



**Forest Lake Airport (25D)
Airport Master Plan Study**

Update Meeting #3

June 3, 2020



Forest Lake
AS GOOD AS IT SOUNDS



**BOLTON
& MENK**
Real People. Real Solutions.

1

Master Plan Study Process

- 1. INVENTORY**
 - a. Collect information on existing facilities and the built and natural environment to establish a baseline for the study
- 2. AVIATION DEMAND FORECAST**
 - a. Establish the baseline aviation activity forecast
 - b. Develop reasonable assessment of future activity forecast and based aircraft
- 3. FACILITY REQUIREMENTS**
 - a. Identify future facility needs to meet future demand of airport users
 - b. Identify upgrade or replacement of existing facilities which may deteriorate
- 4. ALTERNATIVES ANALYSIS**
 - a. Identify options for future airport development to meet future needs
 - b. Review feasibility, environmental, and financial impact for each alternative developed
 - c. Select preferred alternative for development of ALP
- 5. IMPLEMENTATION PLAN**
 - a. Develop CIP for implementation of preferred alternative
 - b. Identify funding opportunities and review financial feasibility of the airport
- 6. STUDY REPORT AND ALP REVIEW**
 - a. Prepare the final Master Plan Report and Airport Layout Plan for City and MNDOT Aeronautics review and approval



