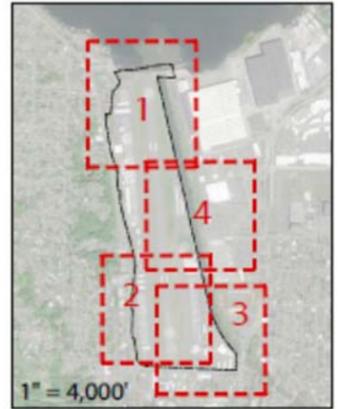


### Summary of landside RAAC and community comments

The following table summarizes proposed landside alternative features and stakeholder comments. Bullets denote alternative proposal features that relate most directly to areas of benefit/impact to General Aviation, Aviation Industrial, Seaplane, and Community/environment topics; additional aspects of alternatives may be referenced in the Landside Alternatives Analysis chapter.

A summary of comments included in italics in each of the relevant topic areas; detailed stakeholder comments are provided in the attachment.

Thumbnail reference map of Alternative Areas --->



	General Aviation	Aviation Industrial	Seaplane	Community/environment
Area 1- Existing/Minimal	<ul style="list-style-type: none"> <li>Non-standard conditions (ROFA)/apron service road MOD*</li> <li>Partial T-hangar demolition and MOD (postponed until future redevelopment)</li> </ul> <p><i>Comments: Concern about reduction in overall GA space, including tie-downs; call for MOD for hangars; no place for engine runups</i></p>	<ul style="list-style-type: none"> <li>Non-standard conditions (ROFA)/apron service road MOD</li> <li>Areas 7 and 10 may be reserved for GA use</li> </ul> <p><i>Comments: ROFA move decreases depth of five stalls, impacts MAX production; cost of relocation of North Bridge and conflict with 4-41 paint building</i></p>	<ul style="list-style-type: none"> <li>Seaplane access remains, may require MOD.</li> </ul> <p><i>Comments: setback impacts to seaplane dock and ramp; seaplane base too small as-is</i></p>	<ul style="list-style-type: none"> <li>Retains viewing area</li> </ul> <p><i>Comments: viewing area impact; Cedar river relocation and seaplane environmental approval/cost challenges</i></p>
Area 1- Alternative 1	<ul style="list-style-type: none"> <li>Non-standard conditions (ROFA)/apron service road MOD</li> <li>Adds GA aircraft parking/development</li> <li>Partial demolition of T-hangars in ROFA</li> </ul> <p><i>Comments: Support for addition of GA space, but remaining concern about eventual hangar demo; call for MOD for hangars; no place for engine runups</i></p>	<ul style="list-style-type: none"> <li>Non-standard conditions (ROFA)/apron service road MOD</li> <li>Displaces five Boeing parking stalls</li> </ul> <p><i>Comments: Concern about space for current and future industrial use; elimination of stalls on Apron C affects current Boeing production rate capability; cost of relocation of North Bridge and conflict with 4-41 paint building</i></p>	<ul style="list-style-type: none"> <li>Relocation of seaplane base and new seaplane ramp.</li> </ul> <p><i>Comments: dock orientation to wind affects operations and access, would need to be reconfigured; support expansion; dock area reduced</i></p>	<ul style="list-style-type: none"> <li>Removes viewing area</li> </ul> <p><i>Comments: viewing area impact; Cedar river relocation environmental approval/cost challenges</i></p>
Area 2- Existing/Minimal	<ul style="list-style-type: none"> <li>Non-standard conditions (ROFA)/apron service road MOD</li> <li>Restricted aircraft parking in ROFA</li> <li>Partial hangar demolition (postponed until future redevelopment)</li> </ul> <p><i>Comments: Concern about hangar demo; call for MOD for hangars; request for more transient parking; no place for engine runups</i></p>	<ul style="list-style-type: none"> <li>Non-standard conditions (ROFA)/apron service road MOD</li> </ul> <p><i>Comments: Concern about current and future industrial use; ROFA move decreases depth of stalls on Apron B, impacts MAX production</i></p>		
Area 2- Alternative 1	<ul style="list-style-type: none"> <li>Demolishes Levan hangar for industrial use</li> <li>Adds up to two hangars in new development</li> <li>Hangar demolition avoided with MOD (until future redevelopment)</li> </ul> <p><i>Comments: Concern about lack of hangar supply and displacement; hangar development reserved, but not guaranteed; Levan hangars should remain; reduces overall area for GA; request for more transient parking; no place for engine runups</i></p>	<ul style="list-style-type: none"> <li>Non-standard conditions (ROFA)/apron service road MOD</li> <li>Shifts two Boeing stalls south</li> </ul> <p><i>Comments: Concern about space for current and future industrial use; ROFA move decreases depth of five stalls, impacts MAX production; demolishes new crew shelter, stall B-1; question ability of SW corner to replace lost stalls</i></p>		
Area 3- Existing/Minimal	<ul style="list-style-type: none"> <li>Realignment of the perimeter road outside of the ROFA</li> <li>Facilities reconstructed in place as they reach end of useful life</li> </ul> <p><i>Comments: Some support for maintaining existing structures; concern about lack of hangar supply and displacement; concern about cost of property acquisition</i></p>	<p><i>Comments: Slated for GA use, interest in expanded industrial operations</i></p>		
Area 3- Alternative 1	<ul style="list-style-type: none"> <li>Realignment of the perimeter road outside of the ROFA</li> <li>Restricted aircraft parking in ROFA</li> <li>Several box hangars and all T-hangars replaced with clearspan hangars</li> <li>Property acquired for future vehicle parking</li> </ul> <p><i>Comments: Split preferences for clearspan vs. T-hangars; split support for greater hangar space; concern about displacement of larger aircraft; support for more vehicle parking; retains support services; concern about cost of property acquisition; no place for runups</i></p>	<p><i>Comments: Slated for GA use, interest in expanded industrial operations</i></p>	<p><i>Comments: difficult to service seaplanes from this end of airport</i></p>	<p><i>Comment: relocation of statue not clear; preferences for removal of statue</i></p>

