

Chapter 5 (Alternatives Analysis and Recommended Plan): what is provided is a summary of the Project Advisory Committee's recommendations (votes) on the individual project options that comprise this chapter, along with additional context from the committee's May 5th, 2016 meeting. Chapter 5 can only be completed after a recommended plan (such as the project option recommendations of the Project Advisory Committee) has been approved by the City Council.

What follows below is the record of the votes taken by the Project Advisory Committee at their meeting of January 7th, 2016 for all of the relevant project options that comprise the Airport Master Plan Update. These projects can be grouped into 4 categories: 1) airside facilities – runway 15-33; 2) airside facilities – taxiway A; 3) landside facilities; and 4) other issues. These projects form the basis for chapter 5 of the Airport Master Plan Update (alternatives analysis and recommended plan).

| ITEM | DESCRIPTION | PROJECT OPTIONS | PROJECT OPTION RECOMMENDED | VOTES FOR | OTHER VOTES | COMMENTS |
|--|--|--|---|-----------|-------------|--|
| AIRSIDE FACILITIES – RUNWAY 15-33 | | | | | | |
| 1.1 | airspace clearance | A. no action B. clear vegetative obstructions based on existing runway C. modify airport operations to consider other less restrictive surfaces D. physically change the runway end locations E. other | B. clear vegetative obstructions based on existing runway | 10 | 0 | make tree clearing equitable to residential and commercial |
| 1.2 | easement acquisition | A. no action B. obtain avigation easements to maintain clear FAA approach surfaces C. other | B. obtain avigation easements to maintain clear FAA approach surfaces | 10 | 0 | safety concern |
| 1.3 | navigational aids (precision approach path indicators) | A. no action B. install precision approach path indicators on both runway ends | B. install precision approach path indicators on both runway ends | 10 | 0 | safety improvements, noise reductions |
| 1.4 | navigational aids (windsocks) | A. no action B. install windsocks on both runway ends | B. install windsocks on both runway ends | 10 | 0 | place inappropriate locations, based upon trees, etc. |
| 1.5 | navigational aids (non-directional beacon) | A. no action B. decommission non-directional beacon | B. decommission non-directional beacon | 10 | 0 | |

| | | | | | | |
|---------------------------------------|--|--|--|----|--|--|
| 1.6 | runway extension | A. alternative 1 (no action) B. alternative 2 (extend runway to 4,170 feet) C. alternative 3 (extend runway to 4,410 feet) D. alternative 3A (alternative 3 plus declared distances; results in effective length of 4,710 feet) E. alternative 4 (extend runway to 4,700 feet) F. alternative 5 (extend runway to 5,000 feet) G. alternative 6 (extend runway to 5,178 feet) H. other – continue to study | D. alternative 3a (alternative 3 plus declared distances; results in effective length of 4,710 feet) | 8 | 1 (H. other - continue to study), 1 (abstain) | quantify impacts; alternative 3A was recommended in the previous runway corridor analysis |
| AIRSIDE FACILITIES – TAXIWAY A | | | | | | |
| 2.1 | relocation of existing taxiway A (centerline separation from runway) | A. no action/request modification of standards B. relocate taxiway A centerline 40 feet C. relocate runway 15-33 centerline 40 feet D. other | B. relocate taxiway A centerline 40 feet | 10 | 0 | will be grandfathered until middle portion of taxiway is reconstructed |
| 2.2 | extend taxiway A to full-length taxiway (4,000 feet) | A. no action B. construct full-length parallel taxiway A (in 2 phases) C. other | B. construct full-length parallel taxiway A (in 2 phases) | 10 | 0 | 2 phases because of funding limitations; project has been endorsed by FAA for safety-related reasons, and was a recommendation in both 1999 and 2008 airport master/layout plans |

LANDSIDE FACILITIES

| | | | | | | |
|-----|---|--|--|----|---|---|
| 3.1 | separation of on-airport based operations | A. separate on-airport operations (commercial vs. recreational vs. other types) B. do not separate on-airport operations (commercial vs. recreational vs. other types) C. other – continue to evaluate | C. other – continue to evaluate | 10 | 0 | issue should be “tabled” pending results of City’s recent effort to allow mixing of on-airport operations through its leasing agreements (DG Aviation, LLC) |
| 3.2 | identify/designate on-airport development areas | A. no action (all properties remain reserved for aviation-related development) B. dedicate additional aviation-related areas C. dedicate additional non-aviation-related areas D. other | A. no action (all properties remain reserved for aviation-related development) | 7 | 3 (B. dedicate additional aviation-related areas) | |
| 3.3 | fuel farm | A. no action B. conduct a phased installation of fuel farm C. other | B. conduct a phased installation of fuel farm | 10 | 0 | review necessities and trends; maybe 100 low-lead, then Jet-A in future |
| 3.4 | existing aircraft apron | A. no action B. redesign apron – adjust the design and/or usage (i.e. re-marking tie downs, consider hangar development on apron, etc.) C. other | B. redesign apron – adjust the design and/or usage (i.e. re-marking tie downs, consider hangar development on apron, etc.) | 10 | 0 | |
| 3.5 | terminal building | A. no action B. maintain/update terminal building (i.e. ADA compliance) C. other | B. maintain/update terminal building (i.e. ADA compliance) | 10 | 0 | |

