

1 ST. AUGUSTINE - ST. JOHNS COUNTY AIRPORT AUTHORITY

2 Audiotaped Workshop

3 held at 4796 U.S. 1 North

4 St. Augustine, Florida

5 on Wednesday, November 5, 2008

6 at 4:00 p.m.

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8 BOARD MEMBERS PRESENT:

- 9 WAYNE GEORGE
- JOHN "JACK" GORMAN, Secretary-Treasurer
- 10 SUZANNE GREEN, Chairman
- KELLY BARRERA

11 BOARD MEMBERS ABSENT:

- 12 RANDY BRUNSON

13 * * * * *

14 ALSO PRESENT:

- 15 DOUGLAS N. BURNETT, Esquire, Rogers, Towers, Bailey,
- Jones & Gay, P.A., 170 Malaga Street, St. Augustine,
- 16 FL, 32084, Attorney for Airport Authority.

17 EDWARD WUELLNER, A.A.E., Executive Director.

18 BRYAN COOPER, Assistant Airport Director.

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20 TRANSCRIBED BY: JANET M. BEASON, RPR, RMR, CRR, FPR

St. Augustine Court Reporters

21 1510 N. Ponce de Leon Boulevard

St. Augustine, FL 32084

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1 P R O C E E D I N G S

2 CHAIRMAN GREEN: Workshop that we have. I
3 still think we need to stand and say a pledge to
4 the flag.

5 (Pledge of Allegiance.)

6 CHAIRMAN GREEN: I want to welcome everybody
7 and our two new members elect. Mr. Yeomans (sic)
8 and Mr. Werter are here. And Mr. Lopinto is here.
9 It was nice to see people so involved in the
10 board, of wanting to be involved. So I want to
11 recognize everyone that did a lot of hard work.

12 And we're here for the workshop on the new
13 development area. And I know Ed's working on the
14 layout. So we're going to discuss positioning of
15 different hangars and what have you.

16 We do not have a court reporter today, so I'm
17 asking everyone, if you could speak loudly and
18 speak up, because we're doing everything
19 electronically. So anyone that comes to the

20 podium, go ahead and speak into it and speak

21 loudly. Ed, do you want to --

22 MR. WUELLNER: Yeah. I'm trying to bring up

23 the PowerPoint for you. It just has the

24 drawings --

25 CHAIRMAN GREEN: Right.

1 MR. WUELLNER: -- on it.

2 CHAIRMAN GREEN: I know you have old ones,
3 current ones, and updated ones and what have you.

4 MR. WUELLNER: All right. Just -- just a
5 review of where I thought we were on this before
6 the last -- the last meeting.

7 Back in -- back in July, the -- Andrew
8 actually made the presentation to the Authority,
9 but it was -- it was the -- basically the plan or
10 the layout plan that was developed by that general
11 aviation development committee that was made up of
12 almost exclusively users of the -- of the airport
13 and almost exclusively on general aviation
14 customers, if you will, on the airport.

15 Included members from the Pilots Association.
16 Had some ad hoc members. Had the FBO operator.
17 Had a variety of people that were involved. I
18 think all -- all total, there were about 10-plus
19 people representing a variety of things on the

20 airport and -- on that committee.

21 We went through a bit of an iterative

22 process, long discussions. We literally developed

23 a map model that -- that they used to place

24 buildings, to discuss pavement locations, to

25 discuss operating areas, came up with a -- a plan

1 that was presented to the Airport Authority at
2 your July meeting.

3 And it included -- you may recall some of
4 the -- oh, I've got it off the -- here we go. But
5 included exhibits of -- like this that was the
6 basic airfield area or the basic development area,
7 as it's now been constructed, which included the
8 apron, taxiway F into there, the -- included the
9 buildings, which are hangars -- I get my numbers
10 all messed up here, but I think it's N through S
11 or N through T back there, but the T-hangar
12 buildings, suffice it to say.

13 They then developed what was called Plan
14 Number 7, ultimately, but became the 10- or
15 20-year kind of time line development of the south
16 general aviation area. And there was a bit of
17 discussion on the Airport Authority, and I'm not
18 going to get into the details of what the minutes
19 reveal, but basically y'all liked what you saw,

20 you said that was a -- it was a good plan. It
21 wasn't something that needed to be formally
22 adopted, but it was placed in your hands as the --
23 as the recommended development plan, if you will,
24 from the GA committee. This was one of the
25 exhibits out of that presentation.

1 We followed up with that -- combined with
2 that meeting was a discussion about the next piece
3 of development in this area, which was -- was kind
4 of discussed as in the context of commercial
5 hangars or commercial development on the south
6 side. That basically represented what you're
7 seeing now, this drawing, in terms of the areas
8 what we were going to go back and look at for
9 recommendations relative to development, things
10 that needed to be considered.

11 Now, keep in mind this is a high-order
12 drawing and was intended to be just to show, you
13 know, place on the airport for -- you know, for
14 descriptive purposes.

15 We came back in August with an agenda item
16 that basically this -- this should look somewhat
17 familiar to you, but just kind of illustrated the
18 process that we believed we were going to go
19 through to get there and the interest that was out

20 there that had been expressed, as reflected in
21 waiting lists on the airport and from -- from
22 users again. And it involved probably a
23 combination of hangar construction building
24 development. We had identified FDOT grants, which
25 ultimately ends up being about \$2.5 million in

1 total project available to you, not \$2.

2 Project selection, we -- you know, we were
3 going to go through a process to decide whether --
4 what mix of commercial units, flight school,
5 office space, and T hangar replacements made the
6 best financial sense in that what provided an
7 optimum ROI or a decent ROI back there and still
8 considered waiting list that we had.

9 We then were going to move into the phase
10 related to project development, wherein we would
11 attempt to develop site sketches, for lack of
12 better terms, or try to quantify now the location
13 on the airport and where -- what those projects
14 might be entailing as a total, keeping the two and
15 a half million dollar project budget in the
16 forefront here.

17 We then came back. This was -- well, this
18 was the drawing that accompanied that -- that
19 exhibit, which highlighted the areas that we were

20 looking at and trying to come up with. And this

21 is all again the August meeting. These are

22 exhibits right out of that meeting presentation.

23 And you probably recall that three development

24 areas that were in the -- in the mix here.

25 Then in September, we came back and made this

1 recommendation to you in that we had done some ROI
2 calculations and we felt like we had kind of
3 optimized the sizes of buildings, again within the
4 context of the two and a half million dollar
5 budget, to receive an ROI of better than 7
6 percent.

7 We had gone so far as to develop what the
8 rates and charges would need to be: Office space
9 at \$15 a square foot, the commercial hangar unit
10 space at about \$7 a square foot. And that
11 developed enough cash flow of about \$4.4 million.

12 During that iterative process and literally
13 plugging in square footage and units of buildings
14 and the like, because the next phase of
15 T-hangars -- you may recall this discussion too,
16 but the next phase of T-hangars really was
17 designed -- would be designed to replace the
18 port-a-port units. And when you do the cash flow
19 on -- on that, you've got an ROI compromise if

20 you -- because you already have some income off of
21 a building and you're only looking at the
22 difference, in other words, the rate increase as
23 being the part to normally cover the nut.
24 So, we in a sense pulled back on the
25 T-hangars, not only because we had just completed

1 42 of them, but we have some commercial businesses
2 we'd like to advance in terms of obviously they
3 produce better revenue in terms of ROIs.

4 We told you at that time that if we kept this
5 project moving, in that we keep a reasonable
6 development pace, we could probably be in these
7 facilities by the completion of calendar year
8 2009, which puts us toward the end of next year.

9 We also mentioned in this process that you
10 may want to group -- even though it's funded
11 differently, you may want to group the public use
12 building as a part of the construction project,
13 because we could take advantages of -- of the --
14 the larger construction value, if you will, and
15 get a better unit price out of the whole project
16 including the public building. So, that was
17 essentially what our September presentation to
18 you.

19 Again, we used the exact same exhibit that we

20 had in -- in August relative to the areas we were
21 talking, and the next piece of the puzzle was
22 moving into the -- the October meeting, which was
23 last month's meeting, wherein again we reiterated
24 the size of the project, the approximate budget
25 that was available for the -- the -- the

1 commercial-type buildings and the money that was
2 budgeted in the last -- the current year now for
3 the public building in terms of the -- our overall
4 budget.

5 Again, 4,000 square foot of public building
6 approximately. Approximately 10,000 square foot
7 of hangar space to be developed commercial kind of
8 in character, and about 6,000 square foot of
9 finished office space that could be used for
10 flight schools or anything else, for that matter.

11 Again, we reiterated the cash flow and told you
12 again or reminded you again that if the process
13 kept moving, we could be in these buildings by the
14 end of calendar year '09.

15 We then got to the October meeting, which was
16 last month, and we started down this road -- I'm
17 sorry. I think I skipped a -- sorry. I've got my
18 exhibits a little out of order here, but we'll get
19 them up here. That's the problem when you get

20 very graphic intense things, they -- let's do
21 this. Andrew, do you still have that stick?
22 We'll just skip the PowerPoint slide on it.
23 Always something, isn't it?
24 All right. All right. This -- this drawing
25 represented the -- unfortunately, it's a really

1 huge drawing.

2 What they -- what Passero did for us was kind
3 of colorize the drawing as well as remove the
4 extraneous lines and all that that were leading to
5 a very con -- confusing graphic as we were
6 developing it. A couple more here.

7 All right. This is probably the best way to
8 do it as a -- as a slide show item, but here
9 the -- well, you would have thought. Oh. I've
10 got it here. It's always something. All right.
11 You do it as a slide show, it automatically
12 advances on you.

13 All right. This showed the south development
14 that we were talking about in terms of commercial
15 development. For two and a half million dollars,
16 you obviously cannot do all of this, do this area
17 up here, do these hangars up here, and these over
18 here. It's just -- there's simply too much
19 project there to do under that budget.

