Master Plan

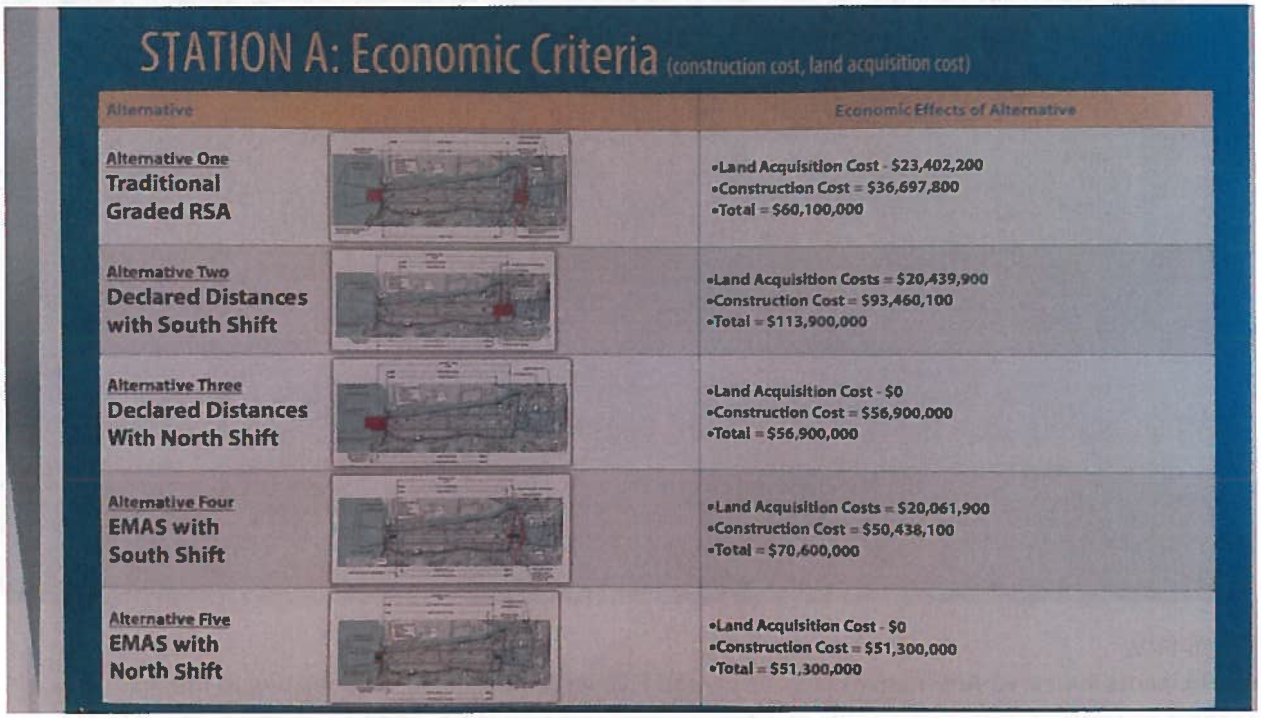
Summary of Feedback for Alternatives Analysis
August 18 RAAC Meeting
DRAFT

Exercise summary

RAAC members were asked to engage in an interactive exercise and provide individual feedback that will help the planning team refine and focus their analysis of five Runway Safety Area (RSA) alternatives. Participants considered criteria addressing project cost, airport operations, off-airport operations, social elements and natural and cultural resources at individual feedback stations. RAAC members provided comments and concerns, and provided their initial impressions on the favorability of alternatives relative to the criteria, using available information. RAAC members then discussed the range of feedback at each station as a full group, adding further comments. Complete instructions for the exercise are attached at the end of this document.

Comments received through the exercise are summarized below. The planning team will utilize this feedback and other comments as they prepare the alternatives analysis, to be presented to the RAAC at their November meeting.

