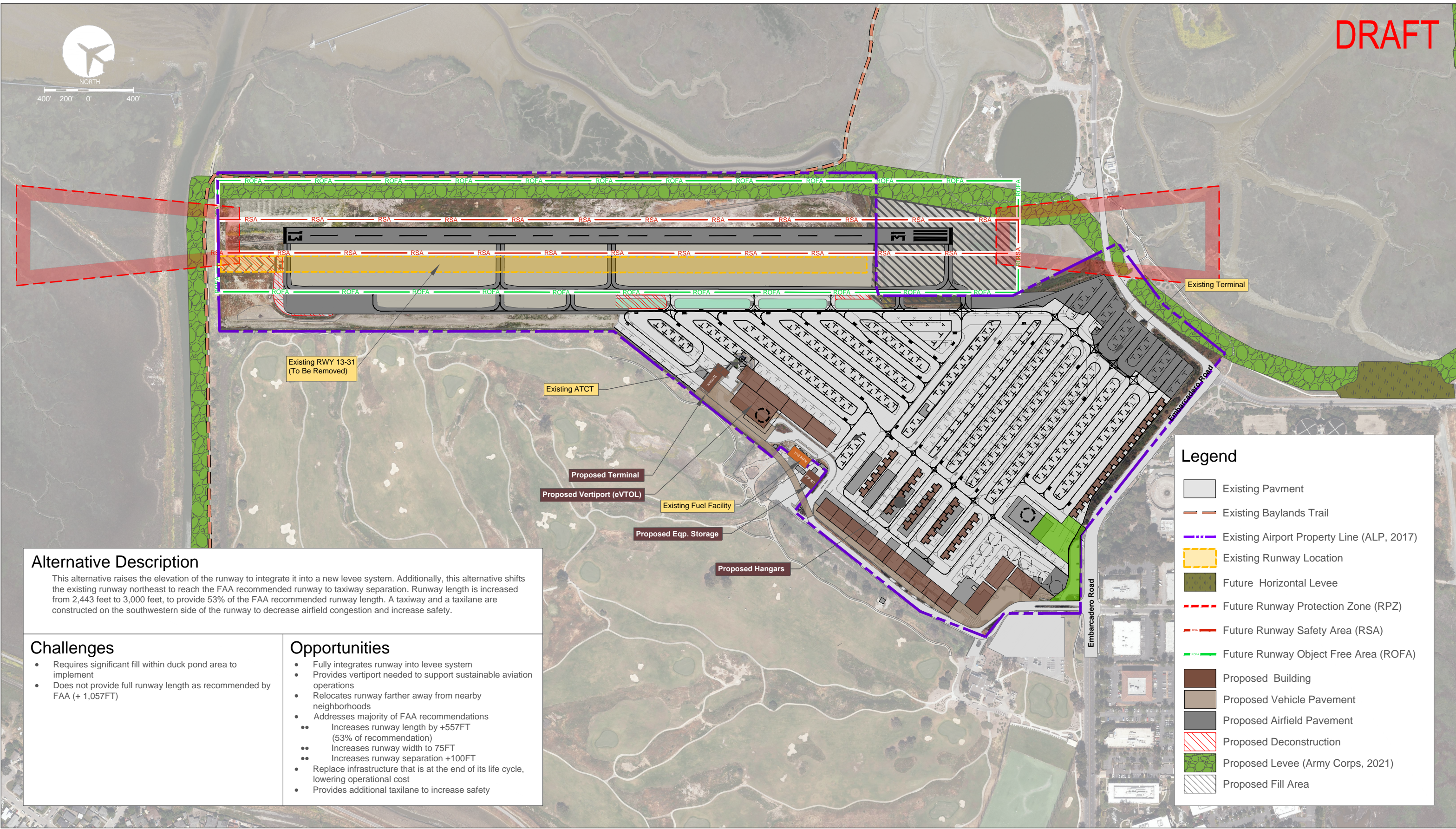


DRAFT



Alternative Description

This alternative raises the elevation of the runway to integrate it into a new levee system. Additionally, this alternative shifts the existing runway northeast to reach the FAA recommended runway to taxiway separation. Runway length is increased from 2,443 feet to 3,000 feet, to provide 53% of the FAA recommended runway length. A taxiway and a taxilane are constructed on the southwestern side of the runway to decrease airfield congestion and increase safety.

- ### Challenges
- Requires significant fill within duck pond area to implement
 - Does not provide full runway length as recommended by FAA (+ 1,057FT)

- ### Opportunities
- Fully integrates runway into levee system
 - Provides vertiport needed to support sustainable aviation operations
 - Relocates runway farther away from nearby neighborhoods
 - Addresses majority of FAA recommendations
 - Increases runway length by +557FT (53% of recommendation)
 - Increases runway width to 75FT
 - Increases runway separation +100FT
 - Replace infrastructure that is at the end of its life cycle, lowering operational cost
 - Provides additional taxilane to increase safety

Legend

	Existing Pavment
	Existing Baylands Trail
	Existing Airport Property Line (ALP, 2017)
	Existing Runway Location
	Future Horizontal Levee
	Future Runway Protection Zone (RPZ)
	Future Runway Safety Area (RSA)
	Future Runway Object Free Area (ROFA)
	Proposed Building
	Proposed Vehicle Pavement
	Proposed Airfield Pavement
	Proposed Deconstruction
	Proposed Levee (Army Corps, 2021)
	Proposed Fill Area



Alternative 5 | 3,000 FT Runway with Northeastern Shift

Palo Alto Airport Long-Range Facilities & Sustainability Plan (LRFSP)

Source: C&S Engineers, Inc.



Apr 03, 2024 - 10:24am
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