Landside Alternatives Analysis

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

Master Plan

Renton Municipal Airport/Clayton Scott Field
Consultant Team

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Subconsultant Team

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Agenda

- What has happened since last RAAC meeting?
- Project Schedule
- Preferred Comprehensive Airfield Alternative
- Landside Alternatives
  - Assumptions and Goals for Development
  - Landside Areas 1 through 4 and seaplane Alternatives
- Conceptual Development Plan (CDP)
- Comments and Questions
- Next Steps
Preferred Comprehensive Airfield Alternative: Declared Distances & EMAS with North Shift

**Master Plan**

**Legend**
- **Existing Property Line**
- **Road Closure**
- **Future Roadway Alignment**
- **Future Runway Safety Area (RSA)**
- **Future Runway Object Free Area (ROFA)**
- **Future Taxiway Object Free Area (TOFA)**
- **Future Taxiway**
- **Future Runway Safety Area Expansion**
- **Future Pavement**
- **RPZ Controlled Activity Area (Easement)***
- **Future Seaplane Dock**
- **Proposed Building/Facility Demolition**
- **RPZ Fee Simple Acquisition for Approach Protection Purposes**
- **Future RPZ Easement**
- **Future Engineered Material Arresting System (EMAS)**

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

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

**Figure 07** Alternative S - Declared Distances and EMAS w/ North Shift
Landside Area Alternatives

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Assumptions for Landside Alternatives

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

- Four Landside Development Areas
  - Four Development Categories
    - General Aviation
    - Aviation Industrial
    - Airport Support Facilities
    - Seaplane Related Facilities

- Landside Alternative Screening
  - Priority is to maximize GA uses to accommodate demand
Landside Area 1

- Existing/Minimal Improvements
  - Corrects non-standard conditions
  - Uses remain the same as current uses
Landside Area 1

Alternative 1

- Corrects non-standard conditions
- Relocates seaplane ramp
- Reserves space for additional GA uses
Landslide Area 2

 Existing/Minimal Improvements

- Corrects non-standard conditions
- Uses remain the same as current uses
Landside Area 2

Alternative 1

- Corrects non-standard conditions
- Reserves space for additional GA hangar development
- Reorganizes existing allocation of uses
Landside Area 3

Existing/Minimal Improvements

- Corrects non-standard conditions
- Uses remain the same as current uses
- Reconstructs facilities in current locations
- Perimeter Rd. realigned
Landside Area 3

Alternative 1

- Corrects non-standard conditions
- Box and T-hangars replaced with clearspan hangars
- Reserves space for additional GA aircraft parking
- Future vehicle parking
- Perimeter Rd. realigned
Landside Area 3

Alternative 2

- Corrects non-standard conditions
- Hangar demo for additional GA aircraft parking
- Rebuilds/replaces hangars on the south side
- Future vehicle parking
- Perimeter Rd. realigned
Landslide Area 4

Existing/Minimal Improvements

- Corrects non-standard conditions
- Uses remain the same as current uses
- Demos River T-hangars
- Relocates compass rose
Landside Area 4

 Alternative 1

- Corrects non-standard conditions
- Eliminates direct access from aprons to taxiway B
- Maximizes GA uses
- Relocates/reconstructs River T-hangars
- Relocates compass rose
Landside Area 4

Alternative 2

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

Alternative 1

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

Alternative 2

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

- Maximize GA uses
  - Landside Area 1 – Alternative 1
  - Landside Area 2 – Alternative 1
  - Landside Area 3 – Alternative 1
  - Landside Area 4 – Alternative 1
  - Seaplane Area – Alternative 2
Conceptual Development Plan (CDP)
Next Steps

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

Project Elements

- Inventories (COMPLETED)
- Forecasts of Aviation Activity (COMPLETED)
- Facility Requirements (COMPLETED)
- Airside Alternatives (COMPLETED)
- Landside Alternatives & CDP
- FAA Coordination on CDP
- Env. Review, Land Use, SEPA
- Financial Implementation Analysis
- Airport Plans
- Milestones & Documentation

Time Frame
- Completed Project Element

City Decision/Acceptance Points
- Renton Airport Advisory Committee
- Public Information Meeting/Open House
- Working Papers
- Draft Master Plan Final Report
- Master Plan Final Report

FAA REVIEW AND APPROVAL PROCESS

Thank You!

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