General Aviation Terminal & Airport Office Building

IMPROVEMENT PROGRAM

December 12, 2019
GAT and AOB Improvements
Scope and Cost Update
GAT and AOB Improvements
Scope and Cost Update - Summary

Summary from 10-31-2019 Workshop

- Existing GAT First Floor: Interior Renovation
- Second Floor GAT: Interior Updates
- AOB: Exterior Walls Updated to match GAT Interior Commons Finish Updates GSE storage structure
- Site Improvements

Conceptual Level ROM Estimate

Construction Costs

GAT Renovation (ST-3) = $ 2,000,000
AOB Renovation (ST-3) = $ 1,250,000
Site Renovation (ST-3) = $ 250,000
Renovation Total (ST-3) = $ 3,500,000
New General Aviation Terminal
New General Aviation Terminal

Concept
New General Aviation Terminal
New General Aviation Terminal

GAT and AOB Improvements
New General Aviation Terminal

GAT and AOB Improvements
New General Aviation Terminal Option 1: Next to Existing GAT

Site Plan

- Demo tenant hangar and locate FBO directly at the end of Radio Road / Aviation Drive N. for arrival on axis and prominence on site
- Central to existing apron
- Increases short-term parking negating the need for a parking garage
New General Aviation Terminal
Option 1: Next to Existing GAT

**Pros**

- Central to main apron for capacity and traffic flow
- Directly at the end of Radio Road / Aviation Dr. for prominent airside views
- Enhances both landside and airside circulation
- Increases short-term parking from 124 to approx. 200 spaces

**Cons**

- Location immediately next to GAT limits its use and is still a crowded, densely developed site and does not solve future site constraints due to no expansion opportunities.
- Does not provide for additional future parking
- Architecture is diminished not being as prominent a location from Airport Road
- Requires successful negotiation with tenant and demolition of bulk hangar.
- Limits use of GAT for sublessee(s) once new FBO is complete
- Still abuts flight schools, light aircraft tie downs which needs to be used for jet parking during season and reduces overall light aircraft parking
- Disruptions to operations during construction, including vehicle and aircraft ops, water and other utilities
- Still difficult to locate GSE and fuel truck parking
# New General Aviation Terminal

## Option 1: Next to Existing GAT

### Conceptual Level ROM Estimate

**Construction Costs**  
(Nota this option not included in Master Plan CIP)

<table>
<thead>
<tr>
<th>Description</th>
<th>2019 cost</th>
<th>2027 cost (year of const.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site Work</td>
<td>$4,200,000</td>
<td>$5,250,000</td>
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<tr>
<td>Terminal Building</td>
<td>$14,200,000</td>
<td>$18,000,000</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>$18,400,000</strong></td>
<td><strong>$23,250,000</strong></td>
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Replace Tenant Hangar Costs = $3,000,000

Tenant Lease Costs = TBD

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**GAT and AOB Improvements**
New General Aviation Terminal-Option 2: Greenfield Site to South

Site Plan

• Locate new GA Terminal on Aviation Drive S.

• Terminal centered on southern half of East Quad

• Increases parking by adding approximately 264 new parking spaces in closer proximity to new FBO
New General Aviation Terminal-Option 2: Greenfield Site to South

Pros

• Impressive gateway to Naples and appearance from Airport Road that takes advantage of the pond as a feature

• Highest and best use of premium land next to public roadway consistent with goals of the master plan to provide additional FBO space, more apron and clear span hangars

• Greenfield site provides for ideal layout of FBO and support facilities (ground support equipment, fuel truck parking, and hangars)

• Redevelopment site less constrained to existing elevations and grades, able to be designed to be more resilient and sustainable

• Separation between FBO sites results in complimentary architectural styles, rather than co-located competing styles

• Significantly improves vehicle parking and allows for additional future parking in close proximity

• Adds apron for seasonal peaks and reduces need for towing aircraft across Runway 14-32.

• Allows Existing GAT to be leased to one or more tenants

• Allows GAT to remain operational during construction

Cons

• Current grant funding schedule for t-hangars in FY 24 means construction on this option cannot begin until FY 2025 or 2026

• Requires phased development (new South Quad t-hangars)
## Conceptual Level ROM Estimate

### Construction Costs

<table>
<thead>
<tr>
<th>Item</th>
<th>2019 Cost</th>
<th>2027 Cost (Year of Const.)</th>
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</thead>
<tbody>
<tr>
<td>Site Work (IT-7)</td>
<td>$2,400,000</td>
<td>$3,000,000</td>
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<tr>
<td>Terminal Building (IT-4)</td>
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<tr>
<td>Subtotal Terminal</td>
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<tr>
<td>Storage Hangars (IT-5)</td>
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<tr>
<td>Total</td>
<td>$23,700,000</td>
<td>$30,500,000</td>
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</table>

### Notes:
- **Site Work (IT-7):**
  - 26,000 sf Two Stories

- **Terminal Building (IT-4):**
  - 26,000 sf Two Stories

- **Storage Hangars (IT-5):**
  - (2) 20,000 sf & GSE/Line

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**New General Aviation Terminal - Option 2: Greenfield Site to South**

**GAT and AOB Improvements**
New General Aviation Terminal - Option 2: Greenfield Site to South