\*MOD= Modification to Standards; ROFA= Runway Object Free Area

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	General Aviation	Aviation Industrial	Seaplane	Community/environment
Area 3- Alternative 2	<ul style="list-style-type: none"> <li>Hangars north of taxilane replaced with GA parking</li> <li>Kanyan hangar replaced with larger hangar</li> <li>T-hangars rebuilt</li> <li>Taxilane improvements</li> <li>Realignment of the perimeter road outside of the ROFA</li> <li>Restricted aircraft parking in ROFA</li> <li>Property acquired for future vehicle parking</li> </ul> <p><u>Comments:</u> Support for rebuilding T-hangars; split support for more outside parking; concern about displacement of larger aircraft; concern about displacement of GA support services</p>	<ul style="list-style-type: none"> <li>Area north of GA parking reserved for industrial uses</li> </ul> <p><u>Comments:</u> Area primarily slated for GA use, interest in expanded industrial operations</p>		
Area 4- Existing/Minimal	<ul style="list-style-type: none"> <li>Row of Cedar River Hangar within ROFA demolished</li> </ul> <p><u>Comments:</u> Concern about removal of hangar building and tiedowns; displacement of tenants; loss of revenue; reduction of capacity/meeting demand for hangars at airport and in the region; safety concern does not justify removal, MOD should be requested; loss of recent investments in taxiways and hangars</p>	<ul style="list-style-type: none"> <li>Compass rose apron relocated outside of the ROFA</li> </ul> <p><u>Comments:</u> Concern about space for current and future industrial use; Compass Rose relocation could eliminate one of Boeing's two deicing stalls, needs replacement/cost issue</p>		<u>Comment:</u> Compass Rose Shoreline District encroachment
Area 4- Alternative 1	<ul style="list-style-type: none"> <li>Row of Cedar River Hangar within ROFA demolished</li> <li>New T-hangars constructed outside ROFA</li> <li>Expanded GA apron (0.8 acres)</li> <li>New taxiways from Apron A</li> </ul> <p><u>Comments:</u> Concern about removal of hangar building and tiedowns; displacement of tenants; loss of revenue; support for replacing hangars, but remaining concern about number of hangars replaced and future cost; concern about configuration of new hangars; safety concern does not justify removal, MOD should be requested; loss of recent investments in taxiways and hangars</p>	<ul style="list-style-type: none"> <li>Compass rose apron relocated outside of the ROFA</li> </ul> <p><u>Comments:</u> Concern about space for current and future industrial use; Compass Rose relocation could eliminate one of Boeing's two deicing stalls, needs replacement/cost issue</p>		<u>Comment:</u> Compass Rose Shoreline District encroachment
Area 4- Alternative 2	<ul style="list-style-type: none"> <li>All Cedar River Hangar within ROFA demolished</li> <li>GA uses eliminated</li> </ul> <p><u>Comments:</u> Concern about removal of hangar building; displacement of tenants; loss of revenue; reduction of capacity/meeting demand for hangars at the airport and in the region; safety concern does not justify removal, MOD should be requested; loss of recent investments in taxiways and hangars</p>	<ul style="list-style-type: none"> <li>Industrial expansion (2.9 acres)</li> <li>Additional apron pavement</li> <li>Widen taxiway B</li> <li>Compass rose apron relocated outside of the ROFA</li> </ul> <p><u>Comments:</u> Concern about space for current and future industrial use; Compass Rose relocation could eliminate one of Boeing's two deicing stalls, needs replacement/cost issue</p>		<u>Comments:</u> Compass Rose Shoreline District encroachment; concern about accommodation of business jets, noise impacts
Seaplane Area- Alternative 1			<ul style="list-style-type: none"> <li>Relocates the perimeter fence on the west side to expand the parking area</li> <li>Relocation of the existing seaplane ramp and dock outside of the ROFA</li> <li>Adds seaplane parking</li> </ul> <p><u>Comments:</u> Concern about reduction of dock space; configuration problematic due to wind orientation and affects operations; taxiway widths necessary for various wingspans</p>	<ul style="list-style-type: none"> <li>Removes viewing area</li> </ul>
Seaplane Area- Alternative 2	<ul style="list-style-type: none"> <li>Adds GA parking</li> </ul> <p><u>Comments:</u> Support for added GA area</p>		<ul style="list-style-type: none"> <li>Two reconfigured seaplane docks and ramps west of the existing dock and ramp.</li> <li>Acquisition of Bryn Mawr Beach Mobile Court and Lake Washington Beach Mobile Park parcels (5.72 acres) for 29 additional seaplanes</li> </ul> <p><u>Comments:</u> General support for increased storage space; concern about reduction of dock space; configuration problematic due to wind orientation and affects operations; taxiway widths for various wingspans; concern about feasibility and cost of property acquisition</p>	<ul style="list-style-type: none"> <li>Removes viewing area</li> <li>Displaces low-income housing</li> </ul> <p><u>Comments:</u> Concern about mobile homes</p>

## Renton Airport Master Plan- Landside Alternative Analysis, RAAC and community comments (June 21, 2019)

### Detailed landside comments

The following includes detailed comments submitted through an online survey distributed June 14, and otherwise received by the airport. Comments are grouped into general topic areas and may be minimally edited for grammar and brevity. In addition to comments specific to alternative area, more general comments about the alternatives are included at the end of the document.

#### ***Landside Area 1 – Minimal Changes***

##### General aviation

- Least disruption to operations if MODs can be obtained. Only concern is reduction of tie-downs for general aviation use. Already limited.
- This option is sub-optimal given that it will result in a total reduction in the space available for general aviation activities.
- I like this alternative better than LSA 1-1. Less demolition with a MOD, and keeps the green space.
- Deficient because it leaves no place for engine runups prior to takeoff.
- What is the net change in hanger space and tie downs available for light aircraft?

##### Aviation industrial

- It is not appropriate to change areas 7 and 10 away from industrial use. Maximizing flexibility for industrial use is important, considering regional, national, and global impact, for both current and future Renton Airport industrial space allocations
- The 150 foot westerly move of the Runway Object Free Area (ROFA) Line would decrease the depth of [five] stalls [on Parcels 660 and 770] and eliminate Boeing's ability to park the larger MAX airplanes in these stalls. As Boeing increases its production rates of these larger MAX airplanes (and as the larger MAX's represent an increasingly large percentage of the combined output of the Renton Factory Site), the impacts of the reduced stall depths would increase.
- Concern with the proposed re-routing of the Cedar River, and the associated relocation of the North Bridge. Boeing spent millions of dollars to re-construct this bridge which was just completed in 2017, and there were significant environmental hurdles that had to be overcome to obtain approval to construct.
- If the bridge were to be relocated as proposed, Boeing's 4-41 Building (a paint booth) would likely block access to the bridge from the east side. The elimination of the 4-41 building in order to provide bridge access would remove a vital paint booth function from the Factory site; and, given the on-site space constraints the Company is experiencing, there are no clear alternative locations where a replacement paint booth could be constructed.

##### Seaplane

- While the Seaplane access area will remain in this option, this requires a MOD which may or may not be granted.
- The landside impact will be very negative due to the setback. The seaplane base will be virtually unusable. Land acquisition off airport to the west would be required to offset the setback but would not improve the usable area needed for dock and ramp space.
- The Seaplane base is too small as it is. It needs to remain the same if possible. The changes that are acceptable would be to use the existing park at the end and all ramp space.

## Renton Airport Master Plan- Landside Alternative Analysis, RAAC and community comments (June 21, 2019)

### Community/environment

- Environmental regulations continue to become more stringent, so Boeing is concerned that such a relocation would not be possible or would be prohibitively expensive. Furthermore, Boeing would expect the Airport to pay all costs if a new bridge were to be constructed.

### Other

- Generally looks like a least expensive alternative and acceptable.

### Alternative suggestions

- Changing Hangar ingress/egress might be a better alternative and apply for the MOD
- Connect the bike path from Coulon Park and the Cedar River Bike Path to viewing area at the northwest end of Perimeter Rd.
- The airport needs to move south not north. The public Environmental survey will not allow lake or river destruction, mark my word.

