

Chapter 5 – Airport Development Alternatives

The evaluation of future development alternatives represents a critical step in the airport master planning process. The primary goal is to define a path for future development that provides an efficient use of resources and is capable of accommodating the forecast demand and facility needs defined in the master plan.



Introduction

Current and long-term planning for Hermiston Municipal Airport (HRI) is based on maintaining and improving the airport’s ability to serve a wide range of general aviation and business aviation aircraft, as noted in the facility requirements evaluation.

All proposed facility improvements are consistent with applicable FAA airport design standards and FAR Part 77 airspace planning standards. As noted in the facility requirements chapter:

- Airplane Design Group II (ADG II) standards are recommended for facilities used by both large and small aircraft, including Runways 5/23, major taxiways, and specific landside facilities;
- Facilities that accommodate small aircraft exclusively, such as T-hangar taxilanes and aircraft tiedown aprons, are normally designed to meet ADG I (small aircraft with wingspans less than 49 feet) standards; and
- For hangar areas with a variety of hangar sizes, the largest hangar door width anticipated is generally used to identify the maximum size of aircraft to be accommodated and the appropriate ADG for the access taxilanes serving the area.

The FAA recommends that airport master plans be developed in an “unconstrained” manner when initially defining future demand and related facility improvements, rather than establishing pre-defined limits that drive the planning process. The evaluation of development options for HRI will be unconstrained, consistent with FAA guidance, forecast demand, and the defined facility requirements.

The facility needs identified in Chapter 4 include a variety of airside (runway-taxiway) and landside needs (aircraft parking, hangars, fueling, FBO facilities, etc.) anticipated during the twenty-year planning period or beyond. Items such as fencing, lighting improvements, minor roadway extensions, and pavement maintenance do not typically require an alternatives analysis. However, these items will be incorporated into the preferred development alternative and the updated ALP.

Evaluation Process

Developing preliminary alternatives represents the first step in a multi-step process that leads to the selection of a preferred alternative. The current FAA-approved airport layout plan (ALP) dated March 2001, identifies future improvements that were defined in the last master planning process. Several of these items have been developed. This master plan update provides a fresh look at addressing facility needs, but also allows the components of the previous preferred alternative to be retained or modified, if they meet current or future needs.

The preliminary alternatives will be evaluated to identify general preferences for both individual items and the overall concepts. This process will provide the widest range of ideas for consideration and define the most effective facility development concept. A preferred alternative will emerge from this evaluation process with elements that can best accommodate all required facility improvements. These elements will be integrated into a draft preferred alternative for review and refinement as the City of Hermiston proceeds through the process of selecting a final preferred development alternative for HRI. Public input and coordination with the FAA and Oregon Department of Aviation (ODA) will also help shape the preferred alternative throughout this process.

Once the preferred alternative is selected by the City of Hermiston, a detailed capital improvement program will be created that includes project cost estimates and prioritizes the projects to be implemented. The preferred alternative will be integrated into the updated airport layout plan (ALP) drawings to guide future improvements at the airport.

No-Action Alternative

In addition to proactive options designed to respond to future facility needs, a “no-action” alternative also exists. The City of Hermiston may choose to maintain existing facilities and capabilities without investing in facility upgrades or expansion to address future demand. The existing airfield would remain unchanged from its present configuration and the airport would essentially be operated in a “maintenance-only” mode.

Current FAA policy requires all non-standard facilities to be depicted on the ALP drawing with the appropriate future corrective action/configuration. While reconfiguration of facilities to address non-standard items is not entirely consistent with a “maintenance-only” mode, it represents the minimum action required by FAA for future sponsor compliance with FAA standards. This could better be described as “maintenance of facilities to FAA standards.”

The no-action alternative would limit the airport’s ability to accommodate aviation demand beyond current facility capabilities. Future aviation activity levels would be constrained by the capacity, safety, and operational limits of the existing airport facilities.

The no-action alternative establishes a baseline from which the other alternatives will be compared. The purpose and need for proactive development alternatives (e.g., airport improvements) is defined by desired compliance with FAA design standards and forecast aviation activity and the corresponding facility needs for the current twenty-year planning period as identified in Chapters 3 and 4 of the master plan. Proposed improvements are based on safety considerations and the responsibility to effectively manage demand through a well-defined and financially feasible program.

Preliminary Development Alternatives

The preliminary development alternatives are described below and depicted in Figures 5-1 to 5-5, on the following pages.

The preliminary alternatives are organized by type of facilities (airside and landside) and are intended to facilitate a discussion and evaluation about the most efficient way to meet the facility needs of the airport. The eventual preferred alternative selected by the City of Hermiston may come from one of the preliminary alternatives, a combination or hybrid of the preliminary alternatives, or a new concept that evolves through the evaluation and discussion of the preliminary alternatives. As noted earlier, the City of Hermiston also has the option of limiting future facility improvements based on financial considerations or development limitations.

RECOMMENDED AIRPORT LAND USE (FIGURE 5-1)

Figure 5-1 depicts recommended land uses on airport property that reflect established airfield facilities and all required development setbacks to protect airport operations. Additional areas are identified for aeronautical, non-aeronautical and mixed-use development. The proposed airside and landside development options presented are consistent with the recommended land uses depicted on Figure 5-1.

The airport site consists of approximately 266 acres, all of which is owned (fee simple) by the City of Hermiston. The distribution (by acreage) for the recommended land use at HRI is 75 percent aeronautical and 25 percent non-aeronautical or mixed-use. This distribution fully protects the aeronautical function of the airport and supports the development of complimentary non-aeronautical uses that can contribute to the costs of maintaining the public transportation facility. The adjacent EOTEC site is also owned by the City of Hermiston, but was acquired and developed entirely outside the auspices of the airport.

The existing recommended land uses for HRI are described below:

- **Aeronautical Operations (91.1 acres).** The area required to accommodate the entire runway-taxiway system, including the existing runway protection zones (RPZ). The lateral edges of the Aeronautical Operations Area (AOA) is defined by the outer limits of the existing/future parallel taxiway object free areas (TOFA) on both sides of the runway.
- **Aeronautical Support (29.8 acres).** The area on the north side of the runway that contains all existing aeronautical landside facilities including aircraft hangars, fixed base operator (FBO) facilities, aircraft fueling, aircraft parking aprons, and agricultural operations areas. The area is partially developed and includes considerable space to accommodate future aeronautical landside needs (aircraft hangars, parking, etc.).
- **Future Aeronautical Support (79.1 Acres).** The areas on the north and south sides of the runway to accommodate future aeronautical landside facilities including aircraft hangars, aircraft parking aprons, etc. These areas have clear access the adjacent Aeronautical Operations area and will support future taxiway/taxilane access connections.
- **Non-Aeronautical (13.4 Acres).** The area located on the north side of airport, between the main public access road to the airport and an existing irrigation canal (north airport property line) accommodates nine non-aeronautical lots. The area has no direct aircraft access to adjacent aeronautical use areas and is identified on the 2001 ALP as future non-aviation industrial development.
- **Future Mixed-use/Non-Aeronautical (52.9 Acres).** Areas on the north and south sides of the runway, along the outer edges of airport property to accommodate future long-term non-aeronautical or mixed-use development.

