



MEETING DATE: December 3, 2014
TO: Board of Directors
FROM: Kevin Smith, General Manager
SUBJECT: Report on Multi Use Hangar Project Public Input - Phase I Report

RECOMMENDATION: Review Summary Report and Ad Hoc Committee recommendations regarding hangar site options and size and scope of building. The Ad Hoc Committee is recommending that the District proceed with design and analysis of Site 3 and to have the consultant concentrate on the review of building options 2, 3 and 4. The Ad Hoc Committee recommends eliminating Site Options 1 and 2 from consideration along with Building Option 1. Building Option 5 which is to do nothing (not build the Hangar) will remain an option through the Concept and Budget Report (CBR), final design, and bidding phases. At each of these phases the District has the option to end the process. The Ad Hoc Committee will make a presentation outlining these findings and recommendations at the Board Meeting.

DISCUSSION: The purpose of this agenda item is to review public comment received at the November 5th Multi-use Hangar Public Workshop, provide a progress report on the project, and receive Board input and feedback on the Ad Hoc Committee's recommendation.

Over the past few months, Staff and the Ad Hoc Committee consisting of Directors Morrison and Hetherington have been working with Mead & Hunt to prepare the Concept and Budget Report for the multiuse hangar project. It is anticipated that the full Concept and Budget Report will be presented to the Board and public at either the January 28, 2015, or February 25, 2015 Board of Directors meeting.

In preparation of the final report and to assist in exploring all options, a public workshop was held on November 5th. Attached to the Staff Report is the Summary Report outlining the findings of that meeting. Freshtracks Communications will provide a full presentation on this Report reviewing comments received at the meeting, comments received online, and interviews with local nonprofits, emergency service agencies, and aviation users.

A second attachment to this report is the Ad Hoc Committee recommendations. The Ad Hoc Committee will present its findings and seek input from the Board regarding the options presented and their proposed recommendations.

Tim Dacey of Mead & Hunt will also be in attendance at the meeting. Mr. Dacey is the Project Manager and lead architect of this project.

MULTI-USE HANGAR POLICY DEVELOPMENT: The Ad Hoc Committee also recommends developing polices for operation and use of the facility alongside the development of the CBR. Staff will work with the Ad Hoc Committee to formulate a Policy Instruction outlining policy and procedure to address various issues related to use of the building. These include:

1. Prioritization of use. This relates to both aircraft vs. community use and aircraft vs. aircraft use. Who has priority over whom?
2. What size of an event do we permit? How many people do we accommodate? Staffing needs. Do we charge a fee for use to non-profits? Are their mitigation measures such as runway closures, time of day restrictions necessary to accommodate crowds?
3. Should we consider implementing arrival and departure times on the aircraft, i.e., if the user wants to park their aircraft inside the building, they have to arrive by 10 PM and they cannot leave before 7 AM.
4. Kitchen Use. Who can use it, what types of events are appropriate. What type of cleaning deposit do we need?
5. Other questions or items identified by staff and the Board.

These are some of the questions under review by the Ad Hoc Committee. It is Staff and the Ad Hoc Committee's intention to develop this policy in tandem with the CBR. As we better understand what type of hangar, both size and scope we will be considering, it will provide clarity as to what type of policy we need.

FISCAL IMPACT: Consultants and Staff estimate overall project costs between \$1.5 and \$3.2 million. Overall cost is dependent on the size and scope of the building.

PUBLIC COMMUNICATIONS: The project team continues an active public outreach effort. As can be observed from the Summer Report, various media and outreach sources were used to garner public input. The November 5th Workshop was well attended (30 individuals) and valuable comments and observations were received. The project team will continue an active effort on community outreach through the duration of this project.

ATTACHMENTS:

Summary Report - November 5, 2014 Public Workshop

Ad Hoc Committee Recommendations Presentation



Summary Report
Public Input
Multi-Use Hangar Building Project
November 2014

Input Process Overview

Methodology

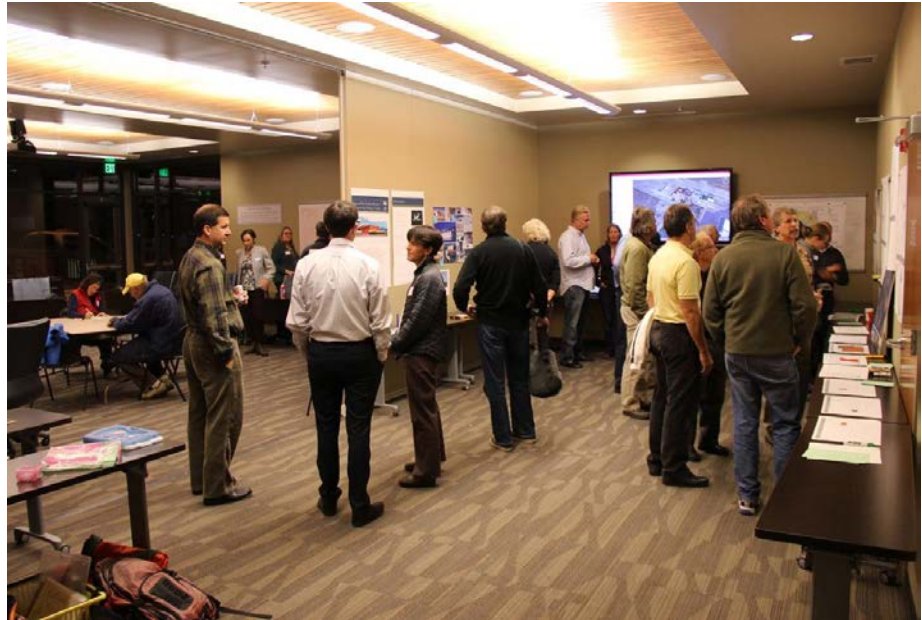
- Mini-scope
- Oct-Nov, 2014
- Three input methods:
 1. In-person interviews
 2. Public workshop
 3. On-line input

Goals | Purpose

- Gather initial program feedback
- Gather general feedback on location, size, use
- Summarize feedback for design team to use in creation of budget and project scope for Board review/decision re: next steps

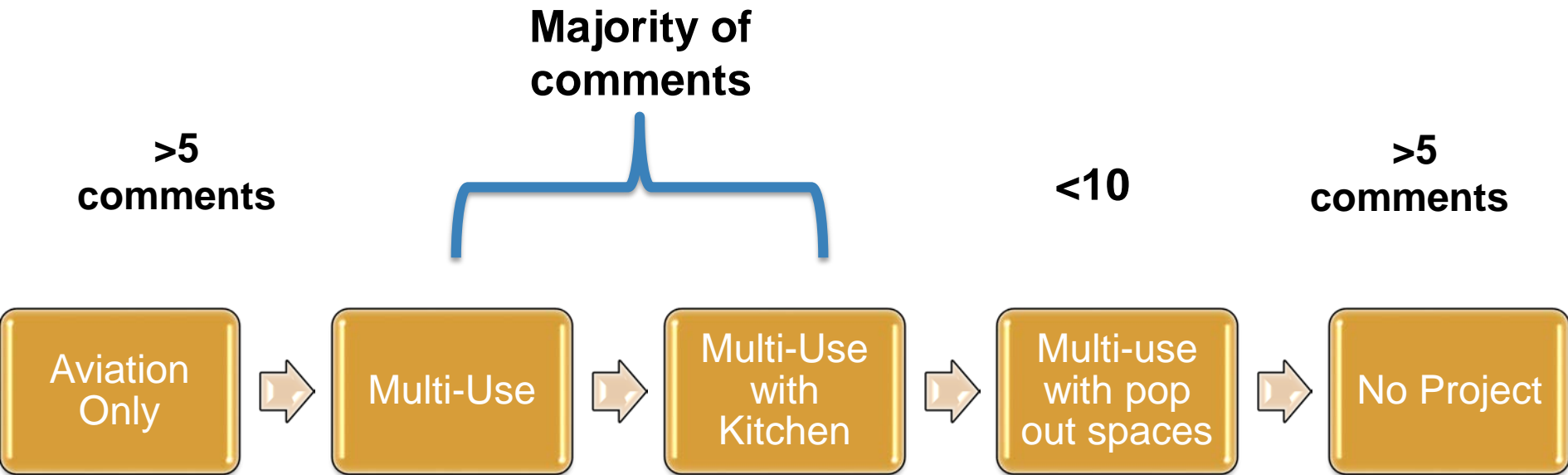
Summary of Input

- 22 individuals submitted comments + questions via TTADmasterplan.org
- 30 attendees at public workshop
- 29 interviews with non-profits, pilots, emergency providers



TOTAL: 80+ comments

Comment Distribution



Themes

Themes

- Strong support for multi-use facility
- Commercial kitchen (for events + incubator concept)
- Regional need for large indoor space for events/programs
- Support for site #3
- Educational/stem programming theme

Questions/concerns

- Noise: Any impacts?
- Joint use: how will this be managed?
- Increased jet traffic—is there a potential for this?

