

6. Development Alternatives

Based on the Airport needs detailed in Chapter 5, five alternatives addressing both airside and landside facilities at the Logan-Cache Airport have been identified. These alternatives consider minimum improvements to Airport facilities while maintaining compliance with applicable design standards and guidelines, as well as more extensive improvements. The five proposed alternatives are described as follows:

6.1 Alternative 1A

Alternative 1A is the existing development plan for the Airport. Key elements include:

- All development occurs within the current Airport boundary;
- GA hangar build-out occurs in the open areas between the existing GA hangars and the airport entrance road;
- Future development of a corporate terminal, apron, and hangar, west along Taxiway C, are separate from smaller GA hangars and apron;
- Future commercial terminal, apron, and auto parking further west along Taxiway C, accessed via an improved 2600 North Road;
- Cargo/freight facility and long-term hangar development will be along the old Runway 5-23 parallel taxiway alignment; and
- Future aviation-related or aviation-compatible industrial or business park development will occur near the old Runway 5 end.

6.2 Alternative 1B

Alternative 1B is a variation of the existing development plan for the Airport, with the commercial terminal located on the south end. Key elements include:

- All development occurs within the current Airport boundary;
- Future commercial terminal, apron, and auto parking will occur on the south end of the existing flight line, replacing the existing GA hangars. Access to the terminal will be via Airport Road and new internal circulation roads;
- Future development of a corporate terminal, apron, and hangar, west along Taxiway C, are separate from smaller GA hangars and apron;
- Future aviation-related or aviation-compatible industrial or business park development will occur in the open area east of the airport entrance road;
- GA Hangar development will occur in the open area along the east side of the airport entrance road, north of the future industrial or business park;
- Additional GA hangar and apron development will take place at the old Runway 5 end;
- Cargo/freight facility and long-term hangar development will occur at the old Runway 5 end; and
- A long-term future airport expansion reserve, west of the airport entrance road and in the area between the old Runway 5 end and the Runway 10 end.

6.3 Alternative 2A

Alternative 2A is a variation of the existing development plan that includes development beyond the current Airport boundary. Key elements include:

- Development is not limited to the current Airport boundary;
- Extension of 1000 West Road, north into the Airport with a loop to 2600 North Road;
- New internal circulation roads to maintain access to existing hangars and facilities and to provide access to new development;
- GA hangar build-out and additional hangar development in the open areas between existing GA hangars, the flight line and airport entrance road;
- Future aviation-related or aviation-compatible industrial or business park development will occur west of the 1000 West extension and east to the existing airport entrance road;
- Relocation of Taxiway C to provide separation from apron areas;
- Future corporate aviation center and hangar development will occur on the east side of the 1000 West extension. Aircraft access will be via a new taxiway/apron off Taxiway C;
- Future commercial terminal, apron, and auto parking along Taxiway C will have access via the 1000 West extension; and
- A long-term future airport expansion reserve, west of the airport entrance road and in the area between the old Runway 5 end and the Runway 10 end.

6.4 Alternative 2B

Alternative 2B is a variation of Alternative 2A that also includes development beyond the current Airport boundary. Key elements include:

- Development is not limited to the current Airport boundary;
- Extension of 1000 West Road north into the Airport with a loop to 2600 North Road;
- New internal circulation roads to maintain access to existing hangars and facilities and to provide access to new development;
- GA hangar build-out and additional hangar development in the open areas between the existing GA hangars, the flight line and airport entrance road;
- Future aviation-related or aviation-compatible industrial or business park development on the east and west sides of the 1000 West extension;
- Relocation of Taxiway C to provide separation from apron areas;
- Future corporate aviation center and hangar development along Taxiway C at the north end of the 1000 West extension;
- Future commercial terminal, apron, and auto parking along Taxiway C, west of the corporate aviation center and along the 1000 West to 2600 North loop road; and
- A long-term future airport expansion reserve, west of the airport entrance road and in the area between the old Runway 5 end and the Runway 10 end.

6.5 Alternative 3

Alternative 3 significantly separates general and small business aviation from larger corporate aviation, the future commercial terminal facilities, and light-industrial and business park development. Key elements include:

- Development is not limited to the current Airport boundary;
- GA hangar build-out and additional hangar development in the open areas between existing GA hangars, the flight line and airport entrance road;
- Future corporate hangars and apron west along Taxiway C;
- Long-term future airport expansion reserve west of the airport entrance road and in the area between the old Runway 5 end and the Runway 10 end;
- Future commercial terminal facility, corporate aviation terminal facility, cargo facility, and major aviation-related or aviation-compatible industrial or business park development along Taxiway B at the north end of the Airport, with access via 4200 North, a new extension of 2600 north to 4200 North, and internal circulation roads.

