CHAPTER 5

Alternatives Analysis

The evaluation of future development alternatives represents a critical step in the airport master planning process. This chapter brings together the findings of the preceding chapters to evaluate development strategies that address identified facility needs, support projected demand, and provide a practical framework for the long-term development of Lake County Airport.



Introduction

Chapter 4 – Facility Requirements identified the existing conditions and planning needs that warrant further evaluation through the alternatives process. Preliminary development concepts were prepared to illustrate how these needs could be addressed through different configurations and development approaches. The concepts presented in this chapter are planning level and were refined, combined, or phased as appropriate through the evaluation process.

The alternatives analysis begins with the most restrictive elements of the Airport and then moves toward facilities with greater flexibility in location and configuration. Runway and taxiway decisions establish the basic airfield framework and can influence the location and feasibility of future development. Once those elements are established, the analysis progresses outward to aircraft parking, hangars, aviation-support facilities, vehicle access, and other supporting infrastructure.

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Not all improvements identified in Chapter 4 require evaluation of multiple development alternatives. Routine pavement maintenance, rehabilitation, equipment replacement, and other improvements that do not materially affect the overall Airport configuration may be carried forward directly into implementation planning and the Airport Capital Improvement Program (CIP).

Lake County, as the Airport Sponsor, is responsible for selecting the preferred development concept. That decision is informed by operational needs, Federal Aviation Administration (FAA) design standards, environmental and engineering considerations, financial feasibility, available funding, local priorities, and input from stakeholders. The selected concept will provide the basis for the updated Airport Layout Plan (ALP) and future capital improvement planning.

2013 Airport Layout Plan

The 2013 ALP established the previous long-term development framework for Lake County Airport. Major development elements shown on the ALP included the following:

- Extend Runway 17/35 approximately 1,200 feet to the north, resulting in an ultimate runway length of approximately 6,518 feet.
- Construct a full-length parallel taxiway on the east side of Runway 17/35.
- Protect for a future non-precision instrument approach.
- Provide future run-up areas associated with the parallel taxiway and existing taxiway system.
- Preserve areas for future conventional hangar, T-hangar, corporate, terminal, tiedown, and other aviation-related development.
- Provide a future helicopter operating and parking area.
- Preserve areas for future aviation-related development.
- Provide supporting vehicle access and parking improvements.

Several of the major long-term improvements shown on the 2013 ALP remain unimplemented. Runway 17/35 remains 5,318 feet long, a full-length east-side parallel taxiway has not been constructed, and the large future aeronautical development areas shown on the previous ALP have not been fully developed. The Airport also does not currently provide a designated transient helicopter parking area outside the Bureau of Land Management (BLM)/United States Forest Service (USFS).

Other planned elements are present today. Run-up areas are identified in the current pavement system, and Runway 17/35 is equipped with Precision Approach Path Indicators (PAPIs) and Runway End Identifier Lights (REILs) at both runway ends. The Airport also has published area navigation (RNAV) instrument approaches to Runways 17 and 35.

Facility Needs Overview

Table 5-1 summarizes the facility needs carried forward into the alternatives analysis and the corresponding development approach. For demand-driven facilities, the planning process identifies sufficient space and flexibility to accommodate projected needs while allowing for changes in the timing, type, and scale of future aeronautical development and private investment.

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Table 5-1: Summary of Facility Development Needs

Planning Element	Identified Facility Need	Alternatives Analysis Consideration
Runway 17/35	Extend Runway 17/35 to improve support for firefighting aircraft.	Carry forward the previously planned 1,200-foot extension to 6,518 feet.
Taxiway Geometry and Holding Areas	Correct acute-angle Taxiway A and B connections and the nonstandard Taxiway A hold position.	Evaluate taxiway options to provide 90-degree runway connections and standard B-II hold-position separation.
Unpaved Operating Area	Preserve the existing informal unpaved operating area.	Maintain flexibility for continued unpaved-surface operations.
Hangar and Aircraft Parking	Provide additional hangar spaces and maintain adequate aircraft parking capacity.	Identify space for phased hangar development and preserve aircraft parking flexibility.
Fixed-Base Operator (FBO) / Aviation Support Facility	Preserve a suitable site for a future FBO or aviation-support facility capable of supporting BLM/USFS and medevac operations.	Identify an appropriate development area with aircraft and vehicle access.
Airport Surface Roads	Provide dedicated vehicle access with future landside development where practical.	Identify vehicle access that reduces unnecessary travel or crossings on aircraft movement and parking areas.
Airport Fencing / Access Control	Evaluate wildlife/security fencing and access-gate improvements.	Incorporate fencing and access-control improvements where warranted.
Airport Zoning	Determine whether existing A-1 zoning adequately supports future Airport development.	Identify zoning changes needed to accommodate future aeronautical and non-aeronautical uses.

Development Alternatives Analysis Process

The development alternatives were prepared through an iterative planning process that considered the facility needs identified in the preceding chapter, applicable FAA design standards, existing Airport conditions and site constraints, and input from Lake County, the Planning Advisory Committee (PAC), Airport users, agencies, and other stakeholders.

Airside improvements were developed as preliminary alternatives and evaluated comparatively, while landside development elements were refined to address identified facility needs and preserve flexibility for future development. The concepts illustrate planning-level development options rather than final project designs and were refined, combined, or phased as appropriate through the planning process.

The evaluation was used to identify and refine a preferred development concept that could consist of a single alternative or a combination of elements from multiple preliminary concepts. The preferred concept provides the basis for the updated ALP and CIP.

The primary planning considerations included:

1. Address identified airfield needs and nonconforming conditions while maintaining safe and efficient Airport operations and consistency with applicable FAA design standards.
2. Maintain the Airport's ability to accommodate existing and future users, including general aviation, business aircraft, and wildland firefighting operations.
3. Evaluate the long-term runway and taxiway configuration while protecting existing instrument approach capabilities, required airfield clearances, and future development opportunities.
4. Accommodate future landside facility needs, including aircraft parking, transient helicopter parking, hangar development, and a future FBO or aviation-support facility.
5. Preserve flexibility for phased development and future aeronautical use while considering environmental conditions, engineering requirements, funding eligibility, supporting infrastructure, and long-term Airport development opportunities.

FAA Planning Guidance

The evaluation process used in this study is based on guidance provided in FAA Advisory Circular (AC) 150/5070-6B, *Airport Master Plans*. Evaluation criteria selected to support the comparison of development alternatives include:

Operational Capability – Evaluates how well the Airport functions as a system, accommodates projected activity and the design aircraft, and provides efficient runway, taxiway, apron, and aircraft parking configurations.

FAA Design Standards – Evaluates consistency with applicable FAA design standards and other requirements or areas of emphasis identified in current advisory circulars and guidance.