20 So, as we would always do, we're sort of
21 piecing it together. We'll do what we can and
22 then, you know, as funding becomes available,
23 we'll bring another piece of the puzzle back. But
24 this represents that overall development plan.
25 You have the -- the ARFF station up here in

1 the upper right corner. That existing drainage
2 retention pond that sits up there. Observation
3 and dock related to the park. The -- it's hard to
4 make out, but the path is -- is identified through
5 here as a walking path related to the park.

6 This lighter beige line represents the access
7 road back to the ARFF station and a little loop in
8 here to allow loading and unloading of things like
9 a kayak or something like that back at the dock
10 facility for the park. This is -- represents
11 taxiway F and the new apron project. This is the
12 new hangar project that's been completed. And
13 we're down to this area.

14 Now, we phased this -- and this could be
15 adjusted; this is just the way we put it together.
16 The light blue areas, this phase one that's for
17 the most part complete with the exception of these
18 couple of commercial buildings. Then you have the
19 yellow area here, which is the phase we're talking

20 about right now, which is the new -- the

21 commercial development.

22 Then you get to the magenta area, which is

23 this largely purple area, the way it comes out on

24 the screen now, which is effectively the

25 replacement of port-a-ports. It's a -- kind of

1 a -- a sort of tit-for-tat, quid pro quo kind of a
2 deal where as we replace a row of port-a-ports or
3 two rows of port-a-ports, they go into a new row
4 of T-hangars till they're eventually replaced.

5 Once those are all replaced or the majority
6 are replaced, then we get up into this area and
7 this ends up being developed as primarily a
8 commercial -- light general aviation commercial
9 area, which includes things like locating our
10 helicopter tour business. Could be additional
11 maintenance facilities. Could be anything related
12 to commercial, light commercial, general aviation
13 use. Is not to be confused with airline kind of
14 commercial use. It's not -- it's strictly a
15 business-type park, if you will.

16 Then the last phase as we move forward would
17 be the last phase of T-hangar development over
18 here on the west. That area is the area that's --
19 I mean, this is out there a few years. From a --

20 from a realistic standpoint, you may be 10-plus
21 years till you get out to this -- the red hangar
22 area, for lack of better terms. This is the area
23 that we were talking about property acquisition at
24 the last meeting. That's the area where that kind
25 of project would sit.

1 Regardless of how it's ultimately laid out,
2 again, these are -- when you get out that far,
3 you're talking placeholder, not necessarily how
4 the building's oriented or anything else. You're
5 just trying to make sure it fits and it makes
6 sense, and that's really where that is.

7 And it may change -- you know, you may see
8 dimensional changes when you get down to this
9 area. It may not exactly fit. It may not exactly
10 line up. There may be geotechnical reasons that
11 something doesn't work in that area. We'll -- we
12 won't know that till we develop it.

13 All right. The next piece of this is kind of
14 a blowup, if you will, of that south area. So you
15 get a little more details. This is the type of
16 thinking that's been going on in here.

17 These are all subject, as we -- as we
18 mentioned last meeting. They can be moved around
19 to some degree. They can be resized. They can

20 be, you know, changed in location on a site.

21 It's -- it's really just trying to give you an

22 idea of how it could be developed, not how it has

23 to be developed.

24 The right-hand side represents the office,

25 which office area, if you will, the finished

1 office space area, that would -- you know, as we
2 see it right now, we have several flight schools
3 that are interested. The sizing of that building
4 lends itself to that. It could be used for
5 anything from aircraft sales and brokerage, any
6 kind of office-related function or support
7 function that you want to -- that wanted to lease
8 space down in that area.

9 It's about 6- to 7,000, I think it's a little
10 over about 7,000 square foot of total office space
11 available. It would include, you know,
12 features -- I know this was an issue before, but
13 features such as common restrooms, common -- you
14 know, a common lobby area, the like. So it's
15 not -- you know, we're not duplicating facility in
16 that -- within that area.

17 The building immediately to the left is what
18 we're calling the public use building. It's a
19 size there, I'm having trouble reading it, but

20 it's about 3,500 square foot, round numbers.

21 3,100, is that what it is? 3,150. Doesn't even

22 look clear on the small screen, approximately.

23 So, in order of magnitude in terms of size,

24 it's approximately the same size as the Customs

25 building. So if you're trying to orient yourself

1 as to what a 3,000 square foot building looks
2 like, if you go out and look at that, it's
3 approximately the same kind of footprint. It has
4 access to the apron. As does the office area.

5 If you notice, that's immediately adjacent to
6 the existing tie-downs, making it somewhat ideal
7 related to flight school, so we don't have
8 students walking all over. And same way with the
9 public use building; it's adjacent to the apron
10 area for fly-ins and things -- kinds of event.

11 That area in between or in the general area
12 can be set up to be sort of an outdoor area also,
13 where a barbecue can be placed and, you know,
14 park -- even a shelter, you know, a gazebo or
15 those kinds of things could be oriented into the
16 landscape there.

17 MS. BARRERA: When we have stuff, Aerospace
18 Academy stuff.

19 MR. WUELLNER: Meetings. There are all --

20 all sorts of uses back in that area.

21 The area on the left was initially set up to

22 be complementary to aircraft maintenance. It can

23 be used for other purposes, but we were looking at

24 perhaps even phasing, depending on how the budget

25 supports it, maybe building one half of it and

1 then building the other half at another time.

2 Could be two separate businesses. Could be
3 one business that's grown into all the space over
4 time. Those things work themselves over -- out
5 over time. Looking at about 8,000 square feet of
6 total space on each side of this, which making it
7 a nice intermediate-size maintenance facility.

8 It's approximately -- it's a smidge smaller
9 than what the Top-Gun facility is in terms of
10 size, but it's bigger than what, for instance,
11 Wind Dancer was operating in, which was about a
12 3,000 square foot unit. So it's somewhere between
13 two and three times the size of say a Wind
14 Dancer's footprint.

15 Again, this center area is office area,
16 combines common use restrooms and lobby area,
17 whether it's one business or two, or even four
18 businesses, should it develop that way longer
19 term. And obviously you've got parking and things

20 like that that have got to be integrated.

21 We did our best in laying this out to try to

22 avoid the -- especially the large stands of older

23 growth trees so that, you know, we keep the campus

24 looking very much like we -- you know, we did up

25 in this area so that it stays, you know, very

1 unique in aviation standards, keeps a lot of large
2 live trees back in there, keeps a very nice
3 aesthetically pleasing campus development back
4 there.

5 This also gives you a little bit of a blowup
6 of -- of how the walking trail goes around the
7 pond that's already in place. That pond was
8 developed as a part of the -- of the hangar
9 project to support that drainage. And then you
10 see the walking trail also working its way back in
11 and along the marsh edge and into the wooded area.

12 That's essentially -- I mean, again, you
13 can -- this can be played with in terms of layout,
14 in terms of, you know, where parking is, where
15 this, where that goes, the order of buildings on
16 the property, whatever. That's what we were
17 hoping to do last meeting.

18 We're not behind schedule or anything, but
19 we -- we envision this being a bit iterative. You

20 know, we -- you know, you see what you like, you

21 don't like and we move it around and we try again

22 in the next month.

23 You know, it's -- the goal is to be at a

24 point by January to where we've released it for

25 engineering. That gets us to a point where

1 perhaps we're awarding contracts in an April time
2 line, which allows construction to be completed by
3 the end of the calendar year. That's -- that's
4 the generalized goal of it.

5 So, with that, you know, I -- beat it up.

6 But it's -- you know, nobody's married to anything
7 that's on there.

8 CHAIRMAN GREEN: Jack?

9 MR. GORMAN: Can I use your --

10 MR. WUELLNER: Absolutely. That's that
11 button on top.

12 MR. GORMAN: Don't want to vaporize anybody.

13 Where is the --

14 MR. WUELLNER: No. Don't touch the top
15 buttons, just the bottom. On the bottom's kind of
16 a --

17 MR. GORMAN: Touch the bottom. Where's the
18 pointer?

19 MR. BURNETT: On the bottom.

20 MR. WUELLNER: On the bottom. It's that --

21 there you go.

22 MR. GORMAN: Okay. This -- this design

23 intrigued me because it seems clever. In other

24 words, you're maximizing your space, your actual

25 rentable space, and minimizing the hangar -- I

1 mean, this apron area, which is nice. Because, I
2 mean, let's face it airplanes don't sit on
3 hangars, they just move through hangars, and yet
4 you've got all this space here. That makes sense.

5 And this also -- I was talking to Ed earlier
6 about the growability point here. Let's say he
7 just builds one of these and then -- or builds
8 these two here and then keeps this or builds this
9 one here and that one there -- that was fun. I
10 told you.

11 MR. BURNETT: Wasn't the wire, it seems
12 like --

13 MR. GORMAN: You need more wires, Ed.

14 MR. WUELLNER: Yeah, I always need more
15 wires.

16 MR. GEORGE: Ed, that's not the diagram that
17 was presented at the meeting.

18 MR. GORMAN: No, it wasn't. It really is
19 different, quite different.

20 MR. WUELLNER: It's a similar.

21 MR. GORMAN: It's quite different.

22 MR. GEORGE: Yeah, okay.

23 MR. GORMAN: Yeah, but that layout is nice.

24 MR. WERTER: Can you just put it back to that

25 screen?

1 MR. WUELLNER: I wonder.

2 MR. WERTER: Jack, if I may, I missed the
3 earlier part, but it looked to me like that -- in
4 that particular situation, it was a little
5 awkward, you know, having it semicircled like
6 that. Maybe it can be cleaned up to utilize the
7 space just a little bit more, squeeze a little
8 more square footage out of it. It was oriented --

9 MR. GORMAN: What would make it awkward? I
10 was thinking in terms of the -- you're not
11 duplicating apron space. You're minimizing apron
12 space and maximizing rentable space. That's what
13 I liked about the design myself.

