ITEM# 46
DATE: 05/12/15

COUNCIL ACTION FORM

SUBJECT: AIRPORT TERMINAL BUILDING AND HANGAR (SELECTION OF BUILDING LOCATION)

BACKGROUND:

On February 10, 2015, staff presented a report updating City Council on the status of the Airport Terminal Building and Storage Hangar project. This included a brief historical summary of improvements conducted at the Ames Municipal Airport, a project timeline showing critical dates for replacement of the terminal building, a funding summary, a financing and storage hangar agreement with Iowa State University, a discussion of consultant design services, and important next steps necessary to address the ongoing financial stability of the Airport through an updated Fixed Base Operator (FBO) operating agreement.

The next step was taken on February 24, 2015, where the City secured professional architectural and engineering design services to facilitate preparation of the new terminal/hangar building site improvements so that ISU and the private sector can construct the hangar portion of the project during the summer of 2015. As part of the effort, a project focus group was established to help guide the design process. The group is comprised of a wide range of Airport users representing all levels of business and recreational uses. Membership of this focus group includes:

Focus Group

Adam Haggard	Airport User
Brent Haverkamp	Airport User
Brian Aukes	Airport User
Dave Hurst	Airport User
Dirk Scholten	Airport User
Doug Moore	Airport User
Jim Kurtenbach	Airport User
Joel Stewart	Airport User
Justin Dodge	Airport User

Staff

Bob Kindred	City of Ames
Damion Pregitzer	City of Ames

Design Team

Matt Ferrier	Bolton & Menk (Civil)
Greg Broussard	Bolton & Menk (Civil)
Carl Byers	Bolton & Menk (Civil)
Jeff Loeschen	Alliiance (Architects)
Ashley Ilvonen	Alliiance (Architects)
Michael McClimon	Alliiance (Architects)

On Monday, April 27, 2015, Staff held the first focus group meeting for the Airport Terminal Building and Hangar project. The purpose of the meeting was to orient the focus group to the project, and discuss the goals and any potential challenges moving forward. The first and foremost task was for the focus group to make a recommendation on the location of the new terminal building.

The existing approved 2008 Airport Master Plan had anticipated that a new terminal building would be located at a central point at the southernmost point of the buildable area on the Airport property (see Figure 1). The intent in the master plan was to promote development of the property in a manner that supports the airport’s long-term financial stability by maximizing leasable areas.

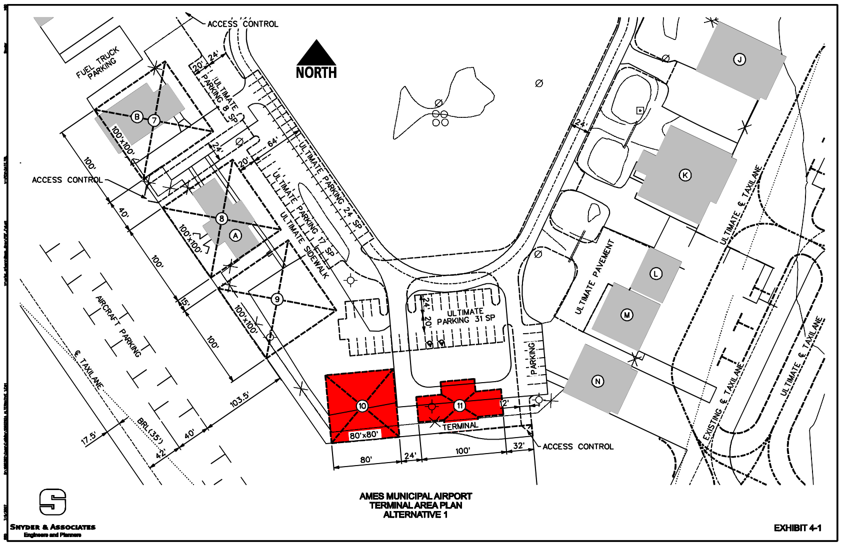

Figure 1:Ames Airport Master Plan (Ch 4, Exhibit 4-1)

The focus group agreed with the general location reflected in the Master Plan to move the terminal building to the “center” of the property because of two key benefits. First, it allows the Fixed Based Operator (FBO) staff working in the facility to have a nearly unobstructed view of the entire airside operational area (runways and taxiways), which promotes safety and efficiency. Second, by moving the terminal to a location that visually aligns with the main entrance to the Airport from Airport Road, it provides clear direction to customers where to go for services when entering the property.