Airspace Compatibility – Evaluates the potential effects of proposed airport development on local and regional airspace.

Land Use, Transportation, and Environmental Compatibility – Evaluates compatibility with surrounding land uses and transportation systems and identifies potential environmental considerations consistent with FAA Order 1050.1G, Environmental Impacts: Policies and Procedures, and FAA Order 5050.4B, *National Environmental Policy Act Implementing Instructions for Airport Actions*.

Based on this evaluation, selected elements were combined and refined to form the preferred development concept. Public and stakeholder input also informed the selection. The preferred concept is incorporated into the updated ALP drawings and is used to identify and prioritize projects in the CIP. Individual projects remain subject to further design, environmental review, agency coordination, funding availability, and County approval.

No-Build Alternative

The No-Build Alternative provides a baseline for comparison with the development alternatives. Under this alternative, the existing Airport configuration and facility capabilities would remain generally unchanged, and the major improvements identified through the master planning process would not be implemented.

Routine maintenance, pavement rehabilitation, equipment replacement, and other work needed to preserve existing facilities and maintain Airport operations could continue. Private development could also occur within existing development areas, subject to demand, applicable design standards, available infrastructure, and County approval.

The No-Build Alternative would not address the facility needs, nonconforming conditions, or long-term development opportunities identified in the master plan, but it provides a consistent frame of reference for evaluating the relative benefits and tradeoffs of the development concepts.

Preliminary Development Concepts

Preliminary development concepts were prepared to evaluate ways of meeting the Airport's facility needs over the 20-year planning period. The alternatives analysis generally progresses from the more restrictive airside elements to the more flexible landside elements. Runway and taxiway improvements are evaluated first because they establish the primary airfield geometry and are subject to the most restrictive standards. Once those elements are defined, the analysis can progress outward to landside facilities and supporting development, which typically provide greater flexibility in location, configuration, and phasing.

Airside improvements were evaluated as coordinated alternatives for the runway-taxiway system, while landside development was organized around the facility needs identified for hangars and aircraft parking, aviation-support development, surface access, fencing and access control, and zoning.

Routine maintenance, replacement of aging systems, and minor improvements that do not require evaluation of different layouts were not developed as separate concepts. These improvements may be incorporated into the preferred development concept, updated ALP, and CIP, as appropriate.

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The preliminary concepts addressed the following topics:

Airside Improvements

- Runway 17/35 length and extension
- Taxiway A and B connection geometry
- Taxiway A hold position
- Future parallel taxiway configuration
- Retention, conversion, or removal of Taxiway B
- Optional gravel crosswind landing area
- Runway protection zones and protected airfield areas
- Future aeronautical development opportunities associated with the airfield configuration

Landside Improvements

- Hangar and aircraft parking
- FBO / aviation support facility
- Airport surface roads
- Airport fencing / access control

Preliminary airside alternatives were prepared to illustrate different concepts for the future runway-taxiway system. All the concepts include the previously planned 1,200-foot extension of Runway 17/35 to an ultimate length of 6,518 feet. The alternatives differ primarily in the future taxiway configuration, treatment of Taxiway B, provision for an optional gravel crosswind landing area, and opportunities for future aeronautical development.

The airside alternatives were evaluated and refined to identify the preferred airfield configuration. Landside development focused on identifying appropriate locations and maintaining sufficient flexibility for the facilities and supporting improvements identified.

The resulting airside and landside elements were combined to form the overall airport development concept. Implementation will occur through individual projects phased over the planning period based on demand, County priorities, environmental and agency approvals, private investment, and the availability of local, state, and federal funding.

Proposed Airside Improvements

OVERVIEW

The proposed airside improvements address the facility needs identified and focus on the future configuration of Runway 17/35 and the taxiway system. All four preliminary alternatives include the previously planned 1,200-foot runway extension and correction of identified nonstandard taxiway geometry. The concepts differ primarily in the location and configuration of the future taxiway system, treatment of Taxiway B, and associated future development opportunities.

The alternatives are based on applicable FAA design standards for the Airport's B-II planning basis. The following sections describe the common runway improvements and the primary elements that distinguish the four airside alternatives.

RUNWAY 17/35

Runway 17/35 is 5,318 feet long and 100 feet wide. Chapter 4 identified the previously planned 1,200-foot extension to an ultimate length of 6,518 feet as the future runway planning basis.

All four preliminary airside alternatives carry the 1,200-foot extension forward as a common element. The extension would shift the Runway 17 end north and require corresponding adjustments to the associated runway safety area, runway object free area, runway obstacle free zone, runway protection zone, lighting, markings, and other airfield elements.

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The alternatives depict an ultimate runway width of 75 feet, consistent with the applicable B-II standard. The existing 100-foot width may be maintained if the County elects to fund the additional pavement width beyond the FAA standard.

The alternatives therefore do not differ in future runway length; the primary differences occur in the configuration of the taxiway system and the treatment of Taxiway B. Future development would continue to protect the Runway Protection Zone (RPZ) from incompatible land use.

TAXIWAY GEOMETRY

Taxiways A and B provide access between Runway 17/35 and the primary Airport facilities. Chapter 4 determined that the existing taxiway system provides adequate access to both runway ends over the planning period; however, the Taxiway A and B connections with Runway 17/35 include acute-angle intersections that do not fully conform to current FAA guidance. The Taxiway A hold position also provides approximately 192 feet of separation from the runway centerline at its nearest point, compared with the applicable 200-foot B-II standard.

All four preliminary airside alternatives correct the nonstandard taxiway geometry and provide the required hold-position separation. The alternatives differ primarily in whether the existing Taxiway B corridor is retained, converted to a gravel crosswind landing area, or removed, and whether a new full-length parallel taxiway is constructed east or west of Runway 17/35.

Alternative 1 (Figure 5-1) retains Taxiway B and the existing general taxiway configuration. The acute-angle runway connection is replaced with a 90-degree connector, allowing the identified taxiway deficiencies to be corrected with the least change to the existing system.

Alternative 2 (Figure 5-2) constructs a full-length parallel taxiway east of Runway 17/35 and converts the existing Taxiway B corridor to a gravel crosswind landing area. The alternative also corrects the nonstandard runway/taxiway connections and hold-position separation.

Alternative 3 (Figure 5-3) constructs a full-length parallel taxiway west of Runway 17/35. Like Alternative 2, Taxiway B is converted to a gravel crosswind landing area, and the identified taxiway geometry deficiencies are corrected.

Alternative 4 (Figure 5-4) also constructs a full-length parallel taxiway west of Runway 17/35 but removes Taxiway B rather than converting it to an alternate landing area. Removal of Taxiway B creates a larger contiguous infield area for future aeronautical development.