14 MR. WERTER: Not close enough to the mic.

15 MR. GORMAN: Sure.

16 CHAIRMAN GREEN: Well, just because we
17 have --

18 MR. WERTER: But when we get back on line,
19 I'll show you.

20 MR. GORMAN: Sure, sure.

21 MR. WERTER: But I'm looking at in between
22 the two buildings, that wasted space in between
23 the two buildings that are triangular.

24 MR. GORMAN: I'm assuming that will be built
25 out in offices. That's my assumption.

1 MR. WERTER: Are they going to be

2 interconnected, Ed?

3 MR. WUELLNER: Could be --

4 MR. WERTER: The two sets of --

5 MR. GORMAN: Semicircles. Jim is talking

6 about --

7 MR. WUELLNER: They can be. You know,

8 they're -- they're generally one building.

9 MR. WERTER: Because it just looks a tad --

10 it looks a tad awkward from efficient use of space

11 there and still maintaining that aesthetic value.

12 If it could be oriented just -- you know, a little

13 tweaking there to -- to increase your square

14 footage, even per unit that you would build at the

15 given time.

16 MR. WUELLNER: And there is some latitude

17 to -- to get it a little bit larger.

18 MR. GORMAN: What would you do, expand -- in

19 other words, you're saying spread out the

20 semicircle? Are you talking about --

21 MR. WERTER: Or maybe -- maybe even abandon

22 the semicircle idea and just have it rectangled

23 out.

24 MR. GORMAN: The semicircle idea, to -- in my

25 way of thinking, keeps -- so you're not -- you're

1 not building lots of pavement that you only use
2 when you're getting in and out of the hangar.
3 You're just -- you're using -- everyone's sharing
4 this apron.

5 MR. WERTER: And it's -- it's more
6 aesthetically -- it's more aesthetically pleasing
7 also, but --

8 MR. GORMAN: I'm going to have to go --

9 MR. BURNETT: You just need to push the
10 buttons harder.

11 MR. WUELLNER: Is that what it was?

12 MR. BURNETT: Just short of using a fist.

13 MR. GORMAN: I tried that -- that process
14 once, Doug, and it didn't work.

15 CHAIRMAN GREEN: Sort of like kick the coke
16 machine and it will work.

17 MS. BARRERA: Can you split-screen it so it's
18 a side-by-side comparison on that --

19 MR. GORMAN: Here we go.

20 MR. WUELLNER: We're having trouble just

21 keeping it on the screen at this point.

22 MR. GORMAN: This is what Mr. Werter's

23 talking about, these areas here. And I'm assuming

24 this can be built out into office.

25 MR. WERTER: Yeah. You can still -- actually

1 looking at it, you could still go ahead and

2 maintain your -- your overall --

3 MR. GORMAN: You want to try it?

4 MR. WUELLNER: Or you can get up and point.

5 Whatever you feel better about.

6 MR. WERTER: See, I haven't -- I've never
7 used one of these. I'm going to get up and point.

8 MR. GORMAN: All right.

9 MR. WERTER: But even if you -- because this
10 is an awkward space here. Okay. If you take this
11 and just slap it around and maintain your -- your
12 overall, you know, cul-de-sac type of
13 appearance --

14 MR. WUELLNER: Uh-huh.

15 MR. WERTER: -- you might be able to squeeze
16 out a little more square footage -- oh, thank you.

17 A little more square footage out of the buildup
18 space and maybe even include the bridge here. Do
19 the same on this side. You still can orient a

20 bridge going up --

21 MR. WUELLNER: Absolutely.

22 MR. WERTER: -- and that will increase your

23 square footage.

24 MR. WUELLNER: Absolutely. We -- we weren't

25 overly concerned with the little pie-shaped piece

1 in there, although I agree it's a dead spot. But
2 if you're using it for maintenance, it provided an
3 opportunity for some parts storage, toolbox
4 storage, things of that nature that aren't in the
5 work area.

6 It's not necessarily a bad thing, but this is
7 probably more expensive to build because of the
8 irregularity to it. So, squaring -- you know,
9 creating those two wings, if you will, more
10 squared, more -- more of a normal business shape,
11 more rectangular, that you probably would avoid
12 extra cost there, too.

13 MR. WERTER: And the -- you would still use
14 that extra square footage if it is a maintenance
15 shop --

16 MR. WUELLNER: Absolutely.

17 MR. WERTER: -- for storage space.

18 MR. WUELLNER: There's even ways -- in
19 maintenance shops, it's not all that uncommon to

20 mezzanine parts of it, too, to create just storage

21 that's above the aircraft, the work --

22 MR. WERTER: I was going to ask you how high

23 these hangars would be, what the max height

24 allowance is on it in the area.

25 MR. WUELLNER: Well, the county wouldn't --

1 you know, we're going to have to maximize the
2 total building height to 35 feet. But that's a
3 lot of -- that's a lot of height. We probably
4 wouldn't build a door height above maybe 16 feet
5 in that area. I can't imagine any higher than
6 that, considering it's light GA.

7 MR. GEORGE: Whatever a King Air would fit
8 in.

9 MR. GORMAN: Let me just a bit, just for a
10 second. You see, all I'm saying is this
11 semicircle, that's my own opinion, is it's good.
12 You might want to unwind it, like Mr. Werter says.
13 Because if you did -- made that flat like this,
14 then look at all this apron. And apron doesn't
15 generate revenue. Apron is just square apron like
16 that. That's -- I just thought that was a clever
17 concept.

18 MR. WUELLNER: Well, what we don't want to do
19 is end up forcing -- like we do now with Wind

20 Dancer, is you end up with aircraft parked out
21 into the operating area. And that's a -- that's a
22 critical piece of taxiway there. You know,
23 clearly, you know, it gets to about half the
24 T-hangars.

25 So, you don't want to get too stingy with

1 apron, but your -- your point's well taken that
2 it's not the revenue-producing piece of the
3 puzzle.

4 MR. GEORGE: Which one are you pointing?

5 MR. GORMAN: The bottom one.

6 CHAIRMAN GREEN: The bottom.

7 MR. WUELLNER: It's just kind of a -- the
8 bottom on the -- it's just a --

9 MR. GEORGE: What if you took the multiuse
10 building and put it over here, brought that down
11 so that it's closer to this apron right here. So
12 any business that's trying to operate fixing
13 airplanes would have a -- maybe they could rent
14 five or six spaces from us also --

15 MR. WUELLNER: Uh-huh.

16 MR. GEORGE: -- to put their airplanes and it
17 would be closer to them.

18 MR. WUELLNER: Absolutely.

19 MR. GEORGE: That would take the multiuse and

20 bring it down here, which is closer to the gate
21 getting in, but take this and put it back here.
22 Now, if you want to maintain that -- that
23 circular, I think that's fine, but it would give
24 you the ability to park your planes that you're
25 not working on right now in this big public use

1 area.

2 MR. WUELLNER: Uh-huh.

3 MR. GEORGE: Now, the other thing is, I am
4 most definitely trying to get as many square feet
5 as I can for rentable space.

6 MR. WUELLNER: Uh-huh.

7 MR. GEORGE: I see this right here as
8 being -- what's that, 60 feet deep?

9 MR. WUELLNER: I believe so. Those are shown
10 as --

11 CHAIRMAN GREEN: 60 x 60.

12 MR. GEORGE: Yeah. What if it was 80 feet
13 deep for two end units? They get the same
14 frontage on the ramp --

15 MR. WUELLNER: Uh-huh.

16 MR. GEORGE: -- but now I can -- if I'm doing
17 maintenance, I can get two more rows or two more
18 airplanes inside that work area.

19 MR. WUELLNER: Yep.

20 MR. GEORGE: In other words, I'm using
21 this -- right now under this concept, I am not
22 using this land right here or here.

23 MR. WUELLNER: Uh-huh. Absolutely. It can
24 be -- they can be made bigger as units. They can
25 even be phased to where you build -- we're even

1 looking at you could build one side or the other,
2 you know, and come back later and build the second
3 piece of it. There's -- you know, it doesn't all
4 have to be, you know, one building per se. It can
5 be phased in over -- as the tenant needs it or we
6 identify another tenant.

7 MR. GEORGE: But in the schedule of things to
8 happen, we're getting to the point where we need
9 to give you the guidance and direction on what to
10 do. And I know we can't make any decisions at
11 this meeting, we're just exploring options and
12 everything, but Ed, is there any problem in -- or
13 does anybody on the committee see a problem with
14 using -- moving this multiuse building down here?

15 CHAIRMAN GREEN: The only concern I have is
16 you're mixing and matching. You're going to have
17 maintenance right next to a multiuse.

18 MR. WUELLNER: Well, you are -- you do now.

19 CHAIRMAN GREEN: But they're separated a

20 little bit. But you're talking about --

21 MR. WUELLNER: Well, they can still be

22 separate. The only downside to flopping them like

23 that is that you've got that nice stand of trees.

24 They're kind of in the red and the green there.

25 MR. GEORGE: Right here?

1 MR. WUELLNER: Yeah. And a couple of those
2 are really nice, you know, old -- really old
3 growth oaks.

4 Now the smaller ones that are on the
5 perimeter, you know, arguably could be -- could be
6 augmented with nursery trees and let to redevelop,
7 but I -- I personally would hate to see the big
8 ones, you know, just arbitrarily trashed. Now, if
9 there's a way to re-layout or reconfigure that
10 and -- and avoid the buildings, yeah.

11 MR. GEORGE: Well, the angle that you've got
12 these buildings here, to move that, as I said,
13 moving it down here, take the multiuse and put it
14 as an angle going out so that the building is kind
15 of parallel with this road, you know, right there.
16 That gets it further down. And I'm -- I'm trying
17 to pick up rentable square footage.

18 MR. WUELLNER: Right. Would you want to
19 include an apron in the multiuse building?

20 Because one -- one of the issues of the multiuse
21 building was they wanted it somewhat close to the
22 ramp for fly-ins and events like that. But it --
23 you're still close. I mean, it's still just 3- or
24 400 feet, but -- and available. But it's not next
25 to.

