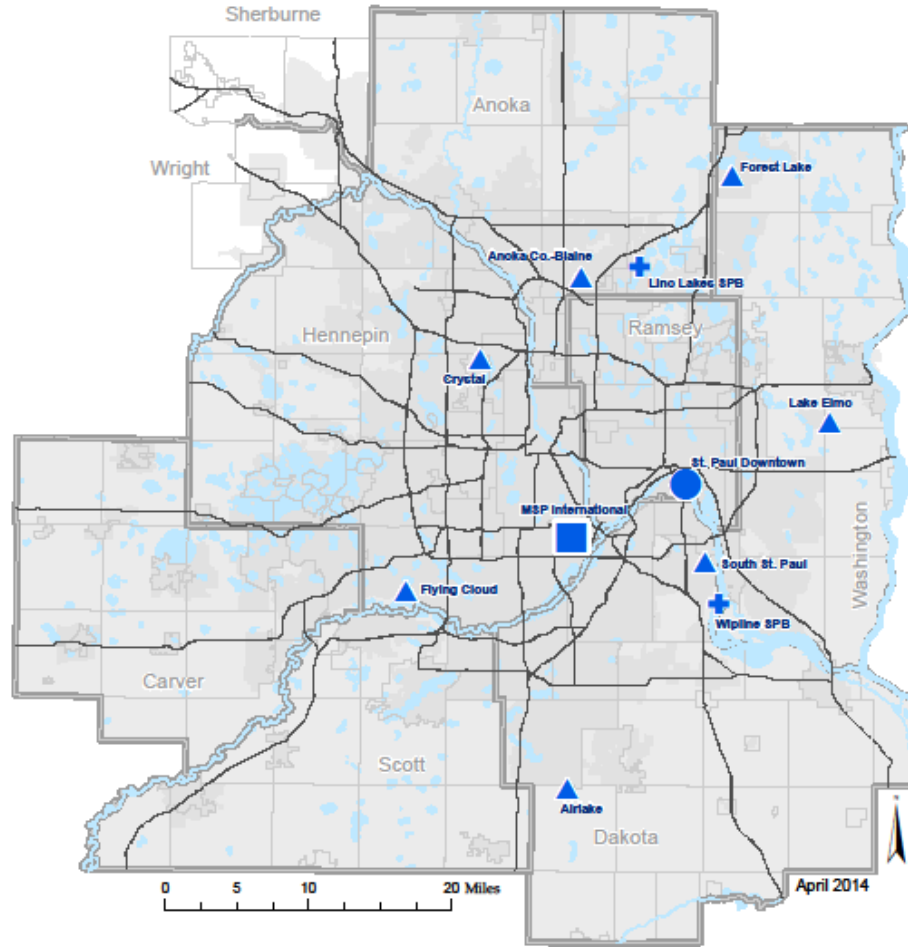


# Final Draft Lake Elmo Airport 2035 Long Term Comp Plan Update

# Regional Aviation System

- Major
- Intermediate
- ▲ Minor
- + Special Purpose



## Reference Items

- Principal Arterial Roads
- Lakes and Rivers
- City Boundary
- County Boundary
- 2040 Municipal Urban Service Area MPO Area

0 5 10 20 Miles

April 2014

# MN Statutes

**MS 473.165 (1):** The Metropolitan Council shall review all long-term comprehensive plans of each independent commission, board, or agency prepared for its operation and development within the metropolitan area but only if such plan is determined by the council to have an areawide effect, a multicomunity effect, or to have a substantial effect on metropolitan development. Each plan shall be submitted to the council before any action is taken to place the plan or any part thereof, into effect.

**MS 473.611 (5):** Any long-term comprehensive plans adopted by the commission for the betterment and enlargement of existing airports, for the acquisition and construction of new airports, and for the categories of use of airports owned or controlled by the commission shall be consistent with the development guide of the Metropolitan Council.

# LTCP'S (LONG-TERM COMPREHENSIVE PLANS)

- **An LTCP Is:**

- required under the aviation planning process.
- a 20-Year planning document.
- periodically updated as scheduled in the TPP.
- used to identify needed projects, define operational parameters, and assess environmental and financial requirements.
- consistent with the Thrive MSP 2040
- a basic input to update of the aviation system plan and used in local plan reviews.