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Figure 5-1: Airside Alternative 1

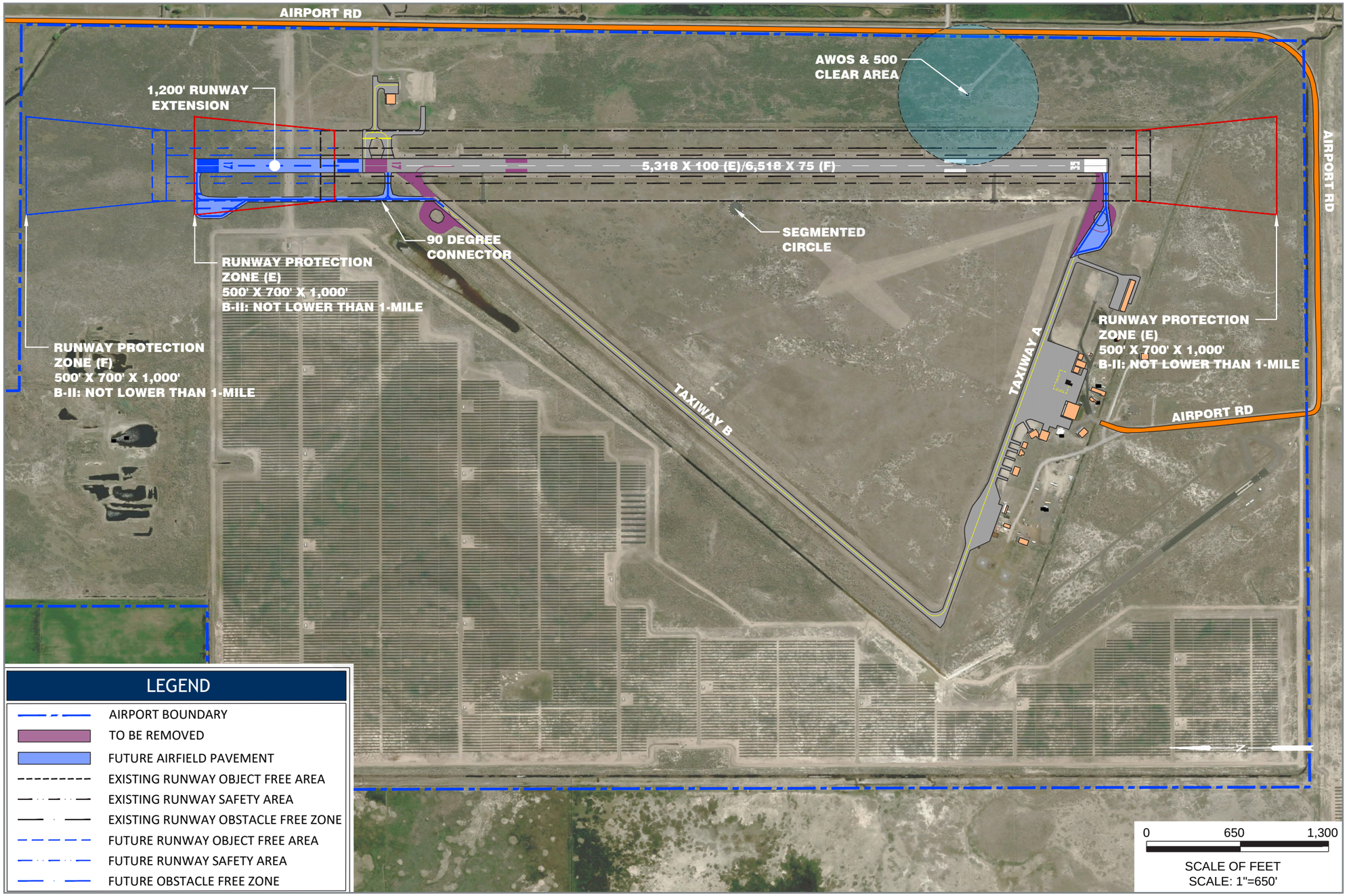


Figure 5-2: Airside Alternative 2

