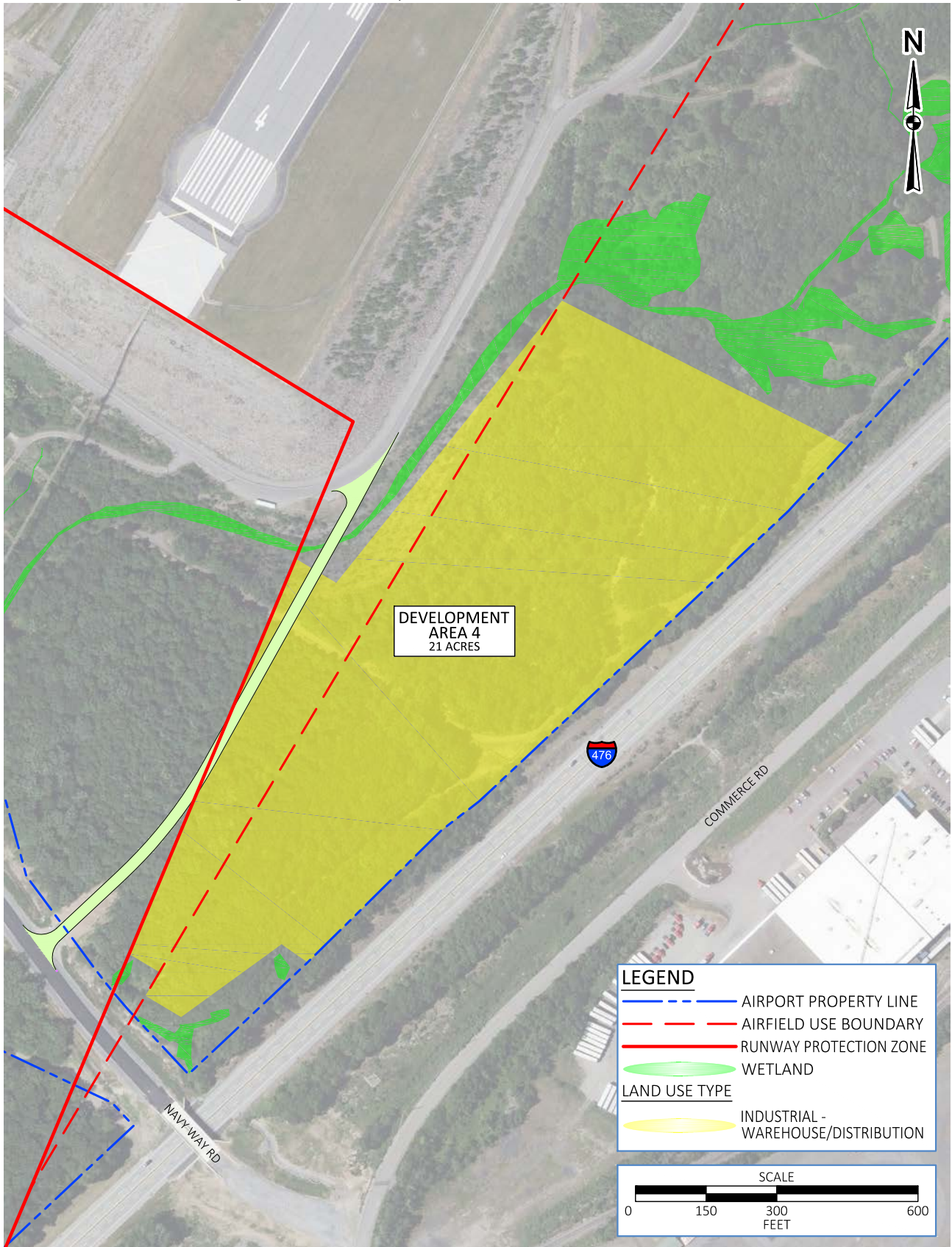


**Figure 5-33: Development Area 4 Land Use Alternative 1**



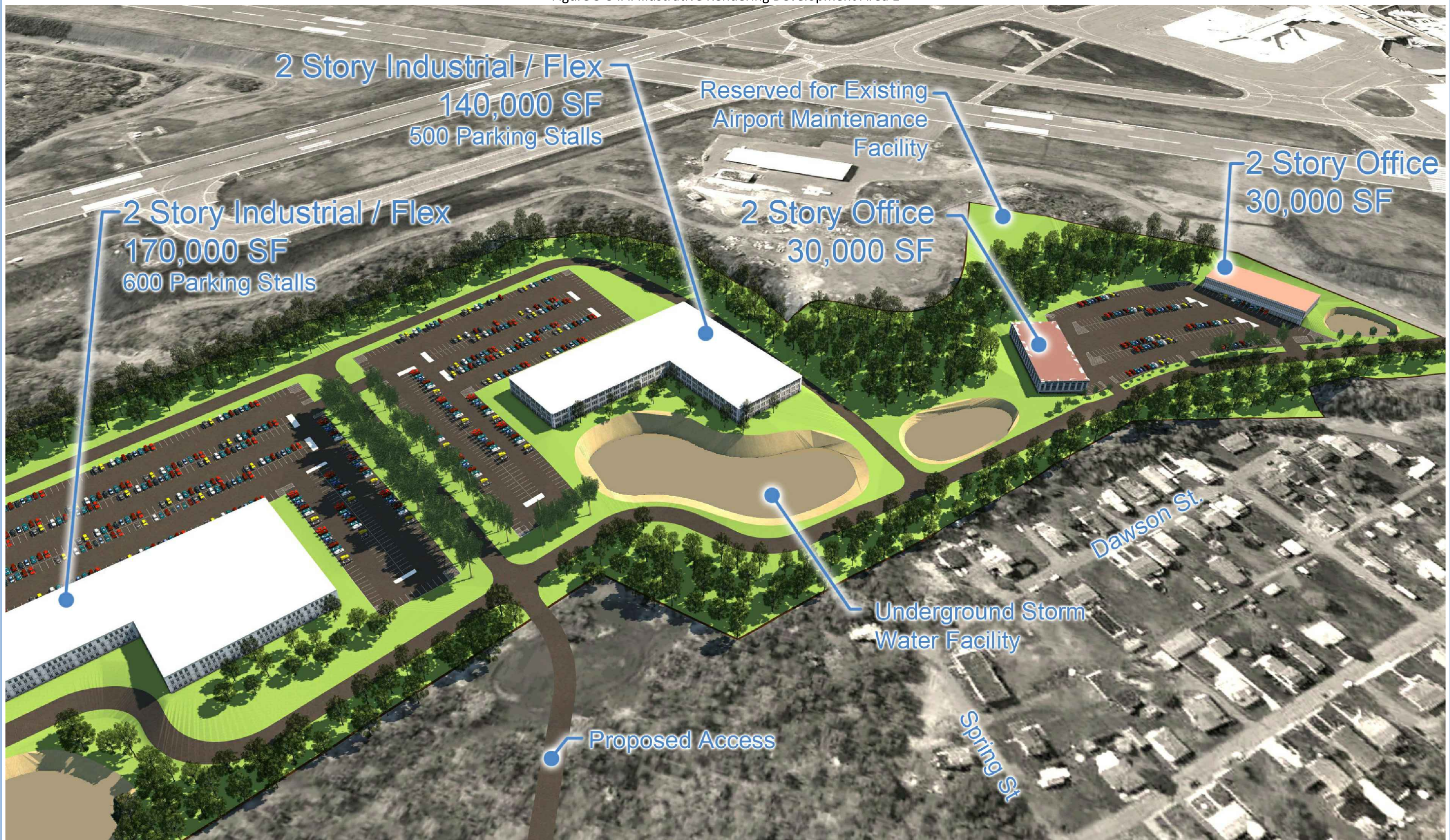
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As part of the land use analyses conducted in this section, artist renderings of the potential development of areas 1, 3 and 4 were also prepared based on the land use identified in the HBU analysis. These renderings were prepared to illustrate the overall vision for development and the general level of quality and aesthetic value anticipated by the airport. The illustrative renderings are presented in **Figure 5-34** through **Figure 5-38**.



