

RENTON MUNICIPAL AIRPORT

and

WILL ROGERS - WILEY POST MEMORIAL SEA PLANE BASE

MASTER PLAN UPDATE

Prepared for the

City of Renton

by

Bucher, Willis & Ratliff Corporation

2001 Western Avenue, Suite 555

Market Place One

Seattle, Washington 98121

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August, 1997

"The preparation of these documents was financed in part through a planning grant from the Federal Aviation Administration as provided under the Airport and Airways Development Act of 1982, as amended. The contents do not necessarily reflect the official views or policy of the FAA. Acceptance of this report by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted herein nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public laws."



U.S. Department
of Transportation
**Federal Aviation
Administration**

Seattle Airports District Office
1601 Lind Avenue, S.W.
Renton, WA 98055-4056

November 6, 1997

Mr. Gail O. Reed
Airport Manager
Renton Municipal Airport
200 South Mill Avenue South
Renton, Washington 98055

Dear Mr. Reed:

The Renton Municipal Airport Layout Plan (ALP), prepared by Bucher, Willis & Ratliff, and bearing the signature of Sandra Meyer, Transportation Systems Director, is approved and the master plan is accepted. A signed copy of the approved ALP is enclosed.

This approval considers only the safety, utility, and efficiency of the airport, and it is conditioned on acceptance of the plan under local land use laws. We encourage appropriate agencies to adopt land use and height restrictive zoning based on the plan since action toward this end is a prerequisite of the Airport Improvement Program (AIP).

Approval of the plan does not indicate that the United States will participate in the cost of any development proposed. When airport construction, alteration, or deactivation is undertaken, such action requires notification and review in accordance with the provisions of Part 77 and Part 157 of the Federal Aviation Regulations.

The approval indicated by my signature is given subject to the condition that proposed airport development requiring environmental processing, in accordance with FAA Order 5050.4A, Airport Environmental Handbook, shall not be undertaken without prior written environmental approval by the FAA.

Please attach this letter to the Airport Layout Plan and retain it in the airport files for future use under the Airport Improvement Program. We wish you great success in your plans for the development of the airport.

Sincerely,

J. Wade Bryant
Manager,
Seattle Airports District Office

cc:
Bill Brubaker, Washington State Aeronautics
Brad Weisenburger, Bucher, Willis & Ratliff

Enclosure

CITY OF RENTON, WASHINGTON

RESOLUTION NO. 3285

A RESOLUTION OF THE CITY OF RENTON, WASHINGTON, APPROVING AND ADOPTING THE RENTON MUNICIPAL AIRPORT MASTER PLAN UPDATE.

WHEREAS, the City Council of the City of Renton, Washington, previously authorized the preparation of an Airport Master Plan Update to determine the existing and future role of the airport and to provide the City with information and direction in the future planning and continued improvement of the facility; and

WHEREAS, the City Council accepted a Federal Aviation Administration planning grant to partially fund the Renton Municipal Airport Master Plan Update; and

WHEREAS, a Project Design Team consisting of City of Renton staff members was formed, and reviewed and coordinated airport improvement plans with other City of Renton projects and public policy; and

WHEREAS, a citizens Planning Advisory Committee consisting of airport users and members of the general public was formed, and reviewed and commented upon the overall plans and proposals recommended for the Airport Master Plan Update; and

WHEREAS, a public information meeting was held on July 25, 1995, during which public comment was received; and

WHEREAS, fifteen recommendations for the improvement of the Renton Municipal airport were approved by the City Council on April 28, 1997; and

RESOLUTION NO. 3285

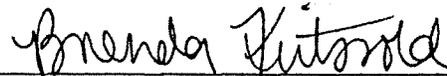
WHEREAS, the Airport Master Plan Update appears to be in the public interest;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF RENTON, WASHINGTON, DO ORDAIN AS FOLLOWS:

SECTION I. The above recitals are found to be true and correct in all respects.

SECTION II. The Renton Municipal Airport Master Plan Update dated August 1997 is approved and adopted by the Renton City Council.

PASSED BY THE CITY COUNCIL this 6th day of October, 1997.



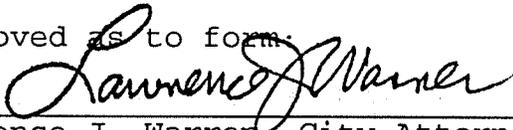
Brenda Fritsvold, Deputy City Clerk
~~Marilyn J. Petersen, City Clerk~~

APPROVED BY THE MAYOR this 6th day of October, 1997.



Jesse Tanner, Mayor

Approved as to form:



Lawrence J. Warren, City Attorney

RES.609:9/08/97:as.

