



# VISTA FIELD ADVISORY BOARD MEETING

PORT OF KENNEWICK

OCTOBER 20, 2010 MINUTES

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## CALL TO ORDER

Board Chairman Skip Novakovich called the meeting to order at 3:30 p.m. in the Port of Kennewick Commission Chambers located at 350 Clover Island Drive, Suite 200, Kennewick, Washington 99336.

### The following were present:

**Board Members:** Skip Novakovich, Port Commissioner, Chairman  
Carl Adrian, Tri-City Development Council  
Carl Cadwell, Airport User Representative  
Don Britain, City of Kennewick Representative  
Dean Strawn, Kennewick Public Facilities District  
Kris Watkins, Tri-Cities Visitor and Convention Bureau  
Chuck Freeman, Kennewick Irrigation District (KID)  
Scott Musser, Airport User Representative

**Port Staff Members:** Tim Arntzen, Executive Director  
Dan Cryer, Director of Operations & Airport Manager  
Bridgette Scott, Secretary/Special Projects

## PLEDGE OF ALLEGIANCE

Don Clayhold led the Pledge of Allegiance.

## PUBLIC COMMENT

Mr. Clayhold asked if the public could make questions and/or comments during today's discussion. Mr. Novakovich agreed. No further public comments or Board comments were made.

## APPROVAL OF SEPTEMBER 8, 2010 MINUTES

Mr. Novakovich asked the Vista Field Advisory Board (VFAB) for any revisions or corrections of the minutes. The minutes were approved as presented by consensus.

## WELCOME AND INTRODUCTIONS

Mr. Novakovich welcomed the public and Board.

## VISTA FIELD DESIGN GUIDELINES

Mr. Cryer presented the draft design guidelines. Mr. Cryer incorporated comments from the VFAB, Port staff and Commission. Mr. Cryer requests the VFAB review the document again and submit any additional comments.

Mr. Cryer presented a t-hangar design prepared by Herath & Associates. The hangar is affordable and incorporates complementary architecture to the surrounding area. The Port has settled on a construction type, with a little flexibility for steel construction; however, steel columns are required. The VFAB discussed concerns regarding standing roof seams versus overlapping roofing.

Mr. Mike White suggested the end offices have walk-through doors to the adjacent hangar, to allow the option of renting the office and hangar together.



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Ms. Marjy Leggett asked if restrooms will be included in the hangars. Mr. Cryer commented the design guidelines state public restrooms will be located near hangars. If the hangar is not already being built in proximity to an existing hangar, restrooms will be included.

The VFAB feels the design is complementary to the surrounding area. Mr. Clayhold asked if this will be a frozen design or if developers are allowed creativity, as long as it is consistent with the design standards? Mr. Novakovich stated this is a concept design that meets the criteria that has been set – appealing, complementary and affordable. Mr. Cryer commented the Design Guidelines do allow for creativity.

## MASTER PLAN REVIEW

Mr. Novakovich stated the VFAB was divided into two teams for the Charrette Meeting held on September 8, 2010, and the groups developed two alternatives.

Mr. Larson reviewed the following topics:

1. B-I/B-II Clearance Recommendations

Vista Field is a B-I airport and due to the constraints of the existing building properties, Vista Field could never be a B-II airport without tearing down the properties between Deschutes and the taxiway. B-II aircraft may land at the airport; it is up to the discretion of the pilots. Vista Field is and will be a B-I clearance airport with a utility runway.

Mr. Britain stated the City of Kennewick would not support a visual runway; their recommendation is a utility runway. He further stated that Vista Field is owned by the Port, and the Port needs to make it as financially feasible and operational as possible. We have to recognize all buildings and structures are not going to be A+ because it is an airport. He feels a significant effort has been made to meet the Three Rivers Entertainment District building standards and he supports the proposed hangar design.

2. Precision Approach Consideration

The runway would need to be extended 200 feet to qualify for an Instrument Landing System (ILS) Precision Approach. JUB feels it is not possible to achieve a precision approach at Vista Field.

3. Airspace Limitations and Height Restrictions.

To accomplish a visual runway, the airport would need to double the airspace and would include property and buildings on Okanogan and Deschutes. There is little likelihood buildings would be demolished to expand the airspace. Hotel height restrictions were discussed.

4. Review Charrette Alternatives

The VFAB reviewed the two alternatives for the layout of Vista Field. Common themes were:

- Remove existing t-hangars and relocate new hangars.
- Create new and centralized FBO.
- Commercial businesses along Grandridge and Rio Grande.



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- Nice professional looking facility.

Locations of executive box hangars, commercial businesses, taxi-lanes to public roads, fuel area, and FBO were discussed.

Different design standards will be used in different areas of the airport. The Three Rivers Entertainment District side would have a much higher level of architecture, especially within sight lines of the Convention Center. The east side would have a reduced design standard and would be more consistent with industrial standards. Corporate hangars on the east side would be similar to the existing corporate hangars and t-hangars and box hangars would be closer to traditional-style hangar construction.

Mr. Cadwell believes there are not enough t-hangars and too many box hangars.

