



Landside Alternatives Analysis

➔ Renton Airport Advisory Committee (RAAC) - May 14, 2019

Master Plan

Renton Municipal Airport/
Clayton Scott Field

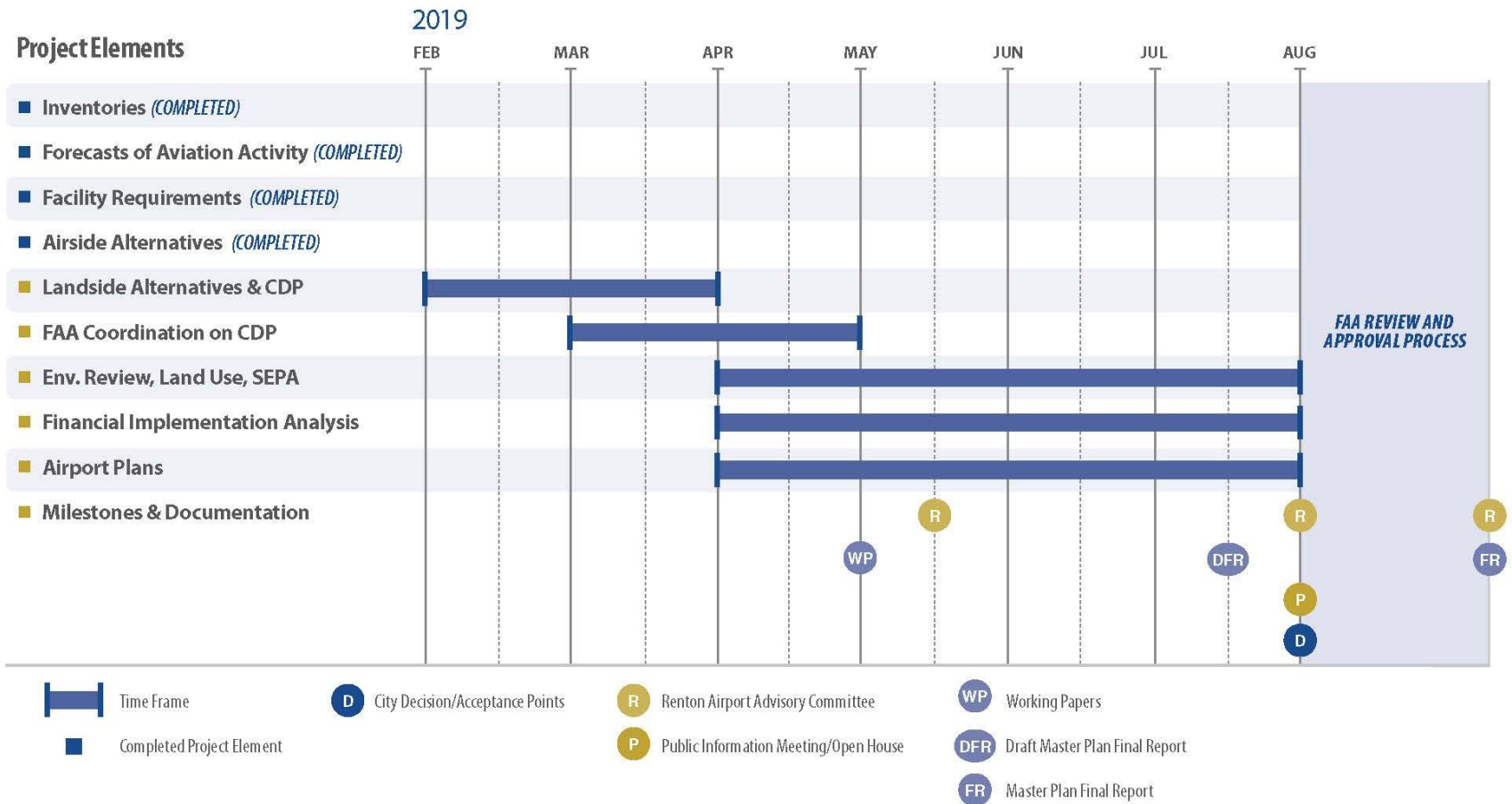
Consultant Team

- Ryan Hayes, Mark McFarland, Lauren Rasmussen
- Subconsultant Team
 - Quantum Spatial
 - EnviroIssues
 - Synergy Consultants
 - Leibowitz & Horton

Agenda

- ➔ **What has happened since last RAAC meeting?**
- ➔ **Project Schedule**
- ➔ **Preferred Comprehensive Airfield Alternative**
- ➔ **Landside Alternatives**
 - **Assumptions and Goals for Development**
 - **Landside Areas 1 through 4 and seaplane Alternatives**
- ➔ **Conceptual Development Plan (CDP)**
- ➔ **Comments and Questions**
- ➔ **Next Steps**

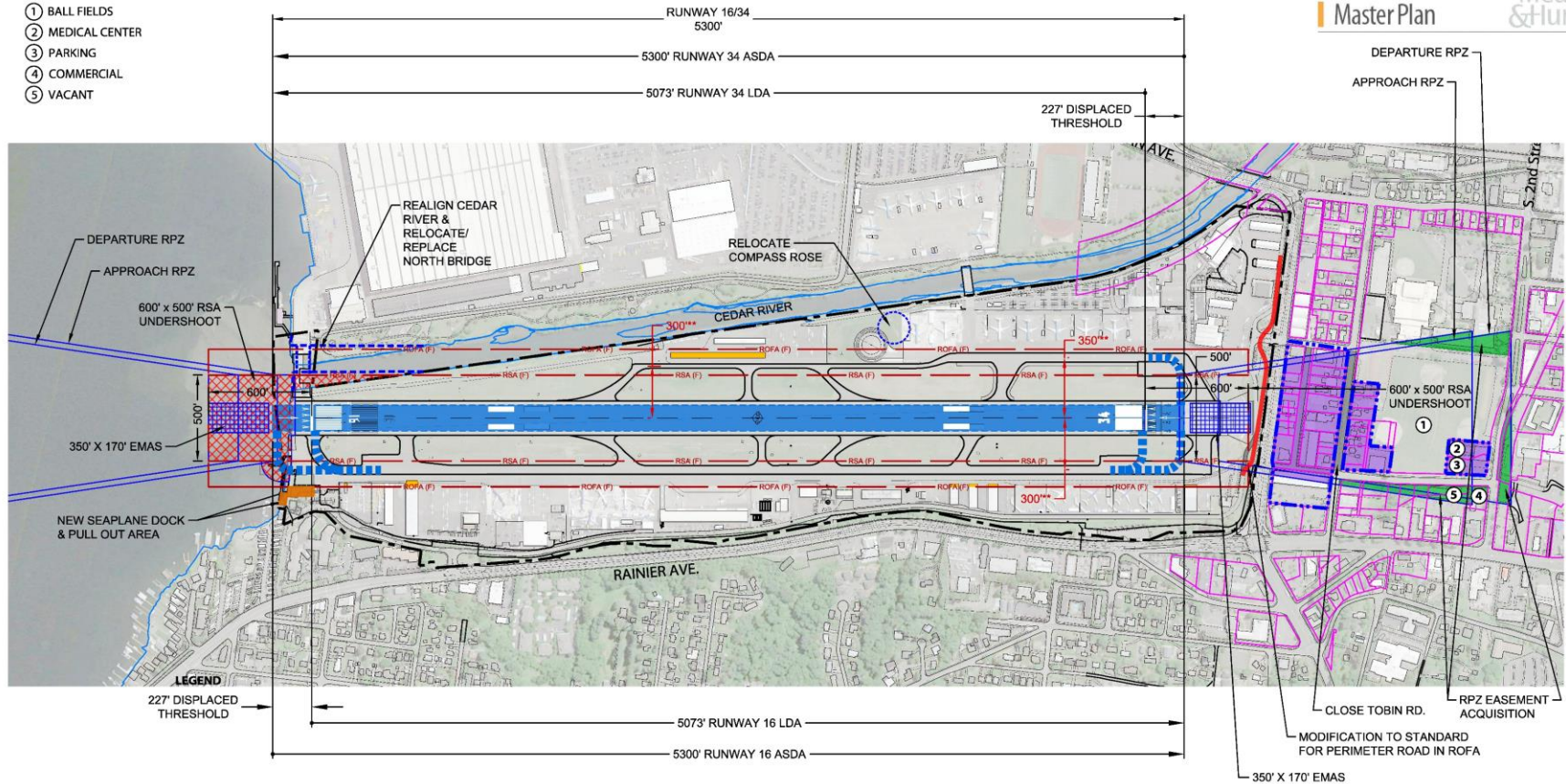
Project Schedule



Preferred Comprehensive Airfield Alternative: Declared Distances & EMAS with North Shift

Master Plan

- ① BALL FIELDS
- ② MEDICAL CENTER
- ③ PARKING
- ④ COMMERCIAL
- ⑤ VACANT



Master Plan Mead & Hunt

Notes:
** RW/TW separation to be addressed with operational mitigation.