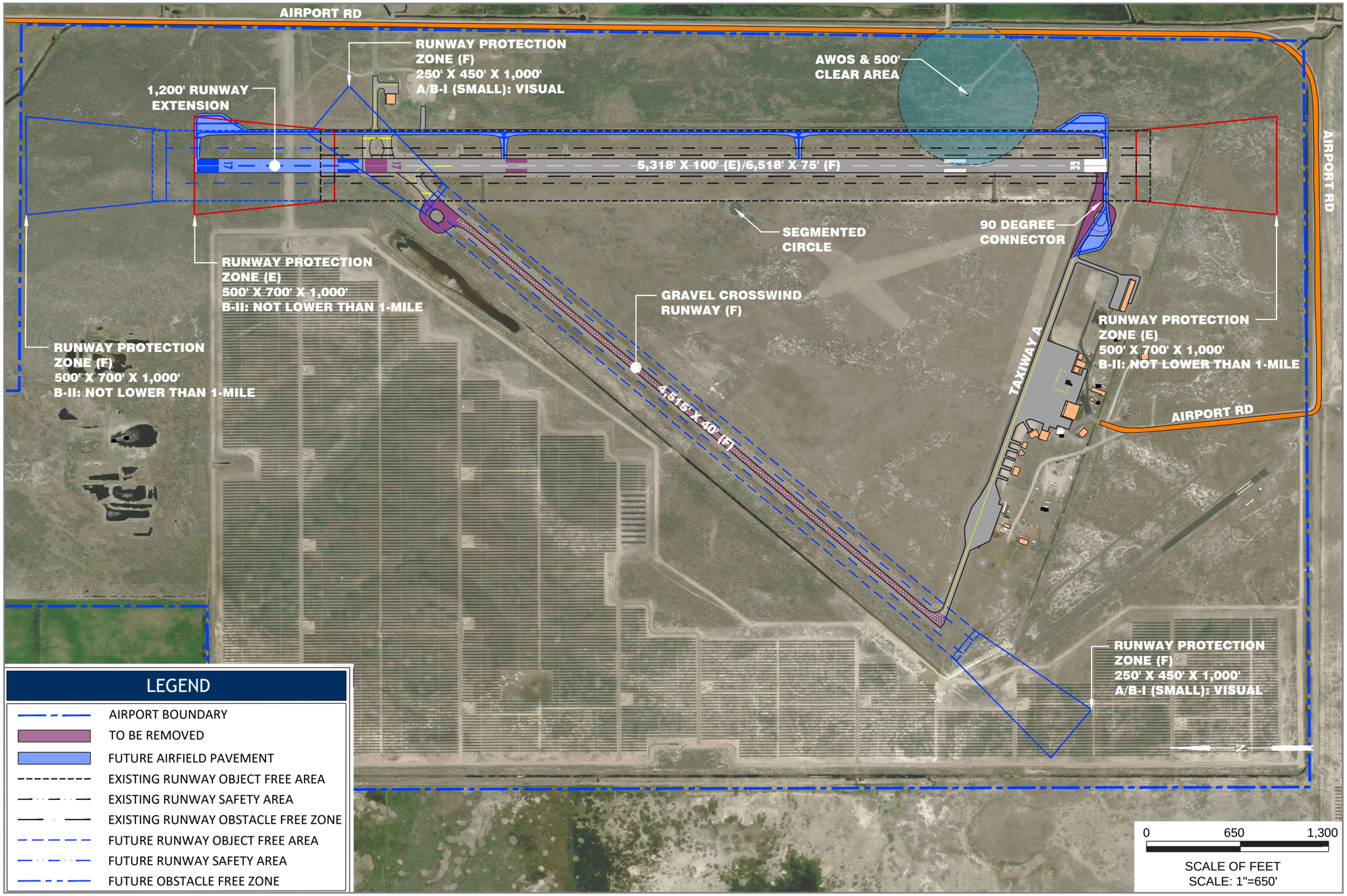


Figure 5-3: Airside Alternative 3

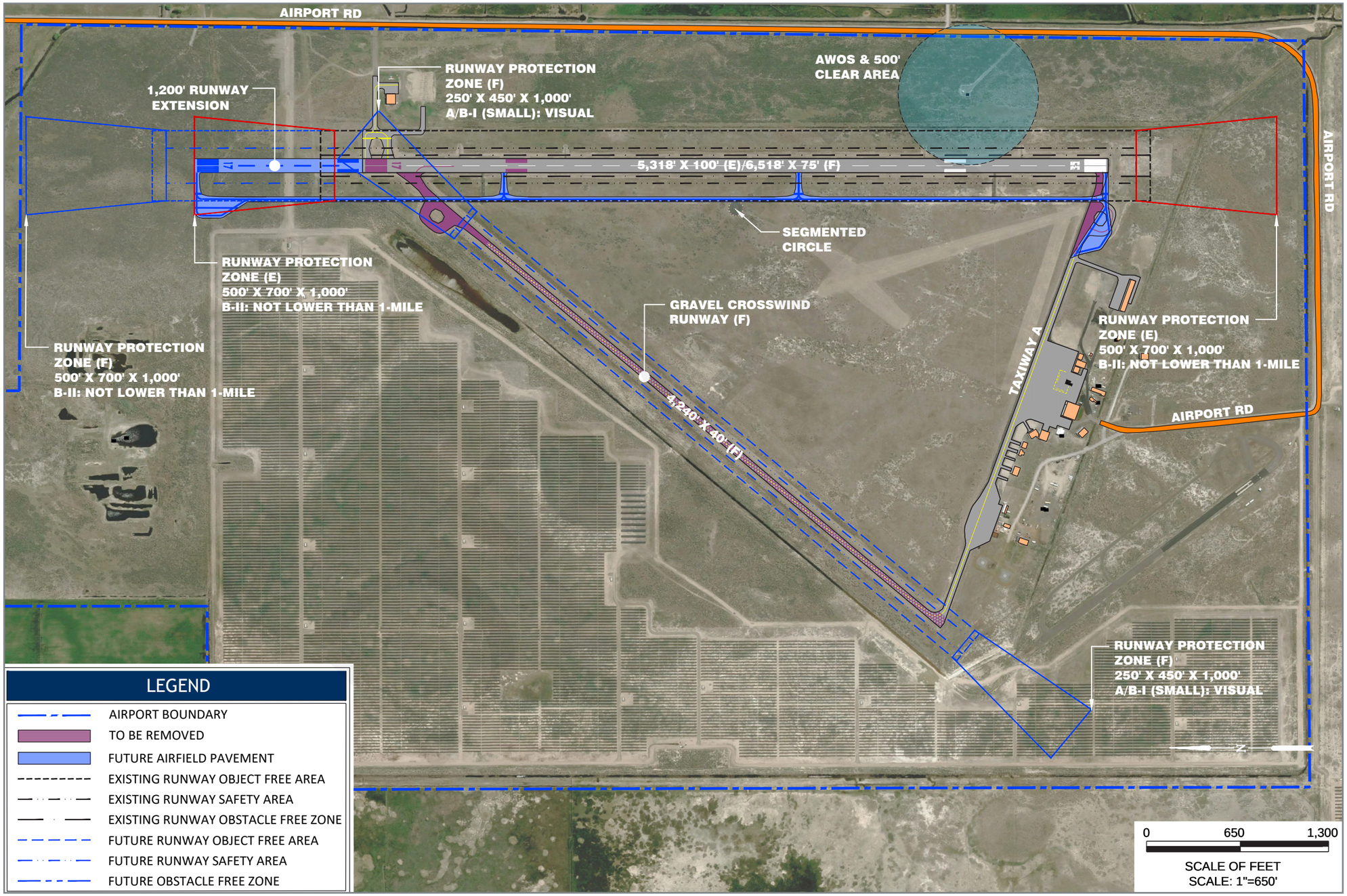
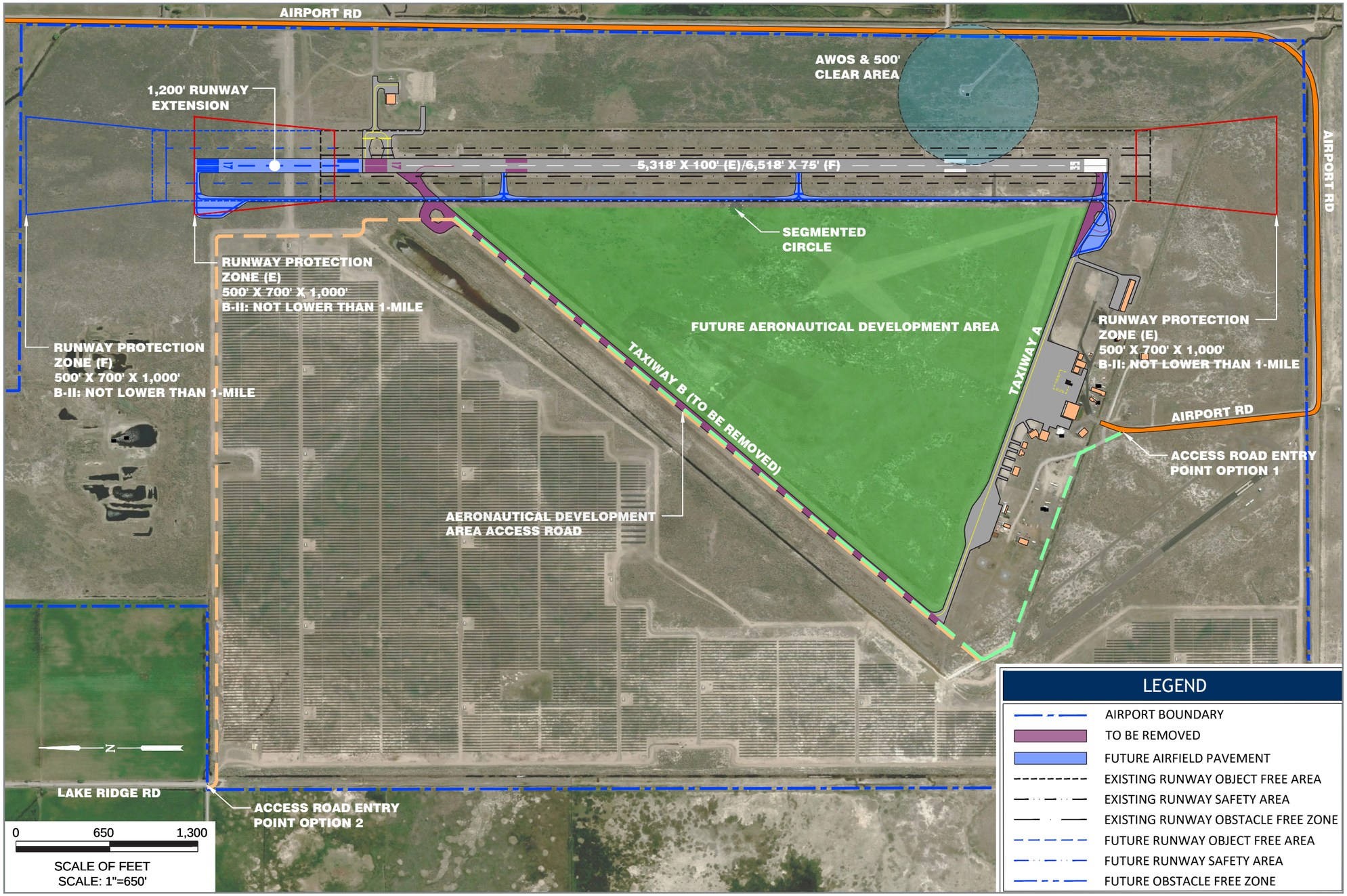