Summary of Input

- Public Workshop, Nov 5, 2014
- On-line (ttadmaterplan.org)
- In-person interviews

Public Workshop Comments

What are your **IDEAS** on uses/design/location for the proposed multi-use hangar building?

What are your ideas on the location of the building?

There are many other uses that could be done with this space...

How about a small Air Museum? It would be a great way to educate the public on aviation history...

mechanical system for heating/cooling is a must - for the winter

educational space - science & math

aircraft restoration display

What about a small museum? It would be a great way to educate the public on aviation history...

Subsidized parking for the building would be a great benefit for the community...

at least 1000 sq ft of parking space for the building...

Does the existing building have a good location for a library or school?

joint college classrooms

(full) lot of other things to do with the space...

events - lots of other things to do with the space...

What about a small museum? It would be a great way to educate the public on aviation history...

Your ideas here...

This building is a great way to educate the public on aviation history...

Let's think about the location of the building...

What about a small museum? It would be a great way to educate the public on aviation history...

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Do you have any other ideas?



Think the size of the hangar should be larger...

What about a small museum? It would be a great way to educate the public on aviation history...

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NOTE: IT IS GOOD TO HAVE SOME PLACES TO MEET...

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Public Workshop Comments + Questions

Aviation Uses

- No permanent structure or set up in hangar area.
- Hangar primary purpose should be aviation and safety
- No chemical deicing, heat deicing ok
- Let's do it!



Public Workshop Questions + Comments

Community Use of Space

- Makerspace (aka community shop with tools to make, craft, fix, create, learn, collaborate, hands on skills, build businesses)
- Like community space because keeps costs low for non-profits
- Include folding partitions to accommodate smaller events
- Community Kitchen - Similar to NBIA model/OneWorldKitchen (5)
- Indoor soccer
- A space for skilled art/manufacturing
- Would be valuable to more members of our community

Public Workshop Comments + Questions

Community Use of Space

Education Programs

- Junior college classrooms
- Educational spaces to explore science and math
- Aircraft restoration display
- Joint use with school district and community college for aviation trade school education, leading to A&P FAA licenses. Do this by expanding bays around hangar.
- Displays are for a museum.
- Kids have no trade school or hands on use an aircraft at high school or college. How about an engine shop. Fabrication shop. Assembly shop. Point shop. Electronics shop. Upholstery shop.
- Classrooms all around the perimeter of hangar building
- Air museum / aviation outreach

Public Workshop Comments + Questions

Need

- Collaborate with other newly designed/proposed community centers. Too many already.
- Seems like community need for this project has been filled elsewhere
- Does community need another banquet hall?
- Would tax money be better spent on library or school?
- Already a hangar where decent sized events can be held (ie guest speaker in september)
- Emergency response center location

Building Size/Scale/Considerations

- Height of hangar needs to protect the view shed of Martis. How will that be achieved? Placement is important
- Keep height low
- Lots of windows to let in natural light
- Cool architecture---stretch to create something cool
- Mechanical air filter system for smoke free respite in fire events
- Maximum insulation to accommodate events and energy savings

Public Workshop Comments + Questions

Shared Use of space: Aviation + Community Use

- What happens if there's a conflict between deicing and community event?
- What will administration do when more community events are scheduled than aviation use? Winter safety for deicing needs some priority
- Event space is already available in area. Community uses should be thought of as engaging with community not just when airplane is not stored. Also, are there public safety concerns with dual use?
- Safety & deicing needs to be priority
- How will use of hangar be controlled? Will reservation be needed for planes wanting space at same time?
- "Community events" gathering in a space adjacent to a work space with jet fuel, exhaust, and deicing chemicals does not sound attractive. EPA concerns?

Public Workshop Comments + Questions

Noise

- How will this impact noise due to taxing to/from hangar?
- Maximum pound deadening accommodations. Event noise will need to be controlled.
- If built, then no ingress/egress between 10pm-7am.
- Sound control for community uses?

Increased Operations

- Is this improvement an anticipation of commercial service using smaller “regional” airports?
- Will increasing jet traffic and noise lower home values in Truckee?
- Should taxpayer subsidize environmentally destructive business jet travel?
- Why airport flyer does not address any negative impact such as increasing jet traffic?
- Has community been informed about increased jet noise?
- Which gulfstream IV owner is pushing for this?

