

# Lake Elmo Airport

## Draft 2035 Long-Term Comprehensive Plan (LTCP)



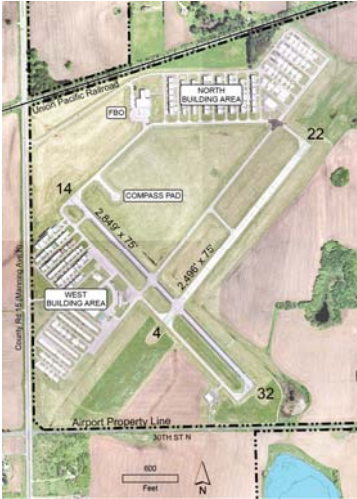
09 November 2015 – West Lakeland Township Board  
Draft LTCP Status Update & Potential Refined Development Alternative

## Briefing Agenda

- Airport Role & Opportunities
- Key Planning Issues
- Review of Original Preferred Alternative
- Presentation of Potential Refined Preferred Alternative
- Stakeholder Engagement & 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
- 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



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## Aircraft Using the Airport Today

- Design Aircraft Family
  - Small Propeller-Driven Airplanes
  - Fewer Than 10 Passenger Seats



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## FAA Runway Protection Zone (RPZ) Guidance

- Runway Protection Zone (RPZ)
  - Role is to enhance safety and protection of people and property on the ground off runway ends
  - Airport control is emphasized
- FAA's *Interim Guidance on Land Uses Within a RPZ* issued in 2012
  - Clarifies and tightens up former guidance on compatible land uses in RPZs
  - Several incompatible land uses in existing RPZs at Lake Elmo (roads, railroad, non-owned property)
  - RPZ Alternatives Analysis now required for triggering events (e.g., Manning Avenue Improvements)



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## Today's Needs and Opportunities



### Today's Needs

- Failing Infrastructure
  - Runway pavements need to be reconstructed
- Runway Protection Zones
  - Have MAC-owned property to meet FAA requirements

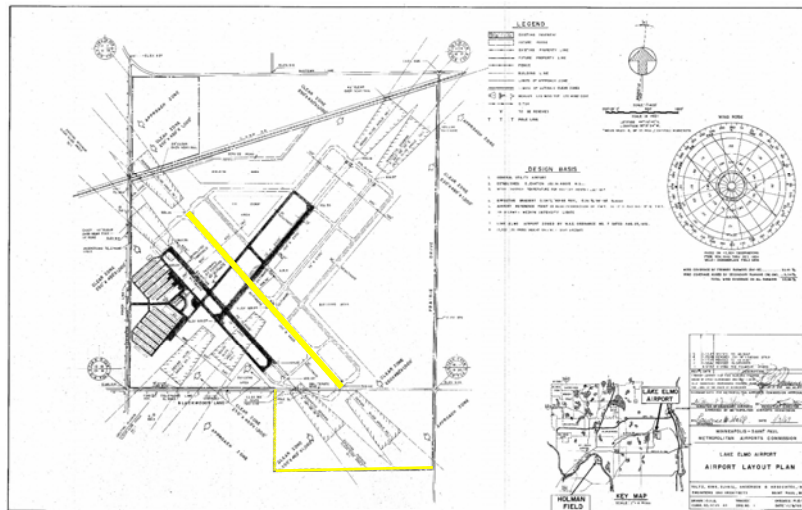
### Today's Opportunities

- Manning Avenue Improvements
  - Accommodate roadway needs
- Zoning Questions for Neighbors
  - Resolve uncertainties for County, City and Townships
- Airport Improvements for Users
  - Provide longer runway per FAA Guidance



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## Planning Legacy



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## Key Planning Objectives

- Key Planning Objectives
  - Address failing infrastructure
  - Enhance safety for all aircraft operations
  - Improve operational capabilities for aircraft using the airport
  - Achieve compliance with FAA RPZ criteria
- Facility improvements; not a change in role or property footprint



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## DEVELOPMENT ALTERNATIVES



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## Original Preferred Alternative

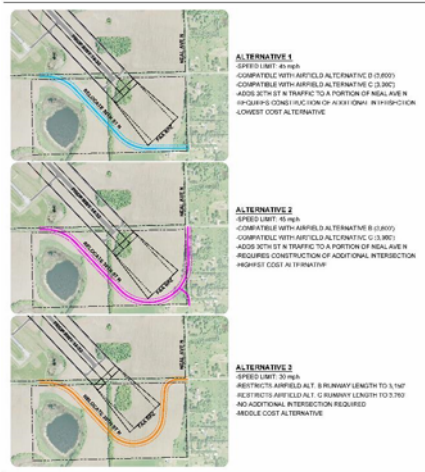
### Alternative B

- 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



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# Citizen Concerns



- Citizen concerns we have heard:
  - 30<sup>th</sup> 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



# Potential 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 WLT residences
  - Use of smaller Runway Protection Zones (RPZs)



## STAKEHOLDER ENGAGEMENT



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## 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 (extended from August 5)
  - Two Public Information Meetings
    - July 9 (Baytown) and July 16 (Lake Elmo)
    - ~150 attendees
  - Washington County Board Briefing (August 18)
- Consider & Incorporate Feedback
  - Meetings with Concerned Neighbor Groups
  - Tenant Update
  - Follow-on Public Comment Period in December (if approved MAC Board)



Audience	Date	Location
General Public	July 9	Baytown
General Public	July 16	Lake Elmo
Washington County Board	August 18	Stillwater
Public Comment Period: June 22, 2015 – September 16, 2015		



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## The Road Ahead

- MAC 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\*
- Airport Layout Plan (ALP)
  - Reviewed/Approved by FAA
- Environmental Review\*
- Grant Funding
- Project Engineering/Design



\* Denotes processes that provide additional opportunities for public input

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## Summary

- Real challenges to address
  - “Do Nothing” is no longer an option
- Refined 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 of improving safety and increasing operational capabilities for aircraft using the Airport



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