## ***Landside Area 1 – Alternative 1***

### General aviation

- I like the additional space reserved for GA
- Deficient because it leaves no place for engine runups prior to takeoff
- Provides GA with access and viewing for the public
- There is no mitigation for the partial hangar demolition evident in this plan.
- Seems to be a sorely needed boon to support GA
- Assuming the Seaplane base, my #1 priority, is actually able to be moved, I like the park providing additional GA use
- This plan has no place for GA
- What is the net change in hanger space and tie downs available for light aircraft?

### Aviation Industrial

- It is not appropriate to change areas 7 and 10 away from industrial use. Maximizing flexibility for industrial use is important, considering regional, national, and global impact, for both current and future Renton Airport industrial space allocations
- The May 14 Conceptual Development Plan would eliminate 5 airplane parking stalls (Parcels 760, 770) in favor of general aviation uses. Note that Boeing does not use these stalls merely for airplane parking, as a lot of final production work is also performed on the airplanes in these stalls. The loss of these stalls would therefore reduce Boeing's production rate capability at its Renton facility.
- The 150 foot westerly move of the Runway Object Free Area (ROFA) Line would decrease the depth of [five] stalls [on Parcels 660 and 770] and eliminate Boeing's ability to park the larger MAX airplanes in these stalls. As Boeing increases its production rates of these larger MAX airplanes (and as the larger MAX's represent an increasingly large percentage of the combined output of the Renton Factory Site), the impacts of the reduced stall depths would increase.
- Concern with the proposed re-routing of the Cedar River, and the associated relocation of the North Bridge. Boeing spent millions of dollars to re-construct this bridge which was just completed in 2017, and there were significant environmental hurdles that had to be overcome to obtain approval to construct.
- If the bridge were to be relocated as proposed, Boeing's 4-41 Building (a paint booth) would likely block access to the bridge from the east side. The elimination of the 4-41 building in order to provide bridge access would remove a vital paint booth function from the Factory site; and,

## Renton Airport Master Plan- Landside Alternative Analysis, RAAC and community comments (June 21, 2019)

given the on-site space constraints the Company is experiencing, there are no clear alternative locations where a replacement paint booth could be constructed.

### Seaplane

- Support relocating the seaplane the seaplane dock however, the seaplane facilities cannot be reduced. The seaplane dock and facilities need to be expanded
- I am in favor of moving the seaplane dock as long as it comes with seaplane base expansion
- Reduces the amount of dock space available for seaplane access.
- The seaplane base will not be usable for any more than one aircraft under the current depiction which we strongly oppose.
- This alternative uses the park for Sea Plane expansion. If the need is really there, then we should use the space for progress.
- The Seaplane base is too small as it is. Making it larger is my choice. The airport needs to move south not north allowing the maximum growth of the seaplane base.
- Improved Seaplane facilities are a positive.

### Community/environment

- Destroys the viewing area at the northwest corner.
- Environmental regulations continue to become more stringent, so Boeing is concerned that such a relocation would not be possible or would be prohibitively expensive. Furthermore, Boeing would expect the Airport to pay all costs if a new bridge were to be constructed.

### Other

- Least impact to airport and local area.
- Minimum changes are preferred.

### Alternative suggestions

- Connect the bike path from Coulon Park and the Cedar River Bike Path to viewing area at the northwest end of Perimeter Rd.

## ***Landside Area 2 – Minimal Changes***

### General aviation

- Primary concern is the elimination of T-Hangar space in an already sparse public availability
- A mod to standards for a road but demolition of needed hangar space?? Why not a mod to standard for much needed and costly hangars?
- This should be the preferred alternative as it maintains areas for GA.
- The way it is it needs to move south to give room for transient parking.
- Deficient because it leaves no place for engine runups prior to takeoff.
- Negative - doesn't do anything to help GA
- Would destroy GA in Renton
- What is the net change in hanger space and tie downs available for light aircraft?

### Aviation Industrial

- It is appropriate to maximize space for present and future industrial use. Maximizing flexibility for industrial use is important, considering regional, national, and global impact, for any current and future Renton Airport ramp space allocations.
- The planned move of the Runway Object Free Area (ROFA) line will impact any stalls on Apron B and eliminate Boeing's ability to park the larger Max airplanes in these stalls. The extent to which the depth of these stalls could be affected by moving the ROFA Line, the May 14 Conceptual Development Plan could result in a permanent loss of one or potentially both stalls. The planned changes to Apron B in the May 14 Conceptual Development Plan therefore would

## Renton Airport Master Plan- Landside Alternative Analysis, RAAC and community comments (June 21, 2019)

not provide any additional capacity at Apron B for increases in production rates, could reduce the existing capacity, and may even eliminate Boeing's ability to use that apron entirely.

### Other

- Generally looks like a least expensive alternative and acceptable.
- Least impact to airport and local area.
- Minimum changes preferred.

### Alternative suggestions

- Once decision is made for old Chamber building, provision for access from Perimeter Road. Install sidewalk along length on E side of road?

## ***Landside Area 2 – Alternative 1***

### General aviation

- Considering the number of displaced GA aircraft at this time and the high demand, it seems we are doing a great disservice by developing current parking into industrial use. Area 2 being a prime example. Tear down existing hangars currently occupied and creating even more crisis? The area set aside for future hangar development will do no good for those currently in need and the others that will be wrongly displaced.
- This seems to support industrial use more than GA and actually removed GA hangar space which is already in short supply
- This is not ideal since it reduces the total footprint available to general aviation.
- Restore areas currently used by Boeing for GA. Get Boeing moved over to east side and GA on west side
- I like the possibility that new hangars could be developed.
- Deficient because it leaves no place for engine runups prior to takeoff.
- The existing hangars should continue to serve GA and there seems to be enough area for further GA development in the "Levan" area.
- The term "Hangar Development" does NOT guarantee that Hangars will ever rebuilt
- This proposal does a disservice to the general and business aviation partners on the airport. There are very few hangars for business aircraft on Renton field. Removing the Levan hangars is a great loss to the field.
- This adds GA hanger space which with the proposed changes to Landside Area 4 would be a good solution to help add and preserve hangar space for GA
- There is no clear identification if the new hangars can accommodate all the aircraft of the hangars that are slated for demolition in this area.
- Best of the Landside Area 2 options as it adds two GA hangars. Unfortunately the alternative says nothing more about actually building those hangars, just "reserving space", or whether they would be city-owned or privately-owned.
- Still appears to reduce space available to general aviation.
- Taking the Levin area would further destroy the little general aviation and eliminate small business associated with general aviation.
- Need to review square footage details and possible loss of General Aviation space, but could be a good alternative.
- What is the net change in hanger space and tie downs available for light aircraft?

### Aviation Industrial

- The extra space for Boeing 737s is the factor for my selection.