1 MR. GEORGE: Well, could it be used from here
2 over to here then?

3 MR. WUELLNER: Yeah. I mean, that office
4 building --

5 MR. GEORGE: That gives us --

6 MR. WUELLNER: -- thing could be slid down to
7 the --

8 MR. GEORGE: -- more hangar area in here.

9 MR. WUELLNER: Yeah. It could be slid to the
10 right, too, the office part of this.

11 MR. GORMAN: One more, just on -- I really
12 like his depth idea, in other words, just -- just
13 get these a little deeper. That makes sense.

14 I mean, here's just -- can this whole thing
15 be flopped there and that be flopped there? In
16 other words, so Buzz's idea, Mr. George's idea of
17 having this adjacent to an apron, okay, fine, I
18 get the big semicircle is adjacent to an apron.
19 Okay. Good idea.

20 And then -- you know, that's moving over
21 here. And then this office -- these offices here
22 for flight school are moving into this area. Just
23 flipping there. Is that possible? Does that make
24 any sense? I'm just talking out loud.

25 MR. GEORGE: Yeah.

1 MR. YOUMAN: The green area between the
2 multiuse building --

3 MR. GORMAN: Go ahead. Take the pointer.

4 CHAIRMAN GREEN: You're going to have to --

5 MR. GEORGE: You've got to hold the bottom.

6 MR. YOUMAN: This one here?

7 MR. GEORGE: Yeah.

8 CHAIRMAN GREEN: Yeah, Carl --

9 MR. WERTER: He's not getting up.

10 CHAIRMAN GREEN: I know, but he still has to
11 talk because there isn't a microphone. There you
12 go.

13 MR. YOUMAN: This green area, what -- is
14 there plans for that in the future, or is this not
15 big enough to be utilized, or what's the story on
16 that?

17 MR. WUELLNER: One of -- we were just kicking
18 around -- because one of the comments made got me
19 thinking, well, what if we took -- what if we took

20 the multiuse building and put it up -- let me back

21 the slide up one, if it will do it. And put the

22 multiuse building up -- I no longer have the

23 pointer. That's okay. But took the multiuse

24 building and put it up into this area.

25 CHAIRMAN GREEN: No. That's going to be a

1 lot harder to get in and out of with kids --

2 MS. BARRERA: Especially when the public
3 comes.

4 CHAIRMAN GREEN: Yeah.

5 MR. WUELLNER: It's right on Estrella Avenue.

6 MR. GEORGE: But if we didn't have that
7 public --

8 MR. WUELLNER: And you have a public parking
9 lot right next to that.

10 MR. GEORGE: -- we could close that road up.

11 MR. WUELLNER: No, you really can't close
12 that road off. Well, you wouldn't.

13 MS. BARRERA: But you might one day.

14 MR. GEORGE: What if we put the -- the
15 multiuse building and -- and/or the office and put
16 it in here? That gives you lots of space for
17 aircraft-related activity going on in there.

18 It still -- it still leaves you your -- your
19 walk trails and everything. Maybe they go around

20 a little bit different way, but I assume the red

21 dots here is marsh --

22 MR. WUELLNER: Yes.

23 MR. GEORGE: -- and you might have a problem

24 with wetlands. But that sure looks like a lot of

25 space --

1 MR. WUELLNER: It's buffer.

2 MR. GEORGE: -- you know, right in there.

3 CHAIRMAN GREEN: You're going to be away from
4 your parking, though.

5 MR. WERTER: I was going to say, you know,
6 being a little bit of an environmentalist, it's
7 always nice to have a good buffer zone between
8 something aesthetic like the park and industrial.

9 I was faced with that with a project up in
10 Macclenny, and my -- the seller of the property
11 demanded a good buffer space from a commercial
12 property I was working on. So putting it down
13 there, you know, you've got people coming into the
14 park and they're looking at the back side of a big
15 old building.

16 MR. GEORGE: Well, the problem that I have
17 with that, Jim -- you don't mind if I call you
18 Jim --

19 MR. WERTER: No, sir.

20 MR. GEORGE: -- is I don't want to be
21 fiscally irresponsible for taking this land over
22 here for airport use and I've got a park I'm
23 putting in.

24 I -- I guess that's the next area we're going
25 to get -- I'm going to get into a discussion on,

1 and that is we originally conceived the park when
2 we were acquiring land down here and we saw this
3 beautiful stand of trees right here. And we said
4 that would make a great place for the public to
5 come in and look at airplanes. Well, that little
6 concept has now expanded into taking all of this
7 area in here.

8 One of the other options that I think was
9 explored briefly was over here on the land that
10 Mr. Wuellner lives on, which is airport-owned
11 property, there are the same big tall trees over
12 there. They are just as close to the end of the
13 runway.

14 Why not make that a park? That way, we don't
15 have to worry about public coming down this road
16 here. They're using North Avenue, and it gives
17 them a -- I don't know if it's a much bigger spot
18 over there or not, but we rode over there this
19 afternoon and I --

20 MR. WUELLNER: Like 11 acres.

21 MR. GEORGE: Huh?

22 MR. WUELLNER: It's about 11 acres, that
23 whole piece.

24 MR. GEORGE: Eleven acres. That frees up all
25 of this for future use, if you want to call it

1 that, but it gets back to why we acquired the
2 land, and that was for aviation use. I think the
3 county has a department called the parks. We
4 don't have a parks department. Be nice to have
5 something there.

6 MR. GORMAN: You might want to look, actually
7 look and walk down that path that they have
8 drafted, because that land is really not useful,
9 Mr. George, it actually isn't. Let me go up here.
10 It -- it looks -- it looks bigger than is, to be
11 dead honest with you. And if you --

12 MR. GEORGE: It held my Suburban this
13 afternoon.

14 MR. GORMAN: If you walked it -- yeah, if you
15 walked this, like let's say this -- this is the --
16 this road is a boundary and this is the access to
17 the ARFF. But if you walked any of this from here
18 to this access road out here, it's really apparent
19 that it's really really low land. I mean, it's

20 marsh.

21 MR. GEORGE: Oh, it's low.

22 MR. GORMAN: It's really low. I mean, I'm

23 not even sure you could use it. I agree with you

24 in the fact that if it's upland, you know, we need

25 to rent it or use it for aircraft.

1 But really looking at this, I mean, this --
2 this picture doesn't depict it properly. I -- the
3 red dots really have to come a lot closer to this
4 access road, because it really is low, and
5 that's -- that's the point.

6 And if it is high, I agree with you, well,
7 you've got to build something there. But if it's
8 as low as what they've already drafted as a park,
9 it's very low. And that's the reason to do the
10 park, is because there's really no other use for
11 the property.

12 CHAIRMAN GREEN: You're also -- you're also
13 going to have your setbacks and environmental
14 stuff. So even where the dots stop --

15 MR. GEORGE: Yeah.

16 CHAIRMAN GREEN: -- you still have some
17 significant issues. I went out there with Bryan a
18 little while ago, too, and I agree with -- really,
19 that's not correct.

20 MR. GEORGE: Well, in July --

21 CHAIRMAN GREEN: Eventually, there's not a
22 whole lot to work with.

23 MR. GEORGE: In the July meeting, we made the
24 comment -- as a matter of fact, I think you made
25 the comment, Jack, that the land is really only --

1 you know, it's not good for anything else.

2 I'd like to hear Andrew say that nothing can
3 be built on that land. Now, does it take fill
4 dirt to fill it up? Yes, it does. Are we filling
5 dirt on lots anywhere else in the county?

6 Everyday, we do it.

7 MR. WERTER: You're going to have to pay
8 mitigation costs to do it.

9 MR. GEORGE: Possibly.

10 MR. WERTER: And --

11 MR. GEORGE: We have land for mitigation
12 we've got on the other side that we justified
13 purchasing that land for the use of that. All I
14 want to do is hear from Andrew what can and cannot
15 be built in that area right there where we've got
16 park land going.

17 MS. BARRERA: Okay. Let me -- let me
18 piggyback onto what you're saying, Buzz. What
19 about if we use this -- this one in here. We've

20 got a parking lot area here. What about here?

21 That -- that's land that's currently for the

22 park and it's not -- it's on the other side of the

23 walkway. Would that -- Bryan, what's your

24 thoughts on that? If we put the public use

25 building over here in this area, what -- what are

1 your thoughts there? You've been the one
2 analyzing the land and working with Andrew on
3 that.

4 MR. COOPER: It will fit there. I mean,
5 that's where the wooded portion of your park was
6 going to be. You don't need that. I mean, you
7 could get rid of the whole park if you want.

8 MS. BARRERA: No. I -- I want to protect the
9 trees that we're trying to protect and I don't
10 want to -- I don't want to -- we've worked too
11 hard to do that. But I don't see any big trees
12 showing in that area, is why I was asking.

13 CHAIRMAN GREEN: This doesn't have the trees
14 on it.

15 MR. WUELLNER: That drawing doesn't have the
16 trees.

17 CHAIRMAN GREEN: That doesn't have it on it.

18 MR. WUELLNER: Let me change back to the
19 other one. It doesn't quite extend far enough,

20 but --

21 MS. BARRERA: The trees help provide the
22 buffer for the neighborhood. And it helps provide
23 the noise buffer, which are two of the things that
24 I'm very interested in continuing to do.

25 CHAIRMAN GREEN: Vic, you had something?

1 MR. COOPER: If you -- if you want -- you
2 know, I -- I wasn't part of this original concept
3 that Wayne's talking about, this little stand of
4 trees here being the park.

5 The first I heard about it, it was a totally
6 different story, and the presentation that I made
7 to this board back in latter part of 2004, first
8 part of 2005 didn't include that. And so, he's
9 talking about something different than what I
10 presented and this board approved.