Figure 5-4: Airside Alternative 4



Airside Alternatives Evaluation

The four taxiway alternatives were evaluated comparatively based on operational function, consistency with FAA design standards, environmental considerations, implementation considerations, planning-level cost, and implications for future Airport development. **Table 5-2** summarizes this evaluation and provides a side-by-side comparison of the relative advantages and disadvantages of each concept.

Table 5-2: Taxiway Alternatives Evaluation

Evaluation Criteria	Alternative 1 – Maintain Existing Configuration	Alternative 2 – East Parallel Taxiway	Alternative 3 – West Parallel Taxiway	Alternative 4 – West Parallel/ Remove Taxiway B
Operational Function	Retains the existing taxiway system, which is adequate for forecast activity, while correcting identified deficiencies.	Provides a full-length parallel taxiway and alternate crosswind landing capability while correcting identified deficiencies.	Provides a full-length parallel taxiway and alternate crosswind landing capability while correcting identified deficiencies.	Provides a full-length parallel taxiway while correcting identified deficiencies and removing Taxiway B.
Consistent with FAA Design Standards	Corrects the nonstandard taxiway geometry and hold-position separation.	Corrects the identified taxiway geometry and hold-position deficiencies.	Corrects the identified taxiway geometry and hold-position deficiencies.	Corrects the identified taxiway geometry and hold-position deficiencies.
Environmental Consideration	Limits new pavement and ground disturbance primarily to the existing developed airfield area.	Additional pavement and ground disturbance may require further review of drainage, floodplain, and wetland conditions.	Additional pavement and ground disturbance may require further review of drainage, floodplain, and wetland conditions.	New pavement and future infield development warrant additional review of wetland, drainage, and floodplain conditions.
Implementation Considerations	Requires the least extensive change to the existing taxiway system and makes continued use of Taxiway B.	Requires construction of a new east-side parallel taxiway and conversion of Taxiway B into a locally funded gravel landing area.	Requires construction of a new west-side parallel taxiway and conversion of Taxiway B into a locally funded gravel landing area.	Requires a new west-side parallel taxiway and removal of Taxiway B but avoids development of the gravel landing area.
Planning-Level Cost	Lowest planning-level cost at approximately $15 million.	Highest planning-level cost at approximately $24 million.	Planning-level cost of approximately $19 million.	Planning-level cost of approximately $18 million.
Future Airport Development	Maintains the existing general airfield configuration with limited new development opportunities created by the taxiway layout.	Provides a new east-side parallel taxiway but retains the Taxiway B corridor as a gravel landing area.	Provides a new west-side parallel taxiway but retains the Taxiway B corridor as a gravel landing area.	Removal of Taxiway B creates a larger contiguous infield area for future aeronautical development.

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Airside Preferred Alternative

The Preliminary Airside Alternatives will be presented at PAC Meeting 3 where input from the committee and the public will be collected. Upon review of the input received, the County will select the preferred airside alternative to be carried forward to the ALP and CIP. This section will be updated to describe the Preferred Landside Alternative once it has been selected.

UNPAVED OPERATING AREA

Airport users have identified an existing unpaved area that is informally used for aircraft operations. The area is located outside the Runway 17/35 Runway Safety Area (RSA) and is not designated as a separate runway on the Airport. The planning process recognized the value of preserving this area to maintain flexibility for continued unpaved-surface operations.

The preferred development concept preserves the unpaved operating area without formalizing it as a separate runway facility. Any future formalization or improvement of the area would require coordination with the FAA to determine appropriate design, safety, operational, maintenance, and funding requirements.

Proposed Landside Improvements

OVERVIEW

The landside planning evaluations are intended to identify options for meeting the net twenty-year demand forecast for based aircraft and projected transient aircraft parking, plus development reserves equal to 100% of the forecast demand.

The landside facility needs include development areas and taxilane access for new aircraft hangars; separated parking for larger fixed-wing aircraft and helicopters; updated FBO and airport office facilities; and snow removal equipment (SRE) storage. Requests for expanded non-aeronautical landside facilities such as vehicle parking and RV camping facilities were also raised in discussions with the PAC.

The FAA recommends that airport master plans be initially developed in an “unconstrained” manner, rather than establishing pre-defined limits that drive the planning process. The evaluation of development alternatives for the Airport is unconstrained, consistent with FAA guidance, forecast demand, and defined facility requirements.