Public Workshop Comments+ Questions

Location

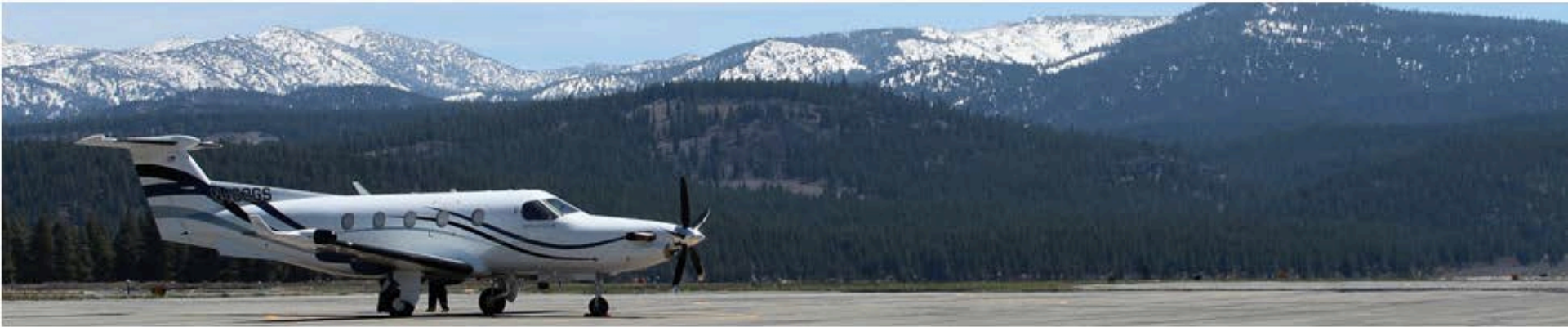
Three potential locations for the hangar were shared with public workshop attendees. Comments included:

- Option 2: No!
- Site 3 is good because building size is blocked by fire station
- Like option 3

Process + General Information Comments

- Next time to help with context setting where it sits in relation to all other current development
- Is this outreach transparent?
- Would community uses be permanent or rotating? Specifically would there be office space to rent or just rooms to rent/reserve?

Comment



Here are my comments about the proposed multi-use hangar building—how community groups, pilots, emergency service providers, other might use it. Please also include specific details about needs you or your group may have in order to make the building useful to your efforts. Please submit all comments by 11/12/14 at 5pm.

[Comments Via TTADmasterplan.org](http://TTADmasterplan.org)

On-line Comments Summarized

Aviation Uses

- May be cost effective to build a second hangar to store G-650 size aircraft
- Installation NW of admin building a good choice
- Concerned about potential conflicts between deicing and community events
- Please keep primary use of hangar aviation related

Location

- Keep hangar within a 5 minute walk from main terminal
- Hangar should be near approach at end of runway
- Installation on the "logical" vacant ramp area near hanger "A" not good

Online Comments Summarized

Community Uses

- Commercial/Shared-Use Kitchen (8)
- Indoor sports multi-use space (2)
- Storage for non-profits
- Provide tables and chairs for non-profits
- Hangar used for disaster relief when necessary
- Middle school dance
- Airport is the perfect place for this type of community building

Other

- Taxpayer money should not be used to provide a deicing facility

In-person Interviews

- Non-Profits
- Pilots
- Emergency Service Providers

Emergency Service Provider Input

Groups Contacted

- Red Cross
- Forest Service
- CDF

Needs

- Showers / Restrooms
- Kitchen
- Phone/Internet access (2)
- Separate rooms for various uses (2)
- Parking for large vehicles
- Command Center (3)

**Phred Stoner, TTAD staff conducted calls*

Pilot Mini-Poll

Pilots Polled

1. Jones Airway, LLC C.
2. Kosin
3. Airbrock
4. River Aviation
5. Platform Speciality
6. Nordstrom
7. Duggar Aviation
8. Gary Ellis
9. Jet Edge
10. White Cloud
11. Kaiser
12. Scott McDonald, Charter

Types of Planes

- Falcon 900
- Cessna Citation
- Lear 31
- FalconSO + G5
- Challenger 604 & 300

**Hardy Bullock, TTAD Staff contacted pilots*

Pilot Mini-Poll

Q 1: If KTRK had an overnight hangar that could accommodate either your most common aircraft or your largest aircraft would this allow or cause you to increase flights to KTRK? **1 Yes Allow, 9 No, 2 Yes**

Q 2: If KTRK had an overnight hangar that could accommodate either your most common aircraft or your largest aircraft would you use it to store and/or de-ice your aircraft overnight as opposed to repositioning the aircraft for storage to an alternate or neighboring airport? **9 Yes, 0 No, 3 maybe**