The focus group spent most of the time during the initial meeting discussing how the location and orientation of the building would affect traffic flow, safety and security, as well as functional operations of aircraft in year-round weather conditions. From these discussions, Bolton & Menk, the City’s airport consultant engineers, put together two conceptual layouts.

Concept A is the most efficient and cost-effective design that incorporates the highest potential for future expansion. As seen in Attachment A, this also provides significant improvement for access to the terminal building by way of a new drop-off area. Concept B is different mainly in that it has tried to keep a south facing orientation for the hangar building. By doing so, the hangar would forever be physically separate from the terminal building. It should be noted that Concept B also requires more paving around the buildings rather than utilizing the existing apron areas (see Attachment B). Attachment C provides the pros and cons for each proposed concepts.

ALTERNATIVES:

1. Approve Concept A for the airport terminal and hangar site layout, which is the most efficient and cost effective option, thereby directing staff to move forward with site design under this alternative.

2. Approve Concept B for the airport terminal and hangar site layout, thereby directing staff to move forward with site design under this alternative.

3. Direct staff to develop a third alternative for the airport terminal and hangar site layout to be presented to City Council at a future date, which could cause a significant delay in the anticipated project timeline.

MANAGER'S RECOMMENDED ACTION:

Based on the input from the Airport Master Plan, the airport focus group and the City's Airport design team, the building layout and location shown under Concept A appears to be ideally situated to meet existing and long-term growth needs of the Ames Municipal Airport.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1 as described above.

Attachment A

HORIZ. SCALE 0 20 40 FEET

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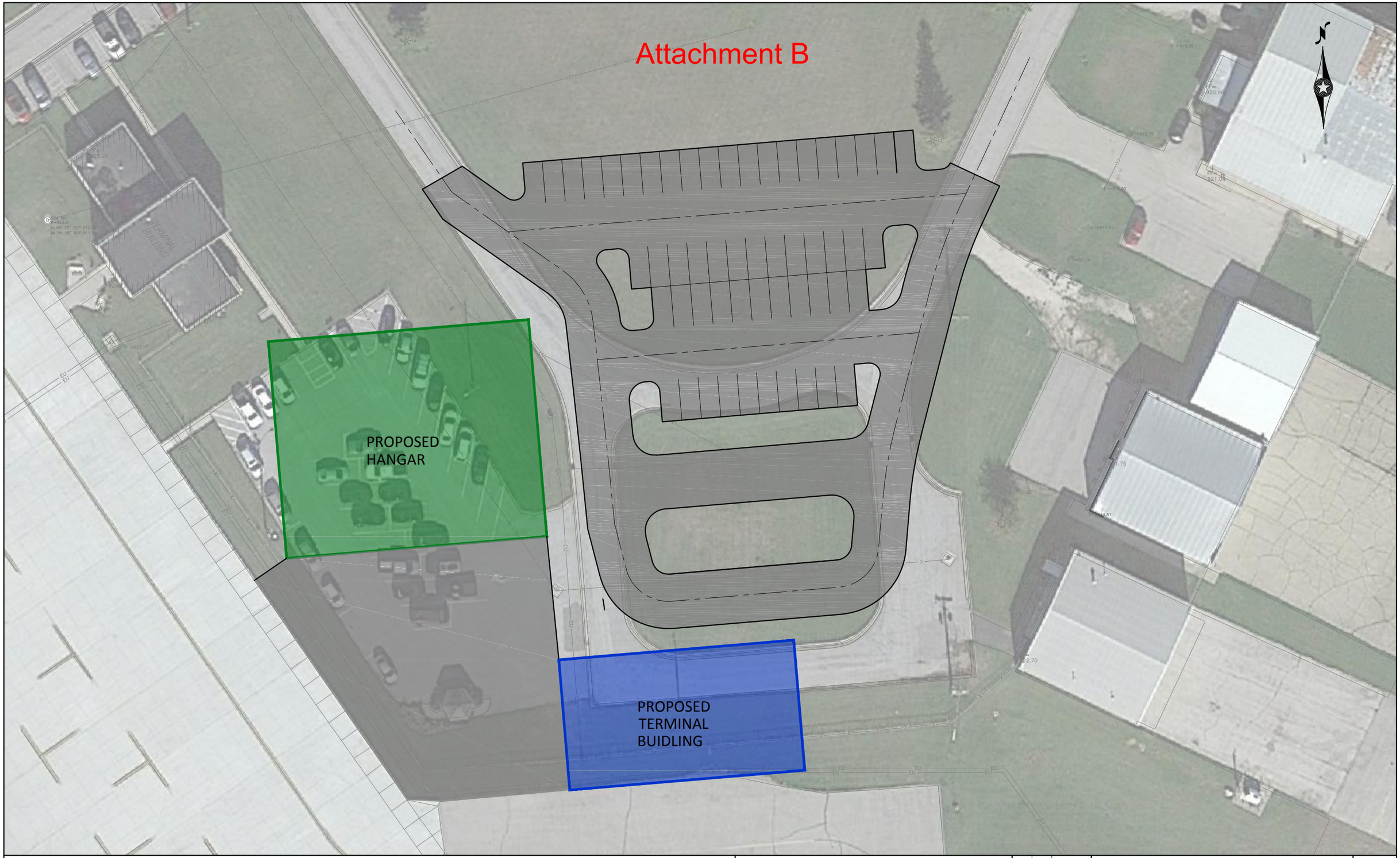
BOLTON & MENK, INC.
Consulting Engineers & Surveyors
MANKATO, MN FAIRMONT, MN SLEEPY EYE, MN BURNSVILLE, MN
WILLMAR, MN CHASKA, MN RAMSEY, MN MAPLEWOOD, MN
BAXTER, MN ROCHESTER, MN AMES, IA SPENCER, IA