Figure 5-34A: Illustrative Rendering Development Area 1



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Figure 5-34B: Alternative Illustrative Rendering Development Area 1





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Figure 5-35: Illustrative Rendering Development Area 3



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Figure 5-36A: Illustrative Rendering Development Area 4





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Figure 5-36B: Alternative Illustrative Rendering Development Area 4



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## 5.4. SCENARIO BASED PLANNING ALTERNATIVES

As identified in Chapter 2, *Forecasts*, alternative air carrier forecast scenarios were prepared to aid in the understanding of facility requirements and evaluation of individual alternatives. These alternative air carrier forecasts examine plausible positive and negative scenarios for AVP and projected enplanement activity through the planning period for each. So far in the study, facility requirements have been identified based on the base case forecast which identified a 2.17 AAGR for commercial enplanements at AVP. The following scenarios, if realized, could impact the demand on existing airport facilities beyond that which was analyzed in Chapter 4, *Facility Requirements*:

- International Growth                      2.14% AAGR
- Low Cost Carrier Growth                2.62% AAGR
- Retained Regional Growth              2.65% AAGR
- Increased Commercial Service        4.35% AAGR

Such growth could impact the efficiency and utility of several functions within the commercial terminal area, including airside areas of the terminal (gates and commercial apron), landside areas of the terminal (parking and curb), and areas of the terminal used for processing international arrivals. The following sections identify a variety of terminal growth scenarios which could be implemented to improve overall terminal availability to air carriers and accommodate increased levels of air traffic beyond what was forecast in the base case, as well discuss the ability to provide additional space for the processing of international arrivals.

### 5.4.1. Terminal Airside Growth Scenarios

Terminal airside growth scenarios are illustrated in **Figure 5-39** through **Figure 5-41** and show a variety of ways the existing terminal could be expanded upon in the future while remaining inside the development envelope created by Taxiway Bravo, Taxiway Echo and the air cargo apron. Based on these development configurations, Alternative 3 is the preferred development alternative should future forecast scenarios and associated growth be realized.

### 5.4.2. International Arrivals Area Growth Scenarios

The alternative forecast focused on increased traffic of international air carrier operations did not calculate annual or peak hour enplanement totals beyond that provide by the base case, and as such would not place any additional spatial requirements on the terminal complex beyond that which has already been calculated. However, increased international passenger traffic would create an increased demand on the Federal Inspection Services (FIS) Facility. The Airport's existing FIS is located on the first level of the terminal concourse and adjacent to the holdroom for ground boarding gates 1 and 2 and provides approximately 900 square feet for the queuing and processing of international arriving passengers. Should international traffic levels increase and demand on the FIS exceed existing peak day activity levels, the FIS area should be redesigned in its current location to provide expanded queuing and processing space.



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Scenario Based Terminal Growth Alternatives

