

# T Transportation Committee

Meeting date: March 22, 2010

Metropolitan Council Meeting: April 14, 2010

## ADVISORY INFORMATION

<b>Date:</b>	March 15, 2010
<b>Subject:</b>	Anoka County-Blaine Airport Long-term Comprehensive Plan
<b>District(s), Member(s):</b>	Districts: 9 Steffen, 10 Sanda, 11 Hilker
<b>Policy/Legal Reference:</b>	MS 473.146, 473.165,
<b>Staff Prepared/Presented:</b>	Arlene McCarthy, Director MTS; 651-602-1754 Amy Vennewitz, Dep. Director MTS; 602-1058 Connie Kozlak, Mngr. Transportation Planning; 602-1720 Chauncey Case, Sr. Planner - MTS/Aviation; 602-1724
<b>Division/Department:</b>	Metropolitan Transportation Services – Air Transportation

### Proposed Action

That the Metropolitan Council:

- Approve the Metropolitan Airport Commission's (MAC) Anoka County-Blaine Airport 2025 Long-term Comprehensive Plan (LTCP).
- Recommend that MAC complete efforts in establishing a joint airport zoning board with affected communities of Blaine, Lexington, Circle Pines, Mounds View and Spring Lake Park to prepare an airport zoning ordinance that reflects the airport's LTCP and system role as defined under state requirements.
- Recommend amendment of the LTCP and review by the Council when non-aviation development of parcels on airport property is implemented.

### Background

Under MS 473.611 and MS 473.165 the Council reviews the individual LTCP's for each airport owned and operated by the Metropolitan Airports Commission (MAC). The 2009 update of the LTCP replaces the 2000 plan and moves the planning horizon to 2025. The MAC has adopted a preferred development alternative for the airport that retains its system role as a *Minor* general aviation facility which is consistent with the TPP.

### Rationale

Under the aviation planning process and TPP policy airport LTCP's are to be periodically updated. MAC plans must be consistent with the Council's metropolitan development guide. LTCP's are used as basic input to the Council's update of the regional aviation system plan and referral reviews including community comprehensive plans.

### Funding

This action has no funding implications for the Council.

### Known Support / Opposition

The LTCP was adopted by the MAC and included a public involvement process. Airport users support the preferred concept. Adjacent communities want no runways longer than 5,000' as defined in state law. The MAC has responded to the concerns raised by affected communities and general public prior to adopting the 2030 LTCP. The TAB recommended this LTCP on March 17, 2010.

## ANOKA COUNTY-BLAINE AIRPORT 2025 LTCP REVIEW

**Authority:** MS 473.611 indicates that any LTCP adopted by the Commission shall be consistent with the development guide of the Council; also, MS 473.165 states that if a plan or any part thereof is inconsistent with the guide the Council may direct the operation of the plan or such part thereof be indefinitely suspended.

### **Background:**

The Anoka County-Blaine Airport is located in the city limits of Blaine in southeast Anoka County, Figure 1-3. The airport opened originally as a private facility; the MAC acquired the airport in 1950. The airport is 1,900 acres in size, has two paved runways and 437 based aircraft, with 86,838 operations conducted in 2007. It is classified as a *Minor* airport serving general aviation in the North and Central metro area. A LTCP was prepared in 1998. Consistent with that plan, land was provided for other public uses, runway 9/27 extended with precision landing aids, and the northwest building area developed by 2006.

### **Public Involvement:**

The update of the Anoka County-Blaine Airport 2025 LTCP included meetings with the adjacent community representatives, coordination with Anoka County, meetings with airport users, and public informational meeting for residents living around the airport. A full draft LTCP, defining the preferred alternative, was made available for a 30-day public comment period. Responses were prepared and reviewed by the MAC prior to their adoption of the LTCP.

### **2025 LTCP Proposal:**

The LTCP serves as the basis for identifying needed projects, maintaining funding eligibility to meet state and federal financial and plan consistency requirements, and to ensure that projects are responsive to system needs and conditions. With recent completion of the runway 9/27 extension and opening of a new fixed base operator and northwest hangar building area, the 2025 airport development alternatives focused on the following improvements as depicted in Figure ES-1:

- Maintain the two existing runways
- Keep the proposed parallel runways as potential development beyond the 2025 plan
- Continue pavement reconstruction and rehabilitation program
- Complete relocation/construction of Xylite Street for East Annex building area
- Relocate/extend Taxiway Charlie
- Improve security gates
- Continue effort to develop non-aviation uses on airport property not needed for current aviation use