Forest Lake
AS GOOD AS IT SOUNDS



2



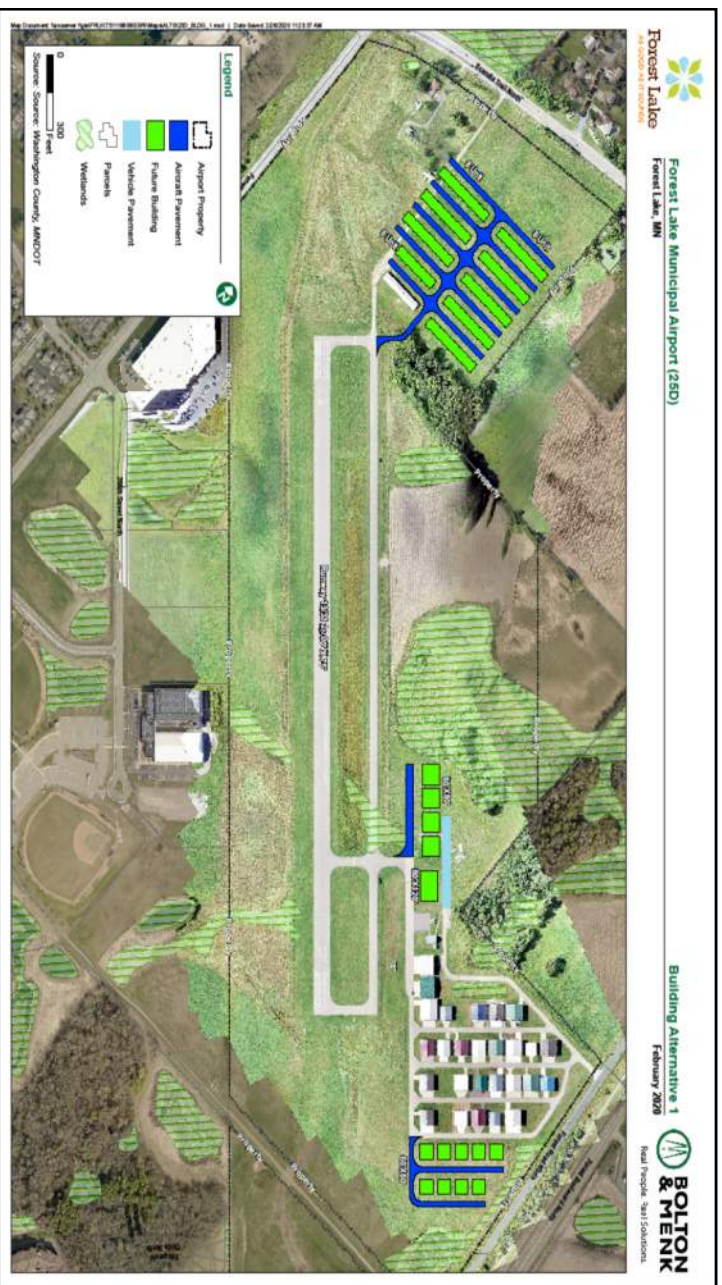
3

Meeting Agenda

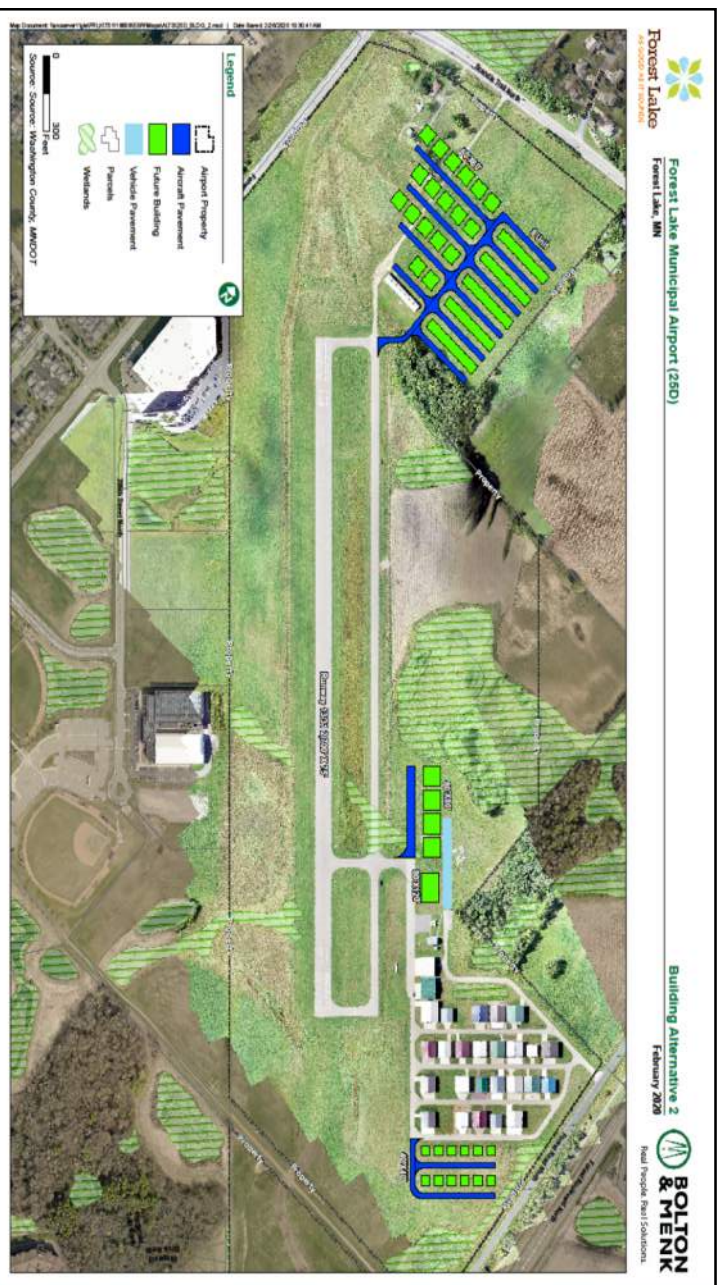
- Review Final Building and Runway Extension Alternatives