PROPOSED AIRSIDE IMPROVEMENTS (FIGURE 5-2)

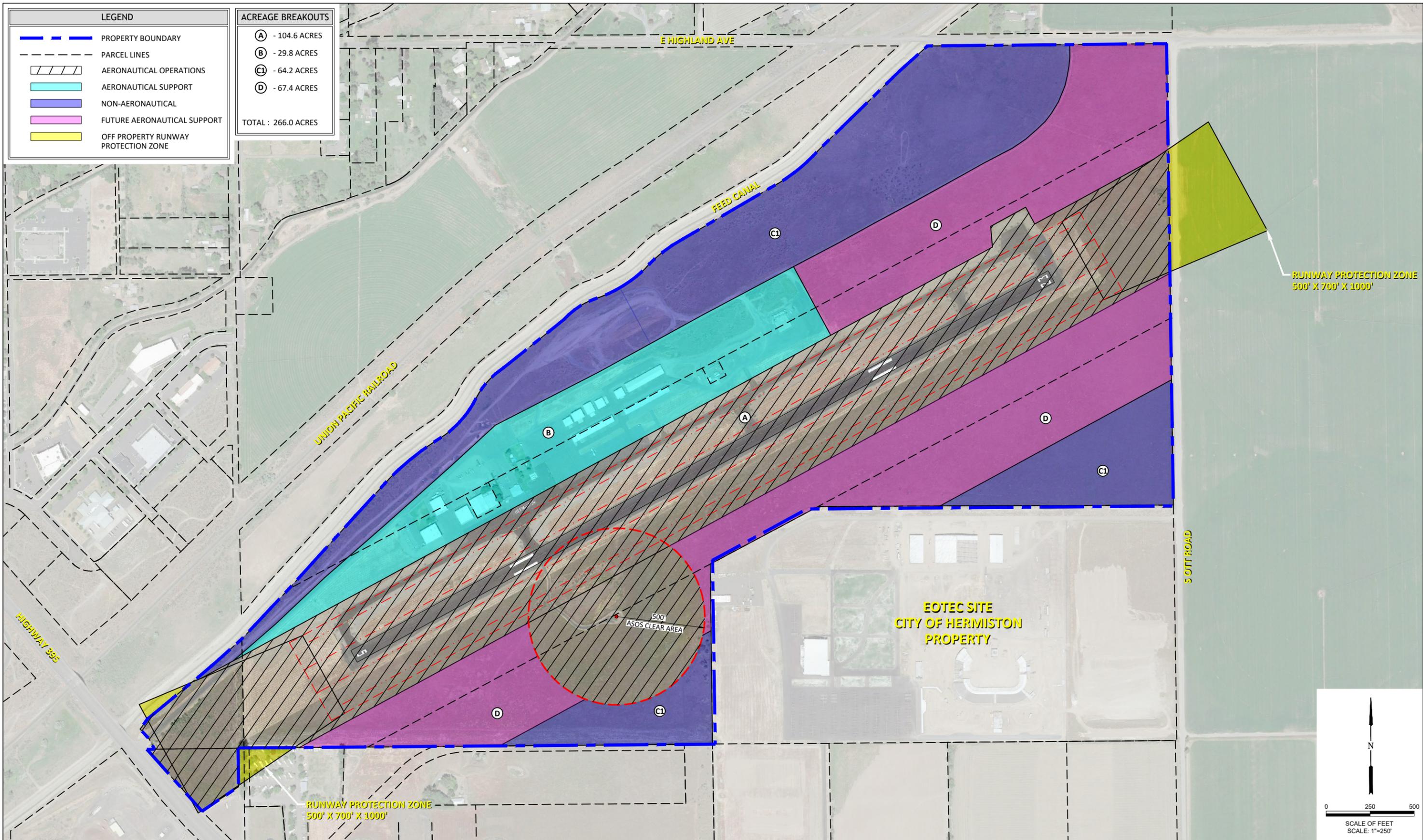
The airport's runway was rehabilitated in 2009 and the parallel taxiway was shifted north in 2016 to meet FAA ADG II design standards. As part of these projects, all new runway lighting, signage, and taxiway reflectors were installed. These airside facilities do not require upgrades at this time, as they meet current and future needs of the airport, and conform to FAA standards.

The runway threshold light installations currently have three fixtures installed on each corner of the runway (MIRL visual runway). One additional base was installed on each runway corner during construction in anticipation of a future upgrade in runway approach category (MIRL non precision instrument runway). The future NPI upgrade will require installation of four additional threshold lights (1 per corner) and repainting NPI threshold markings on the Runway 23 end.

Figure 5-2 depicts proposed airside improvements and related items:

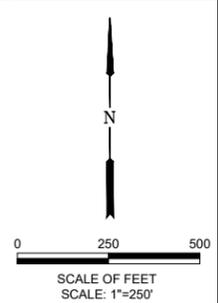
- **Runway 5 Runway Protection Zone (RPZ)** – A small portion (0.6 acres) of the existing RPZ extends off airport property over a privately-owned mobile home park. Airport control of the entire RPZ through fee simple ownership is recommended. It is anticipated that the property owner would vacate the property prior to sale to the City of Hermiston.
- **Runway 23 Runway Protection Zone (RPZ)** – Approximately 12 acres of the existing and reserve RPZs for Runway 23 extend off airport property over a county road and adjacent privately-owned agricultural land. Airport control of the entire RPZ through fee simple ownership is recommended. Realigning South Ott Road outside the existing and reserve RPZs is also recommended based on FAA incompatible land use policy for RPZs.
- **Realignment of South Ott Road (Outside Runway 23 RPZ).** A conceptual realignment of South Ott Road outside the Runway 23 RPZs is depicted with conventional roadway design geometry that extends east of the existing alignment and connects to South Highland Avenue. The right of way (ROW) for the realigned road is approximately 3.5 acres. Additional refinement of the conceptual roadway alignment will be required to address and mitigate impacts on actively irrigated agricultural land uses.
- **Airport Access Road Improvements:** Airport Way is the main public access road into the airport, connecting Highway 395 to all facilities on the north side of the airport. A realignment of the road section east of the terminal area parking lot is recommended to accommodate expansion of aircraft apron and new hangar development, and support planned development of the nine adjacent non-aeronautical lots.
- **Runway 5/23 Extension Reserve:** A 300-foot runway extension reserve is located at the east end of the runway. As noted in the updated aviation activity forecasts, the activity required to justify the runway extension (change in critical aircraft) is anticipated to occur beyond the current twenty-year planning period. The 300-foot runway reserve is intended to protect the required airspace and land use, and to plan for recommended road realignments outside the RPZs. The extension will increase the runway length to 4,800 feet, which is consistent with the length required to accommodate a medium business jet (75 percent of large aircraft at a 60 percent useful load, FAA AC 150/5325-4B). Extension reserves for both parallel taxiways are also recommended.