# LAKE ELMO AIRPORT

- Classification = Minor
- Role = G.A. Reliever
- Primary Use = Recreational
- Size = 640 Acres
- Based Aircraft = 203
- Annual Operations = 25,727
- Main Runway = 2,850 ft.
- Instrument Landing Sys. (No)
- Air Traffic Tower (No)

Figure ES-1: Existing Airport Layout

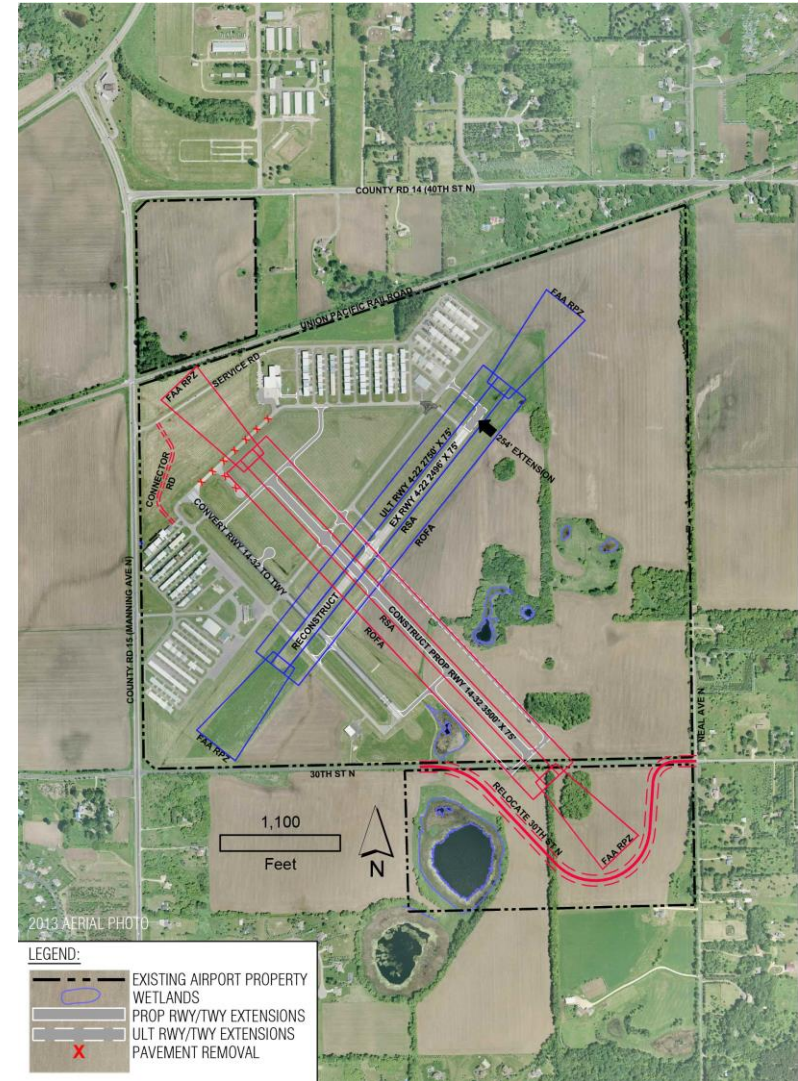


iii

# BASED AIRCRAFT/OPERATIONS

So. St. Paul	218	51,000
Crystal Airport	219	40,000
<b>Lake Elmo Airport</b>	<b>203</b>	<b>26,000</b>
Airlake Airport	147	42,000
Anoka-Blaine Airport	433	90,000

# EXISTING CONDITIONS/PREFERRED ALTERNATIVE



# FINDINGS/NEXT STEPS

- Thrive MSP 2040 –
  - Policy Direction is to create consistent, compatible, and coordinated local comp plans
  - Prosperity Outcome - Advancing this outcome is to plan, invest in infrastructure and amenities, and quality of life for economic competitiveness.



# FINDINGS/NEXT STEPS

- Transportation Policy Plan
  - Lake Elmo Airport is classified as a Minor Airport in the Regional Aviation System, and will continue in it's current role.
  - The plan recognizes a potential opportunity to provide sanitary sewer/waters services to the tenants on the airport.
  - The Council will determine conformance and consistency in about the LTCP's.