| | | | | | | |
|---------------------|---|--|--|----|---|--|
| 3.6 | enhanced security measures | A. no action B. define and establish enhanced airport security measures (i.e. updating/creating airport security plan, expanding security fencing, installing security cameras, etc.) C. other | B. define and establish enhanced airport security measures (i.e. updating/creating airport security plan, expanding security fencing, installing security cameras, etc.) | 10 | 0 | safety issue, web-accessible cameras, car access (via key pad) |
| 3.7 | automobile parking | A. no action B. improve automobile parking (i.e. establish a remote/secure lot for longer-term parking) C. other | B. improve automobile parking (i.e. establish a remote/secure lot for longer-term parking) | 10 | 0 | |
| 3.8 | aircraft deicing | A. no action B. construct a deicing pad or establish protocols with local tenants to provide heated hangar access for transient aircraft for the purposes of deicing C. other – further evaluate the issue | C. other – further evaluate the issue | 10 | 0 | |
| OTHER ISSUES | | | | | | |
| 4.1 | airport land use compatibility plan | A. no action B. establish an airport land use compatibility plan C. other | B. establish an airport land use compatibility plan | 10 | 0 | investigate unmanned aerial vehicle operations |
| 4.2 | airport best management practices: 1) airport rules and regulations, and airport minimum standards 2) airport security plan 3) airport emergency response plan 4) airport wildlife hazard assessment and action plan (FY2025) 5) vegetation management plan 6) rates/charges assessment 7) airport ground lease review 8) stormwater pollution prevention plan 9) spill prevention, control, and countermeasure plan | A. no action B. enact all airport best management practices | B. enact all airport best management practices | 10 | 0 | |

The Project Advisory Committee met also on May 5th, 2016, where the committee discussed whether or not to change any of its previous votes in light of feedback from the public information session that was held on March 22nd, 2016. 7 of the 10 members of the Project Advisory Committee (Robert Dietz, Thomas Kittredge, Sadie Lloyd, Donna Loomans, Michael McCarthy, Joseph Slocum, and James Truxes) were in attendance; the remaining 3 members of the Project Advisory Committee (Joshua Dickson, Jay Foster, and Mary Mortier) were absent from the meeting (but were followed up with subsequent to the meeting).

Below is the excerpt from the May 5th, 2016 meeting minutes that deals with that:

Upon completion of the discussion, it was decided that the consensus of the Project Advisory Committee would be requested to reaffirm the original positions on the projects incorporated in the Airport Master Plan Update. After further discussion, two votes would be taken:

The first vote taken was to reaffirm the Project Advisory Committee's original vote during ct Advisory Committee meeting # 4 on all projects except the runway extension.

The vote tally was as follows: All Project Advisory Committee members in attendance unanimously reaffirmed their original votes taken at Project Advisory Committee meeting #4.

Joseph Slocum then discussed re-wording the runway extension vote, as follows:

Item 1.6 – Description (language for vote): May consider an option for a runway extension in the future.

Item 1.6 – Comments (other options suggested): No action, continue to evaluate and make a record of all impacts, both positive and negative.

The vote tally was as follows: All Project Advisory Committee members in attendance voted yes (to the wording suggested by Slocum), with one abstention, from Robert Dietz.

Item 1.6a – Description (language for vote): If the City ever elected to pursue an option to expand the runway, then alternative 3A would appear to be the preferred alternative.

Item 1.6a - Comments - Of the alternatives that were identified in the study, alternative 3A appears to be the best one identified, from a cost, need, and impact standpoint.

The vote tally was as follows: All Project Advisory Committee members in attendance voted yes (to the wording suggested by Slocum) with one abstention, from Robert Dietz.

As a follow up to Project Advisory Committee meeting # 5, Thomas Kittredge, Airport Manager, reached out to the Project Advisory Committee members not in attendance and requested their votes via e-mail. Listed below are the e-mail vote responses from the three Project Advisory Committee members:

Mary Mortier - I would like to CHANGE my 1/7/16 vote on #1.6 in favor of the new 1.6 and 1.6a version as Joseph Slocum presented at the Project Advisory Committee meeting on Thursday, May 5th, 2016 at 10am.