Disclaimer:
This illustration is for study purposes only, based on national FAA standards, and is not necessarily intended for implementation. For further information please see Chapter D of the Airport Master Plan and the FAQ document on the Airport's website.

LEGEND	
	EXISTING PROPERTY LINE
	ROAD CLOSURE
	FUTURE ROADWAY ALIGNMENT
	FUTURE RUNWAY SAFETY AREA (RSA)
	FUTURE RUNWAY OBJECT FREE AREA (ROFA)
	FUTURE TAXIWAY OBJECT FREE AREA (TOFA)
	FUTURE TAXIWAY
	FUTURE RUNWAY SAFETY AREA EXPANSION
	FUTURE PAVEMENT
	RPZ CONTROLLED ACTIVITY AREA (EASEMENT)*
	FUTURE SEAPLANE DOCK
	PROPOSED BUILDING/FACILITY DEMOLITION
	RPZ FEE SIMPLE ACQUISITION FOR APPROACH PROTECTION PURPOSES
	FUTURE RPZ EASEMENT
	FUTURE ENGINEERED MATERIAL ARRESTING SYSTEM (EMAS)



FIGURE D7 Alternative 5 - Declared Distances and EMAS w/ North Shift



Landside Area Alternatives

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Assumptions for Landside Alternatives

- ➔ Airport's role will remain the same
- ➔ Airport will be developed/operated consistent with federal rules/regs
- ➔ RDC D-III standards
- ➔ Maximize GA aircraft facilities
- ➔ Consider economic development/promote land use compatibility
- ➔ Incorporate goals/objectives of Sustainability Management Plan (SMP)

Landside Area Alternatives

→ Four Landside Development Areas

▪ Four Development Categories

- General Aviation
- Aviation Industrial
- Airport Support Facilities
- Seaplane Related Facilities

→ Landside Alternative Screening

- Priority is to maximize GA uses to accommodate demand

Landside Area 1

➔ Existing/Minimal Improvements

- Corrects non-standard conditions
- Uses remain the same as current uses

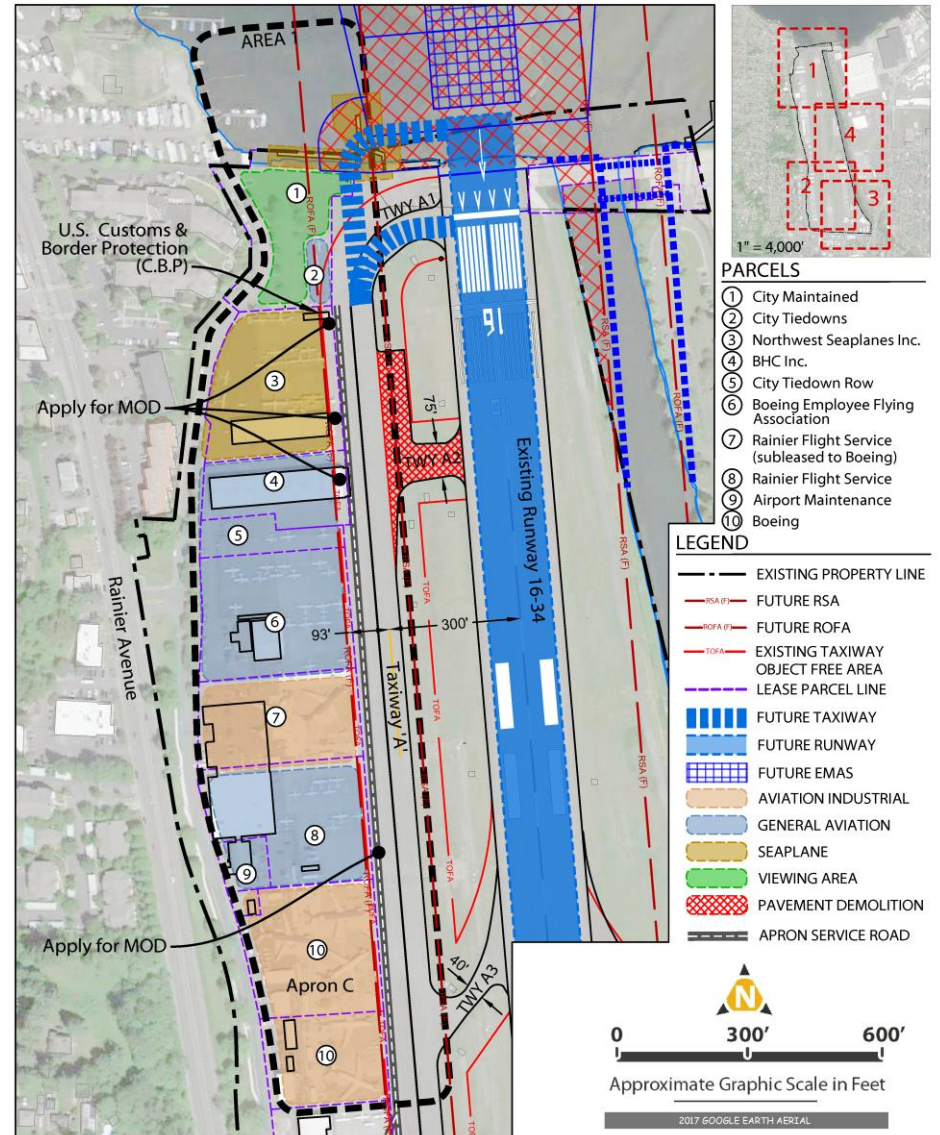


FIGURE D9 Landside: Area 1 - Minimal Action

Landside Area 1

Alternative 1

- Corrects non-standard conditions
- Relocates seaplane ramp
- Reserves space for additional GA uses