Station A: Economic Criteria



STATION A: Economic Criteria (construction cost, land acquisition cost)

Alternative		Economic Effects of Alternative
Alternative One Traditional Graded RSA		•Land Acquisition Cost - $23,402,200 •Construction Cost = $36,697,800 •Total = $60,100,000
Alternative Two Declared Distances with South Shift		•Land Acquisition Costs = $20,439,900 •Construction Cost = $93,460,100 •Total = $113,900,000
Alternative Three Declared Distances With North Shift		•Land Acquisition Cost - $0 •Construction Cost = $56,900,000 •Total = $56,900,000
Alternative Four EMAS with South Shift		•Land Acquisition Costs = $20,061,900 •Construction Cost = $50,438,100 •Total = $70,600,000
Alternative Five EMAS with North Shift		•Land Acquisition Cost - $0 •Construction Cost = $51,300,000 •Total = $51,300,000

Summary

Participants were not asked to provide feedback on alternatives relative to cost. Additional comments included:

- Safety and environmental are the most important issues or drivers of cost

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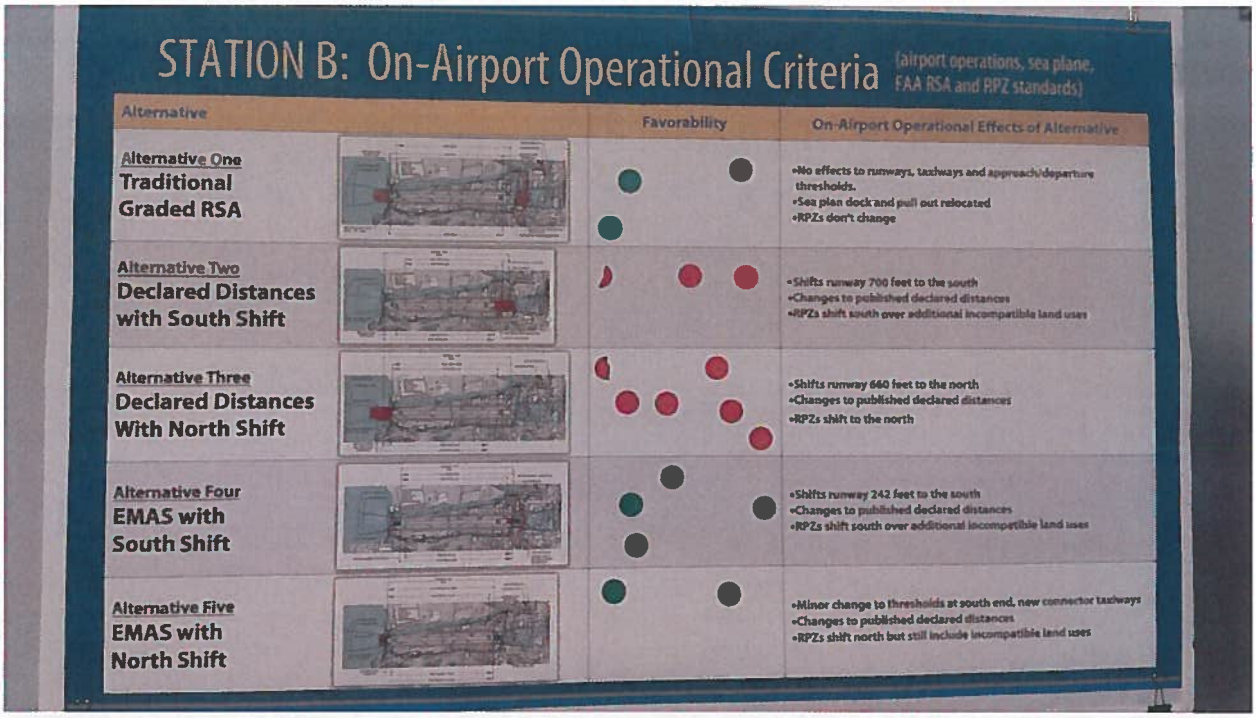
- Maintenance costs should be included in cost estimates, including the cost of EMAS maintenance
- Acquisition of Lake Washington area for alternatives requiring extension to the north will be expensive
- Effect on Boeing operations should be considered, including the timing of construction, the potential for foreign object damage and any post-construction impacts
- Alternatives requiring reconstruction of the Boeing Bridge should consider whether Boeing will be able to recoup the costs for the recently replaced bridge
- Legal costs should be factored into cost estimates
- Costs for any mitigation for lake/river impacts should be considered in cost estimates