# Lake Elmo Airport

## 2035 Long-Term Comprehensive Plan (LTCP)



09 June 2016 – Transportation Advisory Committee – Planning  
Overview of the LTCP Process and Findings



# Briefing Agenda

- Review of Key Planning Issues
- Review of Original & Refined Preferred Alternatives
- Public Comment Period Summary
- Next Steps & Summary



Aircraft at the Lake Elmo Airport: Pilatus PC-12, Cessna 340, TBM 700



# 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:
    - 2<sup>nd</sup> highest number of based aircraft
    - 3<sup>rd</sup> highest number of aircraft flights
    - Only 4 other airports have a shorter primary runway



# Purpose and Need for Proposed Improvements



CONCEPTUAL MANNING AVENUE REALIGNMENT CORRIDOR  
TO CLEAR EXISTING RUNWAY PROTECTION ZONE (RPZ)

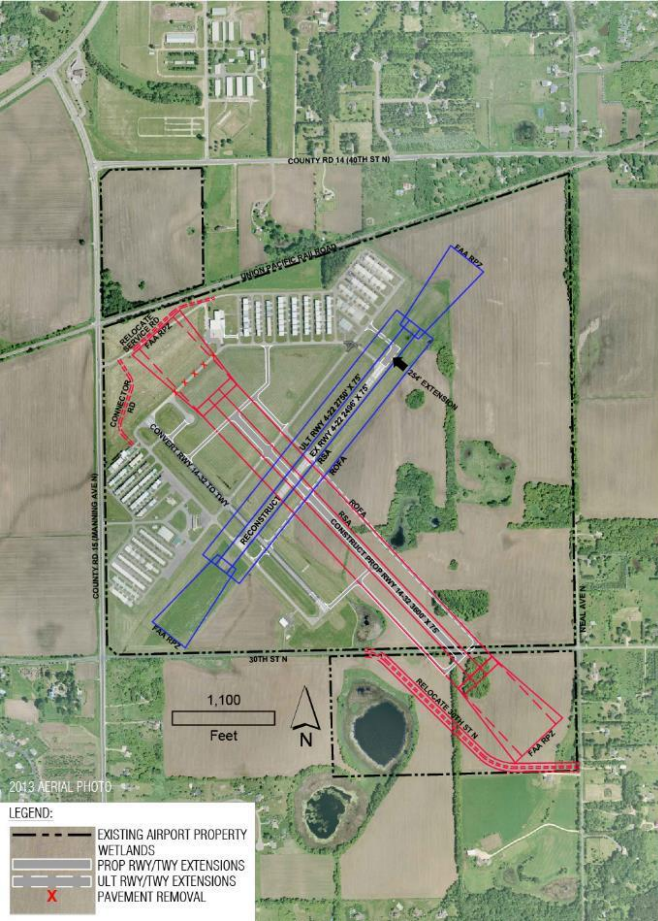
- Failing Infrastructure
  - Runway pavements need to be reconstructed
- Airport Improvements for Users
  - Provide longer runway per FAA Guidance
  - Not feasible to extend existing primary runway
- Runway Protection Zone (RPZ) Compliance
  - Have MAC-owned property to meet FAA requirements without acquiring additional property
  - Opportunity to remove Manning Avenue & 30<sup>th</sup> 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



# Original Preferred Alternative

## Alternative B

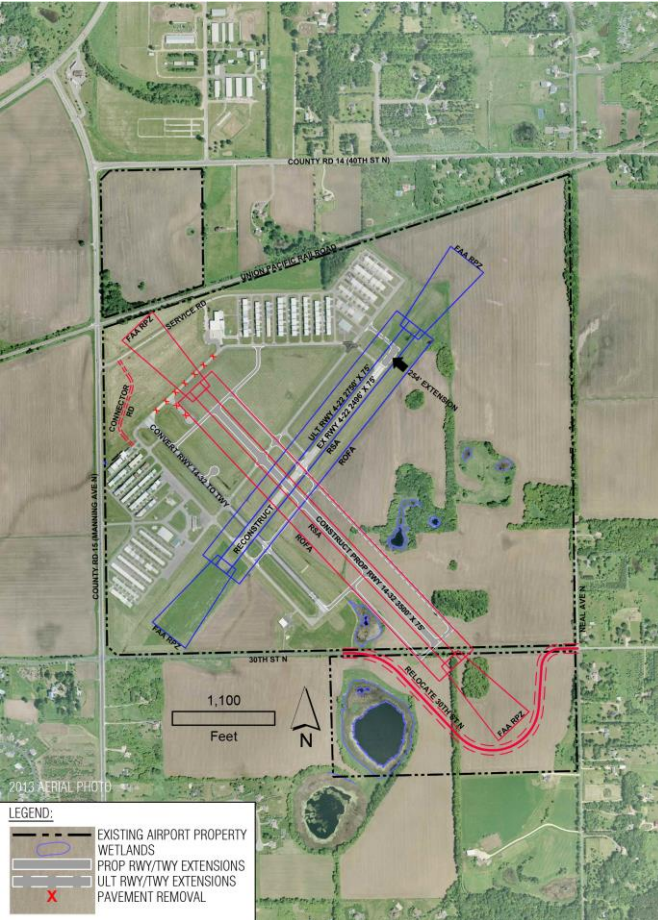
- Rationale for Selection
  - Runway Protection Zone Compatibility
    - No additional land acquisition needed
  - Ability to provide optimal 3,600' primary runway length
    - No additional primary runway extensions contemplated during planning horizon
    - Provides certainty for surrounding communities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