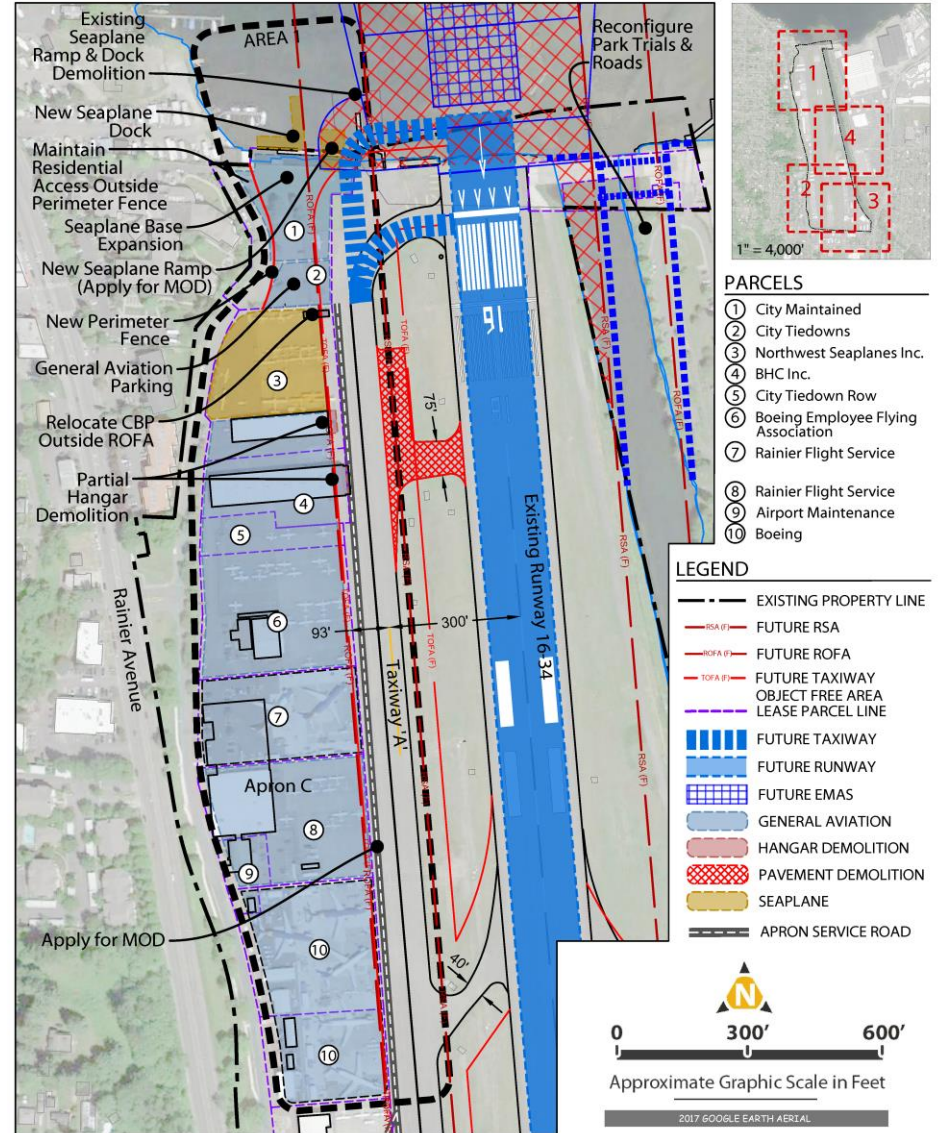


FIGURE D10 Landside: Area 1 - Alternative 1

Landside Area 2

Existing/Minimal Improvements

- Corrects non-standard conditions
- Uses remain the same as current uses

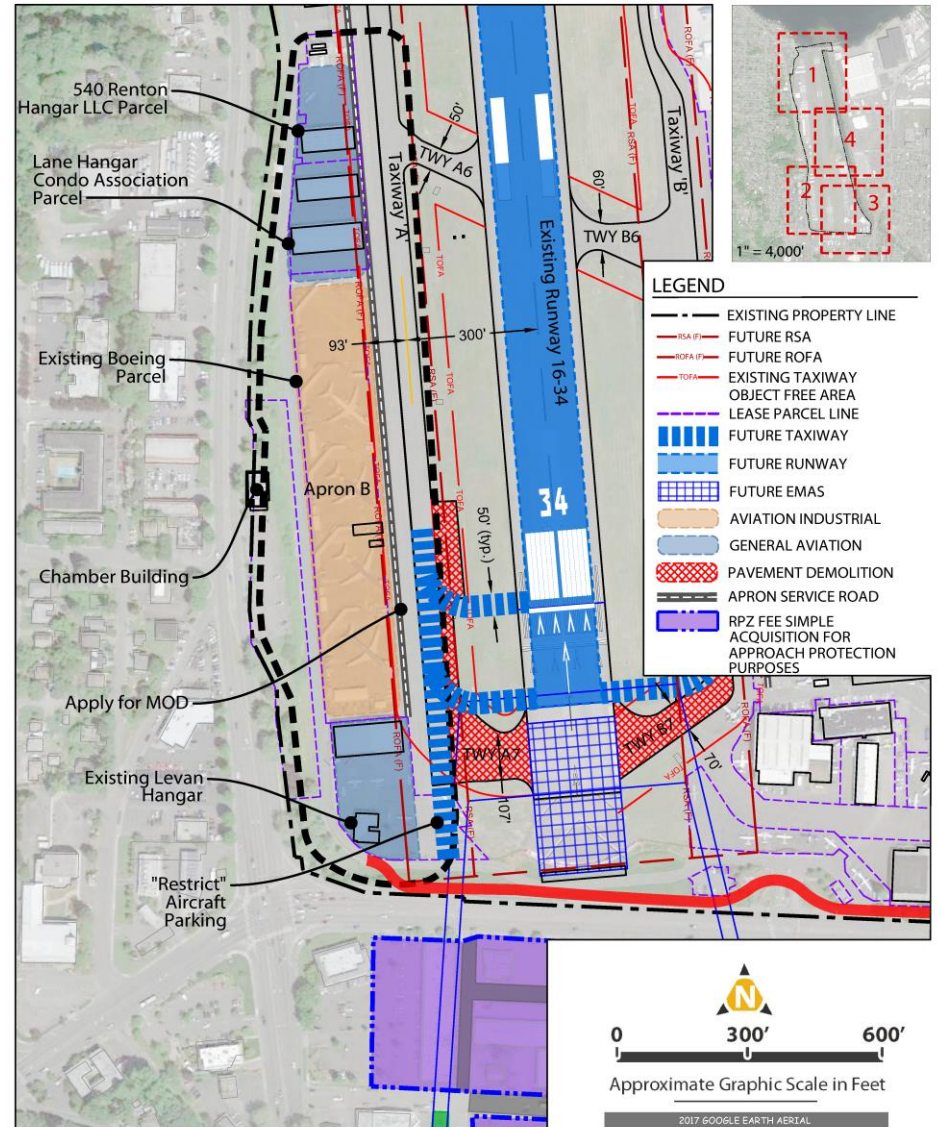


FIGURE D11 Landside: Area 2 - Minimal Action

Landside Area 2

Alternative 1

- Corrects non-standard conditions
- Reserves space for additional GA hangar development
- Reorganizes existing allocation of uses