Station B: On-Airport Operational Criteria



Summary

Participants indicated Alternatives One, Four, and Five were more favorable relative to impacts on airport operations. Alternatives Two and Three were least favorable. Additional comments included:

- The cost and time associated with increased taxiways are greater for small aircraft
- Alternatives 1 and 3 have very little impact to airport operators
- Please consider impacts on the Cedar River Boathouse
- The impacts of the declared distance alternative are scary

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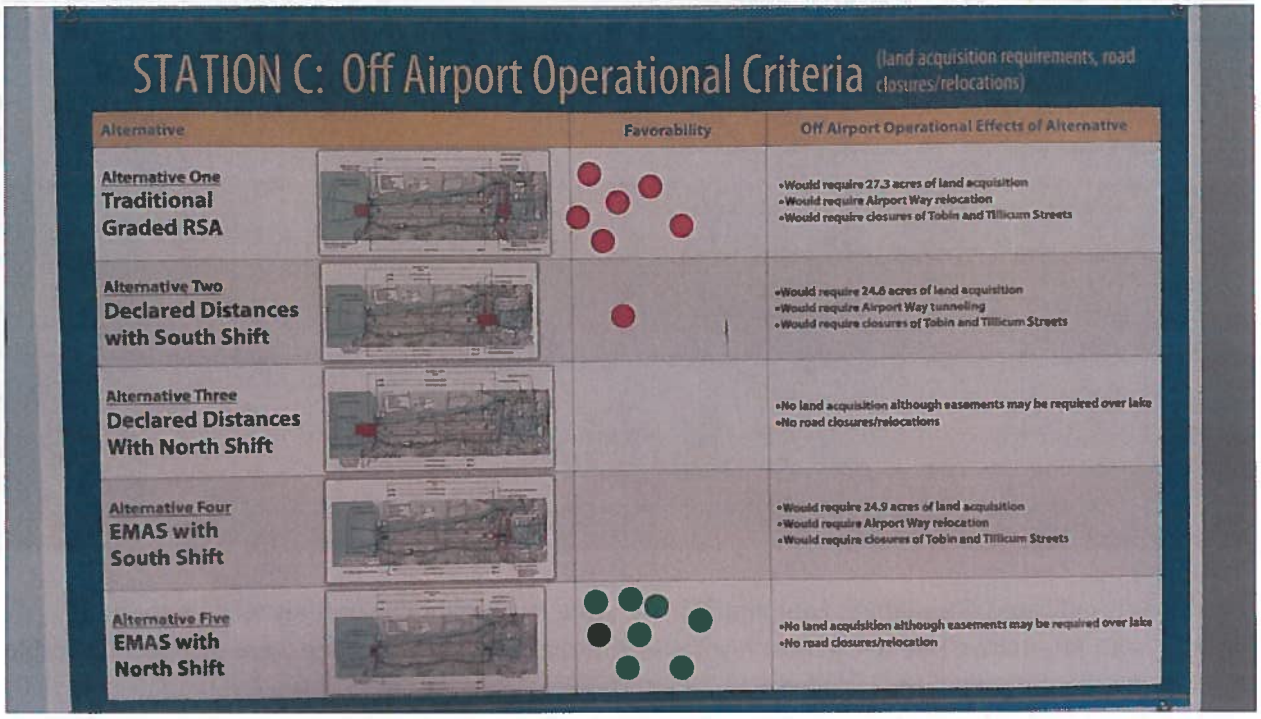
- Are any uses allowed in the Runway Protection Zone?
- Construction will impact all airport users

Station C: Off Airport Operational Criteria



Summary

Participants indicated Alternative Five was the most favorable option for off-airport operations. Alternatives One and Two were least favorable. Participants noted that there was a strong relationship between these criteria and those at Station D (social). Additional comments included:

- The airport should strive to minimize impact on areas to south
- Any impacts to the lake or effects on the river are a huge problem
- Road closure/relocation will have a big impact on Boeing employee access (during construction)
- The airport should maintain the Cedar River Boathouse and park

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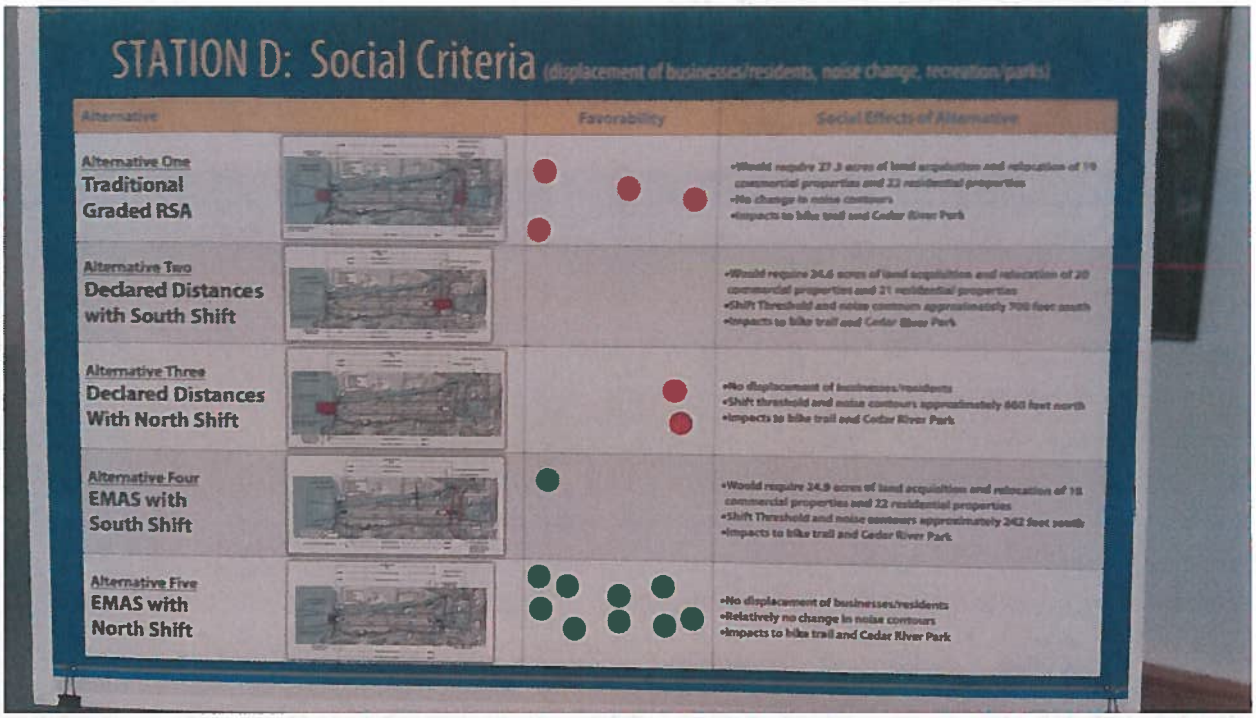
Station D: Social criteria



Summary

Participants indicated Alternatives Four and Five were the most favorable options relative to social criteria, with Alternative Five being most favorable. Alternatives One and Three were the least favorable options. Additional comments included:

- EMAS is effective for larger airplanes, but not smaller, lighter aircraft
- Will there be an increased exclusion zone affecting boaters at the north end of the runway?
- Concern about impacts to the Cedar River Boathouse, park access and parking
- Business displacements from alternatives that build to the south are unfavorable
- The analysis should consider construction impacts on businesses and traffic
- Boeing Bridge reconstruction will generate noise impacts from pile driving, as well as operational impacts at the airport (crane penetrating into airspace)
- The difference in noise between alternatives is not significant for Talbot Hill neighborhood
- The acquisition of land for roads is acceptable for something as important as an airport
- Prefer alternative 5, as it has minimum impact to the City and least amount of acquisition
- What are the impacts to Renton High School in terms of noise?
- Consider how alternatives might affect long-term school facility planning and school reconstruction; ball fields could be used as site for a new school building

