

***Runway 32 RSA and OFA***

At the Runway 32 end, the access road to Schoenbrunn Village, a State of Ohio historical site operated by the Ohio Historic Preservation Office, bisects the RSA and OFA. Relocating the access road approximately 200 feet to the southeast would correct this concern.

The Airport does not own the land upon which the first 130 feet of the runway is situated. Instead, the Airport leases this land, approximately four acres, from the State of Ohio, under a 99-year lease that was recently renewed. The lease gives the City the right to make improvements, including the removal of trees.

***Runway 32 RPZ***

The area under the Runway 32 RPZ includes approximately nine homes and buildings, as well as numerous trees. The access road to Schoenbrunn Village also intersects the RPZ. The Airport does not control any of the land under the RPZ, so it would need to acquire avigation easements or ownership in fee of approximately 14 acres.

***Other Considerations***

On the northeast side of the runway, there are approximately eight buildings that are within the OFA. These buildings would require demolition or relocation outside the OFA. Additionally, there are numerous trees within the OFA that require removal. Approximately two acres of the OFA are not owned by the Airport and would need to be purchased.

Both the grass tie-downs and paved tie-downs are within the OFA. All of the tie-downs should be moved beyond the boundary of the OFA. This will render some of the ramp space unusable and limit the number of tie-downs available on the northeast side of the runway.

***Summary***

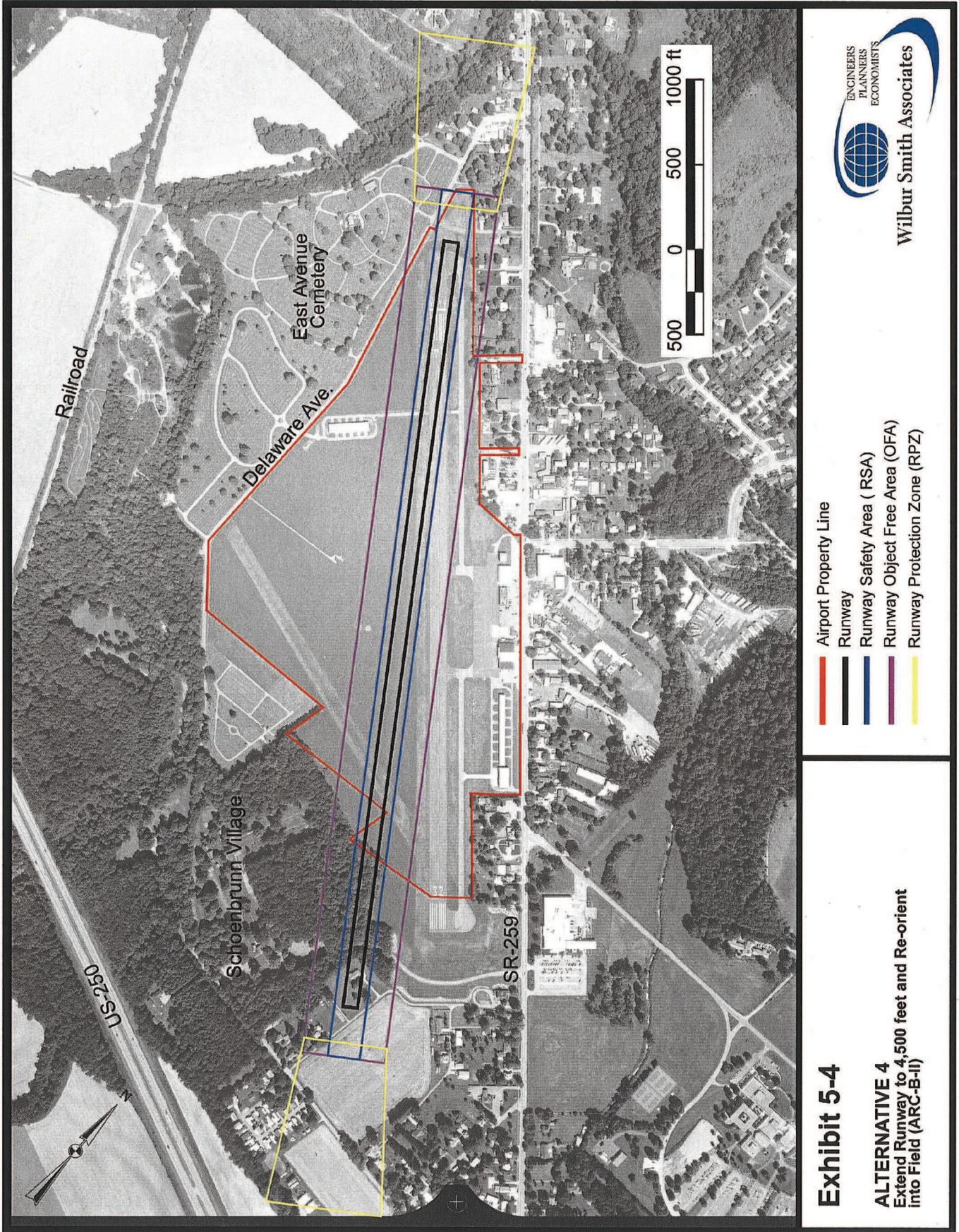
This alternative has constraints that are similar to Alternative 2. However, since the runway is extended toward a subdivision, more homes and buildings are impacted. Additionally, the impact on the cemetery is more significant under Alternative 3 than Alternative 2 because the runway extension crosses the cemetery boundary. For these reasons, this alternative is not considered practical and further study is not recommended.