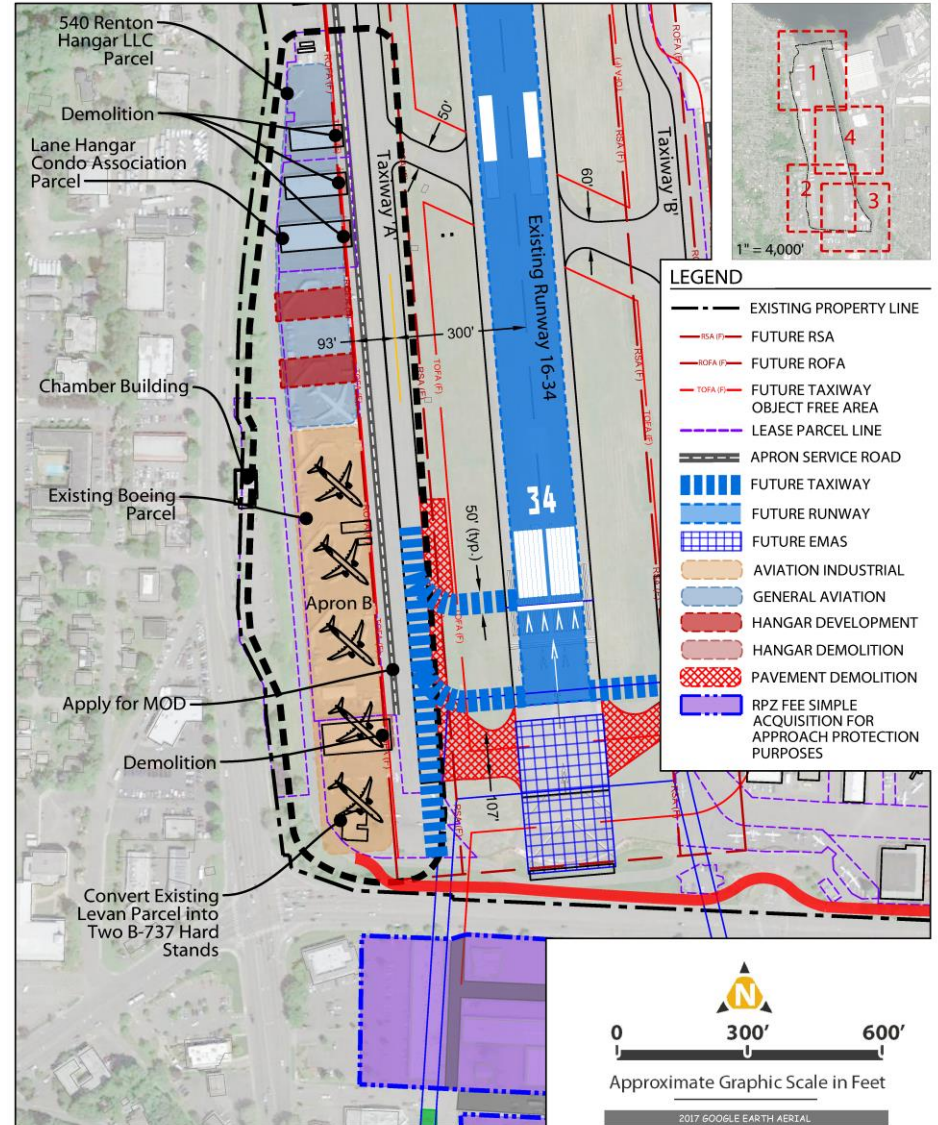
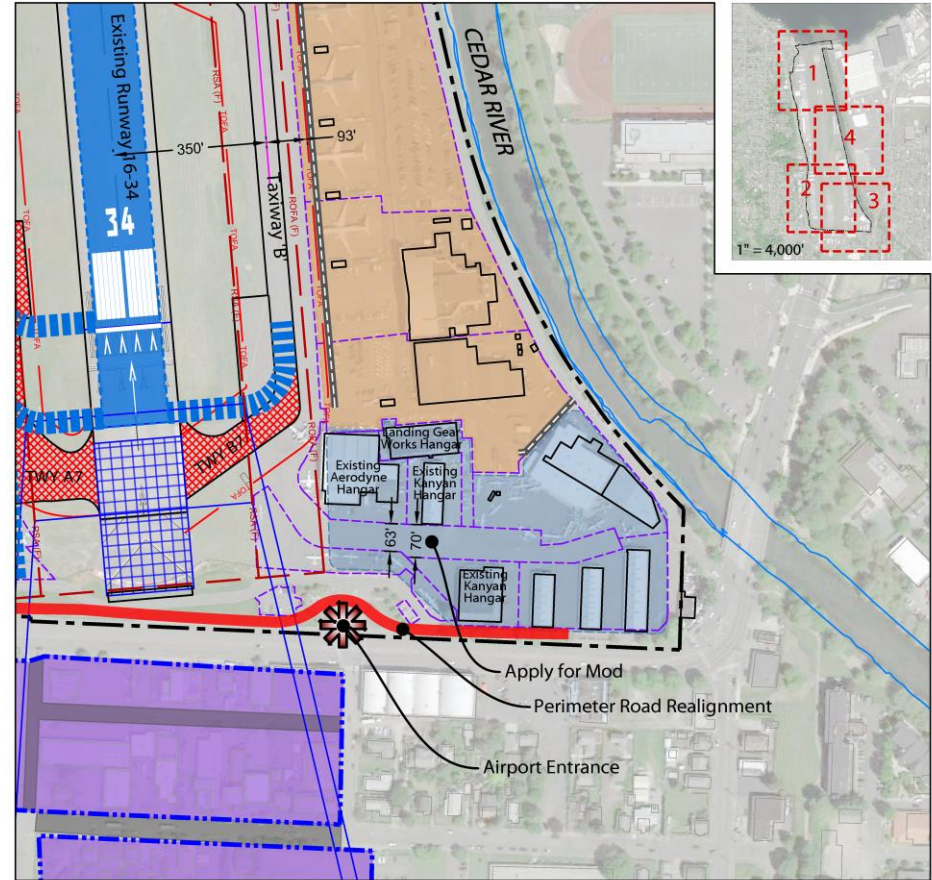


FIGURE D12 Landside: Area 2 - Alternative 1

Landside Area 3

Existing/Minimal Improvements

- Corrects non-standard conditions
- Uses remain the same as current uses
- Reconstructs facilities in current locations
- Perimeter Rd. realigned



LEGEND

EXISTING PROPERTY LINE	FUTURE RUNWAY
FUTURE RSA	FUTURE EMAS
FUTURE ROFA	AVIATION INDUSTRIAL
EXISTING TAXIWAY OBJECT FREE AREA	GENERAL AVIATION
LEASE PARCEL LINE	PAVEMENT DEMOLITION
FUTURE TAXIWAY	RPZ FEE SIMPLE ACQUISITION FOR APPROACH PROTECTION PURPOSES
APRON SERVICE ROAD	

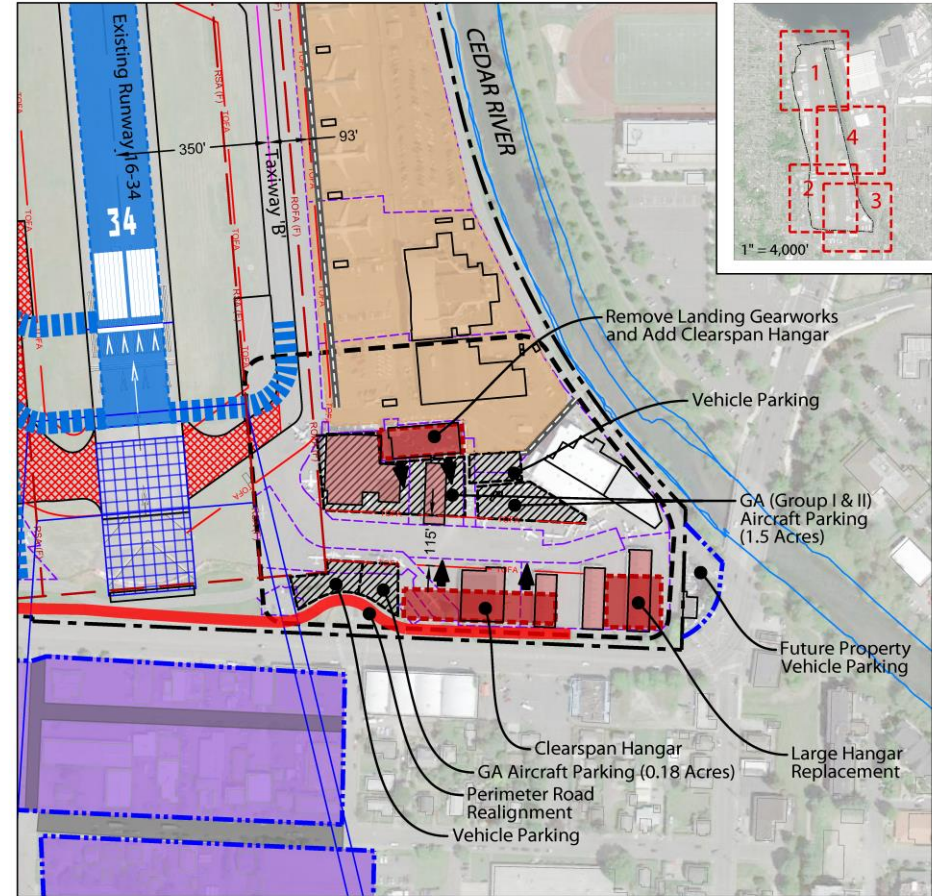


FIGURE D13 Landside: Area 3 - Minimal Action

Landside Area 3

Alternative 1

- Corrects non-standard conditions
- Box and T-hangars replaced with clearspan hangars
- Reserves space for additional GA aircraft parking
- Future vehicle parking
- Perimeter Rd. realigned