The proposed development concepts described below are intended to leverage existing vehicle and aircraft access where possible, while providing incremental development that can be effectively phased over time in response to actual demand. It is acknowledged that when combined, the concepts presented for the two landside development areas provide facilities that exceed the projected 20-year demand. The primary goal in the alternatives review process is to identify the most viable development components that can be phased over the next 20 years and reserve the remaining areas for long-term aeronautical use.

The concepts are intended to be modular in nature. A selected preferred landside alternative may be as presented below, may combine components from different concepts, or may be an entirely different concept identified in discussions stemming from these concepts.

TERMINAL AREA

Figure 5-5 and **Figure 5-6** depict two options for future landside improvements in the terminal area. Both options provide for development of a variety of new hangar types and sizes and a modest expansion of the terminal apron to accommodate additional tiedown parking.

The proposed improvements for the terminal area focus on accommodating the existing and anticipated future fleets comprised primarily of small piston, large turboprops, and occasional transient jet aircraft.

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Common Elements

The following elements are included in each of the Terminal Area alternatives described below.

- The existing terminal parking apron is expanded approximately 200 feet west to accommodate two new large pull-through aircraft parking positions and two large commercial hangars.
- A joint BLM/USFS FBO building is constructed on the BLM/USFS land lease, adjacent to the existing apron.
- A new perimeter fence is constructed to enclose the main terminal area, including future aeronautical development areas.
- A historical preservation area surrounding historic structures is identified and protected from development.

Terminal Area Alternative 1

Under Alternative 1 (**Figure 5-5**), the existing large hangar located on the south side of the apron is removed allowing the apron to expand across the former footprint to accommodate five additional small aircraft tiedown parking positions. A new combined hangar and airport offices building will be constructed along the newly established south edge of the apron to replace the previous structure.

Hangar development across the terminal area is expanded on both the west and east sides of the apron. In the west hangar area, four additional hangars capable of storing Airplane Design Group (ADG) I aircraft will be constructed as infill development around existing structures, supported by two new ADG I stub taxilanes. A new east hangar area development capable of accommodating up to eight small box hangars and two 8-unit T-hangars is depicted west of the apron. Airfield access is provided via dedicated ADG I taxilanes.

Specialized airfield support features include dedicated helicopter parking and maintenance facilities. A helicopter parking area capable of accommodating up to five large multi-rotor aircraft will be established north of Taxiway A, directly across from the BLM/USFS facility. Additionally, dedicated SRE storage and maintenance facilities are proposed at the southeast corner of the terminal apron.

Terminal Area Alternative 2

In Alternative 2 (**Figure 5-6**), the current hangar and airport offices are replaced with a smaller building positioned to the south edge of the original footprint. The apron is expanded to connect to the north edge of the new building while adding two small aircraft tiedown parking positions. An additional two tiedown positions are placed on the apron north of the fuel area.

Existing hangars in the west area are removed and redeveloped to allow for more efficient use of space. The redeveloped area accommodates up to 17 small box hangars, accessed via two new ADG I stub taxilanes. The east hangar area features a slightly expanded layout compared to Alternative 1, accommodating up to twelve small box hangars and two 8-unit T-hangars.

A dedicated helicopter parking area—identical in size and capacity to Alternative 1—is sited north of the taxiway near the east side of the terminal apron, across from the proposed large aircraft pull-through parking and commercial hangars. Finally, the SRE storage and maintenance facilities are situated on previously undeveloped land southwest of the terminal apron. This configuration necessitates the realignment of the BLM/USFS lease area vehicle access road around the new structure.

NORTHEAST HANGAR AREA

The updated Northeast Hangar Area concept presented in **Figure 5-7** largely carries forward a scaled-down version of the configuration depicted on the 2013 ALP, apart from proposing a new emergency services facility at the site.

The concept extends the existing ADG II taxilane south approximately 750 feet to provide access to up to four new large box hangars. North of the existing access taxilane, an emergency services station with an adjacent medevac apron is proposed. The station and apron are configured to maintain separate and dedicated areas for aircraft and emergency vehicles while still providing ready access to and from the facility.

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Figure 5-5: Terminal Area Alternative 1