Forest Lake
A COMMITMENT TO EXCELLENCE

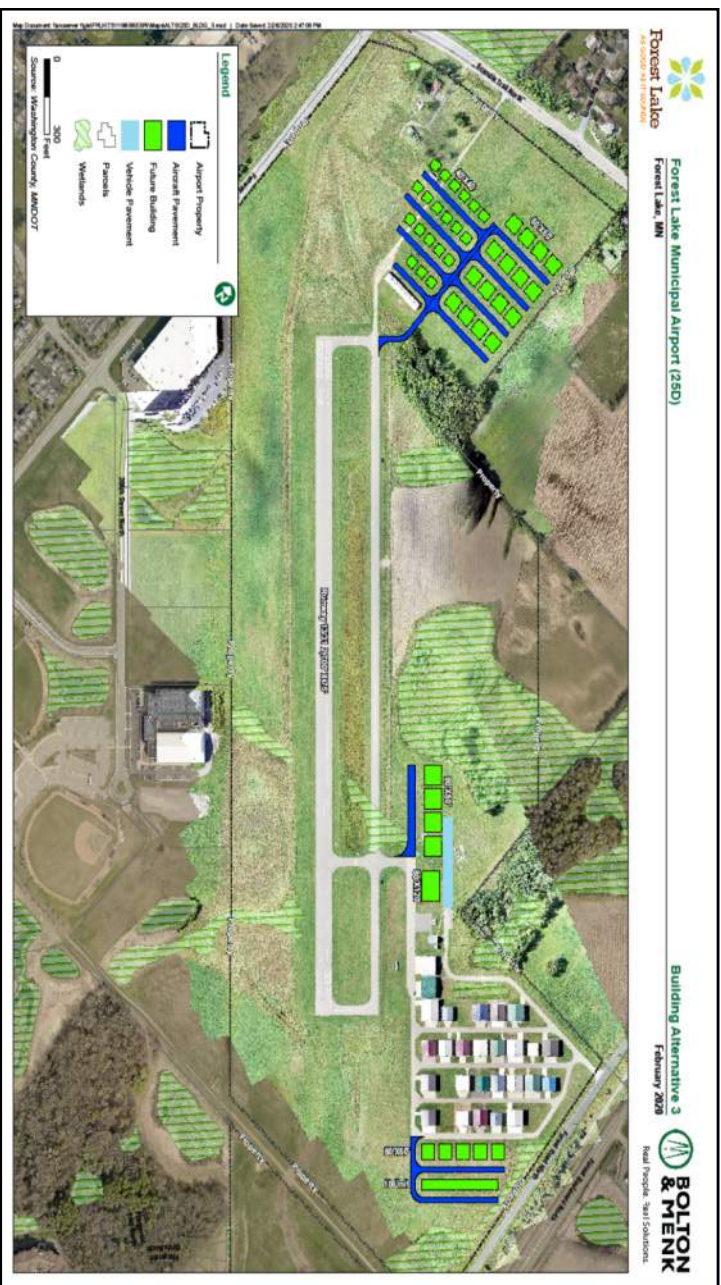