## Renton Airport Master Plan- Landside Alternative Analysis, RAAC and community comments (June 21, 2019)

- It is appropriate to maximize space for present and future industrial use. Maximizing flexibility for industrial use is important, considering regional, national, and global impact, for any current and future Renton Airport ramp space allocations.
- Demolishes the brand new crew shelter for Stall B-1
- Planning for industrial space expansion to accommodate Boeing MAX production beyond 52 or 57 per month may be misguided.
- The May 14 Conceptual Development Plan would move the two existing northerly stalls to the SW corner of the Airport, again in favor of general aviation uses. In planning ahead for future production rate increases, Boeing has already been evaluating the Lease Parcel on the SW corner of the Airport, and is not convinced that two airplane stalls would fit on this parcel. The ability of the SW corner to replace the two northerly Apron B stalls proposed to be removed is therefore in question. In addition, the planned move of the Runway Object Free Area (ROFA) line will impact any stalls on Apron B and eliminate Boeing's ability to park the larger Max airplanes in these stalls. With the loss of two stalls in the existing location, and the potential that only one stall could fit on the SW corner parcel, on top of the extent to which the depth of these stalls could be affected by moving the ROFA Line, the May 14 Conceptual Development Plan could result in a permanent loss of one or potentially both stalls. The planned changes to Apron B in the May 14 CDP therefore would not provide any additional capacity at Apron B for increases in production rates, could reduce the existing capacity, and may even eliminate Boeing's ability to use that apron entirely.

### Other

- Favor the minimal action as depicted on D11

### Alternative suggestions

- Once decision is made for old Chamber building, provision for access from Perimeter Road. Install sidewalk along length on E side of road?
- There seems to be enough area for further GA development in the "Levan" area.

## ***Landside Area 3- Existing/Minimal Improvements***

### General aviation

- The return on investment is the lowest on this plan since you have now lost hangar revenue and have displaced Hangar tenants.
- Appears that industrial aviation is pushing out General aviation
- Minimal impact and this keeps hangars for smaller GA aircraft which is good.
- This is not ideal, it reduces the space available for general aviation.
- Concerned about facilities which would "reach the end of their lease" and be torn down and reconstructed in place. How will the displaced tenants be accommodated during that process?
- Generally looks like a least expensive alternative and acceptable.
- Appears to maintain the maximum number of hangers.
- Taxi way widths may be below the FAA desires but are certainly adequate for light aircraft operations
- Negative on GA

### Aviation Industrial

- It is appropriate to maximize space for present and future industrial use. Maximizing flexibility for industrial use is important, considering regional, national, and global impact, for any current and future Renton Airport ramp space allocations.
- Concern that the May 14 Conceptual Development Plan would not allow for Boeing expansion into the SE corner of the airport. CDP should provide an opportunity for Boeing to expand its

## Renton Airport Master Plan- Landside Alternative Analysis, RAAC and community comments (June 21, 2019)

operations into this area, especially given that this area is one of only a couple areas that could potentially support additional operations by The Boeing Company. However, instead of being classified as mixed use, this area appears to be slated for general aviation purposes.

- Want to know what areas of the Airport will be available for potential future use for Boeing operations. It appears that the CDP will reduce the space available for Boeing's use and does not provide any space for expanding Boeing's operations at the Airport.

### Other

- Strongly prefer this over either of the 2 alternatives.
- Generally looks like a least expensive alternative and acceptable.

### Alternative suggestions

- It works the way it is. The existing structures are sound, in need of rebuilding and modifying to bring them up to code. This can be done with private funds that can beat bids made by the consulting agents. Anchorage has a good model for existing aircraft and ground vehicle separation systems that are 100% effective.
- Need to provide for secure car parking in this area for hangar owners and customers.
- Taxiway should be 70 feet throughout.

## ***Landside Area 3- Alternative 1***

### General aviation

- Very expensive property acquisition with no likely money from city.
- I like the idea of more hangars, but prefer T hangars over clear span.
- New hangars and parking appear highly beneficial. Both are deficient because they leave no place for engine runups prior to takeoff.
- Economically, it is hard to service commercial seaplanes from this end of the airport due to the long distance positioning / de-positioning relative the seaplane ramp.
- Clearspan hangars would be a great additional offering. Overall this alternative looks good so long as the total hangar space, clearspan and enclosed, is more than currently exists.
- Not clear why Clearspan hangars vs. normal T-hangars would be built here as Clearspan hangars generally are not providing the level of weather protection and aircraft security of a T-Hangar
- Replacing the T-hangars with corporate hangars will not help the existing huge backlog of pilots trying to find a hangar in the Puget Sound area.
- Dislike ClearSpan hangars - prefer T-hangars.
- Proposed hangar development depiction does not maximize the space.
- This proposal does not look good for General Aviation as it results in a net loss of the 40 foot T-type hangars. Need to look at square footage and ability to maneuver aircraft around the proposed Aircraft Parking proposed areas. Demolition of the Aerodyne hangar would result in a significant loss to the airport due to the size of aircraft that the current hangar accommodates. Currently several aircraft are located there that would not be accommodated, thus a net loss of hangar space to the airport. Is this really necessary?
- Alternative 1 & 2 both have the potential to support more light aircraft while not significantly reducing support services for general aviation.
- Helps solve a vehicle parking problem and better supports GA Aircraft parking
- Don't word replacement it should be an additional Hangar space.
- Maintenance of GA hangars is a plus
- it's OK - and continues a reasonable GA footprint
- More aircraft parking restrictions.

## Renton Airport Master Plan- Landside Alternative Analysis, RAAC and community comments (June 21, 2019)

- This seems to be something that has been lobbied to build hangers for another existing business displacing another.
- What is the net change in hanger space and tie downs available for light aircraft?

### Aviation Industrial

- It is appropriate to maximize space for present and future industrial use. Maximizing flexibility for industrial use is important, considering regional, national, and global impact, for any current and future Renton Airport ramp space allocations.
- Concern that the May 14 Conceptual Development Plan would not allow for Boeing expansion into the SE corner of the airport. CDP should provide an opportunity for Boeing to expand its operations into this area, especially given that this area is one of only a couple areas that could potentially support additional operations by The Boeing Company. However, instead of being classified as mixed use, this area appears to be slated for general aviation purposes.
- Want to know what areas of the Airport will be available for potential future use for Boeing operations. It appears that the CDP will reduce the space available for Boeing's use and does not provide any space for expanding Boeing's operations at the Airport.

### Community/environment

- I prefer LSA 3 for this area because of the removal of the statue.

### Alternative suggestions

- This seems to be something that has been lobbied to build hangers for another existing business displacing another. Possible solution but again use Anchorage as a good model for existing aircraft and ground vehicle separation systems that are 100% effective.
- Significant loss of hangar parking. With cedar river hangars being reduced as well, perhaps simple covered tiedowns like Auburn would be a good compromise to accommodate as many planes as possible?