11 But as far as developing hangars along in
12 here, you don't have enough room to put a hangar
13 here and have anything over here, unless you can
14 get permission to run a boardwalk out over the top
15 of the marsh, which is kind of expensive.

16 It would be nice to do that. But I don't
17 know how you want to call that a park. You've got
18 a pathway through there. If you want to put a
19 sidewalk in, then that's fine, that's all you're

20 going to have there, but don't call it a park.

21 As far as down here, there -- there is --

22 that's uplands. The majority of that's uplands.

23 That's also the area where the airport is closest

24 to neighborhoods here. Here, you've got this

25 creek that rolls here.

1 You've got the marsh and we wanted to get
2 some trees in here to fill that in for noise and a
3 visual barrier for the buffer that you're talking
4 about. You have that here, and this is where it's
5 more important, because this is where you're
6 closest to the Jackson Park, I believe it's
7 called, where those streets come in with a lot of
8 houses.

9 They're really close there, and when you
10 start moving development in here and cut --
11 clearing these trees out, it's not thick right in
12 here, but it is along the edge, then you've lost
13 your buffer.

14 MS. BARRERA: Bryan, let me get your
15 recommendation of where you think, other than
16 what's presented, a multiuse building could be
17 put.

18 MR. COOPER: Well --

19 MS. BARRERA: It's the multiuse building that

20 the question is really about, not -- not the
21 hangars. So looking at that drawing, is there
22 some possible places that you would see that might
23 be beneficial, since you've walked that land so
24 much?

25 MR. COOPER: You put me on the spot there.

1 MS. BARRERA: Okay.

2 MR. COOPER: The place -- the places that
3 were considered that I'm aware of for the multiuse
4 building, there's been other places, well, we had
5 considered this point here. There's some reasons
6 that I think that was determined that wasn't a
7 good idea.

8 This was looked at, but the access -- this
9 needs to be fairly close to where the multiuse
10 building is going to be. This area in here,
11 flipped over here was considered. I thought that
12 was the best one myself. I don't know that we had
13 talked about down here, but again, it needs to be
14 relative close to here to have all of the uses
15 that we had talked about originally.

16 And there was some discussion at one time of
17 putting it up here, but then you've got the
18 parking problem. And that road is -- Andrew, is
19 that designed as one single lane? Yeah, I think

20 so.

21 CHAIRMAN GREEN: Where you said -- Bryan,

22 next to the office space, is there enough room

23 there up on the right?

24 MR. COOPER: In here? Well, you see, there's

25 nothing here now. This is a blank sheet of paper.

1 And so this is just suggestions --

2 CHAIRMAN GREEN: No, but --

3 MR. COOPER: -- and concepts.

4 CHAIRMAN GREEN: -- I meant the way it's laid

5 out right now, is there enough room over in that

6 right corner?

7 MR. COOPER: Over here?

8 CHAIRMAN GREEN: Yes.

9 MR. WUELLNER: Yes.

10 MR. COOPER: Yeah, because you can slide that

11 that way.

12 MR. WUELLNER: It can be made to work there.

13 MR. COOPER: Yeah, it can be made to work

14 there.

15 MR. GEORGE: Can the road --

16 MR. WUELLNER: It won't be as offset as it is

17 shown now.

18 MR. COOPER: I think --

19 MR. GEORGE: Can the road be -- can the road

20 be brought to the south side of the right-most

21 pond?

22 MR. WUELLNER: That, I don't know.

23 MR. GORMAN: That --

24 MR. COOPER: This down here?

25 MR. GEORGE: No, right-most. Other right.

1 MR. WUELLNER: It can. Yes, it can.

2 MR. GEORGE: Keep going. Right there.

3 MR. WUELLNER: Yes, it can.

4 MR. COOPER: Can it be over -- can the road
5 being over here?

6 MR. HOLESKO: No, not on the south side of
7 the pond.

8 MR. COOPER: I don't think so.

9 MR. GEORGE: Cannot?

10 MR. GORMAN: It's so low.

11 CHAIRMAN GREEN: That's pretty low.

12 MR. WUELLNER: It can be adjusted before you
13 get to the pond, you know, to where --

14 MR. COOPER: I think --

15 MR. WUELLNER: -- where he's pointing right
16 now.

17 MR. COOPER: I think what Wayne's talking
18 about is running a road down here?

19 MR. GEORGE: Yeah. That way, it gives you

20 more use for the -- more land for the multiuse

21 building or --

22 MR. WUELLNER: It's on the edge of the

23 buffer. There is --

24 MR. COOPER: I think you're going to have to

25 get some -- to do that, you would have to get some

1 variances from Water Management and the county,
2 because of the -- the distance that you have in
3 here, of the 25-foot setback that's required and
4 then the additional 25 foot that Flagler -- I
5 mean --

6 MR. GEORGE: Okay. Well, Andrew said it
7 couldn't be done.

8 MR. COOPER: -- St. Johns County puts --

9 CHAIRMAN GREEN: Yeah.

10 MR. COOPER: I don't think there's enough
11 room there.

12 CHAIRMAN GREEN: But what you're saying,
13 Buzz, they might be able to adjust it before the
14 pond, if you want to --

15 MR. GEORGE: Yeah.

16 CHAIRMAN GREEN: -- back it down a little bit
17 to get a little more square footage.

18 MR. COOPER: The other thing that I think's
19 important I think on the multiuse building is --

20 is not only do you want it close to this, but you
21 need it close to your larger parking lot, because
22 there's going to be a lot of cars at times there.

23 MS. BARRERA: Well, and our board meetings,
24 should we move our board meetings.

25 MR. COOPER: Could move them there. You need

1 more than what you've got here.

2 MR. WERTER: Is there -- is there a reason --

3 MR. WUELLNER: The trouble is all the trees
4 you --

5 MR. WERTER: -- a taxiway on it, on the
6 multiuse building?

7 MR. WUELLNER: That's a walkway.

8 CHAIRMAN GREEN: Just a walkway.

9 MR. HOLESKO: That's a sidewalk, not a
10 taxiway.

11 MR. WERTER: Oh, okay.

12 MR. HOLESKO: Just a -- showing the paved
13 areas, you'd be able to walk --

14 MR. WERTER: Would there be harm in just
15 moving it closer to the taxiway and extending a
16 little a -- parking apron toward the main parking
17 way?

18 MR. WUELLNER: Yeah. Without -- without --
19 belating the engineering of it a little bit. And

20 it's not drawn on here because it -- when you
21 build these, we'll actually go underground with
22 it.
23 But you've got a drainage swale currently
24 that runs sort of like this. It will eventually
25 be piped or culverted through there and we'll

1 probably move it to closer to the pavement when
2 it's culverted versus where it is. And we can put
3 apron over it, pavement over it, but we can't put
4 a building on top of it.

5 So, this building, yes, could be made to work
6 down here easily. It can be made in here.

7 This -- this can be tweaked a little bit without
8 changing the side of the pond. That can be made
9 to work. That frees up a little bigger envelope.

10 This could be slid down a little.

11 Keeping in mind that the only real issue to
12 development there is that stand of trees. And
13 if -- you know, if the collective decision is
14 don't really want to worry about the trees, let's
15 find the optimum use next to the pavement, that's
16 cool, too, then we just -- you know, that just
17 changes the direction we go with it.

18 MR. GEORGE: Well, back to what Kelly, the
19 option she had of moving the multiuse building

20 down, maybe the office building -- since that's
21 just sidewalk to get out to the runway, maybe the
22 office building could be brought down to the area
23 where you wanted it south of the future auto
24 parking. Then you get a building there that's
25 offering some noise buffer, and that building has

1 nothing do with airplanes.

2 MS. BARRERA: Right. I -- but as long as
3 we're not interrupting the trees. But the other
4 thing with that is if you could combine parking.

5 Where right now, we have -- Bryan, what are
6 your thoughts on that? Where the future auto
7 parking is and the auto parking up by the
8 multiuse, could we combine any of that parking in
9 order to reduce pavement costs and move the
10 building a little further?

11 MR. WUELLNER: The lot identified there on --
12 the bottom one, the one that's labeled future was
13 not originally going to be paved. It's going to
14 be environmentally -- it's more of a -- not a
15 paver block. What am I looking for? The -- the
16 turf block that's used to stabilize, but it's --
17 it's a grass parking lot in lieu of being paved.
18 Because then we had all the drainage issues to go
19 with it if it starts --

20 CHAIRMAN GREEN: Right.

21 MR. GORMAN: Isn't one of the issues that the
22 offices have to be adjacent to some apron because
23 they're going to be flight schools? And that
24 was -- in other words, whether you flopped it, you
25 do it with the semicircles or the big apron or --

1 like Mr. George said before, whether we -- you
2 know, you could whatever. Don't they have to be
3 adjacent if they're going to be rented at --

4 MR. WUELLNER: Yeah, you're talk -- just for
5 dimensional purposes --

6 MR. GEORGE: Taking a walk out to get to the
7 airplane.

8 MR. WUELLNER: -- you know, a hundred feet or
9 200 feet of walking's nothing.

10 MR. GORMAN: Okay.

11 MR. WUELLNER: You know, it -- and that's the
12 kind of scale you're talking about there. It's
13 not -- it's not much of a walk. We just don't
14 them walking all the way across the campus to get
15 the apron. I think then you're asking for people
16 with their nose where it doesn't belong and
17 people -- safety issues and all kinds of --

18 MS. BARRERA: Security.

19 MR. WUELLNER: Exactly.

20 MR. GEORGE: Can we go back to the --

21 CHAIRMAN GREEN: Just a second. Andrew?

22 Yeah. Go ahead. We need your --

23 MR. WUELLNER: Do you want this one or the

24 other?

25 MR. HOLESKO: I'll just point and use any of

1 the microphones. Just I guess recapping what I've
2 heard, and I -- just kind of going through the
3 checklist of all the things I've heard and what we
4 can do.