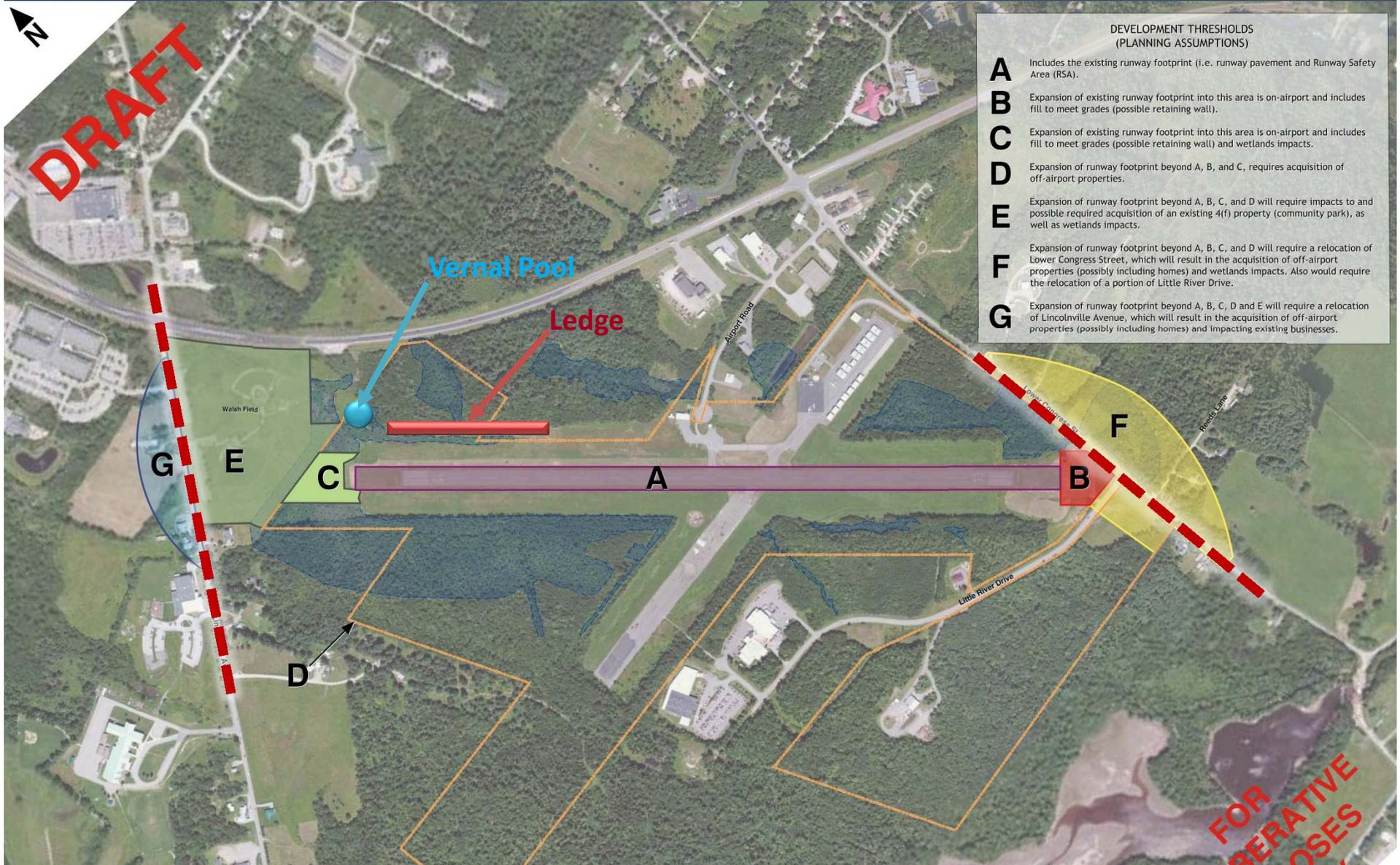
Jay Foster - On item 1.6, I would assume the wording means to say "The City" may consider. That being the case I would vote "for". On item 1.6a, I would vote "for".

Joshua Dickson - Abstention is fine.

The final vote tally was as follows: All Project Advisory Committee members in attendance and via e-mail voted yes, with two abstentions, from Robert Dietz and from Joshua Dickson.