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EXISTING AIRPORT LAND USE
FIGURE 5-1

HERMISTON MUNICIPAL AIRPORT
AIRPORT MASTER PLAN





PROPOSED AIRSIDE IMPROVEMENTS
FIGURE 5.2

HERMISTON MUNICIPAL AIRPORT
AIRPORT MASTER PLAN

PRELIMINARY LANDSIDE ALTERNATIVES

The preliminary landside development alternatives focus on accommodating demand for new hangars, aircraft parking, and related facilities. Improving the efficiency of facility layouts and conforming to FAA design standards is also a primary focus. Landside facilities include aircraft parking, hangars, aircraft fuel storage/dispensing, and support facilities such as FBO facilities and vehicle parking.

Landside development options were prepared for the terminal area and the hangar area west of the terminal area on the north side of Runway 5/23. Building restriction lines (BRLs) have been identified for typical 22- and 25-foot roof heights and the required clearances for future non-precision instrument airspace defined for Runway 5/23. Taller structures would be located further from the runway to avoid penetrating FAR Part 77 transitional surface. It is noted that several existing hangars penetrate the recommended non-precision instrument transitional surface. Adding roof-mounted obstruction lighting is recommended for any penetrating structures. The eventual replacement of existing penetrating structures, and all new buildings identified in the preliminary options are compatible with FAR Part 77 airspace.

In 2016, the parallel taxiway (Taxiway A) was shifted and constructed to meet B-II runway separation requirements. The taxiway shift resulted in a loss of seven small airplane tiedowns located within the original parallel taxiway OFA. The AVGAS and Jet-A fuel systems were relocated east of the FBO building, which resulted in the loss of four additional small airplane tiedowns. The rehabilitation of the remaining sections of the main apron will require reconfiguration of internal access taxilanes to meet taxilane OFA clearances (parked aircraft) and will likely further reduce the number of existing tiedowns.

Terminal Area Landside Development Options

Two landside development options (A and B) were created for the area located from the FBO building to the AG operations area.

The common features of Terminal Area Landside Options include:

- Sites for multi-unit and individual box hangars;
- Large cargo, business aircraft, and multi-engine drive through parking positions;
- Small airplane tiedown positions;
- One designated helicopter parking position;
- Several existing hangar taxilanes are reconfigured/upgraded to meet ADG I OFA and width standards (25 feet);
- Realigned airport access road to accommodate future hangars and expanded apron;
- Relocated agricultural operations area;
- Designated vehicle parking areas for hangar facilities; and
- Upgraded (paved) taxilane for AG operations area (connected to Taxiway A).

TERMINAL AREA LANDSIDE DEVELOPMENT – OPTION A (FIGURE 5-3)

The primary design feature in **Option A (Figure 5-3)** locates larger aircraft hangars with ADG II taxilane access adjacent to the parallel taxiway and small hangars with ADG I taxilane access toward the rear (north) section of the hangar area. The taxilanes traveling through the main apron to access the hangar rows are based on ADG I design standards with a 79-foot wide taxilane object free area (OFA). Access to the proposed larger hangars is provided by an ADG II taxilane with a 115-foot wide taxilane OFA. ADG II drive-through parking positions are located directly adjacent to the parallel taxiway. Several existing hangar taxilanes will be reconfigured/upgraded to meet ADG I OFA and width standards (25 feet).

The key features of Option A include:

- Realigned Airport Way to accommodate expanded aviation development;
- Reconfigured and new ADG-I taxilanes provide access to aircraft (reconfigured) tiedowns, existing hangars and future small conventional hangars, and improve aircraft circulation within the development area;
- New ADG-I taxilane loop for smaller hangars with two connections to Taxiway A;
- The new north hangar row accommodates individual conventional hangars (8 depicted) or multi-unit one-sided hangars (south facing doors to access the adjacent ADG I taxilane);
- Reconfigured and expanded apron (north end) provides 16 small airplane tiedowns;
- Reconfigured apron provides 2 transient business aircraft/air cargo drive-through positions and 1 transient helicopter parking position with direct access to Taxiway A;
- The existing east shade hangar is replaced with large conventional hangars (5 depicted);
- Long-term development reserves identified near east end of terminal area to accommodate additional hangars and taxilanes (development may require relocation of existing AG loading facilities further east of the terminal area); and
- The existing caretaker residence is maintained.

TERMINAL AREA LANDSIDE DEVELOPMENT – OPTION B (FIGURE 5-4)

Option B (Figure 5-4) reverses the placement of large and small hangars presented in Option A and provides ADG II taxilane access along the perimeter of the entire development area. The ADG II taxilane loop extends through the main section of the apron and travels east through the hangar area before turning south and connecting to Taxiway A at the east end of the hangar area. Future larger hangars are located in the rear (north) section of the hangar area; smaller hangars may also be accommodated in the north hangar row with taxilane setbacks based on ADG II standards. Additional space for smaller hangars is provided in the interior hangar rows with ADG I taxilane access.

The Option A layout for transient helicopters and business/cargo aircraft parking is unchanged, although expansion of the existing southeast section of the apron is proposed to accommodate aerial applicator aircraft that are currently parked on the adjacent small airplane tiedown apron being converted to transient parking.