## ***Landside Area 3- Alternative 2***

### General aviation

- Alternative 1 & 2 both have the potential to support more light aircraft while not significantly reducing support services for general aviation.
- Rebuilds the T Hangars that were closed down.
- I see no benefit in demolishing the Aerodyne hanger and because you are beating a dead horse with the old hangars along perimeter road. It looks as though they may have been substantially vacated already.
- Hard to tell if this will add more GA hangar space than alternative 2. I'm in favor of whichever is more favorable to GA aircraft storage.
- I think this may be a better solution but must weight the cost/benefit of closed hangars vs open.
- Not sure which alternatives maximize Hangar space for GA. seems like hangar row in the SE corner where the Hangar door opening faces to the east would have to have very short wing span.
- There does not seem to be any logical reason to demolish the Aero-Dyne hangar and replace it with outside parking. Hangars are needed, not tie downs.
- Boeing seems to take over the existing Landing Gear Works. Where does Landing Gear works go? The city needs to help this company as it provides a valuable growing asset to the community. The building and the old tower are a landmark of the way it was in 1945.
- Removing the Landing Gearworks part of the property would be a significant loss to General Aviation.
- I object to this and favor the minimal action as depicted on D13

## Renton Airport Master Plan- Landside Alternative Analysis, RAAC and community comments (June 21, 2019)

- Maintaining T hangars and GA space is a plus
- This is preferred over Alternative 1 in my mind as it preserves T-hangar space which I consider a prime consideration
- Hangars demolished and replaced with outdoor aircraft parking. In our climate that is a kiss of death for more complex airplanes and owners who perform their maintenance.
- Again this seems to be something that has been lobbied to build hangers for another existing business displacing another.
- Why should Aerodyne Hanger be demolished?
- What is the net change in hanger space and tie downs available for light aircraft?

### Aviation Industrial

- It is appropriate to maximize space for present and future industrial use. Maximizing flexibility for industrial use is important, considering regional, national, and global impact, for any current and future Renton Airport ramp space allocations.
- Concern that the May 14 Conceptual Development Plan would not allow for Boeing expansion into the SE corner of the airport. CDP should provide an opportunity for Boeing to expand its operations into this area, especially given that this area is one of only a couple areas that could potentially support additional operations by The Boeing Company. However, instead of being classified as mixed use, this area appears to be slated for general aviation purposes.
- Want to know what areas of the Airport will be available for potential future use for Boeing operations. It appears that the CDP will reduce the space available for Boeing's use and does not provide any space for expanding Boeing's operations at the Airport.

### Community/environment

- I prefer LSA 3 for this area because of the removal of the statue.

### Alternative suggestions

- Additional secure vehicle parking may be necessary. Can some additional secure car parking be allocated in the proposed Approach Protection Area (i.e. Purple)

## ***Landside Area 4 – Existing/Minimal Improvements***

### General aviation

- River Hangars house 29 tenants. This facility satisfies an important need, and provides significant income to the City of Renton. There have been no airport safety issues relative to this hangar complex since it was built in 1975. Additionally, the Airport has made significant investment in recent years to upgrade the facility. Every effort must be made to preserve this very important GA facility, which has met FAA safety standards for decades.
- Large sums were spent to rebuild taxiway B in 2013 (new pavement, drainage, lighting), and hangar facility upgrades have been completed (new roof, paint, lighting, fireproofing). Money totally wasted if facility demolished.
- Since 2005, a huge investment has been made in taxiway B rebuild, and hangar improvements (new roof, fireproofing, painting, new lighting. This is a very sturdy concrete structure! Total waste of money to destroy it.
- Hangars being unnecessarily jeopardized by a major increase in the FAA ROCA dimension (what has changed operationally? Boeing still only launches 1-2 plane s a day, a very minor portion of RNT operations).
- The city took over their ownership FOR FREE from our group of owners when land leases were not renewed. Rents immediately jumped by 400% and have risen sharply higher since, with no improvements except to lighting and sheetrocking of hangar walls. What have these higher rents gained for the tenants?? Nothing, it would seem.

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- I'm extremely frustrated that "minimal" changes include demolishing 2/3 of the T-hangar space at the Cedar River area with no plan for replacement or expansion.
- Concern is reduction in number of hangars and tie downs. These would need to be replaced in other parts of the airfield. The row of hangars destined for removal do encroach on the taxiway.
- This is a major displacement of many hangar tenants without any source of replacement hangar capacity. This is driving GA away not to the airport
- Demolition of the Cedar River Hangars with NO replacement is absolutely asinine. Why this is even an option totally escapes any logic. With such a shortage of hangars available, why would you displace so many aircraft?
- Aviation industry (Boeing) is fine but the CRH hangars where I base and have been for over 30 years are decimated, with no affordable replacements likely. Who dreams up this stuff as an equitable plan for general aviation?
- This large reduction in quality hanger space would not be in the best interest of the flying community.
- Too much loss of GA T-hangar and parking space, especially city T-hangars
- When you lose Hangars you are losing revenue
- Problem is demolition of T hangars
- A huge loss of General Aviation parking with this proposal.
- What is the net change in hanger space and tie downs available for light aircraft? This large reduction in quality hanger space would not be in the best interest of the flying community.

### Aviation Industrial

- It is appropriate to maximize space for present and future industrial use. Maximizing flexibility for industrial use is important, considering regional, national, and global impact, for any current and future Renton Airport ramp space allocations.
- The proposal to move the Compass Rose could eliminate one of Boeing's two deicing stalls at the Renton Airport. This functionality would need to be replaced elsewhere. Boeing also notes that the conversion of this area into two de-icing stalls in recent years was done at a multimillion dollar cost to The Boeing Company.
- Furthermore, given that the Compass Rose currently encroaches approximately 100 feet into the Cedar River's Shoreline District, it is questionable whether any further encroachment would be approved that would allow the Compass Rose to be moved to the east, outside of the new expanded ROFA.

### Alternative suggestions

- Apply for a MOD to allow the hangar to stay.
- Could the hangars be converted to eliminate the west facing hangars, i.e. enlarge the east facing hangars?
- Consider moving and consolidating the structures south

## ***Landside Are 4 – Alternative 1***

### General aviation

- This option is good - it reconstructs the hangars that will be demolished. The GA community needs more hangar space. Demolishing without rebuilding would be a step in the wrong direction.
- There currently is not enough GA hangers as is evident by the waiting list. Should at least replace river hangers with same number or more hanger spaces. Of what you have planned this is the best option between Alt. 1 and 2.