**LEGEND**

- PROPOSED BUILDING
- PROPOSED PAVEMENT

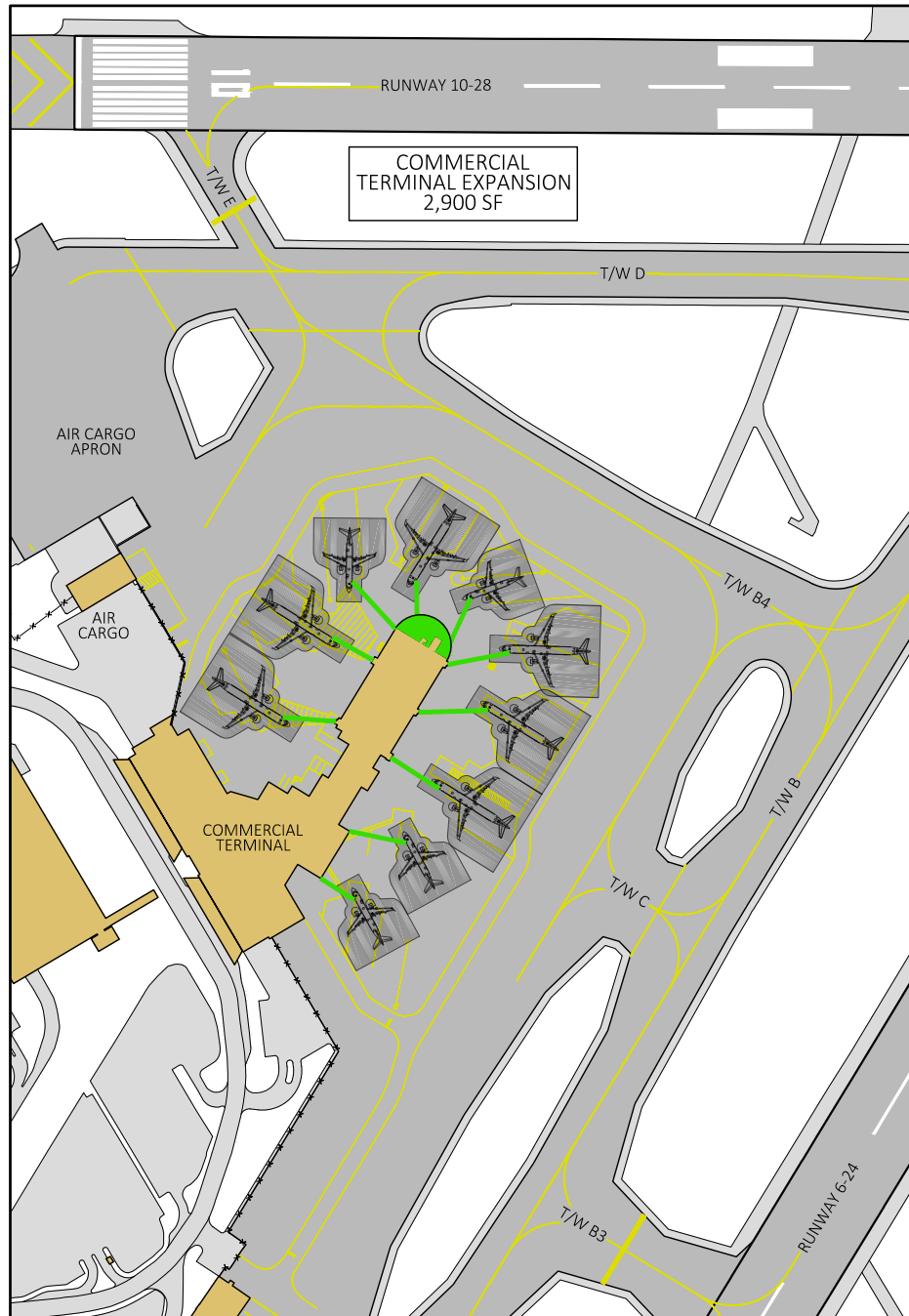


Figure 5-37: Scenario