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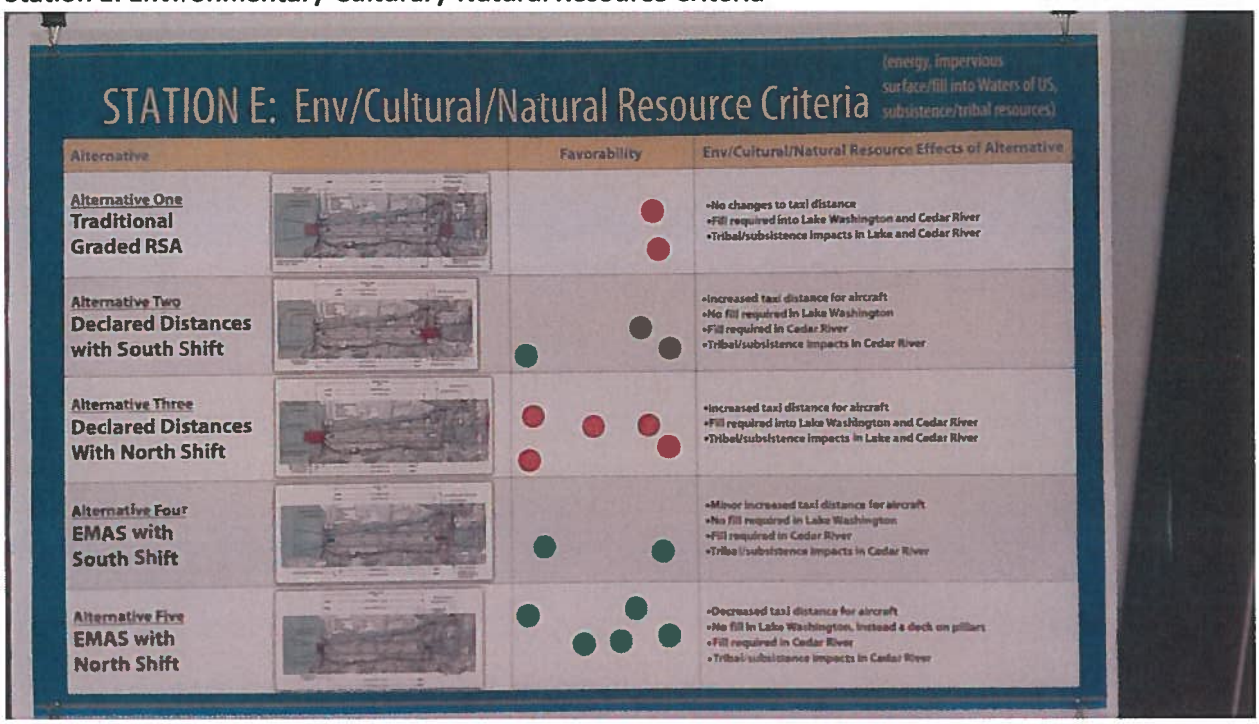
Station E: Environmental / Cultural / Natural Resource Criteria



Summary

Participants indicated Alternatives Two, Four, and Five were most favorable options relative to environmental/cultural/natural resource criteria. Alternatives One and Three were the least favorable options. Additional comments included:

- Analysis should consider tribal subsistence/impact to treaty fishing rights
- Please distinguish environmental impacts versus social impacts
- Consider effects on the Cedar River
- Identify environmental effects to the south (i.e. differentiate energy requirements)
- Consider impacts of alternatives on the flow of water at end of the dock/hydrological movement
- Include a status quo/no action alternative
- The airport should avoid fill/bridge/pile into the lake
- Reference the City Shoreline Master Plan for alternatives that affect the Cedar River and Lake Washington
- Consider the significant legal defense cost of alternatives that have environmental impacts
- Consider the environmental/biological effects of structure covering the water

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Other Comments

It was suggested that the planning team consider an alternative(s) that utilizes a combination of Declared Distances with EMAS at the north end of the runway and traditional graded RSA on the south end of the runway. This alternative is being evaluated.