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- Significant loss of tiedowns. Try to maximize utility of available space. That may be simple open ramp with tiedowns.
- Demolition of 19 existing T-hangars along taxiway B. Proposed new hangar in the current tiedown area would only hold about 10 aircraft. Net loss: 9 hangars, AND, loss of the tiedown spaces. Would expect one new hangar be constructed before old long hangar destroyed. Looks like the current short hangar will be rebuilt slightly east of current location. Why is this? Seems unnecessary. Displaces 10 planes during construction.
- If new ROFA dimensional standards are imposed which impact the River Hangars, request a local Modification of Standards (MOD) to allow this hangar complex to remain intact. This approach is being taken in areas on the W and SE sides of the airport. Make EVERY EFFORT to come up with an MOD for the River Hangars that meets acceptable safety standards. This hangar complex has met safety standards without any issues for 44 years, and no valid reason exists to destroy them! By that act, Renton Airport would not be meeting the demonstrated needs of the GA community, and it would lose significant reliable income. This would be an irresponsible act, unfair to dozens of tenants, who would have no comparable place to go. Hangar waiting lists are years long in this area.
- I object to the loss of General aviation hangars and could only support this if enough new hangars were built to replace any demolished ones.
- I'm strongly in favor of this proposal because it maximizes GA hangar space.
- This alternative is good in that it does provide a "near" replacement for the long 19-plane River Hangar being removed, but looks like it might hold only 10 planes. It should be as large as the original. Is the replacement a double-sided T-hangar as the original? Must be built before the old hangar is removed, and offered to current tenants. Most hangars have a lot of support equipment and supplies inside, so "outside storage" is not an option.
- This alternative adds new hangars and expands the tie down area. This is the most desirable alternative for general aviation. As mentioned previously could the hangars destined for removal be converted to all east facing hangars?
- This would be acceptable provided the new T-hangars are constructed prior to the demolition of the existing or alternate T-Hanger access is provided during construction.
- New river hangars. But at what cost?? Our river hangars now rent at almost 1000% of the costs we paid when our owner group operated them, with virtually NO improvements over the years for all that extra money paid.
- Replacement of some of the demolished hangars is a positive, however it is difficult to see the airplane access for the hangars facing the river
- Better supports GA Aircraft parking
- of the two alternatives it is better. But it still seems like a shame tear down hangars
- Maintaining T hangars is a positive
- Best option. Replaces existing Cedar River Hangar space and maintains GA presence.
- What is the net change in hanger space and tie downs available for light aircraft? Replacement of some of the demolished hangars is a positive, however it is difficult to see the airplane access for the hangars facing the river

### Aviation Industrial

- It is appropriate to maximize space for present and future industrial use. Maximizing flexibility for industrial use is important, considering regional, national, and global impact, for any current and future Renton Airport ramp space allocations.
- Boeing notes that the proposal to move the Compass Rose could eliminate one of Boeing's two deicing stalls at the Renton Airport. This functionality would need to be replaced elsewhere.

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Boeing also notes that the conversion of this area into two de-icing stalls in recent years was done at a multimillion dollar cost to The Boeing Company.

- Furthermore, given that the Compass Rose currently encroaches approximately 100 feet into the Cedar River's Shoreline District, it is questionable whether any further encroachment would be approved that would allow the Compass Rose to be moved to the east, outside of the new expanded ROFA.

### ***Landside Are 4 – Alternative 2***

#### General aviation

- Where would the existing GA tenants go? This alternative is unacceptable if the existing GA tenants are not relocated on the field.
- I don't like adding more industrial space, as they already have taken much of the airport.
- The loss of GA hangers would be a shame. GA hangers are hard to come by all in all it looks like in each alt. on the airport the number of ga hangers will be less.
- Probably more realistic, provided space for GA use is secured elsewhere. Especially if Apron B can be re-purposed in exchange with Boeing. Or at least a portion of Apron B.
- Totally unacceptable. Lose all 29 existing T-hangers, replaced by "vehicle parking". That's not "optimum aviation use"! Cannot afford to lose hangars. High demand, low supply, long waiting lists. No!
- Would disrupt Boeing too much by dropping the compass rose right into the middle of A Ramp.
- I cannot support this as it looks like it does away with General Aviation entirely in this area.
- With such a shortage of hangars available, why would you displace so many aircraft?
- Goodbye general aviation with this concept. NO GA parking, where are tenants supposed to go? King County has lost almost 40% of its public airports since 1980 and now has only 3 - THREE - public GA-friendly airports, and this plan removes Renton from that list.
- Taking the Cedar river hangers and land is unacceptable. This would further destroy the little general aviation and eliminate small business associated with general aviation.
- Completely unacceptable to General Aviation as no corresponding space is allocated elsewhere to offset the loss of hangars and tie-down parking.
- appears to be no or limited number Hangars available. Which means low revenue back to airport.
- This alternative is the least desirable for general aviation as it converts the entire area to industrial aviation use. Replacement general aviation facilities must be provided in other parts of the airfield.
- Worst of the options with respect to GA.

#### Aviation Industrial

- It is appropriate to maximize space for present and future industrial use. Maximizing flexibility for industrial use is important, considering regional, national, and global impact, for any current and future Renton Airport ramp space allocations.
- Planning for industrial space expansion to accommodate Boeing MAX production beyond 52 or 57 per month may be misguided.
- Boeing notes that the proposal to move the Compass Rose could eliminate one of Boeing's two deicing stalls at the Renton Airport. This functionality would need to be replaced elsewhere. Boeing also notes that the conversion of this area into two de-icing stalls in recent years was done at a multimillion dollar cost to The Boeing Company.
- Furthermore, given that the Compass Rose currently encroaches approximately 100 feet into the Cedar River's Shoreline District, it is questionable whether any further encroachment would

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be approved that would allow the Compass Rose to be moved to the east, outside of the new expanded ROFA.

### Community/environment

- This could be seen as a prelude to expanded business jet operations. Business jets are noisy compared to 737's and noise could motivate an anti-airport movement by neighboring communities.

### Alternative suggestions

- Boeing needs to stay on the East side of the river. Convert the parking lots to multi level parking garages and thus eliminate the need use Airport side use. The ex-parking lots can then be used to do the same operations that the airport is used now for.

## ***Seaplane Area- Alternative 1***

### Seaplane

- We support relocating ramp and dock outside the ROFA however, there CANNOT be a net loss to dock space or ramp space.
- While this would increase the ramp space available to seaplanes, it would reduce the dock space available to seaplanes. It also appears to include a narrow taxi space for seaplanes on the water, which could present operational difficulties.
- Strongly oppose and object to. The depiction of the seaplane base is not functional coming from a seaplane operator on the airport for 25 years. The seaplane base would not be functional at all. The ramp cannot be that close to the without the angle. The current dock design was for a purpose and functionality was taken into consideration prior to development. Tenants were heavily involved in the process and this depiction shows there was no input from the seaplane community.
- A good plan to help seaplane activity but, based on my experience, it won't happen in my lifetime because city of Renton has no intention to spend money on the airport for anything beyond aviation industrial use.
- Leave the Base alone as the lake side and increase to size of seaplane parking on the ramp. Move the airport safety zone south, not north for a safer, more efficient and better equipped seaplane base
- It is appropriate to minimize environmental impact for any Seaplane Area revision selected. Any changes to Seaplane operations areas should not otherwise be configured so as to increasingly adversely impact land plane runway or taxiway operations.
- Seaplane access more problematic due to prevailing wind directions, dock orientation and dock space. Adjacent neighboring dock to the north will be problematic for aircraft docking arrivals. Add wind to the equation and operations will be challenging. Original dock and ramp area were designed with the general operation requirements in mind. Cutting the space in half will create much more operational risk. Wing span considerations. Larger common seaplanes have wingspans to 65'. Gweduck wingspan is 54'. Ramp area clearing and railings should be considered when ramp design of either ramp happens.
- Seaplane ramp should be configured to accommodate a seaplane wingspan of at least 70 feet (Twin Otter, Grumman Mallard/Goose/Widgeon, Gweduck), and permit amphibious aircraft to taxi in and out of water safely with 15 feet clearance on each wing tip (i.e. 70 15 15=100 feet clear zone). Ramp width does not need to be 100 feet wide, but wide enough to accommodate an offset of the aircraft with a 70 foot wingspan.