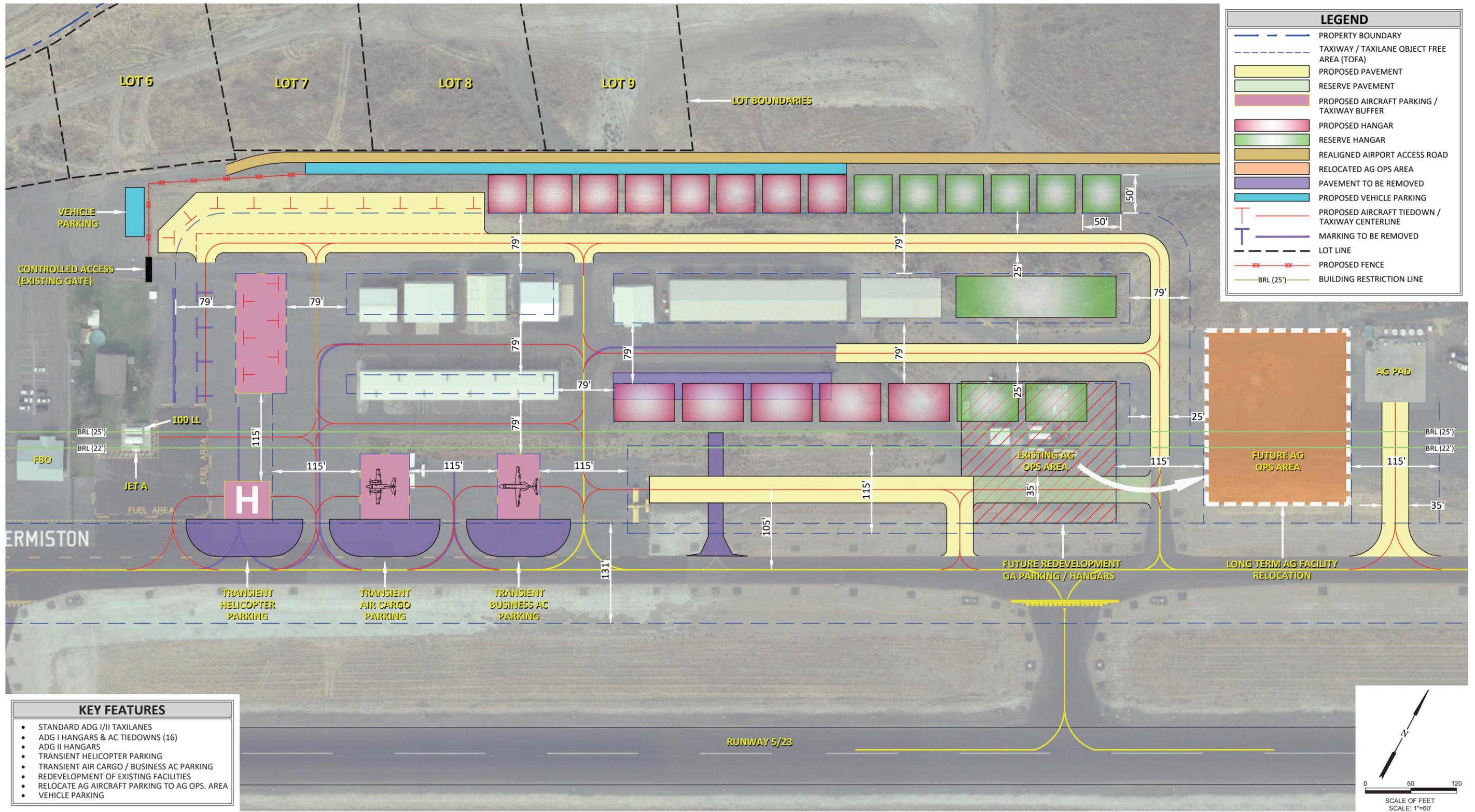
The key features of Option B include:

- Realigned Airport Way to accommodate expanded aviation development;
- Reconfigured and new ADG-I & II taxilanes provide access to aircraft (reconfigured) tiedowns, existing hangars and future small conventional hangars, and improve aircraft circulation within the development area;
- New ADG-II taxilane loop for large hangars with two connections to Taxiway A;
- The new north hangar row accommodates individual larger conventional hangars (8 depicted) or multi-unit one-sided hangars (south facing doors to access the adjacent ADG II taxilane);
- Reconfigured and expanded apron (north end) provides 8 small airplane tiedowns;
- Reconfigured apron provides 2 transient business aircraft/air cargo drive-through positions and 1 transient helicopter parking position with direct access to Taxiway A;
- Long-term development reserves identified near east end of terminal area to accommodate additional hangars and taxilanes (development may require relocation of existing AG loading facilities further east of the terminal area; and
- The existing caretaker residence is maintained.

WEST LANDSIDE DEVELOPMENT OPTION (FIGURE 5-5)

The West Landside Development Option (Figure 5-5) provides two configuration options for accommodating hangars and a combination of hangars and small airplane tiedowns. This section of the airport has prime visibility and is directly accessible from the airport access road. The original concept (hangars only) was refined following its initial presentation to the PAC to include apron and tiedown improvements and the beginning of an internal airport service road that would extend around the west end of the runway to provide access to the south side of the airport. The proposed hangar configuration was also modified to be compatible with a future aircraft hold area adjacent to Taxiway A1 at the end of Runway 5.

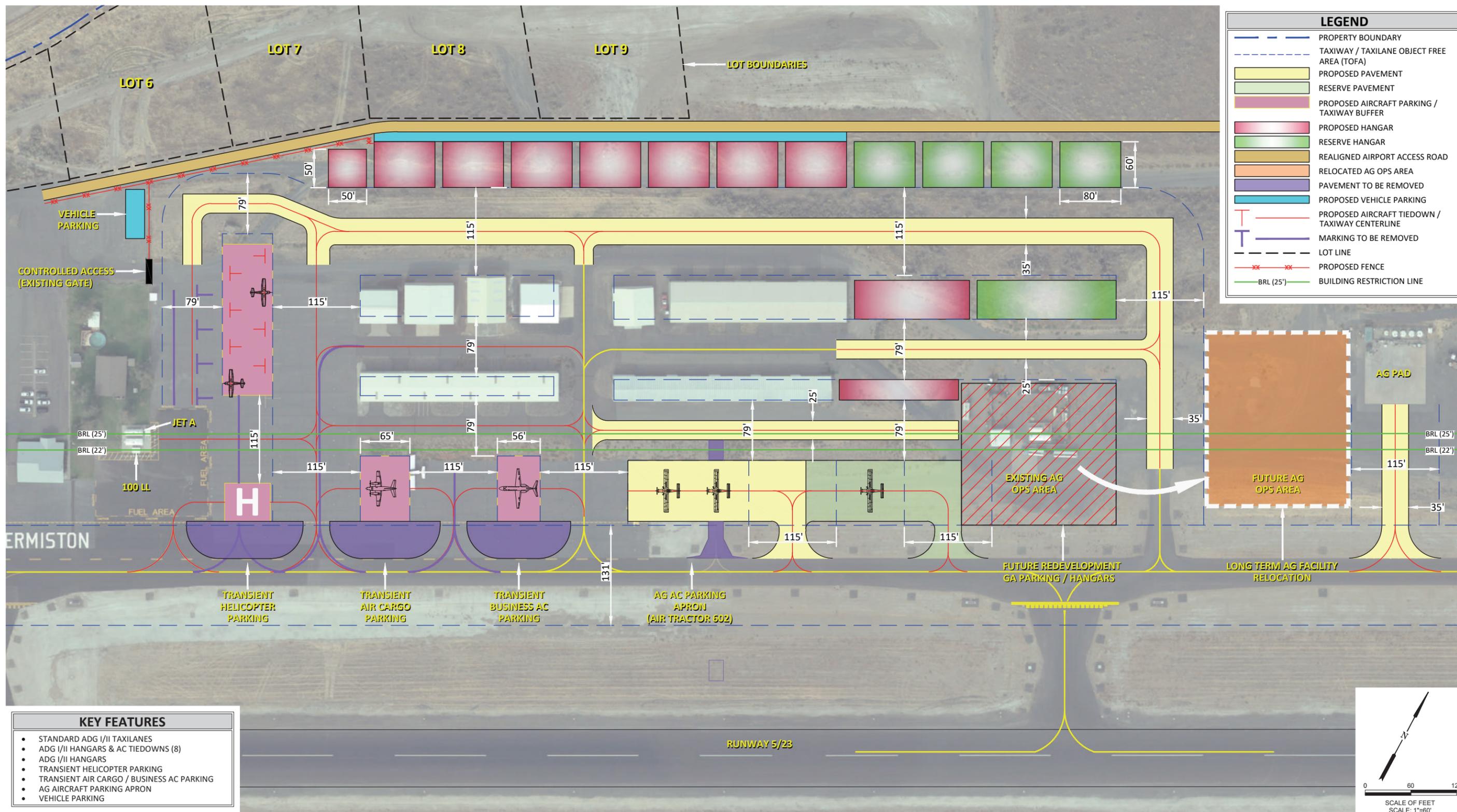
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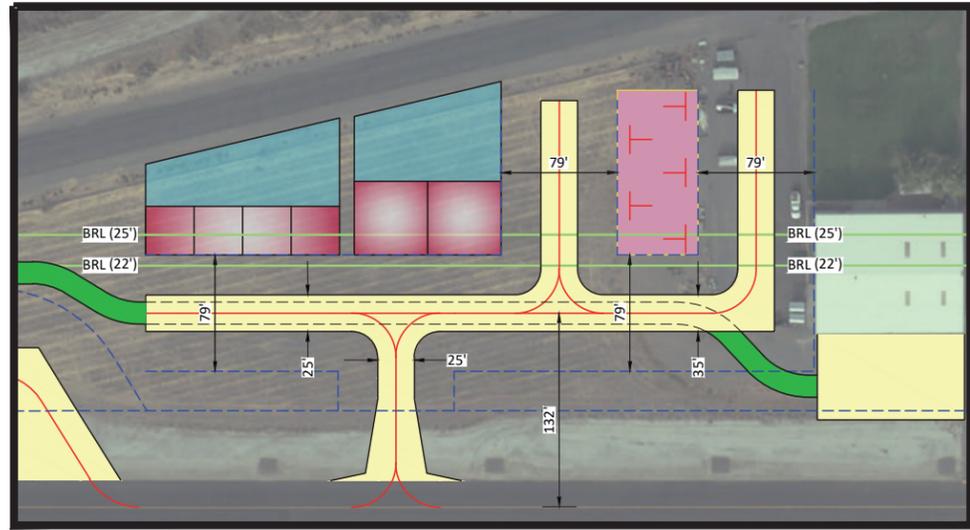
PRELIMINARY TERMINAL AREA LANDSIDE DEVELOPMENT - OPTION A
FIGURE 5.3

