

WALKER FIELD AIRPORT AUTHORITY

Minutes of Special Meeting  
July 31, 1980

Members Present: Chairman Maxine Albers, Commissioners Enstrom, Hollingsworth, Kelly and O'Dwyer. Also Airport Manager Paul Bowers, Clerk Mary Ann Harms, Greg Isbill of Isbill Associates, Inc., David Yoder, Vernon Denison, and Norman Kinney of Yoder Engineering, Architect John Porter and his assistant, Jake Vickery

The special meeting for the acceptance of the final terminal design was called to order at 7:30 a.m. by Chairman Albers.

Architect Porter presented the design criteria which lead to the present design of the terminal building. This design accommodates the existing 12 foot grade change at the building site by means of a passive solar multi-level building, using a passenger ramp within a solar atrium for first to second level transition. The design has adequate public spaces, leased spaces for four major airlines, two commuters, five rental car operators, ground transportation booth, and mechanical baggage handling device (plus ski slide area), lost baggage area and restroom facilities on first floor. Second level has concession areas, administrative office spaces, security area and boarding gate room. The upper level contains a restaurant/lounge area. Sloped roofs (except where future floor space is planned) cover this approximate 64,700 square feet, which is planned to accommodate future expansion.

Yoder Engineering briefly described the heating and cooling system. The solar addition will reduce fuel bills approximately 1/3, providing an estimated \$0.20/square foot savings. Daylighting will reduce the projected lighting cost by 1/10 of 1¢/square foot which amounts to an initial \$1,000/year estimated savings.

Mr. Porter discussed tentative building materials to be used and suggested concrete slab, pre-cast concrete for suspended floors, exposed wood ceiling over atrium and steel bar joist in unexposed ceiling areas. The cost projection for the building is a basic \$4,851,000, an additional \$150,000 for solar package and utilities will run approximately \$300,000. This makes the estimated building cost \$5,301,225, plus site work. The project is scheduled for bid in November of 1980. It will probably be bid as a whole, so there will only be one general contractor (excepting the site work to be bid and supervised by Isbill Associates, Inc.).

Mr. Isbill's comments on the overall concept were that "H" Road must maintain flexibility and four lane capability, within the parking lot to accommodate expansion to 3 or 4 exit lanes. Overall terminal design, considering designed for expansion capability, should meet community needs over the next twenty years.

Commissioner Hollingsworth commented he was comfortable with the structure, building and ramps but that the success of the public acceptance of the program hinged on the frontside.

Manager Bowers, who along with Mr. Porter met with the airlines on Tuesday for design review, noted the airlines were not in favor of the ramp and preferred escalators. The airlines indicated they would, however, support the terminal package as a whole, but did not want to be called on at a later date to share in the cost of an escalator if the ramp package proved unacceptable.

Commissioner O'Dwyer made a motion that the concept as presented be accepted and the Architect be authorized to move ahead with the working drawings. Commissioner Kelly seconded the motion, which passed unanimously.

The meeting adjourned at 9:15 a.m.