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### Community/environment

- Deficient because it wipes out the viewing area. We need to find a better way to relocate the ramp and dock without destroying the viewing area.
- Less expense, doesn't displace many in the low-income mobile homes compared to Alternative 2

### Alternative suggestions

- It is deficient because it should include the lakeshore bike path to Coulon Park connecting to the Cedar River bike path.
- Additional provision for secure car parking is needed in this area.

### **Seaplane Area- Alternative 2**

#### Seaplane

- I support this and believe it is a better design and can accommodate more planes
- Best supports seaplane operations & future development
- We support the opportunity for continued seaplane growth in Puget Sound. There is currently seaplane growth occurring in Boston, New York (Cape Air), Victoria BC, Nanaimo BC, Vancouver BC. Renton airport is uniquely positioned to expand this opportunity.
- As a seaplane pilot and amphib owner, I prefer alternative 2 as it expands seaplane storage ramp access and generally gives the seaplane community a larger foothold. Let's make KRNT the gold standard for GA seaplane flying!
- Notwithstanding the cost, this is an excellent idea and addresses my primary concern - lack of Seaplane parking for privately owned and operating GA seaplanes. Maintenance of the cherished resource of Seaplane in our area is critical!
- While this massively increases ramp space available to seaplanes, it reduces the dock space available to seaplanes.
- This option is preferred of the two alternatives, however the parcel to be acquired is not in the City of Renton limits so is not possible. The only option would be for the City to purchase the retirement home parcel to the south and have the facility there now be built on the parcel to be acquired (trailer park) which belongs to the retirement home operator/ownership. The docks are oriented to the prevailing wind so they would be impossible to operate from. The positive is there would be potential for more space for seaplanes to be stored.
- This seem unfeasible sources says the land owner would not sell until the price breaks well over 40 million! The land would need to be level. The environmental Impact would take 20 year to approve, mark my word. Best move the airport south and leave our well and improving seaplane base the way it is.
- Seaplane access more problematic due to prevailing wind directions, dock orientation and dock space. Adjacent neighboring dock to the north will be problematic for aircraft docking arrivals and departures. Add wind to the equation and Seaplane dock may be inaccessible. Operational space limitation induces more operational risk. Wing span considerations. Larger common seaplanes have wingspans to 65'. Gweduck wingspan is 54'. Ramp area clearing and railings should be considered when ramp design of either ramp happens. Nice parking area.
- Generally a good long-term plan to add this parcel of land and expand seaplane facilities. Seaplane ramp 2 looks very tight in the corner and not practical to access in strong North winds or with amphibious aircraft.
- Any changes to Seaplane operations areas should not otherwise be configured so as to increasingly adversely impact land plane runway or taxiway operations.
- Probably the most practical.
- As a Seaplane owner, this is a positive!

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- Also positive, but more expensive and unrealistic

### Community/environment

- It is appropriate to minimize environmental impact for any Seaplane Area revision selected.
- Destroys precious low income housing.

### Alternative suggestions

- Seaplane ramp 2 looks very tight in the corner and not practical to access in strong North winds or with amphibious aircraft. Recommend swapping Ramp 2 with Dock 2, Ramp 2 is east of everything. Connector segment from new seaplane area to existing ramp area 1 may need to be wider (i.e. take some of the existing perimeter road end) Ramp should be configured to accommodate a seaplane wingspan of at least 70 feet (Twin Otter, Otter, Kodiak, Grumman Mallard/Goose/Widgeon, Gweduck), and permit amphibious aircraft to taxi in and out of water safely with 15 feet clearance on each wing tip (i.e. 70 15 15=100 feet clear zone). Ramp width does not need to be 100 feet wide, but wide enough to accommodate an offset of the aircraft with a 70 foot wingspan. Also consider that when a float plane is launched you need to have dock adjacent to the ramp to move the seaplane out from the shore/ramp area, and perhaps to turn it around. A stand-alone ramp is not practical by itself. This however interferes with amphibious aircraft operations, which typically require complete clearance from the docks when transitioning up/down the ramp area. Low wing flying boats and those with wing tip floats (Lake amphib, Gweduck, Widgeon, Goose, etc.) need half their wing span plus 15 feet from a dock for adequate clearance, plus a straight in approach with nearby floating obstacles. Placing the number 2 ramp east of a floating dock, and making this ramp wider than the existing ramp will provide reasonable access. Even if the tower needs to be called for amphibian ramping/exiting. Need provision of a support/office building, or wind/rain shelter/restrooms in this plan for pilots/passengers arriving by seaplane.
- It is deficient because it should include the lakeshore bike path to Coulon Park connecting to the Cedar River bike path.
- Need secure car parking in this area.
- Leave the Base alone as the lake side and increase to size of seaplane parking on the ramp. Move the airport safety zone south, not north for a safer, more efficient and better equipped seaplane base

### **Other comments**

The following comments more generally apply to the landside alternatives analysis:

### General Aviation

- Most concerned with the cost and availability of GA hangars on the field, along with any disruption in their use (construction, etc). I made a significant investment in a GA plane conditional on acquiring a hangar in which to store that plane. Losing that storage would have a very negative impact on my investment. It is my hope that no current tenants will have to relocate their aircraft off airport because of these plans. Impacts to investments; tenants have made costly aircraft purchases based on having a hangar space.
- Existing tenants would be displaced with no place to go unless new facilities are built before old ones are destroyed. existing hangar facilities should not be removed without first constructing replacement facilities to accommodate displaced tenants.
- A usable parking lot for guests; it is difficult to find a place for family/friends to leave their car to go flying