6.6 Selected Open House Alternatives

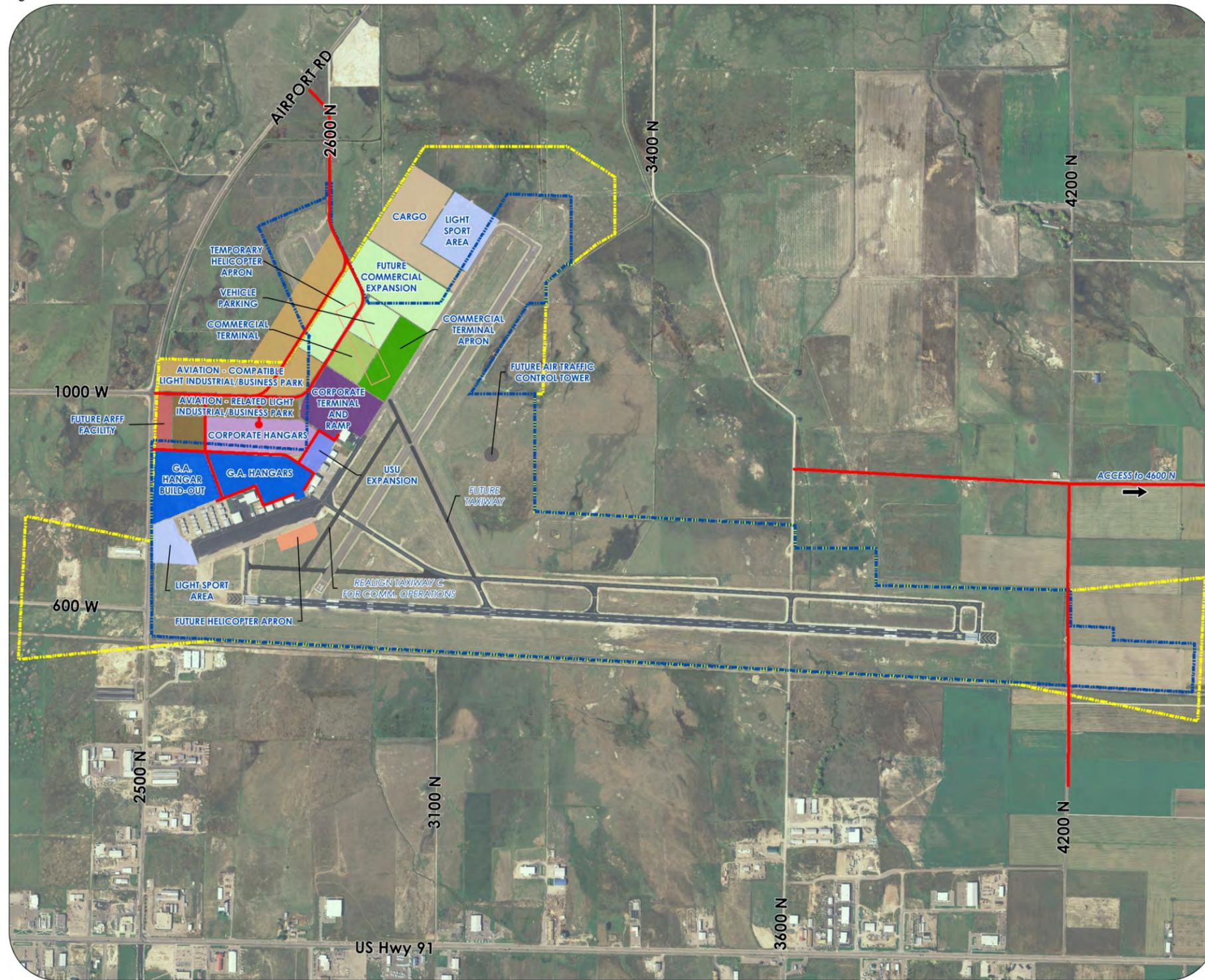
The Technical Advisory Committee (TAC) evaluated the five airside alternatives and reduced them to three representative proposals. The following alternatives were developed for presentation to the public at an open house.

Airport Development Alternative 1 - This alternative focused primarily on long term development of General Aviation, and future development of Commercial Aviation on the presently developed south side of the airport. Long term development for Corporate/Manufacturing Aviation was envisioned on the northwest side of the airport. See Figure 10.