HERMISTON MUNICIPAL AIRPORT
AIRPORT MASTER PLAN



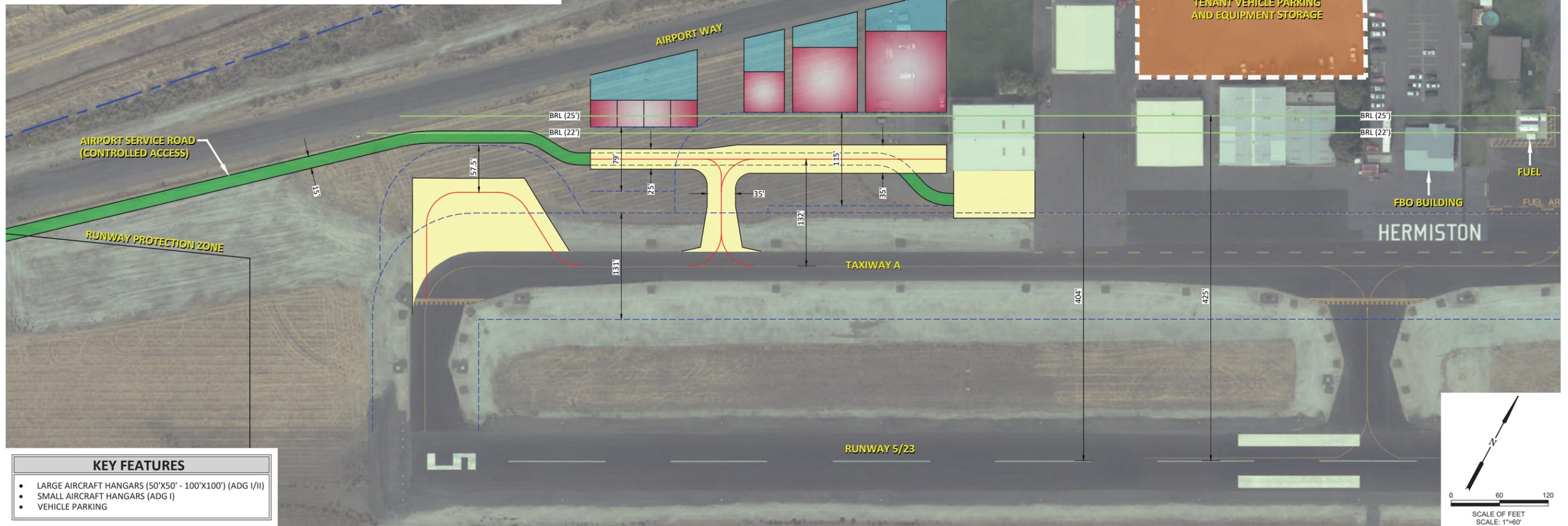


PRELIMINARY TERMINAL AREA LANDSIDE DEVELOPMENT - OPTION B
FIGURE 5.4



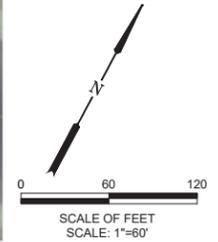
ALTERNATE LAYOUT

LEGEND	
	PROPERTY BOUNDARY
	TAXIWAY / TAXILANE OBJECT FREE AREA (TOFA)
	RUNWAY PROTECTION ZONE
	BUILDING RESTRICTION LINE
	PROPOSED AIRCRAFT TIEDOWN / TAXIWAY CENTERLINE
	PROPOSED TAXIWAY / TAXILANE
	PROPOSED HANGAR
	PROPOSED VEHICLE PARKING
	EQUIPMENT STORAGE / VEHICLE PARKING
	AIRPORT SERVICE ROAD



KEY FEATURES

- LARGE AIRCRAFT HANGARS (50'X50' - 100'X100') (ADG I/II)
- SMALL AIRCRAFT HANGARS (ADG I)
- VEHICLE PARKING



Refined & Recommended Development Alternatives

The preliminary development alternatives concepts described earlier were presented at the July 25, 2018 Master Plan PAC meeting. Specific review comments were provided by PAC members, airport users and City staff during the meeting and during several subsequent review opportunities. The FAA Seattle ADO project manager and a representative from Oregon Department of Aviation (ODA) also attended the PAC meeting and provided preliminary feedback during the meeting. This input provided important guidance in the refinement of development concepts presented in this section. Several refinements were made to the proposed airside improvements (Figure 5-6), two additional terminal area landside configurations were created (Figure 5-7 and 5-8), and refinements were made to the west landside area concept (Figure 5-5, revised).