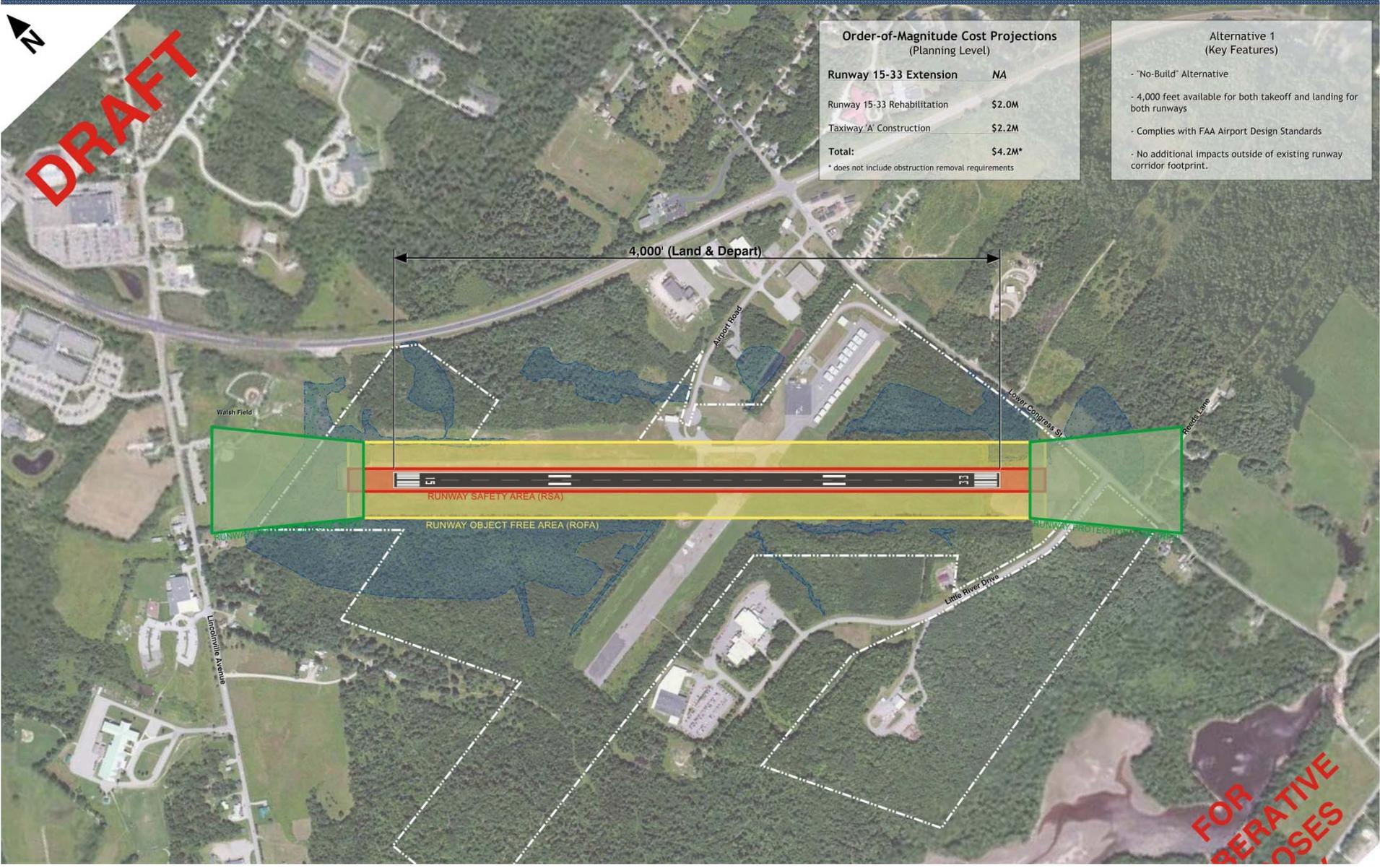
Runway 15-33 Development Alternatives

Key Site Development Impact Thresholds / Constraints



Airside: Runway 15-33 (extension)

Alternative 1 – Existing Conditions



Order-of-Magnitude Cost Projections
(Planning Level)

| | |
|-----------------------------|----------------|
| Runway 15-33 Extension | NA |
| Runway 15-33 Rehabilitation | \$2.0M |
| Taxiway 'A' Construction | \$2.2M |
| Total: | \$4.2M* |