Master Plan

Group Exercise Instructions: Feedback for Alternatives Analysis

1. Consider details of the five Runway Safety Area (RSA) alternatives presented at each of the feedback stations. Stations each address several criteria, tied to the Sustainability Management Plan. Sustainability goals and objectives are printed on the back of this sheet for reference.

Station A: Economic

Category	Screening Criteria	SMP Goal/Objective
Economic	Construction cost	1-b/c/d
Economic	Land acquisition cost	1-b/c/d

Station B: Airport Operations

Category	Screening Criteria	SMP Goal/Objective
Operational	Effect on Airport operations	2-a/b/c/d
Operational	Seaplane pull out/dock impacts	6-b
Operational	Safety/RSA standards	6-a
Operational	Safety/RPZ standards	6-a

Station C: Off-Airport Operations

Category	Screening Criteria	SMP Goal/Objective
Operational	Land acquisition requirements	3-a
Operational	Road closures/relocation	3-a

Station D: Social

Category	Screening Criteria	SMP Goal/Objective
Social	Displacement of businesses/residences	3
Social	Noise change	3
Social	Recreation/parks	3-a

Station E: Environmental/cultural

Category	Screening Criteria	SMP Goal/Objective
Natural resources	Energy	4-a
Natural resources	Impervious surface/Fill into Waters of US	7-a/b
Social	Subsistence resource impacts	3-a

2. At each station (what we need from you):

   a. Consider the pros and cons of each alternative relative to the screening criteria.

   b. Use a dot to indicate, relative to the criteria, which alternative performs well (green) and which alternative does not perform well (red). For example you may decide at Station C to place a red dot on Alternative 1 because it requires the most land acquisition and a green dot on Alternative 5 because it requires no land acquisition.

   c. Note your thoughts about the alternatives on the flip charts that indicate why you placed your dots where you did. Either have the person stationed at the flip chart record your comment or use a Post It Note.

3. After the exercise, come back together as a full group to discuss comments and questions.

Goals for Development

In developing the master plan assumptions, it became clear that they are study goals which connect with other goals and objectives established by the Airport. During the recently completed SMP, the Airport worked with the RAAC to establish a series of sustainability goals. Those goals connect will with the master plan study assumptions. The goals of the SMP are for the Airport to become more financially viable, operationally efficient, while conserving natural resources, and being socially responsible. Specific categories and goals outlined in the Airport's SMP include:

1- Airport Finance

a. Providing an economically stable asset that contributes to the community; and,
b. Balance expenditures with revenue to remain financially self-sufficient in the long- term.
c. Improve revenue to provide for future development opportunities.
d. Provide financial capacity that will enable the Airport to pursue sustainability initiatives in the future.

2- Airport and Local Economic Values

a. Attract airport tenants and aircraft operations that add economic value to the local economy.
b. Continuously improve as a tier one supplier for Boeing aircraft manufacturing.
c. Diversify tenants and aviation services for land and sea based operations.
d. Increase employment.

3- Community Outreach and Education

a. Continuously improve the airport's relations with the surrounding neighborhoods and with airport tenants.
b. Raise community awareness of airport services and value to regional employment.

4- Energy Consumption /Greenhouse Gases

a. Reduce energy consumption without adversely affecting the Airport or its tenants.
b. Reduce Airport owned greenhouse gas emissions.

5- Noise from Aircraft Operations

a. Maintain 65 DNL noise contour on airport property.
b. Minimize aircraft noise over neighborhoods.

6- Operations, Maintenance, Capital Improvements of Airport Facilities

a. Maintain a safe airport on a daily basis.
b. Maintain airport and seaplane infrastructure in good condition.

7- Water Quality

a. Reduce stormwater runoff quantity.
b. Improve stormwater quality.