5 First of all, I think we can definitely take
6 each of these two hangars and get some more square
7 footage on there and put those -- they are going
8 to fit in there conceptually and not affect the
9 trees.

10 I think we can take the multiuse building,
11 and I think we can put it down here on the south
12 side of the office complex and create an entire
13 shared parking lot.

14 I think that we can take these offices, when
15 we move the multiuse building here -- because we
16 do have a pinch point here between the marsh
17 moving in towards the taxiway and the road, I
18 think we've got some latitude where we can move
19 the road, but there's not a lot.

20 But I think we can take this building, put it
21 here and take this complex and probably move it
22 just a little bit to the west, because that's
23 probably what we would have to do. But all three
24 of these businesses and offices complexes would
25 still have access to the apron. You know, maybe

1 it's 20 feet or so. I don't really know.

2 And I still think there's enough room to take
3 another one of these commercial complexes and put
4 it right here and not affect the large -- large
5 stand of trees. I think that kind of takes care
6 of all the things you just -- that you just
7 brought up.

8 MS. BARRERA: Andrew? Would -- by doing that
9 with the multiuse building, would we be able to
10 save on construction costs when we put it adjacent
11 to the other buildings there?

12 MR. HOLESKO: Well, you know, Ed mentioned
13 earlier, if we -- if we -- if we did --

14 MS. BARRERA: Right, right.

15 MR. HOLESKO: If we did that concept right
16 there, you might take this office complex and
17 almost take the multiuse building and turn this
18 whole thing into a multiuse complex that has
19 offices on one side and the multiuse building on

20 the other and kind of have a larger shared
21 complex, if you decide to do that all at once.
22 And Ed mentioned that last month, that you're
23 going to get economies of scale if you can do that
24 all as one complex and put all of those utilities
25 and things and fit it in there.

1 I wanted to note that, you know, we've talked
2 a lot of things and Bryan mentioned all the places
3 to put the multiuse building. Over and over
4 again, heard from numerous people that this really
5 needs to be in this area so that when the times
6 come that you have large aviation users that bring
7 in 10 planes or 50 planes or something going on on
8 the apron, that this building has got to be near
9 this area where people can walk out onto the
10 apron. And that's just many many meetings and
11 many many people saying that that's got to be a
12 part of how it occurs.

13 So again, I'm just kind of sitting back going
14 through the checklist of all the things that you
15 wanted. I think all that could occur. I mean, a
16 little bit of tweaking here and there, but I think
17 all of that can fit in this envelope and still,
18 you know, looking at how the public parking -- you
19 know, this is somewhat linear in terms of the

20 paved parking down here.

21 We expect the parking area for the public in

22 this -- in the trail area to be very nonlinear.

23 Sticking spots in between trees. It's probably

24 not going to be paved throughout so, you know,

25 there might be two here and two there and three

1 there and four there.

2 So that's probably not going to look like
3 that down here, but up in the office, we put these
4 two things together and, again, put one more
5 hangar here. Probably that whole group of parking
6 there would be available for whatever the use is
7 day or night.

8 MR. YOUMAN: That green area.

9 MR. HOLESKO: This?

10 MR. YOUMAN: Up. Right in there. What's
11 going to happen in there?

12 MR. HOLESKO: Not much can happen there, and
13 again, I didn't want to get too far into I guess
14 all the challenges we face. But when we -- when
15 we're trying to fit something between this taxiway
16 and the marsh, all those -- Ed called them all
17 those busy lines and all those things we took off,
18 I can't tell you how challenging it is when we
19 have the utilities, the drainage system, the

20 setbacks from the marsh.

21 I mean, we -- we end up with this little tiny
22 spot in between and then we have the setback of
23 this and the setback to that, and every time we
24 move one -- you know, there's setbacks from the
25 road. There's setbacks from the marsh. There's

1 setbacks from taxiway. There's setbacks from the
2 drainage system. Those things are not on there
3 right now because there's so many lines on those
4 layers, it gets to be crazy.

5 You really can't take this hangar -- and so
6 you-all know this, you can't take this hangar and
7 just make a rectangle on it and tie it in there
8 because the wingspan of a plane coming in and out
9 of this hangar affects the wingspan of somebody
10 coming in and out of the taxiway.

11 So, I wish we could take these and build them
12 up here, but this area is pretty -- it's pretty
13 tough to get anything inside there. That's why
14 these guys are -- these guys are sitting back a
15 little bit more.

16 CHAIRMAN GREEN: Victor, I know you've been
17 asking.

18 MR. WUELLNER: You can pick up, you know, 10,
19 20 feet --

20 MR. HOLESKO: That's right.

21 MR. WUELLNER: -- but you're not --

22 MR. HOLESKO: There's some space, but there's

23 not 50 feet out there to move things back and

24 forth. We just -- we tried to fill in the

25 envelope as much as we possibly could.

1 CHAIRMAN GREEN: You're going to need the
2 mic.

3 MR. MARTINELLI: Thank you. Andrew covered
4 in good measure what I was going to say, but I
5 just want to emphasize it.

6 When we talked about the public use building,
7 we talked about what it would be used for. And
8 there are several functions that that building is
9 supposed to serve; Civil Air Patrol, SAAPA, an
10 emergency briefing room for, let's say, fire or
11 hurricane or whatever.

12 So, two requirements that we said had to be
13 covered, one was it had to be landside and airside
14 accessible. And also, from the airside, which
15 Andrew just covered, if you have a fly-in of 10
16 planes or so, there needs to be a place for that
17 and a place for those people to congregate.

18 That's the purpose of the public use building.

19 So, keeping that in mind, when you marry that

20 with the other buildings, the flight school, et

21 cetera, all those considerations have to be met.

22 And just I wanted to point that out.

23 CHAIRMAN GREEN: Buzz?

24 MR. GEORGE: Leaving the space between what

25 is now the multiuse and then the -- the little

1 horseshoe --

2 MR. WUELLNER: Uh-huh.

3 MR. GEORGE: -- we're not talking about using
4 that in phase one, but it would be there for
5 future boards in the event that the demand for
6 property came about, they could make that decision
7 and then it could be used. And that's one of my
8 big things.

9 To that end, I would still like Andrew to go
10 to the -- go back out and tell me what can or
11 cannot be built on the area that we have the --
12 the paths for the park.

13 Now, as long as we have the land that is on
14 the other side that Mr. Wuellner lives on, we can
15 move the park over there five years from now if we
16 need it. But my interest in getting to this board
17 is, what can we use that land for where the -- the
18 road is going back, you know, there now?

19 You know, the -- the office building doesn't

20 have to be 80 feet deep. It could be a 40-foot
21 deep, you know, building. But what can be built
22 in there?

23 MR. HOLESKO: You're talking about these
24 areas right here?

25 MR. GEORGE: Yes. Right.

1 MR. HOLESKO: The question is, can you put --
2 two things. If we're talking about something that
3 doesn't provide airside access, which means we
4 don't have to connect because there is an
5 elevation question and cost --

6 MR. GEORGE: I understand.

7 MR. HOLESKO: -- for fill between any of
8 these areas and taxiway fox. If it's not airside
9 access, you could put some type of short
10 rectangular building in these areas. Of course,
11 if that was the case, you would have to decide
12 which side of the road the building would be on.

13 MR. GEORGE: Right.

14 MR. HOLESKO: Could you put something back
15 here? It would depend on the -- exactly what the
16 building requirements. Could it be 20 x 60? I
17 would say perhaps it could.

18 It would have to be a very specific question
19 of, Andrew, what do I want to put there? How many

20 parking spots do we need? To go back and really

21 lay it out to tell you if you could do that.

22 If it provides airside access, then you'd be

23 putting in several feet of fill to make it connect

24 up in the taxiway F to make it work. And

25 obviously that's going to increase the cost, and

1 that would just be a function of whether or not
2 financially it would make sense to the Authority.

3 MR. GEORGE: How much money are we talking
4 about if we did raise it up to the airside level?

5 And I know that's about four feet of fill dirt we
6 packed --

7 CHAIRMAN GREEN: Oh, I'd say more than that.
8 There's a ditch on the -- right near that road
9 there.

10 MR. HOLESKO: Well, there is. And again,
11 it --

12 MR. WUELLNER: It gets deeper as you head --

13 MR. HOLESKO: And it -- it just depends on --
14 obviously on the size of it. But, you know,
15 again, I can respond to a specific question:

16 Andrew, I want to put a -- I want to put a 60 x 80
17 in there. Can you tell me what that number is?

18 In a day or two, we could tell you what that
19 number is.

20 MR. GEORGE: I want to put a --

21 MR. HOLESKO: I don't know that number.

22 MR. GEORGE: I want to put a 6,000 square

23 foot, two-story office building in there.

24 MR. HOLESKO: A 6,000 square foot two-story

25 office building.

1 MR. GEORGE: Yeah.

2 MR. WUELLNER: With no airfield --

3 MR. GEORGE: Two stories. I get the blockage
4 of the noise to help with the noise back there.

5 MR. WUELLNER: And no --

6 MR. GEORGE: And I also need parking for it.

7 MR. HOLESKO: Is the 6,000 square feet, is
8 that the two stories, or is that a one-story
9 footprint?

10 MR. GEORGE: I'd would prefer it to be
11 one-story, you know. But --

12 MR. HOLESKO: So, 20 x 50, two-story -- that
13 would be a thousand square feet. I mean, how many
14 square feet did you want?

15 MR. GEORGE: Six thousand.

16 MR. HOLESKO: Six thousand.

17 CHAIRMAN GREEN: About three in your
18 footprint, so it's three and three?

19 MR. GEORGE: Three and three, yeah.

20 CHAIRMAN GREEN: Okay.

21 MR. HOLESKO: I can't -- I can't tell you

22 whether or not that's going to fit or not.

23 MR. GEORGE: Okay. Fine. It may, is what

24 you're saying.