LEGEND

EXISTING PROPERTY LINE	FUTURE EMAS
FUTURE RSA	FUTURE TAXIWAY
FUTURE ROFA	HANGAR DEMOLITION
EXISTING TAXIWAY OBJECT FREE AREA	HANGAR DEVELOPMENT
LEASE PARCEL LINE	PAVEMENT DEMOLITION
FUTURE PAVEMENT	AVIATION INDUSTRIAL
FUTURE RUNWAY	APRON SERVICE ROAD
	RPZ FEE SIMPLE ACQUISITION FOR APPROACH PROTECTION PURPOSES

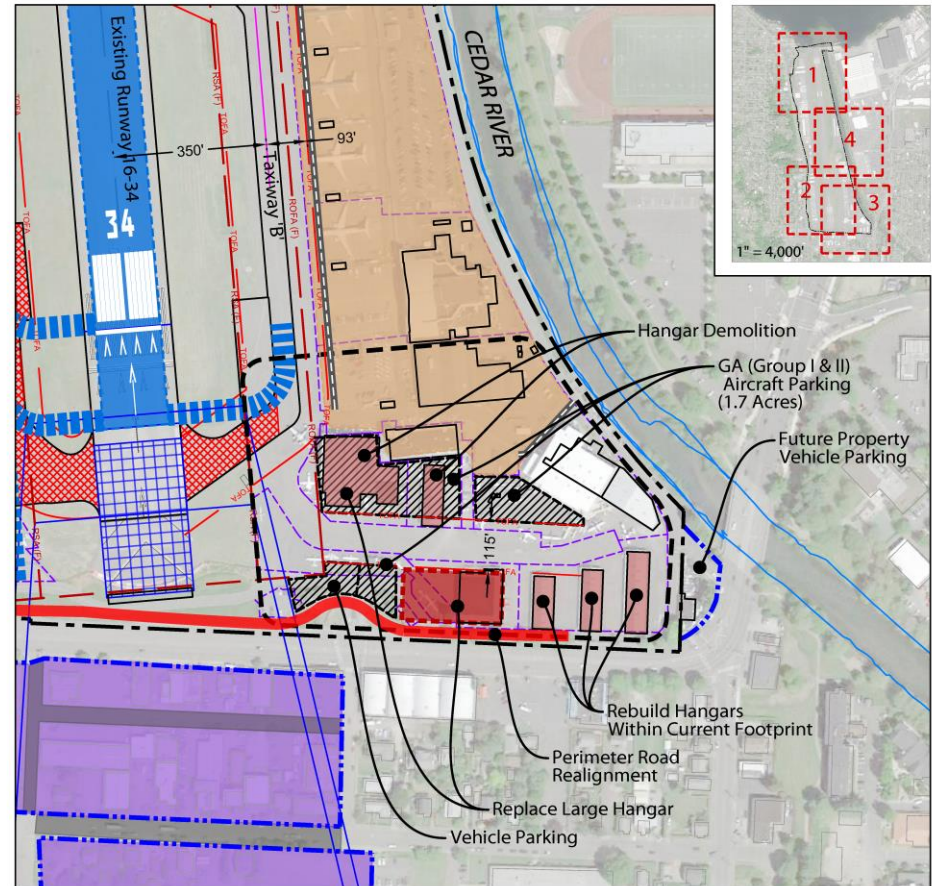


FIGURE D14 Landside: Area 3 - Alternative 1

Landside Area 3

Alternative 2

- Corrects non-standard conditions
- Hangar demo for additional GA aircraft parking
- Rebuilds/replaces hangars on the south side
- Future vehicle parking
- Perimeter Rd. realigned



LEGEND

— — — — —	EXISTING PROPERTY LINE		FUTURE EMAS
— — — — —	FUTURE RSA		FUTURE RUNWAY
— — — — —	FUTURE ROFA		FUTURE TAXIWAY
— — — — —	EXISTING TAXIWAY OBJECT FREE AREA		HANGAR DEMOLITION
— — — — —	LEASE PARCEL LINE		HANGAR DEVELOPMENT
	FUTURE PAVEMENT		PAVEMENT DEMOLITION
— — — — —	APRON SERVICE ROAD		AVIATION INDUSTRIAL
			RPZ FEE SIMPLE ACQUISITION FOR APPROACH PROTECTION PURPOSES

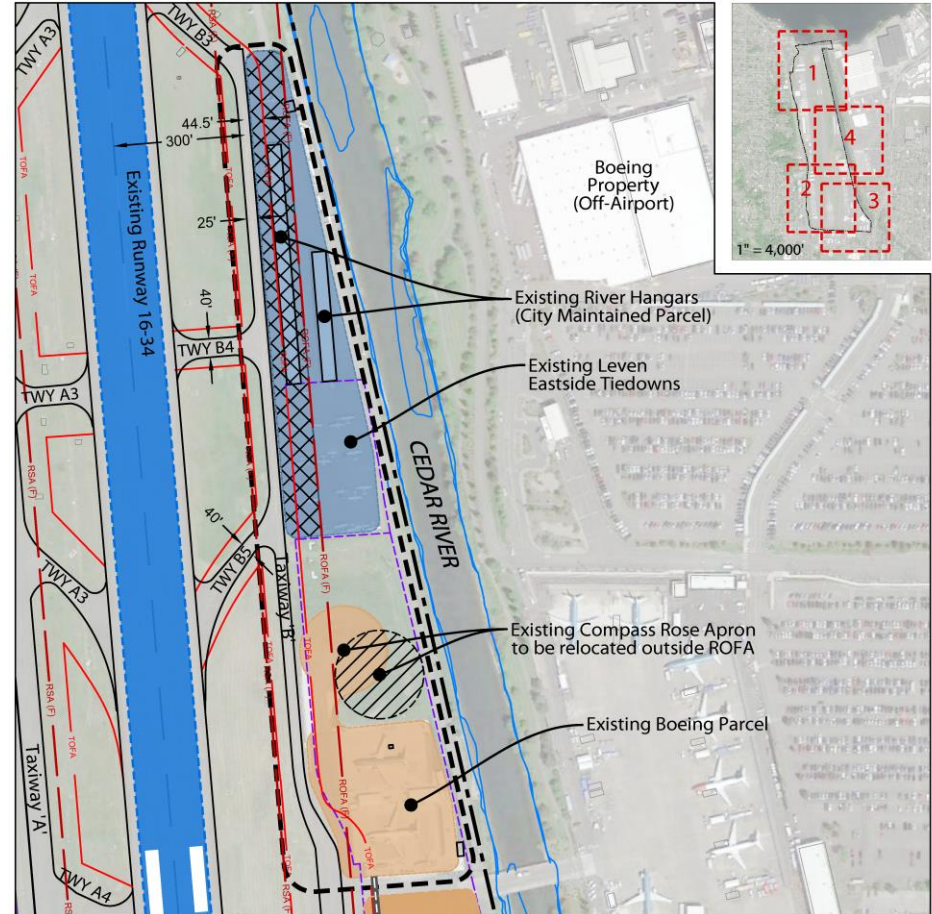


FIGURE D15 Landside: Area 3 - Alternative 2

Landside Area 4

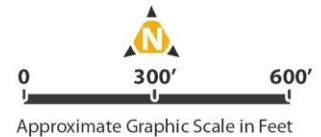
➔ Existing/Minimal Improvements

- Corrects non-standard conditions
- Uses remain the same as current uses
- Demos River T-hangars
- Relocates compass rose



LEGEND

--- EXISTING PROPERTY LINE	FUTURE PAVEMENT
— FUTURE RSA	FUTURE RUNWAY
— FUTURE ROFA	AVIATION INDUSTRIAL
— EXISTING TAXIWAY OBJECT FREE AREA	GENERAL AVIATION
--- LEASE PARCEL LINE	HANGAR & AIRCRAFT PARKING REMOVED