The refined concepts were coordinated with City staff, PAC members and the fixed base operator (FBO). The updated development options were then coordinated with the FAA planner assigned to the project. The preliminary review by the FAA planner was intended to identify any potential issues with the proposed improvements that needed to be addressed before the final preferred alternative was defined. The combined input led to the recommended group of facility improvements that will be included in the preferred development alternative.

The preliminary preferred alternatives were presented at a November 14, 2018 PAC meeting. Several minor refinements were identified during the PAC meeting that have been incorporated into the final Airport Layout Plan (ALP) drawing. Two specific changes in runway and main apron configuration have been added to Figures 5-6 and 5-8 in this section.

REFINED AIRSIDE IMPROVEMENTS (FIGURE 5-6)

During the review of proposed airside improvements, several additional projects and related improvements were identified and incorporated into the refined improvements depicted on Figure 5-6:

South Ott Road Realignment: the proposed roadway realignment was refined to minimize the impact on adjacent agricultural operations by routing the road between irrigation pivots and shifting the north-south section of the road to east edge of the parcel. The new conceptual alignment has no effect on the intended RPZ clearance or related RPZ property acquisition, although the length of the road and the right-of-way acreage increase.

South Airport Development and Surface Access Improvements: Several improvements were identified to support future aviation-related facilities on the south side of Runway 5/23. The primary theme is that the airport's direct proximity to the adjacent EOTEC site presents a unique opportunity to establish a functional connection between two established public facilities that are capable of accommodating a wide

range of events and activities. The precise timing of the improvements is unknown but is likely to be incremental based on actual demand and available resources.

Surface Access: New public roadway access to the south side of the airport is identified from existing roads west and east of the airport.

- **West Access:** A new south airport access road extends from Highway 395 to the future south terminal area. The right-of-way for the roadway was recently acquired by the City of Hermiston. The sections of the road located on airport property are closely aligned with the adjacent airport property line to maximize the development potential of aeronautical uses on the airport. Portions of the on-airport road may be gated to control access to aviation facilities. The improved surface access to the airport may also serve the adjacent EOTEC facility.
- **East Access:** A new south airport access road extends from South Ott Road to the future south terminal area. This roadway is intended to provide access to future aeronautical facilities (aircraft apron and hangars) and may be gated to control access.
- **Airport Service Road:** A new airport service road is identified for the western end of the airport to provide controlled access to the north and south sides of the airfield. The gravel roadway would support airport maintenance and security, ASOS maintenance, and the movement of airport fuel trucks between the north landside area and future south landside facilities. The service road enters the Runway 5 RPZ at the farthest feasible points from the runway end based on currently available property. The road is located entirely outside the runway safety area (RSA), runway object free area (OFA), and runway obstacle free zone (OFZ). A preliminary airspace evaluation indicates that crossing vehicles will not penetrate the Runway 5 approach surface.

South Aviation Facilities: A conceptual aviation development area (aircraft apron and hangar area) is identified on the south side of Runway 5/23. The landside facilities are configured to be compatible with a future ADG II parallel taxiway and required building setbacks (18" building restriction line depicted). The airport service road described earlier connects this area with the north terminal area. As noted earlier, the adjacent EOTEC site has the potential to generate demand for aircraft access and related non-aeronautical access (through a controlled access fence) to the adjacent site from the airport.

South Parallel Taxiway: A south parallel taxiway (ADG II) is identified to protect future aircraft access and to define the required development setbacks for adjacent landside development. It is anticipated that the taxiway may be constructed in phases depending on the level of demand eventually realized. The FAA planner reviewed an original south parallel taxiway configuration that mirrored the existing north side exit taxiway connectors A1, A2, A3 and A5 and noted that locating a mid-runway south-side exit taxiway (B3) connecting with A3 would create a "high energy crossing" on the middle one-third of the runway, which is not consistent with current FAA design guidance. The location of future Taxiway B3 was shifted to the east, approximately 1,400 feet from the Runway 23 end. It is anticipated that the majority of aircraft

crossings between the north and south sides of the runway would occur on Taxiways A2 and B2, located near the FBO and fuel area.

Non-Precision Instrument Runway Markings: The threshold markings for Runway 23 will be upgraded to non-precision instrument (NPI) to be consistent with the future NPI designation for the runway. Maintaining visual runway markings on the Runway 5 end is recommended based on known built items within the existing 20:1 visual approach surface that limit the feasibility of accommodating a 34:1 NPI approach surface. This approach configuration is consistent with a previous (1980s) ALP that depicted future NPI approach capabilities for the runway. NPI markings are also depicted for the Runway 23 extension reserve.

Runway 5/23 Extension Reserve: The east runway extension reserve has been increased to 500 feet, which increases the “reserve” runway length to 5,000 feet. This recommendation is consistent with the reserve depicted on the 2001 ALP drawing and is a common runway length for ARC B-II runways accommodating a wide range of business jet activity. The reserve Runway Protection Zone (RPZ) is also shifted 300 feet east, although no changes are required to the future realigned South Ott Road previously recommended.

Refined Terminal Area Landside Development Options

Several refinements were added to the Terminal Area Landside Options A and B presented in the preliminary alternatives to reflect specific comments provided through review.

Key Comments:

- The initial review of the preliminary options indicated a preference to prioritize accommodating transient aircraft parking in areas adjacent to the parallel taxiway and to accommodate new hangars in the north section of the development with ADG II taxilane access. (PAC comment)
- The existing caretaker residence is considered to be a non-aeronautical use by FAA. Current FAA policy requires airport sponsors to plan for removal of non-aeronautical uses in areas with direct access to aircraft operating areas (aprons, taxilanes, etc.). (FAA comment)
- The addition of a future FBO hangar should be included in the plan (FBO comment)
- The number of planned small airplane tiedowns is relatively small in the terminal area; prefer the option that provides more parking. (FAA comment)
- Aircraft tiedown orientations and hangar door openings should be configured to reflect common strong westerly winds. (FBO comment).

- The proposed development of AG aircraft parking apron near the east end of the hangar area was not considered the highest and best use of the area. It was suggested that providing additional parking for transient business aircraft parking was a higher priority and the AG aircraft parking can be accommodating in the AG operating area, east of the terminal area. (PAC comment)
- Future replacement of existing hangars that do not have standard taxilane OFA clearances should be limited to building footprints that comply with standard OFA clearances. The taxilanes located within the existing hangar area will be reconfigured based on the ability to meet OFA standards. (FAA comment)

Terminal Area Landside Options C and D reflect these comments and offer slight variations in configuration.

TERMINAL AREA LANDSIDE DEVELOPMENT – OPTION C (FIGURE 5-7)

Several refinements are incorporated into **Option C**, as depicted on **Figure 5-7**:

- The caretaker residence site is redeveloped to accommodate expanded aircraft apron and a future FBO hangar;
- The main tiedown apron is reconfigured/expanded to increase the number of small airplane tiedowns (8 depicted) and useable apron for the future FBO hangar;
- The south/east section of the main apron is expanded to accommodate 2 transient business aircraft parking positions; and
- The location of the existing underground waterline is verified and depicted in the vicinity of planned taxilane and hangar developments.