Q 3: If the cost of this overnight hangar ranged from \$400-\$2000 per night is this a fee you would pay to store your aircraft inside a hangar overnight?
Range of answers. \$2,000 to high, \$400-\$1,200 range reasonable

Pilot Mini-Poll

Q 4: An overnight stay at KTRK was mandatory. Inclement weather was producing precipitation during the night and shortly before takeoff. Would this pose a greater threat to your operational safety having:

- A. Spend the night on the ramp without cover (1)
- B. Spend the night inside an unheated hangar (1)
- C. Spend the night in a heated hangar (10) Selected as the most common answer as the “Safest” Option. 10 people said they wanted a heated hangar for their aircraft.

Q 5: Would a hangar have considerably more value to you if it had conference rooms, a kitchen, and facilities for meetings or modest crew quarters? Yes 4, No 8

Q 6: Would you pay for selected pricing on a monthly, quarterly, or annual basis to receive a discount for the hangar? Yes 2, N/A 3, No 2, Pay-as-You-Go 5

Non-Profit Phone Interview Summary

Non-Profits Interviewed

- Human Society of Truckee Tahoe
- KidZone Museum
- Inner Rythms Dance
- North Tahoe Events Center
- Rotary
- Truckee Family Resource Center
- Sierra Expedition Learning School
- Tahoe Truckee Unified School District
- Sierra Senior Services
- Soroptimist

Needs

- Commercial kitchen (6)
- Restrooms (2)
- Low to no cost use
- Tables & Chairs (6)
- Stage & Sound (3)
- Dance floor
- Way to divide space into smaller rooms
- Parking (3)
- Projector (4)

**Seana Doherty, Freshtracks, collected feedback*

Attachments

Background Info

1. Full on-line comments

Online Comments (full)

- I support the development of a shared-use commercial kitchen as part of the plan for our newest community/multi-use hangar building. I believe the demand for this would be high with culinary professionals in our area. And I believe it would benefit the economic development of small businesses in Truckee.
- I am in favor of the construction of the new hanger. It would be a great addition to the airport. It could be used for events during the year and provide heated storage for aircraft during snow storms. It could have a catering kitchen for parties, as well as meeting rooms for the community.
- My main concerns have to do with location. I feel that installation on the "logical" vacant ramp area near hanger "A" may be an error. I feel that installation North-west of the current admin building might be a better choice. There should be access from both an uncontrolled parking (car) area as well as the ramp. This would prevent the dangerous mix of cars and aircraft during events.
- I am in favor of a shared use commercial kitchen that would expand the food culture, farm to fork and Slow Foods movement that is expanding in not only Truckee-Tahoe but the Reno municipality as well.
- Indoor sports multi use space: Soccer after school and weekends , low/ no charge community exercise classes during am / school hrs..etc..

Online Comments (full)

- As a local chef and small business owner, I support the development of a shared-use commercial kitchen as part of the plan for our newest community/multi-use hangar building. I believe the demand for this would be high with culinary professionals in our area. And I believe it would benefit the economic development of small businesses in Truckee. Personally I run a small personal chef/catering business that would be very interested in renting space. Adequate refrigeration is always a consideration in these type of buildings.
- I can be reached at 530-582-4882, or by email to discuss the National Business Incubator Association's model for a shared-use commercial kitchen space at the new multi-use hangar. I think it would greatly benefit the community's small businesses, offset your building costs, and serve as a beacon for the forward-thinking individuals who lead this town to make it an economic development center rather than just a ski town! Would love to discuss this with you further!
- Attended workshop tonight and made comments on sticky wall. Forgot to add that you need to include storage for and provide a supply of folding tables and stackable or folding chairs so nonprofits do not need to hire other contractors to provide. An extra fee can be considered to cover the cost and storage on site.
- In the years past at various workshops etc I recall the public was generally against a de-icing facility and service. This service is obviously being pursued by the Ski hill corporations and Upper end residential developers. I do not feel that TAXPAYER money should be spent for de-icing that only benefits a select few. TAXPAYER money should be spent only for facilities and services that serve the greater general aviation population, education, and community oriented programs and services.