**5-4-4 Runway Alternative 4 – Extend Runway to 4,500 feet and Reorient**

This alternative examines the impact from reorienting the runway in an attempt to minimize the impacts from an extension to 4,500 feet. The southeastern end is extended 550 feet and angled farther south in an effort to take advantage of the open field off the Runway 32 end. Under this alternative, the runway would meet the B-II standards and it is assumed that the Airport would remove or relocate any obstructions, and purchase any land necessary to meet these standards. The constraints are described below and illustrated in **Exhibit 5-4**.

***Runway 14 End***

The Runway 14 end would remain in essentially the same position that it is currently in, but it would pivot slightly clockwise. This configuration has a number of constraints stemming from the RSA, OFA, and the RPZ.



***Runway 14 RSA and OFA***

As with Alternative 1, Delaware Avenue would need to be relocated to prevent it from bisecting the RSA/OFA. However, this option reduces the relocation of Delaware Avenue. It also minimizes the impact on the cemetery. The reoriented RSA/OFA would include approximately seven homes and buildings. There are approximately two acres of land that the Airport would need to acquire, some of it in the cemetery. Roads within the cemetery would also need to be closed or require some minor rerouting.

***Runway 14 RPZ***

The area under the reoriented Runway 14 RPZ includes approximately 17 homes and buildings, as well as numerous trees and roads. The rerouting of Delaware Avenue would likely bring it through the RPZ. Additionally, State Route 259, northeast of the Airport, bisects the very northern tip of the RPZ. Nearly all of the land under the RPZ is not controlled by the Airport, so avigation easements or ownership in fee of approximately 14 acres would be required.

***Runway 32 End***

Under Alternative 4, the Runway 32 end would be reoriented and extended into Schoenbrunn Village, resulting in a number of constraints. Those constraints, both for the RSA and OFA, and the RPZ, are described below.

***Runway 32 RSA and OFA***

The Runway 32 end would intersect the access road to Schoenbrunn Village, requiring that the road be rerouted at least 600 feet to the southeast and around the RSA and OFA or closed entirely. Additionally, there are a large number of trees that would need to be removed and cleared for the runway and surrounding safety areas.

The reoriented RSA/OFA would impact three buildings situated on two parcels, which would need to be removed. A significant portion of this area also lies beyond the property line of the Airport, requiring the Airport to purchase approximately 13 acres of land.

***Runway 32 RPZ***

The area under the reoriented Runway 32 RPZ includes approximately 13 homes, as well as numerous trees. If the access road to Schoenbrunn Village is rerouted outside the RSA/OFA, it is likely that it would intersect the RPZ. Other roads that would intersect the RPZ include 22<sup>nd</sup> St. SE, and Township Road 1205. The Airport does not control any of the land under the RPZ, so it would need to acquire avigation easements or ownership in fee of approximately 14 acres.

***Other Considerations***

One advantage of this runway alignment is that the existing taxiway could still be used and current tie-down spaces would be in compliance. This alignment is slightly less desirable from a wind coverage standpoint. The Airport's wind cone and wind tee fall within the OFA and would need to be relocated. A major constraint to this alternative is that the primary runway intersects the crosswind runway. The crosswind runway is turf and the intersecting runway would introduce a paved portion to the turf runway. This has been done at other airports, but it is generally not desirable. Another alternative would be the closure of the grass runway.

**Summary**

Angling the runway into Schoenbrunn Village can reduce the impact on the number of surrounding homes and buildings. However, this alternative has a greater impact on Schoenbrunn Village and the access to the historical site. This option should be considered since it offers a runway extension at the existing facility while minimizing the costs of that extension.

**5-4-5 Runway Alternative 5 – Extend Runway to 4,500 feet and Reorient Across Cemetery**

This alternative examines the impact from reorienting the runway in a more east/west direction and taking it through the cemetery. Under this alternative, the runway would meet the B-II standards and it is assumed that the Airport would remove or relocate any obstructions, and purchase any land necessary to meet these standards. The constraints are described below and illustrated in **Exhibit 5-5**.

**Runway 14 End**

The Runway 14 end would be pivoted counterclockwise from its current position and extended so that it bisects the cemetery. This configuration has a number of constraints to the RSA, OFA, and the RPZ, which are described below.

**Runway 14 RSA and OFA**

This alternative results in the runway bisecting Delaware Avenue, which would require that the road be closed or relocated. Additionally, the runway would extend into the cemetery by more than 600 feet. The Airport would need to acquire approximately 10 acres of the cemetery, which would split the cemetery into two parts. The graves in these 10 acres would need to be relocated, as well as the cemetery roads within the OFA boundary. Numerous trees would also need to be cleared within the OFA boundary. Beyond the cemetery, there are approximately nine acres of land the Airport would need to acquire for the runway extension and OFA. Part of this land is significantly lower in elevation, making it more costly to use for the runway extension.

A railroad track intersects the western corner of the OFA, approximately 300 to 400 feet from the runway end.

**Runway 14 RPZ**

The area under the reoriented Runway 14 RPZ includes approximately five buildings, as well as numerous trees and roads. All of the land under the RPZ is not controlled by the Airport, so it would need to acquire avigation easements or ownership in fee of approximately 14 acres.

**Runway 32 End**

Under Alternative 5, the Runway 32 end would be reoriented to minimize the impact on Schoenbrunn Village and nearby homes. The constraints, both for the RSA and OFA, and the RPZ, are described below.

**Runway 32 RSA and OFA**

The Runway 32 end would remain within Airport boundaries. However, the OFA/RSA would intrude upon Schoenbrunn Village property and a small portion of the cemetery located to the south of Runway 11/29, requiring the Airport to acquire approximately eight acres spread