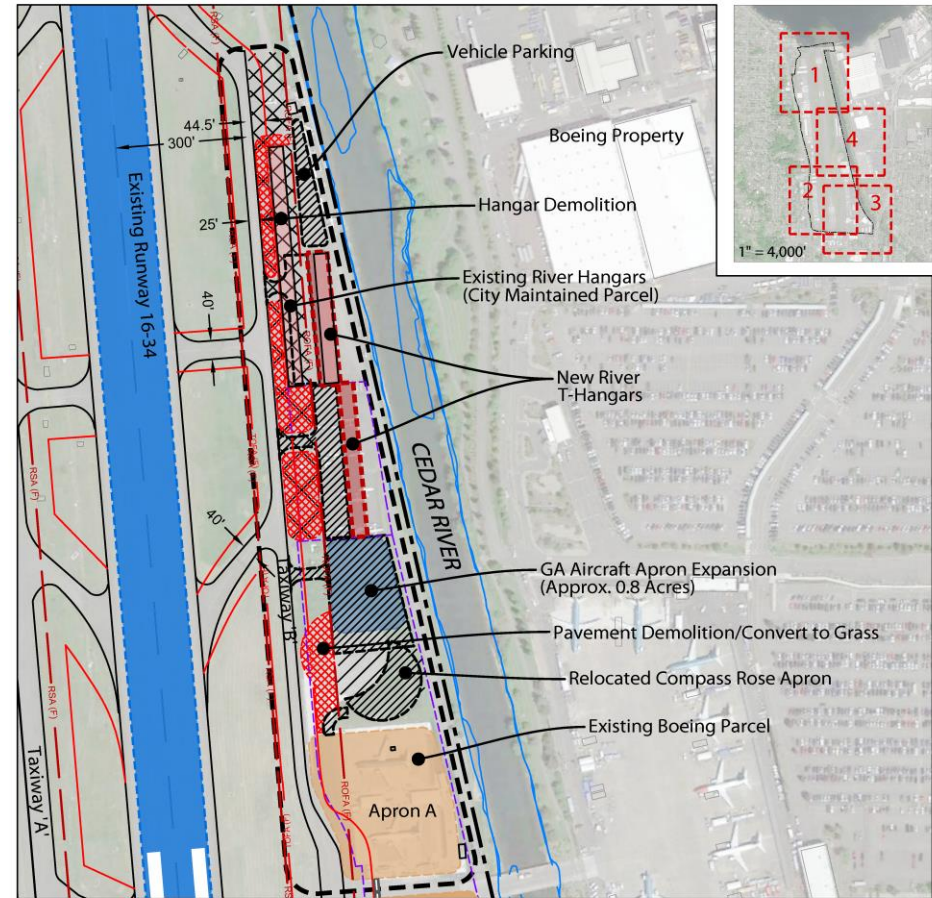
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FIGURE D16 Landside: Area 4 - Minimal Action

Landside Area 4

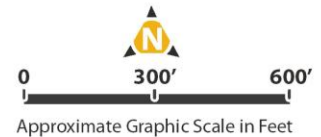
Alternative 1

- Corrects non-standard conditions
- Eliminates direct access from aprons to taxiway B
- Maximizes GA uses
- Relocates/reconstructs River T-hangars
- Relocates compass rose



LEGEND

EXISTING PROPERTY LINE	FUTURE RUNWAY
FUTURE RSA	AVIATION INDUSTRIAL
FUTURE ROFA	GENERAL AVIATION
FUTURE TAXIWAY OBJECT FREE AREA	HANGAR DEMOLITION
LEASE PARCEL LINE	HANGAR DEVELOPMENT
FUTURE PAVEMENT	PAVEMENT DEMOLITION



2017 GOOGLE EARTH AERIAL

FIGURE D17 Landside: Area 4 - Alternative 1

Landside Area 4

Alternative 2

- Corrects non-standard conditions
- Maximizes Aviation Industrial Uses
- Widens Taxiway B
- Demos River T-hangars
- Relocates compass rose

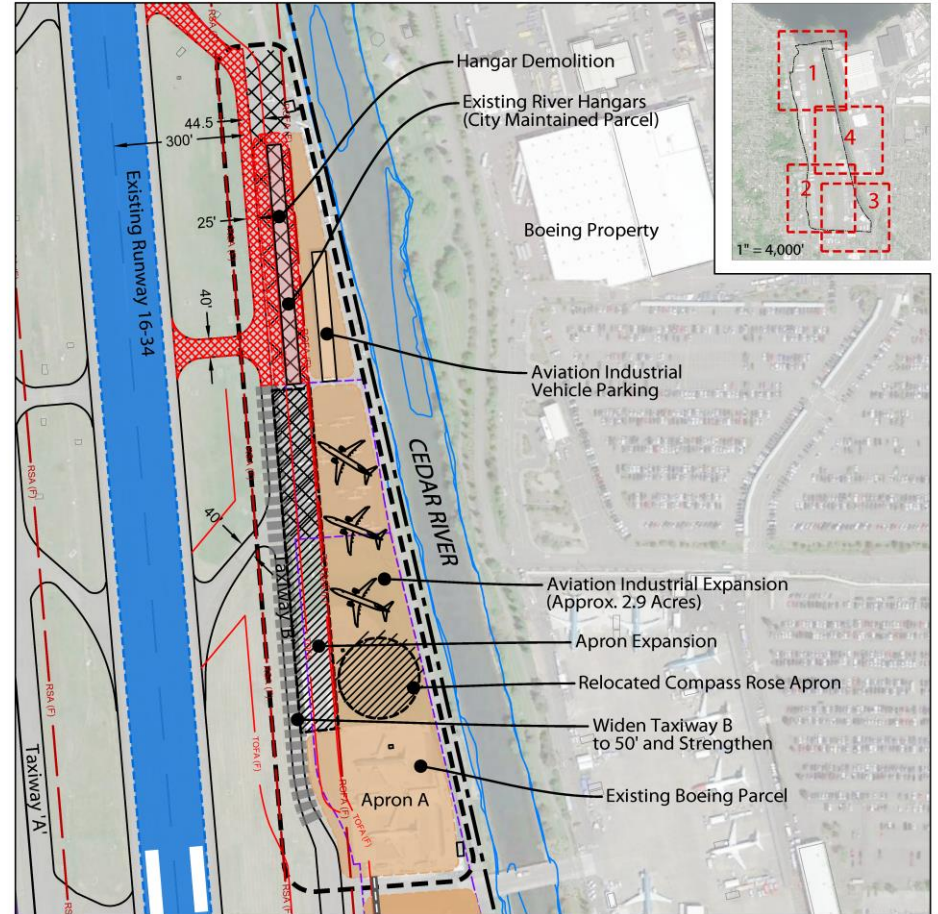


FIGURE D18 Landside: Area 4 - Alternative 2

Seaplane Dock Area

➔ Alternative 1

- Corrects non-standard conditions
- Reconfigures/ consolidates existing seaplane facilities
- Relocates perimeter fence for additional seaplane parking

