



**TRUCKEE TAHOE AIRPORT DISTRICT
BOARD OF DIRECTOR STAFF REPORT**

AGENDA TITLE: Hangar 2 Design and Programing Project - Ad Hoc Committee Update

MEETING DATE: November 29, 2017

PREPARED BY: Kevin Smith, General Manager

RECOMMENDED ACTION: The Ad Hoc Committee and staff would like to review with the Board the progression on programming and design of the new proposed Hangar 2 project in preparation for the full Concept and Budget Report presentation planned for January 24, 2018. The Ad Hoc Committee is specifically seeking general comments and confirmation that the design team is moving in the right direction regarding the design and programing of the new building.

DISCUSSION: At the August 23, 2017 Board of Directors meeting the Board selected Mead & Hunt and the Ryan Group Architecture as the programing and design team for this project. Staff and the Ad Hoc Committee have been meeting with Mead & Hunt and Ryan Architecture for the past two months programing the building. As part of this process the Committee and consultants have met with various Airport Users and Tenants including:

- Mountain Lion Aviation
- EAA Chapter 1073
- Civil Air Patrol
- Red Truck
- Airport Staff
- Sierra Aero
- Surf Air (met with Staff)

The Ad Hoc Committee, staff, and consultants have enjoyed meeting with these groups to hear their ideas and concepts. Some of the key ideas and concepts that have come out of these meetings include:

Interior Ideas:

- Possibly moving the Restaurant (Red Truck) to the new Hangar allowing for better restaurant space and a larger kitchen with the possibility of providing a dinner menu. This would allow the District to repurpose the current restaurant space to offices and a transient terminal for Surf Air, Wheels Up, Jet Suites, Blackbird, or other operators. Staff and the ad Hoc committee see many advantages to this option but it may be costly.
- If the restaurant is not moved, we need to incorporate a transient terminal in the new hangar 2 for membership based operators such as Surf Air, Wheels Up, etc. They currently operate out of our Administration Building lobby.
- Provide space for Mountain Lion Aviation to complete their own tenant improvements including an 80x80 (approximate) hangar and 1800 sq. ft. of office space. They indicated a strong desire for this hangar and office space to be available for community use. The hangar would not be used for aircraft maintenance. Mountain Lion would like the space to look very polished and integrated it into the rest of the building design. They are willing to cover the cost for everything beyond the cost to build the shell in exchange for a long term lease (15 year).
- Public Meeting rooms were discussed plus a home for non-profit aviation tenants such as EAA and Civil Air Patrol (CAP). The discussion centered on leasing a large office to each of these groups and have them share the same public meeting room. That room will then be available to other groups on the nights not being used by EAA and CAP. This space would also include a small commercial Kitchen for EAA and CAP events.
- Find a location to incorporate Ground Service Equipment so that it is central and close to the main area of the ramp.
- Potentially look for space for future Airport District staff offices.

Exterior Ideas:

- Staff and the Ad Hoc Committee liked the idea of a design theme that included attributes of the Golden Days of aviation (1920s to 1940s).
- The group liked the idea of creating an exterior that honored the budget but looked inviting and welcoming particularly to youth, families, and the flying public.
- Reconfigure the parking area to accommodate the new building. This is an important consideration. By moving EAA and CAP into this new facility, we will eliminate many of the non-aviation drivers utilizing the Airport Operations Area thereby enhancing safety.
- We want to utilize and embrace the airfield side of the building with windows, outdoor seating, an expansion to the playground area and an outdoor plaza between the current grass and playground and the new hangar.
- As part of this project, we are considering closing off the taxilane between Hangar 1 and the old Hangar 2 site. We feel this taxilane is not necessary for full utilization of the Jet Ramp and eliminating it will allow for more design options to be considered. We inserted a Hangar 3 option into that plan to get a feel for the size of that space. This Hangar is smaller than the preciously studied Hangar 3 but will fit Global Express and Gulfstream 550 aircraft.

Hangar 1 Design Option:

- As part of the site design layout process for Hangar 2, staff identified the option of adding new modular offices for Sierra Aero in the current landscaped area (leach field to be removed) to the west of the hangar. This will allow the 50 year old current offices built into the hangar to be removed thereby providing space for an additional 3 aircraft to fit in Hangar 1. This option is substantially cheaper than constructing a new Hangar or leasing Sierra Aero Hangar A9. Attractive modular offices that appear similar to permanent construction are being researched and investigated. The Ad Hoc Committee decided to consider the merits of this concept as part of this report.

As mentioned, these are some of the ideas that are being explored. Staff and the Ad Hoc Committee desire Board and public input regarding the direction we are moving with the design and programing of this space and the future utilization of the Ramp.

WHAT'S NEXT: Input received at the Nov. 29th Board Meeting will be used to assist in the preparation of the complete Concept and Budget Report (CBR) which will include project costs. Staff anticipates that this report will be ready for Board review and potential approval at the January 24, 2018 Board of Directors meeting.

FISCAL IMPACT: The programing and building design phase will cost \$150,000. Based on current bids received and actual construction costs, (WOB, and Executive Hangars) staff estimates approximate cost of building at \$4,500,000 to \$6,000,000. Final 100% plans and bidding costs are estimated at an additional \$250,000 (still to be determined based on final building design).

SAMPLE MOTION(S): No motion required for this agenda item.

ATTACHMENTS:

Draft Hangar 2 Site Plans

Draft Hangar 2 Floor Plans