Based Terminal Growth Alternative 1

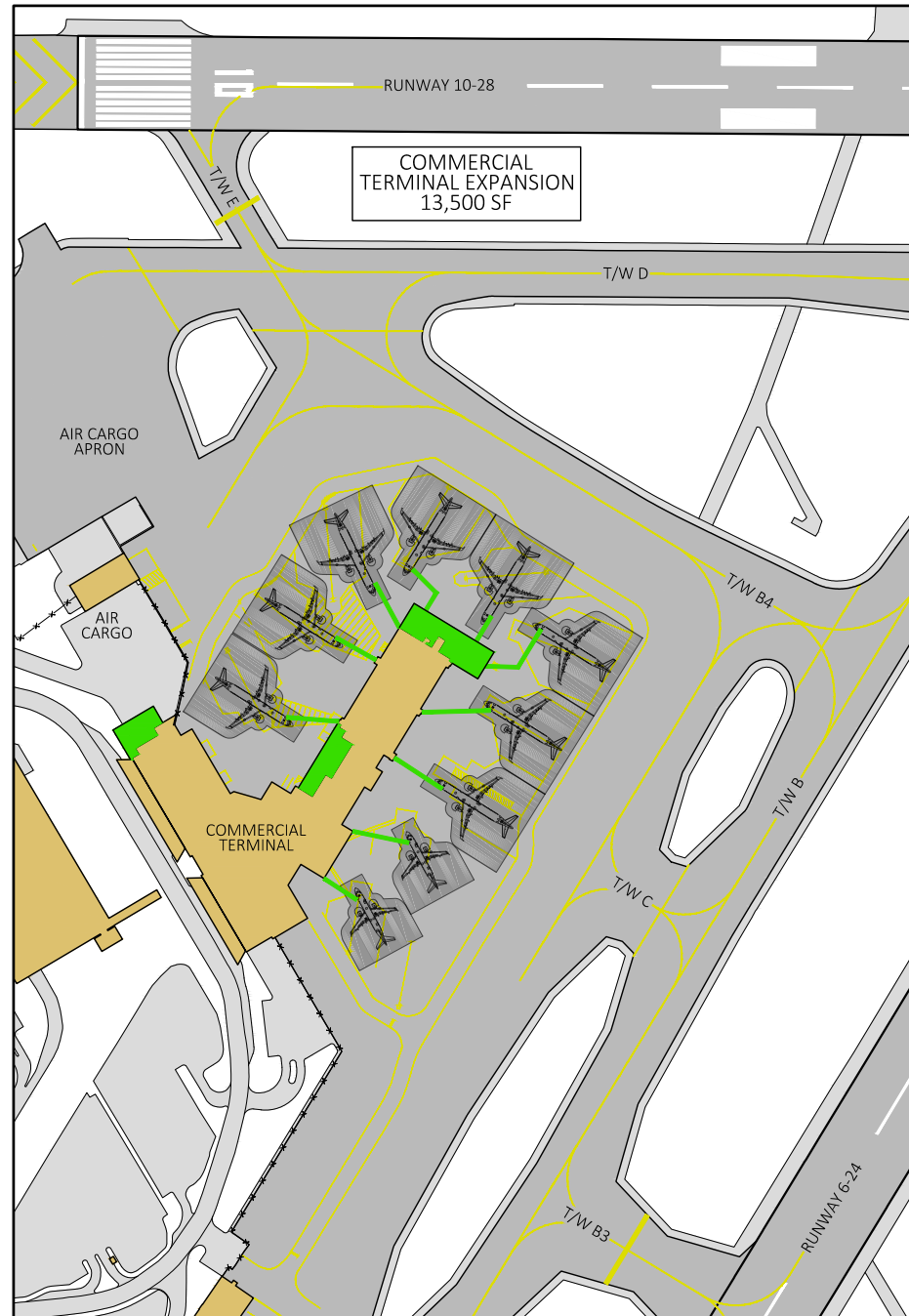
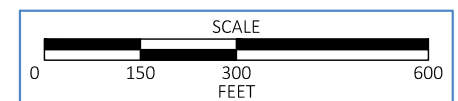