25 MR. HOLESKO: Well, again, we would -- we

1 would try and lay it out and, again, it would also
2 be the parking and what you did with the access
3 road. I can't tell you -- it would depend on what
4 the --

5 MR. GEORGE: I understand that.

6 MR. HOLESKO: Okay.

7 MR. GEORGE: I guess my point is, the access
8 road is not costing us that much. And we're not
9 doing anything to the rest of it. We get the park
10 now.

11 But in the event that some future board comes
12 to a need for more space, that option is there to
13 move the park over to where Mr. Wuellner lives.
14 We're not destroying that much to move it, you
15 know, a deck so to speak. And then we can
16 consider that. You could block it -- the road off
17 down at the -- the present office building and now
18 it does have airside access.

19 MR. GORMAN: Let me speak on this for just a

20 moment. That access road, to be honest with you,
21 where it's drafted -- and we can do this,
22 Mr. George -- is actually drafted about as far
23 into the marsh as you can build a road. I mean,
24 that's really what they've done, I mean, if you
25 walk it.

1 If you -- you can't really draft that road
2 any further to the -- to the right of the drawing
3 and actually have a road there. And that's kind
4 of what -- what they've done with this. In other
5 words, the engineering, you can move it around in
6 your own mind, but without the details of the
7 elevation, it's very difficult.

8 That access road is kind of the last-ditch
9 buildability of that area. And that's why I keep
10 bringing up park, because there really isn't
11 anything else to do with that land except let
12 somebody walk on it. That's it, in other words.

13 And the point of fill, your point of fill is
14 well taken. You could fill it. But then you've
15 got -- again, we go back to the mitigation issues
16 of wetland and then we go back to the just pure
17 cost of fill.

18 So, what I'm trying to just say is that the
19 access road is the last border, kind of. I mean,

20 maybe Andrew can move it over a little. Andrew,

21 how far over can I go?

22 MR. HOLESKO: Well, again, you bring up some

23 very good points. What can you do? I mean, the

24 finances, that's what it's tied to. I mean, what

25 can you do? How close can you move over? What

1 mitigation do you want to have? I mean, what --
2 all of those things are going to be give and take
3 just like the layouts going back and forth, you
4 know, and all the setbacks.

5 You're pushing on one. You're pulling on
6 another. It -- it -- it's going to be a matter of
7 cost. Can you come down and do -- you know, get
8 closer to the wetland and have there be
9 environmental mitigation? Yes. Can you put --
10 raise it four feet? Yes. I mean, those would
11 just be additional costs that will determine the
12 feasibility of the project.

13 MR. GEORGE: I just don't want to lock our
14 hands or future boards' hands of not being able to
15 use that property and then having to go through
16 what we went through three years ago to acquire
17 more property. And if it comes down to it, the
18 money could be spent for the -- is what you're
19 telling me.

20 MR. HOLESKO: Yes. And if that was the case,
21 of course nothing that you're doing down there
22 would change that in the future, anyway --

23 CHAIRMAN GREEN: That's what I was asking.

24 MR. HOLESKO: -- because the road would be in
25 there and it would be sitting there now and if you

1 made that decision in the future, you are doing
2 nothing to change that right now.

3 CHAIRMAN GREEN: So that's a footpath. I
4 mean, people are walking there, so --

5 MR. GEORGE: Right.

6 MS. BARRERA: But with what you're saying,
7 Andrew, is that by moving the multiuse building
8 over where we're talking about moving it --

9 MR. HOLESKO: Here, here.

10 MS. BARRERA: -- yeah. Then that gives
11 you -- that doesn't change any of your options for
12 the future.

13 MR. GEORGE: Exactly.

14 MS. BARRERA: It gives you the maximum use of
15 the space for now.

16 MR. GEORGE: Right.

17 MS. BARRERA: And it'll probably give you the
18 most cost-effective way to get the project done.

19 CHAIRMAN GREEN: Tied to utilities and the

20 drainage and everything.

21 MS. BARRERA: Now, Bryan, would you be
22 comfortable with that? Because you've spent more
23 time on that -- this project than anybody.

24 MR. COOPER: I'm going to be comfortable with
25 whatever you people want to do.

1 MR. GEORGE: Okay. Well, moving past that --

2 CHAIRMAN GREEN: I just like the idea of the

3 park a lot. I mean, for now, it's very -- it's a

4 good public use, education for the community.

5 Especially with the multiuse building. And then

6 if down the road, it's just a footpath. I mean,

7 if future boards figure out --

8 MR. GEORGE: Cover it up, right.

9 CHAIRMAN GREEN: Right.

10 MR. GEORGE: As long as we have the land on

11 the other side, that's the option that they could

12 go through it. But I didn't want this board to go

13 through the thought process here of, that's the

14 only thing that that land can be used for, because

15 I think -- I think differently.

16 MR. GORMAN: What about fill right now?

17 MR. WUELLNER: It may be -- it may ultimately

18 be cost prohibitive, but that's later on.

19 MR. GEORGE: Right.

20 MS. BARRERA: Now, Buzz, are you talking
21 about keeping that multiuse as a one-story or a
22 two-story?

23 MR. GEORGE: The one I was asking him to put
24 down there or --

25 MS. BARRERA: The one to the side of the

1 moving the --

2 CHAIRMAN GREEN: If we move it near the
3 office complex.

4 MR. GEORGE: I hadn't thought about it one
5 way or the other.

6 MS. BARRERA: Those are things we should
7 discuss.

8 MR. GEORGE: If we move it on the other side
9 of the office space --

10 MR. WUELLNER: Dramatically cheaper
11 one-story.

12 MS. BARRERA: Right. But you double your
13 opportunity for space with a two-story.

14 MR. GEORGE: That's true.

15 MR. WUELLNER: What could be done as an -- as
16 an alternative approach would be to structurally
17 design and complete a first floor and then you'd
18 have the option without having to start over if
19 you wanted to go up a floor later.

20 CHAIRMAN GREEN: With the proper footers and

21 stuff.

22 MR. WUELLNER: So it would be a two-story

23 footer without building the second floor.

24 MR. GEORGE: But if we go up the second floor

25 now, it's going to be cheaper construction cost

1 and we get the noise buffer.

2 MR. WUELLNER: Well, I would say if you're --
3 if you're seriously considering two stories, then
4 I would -- I would look at it only in the context
5 of doubling the size of the building. If -- when
6 you look at the size of the building, that's --
7 again, I'm referring you to Customs.

8 MR. GEORGE: Yeah, I wouldn't think of, okay,
9 cut it down to --

10 MR. WUELLNER: You'd make it 6,000.

11 MR. GEORGE: -- 1,200 and then two --

12 MR. WUELLNER: Yeah. If you're trying to
13 stay at 3,000 square foot, I wouldn't recommend
14 two stories. But if you're going to build 6,000,
15 then two stories could make a lot of sense.

16 MR. GEORGE: Yeah. I think I like the idea
17 of going to six, you know, now.

18 MS. BARRERA: I'm just thinking of maximizing
19 space.

20 MR. GEORGE: Exactly.

21 MS. BARRERA: You know, with the opportunity

22 of using it for our board meetings and the

23 opportunity of the other things that we may want

24 to accomplish along the same lines.

25 MR. WUELLNER: You may want to create a

1 center area that's -- you know, something I've
2 seen it done in a lot of church multipurpose kind
3 of rooms where they --

4 MS. BARRERA: Exactly.

5 MR. WUELLNER: -- on the edges, it's two
6 stories and then the center is more of a higher
7 ceiling meeting area that's more public friendly
8 in that it's open and --

9 MR. GEORGE: Yeah.

10 MR. GORMAN: Like an atrium in the center.

11 MR. WUELLNER: Exactly. Very much like that.

12 MR. YOUMAN: Both versions can be priced out
13 to make a decision.

14 MR. WUELLNER: Absolutely. Well, and I
15 would -- I would think, yeah. You're not
16 looking -- you're not looking at a tremendous
17 difference in pricing either way, in two-story
18 options. I mean, not --

19 CHAIRMAN GREEN: Joe?

20 MR. WUELLNER: There's certainly a difference

21 in single --

22 CHAIRMAN GREEN: Get it -- Bryan, can you

23 hand that to Joe?

24 MR. YOUMAN: Well, that's what I'm getting

25 at. Same with the two-story, there's a price

1 differential.

2 MR. LOPINTO: I have a policy question more
3 than a design question and it has to do with the
4 commercial buildings on the left-hand side.

5 For the sake of discussion, let's say the
6 director has eight companies lined up, Number 1
7 through 8. They're on the list. Number 1 says,
8 I'll take the right-hand side, 3,000 square feet.
9 Number 6 says, I want all the buildings. What's
10 the policy with respect to that?

11 MR. WUELLNER: Ordinarily, our commercial
12 tenant list, waiting list is -- they -- we ask
13 that they give us a size of a building they're
14 looking for a space. And what we typically do is
15 try to match that tenant to the available space,
16 because we -- we certainly have people that have
17 3,000 square foot interest and we have people that
18 have 15,000 square foot interest, and we try to
19 match them. In this case, we add the dimension

20 of, is it compatible with that part of the
21 airport. Some -- some types of uses would not be.
22 In this case, we would probably work with one
23 to two tenants, in this case, that want anywhere
24 from 6- to 8,000 square foot each and then would
25 probably design the space a -- generally around

1 those needs, realizing we could -- you know,
2 you're only talking hangar space in this case,
3 so --

4 MR. LOPINTO: I understand that. And
5 assuming I -- that everybody is within the
6 permitted uses for this south area.

7 MR. WUELLNER: Right.

8 MR. LOPINTO: Are we meeting the fiduciary
9 responsibility by, you know, taking Number 8 out
10 of the list and only looking at 1 and 2? Or -- I
11 mean, how do you handle that question?

12 MR. WUELLNER: We -- we would start with the
13 list, and if we're only building 8 -- the decision
14 is to build 8,000 square foot, then we will
15 attempt to find the tenant on the commercial list
16 that needs the 8,000 square feet.