The VFAB prefers Alternative 2, with two changes. First, change the designation of the north end piece back to B-1. Second, change the designation of the different types of hangars to "Hangar designation." This would allow greater flexibility.

They feel Alternative 2 has a better look and feel in the FBO area. It provides density and synergy where the hangars are located by Rio Grande and the layout lends itself easily to staging. The box hangars would also provide a visual and sound buffers between the businesses on Grandridge and the airport.

## 5. Review Costs of Alternatives

Alternative 1: \$10,900,000

Alternative 2: \$11,225,000

Costs include engineering, administration, new FBO building, and sales tax. Hangar buildings and commercial development costs are assumed to be accomplished by others.

## 6. Funding Considerations

Federal, State and local funding options were discussed. Obtaining funding will be difficult and will take time.

If the airport is brought into the NPIAS system and under the FAA, the airport would be entitled to non-primary funds of approximately \$150,000 per year. It would also have the potential to receive discretionary funds between \$1-\$3 million, once every 5 or 6 years.

State apportionment funds are \$500,000 - \$1 million. The State apportionment is the portion of FAA funds that goes to the state for distribution projects. EDA funding may be available for the commercial properties for infrastructure. On the state funding side, typically every biennium, they have grants ranging from \$150,000 - \$300,000; most of the airports in Washington are receiving non-primary entitlement funds. If the airport is not in the NPIAS system, it would be very likely to receive a grant every one or two



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years for the master plan and developing. NPIAS funding will not be available if land is sold around the airport.

Potential local funding options include general revenue funds, airport generated funds, sale of property, private developers and local partners including the City of Kennewick.

It is likely the existing FBO building will need to be renovated until the new FBO building is constructed. Renovations could cost \$70,000 for electrical and HVAC. Cosmetic upgrades were also suggested.

Mr. Britain stated since the Port decided to keep the airport open; something should be done in the short-term to show the public that progress is being made. He feels the hurdles of updating the comp plan, amending zoning and the City's refusal to issue building permits for certain permits are being resolved. Mr. Britain suggested contacting the pilots who left the airport prior to the March 8<sup>th</sup> decision to see if they will come back. He also suggested contacting the private investors that committed to investing money at the airport for development prior to the decision to see if they will put money into the airport. He stated the City is, and has been, willing to cooperate with the Port to help make the airport feasible and operational. Now is time for other entities to step up and do what they said they would do.

Mr. Cryer commented on operational income versus operating expenses to maintain the airport. The old hangars bring in \$40,000 per year in revenue and the old FBO building, when fully leased, brought in about \$24,000 per year. If these are demolished, income almost disappears.

The VFAB feels a new FBO would be the catalyst for the airport. It would be a centerpiece and demonstrate permanency; it would set the tone for development.

Mr. Cadwell stated he is hoping to break ground on his new building in November or December and he reconfirmed the commitment to building hangars. He would like to know what the cost will be to build them and what they will look like. He had two wineries willing to relocate to Vista Field before the economic turmoil and he will visit with them again. Mr. Cadwell will make certain at least \$10 million is invested into Vista Field, including improvements to Cadwell Laboratories facilities, over the next ten years. This will be in addition to funds provided by the Port.

Ms. Watkins feels the FBO building is critical to future phases of development and does not believe money should be invested into the current FBO if it will be demolished. Ms. Watkins feels the Port should postpone selling any property until it hears whether or not they qualify for NPIAS funding.



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## 7. VFAB Recommendations to Port Commissioners

- Alternative 2.
- Remove and relocate existing t-hangars, after building new hangars.
- Create a new and centralized FBO, demolish existing FBO.
- Commercial businesses, not necessarily aviation related, along Grandridge and Rio Grande.
- Nice professional looking facility.
- Develop a short, intermediate and long-term plans

## REPORTS COMMENTS AND DISCUSSION ITEMS

Candice Bluechel, representing the City of Kennewick Arts Commission, addressed the VFAB. She feels there are ways to create amenities that will not be costly. She stated the Arts Commission would like to work with developers to provide some economical considerations for using art. Ms. Bluechel feels the VFAB has done a good job and likes what she has seen today.

## FUTURE MEETINGS

Next meeting: will be determined at a later date. The VFAB would like to be notified when the Draft Master Plan will be presented to the Commission.

## PUBLIC COMMENT

Darrin Jackson, 1308 South Hamilton Road, Moses Lake. Mr. Jackson stated the FBO at a general aviation airport is like the heart and hub of the airport. If this is to be a destination airport, a welcoming FBO is needed. He feels before pilots will move back to the airport, a functioning FBO is necessary.

Bobi Wilson, 2021 W. 19<sup>th</sup> Avenue, Kennewick. Ms. Wilson asked the VFAB to consider using art as a vital element throughout the process.

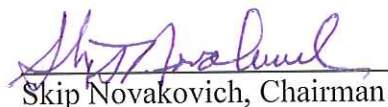
No further comments were made.

## ADJOURNMENT

Mr. Novakovich thanked the Board and the audience. With no further business to bring before the Board; the meeting was adjourned at 5:52 p.m.

**APPROVED:**

**VISTA FIELD ADVISORY BOARD**

  
Skip Novakovich, Chairman