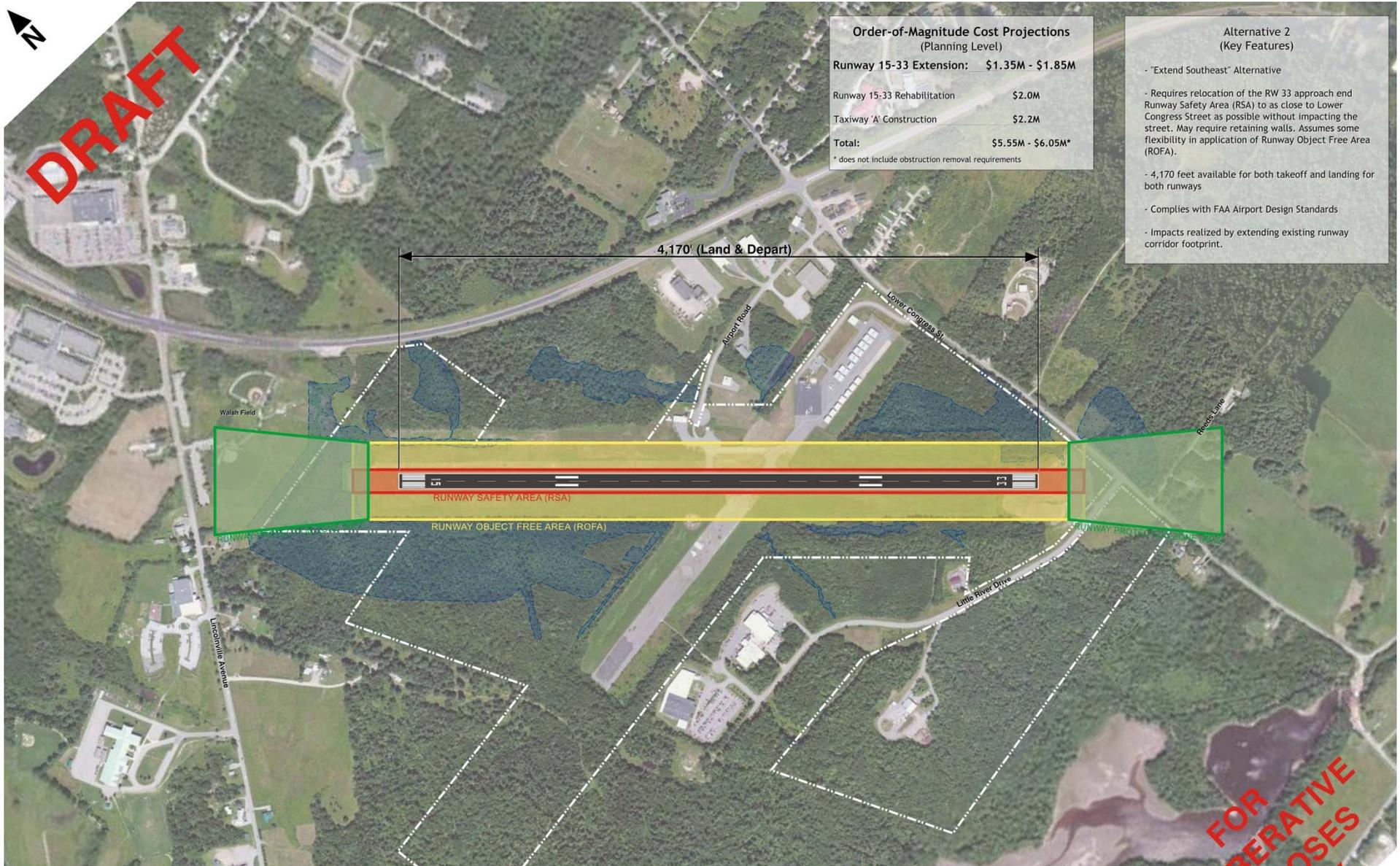
* does not include obstruction removal requirements

- Alternative 1**
(Key Features)
- "No-Build" Alternative
 - 4,000 feet available for both takeoff and landing for both runways
 - Complies with FAA Airport Design Standards
 - No additional impacts outside of existing runway corridor footprint.

FOR
OPERATIVE
USES

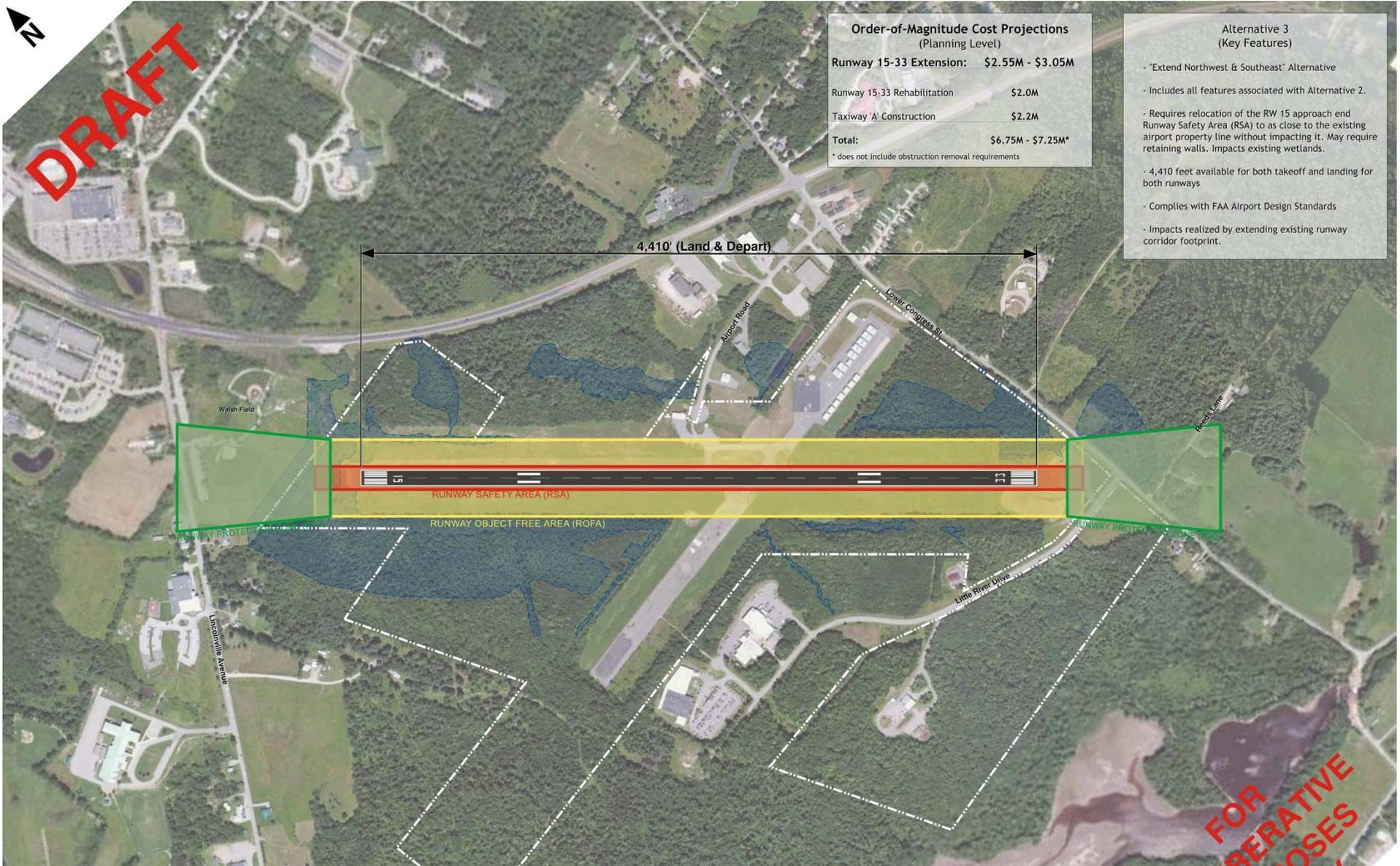
Airside: Runway 15-33 (extension)