TERMINAL AREA LANDSIDE DEVELOPMENT – OPTION D (FIGURE 5-8) (RECOMMENDED)

Option D (Figure 5-8) retains the majority of the taxilane and hangar layouts presented in **Option C**, but expands the tiedown apron further north to provide two additional small airplane tiedowns, increasing the total number of tiedowns to 10. The recommended addition of small airplane tiedowns adjacent to the west hangar area will increase the number of small airplane tiedowns to 15.

Option D is recommended based on its ability to increase tiedown capacity in the terminal area.

Refinements: Terminal Area Landside Development - Option D

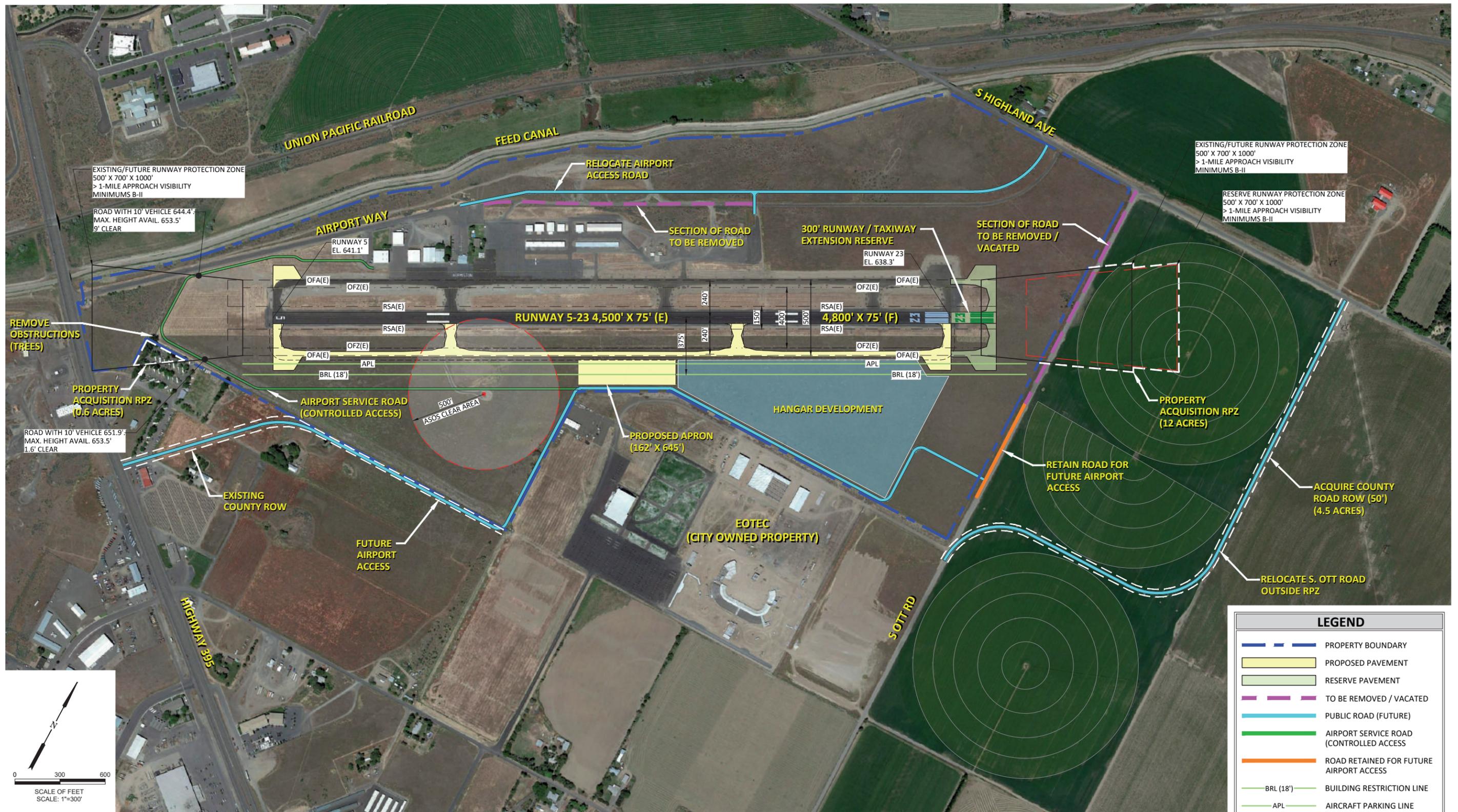
A modification to **Option D** was proposed at the November 14, 2018 PAC meeting, which involved converting the eastern section of the terminal vehicle parking lot into aeronautical uses (expanded tiedown apron and FBO hangar area). The concept was evaluated following the meeting and a proposed reconfiguration of the apron/vehicle parking area was reviewed by the airport sponsor and FBO, and approved.

The terminal area reconfiguration included another refinement that provided more efficient tiedown and taxilane layouts. The two main tiedown rows were shifted to the north end of the apron and taxilane access was provided from the south, adjacent to the future FBO hangar. The reconfigured apron increases the total number of small airplane tiedowns from 10 to 15.

The existing vehicle parking lot has 39 striped parking stalls with two travel lanes, plus an additional 9,000 square feet of paved unmarked parking area (northern section) adjacent to the access road. The reconfigured parking lot consists of two rows of 39 conventional and ADA-accessible 90-degree parking stalls accessed by a single (two-way) travel lane and a vehicle turnaround loop located at the FBO building entrance. The north section of the parking lot can be configured to provide additional parking (approximately 2,000 square feet).

