

# **Appendix D**

## **Ultimate Development Capability**

## Appendix D Ultimate Development Capability

Planning the capability to meet very long-term future need was a primary goal of the Master Plan Update. Therefore, a separate analysis was performed in conjunction with the Master Plan to assess the ultimate capability of the Airport to develop as an air carrier airport. The analysis assumed that the basic runway configuration would be as proposed in the Master Plan, including the addition of parallel Runway 13R-31L, spaced at 3,500 feet from existing Runway 13-31.<sup>1</sup>

The ultimate airfield layout was developed jointly with the assessment of development alternatives to satisfy the 20-year demand in terms of airfield capacity, terminal development area, tenant development area, and ground access. The Master Plan alternatives analysis had determined that terminal development should occur to the north of the crosswind runway to take advantage of roadway and future rail access. General aviation development was more compatible with the Army Air Support Facility (AASF) to the south. For purposes of this exercise, it was assumed that environmental mitigation could occur off-site or in undeveloped areas on the Airport.

Because the objective of the analysis was to determine the potential development capability of the site to serve as a second commercial service airport to the Minneapolis-St. Paul region, the assumption was to begin with a terminal area encompassing 35 to 45 gates. This would be comparable to a mid-sized hub airport such as William P. Hobby (Houston) or Chicago Midway Airports. (For reference, Minneapolis/St. Paul International Airport had approximately 123 gates in 2005.)

Several terminal concepts were developed for the site, along with associated parking and support areas. These concepts were not meant to guide near-term and mid-term development but were used to illustrate the capabilities of the site to accommodate a robust commercial airport. The preferred concept, depicted in **Exhibit D-1**, included the following features:

- Passenger terminal with 41 aircraft gates
- Parking garage and surface parking to serve the terminal area
- Parallel runways 8,000 feet long
- General aviation T-hangars and conventional hangars
- Fixed Base Operators (FBO) hangars and ramp
- Commercial aviation-related development sites
- Industrial aviation-related development sites
- Minnesota Air Guard AASF expansion
- Air cargo facilities and ramp
- Direct access from Highway 10 into the north and south sides of the Airport
- Non-aviation commercial and industrial development sites
- Approximately 2,200 acres of airport property

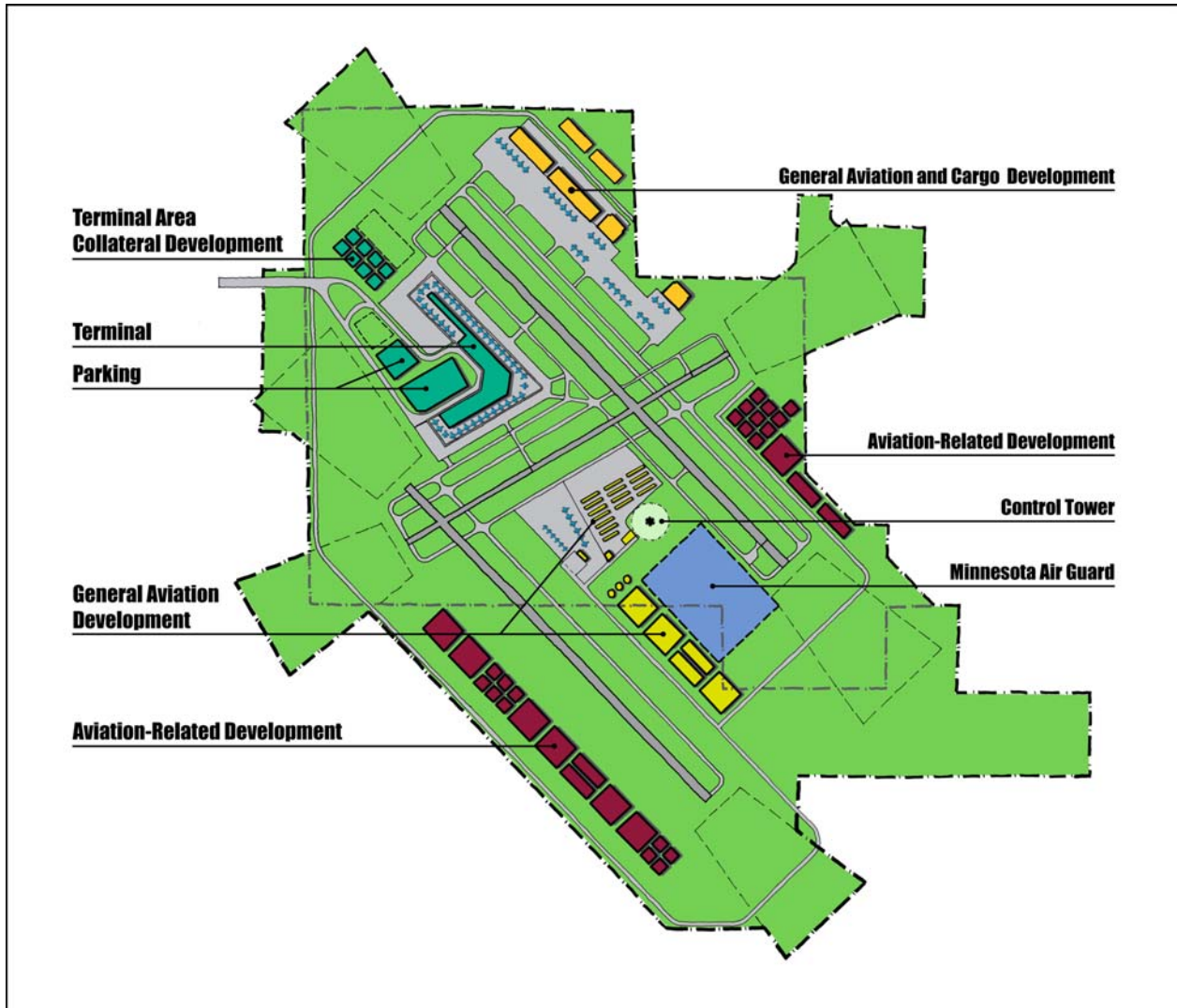
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<sup>1</sup> A runway separation of 3,500 feet was selected as the worst-case scenario for development in terms of minimizing the area available for terminal development. This was the minimum separation that was possible with the siting of the Army Air Support Facility. The Airport Development Plan proposed in the Master Plan has a runway-to-runway separation of 4,300 feet.

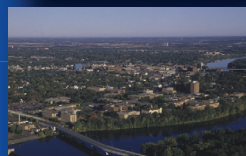
This concept illustrates that the site could provide the capability to meet the potential long-term development needs of the region under the given set of assumptions. Protecting for this eventuality would require that the City of St. Cloud begin immediately to control and acquire property adjacent to the existing Airport. Development of facilities could occur as demand dictates, but the land would be protected from encroachment.

**Exhibit D-1**

Conceptual Ultimate Development



Source: Ricondo & Associates, Inc.  
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