Alternative 2 – Extend Southeast (Total 170') – Remain On-Airport



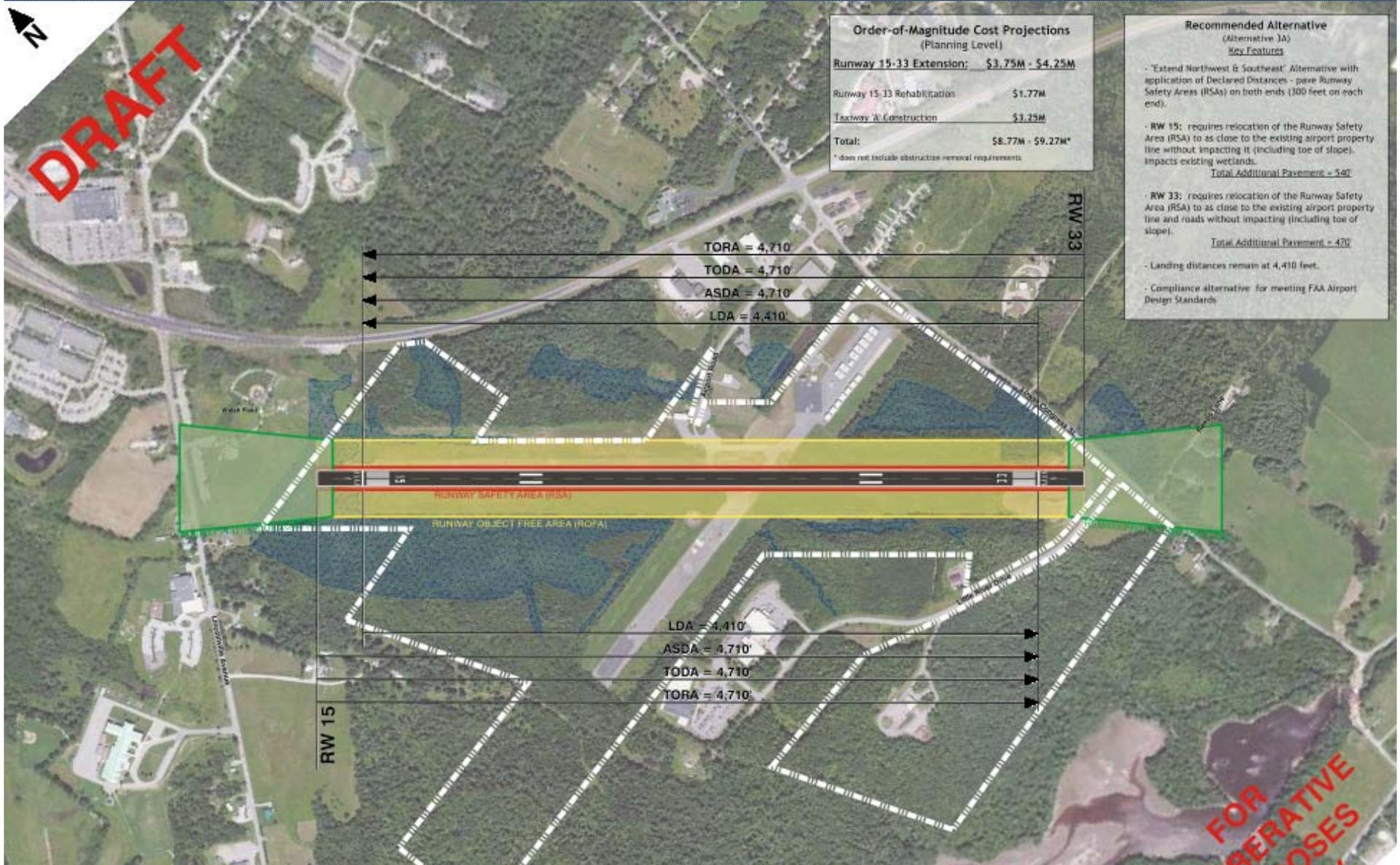
Airside: Runway 15-33 (extension)