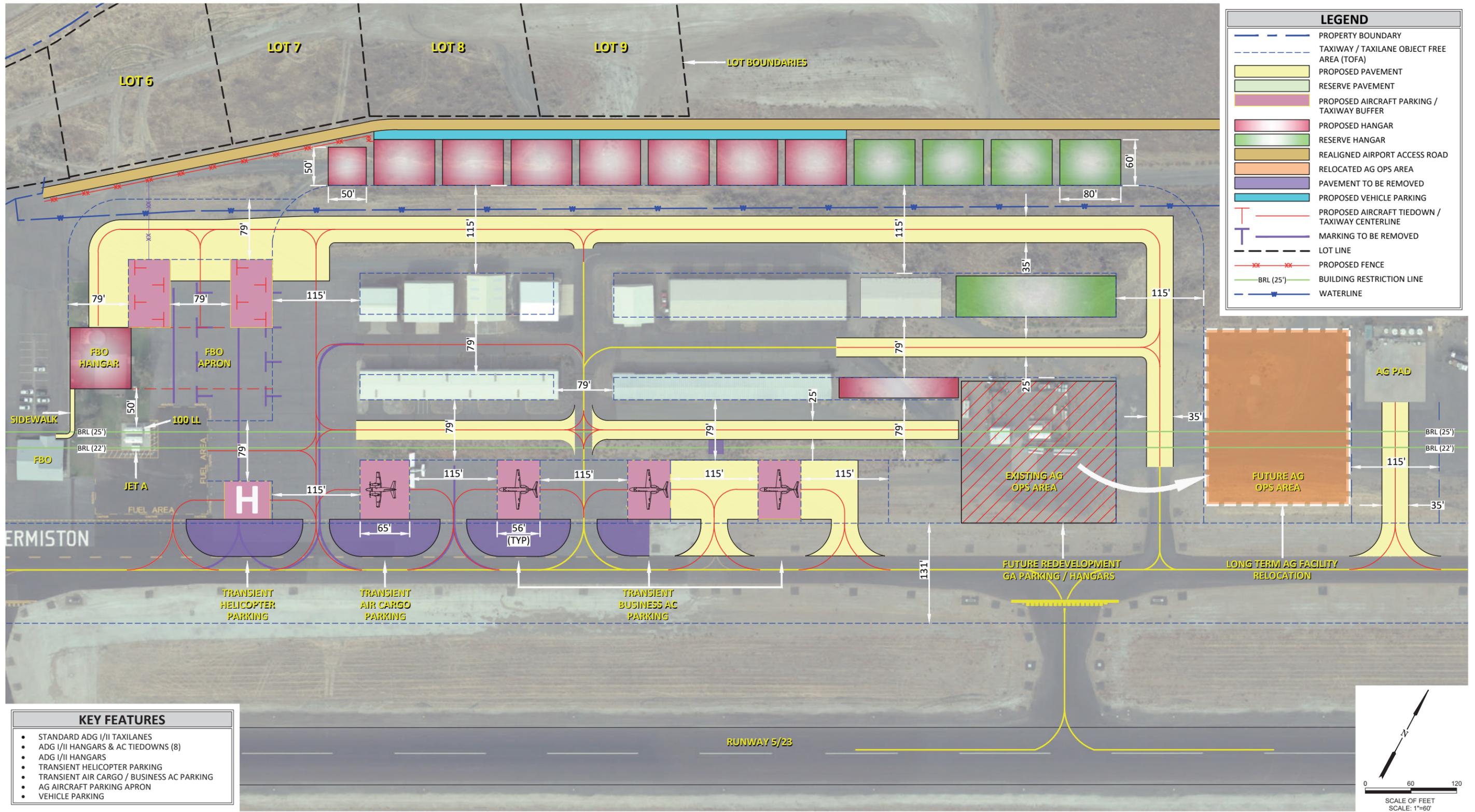
These refinements are depicted in the improved version of Option D (Figure 5-8).

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RECOMMENDED AIRSIDE IMPROVEMENTS
FIGURE 5.6

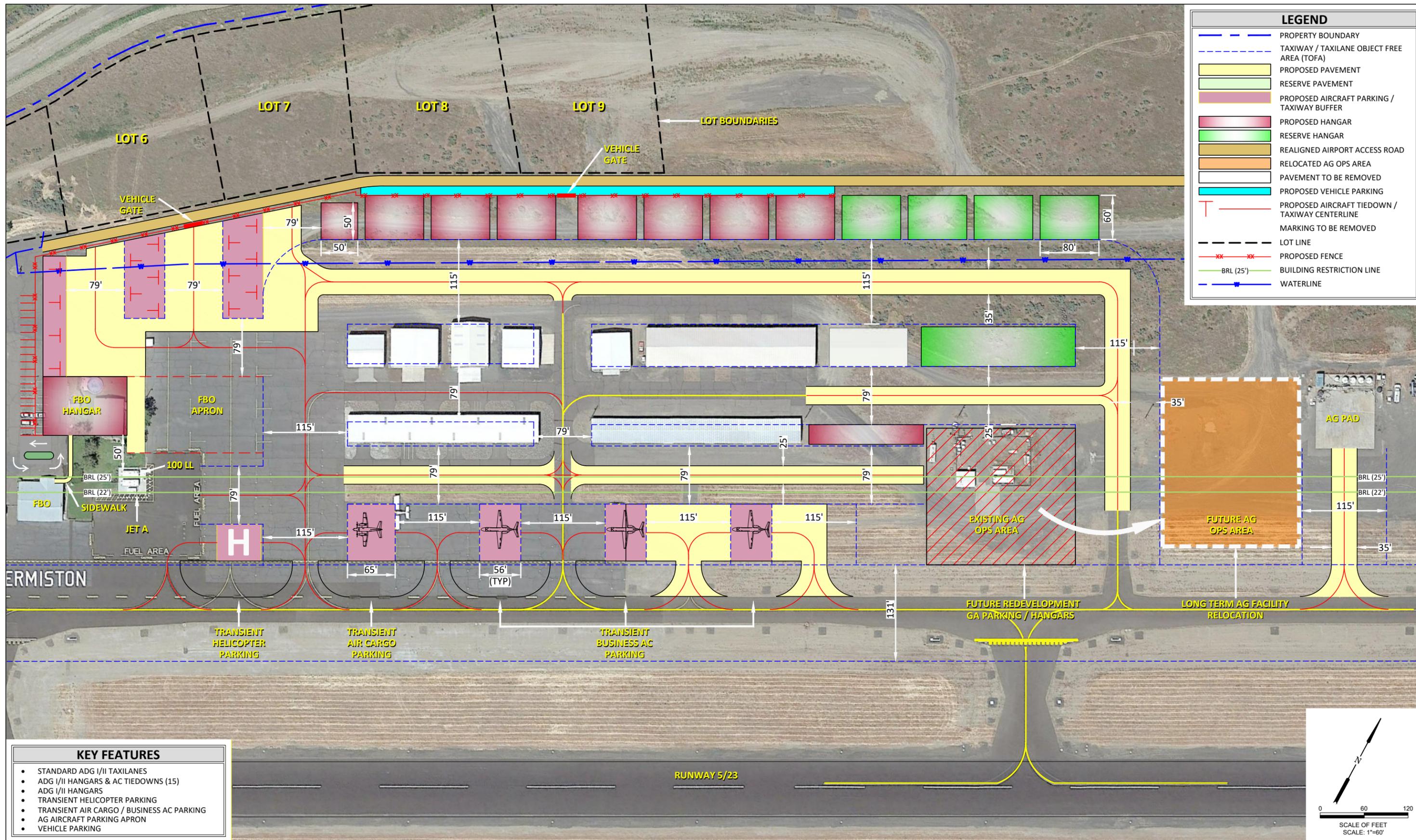
HERMISTON MUNICIPAL AIRPORT
AIRPORT MASTER PLAN



REFINED TERMINAL AREA LANDSIDE DEVELOPMENT - OPTION C
FIGURE 5.7

HERMISTON MUNICIPAL AIRPORT
AIRPORT MASTER PLAN





**REFINED TERMINAL AREA LANDSIDE DEVELOPMENT - OPTION D
(PREFERRED ALTERNATIVE)**
FIGURE 5-8