REV.	BY	DATE

AMES, IOWA
AMES MUNICIPAL AIRPORT
TERMINAL CONCEPT LAYOUT A

SHEET 1

Attachment B



HORIZ. SCALE 0 20 40 FEET

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BOLTON & MENK, INC.
Consulting Engineers & Surveyors
MANKATO, MN FAIRMONT, MN SLEEPY EYE, MN BURNSVILLE, MN
WILLMAR, MN CHASKA, MN RAMSEY, MN MAPLEWOOD, MN
BAXTER, MN ROCHESTER, MN AMES, IA SPENCER, IA

REV.	BY	DATE

AMES, IOWA
AMES MUNICIPAL AIRPORT
TERMINAL CONCEPT LAYOUT B

SHEET 1

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M E M O R A N D U M

Attachment C

Date: 5/1/2015
To: City of Ames
From: Greg Broussard
Subject: Ames Municipal Airport Terminal Layout Concepts

Ames Municipal Airport – Terminal/Hangar Concepts

Attached are 2 potential layouts of the proposed terminal and hangar locations. Each has advantages and/or disadvantages. Below is a short summary of our ideas on what portions of each concept are positives or negatives:

Both Concepts

- Proposed Terminal located where it has optimum view of both runways
- Roadway layout allows for a pull-through under a potential "landside" porte-cochere (canopy)
- Roadway layout allows for passenger dropoff, then parking (circulation)
- Additional parking beyond existing 37 (approximate) spaces
- Allows for good visibility to runway ends from terminal

Concept "A" – Hangar Oriented Parallel to Edge of Apron

- Advantages
  - 64 parking spots (as shown) – 10 more than concept "B" based on equivalent walking distance from parking to terminal
  - Minimal apron to construct in front of proposed hangar
  - Symmetrical – improved aesthetics
  - Maintain visual contact with terminal on entrance road
  - Leaves additional space along apron at west side for additional hangars
    - Approximately 45 extra ft. (measured along edge of apron)
  - Front of proposed hangar aligned with prevailing wind – should be less drifting of snow in front of hangar door
  - Shorter distance between structures for covered walkway
- Disadvantages
  - Less visibility to west from terminal
  - For passengers deplaning in front of hangar, slightly longer walk to terminal

Concept "B" – Hangar Door Facing South (Parallel to Terminal)

- Advantages
  - Shorter walk to terminal for passengers deplaning in front of hangar
  - Better visibility to west from terminal
- Disadvantages
  - 54 parking spots (as shown) – 10 less than concept "A" based on equivalent walking distance from parking to terminal
  - Apron required would be approximately 1,000 sq. yds. of additional pavement – based on required pavement section, could be additional $60,000 (+/-) for apron
  - Hangar extends approximately 45 ft. further to west (along apron edge) – leaves less room for future hangars along apron
  - South facing hangar door likely to drift more during snow events than door aligned more closely to prevailing winds
  - Hangar would partially visually hide terminal from entrance drive
  - Longer covered walkway required to tie structures together