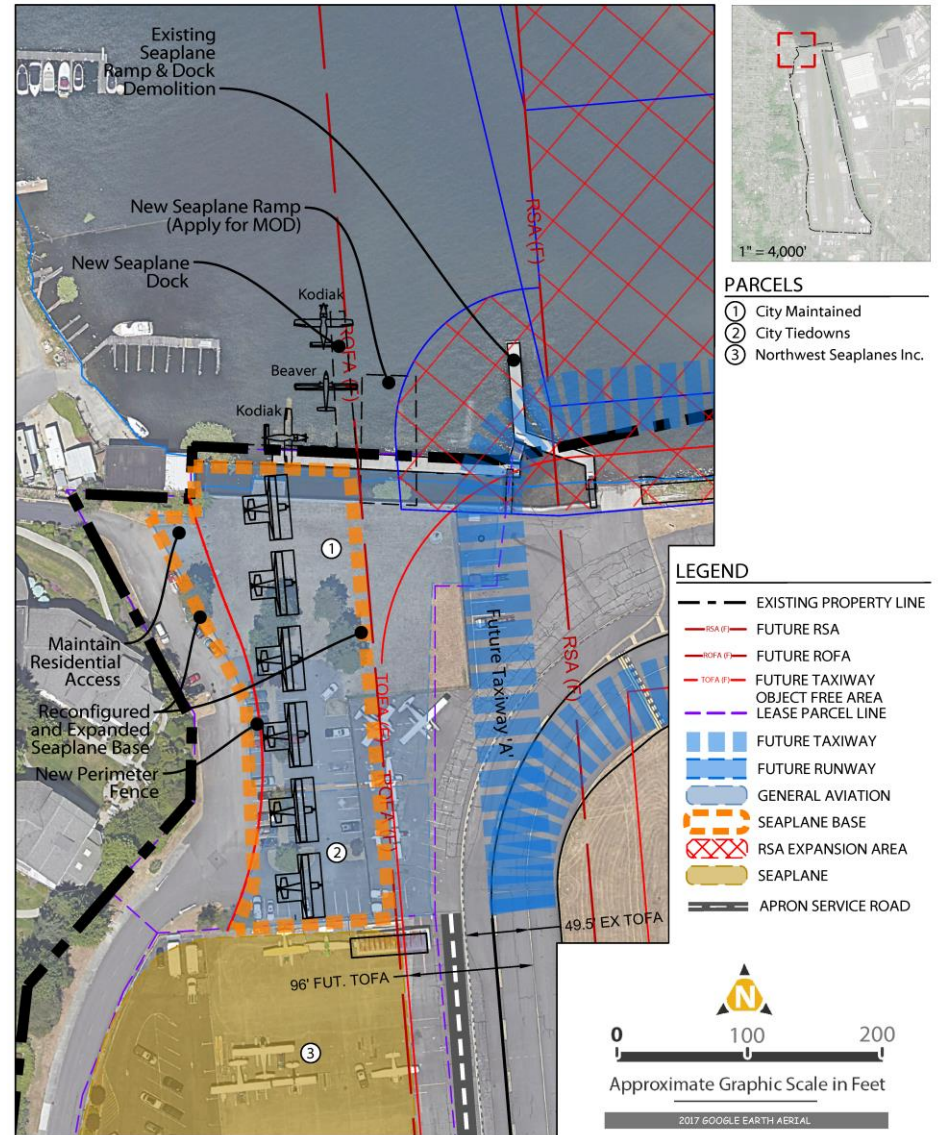
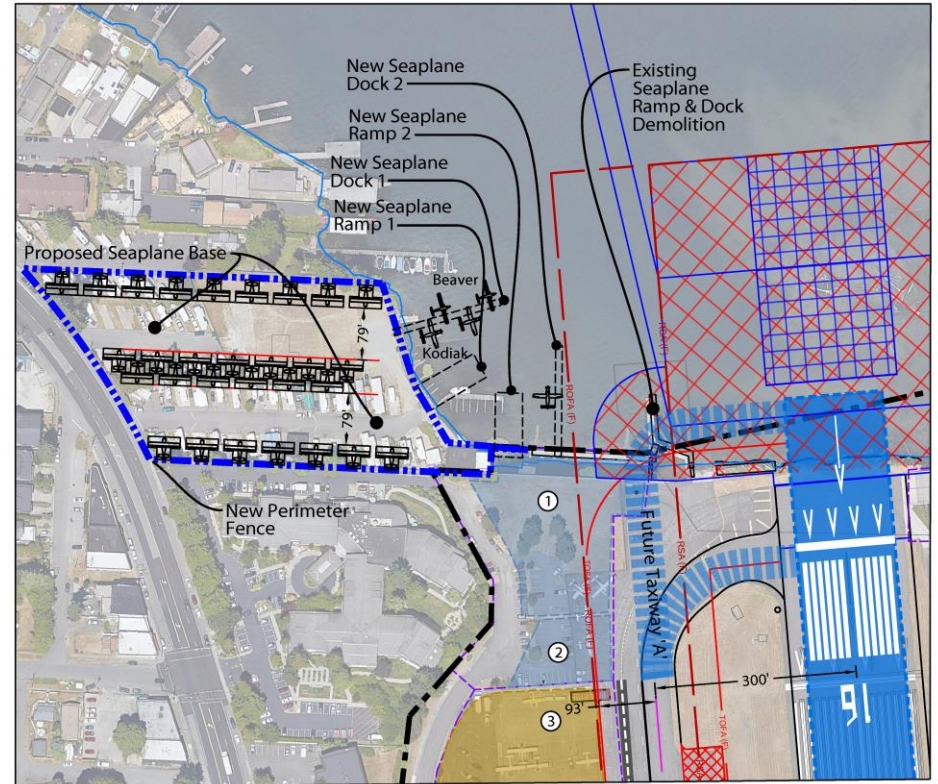


FIGURE D19 Seaplane Area - Alternative 1

Seaplane Dock Area

➔ Alternative 2

- Corrects non-standard conditions
- Reconfigures and expands existing seaplane facilities
- 5.72-acre property acquisition
- New seaplane ramp and docks
- Relocates perimeter fence for additional seaplane parking



LEGEND

- EXISTING PROPERTY LINE
- - - FUTURE RSA
- - - FUTURE ROFA
- - - FUTURE TAXIWAY OBJECT FREE AREA
- - - LEASE PARCEL LINE
- ▨ FUTURE TAXIWAY
- ▨ FUTURE RUNWAY
- ▨ FUTURE EMAS
- ▨ GENERAL AVIATION
- ▨ PROPERTY ACQUISITION
- ▨ PAVEMENT DEMOLITION
- ▨ RSA EXPANSION AREA
- ▨ SEAPLANE
- ▨ APRON SERVICE ROAD

PARCELS

- ① City Maintained (Convert to GA Parking)
- ② City Tiedowns
- ③ Northwest Seaplanes Inc.



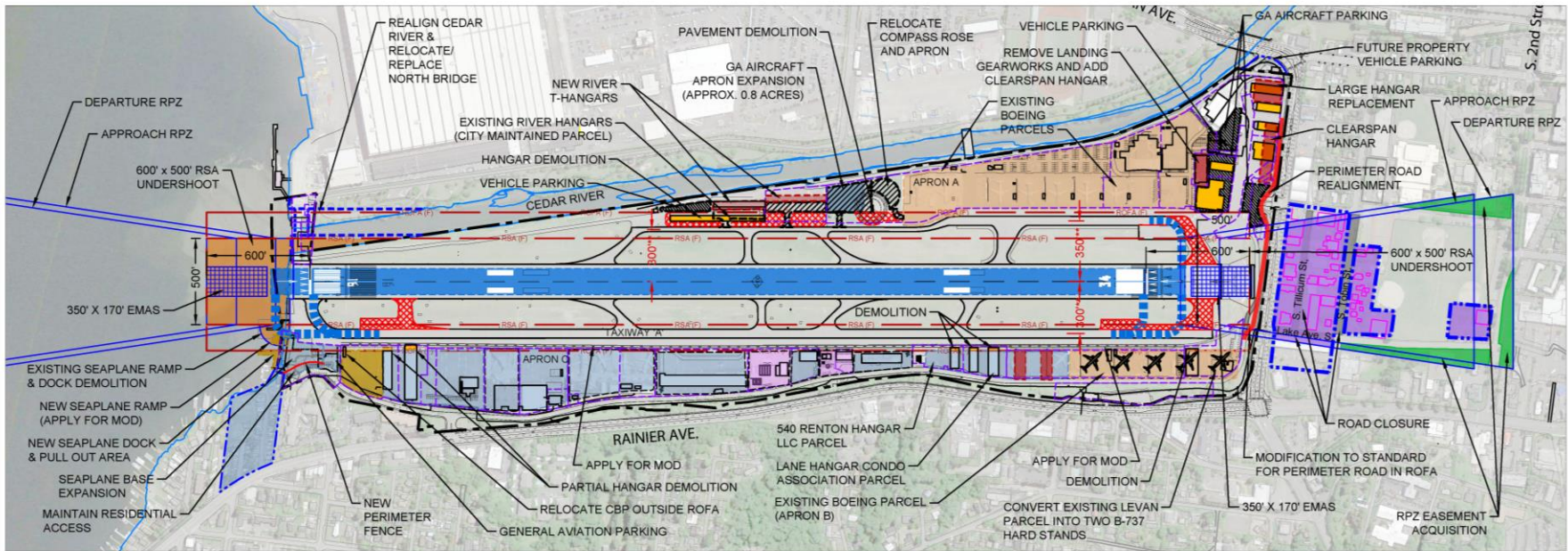
FIGURE D20 Seaplane Area - Alternative 2