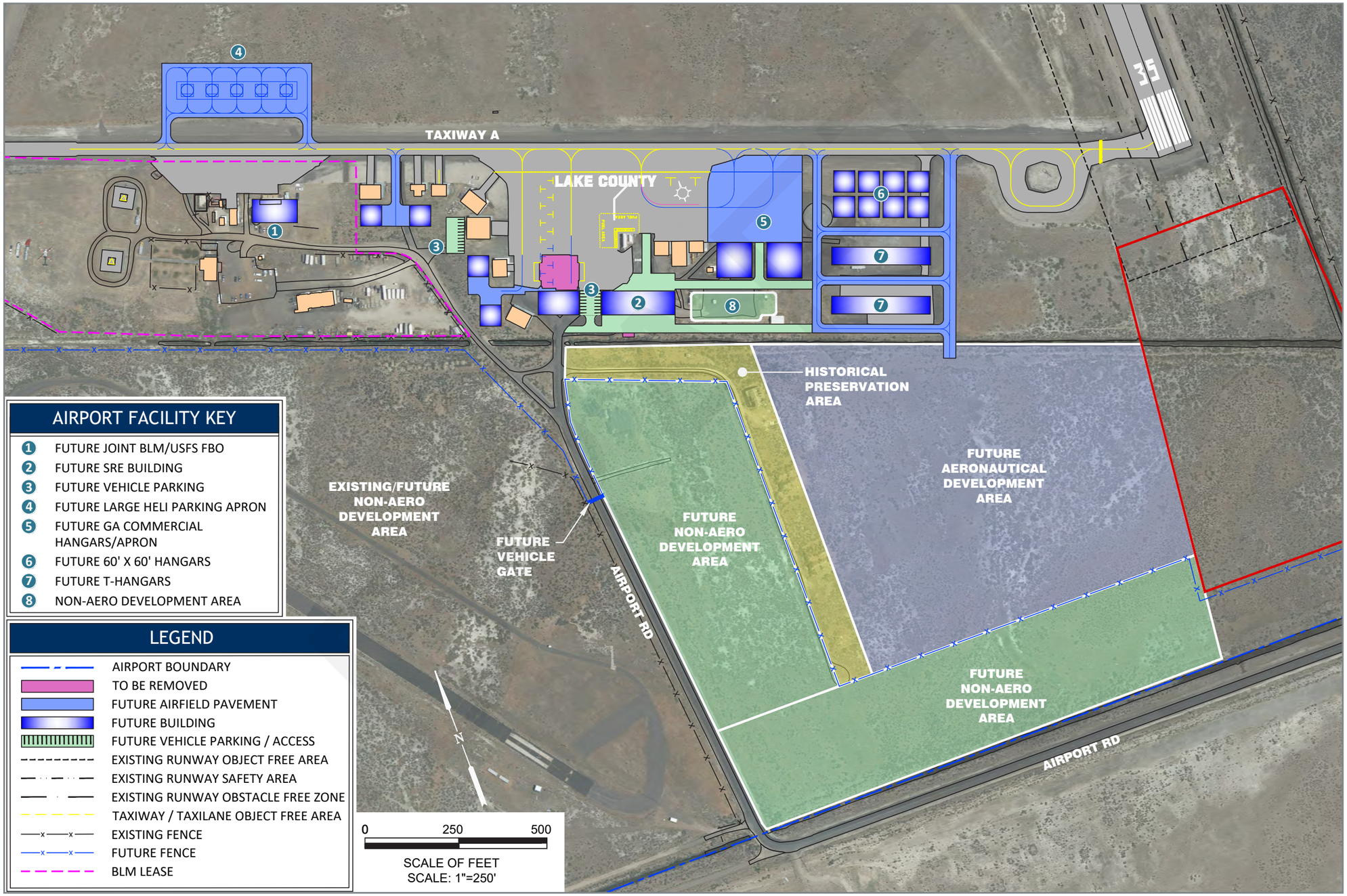


Figure 5-6: Terminal Area Alternative 2

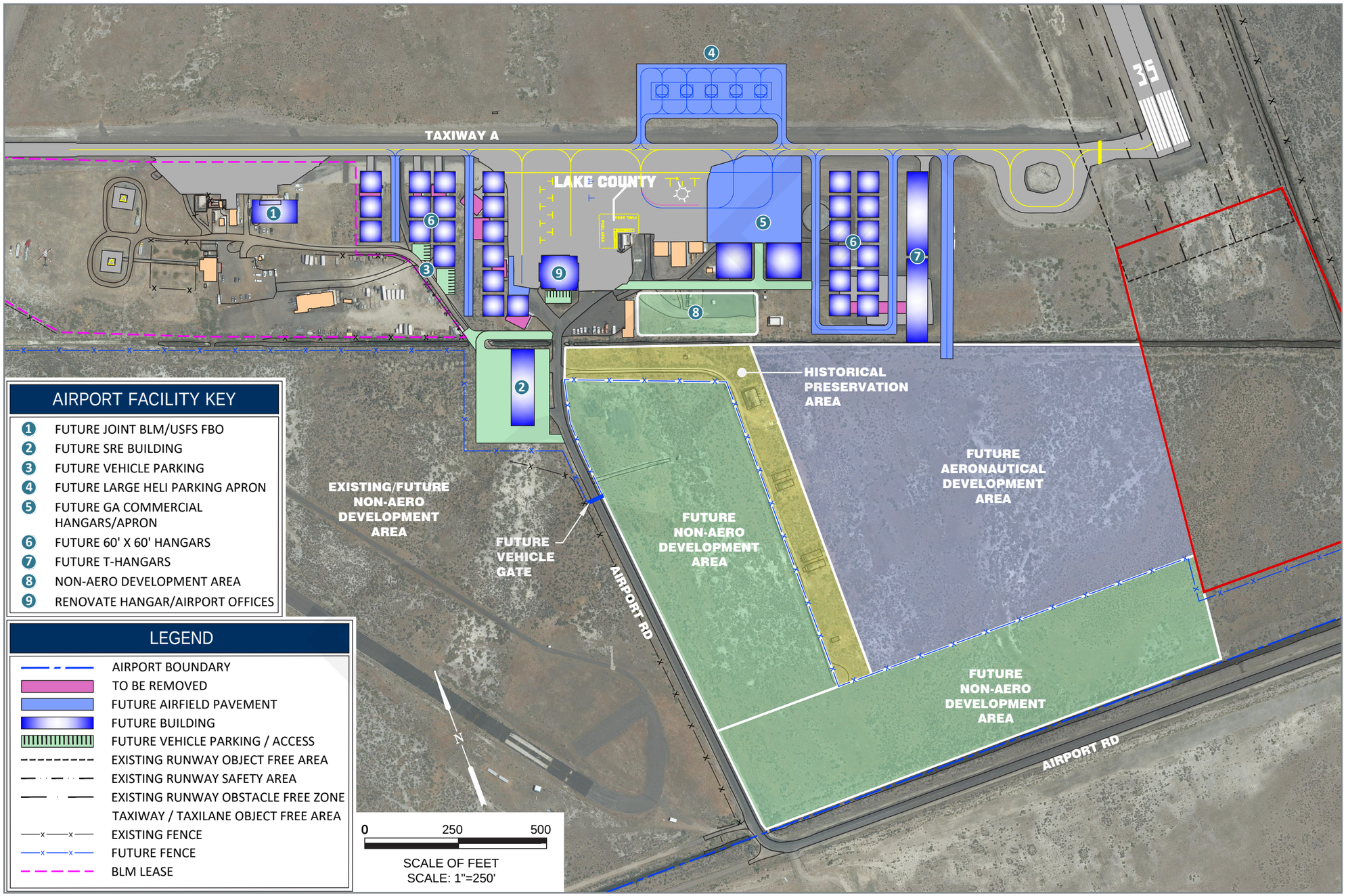
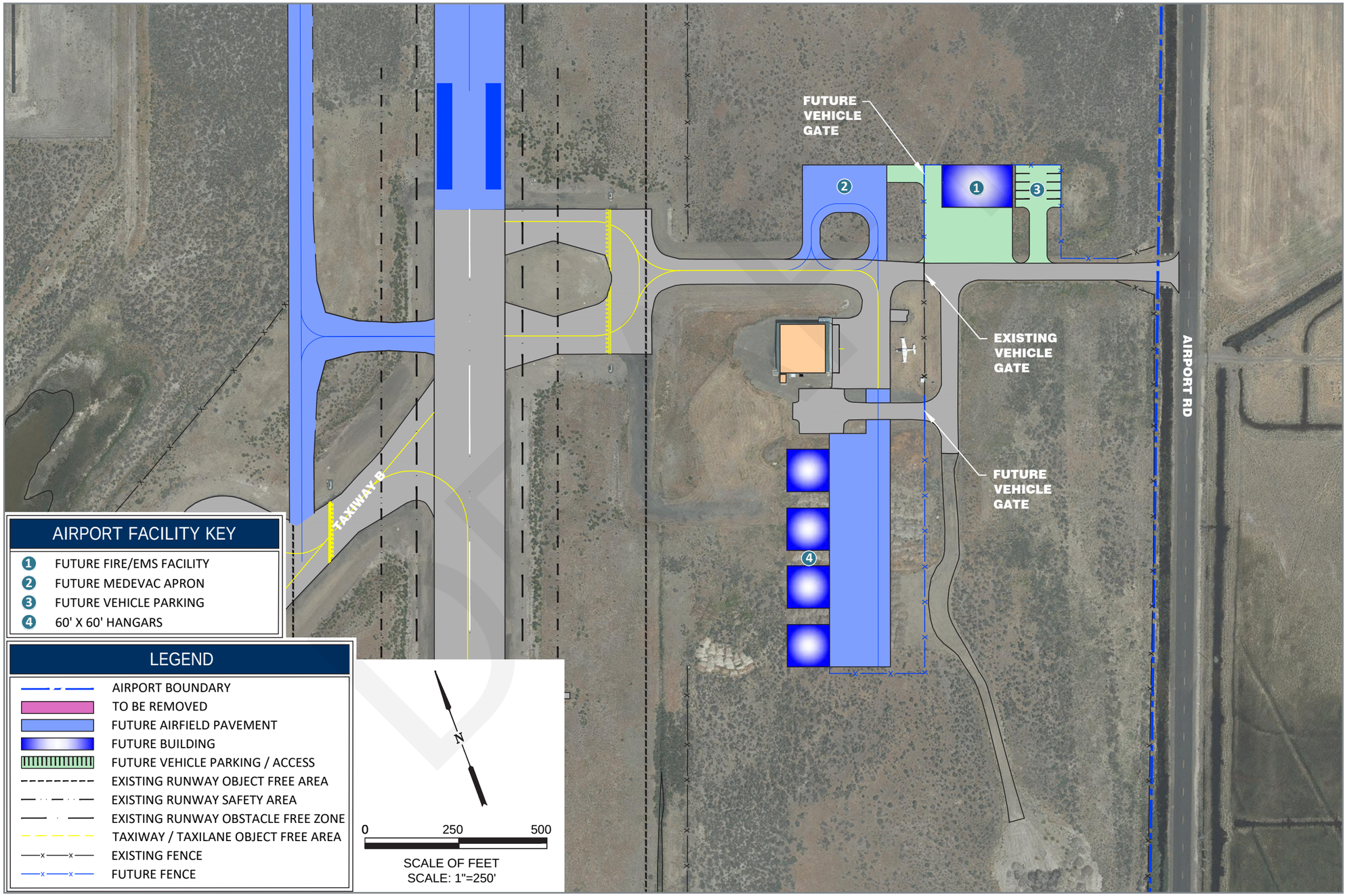


