

ED CARLSON MEMORIAL FIELD-SOUTH LEWIS COUNTY AIRPORT MASTER PLAN UPDATE

PROJECT NEWSLETTER 2 OF 3

OVERVIEW

Welcome to Project Newsletter #2 of 3 for the Ed Carlson Memorial Field – South Lewis County Airport Master Plan Update Study. The goal of this newsletter is to report on the Study's progress to include the recent preparation of development alternatives, which address the near-term to distant future needs of the Airport.

Lewis County remains committed to the ongoing community outreach program established for the Airport Master Plan Study.



The newsletters as well as all draft study materials may be viewed online at Lewis County's project website: <http://lewiscountywa.gov/ed-carlson-memorial-field-south-lewis-county-airport-tdo>

The Airport Master Plan Update Study will continue through the summer

of 2014. The public is invited to follow the study process and provide review comments along the way. Please contact Larry Mason, Airport Manager, Lewis County, at airportman@toledotel.com or (360) 864-4966, with your questions/comments.

COMMUNITY OUTREACH

Please join us at a Public Open House on Thursday, April 24, 2014, from 7:00 to 8:30 PM at St. Mary's Mission Cafeteria, 107 Spencer Road, Toledo, WA 98591.

A Planning Advisory Committee (PAC) work session will be held 5:30 to 7:00 PM at the same location just prior to the Public Open House. The PAC will review the various development alternatives and recommend to the County the most favorable long-term development plan for the Airport.

STUDY PROGRESS

Study elements completed to date, include the Inventory, Aviation Forecasts and Facility Requirements. Draft Chapters on these elements were posted on the Airport's website for review and comment in previous months. More recently, the Draft Alternatives Chapter was prepared and posted to present various long-term development concepts. This chapter is available for review and comment. *All review comments on the draft chapter are due **May 1, 2014**.*

Lewis County, with consideration for the Planning Advisory Committee (PAC) recommendations, public input, and the County's vision for the Airport's future, will select and adopt a Preferred Alternative.

DEVELOPMENT ALTERNATIVES

Various development alternatives have been prepared to address the facility needs of the Airport through the long-term. These alternatives consider aviation demand and facility improvement needs

April 22, 2014

identified in previous chapters. The alternatives are illustrated and discussed in Draft Chapter 4, Alternatives (available online). While some improvements may be needed in the near-term, others consider the Airport's potential needs in the distant future to protect the long-term viability of the Airport.

Three development alternatives were prepared for the airside as well as the landside development. Airside refers to aircraft movement areas such as the runway and taxiways. Landside facilities such as aircraft hangars are outside aircraft movement areas. Although the alternatives presented do not necessarily exhaust all possible variations of development, they do provide the appropriate base of key development features from which a "preferred alternative" may be derived.

Common Features

There are a few common features in all development alternatives which are needed to comply with FAA design standards. These are outlined in Draft Chapter 4, Alternatives, and include development such as widening the parallel taxiway and relocating some of the aircraft parking "tiedowns."

Airside Alternatives

Airside alternatives presented in Draft Chapter 4, Alternatives, address possible runway improvements such as a long-term runway extension and a solution to

the roadways in the Runway 06 Runway Protection Zone (RPZ), which is the approach and departure area off the west end of the runway.

Landside Alternatives

Landside Alternatives address the need for additional aircraft storage hangars and aircraft parking apron space, a terminal building, improved auto access and other support facility needs.

No Build Alternative

In addition to the development alternatives mentioned above, a "no-build alternative" is also presented. This option serves as a basis for comparison when a community is evaluating the benefits and drawbacks of development.

Preferred Alternative

The next step includes the PAC's evaluation of the various options for airport development concluding with a recommended "preferred alternative"--likely a composite of the most favorable features among the various alternatives. Once the County reviews the PAC's recommendation and officially selects a preferred alternative, the remaining elements of the master plan study may be completed.

The County looks forward to your continued participation and input.



PRUDENT PLANNING

The various alternatives consider the 20-year planning window as well as potential needs beyond 20 years for prudent planning purposes. The aviation demand forecasts and runway length analyses in previous chapters indicate that the current runway length is adequate for the 20-year planning window so any consideration for a longer runway may only be considered in the distant future. For landside, expansion is proposed for facilities such as aircraft storage hangars, aircraft apron parking, and auto access. To accommodate such expansion, the County may consider land acquisition, namely when opportunities arise to purchase land that becomes available. It's important for development alternatives to consider a full spectrum of possibilities so the ideal development plan may evolve from an open and well-informed discussion that documents the rationale for selecting and rejecting various ideas.