Airport Development Alternative 2 - This alternative focused primarily on long term development of all operations including General Aviation, future Commercial Aviation, and Corporate/Manufacturing Aviation located on the presently developed south side of the airport. See Figure 11.

Airport Development Alternative 3 - This alternative focused primarily on long term development of General Aviation operations to be located on the presently developed south side of the airport. Short term development of the future Commercial Aviation operations would occur on the south side of the airport. Long term development for future Commercial Aviation operations and Corporate/Manufacturing Aviation would be situated on the northwest side of the airport. See Figure 12.

Figure 11. Alternative 2



Airport Development Alternative 2

Primary General Aviation South Side

Primary Commercial South Side

Primary Corporate Aviation South Side

Legend

-  Existing Airport Boundary
-  Future Airport Boundary
-  Temporary Helicopter Apron
-  Future Roads



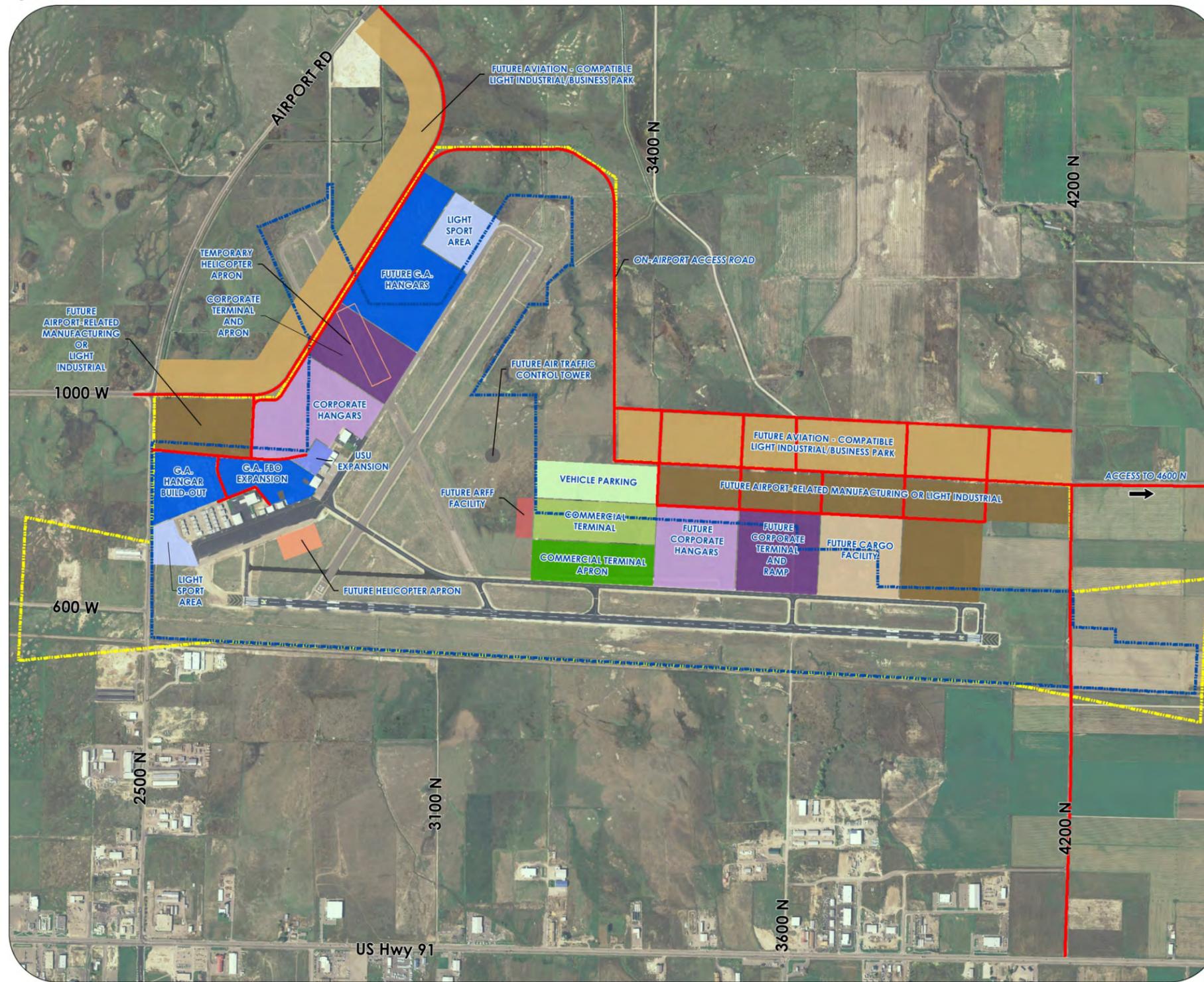
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Map Coordinate System: NAD 1983 State Plane Utah North (Feet) • Plot Date: March 2009