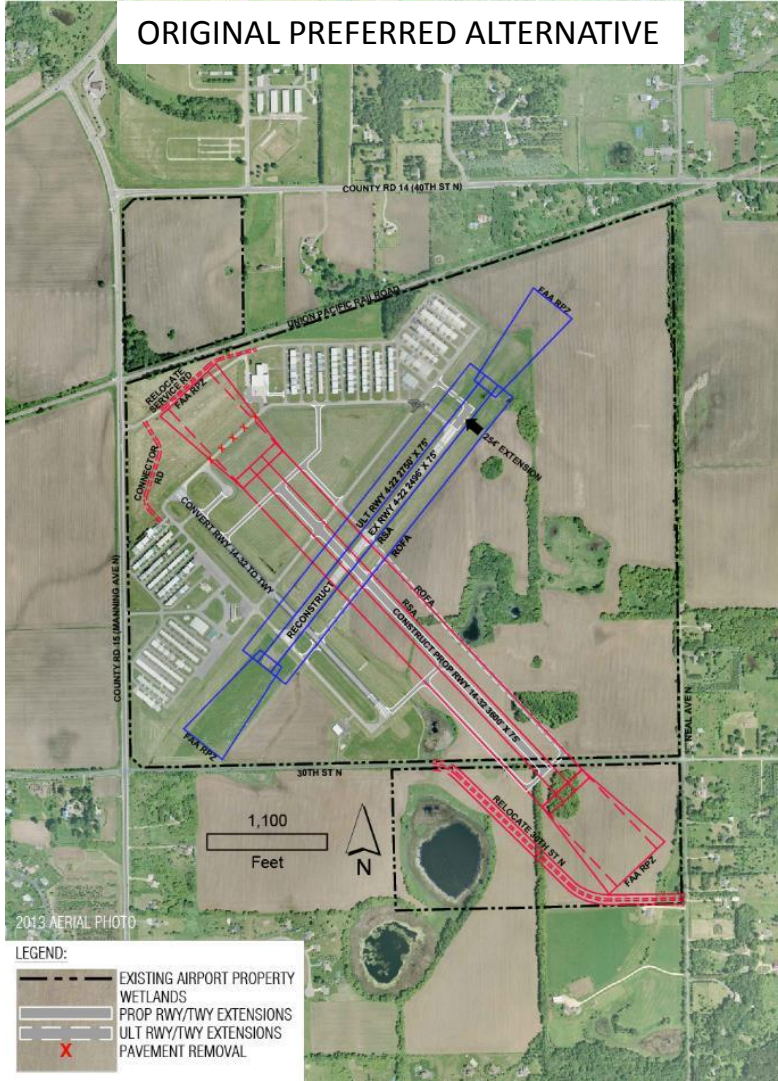
# Refined Alternative

## Alternative B1

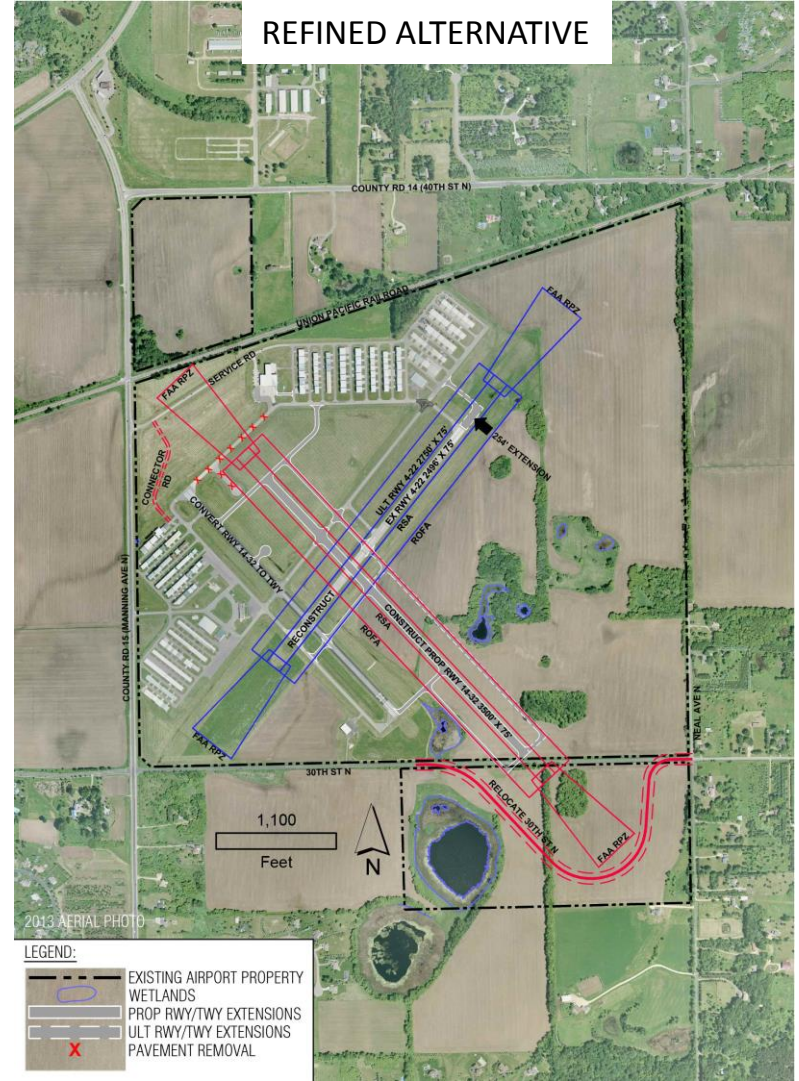
- Changes from Original Preferred Alternative
  - 30<sup>th</sup> Street N connects back to existing intersection with Neal Avenue
  - Shorter runway length (3,500 feet)
  - Runway shifts to the north and west – further from West Lakeland Township residences
  - “Utility” runway designation allowing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



# ORIGINAL PREFERRED ALTERNATIVE



# REFINED ALTERNATIVE





# 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 on February 11

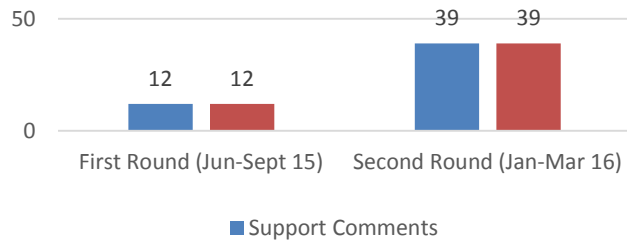


Audience	Date	Location
General Public Information Meeting	July 9, 2015	Baytown
General Public Information Meeting	July 16, 2015	Lake Elmo
Washington County Board	August 18, 2015	Stillwater
West Lakeland Township Board	November 9, 2015	West Lakeland
MAC Board Presentations	December 7 & 21, 2015	MAC
General Public Information Meeting	February 11, 2016	Baytown
<b>Supplemental Public Comment Period: January 25 – March 9, 2016</b>		