Alternative 3 – Extend Southeast (170') & Northwest (240') – Remain On-Airport



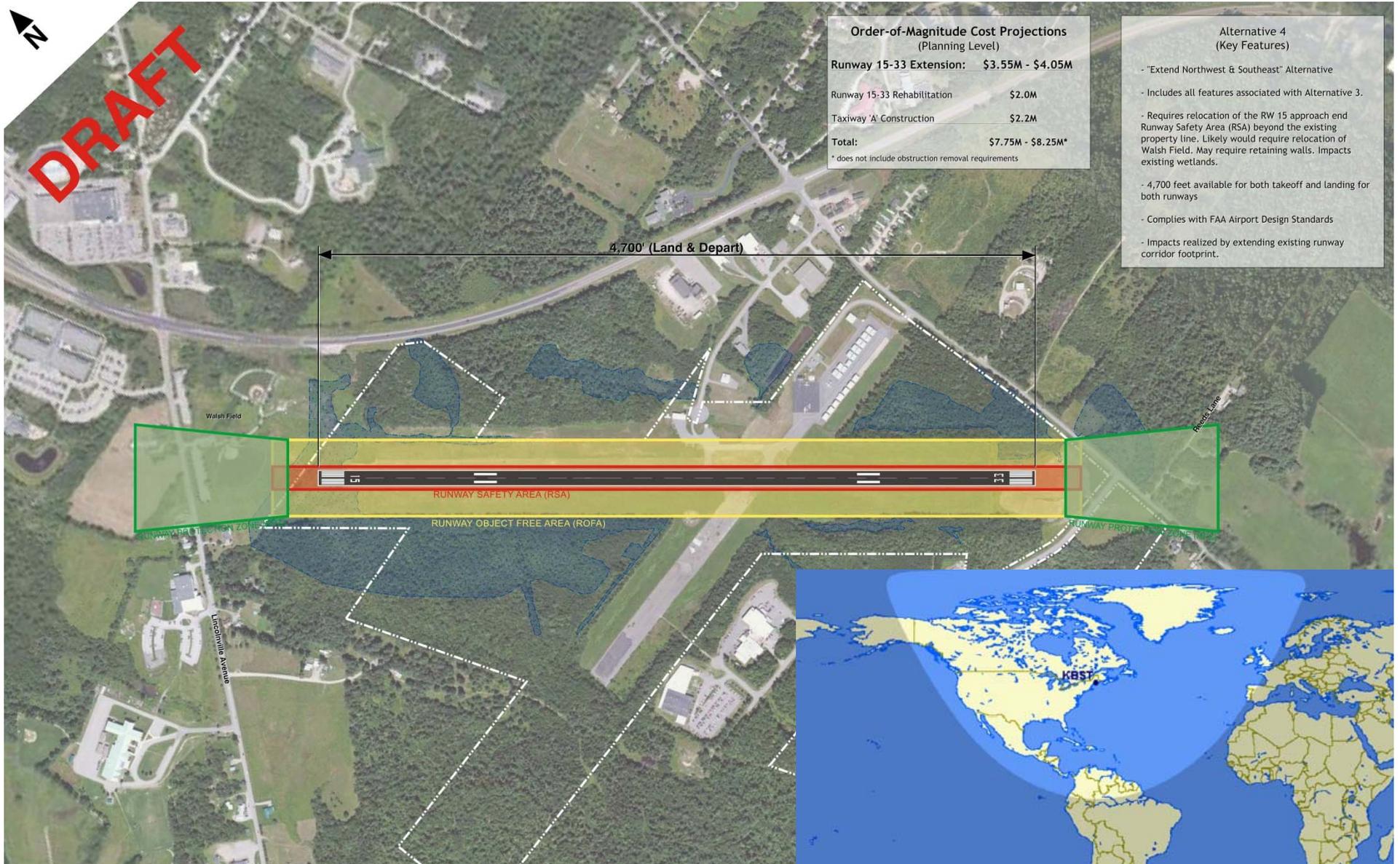
Airside: Runway 15-33 (extension)