Figure 12. Alternative 3



Airport Development Alternative 3

Primary General Aviation South Side

Primary Commercial North Side

Legend

-  Existing Airport Boundary
-  Future Airport Boundary
-  Temporary Helicopter Apron
-  Future Roads



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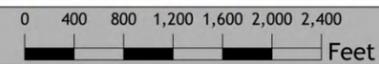
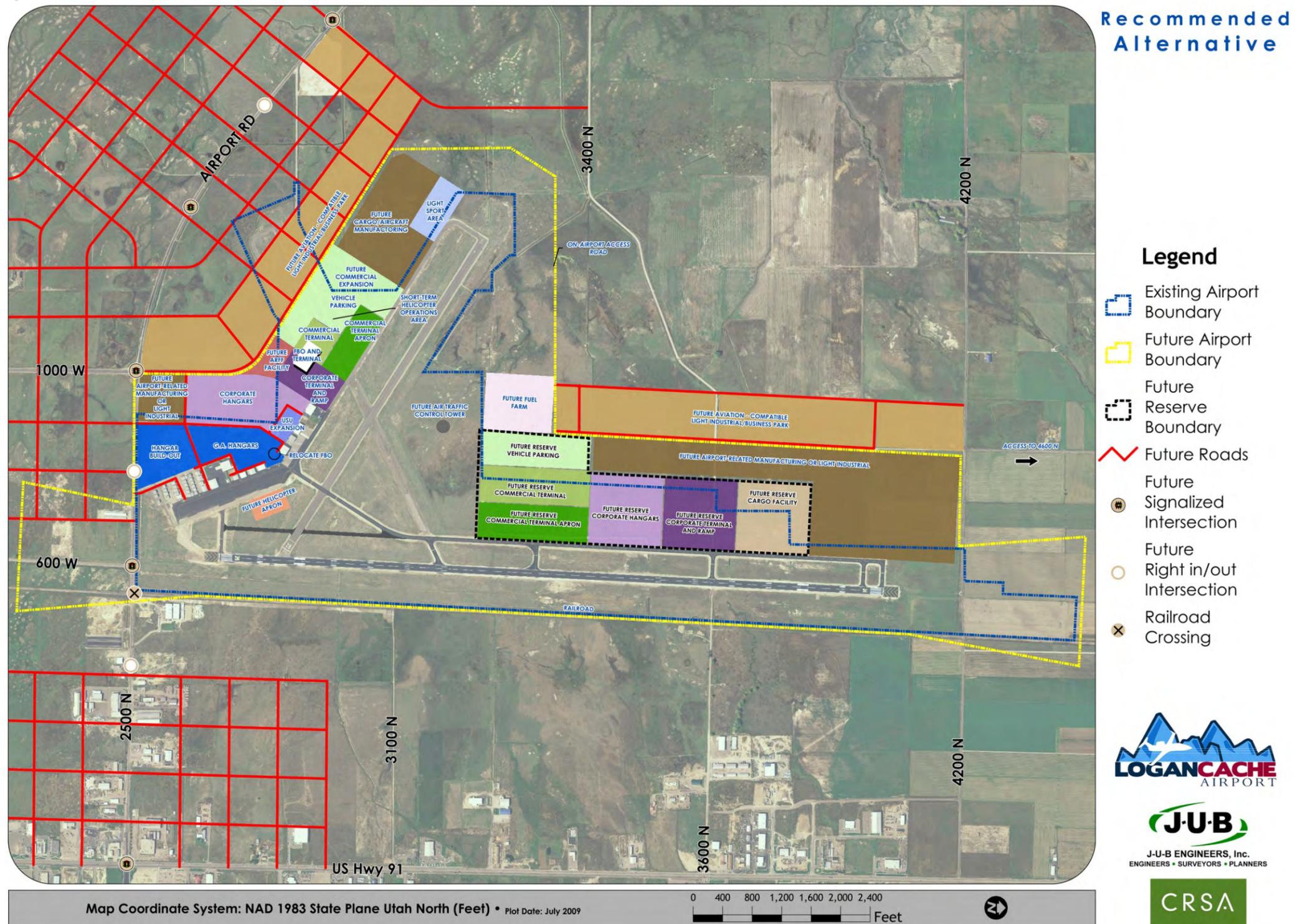


Figure 13. Recommended Alternative



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