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- An interest in general aviation parking/hangar availability. Transient parking. General aviation support, fuel, maintenance and access to ground transportation.
- General aviation support, fuel, maintenance and access to ground transportation.
- GA storage facilities are in extremely short supply in the area; airports have long waiting lists (years).
- Purpose of a municipal airport is to provide services and facilities for multiple aviation users, especially GA.
- General Aviation, particularly private non-commercial aircraft operations. Hangers, tie downs, and support services. Aircraft maintenance and fuel services.
- I would not support any plan that removes existing hangar facilities without first constructing replacement facilities to accommodate displaced tenants.
- Keeping or adding to GA hanger space and access is the primary factor driving the responses
- Hangars are in short supply and critically important in our Pacific NW climate - constant exposure to weather is disastrous for small airplanes.
- Despite claims of positive airport future plans, aviation service businesses at Renton have virtually died out. Years ago the airport had several fbo's, a paint shop, avionics shop, accessories repair shop, parts store, etc. Now most of those necessary and basic services are gone or moved elsewhere. Each winter the airport regularly faced flooding for many years until the seawall was finally built. On two occasions floods damaged several airplanes and hangars. Instrument approach options have dwindled to only GPS which cuts out many operators who have not spent the \$\$\$\$ for such equipment. The airport is far less active now than in years past and offers few advantages, but being one of only 3 or so left in all of King County, airplane owners have no alternatives except to face long drives to distant airports like Tacoma, Paine Field, Puyallup or Olympia.
- The city has for years claimed that they lacked funds for promised hangar improvements, but they did spend a lot of money on new pavement and taxiways, and they did finally install new hangar lighting (though we still make do with one electric outlet per hangar.) Now suddenly that is all in jeopardy with hangar demolition knocking on our doors. Doesn't sound like very thoughtful planning to spend money and then tear it all up. Perhaps the city is more interested in keeping its supply FAA grant money than its general aviation tenants?
- Efficient use of space. The airport already has limited capacity for aviation use and will become more restricted as space is allocated for taxiway.
- Maximize GA hangars, especially T-hangars (don't like ClearSpan), and especially city-owned T-hangars; then maximize GA tiedown parking. A significant problem with all of this analysis is: none of the options say anything about the net increase or decrease of GA aircraft positions - how many GA aircraft hangar positions lost or gained, how many GA tiedown spaces lost or gained. This quantitative assessment is critical to making the best judgment of options.
- General aviation access and support for locally based aircraft and transiting visitors, Seaplane access and support. Continues support of aircraft development and production for large and small manufactures.

### Aviation industrial

- Industrial support for regional, national, and global importance, should be top priority for Renton Airport space allocation.
- It is impossible to overstate the negative consequences to Boeing's ability to produce airplanes in Renton, if the COP were to be adopted in current form. Current production would be severely impacted in numerous ways, as discussed below. Future production increases for the 737

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Airplane Program in Renton would be effectively prohibited. Costs would be drastically increased, and revenue would be drastically decreased. Combined, these factors would put Boeing at a serious disadvantage relative to current and future competitors, and would decrease the economic vitality of the City of Renton.

- The economic impacts that would result from the May 14 Conceptual Development Plan would be debilitating to Boeing and the ripple effects (loss of businesses supporting Boeing, as well as reduced patronage at nearby restaurant and retail establishments) would adversely impact the economic vitality of the City of Renton. To achieve the planned production rate of 57 aircraft per month- indeed even to maintain current production levels- Boeing must maintain the 24 airplane stalls that exist on Aprons A, B, C & D. The loss of any stall would result in a loss of production capacity and have a potential loss of revenue of as much as \$2.85 billion per stall per year. Additionally, due to the numerous restrictions and removal of manufacturing space, the CDP would effectively prohibit any future production increases of the 737 in Renton.
- Prior discussions/versions of the Airport Layout Plan/Conceptual Development Plan included Mixed Use Zoning that would have allowed for Boeing's manufacturing uses as well as general aviation uses. However, the May 14 COP does not take into consideration the manufacturing uses Boeing needs in order to maintain and expand its operations in the City of Renton. The CDP needs to be revised to include sufficient Aviation Industrial and/or Mixed Use Zoning to support The Boeing Company's existing and future needs.
- In addition to concerns for moving existing operations from one place to another on Airport property, concern with the loss of money spent in constructing and maintaining existing parcels and the Compass Rose at the Renton Airport. When constructing, improving, and maintaining assets on Airport property over the decades, return on investment was calculated in reliance on the belief that those improvements would be in place for the long term.

### Seaplane

- Increased pier access for floatplanes and tie down parking near ramp airside are needed.
- Seaplanes are a key part of the transportation system in Vancouver BC. While seaplane transportation is strong in Puget Sound, it is still significantly smaller than what Canadians are able to utilize across our boarder. Seaplanes are also a key element in developing the Cascadia Innovation Corridor mentioned by Governor Inslee and BC Premier Horgan.
- A viable Seaplane base is paramount. Outside of Alaska's Anchorage, Juneau, and Ketchikan we are the only one connected to a land side Airport.

### Other topics

#### *Additional alternative ideas*

- Restaurant with viewing area that generates revenue
- Adding a pedestrian gate on east side. How are we supposed to shuttle car, plane, and ourselves when picking up or dropping off planes with FBO for service with a gate that only opens with the weight of a car?
- Need for additional transient parking
- Boeing needs to stay on the East side of the river. Convert the parking lots to multi level parking garages and thus eliminate the need use Airport side use. The ex-parking lots can then be used to do the same operations that the airport is used now for.

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### *Requests for modifications to standards*

- Why wasn't the faulty FAA assertion that the airport must expand its safety areas challenged?? FAA treats Boeing 737 flights like commercial airline operations which is totally incorrect. That is causing all this dimensional upheaval!!
- 737 operations at RNT have an unblemished safety record and there have been no occurrences of aviation-related injuries associated with facilities around the airport at their present locations. The FAA claims that the airport must expand its safety area dimensions because of the high volume of 737 activity, treating them like airline flights (takeoffs, landings, passengers, etc.) THIS IS COMPLETE NONSENSE and ignores decades and completely safe multi-sized aircraft operations! 99.9% of the 737 flights are departures only, no return landings. They carry no passengers, and are flown only by Boeing test pilots. I am utterly horrified that a municipality such as the City of Renton, which has responsibilities to a wider range of users than just Boeing, would simply accept such requirements without challenge. They will cost a great deal of money and destroy Renton airport as a competitive and useful general aviation facility.
- I'm astounded that Renton seems unwilling to request similar mods for critical, costly needs such as hangar and tiedown space that face severe losses if the FAA dimensional expansions are implemented. It's an amazing display of foresight to actually use a mod for a service roadway, when dozens of needed hangars and tiedowns are willingly removed without considering a mod for those!

### *Noise concerns*

- As a neighbor of the airport living 1 mile north on the west shore of Lake Washington I am concerned about noise. Increases in business jet operations would be undesirable from that standpoint.

### *Comments on process*

- Where is the timely public review process for such potentially damaging decisions?? A week or so to provide input to a city council totally ignorant of the general aviation industry is no process at all!
- From my perspective, it would be beneficial to get a better understanding about the potential \$ costs (i.e., cost for reconfiguring existing space, \$ for additional land acquisition, bringing space up to FAA guidelines, demolition of existing space...), along with benefits associated (e.g., additional revenues, increased rents from leaseholders, leaseholders' needs) with each of the different alternatives at hand, so that decision-makers can make the best decision with the most robust, accurate information available at the time.
- I do not know what combination of choices will take place. Some combinations are disastrous to the current tenants of the airport. Some huge percentage of owner/pilots will lose their hangar/tie down. Other combinations suggest, that there might a some relocation, but most tenants may stay on the airport. In order to evaluate this plan, I need to know which combinations are available, along with what the City's approach to the current GA tenants is.
- What is the net change in hanger space and tie downs available for light aircraft?