### Existing Aviation Activity and Future Demand

Forecasts were completed for both aircraft operations and based aircraft. Using 2007 as the base year, a baseline forecast was prepared assuming reasonable growth in the economy, fuel costs, fractional ownership, new very light jets (VLJs) just coming on the market, and general aviation taxes and fees. In addition to the baseline forecast, high and low range forecasts were prepared. In the high forecasts, it was assumed that the economy thrives, VLJs are very successful and fractional ownership increases; the opposite was used for the low forecasts

Aircraft operations for 2007 were estimated at 86,838. Baseline aircraft activity by 2025 is projected to be 79,560 annual operations, and 110,503 for the high forecast. The maximum number of operations the airport can handle, the annual service volume, is about 230,000 operations. Therefore, from an airside standpoint, the airport is currently at about 33 % capacity. Even under the high forecast scenario, the number of operations in 2025 does not trigger the need for additional runways. The historical high for operations at Anoka County-Blaine Airport occurred in 1990 with approximately 215,000 annual operations.

### Existing Conditions and Future Airside Facility Needs

The existing primary runway 9/27 is 5,000 feet, the maximum length allowed at Minor airports under state law. The existing runway length accommodates about 75% of the category BII aircraft types, at 60% useful load, currently using the airport. The forecasts assume some VLJ and other business jet aircraft operations at the airport.

### Existing Conditions and Future Landside Facility Needs

Total capacity within existing hangars is estimated at 510 indoor aircraft storage spaces. The future hangar capacity is estimated at an additional 160 spaces when the new northwest hangar area is fully developed. There is sufficient hangar capacity to meet demand through the planning period. Based aircraft in 2007 numbered 437; the historical high number of based aircraft was in 2003 with 490 aircraft. All new hangar space will be provided by private funding.

### **Conformity with Aviation System Plan:**

The MAC used the Council's regional socio-economic data to prepare the aviation forecasts for the preferred development alternative. Annual runway capacity essentially stays the same, and based upon the aviation demand forecasts there is no current need for additional runways at the airport. The preferred alternative would retain the precision runway approach capability and improve airport utilization. Anoka County-Blaine will retain its *Minor* airport system role as a reliever serving general aviation in the North and Central portions of the region. The preferred development alternative maintains the airports long-term capabilities, and is in conformance with the regional aviation system plan.

### **Compatibility of Airport/Community Plans**

#### Environmental Considerations

- 1) Aircraft Noise - a 2007 noise contour was prepared as well as 2025 noise contour for the preferred alternative. Most of the future noise area is on airport property or within areas that need to be controlled by the airport for safety reasons. The Council's land use compatibility guidelines for aircraft noise apply to community areas within the noise contours. The communities and the MAC should continue to coordinate their planning efforts concerning future land use changes and noise effects.
- 2) Sanitary Sewer and Water – adequate sewer and water services are available to the airport; changes due to implementation of non-aviation development should be included in any amendment to the LTCP.
- 3) Wetlands - there are existing wetlands on or near the airport that are affected by the increase in impervious surfaces and runoff from potential new on-airport development. The MAC has indicated any of the development implemented at the airport will be studied closely to prevent wetland impacts. If wetlands are unavoidable, designs will be adjusted as much as possible to minimize impacts.

#### Land Use Considerations

- 1) Ground Access – capacity of the roadways adjacent to the airport are adequate to handle projected traffic needs of the airport.
- 2) Parks – the preferred development alternative does not affect any regional parks or open space. A considerable portion of the airport property is used for community recreation and open space.
- 3) Airport Safety Zoning – there are several areas off-airport where runway safety zoning and airspace protection need to occur. The MAC, working with the affected communities through a joint zoning board should update the airport zoning ordinance. Application of the state airport safety zoning requirements should reflect the approved LTCP for the airport and its system role in order to adequately protect the airport's airspace and approach/departure corridors.

- 4) Non-Aviation Development – potential non-aviation development of airport parcels was discussed during the LTCP process; as parcels and specific land uses are selected for this revenue enhancement program a plan amendment should be reviewed by the Council and LTCP amended as appropriate to reflect the change in land use.

**Consistency with Council Policy:**

Aircraft operations under the baseline forecast are expected to stabilize at current levels but aircraft types operating at the airport are expected to include more business jets. It was recommended that the potential parallel runways be retained beyond the current planning horizon to maintain long-term system capabilities.