Alternative 3A - Extend Southeast (170') & Northwest (240') - Remain On-Airport



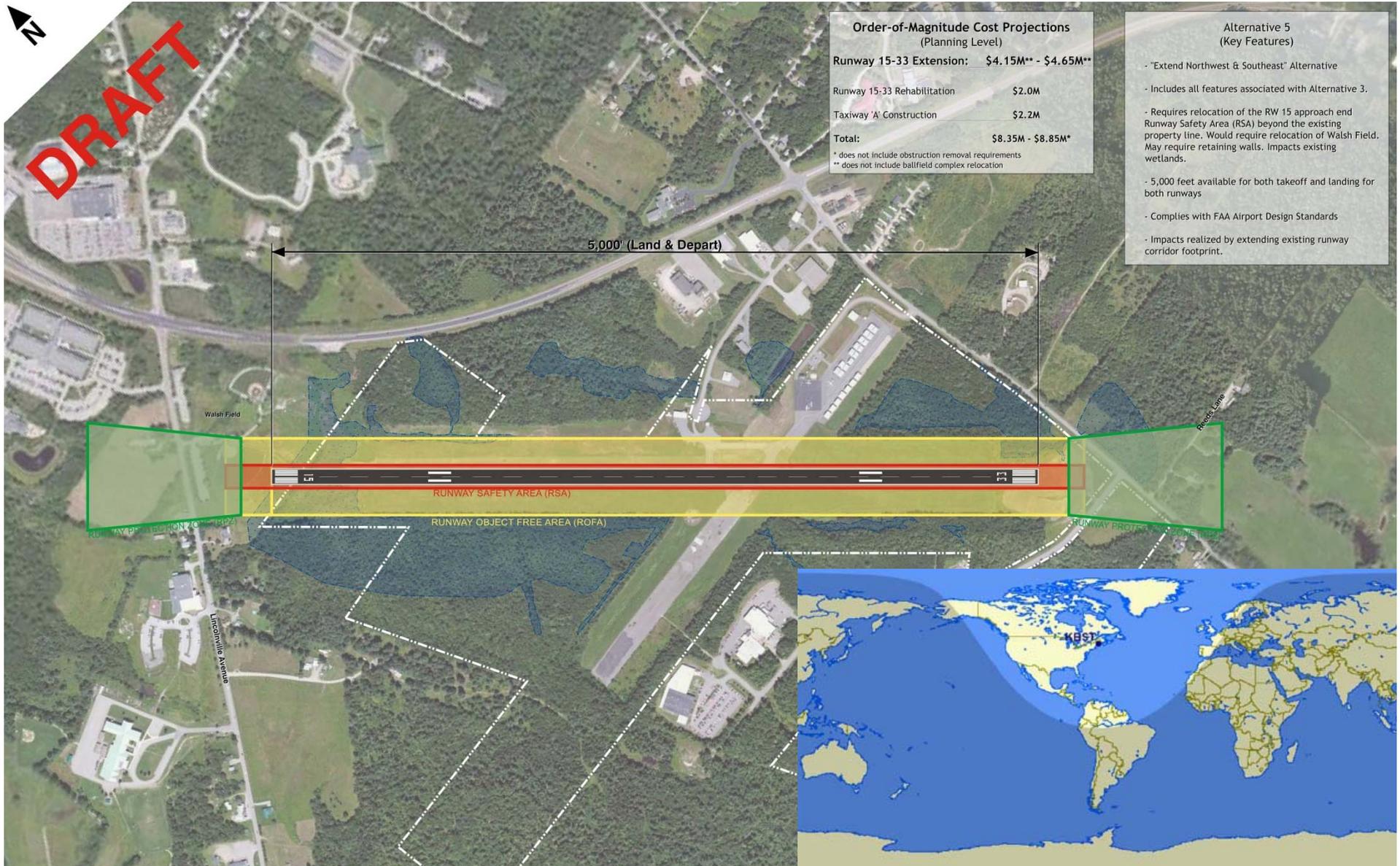
Airside: Runway 15-33 (extension)

Alternative 4 – On-Airport Development & Extend Northwest (290') – Off-Airport Impacts



Airside: Runway 15-33 (extension)

Alternative 5 – On-Airport Development & Extend Northwest (590') – Off-Airport Impacts



Order-of-Magnitude Cost Projections
(Planning Level)

| | |
|-----------------------------|---------------------------|
| Runway 15-33 Extension: | \$4.15M** - \$4.65M** |
| Runway 15-33 Rehabilitation | \$2.0M |
| Taxiway 'A' Construction | \$2.2M |
| Total: | \$8.35M - \$8.85M* |

* does not include obstruction removal requirements
** does not include ballfield complex relocation

- Alternative 5**
(Key Features)
- "Extend Northwest & Southeast" Alternative
 - Includes all features associated with Alternative 3.
 - Requires relocation of the RW 15 approach end Runway Safety Area (RSA) beyond the existing property line. Would require relocation of Walsh Field. May require retaining walls. Impacts existing wetlands.
 - 5,000 feet available for both takeoff and landing for both runways
 - Complies with FAA Airport Design Standards
 - Impacts realized by extending existing runway corridor footprint.

Airside: Runway 15-33 (extension)

Alternative 6 – On-Airport Development & Extend Northwest (768') – Off-Airport Impacts