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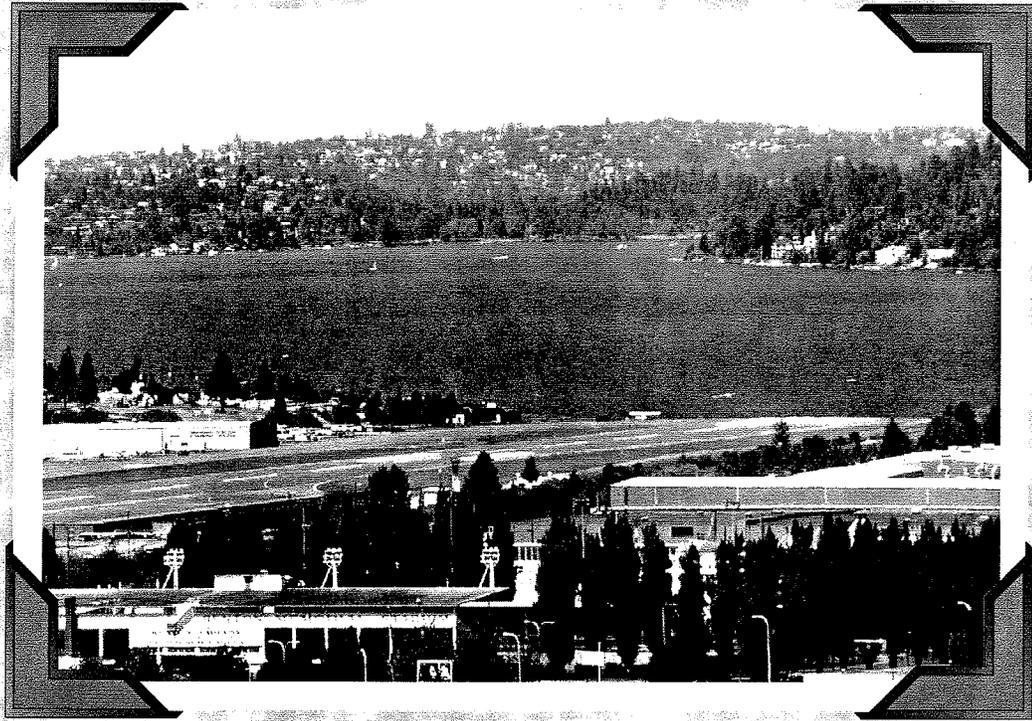
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Introduction

INTRODUCTION

This Master Plan Update for Renton Municipal Airport has been initiated by the City of Renton to determine the existing and future role of the airport and to provide the City with information and direction in the future planning and continued development of the facility.

The primary objective of the Master Plan program is to re-evaluate the recommendations in previous airport planning studies, to determine the long-range requirements for airport development, to identify and assess development alternatives, and to produce an airport development/improvement plan that will yield a safe, efficient, economical, and environmentally acceptable public facility with capacity for the future air transport needs of the City of Renton and the Puget Sound.

In the process, the airport planning study serves as a medium for assembling community opinion, spirit, and concurrence. When approved by the various local, regional, state, and federal agencies, the Airport Master Plan represents the long-term intentions of all agencies regarding the location and extent of airport improvements. This permits long-range programming and budgeting, reduces lengthy review periods for each project, and provides for orderly and timely development.

COMMUNITY GOALS AND OBJECTIVES

Airport master planning studies are vehicles established by the Federal Aviation Administration (FAA) to prepare plans for individual airports throughout the country. While the Federal Aviation Administration mandates the general approach and format, the success of such study efforts largely depends on identifying the long-term policies of the airport sponsor and developing an overall strategy that will guide the planning effort in the desired direction.

Careful understanding and interpretation of policy is essential to the success of any master plan. If a plan is responsive to the needs and desires of those for whom it is being developed, its effectiveness is greatly increased. Identifying community policy regarding the airport and air transportation is an on-going process that includes a variety of sources. Among these are City planning and policy documents, City staff, airport users, public interest groups, and individual industry and community leaders.

To assist in determining the initial focus of the Master Plan, guidance was taken from the *City of Renton Interim Land Use Element of the Comprehensive Plan*, adopted by the City of Renton June 7, 1993. This document expresses, in the form of policy statements, how the City of Renton intends to guide public and private development that could occur over the next 20 years. The policies were developed by the citizens of Renton, the Planning Commission, City Council, and City staff over a three year period.

As identified in the Land Use Element, the City's stated goal regarding the airport is to "... Create efficiently functioning air transportation facilities which are responsibly integrated with the City's transportation system and land use pattern." Specific objective and policy statements related to this goal are:

Objective A-1.0: Promote and develop local air transportation facilities in a responsible and efficient manner.

Policy A-1.1: Support the land base and seaplane base activities.

Policy A-1.2: Support increased air transportation with appropriate mitigation measures of potential adverse impacts.

Policy A-1.3: Use existing airport land primarily for direct aviation related uses.

Policy A-1.4: Develop appropriate land use plans and regulations for structures and vegetation within the airport sphere of influence.

Policy A-1.5: Minimize conflicts between development regulations and air traffic regulations.

Based upon these statements, the following Master Plan goals and objectives have been identified as being significant to the implementation of the City's policies regarding the airport.