4



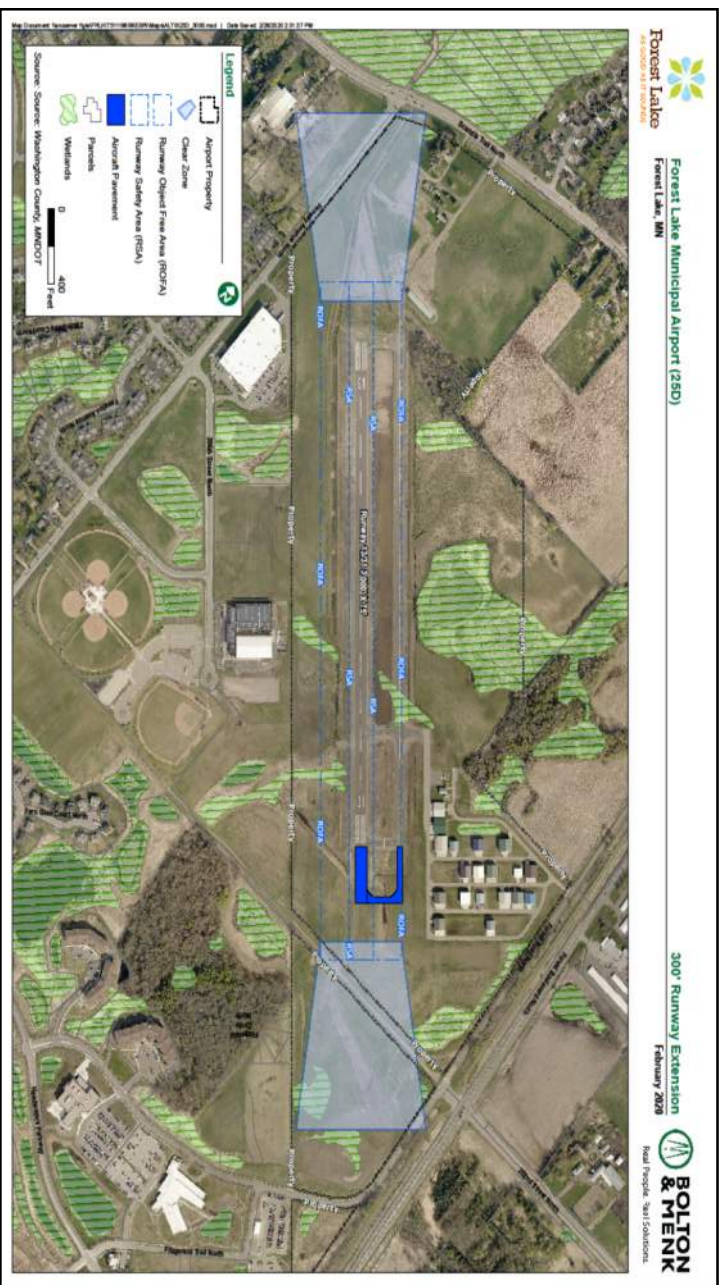
5



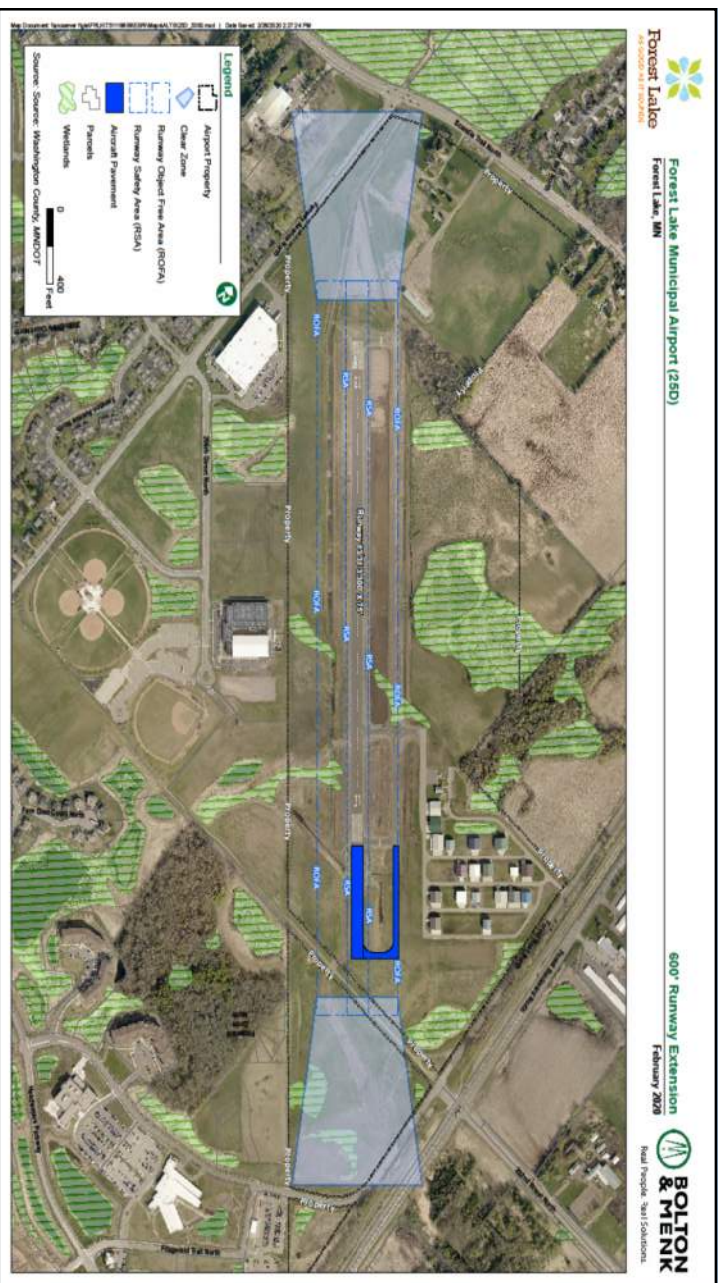
