Minutes
October 31, 2019
City of Naples Airport Authority
Board of Commissioners and Noise Compatibility Committee
Joint Workshop Meeting

A. ROLL CALL

Meeting was called to order by Chair Messer at 8:47 a.m. in the Council Chambers at City Hall. Also present were Vice Chair Lenhard, Commissioner Brousseau, Commissioner Rideoutte and Commissioner Dustin. Noise Compatibility Committee (NCC) members present were NCC Chair Holland, Vice Chair Auron, Vice Mayor Price, Mr. Linneman, Mr. Byerly, Mr. Tuff, Mr. Cohen and Mr. Lobb. Mr. Mastrocinque had an excused absence.

Staff and Authority Counsel present were Mr. Rozansky, Mr. Owens, Ms. Terrill, Mr. Keith, Mr. Frost, Mr. Warriner, Ms. Conner and Ms. Menard.

B. PLEDGE OF ALLEGIANCE

Chair Messer led the Pledge of Allegiance.

C. AGENDA

Mr. Rozansky stated that both presentations today have been updated. He said the revision to the SchenkelShultz presentation includes a concept for a future, new FBO facility. The presentation by Environmental Science Associates has been updated to add a couple of taxiway rehabilitations to the long term Capital Improvement Plan at an increased total dollar investment over the 20-year period by $10-$12 million more than what was published in the Board packet.

D. PUBLIC COMMENTS

There were no public comments.

E. DISCUSSION ITEMS (Public comments accepted for each item; 5-minute limit)

Mr. Rozansky introduced Mr. Craig Hanson, principal and architect of SchenkelShultz Architecture.

1. SchenkelShultz Architecture Presentation – General Aviation Terminal Improvements

Mr. Hanson gave a presentation on their evaluation of potential improvements to the existing General Aviation Terminal (GAT) and the Airport Office Building (AOB). He provided a summary of existing conditions at both buildings. Mr. Hanson reviewed the program and goals for GAT level 1 (FBO facility), level 2 (Administration Offices), AOB exterior and interior as well as the site - landside and airside. Mr. Hanson said that after the program and goals were gathered, the team moved into the design phase. He presented a set of proposed conceptual drawings for the GAT and AOB. He reviewed the construction phasing plan that would allow the GAT and AOB to be operational during the renovations. Mr. Hanson estimated the construction costs to be approximately $3.9 million.

There was discussion regarding the GAT's parking constraints, exploring the use of demountable wall systems for office space expansion and looking at innovations and trends at other similar terminal projects.

Mr. Rozansky stated that the four biggest issues in order of priority are: 1) the apron and configuration of traffic flow to and from it, especially during peak season; 2) vehicle parking; 3) the first floor GAT space (amenities for pilots and other customers) and 4) additional administrative office space.

Due to the limitations of the GAT and its location, Mr. Hanson suggested that the Authority consider building a new modern terminal with improved circulation of arriving traffic and increased parking. He presented two options. He said the first location could be located south of the GAT where a hangar is currently located. Demolishing the existing hangar would allow for the development of a conceptual site plan and a 26,000 square foot, two-story building that could be constructed at an estimated cost of $18.4 million.

Mr. Hanson said the second option could be located in the southern portion of the East Quad and it would require demolishing the t-hangars along the south side of the airport. He showed conceptual site drawings that would give the terminal more visibility along Airport Pulling Road. He said the location provides increased parking with a nicer landscape, improved circulation and more ramp space. He said that operations at the GAT could continue uninterrupted during construction. He estimated the cost for demolition, site work, erecting the two-story building as presented in Option 1 and constructing two new storage hangars to be $37.3 million.

There was discussion regarding the need for a new terminal due to lack of space at our existing facilities, FEMA requirements, potential funding, phasing of Option 2 and the required replacement of any t-hangars demolished in order to avoid tenant displacement. Mr. Rozansky stated that he originally preferred Option 1 because of its central location to the ramp, but discussions with the effected tenant in Option 1 were unsuccessful. He added that this is a 5-10 year plan in part because of funding. The State recently indicated they could support t-hangar development, but not until 2024. He said that although Option 1 is still a possibility, staff is leaning more towards Option 2.

Commissioner Dustin commented that the difference between the two options is in the cost of the site work in Option 2 which he believed was already included in the Master Plan Capital Improvement Plan (CIP). Mr. Douglas DiCarlo, Aviation Program Manager, of Environmental Science Associates (ESA) provided a summary of the short and intermediate plans for the apron and hangar space in that south area at an estimated cost of $8-$9 million. He explained that ESA's CIP did not coordinate with SchenkelShultz in their cost estimate of Option 2 because Option 2 was only recently considered as an alternative location.

Commissioner Brousseau expressed concern regarding the demolishing of t-hangars, and Mr. Rozansky confirmed that the Authority would first build new t-hangars to replace them.

After further discussion and consensus, Chair Messer requested that SchenkelShultz provide an apples-to-apples comparison of Options 1 and 2. She said the analysis would include costs, timing as well as advantages and disadvantages of each project. Mr. Rozansky said that this information could be provided at the next Workshop Meeting.

Because building a new general aviation terminal is a long term project, Mr. Rozansky requested consensus support for staff to proceed on the improvements in the existing GAT minus the additional office space on the second floor. He said that staff would start working with SchenkelShultz to define and negotiate the scope for the design phase and at a future time, it would be brought back to the Board for consideration. There was Board consensus for the Executive Director to proceed with the design phase for improving the FBO lobby and relocating the ground support equipment area.

