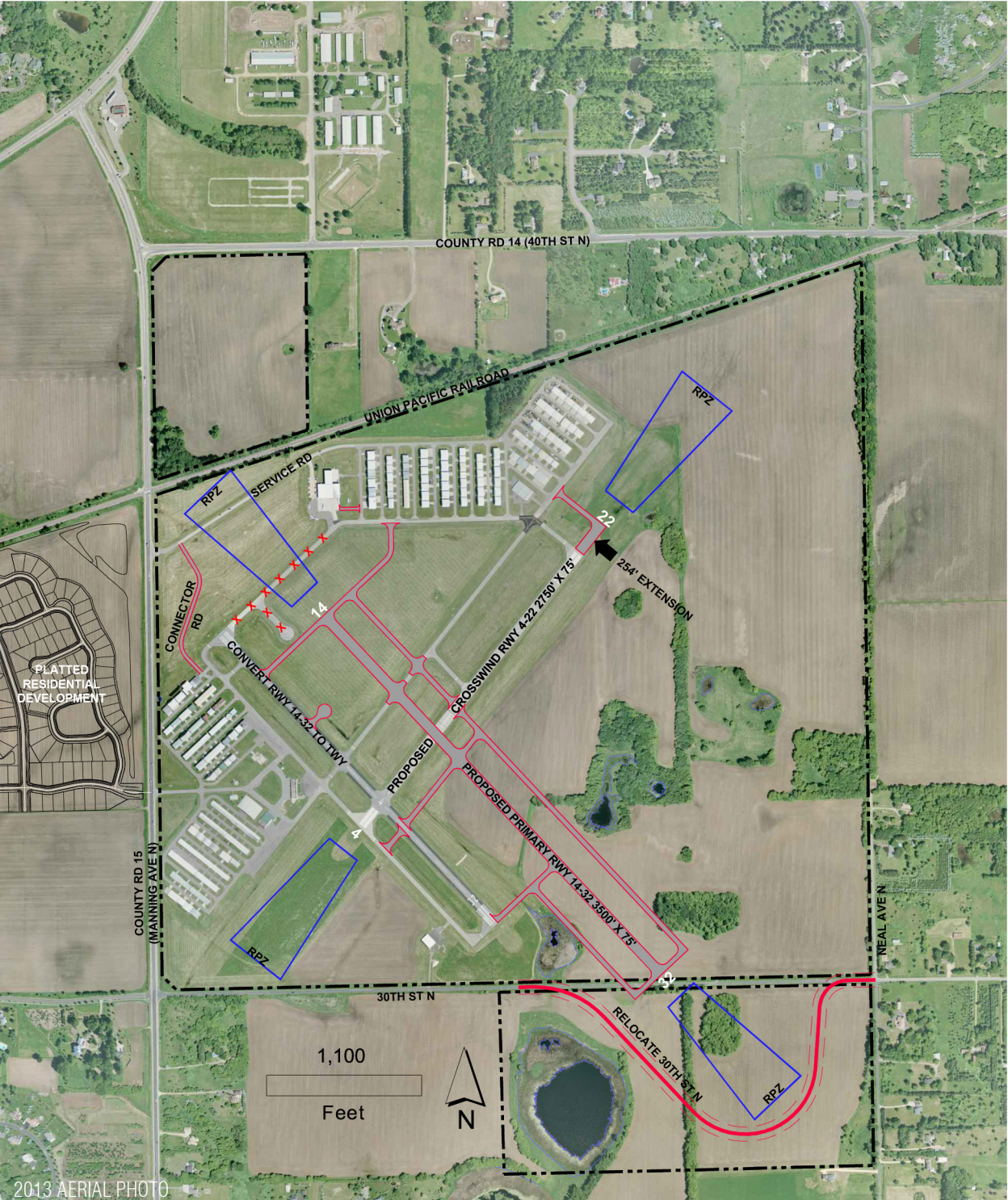
COMMITTEE COMMENTS AND ACTION:

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Planning	Review & Recommend	
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Recommend	
Metropolitan Council Transportation Committee	Review & Recommend	
Metropolitan Council	Review & Determine	

Figure ES-1: Existing Airport Layout





2013 AERIAL PHOTO

LEGEND:

-  EXISTING AIRPORT PROPERTY
-  WETLANDS
-  PROPOSED RWY/TWY EXTENSIONS
-  PAVEMENT REMOVAL
-  RUNWAY PROTECTION ZONE