6



7



8

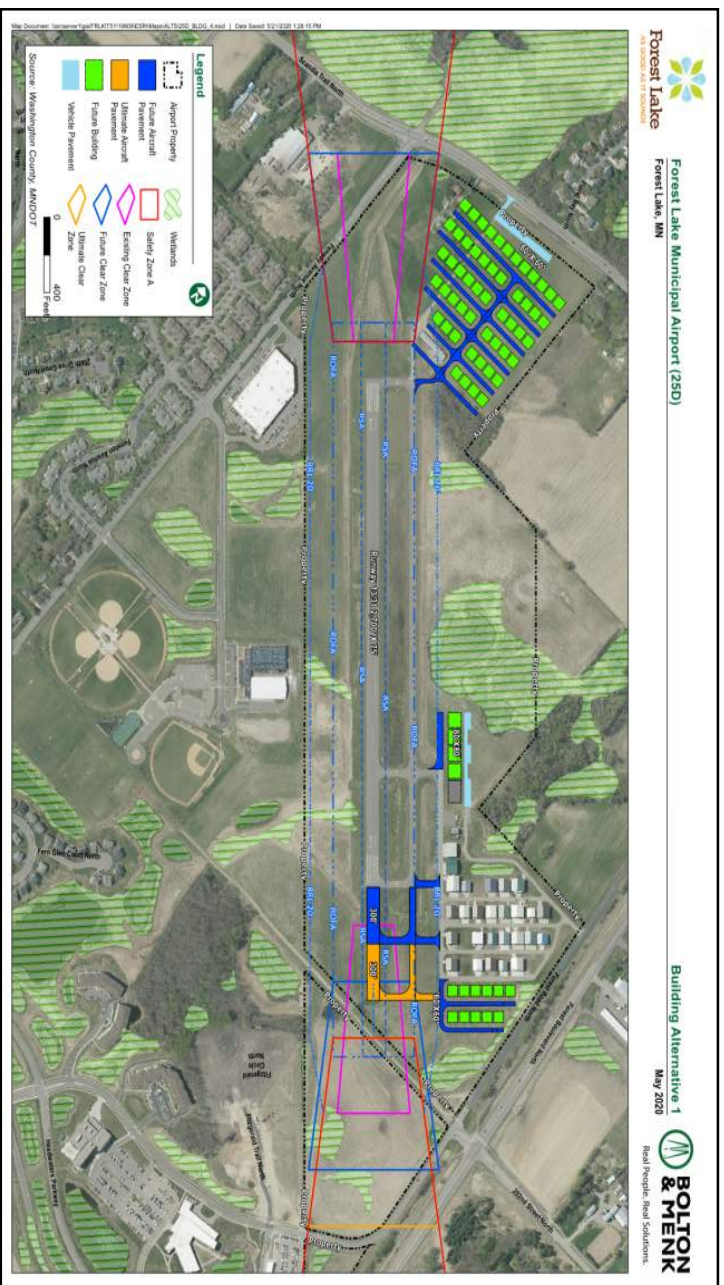


9