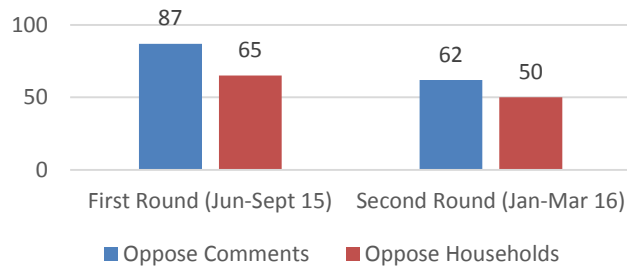


# Public Comment Summary

Public Comments in Support of LTCP

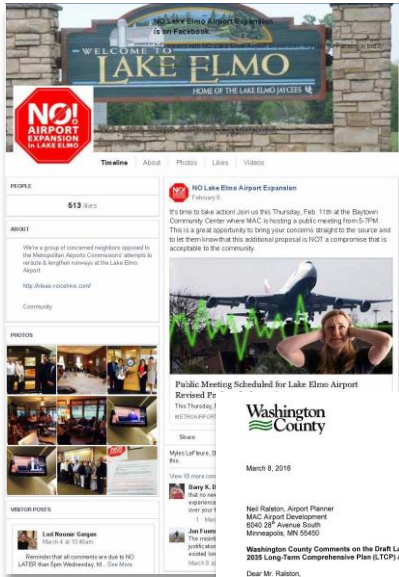


Public Comments In Opposition To LTCP



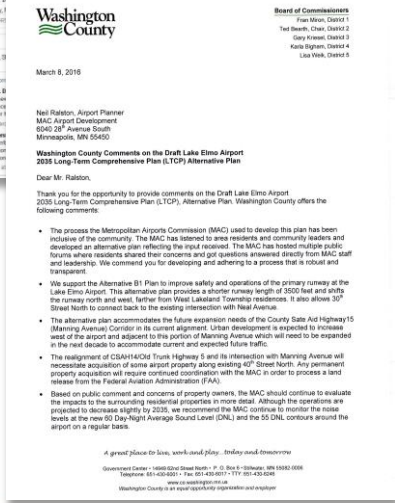
- First Round (June – September 2015):
  - 104 total comments
    - 99 public comments
      - 12 support, 87 opposed
    - 5 agency/municipal comments
      - 2 opposed (West Lakeland & Baytown Townships); 3 neutral
  
- Second Round (January – March 2016):
  - 104 total comments
    - 102 public comments
      - 39 support, 62 opposed, 1 neutral
    - 2 agency/municipal comments
      - 1 support (Washington County); 1 opposed (West Lakeland Township)



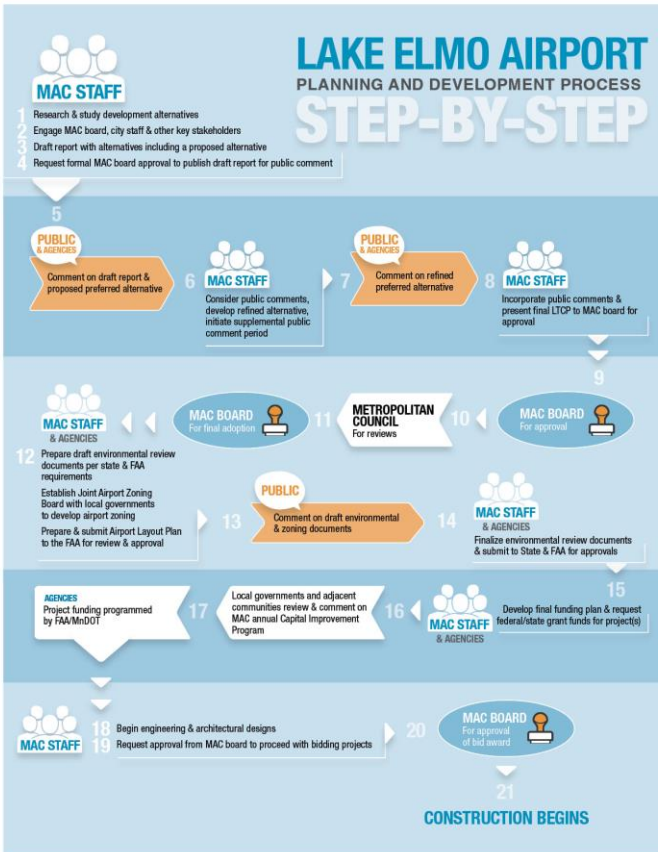


# Public Comment Summary

- Key messages
  - Concerns from those opposed:
    - 30th Street North realignment – safety and increased travel times
    - Increased aircraft traffic levels and noise
    - Introduction of significant levels of jet aircraft activity and impacts on property values
    - Environmental impacts to wetlands and wildlife habitat
    - Overall need for the improvements – the airport operates safely as it is
    - The proposed runway length is still too long
  - Benefits from those supporting
    - Improved margin of safety
    - Enhanced viability and utility of the Airport
    - Accommodates future expansion of Manning Avenue in its current alignment



# The Road Ahead



- Metropolitan Council Formal Review\*
- MAC Board Final Adoption of LTCP\*
- Environmental Review\*
- Airport Layout Plan (ALP)
  - Reviewed/Approved by FAA
- Joint Airport Zoning Board\*
- Grant Programming/Funding
- Project Engineering/Design
- MAC Board approval of Bid Awards\*

\* Denotes processes that provide additional opportunities for public input



# Summary

- Real challenges to address
  - “Do Nothing” is no longer an option
- Final Preferred 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 certainty of airport footprint for municipal planning
  - Address some community concerns while still meeting MAC objectives