Figure 5-38: Scenario Based Terminal Growth Alternative 2



Figure 5-39: Scenario Based Terminal Growth Alternative 3



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### 5.5. CONCLUSION

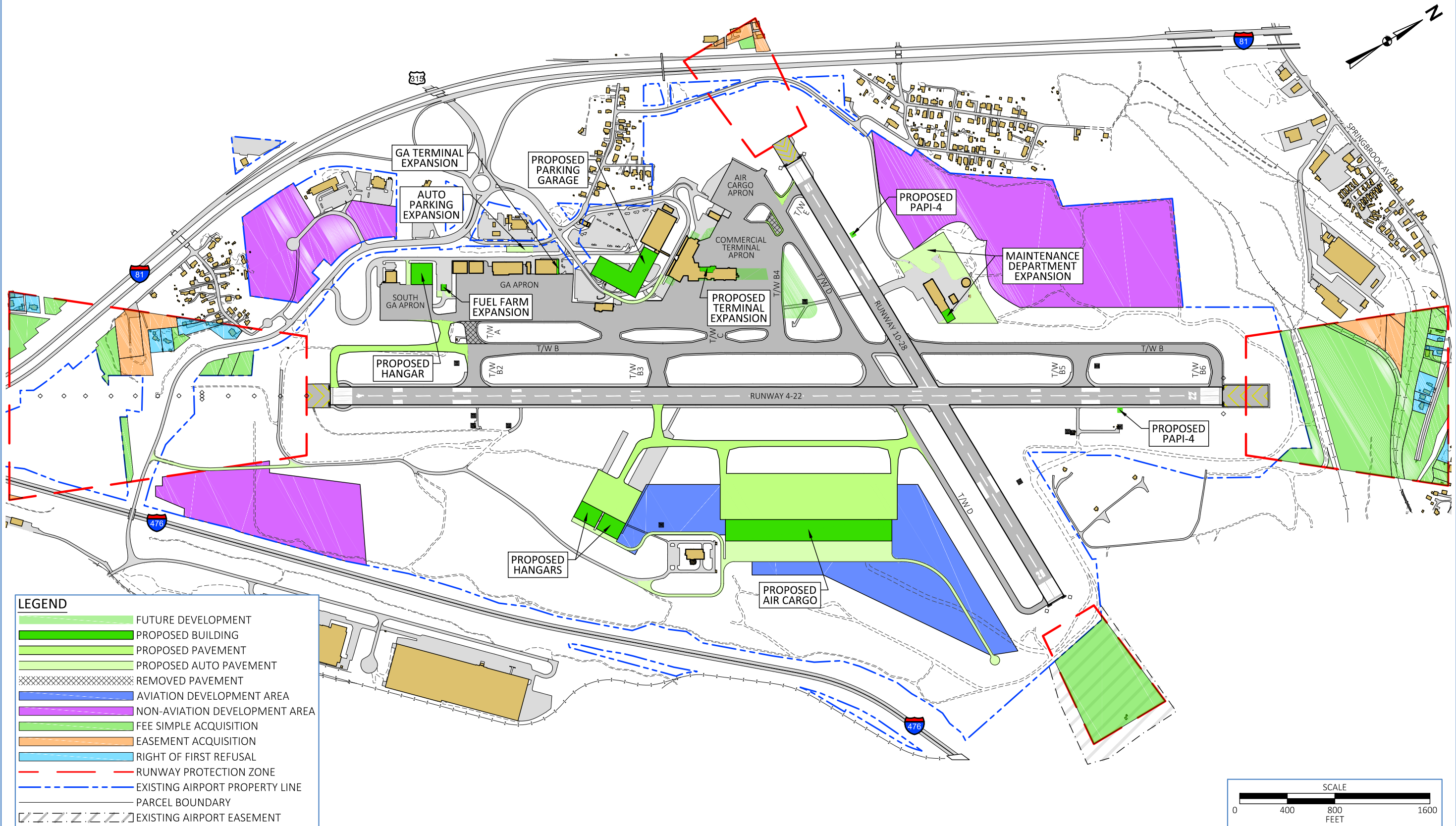
The preceding sections have identified and evaluated a number development alternatives focused on meeting airside and landside facility requirements at AVP across the planning period. Collectively, the preferred development initiatives will inform the Airport’s airport layout plan (ALP) and capital improvement program (CIP). The full preferred overall airport development plan is illustrated in **Figure 5-42**. The following chapters of this report will further scrutinize the selected development initiatives by calculating rough order of magnitude cost estimates and through the development of a structured phasing plan to provide a methodical implementation schedule for improvements aimed at providing what’s needed when its needed while maximizing revenue opportunities and return on investment.



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Figure 5-40: Preferred Alternative



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