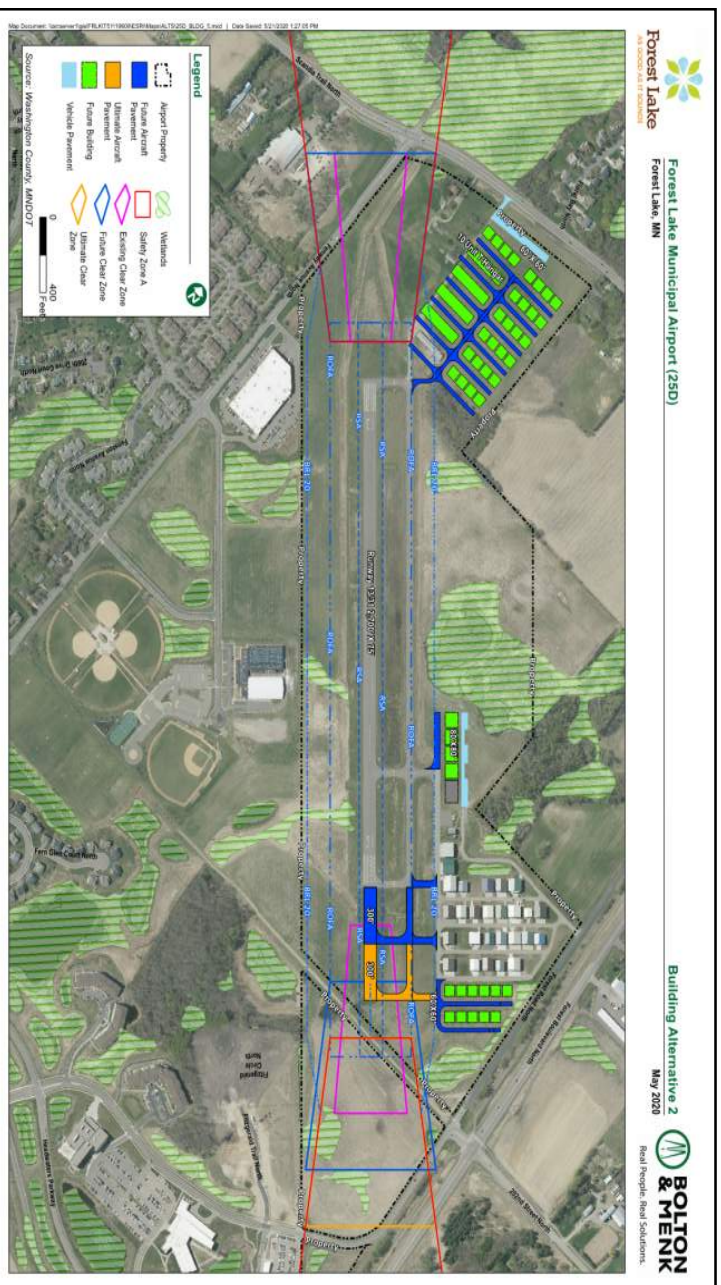
Airport Commission Alternatives Comments Summary

