

# MEETING MINUTES



Pensacola International Airport Master Plan  
RS&H Project No. 201-0005-001

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Date: December 19, 2017  
Subject: City Advisory Committee Meeting #4  
Prepared For: Public release  
Prepared By: Gareth Hanley, RS&H

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## Minutes of City Advisory Committee Meeting 12/19/2017 5:30 pm

### Attendees:

Dan Flynn, Airport Director  
Andrea Kvech, Assistant Airport Director  
Alan Bint, Silverleaf Home Owners Association  
Scott Luth, FL West Economic Development Alliance  
Jeff Mishler, RS&H (Consulting team)  
Ken Ibold, RS&H, (Consulting team)  
Gareth Hanley, RS&H (Consulting team)

### Invited but not in attendance

Daxton Gill, Cordova Park  
Neighborhood Association  
Stephen Greunke  
Steve Hayes, Visit Pensacola  
John Jerrals  
Sam Mathews, Scenic Heights  
Neighborhood Association  
Lara McKnight, Scenic Heights  
Neighborhood Association  
Shannon Ogletree, Executive Director-  
Office of Economic Development Santa  
Rosa County  
Robin Reshard, Belmont DeVilliers  
Neighborhood Association  
Marilynn Wiggins, Tanyard  
Neighborhood Association

### Meeting Summary:

Jeff Mishler of RS&H (the consulting team leading the master plan) opened the meeting, greeted attendees, and introduced the consulting team. Mr. Mishler thanked meeting attendees for their participation in the Public Involvement Program for the Airport Master Plan Update. Mr. Mishler encouraged attendees to provide feedback throughout the presentation.

Mr. Mishler outlined the purpose of the master plan, the master planning process, and the purpose of the City Advisory Committee. Mr. Mishler, Ken Ibold, and Gareth Hanley jointly presented the evaluation of the development alternatives for the key functional areas of the Airport. The purpose of the meeting was to solicit feedback from the City Advisory Committee regarding the recommended alternatives.

The presentation depicted each alternative including the pros and cons of each that represented the evaluation results. A quantitative matrix summarized the evaluation

results for each functional area. Discussion of each functional area concluded with the recommended alternative. In some cases, the recommendation was composed of a combination of elements from multiple alternatives.

Mr. Mishler mentioned that the recommended Airside Alternative includes the extension of Runway 17-35 to the south. The extension will not impact Summit Boulevard. Mr. Mishler confirmed that there are no plans to extend Runway 8-26.

Alan Bint agreed with the evaluation results that indicate Curbside Alternative 1 is the better option to Curbside Alternative 2. However, Mr. Bint expressed his observation that five lanes on the inner curb roadway could lead to congestion due to traffic weaving.

Scott Luth asked if it was feasible or beneficial to relocate commercial vehicle pick-up/drop-off operations to the parking garage. Mr. Luth mentioned that passenger convenience and level of service may be enhanced if a single location could be designated rather than have pick-up and drop-offs along the terminal curbside. Mr. Luth referenced other airports have the area configured where commercial vehicles pull into holding spaces to wait for passengers. Vehicles wait only a few minutes so a large supply of parking is not required. Another potential benefit is that vehicle traffic would be removed from the curbside roadways, which may result in latent capacity.

Mr. Ibold indicated that allocating commercial vehicles in a parking garage is an operational choice by the airport. Implementing this operation at PNS would result in a circuitous route and compete with space from rental car operators. Mr. Flynn mentioned that rental cars cannot be moved from ground level of existing garage because of operational agreements associated with the Customer Facility Charge. However, it may be feasible to accommodate commercial vehicle operation on the ground level of new garage or second level of existing garage. Additionally, the curbside enhancements includes space for commercial vehicle traffic. Allocating these passengers to the garage would also increase walking distance from the terminal building for those users.

Mr. Flynn indicated that the parking garage expansion would likely occur in the near term. The demand for covered parking exceeds the capacity of the existing parking garage regularly. However, it will take a few years to before it is operational considering pre-design, design, and environmental review tasks must be complete before construction can start. Mr. Luth concurred, saying that travelers in Pensacola seem to be willing to pay the higher costs for covered parking.

Mr. Bint asked if the relocation of helicopter parking to the southeast quadrant of the Airport would result in helicopters flying over homes. Mr. Hanley indicated that the Airport would work with Air Traffic Control to implement operational procedures to avoid low helicopter flights over the community. A common practice that could be implemented at PNS is to require helicopters to arrive and depart using the runway alignment, similar to fixed-wing aircraft. Helicopters would hover-taxi between the runway environment and parking positions.

Mr. Hanley indicated that helicopter relocation could occur in the near- or intermediate-term. Near-term implementation allows for enhanced level of service for helicopter operators earlier, though not required. The demand and supply of fixed-wing parking may also impact the timing of implementation, considering helicopter parking relocation will displace existing parking positions. A detailed recommendation of implementation timeline will be prepared in the next phase of the master plan to also consider if/how funding sources and potential revenue generation affect timing.

Mr. Flynn thanked attendees for participating and encouraged them to provide further feedback on the alternatives. The alternatives are included in the presentation, which is available for download at <http://www.pnsmasterplan.com/>. A meeting recording is available separately, at request.

The meeting adjourned at 7:30 pm.