

FLYING CLOUD AIRPORT

DESIGN FRAMEWORK MANUAL

July 1996

I. INTRODUCTION

Flying Cloud Airport is located in south central Eden Prairie, consisting of approximately 560 acres of land. It is one of six reliever airports owned and operated by the Metropolitan Airports Commission (MAC) within a 35 mile radius of the cities of Minneapolis and St. Paul. It is classified as a General Utility Airport by the Federal Aviation Administration (FAA), and can accommodate all single engine aircraft, most twin engine, and light jet aircraft. Flying Cloud Airport offers a number of services to the public, including aircraft sales, aircraft rental, charter service, aircraft maintenance, and flight training. It also contains a World War II aircraft museum, an aircraft maintenance school, and an air traffic controller school.

II. PURPOSE OF AIRPORT DESIGN FRAMEWORK

The purpose of the Airport Design Framework Manual is to guide the development of future construction at Flying Cloud Airport. The Framework Manual includes guidelines for architectural standards, airport sign, site lighting, and trash handling. The goal of the guidelines is to encourage the sturdy construction and cohesive image of the facilities at Flying Cloud Airport. The design objectives of the guidelines are as follows:

1. Improve the quality of construction of the facilities.
2. Develop exterior aesthetic relationships between buildings through building materials and exterior colors.
3. Ensure that new signs are in conformance with the Eden Prairie Sign Code.
4. Contain site lighting to the airport facility and eliminate glare to neighboring buildings.
5. Increase landscaping areas to soften visual impacts of airport facilities, and increase visual interest.
6. Provide for adequate trash containment.

III. EXISTING INVENTORY

A. Quality of Buildings and Hangars

There are currently over 110 separate aircraft storage buildings at Flying Cloud Airport. The majority of these buildings were constructed over thirty years ago and are in various levels of deterioration, including: corrosion, chipped and faded paint, bent metal, cracked concrete block. Color schemes for these buildings vary from hangar to hangar, and include some colors that do not support any particular theme. Many of these older buildings may not meet current building codes as well.

Some newly constructed facilities and the upgrading of others have established a level of building improvement, which should continue and be encouraged. These improvements involve the use of decorative concrete block and glass in construction, as well as warranted metal panels in earth tone colors.

While there is a beginning of consistency in the types of building materials and color schemes used around the airport, there is still considerable variation in the physical appearance and age of the majority of these structures.

B. Signs

Existing business signs at the airport have no cohesive theme regarding materials or style. Signs range from painted sheets of plywood to internally lit pylons. Some signs are portable; some are attached to fences, while others are ground mounted.

C. Landscaping

Landscaping around the airport is sparse. Some improvements have been made in recent years, including the evergreen and crabapple trees installed by MAC along the northwest hangar row to help soften the view to the existing worn hangar facades. Ornamental trees and shrubs have been planted at the northeast corner of the airport as a “gateway” improvement. In addition, new evergreen and flowering shrubs have been installed as part of the recently completed Executive Aviation facility. While it is important to maintain obstruction clearance for all aircraft operations, the use of approved landscaping has helped to improve visual interest around the airport.

D. Trash Handling

Overall, the airport does not appear to have a trash handling problem. Many of the Existing hangar facilities do not generate any significant amount of trash to require a means for containment. Other facilities store trash within the structure, or provide an exterior trash dumpster for this purpose.

IV. ARCHITECTURAL STANDARDS

Purpose: To improve the quality of the construction of the facilities and to create aesthetic exterior relationships between buildings.

New construction shall be reviewed based on the following standards:

1. All exterior building finishes shall consist of no less than 75% of the following materials: a) face brick, b) natural stone, c) decorative precast concrete, d) metal panel, e) glass, f) decorative concrete block.
2. For commercially classified buildings according to MAC, the exterior building elevation which most closely faces a public roadway shall contain no less than 25% of the following materials: a) face brick, b) natural stone, c) precast decorative concrete, d) decorative concrete block.
3. All metal panel shall consist of a minimum 20 year warranted, pre-colored, baked on finish in earth tone shades such as brown, beige, tan, grey, light blue, or dark blue.
4. All ground mounted, or roof mounted mechanical equipment shall be physically screened from all public roadways and adjacent differing land use.
5. All construction shall be in conformance with the Eden Prairie Building Code.

V. SIGNS

Purpose: To apply the standards and regulations from the Eden Prairie Sign Code to airport signs for commercial buildings.

Future construction of commercial signs should incorporate relationships of size, type, and placement.

1. Entrance signs should be ground mounted and feature a directory of businesses and hangars in the area. These signs should use the same letter style, color, and material.
2. Commercial building signs whether wall mounted, or pylon mounted should be professionally manufactured and be internally lit. Pylon signs shall be no taller than 25 feet.
3. Signs shall be in compliance with the Eden Prairie Sign Code.

4. Signs attached to the airport perimeter fence (other than Metropolitan Airports Commission informational signs) will not be approved.

VI. LANDSCAPING

Purpose: To provide for adequate lighting for airport functions while preventing off-site glare impacts.

Green areas can be improved by adding small ornamental trees and shrubs. Plantings around buildings can create visual interest and soften views to parking areas. Perimeter plantings of evergreen trees will add visual interest, and help with noise mitigation to adjacent residential or park uses.

1. As part of new construction, or a building upgrade, and where space permits, landscaping will be incorporated into the site to help soften views of parking areas.

VII. SITE LIGHTING

Purpose: To provide for adequate lighting for airport functions while preventing off-site glare impacts.

Downcast lighting can be used to adequately light the area without spreading glare of site. It is desired that the lighting poles be of the same height and lighting intensity. Lights mounted on hangars or commercial buildings should be consistent in height, especially when hangars are in a row format.

1. All site lighting shall be of a downcast or shielded variety to restrict off site glare.
2. Pole lighting shall not exceed 25 feet in height.
3. The type of lighting should be consistent throughout the airport property, i.e., high pressure sodium, mercury vapor, etc.

VIII. TRASH HANDLING

Purpose: To provide for a clean airport, and to maintain an aesthetically pleasing environment.

Every possible attempt should be made to accommodate trash handling in the interior of the buildings. Trash storage areas should be accessible from both an interior and exterior

door to facilitate proper maintenance. If it is not possible to handle trash within the building, a trash storage structure shall be constructed of building materials compatible with the architectural treatment of the principle structure.

IX. PLANS REQUIRED FOR NEW CONSTRUCTION

Site Plans shall include:

1. Existing and proposed structures affected by the proposed construction.
2. Existing and proposed parking areas for vehicles and aircraft.
3. Existing and proposed green areas, including aircraft tie-down areas.
4. Location of existing or proposed sewer and water systems.
5. Proposed signage, lighting, and landscaping details
6. Location of proposed trash enclosure, if trash is to be stored outside.

Architectural Plans shall include:

1. Elevations of all sides of the building.
2. Floor plan including dimensions of all structures.
3. Type and color of exterior building materials.
4. Location of all eating, air conditioning, and ventilation systems, and the method for physical screening if visible from a public roadway.
5. Trash enclosure details, if the trash is to be stored outside.
6. Any other plan necessary for the Building Department to review the proposal for permit issuance.