Figure 5-7: Northeast Hangar Area Concept



Summary Of Preliminary Landside Alternatives

Key features of the Preliminary Landside Alternatives are summarized for comparison in **Table 5-3**.

Table 5-3: Landside Alternative Features

Development Features	Terminal Alternative 1	Terminal Alternative 2	Northeast Hangar
Hangar Taxilanes	ADG I taxilanes with standard TLOFA clearances.	ADG I taxilanes with standard TLOFA clearances.	ADG II taxilanes with standard TLOFA clearances.
Apron Taxilanes	ADG I/II taxilanes with standard TLOFA clearances.	ADG I/II taxilanes with standard TLOFA clearances.	N/A
Large Conventional/ Commercial/ Maintenance Hangar Sites	2	2	5
ADG I T-Hangars	(2 – buildings/16 units)	(2 – buildings/16 units)	N/A
ADG I/II Conventional Hangars	22	30	N/A
ADG I Aircraft Parking	13	12	N/A
ADG II Aircraft Parking	4 (2 tiedown/2 pull-through)	4 (2 tiedown/2 pull-through)	1 pull-through (dedicated medevac use)
Public Road & Vehicle Parking Improvements	Includes general access road and parking improvements.	Includes access road and parking improvements. Realign BLM/USFS access road.	Maintain existing access and provide emergency service vehicle access and parking.
Site Development Issues	Utility extensions to new development areas and proximity to existing open drainage way.	Utility extensions to new development areas and proximity to existing open drainage way.	Utility extensions to new development areas.

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Landside Preferred Alternative

The Preliminary Landside Alternatives will be presented at the PAC Meeting 3, where input from the committee and the public will be collected. Upon review of the input received, the County will select the preferred landside alternative to be carried forward to the ALP and CIP. This section will be updated to describe the Preferred Landside Alternative once it has been selected.

Land Use, Transportation, and Environmental Issues

The development concepts were reviewed at a planning level to identify land use, access, property, and environmental considerations that may affect future Airport development. **Table 5-4** summarizes the primary considerations associated with the airside and landside improvements.

The environmental review identified water resources as a key consideration for future development. The Airport is located within a mapped floodplain; hydric soils are present throughout the Airport and mapped or potential wetland areas occur within portions of the Airport and adjacent drainage features. Known soil or groundwater contamination is also recorded at the Airport and may require additional due diligence where ground disturbance is proposed.

These findings are planning-level considerations and do not establish project-specific environmental impacts. Additional environmental review, field investigation, permitting, engineering, and agency coordination may be required as individual projects advance.

Table 5-4: Planning Considerations for Future Airport Development

Planning Consideration	Airside Development	Landside Development
Land Use Compatibility	Protect Runway 17/35 airspace, RPZs, and other required airfield clearances from incompatible development.	Coordinate future aeronautical and non-aeronautical development with Airport overlay zoning and evaluate changes to the underlying A-1 zoning where needed.
Transportation and Access	Maintain appropriate emergency, maintenance, and operational access as runway and taxiway improvements are implemented.	Provide dedicated vehicle access to future hangar and aviation-support development where practical to reduce vehicle movement across aircraft operating and parking areas.
Property Considerations	Most proposed airfield improvements are planned within existing Airport property; final project limits should confirm any property, easement, or access needs.	Future development should account for existing leases, access, utilities, setbacks, and applicable FAA clearances as individual sites are developed.
Water Resources	Runway and taxiway improvements may require additional review of floodplain, drainage, hydric soil, and potential wetland conditions.	New buildings, pavement, and other impervious surfaces may require drainage and stormwater improvements and review of potential wetland and floodplain effects.
Hazardous Materials	Ground-disturbing projects should consider known Airport soil or groundwater contamination and may require environmental due diligence before construction.	Future hangar, FBO, fueling, or maintenance development should consider existing or potential contamination associated with historic and current Airport activities.
Other Environmental Considerations	Construction should consider dust and PM10 emissions, migratory birds, vegetation disturbance, and other project-specific environmental requirements.	Future development should similarly consider construction emissions, biological resources, vegetation disturbance, and other applicable environmental requirements.

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