The preferred alternative recognizes the need to keep the airport viable, but within the region’s ability to support the investments over time. The preferred alternative preserves the safety and usability of the facility within its assigned system role. Environmental and land use considerations have been recognized and a process for implementation addressed. The proposal appears to be consistent with metro systems in general and consistent specifically with aviation policies.

**Development Costs and Implementation of Preferred Alternative**

Recommendation	Estimated Cost	Timeline
On-going pavement maintenance and replacement program	\$1,300,000	Continuous throughout planning period
Security Gate Improvements	\$500,000	0-5 years
Taxiway Charlie Extension	\$900,000	0-5 years
Xylite Street Relocation	\$1,000,000	0-5 years
Non-Aeronautical Land Use Development	(Developer Costs)	0-10 years
West Building Area Annex	\$850,000	
East Building Area Annex	\$2,400,000	
North/South Parallel Runway	\$6,500,000	
East/West Parallel Runway	\$5, 500,000	

Source: MAC 2010 Capital Improvement Program

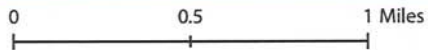


# Airport Layout

Figure 1-3



Anoka County - Blaine Airport (ANE)





# Plan Recommendations

Figure ES-1



Anoka County-Blaine Airport (ANE)

Image Source: USDA

# Transportation Advisory Board

of the Metropolitan Council of the Twin Cities

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Bill Hargis  
Acting Chair

March 18, 2010

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Anoka County

Randy Maluchnik  
Carver County

Paul Krause  
Dakota County

Jan Callison  
Hennepin County

Tony Bennett  
Ramsey County

Jon Ulrich  
Scott County

Dennis Hegberg  
Washington County

Peter Bell, Chair  
Metropolitan Council  
390 Robert Street No.  
St. Paul, MN 55101

Mr. Bell,

On March 17, 2010, the Transportation Advisory Board voted to recommend approval of Anoka County-Blaine Airport 2025 Long Term Comprehensive Plan.

Municipal Officials

Dick Swanson  
Blaine City Council

Steve Lampi  
Mayor of Brooklyn Park

Bethany Tjornhom  
Chanhassen City Council

Dan Gustafson  
Burnsville City Council

Julia Whalen  
Champlin City Council

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Becky Petryk  
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Robert Lilligren  
Minneapolis City Council

Russ Stark  
St. Paul City Council

William Hargis  
Mayor of Woodbury

The TAB forwards this action to the Metropolitan Council along with additional information described in TAB action transmittal 2010-23.

Sincerely,



*for* Bill Hargis, Acting Chair  
Transportation Advisory Board

Citizen Members - Precinct

vacant - A  
Bill Guidera - B  
James Meyers - C  
Chuck Haik - D  
Bart Ward - E  
Donn Wiski - F  
Jill Smith - G  
Ken Johnson - H

Agency Representatives

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Minnesota DOT

Sherry Stenerson  
M.A.C.

David Thornton  
M.P.C.A.

Modal Representatives

Richard Mussell  
Transit

vacant  
Transit

Ron Have  
Freight

David Gepner  
Non-motorized

**Transportation Advisory Committee  
of the Metropolitan Council of the Twin Cities**

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**ACTION TRANSMITTAL**

No. 2010 - 23

**DATE:** March 18, 2010  
**TO:** Metropolitan Council  
**FROM:** Transportation Advisory Board  
**SUBJECT:** Anoka County-Blaine Airport Long-Term Comprehensive Plan Review

**MOTION:** The Transportation Advisory Board recommended the preferred development alternative discussed in the attached 2025 Long-term Comprehensive Plan (LTCP) for Anoka County-Blaine (ANE).

**BACKGROUND AND PURPOSE OF REVIEW:** The MAC periodically updates the long-term comprehensive development plans for each airport it owns/operates. The LTCP is to be consistent with the Metro Development Framework and the TPP. The MAC has completed the 2025 LTCP Update for ANE, selected a preferred development alternative, provided for public input, and has submitted it for Council review. Recommendations from the TAC/TAB review process will be included in the final staff report to the Council's Transportation Committee and Council action.

**ROUTING**

<b>TO</b>	<b>ACTION REQUESTED</b>	<b>DATE COMPLETED</b>
TAC Aviation Tech. Task Force	Review & Recommend	February 19, 2010
Technical Advisory Committee	Review & Recommend	March 3, 2010
TAB Policy Committee	Review & Recommend	March 11, 2010
Transportation Advisory Board	Review & Recommend	March 17, 2010
Metropolitan Council	Approval	