	BUILDING ALT. 1 (SOUTH END 60'X60' PRIVATE HANGARS; 80'X80' CORPORATE HANGARS; NORTH END-T-HANGARS)	BUILDING ALT. 2 (SOUTH END 40'X40' PRIVATE HANGARS; 80'X80' CORPORATE HANGARS; NORTH END-T-HANGARS AND 60'X60' PRIVATE HANGARS)	BUILDING ALT. 3 (SOUTH-T-HANGAR AND 60'X60' PRIVATE HANGARS; 80'X80' CORPORATE HANGARS; NORTH END 40'X40' AND 60'X60' PRIVATE HANGARS)	RUNWAY ALT. 1 (Future 300' Extension to Rwy 31 end for 3,000' Runway Length)	RUNWAY ALT. 2 (Ultimate 600' Ext. to Rwy 31 end for 3,000' Runway Length)
CURT MONSON	Preferences is South End of this layout. Confirm lot sizes for South End. Okay with T-Hangar so long as City has option to move to Private Hangars if desired. Explore development on west side of Runway.	Same lot sizes as existing for South End so no 40'X40'.	Preference is North end of this layout with the addition of some 40'x40' private hangar lots. Prefers mix of T-Hangars, large and small private hangar lots.	The Airport Commission consensus at March 6, 2020 meeting was to proceed with 600' extension to 3,300'.	Preferred Runway Alternative from March 6, 2020 Airport Commission meeting.
DON STEHLER		See Alt. 1 comments.	See Alt. 1 comments.	The Airport Commission consensus at March 6, 2020 meeting was to proceed with 600' extension to 3,300'.	Preferred Runway Alternative from March 6, 2020 Airport Commission meeting.
JOHN SCHMIDT	Preference is South End of this layout.	Preference is North end of this layout.	Is not a fan of 40'x40 hangar lots.	The Airport Commission consensus at March 6, 2020 meeting was to proceed with 600' extension to 3,300'.	Preferred Runway Alternative from March 6, 2020 Airport Commission meeting.
SAM HUSNIK	No T-Hangars. All private lots should be the same size and as large as possible per local building code setbacks.	No T-Hangars. All private lots should be the same size and as large as possible per local building code setbacks.	No T-Hangars. All private lots should be the same size and as large as possible per local building code setbacks.	The Airport Commission consensus at March 6, 2020 meeting was to proceed with 600' extension to 3,300'.	Preferred Runway Alternative from March 6, 2020 Airport Commission meeting.
SUMMARY FOR PREFERRED ALTERNATIVE	SOUTH END 60'X60' PRIVATE HANGARS AND 80'X80' CORPORATE HANGARS	NORTH END COMBINATION OF ONLY 60'X60' HANGARS OR 60'X60' AND T-HANGARS	NORTH END NO 40'X40 PRIVATE HANGARS	bolton & Menk believes 300' future MNDOT does not approve or have funding for 3,300'.	bolton & Menk believes 600' should remain ultimate condition.

10



11



12

Alternatives Summary

- **ALTERNATIVE 1**
 - SOUTH END (11 Lots)
 - 90' x 70' Lot Size
 - 60' x 60' Hangar Size
 - CENTRAL AREA (4 Lots)
 - 90' x 90' Lot Size
 - 80' x 80' Hangar Size
 - NORTH END (53 Lots)
 - 90' x 70' Lot Size
 - 60' x 60' Hangar Size
 - RUNWAY 13/31
 - Future 300' Rwy 31 Extension – 3,000' Length
 - Ultimate 600' Rwy 31 Extension – 3,300' Length
- **ALTERNATIVE 2**
 - SOUTH END (11 Lots)
 - 90' x 70' Lot Size
 - 60' x 60' Hangar Size
 - CENTRAL AREA (4 Lots)
 - 90' x 90' Lot Size
 - 80' x 80' Hangar Size
 - NORTH END (28 Lots / 4 T-Hangars)
 - 90' x 70' Lot Size
 - 60' x 60' Hangar Size
 - 10 Unit T-Hangars – 45' Wide Bays
 - RUNWAY 13/31
 - Future 300' Rwy 31 Extension – 3,000' Length
 - Ultimate 600' Rwy 31 Extension – 3,300' Length



13

Next Steps

- **Select Preferred Alternative**
- Submit Preferred Alternative to MNDOT for Review and Approval
- 4th Master Plan Update meeting at September 2, 2020 Airport Commission Meeting.
 - Review Airport Layout Plan sheets
 - Review Implementation plan



14

Questions?

**Forest Lake Airport (25D)
Airport Master Plan Study
Update Meeting #3**

June 3, 2020

Contacts:

**City of Forest Lake
Dan Undem
Assistant City Administrator
651-209-9727
dan.undem@ci.forest-lake.mn.us**

**Bolton & Menk
Silas Parmar, P.E.
Project Manager
612-987-0138
silas.parmar@bolton-menk.com**



Forest Lake
AS GOOD AS IT SOUNDS



Real People. Real Solutions.