Online Comments (full)

- The building will be a great addition to the airport and the community.
- Thank you for the opportunity to offer comments and for sharing this proposed space with the community. As a coach of two sports teams at Truckee High School, Track & Field and Cross Country Running, I feel our community needs indoor space to train over the winter months. I know this may not be in your project's scope, but I'm just putting it out there. We are very limited at THS during the winter and spring training months, and having indoor space to train would greatly help our teams when they have to stay indoors. Having a large space to do running drills, circuit training, and short sprints would be much better than running in the small gym or the halls of Truckee HS. Also, gym space is very limited with the number of teams on campus. Also, it'd be good to have a place to host team events such as fundraisers and team awards dinners. We often do potluck dinners for awards, and so having a place to host a large group would be appreciated. Thanks for your time and consideration.
- It is nice to see the TTAD pursuing a multi-purpose building. I understand the core use, aviation storage and related services, assists with TTAD's current demands; in-climate weather storage, de-icing and etc. Additionally, the building will be ideal to host community events or in the unfortunate circumstances disaster relief efforts.
- The TTAD has built solid support for their annual community flight event – Truckee Tahoe AirFair. A multi-purpose hanger would enhance TTAf as well as act as a catalyst for other events. It is great to see the Board, Mr. Smith and their team pursuing this development opportunity.

Online Comments (full)

- The company I work for has a Citation Jet. We frequent Truckee Airport a dozen or more times a year. There are times during the summer and winter that I always request hanger space for overnight trips. Sometimes space is available, and sometimes it is not. The owner is adamant about hangering his asset, to say the least, and it only makes sense when you have expensive equipment. You definitely have a huge amount of space in a number of areas that is not being utilized, and this project would surely fill that purpose. The artist's rendition looks really nice, I really think it blends in well with the surroundings. If built to the rendition, it will not be "just a hanger", but it will have the appearance of a well thought out project that has a very real purpose in serving, not only the airport, but the community in general, I really like it. The hanger will certainly be large enough to accommodate a variety of different sized aircraft, provide much needed deicing services, and provide a service to the community such as those that you mentioned in the proposal. You have a class-act operation there, and this will only serve to enhance the overall operation, and serve the community. Using the reserve funds as mentioned, I think is a wise choice, and an excellent investment in the future. I also believe you would be crazy not to move forward with this project, as I'm sure there will be opposition, there is a lot more to lose by not executing this project. I know of the three areas you are thinking of. I, personally, would like to be within a five(5) minute walk of the main terminal.

Great project!

Online Comments (full)

- The middle school could use it for their 8th grade graduation dance...it was very effective to have a place at the airport because of proximity to ACMS. Just a thought!
- I think a hangar that could accommodate transient use would be terrific. I would like to emphasize that on an AIRPORT, the primary users should be AIRCRAFT. I hope that no aircraft needing a hangar would be displaced by community events being held in the hangar. Please consider how to ensure that the airport remains primarily open to airport users.
- 1. If the hangar will be used for deicing/anti-icing, its location should be as close as possible to the approach end of the runway most used during winter months. This will minimize unnecessary taxi times that ultimately waste valuable holdover and allowance times associated with the deice/anti-ice process. 2. Many owners of corporate aircraft prefer their aircraft to be hangared during inclement weather. It may be cost effective to build a second hangar for storage of G-650 size aircraft that is not equipped with deice/anti-ice gear. In this manner an aircraft could be deiced and then stored during precipitation periods. When precipitation ceases, the aircraft could depart without further deice/ant-ice procedures. And, of course, rent could be charged for storage. 3. From my experience as a corporate pilot and overseeing a hangar build of approximately the same size as that being proposed, cost overruns may well occur. Under no circumstances should these costs be passed on to the small GA community. 4. A legal means of de-conflicting hangar use between aircraft and non-profits during inclement weather would be essential. Eg: Christmas party during a blizzard. Thank you for affording me the opportunity to comment.

Online Comments (full)

- It makes more sense to me to have one effort for a community building than two. It makes more sense to me to have one footprint than two. It makes sense to have a building at the airport that will attract more of the community to the airport to see that it is a friendly place, and a valuable asset in the community. Just look at the nice playground. There are families that use that who would have never thought of the airport as a friendly place to be. We do not need two community buildings in the Truckee when one could meet all needs. There are plenty of school buildings with cafeteria, gym, and auditorium space that will meet the needs of a community of 16K. The perfect place for a single building to meet the needs of a large gathering is at the airport, and a partnership with other groups wanting a facility makes sense as well.
- I think a hangar that could accommodate transient use would be terrific. I would like to emphasize that on an AIRPORT, the primary users should be AIRCRAFT. I hope that no aircraft needing a hangar would be displaced by community events being held in the hangar. Please consider how to ensure that the airport remains primarily open to airport users.