Master Plan Goals and Objectives

The overall goal of this study is to prepare a comprehensive Master Plan Update for the Renton Municipal Airport. This plan will provide guidelines for the orderly development of airport facilities necessary to meet the community's needs through the year 2016. Preparation of the updated plan will be accomplished in a manner consistent with the City of Renton's needs and in conformance with applicable guidelines set forth by the FAA.

The objectives of the study are related to physical, social, environmental, and economic concerns of how the airport facilities should develop. The physical objectives for the Airport Master Plan Update study provide for the development of facilities and services in a manner consistent with, and complimentary to local economic and social development. The following objectives have been identified as being significant to the study.

- ◆ Provide airport facilities and services for all users in a manner that maximizes safety, efficiency, and opportunity for use.

- ◆ Consider safety as a primary factor in all decision making situations in the development of the airport.
- ◆ Develop Renton Municipal Airport in a manner that meets acceptable physical development standards promoted by federal, state, and local agencies.
- ◆ Develop a plan for the airport that maximizes the effective use of available land.
- ◆ Determine how the airport can comply with FAA design standards, given the mix of large aircraft associated with Boeing and the single and multi-engine land and float airplanes that are dominant.
- ◆ Coordinate float plane facility needs with landside and airside requirements.
- ◆ Identify improvements necessary to ensure adequate surface access both on and off the airport.
- ◆ Ensure compatibility with local land use patterns and plans.
- ◆ Develop a coordinated plan that logically locates airport facilities.
- ◆ Provide an effective graphic presentation of future development of the airport and anticipated land uses in the vicinity of the airport.
- ◆ Identify priorities for allocation of financial resources and establish a realistic schedule for the implementation of proposed development.
- ◆ Develop a public awareness of the airport planning and development process.
- ◆ Encourage and utilize comments from all sectors of the aviation community in developing an updated airport master plan that can be adopted, endorsed, and implemented.
- ◆ Ensure that the public, along with federal, state, and local officials, has an opportunity to participate in the decision making process during the development of the plan.

These objectives, in conjunction with direction from the City of Renton, will be used throughout the study to shape policy, influence technical criteria and standards, and guide day-to-day work efforts.

STUDY APPROACH

To meet the goals and objectives that have been outlined above, and satisfy current FAA requirements, a study approach comprised of five stages plus coordination and documentation activities has been developed. Each of these stages are described below.

Airport Requirements: Stage one will produce a determination of anticipated growth in aviation demand at Renton Municipal Airport, a determination of the capacity of the airport, and the identification of the short, intermediate, and long range development required to accommodate that demand. A focus at this stage is to determine how the airport can comply with FAA design standards, given the mix of large aircraft associated with Boeing and the single and multi-engine land and float airplanes that are dominant. This stage is comprised of four elements- Inventory, Forecast of Demand, Capacity Analysis, and Facility Requirements.

Analysis of Alternatives: Stage two will consist of the identification and evaluation of alternative ways to provide the facility requirements developed in stage one. This stage will culminate in the selection of a recommended development plan.

Environmental Review: Stage three will evaluate the preferred airport development program to determine any potential environmental problems.

Airport Plans: Stage four includes the preparation of planning drawings depicting existing facilities, proposed development, on-airport land use, runway protection zones, obstructions, FAR Part 77 requirements, and potential adjunct development.

Financial Plans: Stage five will include proposed development staging, cost estimates, and economic impact analysis.

PUBLIC COORDINATION

A comprehensive public participation program will be part of the planning process. The coordination program for Renton Municipal Airport is directed toward three groups of participants: those participants involved in managing and administering the study such as the City of Renton and the FAA; airport users and public interest groups; and the general public.

The public coordination program will utilize the resources of a Project Design Team (PDT), a Planning Advisory Committee (PAC), and a series of public meetings. The basic role of the Project Design Team is to review and coordinate airport development plans with other City of Renton projects and to provide input to the consultants regarding public policy; the role of the Planning Advisory Committee is to review the overall plans and proposals of the consultants, interact with them during the review, and make consensus recommendations.

During the course of the study, which will take approximately 12 months to complete, Working Papers will be prepared at the completion of major study elements. At each of these strategic decision points, these working papers will be submitted to allow the Project Design Team and the Planning Advisory Committee an opportunity to review and evaluate the work efforts, results, and conclusions of each element. This will set the stage for public informational meetings that will provide a forum for questions, recommendations, and discussion of what will be involved in the next element.

Although the Planning Advisory Committee has no binding decision-making power of its own, its input is essential to the development of plans that are both realistic and feasible in order that implementation may be accomplished through the normal regulatory process.

In addition to the Public Advisory Committee, public informational meetings will be held during the planning process. Materials will be prepared and presented concerning the study's purpose, progress, findings, and recommendations as appropriate. These public coordination meetings serve two essential purposes: 1) to obtain input necessary to further identify local concerns; and 2) to provide for discussion of problems, ways to solve those problems, and the reasons for choosing given solutions.

This on-going process of public coordination during the study will give all those concerned a voice in the proceedings, will keep everyone informed, and will reduce the possibility that unexpected or unrealistic recommendations will be delivered at the end of the study.