Anticipated Preferred Landside Alternatives

➔ Maximize GA uses

- Landside Area 1 – Alternative 1
- Landside Area 2 – Alternative 1
- Landside Area 3 – Alternative 1
- Landside Area 4 – Alternative 1
- Seaplane Area – Alternative 2

Conceptual Development Plan (CDP)



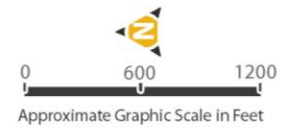
Notes:

- RW/TW separation to be addressed with operational mitigation.
- The Renton High School ballfield property will not be acquired by the Airport. However, it is recommended that the Airport, the City of Renton and the Renton School District continue work together to address this non-compatible land use within the RPZ.

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LEGEND

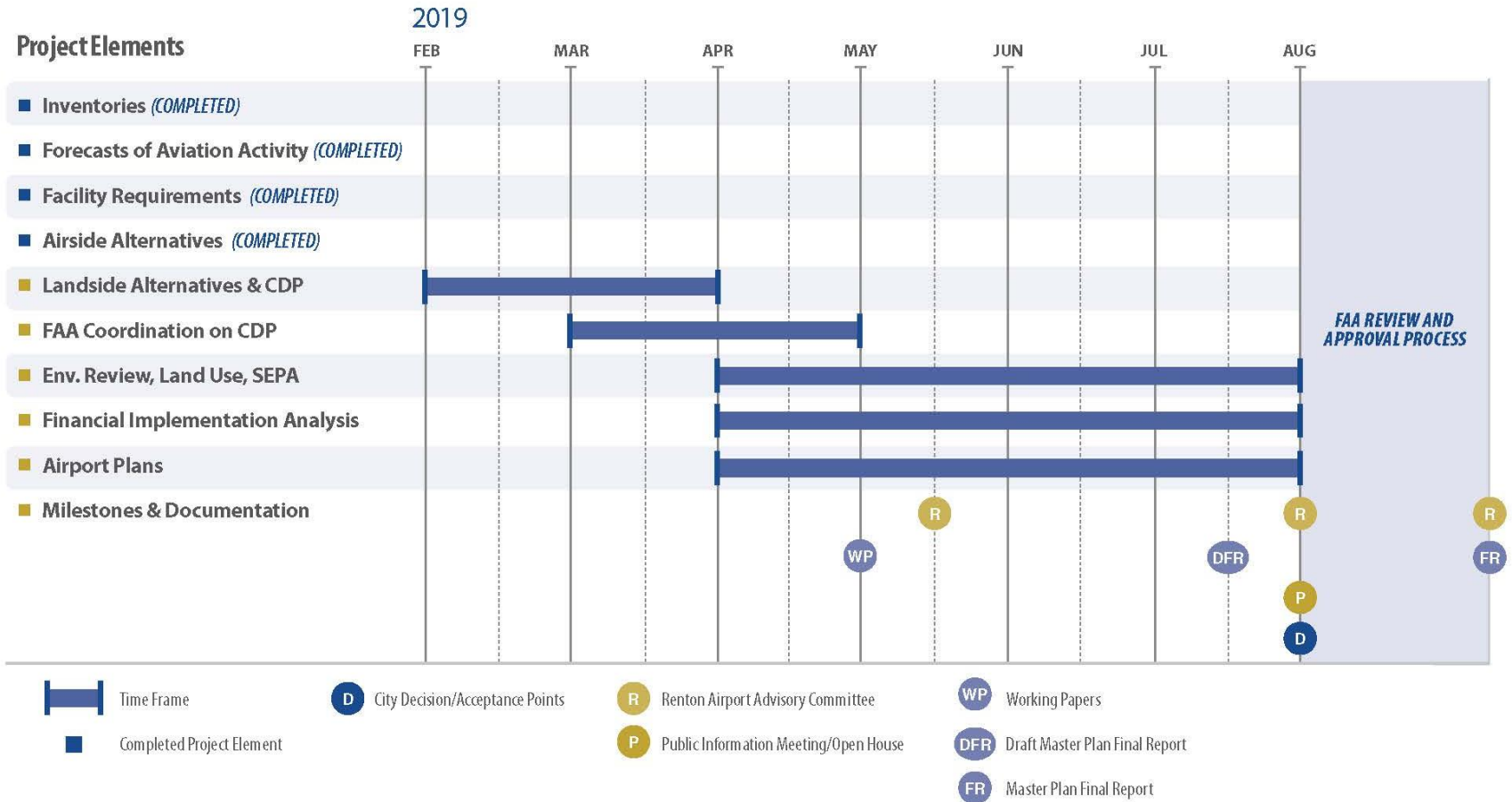
— — — — —	EXISTING PROPERTY LINE	▬▬▬▬▬	FUTURE TAXIWAY	▭▭▭▭▭	AIRPORT SUPPORT
▬▬▬▬▬	FUTURE PROPERTY LINE	▭▭▭▭▭	FUTURE RUNWAY	▭▭▭▭▭	AVIATION INDUSTRIAL
▬▬▬▬▬	ROAD CLOSURE	▭▭▭▭▭	FUTURE PAVEMENT	▭▭▭▭▭	GENERAL AVIATION
▬▬▬▬▬	FUTURE ROADWAY ALIGNMENT	▭▭▭▭▭	FUTURE RUNWAY SAFETY AREA EXPANSION	▭▭▭▭▭	FUTURE SEAPLANE DOCK
▬▬▬▬▬	FUTURE RW SAFETY AREA (RSA)	▭▭▭▭▭	RPZ CONTROLLED ACTIVITY AREA (EASEMENT)*	▭▭▭▭▭	HANGAR DEVELOPMENT
▬▬▬▬▬	FUTURE RW OBJECT FREE AREA (ROFA)	▭▭▭▭▭	PROPOSED BUILDING/FACILITY DEMOLITION	▭▭▭▭▭	PAVEMENT DEMOLITION
▬▬▬▬▬	FUTURE TW OBJECT FREE AREA (TOFA)	▭▭▭▭▭	RPZ FEE SIMPLE ACQUISITION FOR APPROACH PROTECTION PURPOSES	▭▭▭▭▭	FUTURE ACQUISITION FOR SEAPLANE BASE
▬▬▬▬▬	APRON SERVICE ROAD	▭▭▭▭▭	BUILDINGS WITHIN RPZ ACQUISITION TO BE REMOVED	▭▭▭▭▭	FUTURE ENGINEERED MATERIAL ARRESTING SYSTEM (EMAS)
▬▬▬▬▬	LEASE PARCEL LINE				



Next Steps

- ➔ **Refine Landside Alternatives**
- ➔ **Finalize Conceptual Development Plan and Prepare Project List**
- ➔ **August 2019**
 - **Environmental Review, Land Use, SEPA**
 - **Working Paper and RAAC Meeting**

Project Schedule





Thank You!

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Renton Municipal Airport/
Clayton Scott Field