Chair Messer called for a short recess at 10 a.m. The meeting was called back to order at 10:10 a.m.

Commissioner Brousseau excused himself from the meeting at 10:06 a.m.

2. Master Plan Update Presentation – Environmental Science Associates (ESA)

    a. Overview of Study Process to Date

Mr. DiCarlo gave an overview of the airport master planning process to date and stated that today's presentation would focus on the last two elements of the Study which included the Airport Layout Plan (ALP) and preliminary Development Program. He reviewed our current Utilization Plan and explained that the final ALP is a key document because if a project does not exist on it, the project is ineligible for grant funding.

    b. Capital Improvement Plan

Mr. DiCarlo said that the short term (1-5 years), intermediate (6-10 years) and long term (11-20 years) airport improvement projects were identified. He added that the Development Program is draft and was open for additional input by the Board and NCC as to the priorities. He pointed out key projects in each of the planning periods. Mr. DiCarlo reviewed the summary of development program costs associated with each period which included the estimated total cost of projects and the NAA's share, leveraging funding availability from both FAA and FDOT.

    c. Project Schedule

Mr. DiCarlo reviewed the overall project schedule to complete the Master Plan. He said that the next steps include the City Council presentation on November 18th, the two public and customer open houses on November 18th and 19th, the NAA Board and NCC Joint Workshop Meeting on December 12th, with submittal to the FAA and FDOT in January 2020. He noted that the FAA's and FDOT's review and approval process could take six months with final approval by the NAA, the City's Planning Advisory Board and City Council sometime in 2020.

    d. Question and Answer Period

There was a question and answer period throughout the presentation.

F. PUBLIC COMMENTS

There were no public comments.

G. CORRESPONDENCE/COMMISSIONER AND NCC COMMENTS & REQUESTS/ MEETINGS

There were none.

H. ADJOURNMENT

With no further business, the meeting adjourned at 11:09 a.m.

Christopher A. Rozansky
Secretary

NOTE: Printed copies of all visual presentations and handouts are on file in the Executive Assistant's Office.

CITY OF NAPLES AIRPORT AUTHORITY (NAA)
Board of Commissioners and Noise Compatibility Committee
Notice of Workshop Meeting

FINAL AGENDA

City Hall Council Chambers
735 Eighth Street South
Naples, FL 34102

Thursday, October 31, 2019
9 a.m. (or Immediately Following Noise Compatibility Committee Meeting)

Commissioner Donna M. Messer – Chair and NCC Liaison
Commissioner Michael Lenhard – Vice Chair and Consultant Selection Committee Chair
Commissioner James Rideoutte – Audit Committee Chair, Consultant Selection Committee Member
Commissioner Ted Brousseau – Legal Liaison
Commissioner Kerry C. Dustin, Audit Committee Member
Executive Director: Christopher A. Rozansky
Authority Attorney: William L. Owens, Esq. of Bond, Schoeneck & King, PLLC

Welcome. If you wish to address the Board of Commissioners and Noise Compatibility Committee regarding an item listed on the Agenda, please complete a Speaker Registration form (available at the rear of the room) and hand it to the Executive Assistant prior to consideration of that item. We ask that speakers limit comments to 5 minutes and that large groups name a spokesperson whenever possible. All written, audio-visual, and other materials distributed to the Board, Committee members or staff during this meeting will become the property of NAA and will be a public record. Thank you for your interest and participation.

NOTICE

Formal action may be taken on any item listed on the Agenda below, or added to the Agenda before or during the meeting, or discussed during the meeting without being added to the Agenda. Also, the sequence of items may be changed as the meeting progresses.

Any person who decides to appeal a decision of this Board with respect to any matter considered at this meeting (or hearing) will need a record of the proceeding and may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be heard.

Any person with a disability requiring auxiliary aids or services in order to participate in this proceeding for meetings at the City Council Chamber may call the City Clerk's Office at 213-1015, or for meetings at the Airport Office Building, the NAA Executive Assistant's Office at 643-0733, with requests at least two business days before the meeting.

Information on Action Items and other items which has been provided in advance of this meeting may be inspected at the office of the Executive Assistant, General Aviation Terminal Building, 2nd Floor, 160 Aviation Drive North. Minutes of this meeting will be prepared for Board approval, usually at the next Regular Meeting.

A. ROLL CALL

B. PLEDGE OF ALLEGIANCE

C. AGENDA (Add, delete or re-sequence items)

D. PUBLIC COMMENTS ON GENERAL TOPICS NOT ON THE CURRENT AGENDA

E. PRESENTATIONS

F. DISCUSSION ITEMS (Public comments accepted for each item; 5 minute limit)

1. SchenkelShultz Architecture Presentation – General Aviation Terminal Improvements
2. Master Plan Update Presentation – Environmental Science Associates (ESA)
   a. Overview of Study Process to Date
   b. Capital Improvement Plan
      i. Short Term Projects (1-5 Years)
      ii. Intermediate Term Projects (6-10 Years)
      iii. Long Term Projects (11-20 Years)
   c. Project Schedule
   d. Question and Answer Period

G. PUBLIC COMMENTS

H. CORRESPONDENCE/COMMISSIONER COMMENTS AND NCC COMMITTEE COMMENTS & REQUESTS/MEETINGS

I. ADJOURNMENT