17 If we're building four 3,000 square foot
18 units, then we're going to try and find one to
19 four 3,000 square foot users.

20 MR. LOPINTO: Okay. But Number 8, who wants

21 the -- the larger amount would have to make

22 themselves known --

23 MR. WUELLNER: Yeah.

24 MR. LOPINTO: -- at the forefront.

25 MR. WUELLNER: Yeah. Absolutely.

1 MR. LOPINTO: Okay. Thank you.

2 MR. WUELLNER: In fact, early in the process
3 here, over the next several months, I would expect
4 that we would execute a memorandum of
5 understanding with the companies or individuals
6 and -- for that space so that they have some idea
7 that it's coming and we have -- you know, we kind
8 of lay down the basic business terms of how we're
9 moving forward.

10 MR. GEORGE: Yeah. I think that was in the
11 last meeting, that --

12 CHAIRMAN GREEN: Uh-huh.

13 MR. GEORGE: -- before we actually start
14 building this, we want memos of understanding.

15 MR. WUELLNER: And I've -- we've got memo of
16 understanding related to office space use already.
17 But those were easy. You know, they're
18 noncommittal. They're not contractual in a sense,
19 so --

20 CHAIRMAN GREEN: Right.

21 MR. WUELLNER: But they do kind of get people

22 serious about whether they're going to lease the

23 space or not. It also spells out what our

24 expected -- the rent expectation is so we don't

25 get to the end and go, oh wait, it's \$15, I

1 thought it was \$8, you know, and we don't have a
2 tenant suddenly. So, we -- we want to make sure
3 we're as up front on this end as we can so we
4 don't get to the other end and find out we don't
5 have a user. Makes a little sense.

6 CHAIRMAN GREEN: Well, do you want -- Buzz,
7 do you want them to -- to readjust and look at
8 putting the multiuse over by the office complex?

9 MR. GEORGE: Yes. Most definitely.

10 MR. WUELLNER: Can we --

11 CHAIRMAN GREEN: And price it out on a
12 one-story and two-story? Carl, you talked about
13 that.

14 MR. WUELLNER: All right. Yeah, I think they
15 can get order -- order of magnitude budget-wise
16 for you. Until they do the engineering and you
17 get the details, you're not going to know
18 engineer --

19 CHAIRMAN GREEN: Oh, that's fine. Just an

20 idea.

21 MR. WUELLNER: We can get an order of
22 magnitude. And I think they can get us some
23 revised stuff for the -- your next -- your regular
24 meeting so that we can just either decide that's
25 what we want to do and get the engineering

1 agreement rolling with somebody and get it --

2 MS. BARRERA: One more suggestion.

3 MR. WUELLNER: Uh-huh.

4 MS. BARRERA: What about -- assuming that the

5 U-shaped flight school space is one-story, what's

6 the possibility of making the public access

7 two-story on that, a second story?

8 MR. WUELLNER: Next to it, you mean?

9 MS. BARRERA: On top of it.

10 MR. WUELLNER: On top of it.

11 MS. BARRERA: Uh-huh.

12 MR. WUELLNER: I'm not sure I completely

13 understand what you're saying, but I --

14 MR. GEORGE: Point.

15 MR. WUELLNER: Yeah, point.

16 MS. BARRERA: This space right here.

17 MR. WUELLNER: Yes.

18 MS. BARRERA: Two-story.

19 MR. WUELLNER: And then you just put --

20 MS. BARRERA: And that would be your public

21 access.

22 MR. WUELLNER: And use the public use on the

23 top?

24 MS. BARRERA: Uh-huh. Our board meetings and

25 everything on top of it. Then you've got --

1 MR. WUELLNER: Certainly.

2 MS. BARRERA: -- one utility. You're going
3 up. It's -- I think it's a great idea.

4 MR. GEORGE: Uh-huh.

5 MR. WUELLNER: Very similar to what we did
6 with -- over there, only a different layout of
7 space. You've got two floors of office space.

8 MR. GORMAN: What she's trying to do is do --
9 the public access on the ground floor and then the
10 larger area up top, and then minimize the cost of
11 the public use --

12 MR. WUELLNER: Yeah.

13 MR. GORMAN: -- area, because you're putting
14 it on top of the offices you're going to rent.

15 MR. WUELLNER: Also provides --

16 MR. GORMAN: The same as you're trying to --

17 MS. BARRERA: And minimizing the footprint
18 that's riding on the ground.

19 MR. GEORGE: Exactly. Yeah.

20 MR. WUELLNER: That's a good idea. Let's --

21 we'll crunch the numbers and see what it does.

22 MS. BARRERA: I think then, you know, we

23 would have a space for our board meeting, a space,

24 ramp space for any of the fly-in events that come.

25 The Coast Guard Auxiliary would have --

1 MR. WUELLNER: Whatever, uh-huh.

2 MS. BARRERA: -- parking space. The Civil
3 Air Patrol. The emergency use for the county
4 area.

5 MR. WUELLNER: Keeps it all adjacent to the
6 apron. Worth looking at, that's for sure.

7 MR. GORMAN: Okay. I'm just talking out
8 loud. Okay. So if -- if we use Kelly's idea of
9 taking this and making this two-story, now this
10 building is incorporated into that building.

11 You possibly move that little thing -- that
12 over here a little bit and then possibly we can --
13 we can address Mr. George's issue of using
14 buildable land. Push this down a little bit and
15 we've got this spot here. Is that useful -- or,
16 Andrew, I'm asking.

17 MR. WUELLNER: May very well be.

18 MR. GORMAN: Andrew is saying no.

19 MR. HOLESKO: Probably too close to the

20 taxiway.

21 MR. GORMAN: Too close to the taxiway. Okay.

22 I'm just thinking out loud. I'm trying -- but her

23 here idea is to -- is this is incorporated on

24 this. This becomes this.

25 MR. GEORGE: Yeah, I suggest you move it to

1 the right and that way you can put more between --

2 MR. WUELLNER: Between the other two, yeah.

3 MS. BARRERA: Right.

4 MR. WUELLNER: That'd give you a good -- you
5 could actually duplicate that facility with --

6 MR. GEORGE: And it gives us growth for the
7 future if we need it.

8 CHAIRMAN GREEN: Uh-huh.

9 MR. GEORGE: When we need it.

10 MR. WUELLNER: It's a really good idea. And
11 another point that's been lost in all of this,
12 because I'm sure nobody remembers going back this
13 far, but the apron that was built, if you recall,
14 there's another piece that's not as large as the
15 existing apron, but there -- the original layout
16 plan carved out a little more of that island area
17 that was -- it's not treed. It was purposely left
18 that area. So you -- the apron could be expanded
19 to the east --

20 MR. GEORGE: Okay.

21 MR. WUELLNER: -- a little bit in a later

22 phase.

23 CHAIRMAN GREEN: Uh-huh.

24 MR. WUELLNER: And still leave the island of

25 trees and all of that stuff there. None of that

1 would be impacted. But there -- you know, it did
2 have sort of second phase in its original layout.
3 It's -- I mean, again, it doesn't double the size,
4 but it adds a significant number of square foot.

5 MS. BARRERA: The Aerospace Academy or
6 something else needed some -- some space, they
7 would have the option to do use that, too, on the
8 public use upstairs.

9 MR. WUELLNER: The building? Yes.

10 MR. GORMAN: Are we to the point where we can
11 ask -- we can ask for -- to provide direction to
12 staff to make a drawing for approval?

13 MS. BARRERA: We can't vote on anything.

14 MR. GORMAN: But we can ask staff --

15 CHAIRMAN GREEN: Well, I think that's what we
16 discussed already. Ed said already they were
17 going to do --

18 MR. WUELLNER: We're going to do that. We're
19 going to do that, and we'll have it back to you at

20 the -- this next meeting. So if it's close enough

21 you're ready to go with it, great. If not,

22 we'll --

23 MR. GEORGE: Isn't tomorrow the next meeting?

24 MR. WUELLNER: No, it's a week.

25 CHAIRMAN GREEN: The 17th.

1 MR. WUELLNER: Soon enough. The 17th.

2 CHAIRMAN GREEN: Okay. Is that good, guys?

3 MR. WUELLNER: Everybody generally okay with
4 that?

5 MR. GEORGE: I've got one other piece to the
6 whole puzzle, phase 18 or whatever it is. Have
7 you had any luck at land acquisition from the last
8 meeting?

9 You know, the direction we gave you was, go
10 back and find out if the people that will make us
11 complete a block, which would take some of those
12 red hangars -- you know, it's shown as six of
13 them. It could be done one at a time, too.

14 MR. WUELLNER: Well, the lot here, which was
15 somewhat of a lynchpin on the 100 block, we -- I
16 think we copied you in on the letter we sent them
17 back the day after the last meeting and have not
18 heard anything back.

19 MR. GEORGE: I got the Al Sesona letter. I

20 didn't see --

21 MR. WUELLNER: Same day went out.

22 MR. GEORGE: Okay. Fine.

23 MR. WUELLNER: But it -- we have not heard

24 anything back. I'm not real sure we will. We

25 didn't hear anything the last couple of times we

1 tried to contact them.

2 CHAIRMAN GREEN: In other words, they're not
3 real interested.

4 MR. WUELLNER: Yeah. I -- it was an estate,
5 a home that came to him through an estate, and
6 he's -- you know, I'm sure there are other issues
7 in play there.

8 The -- the one property up here -- actually
9 it's right down here, I'm sorry, on the other side
10 of the street, but the Registers' property, they
11 caught me after the meeting and said, hey, if
12 y'all are going to reevaluate this and, you know,
13 back the cost off and all that, we'll wait and
14 we'll get you later. You know, when you -- when
15 you really want it, we'll -- we'll wait till the
16 market recovers and do all that.

17 I think they'd still be interested -- if you
18 were willing to use the appraisal from last year.
19 I think you could -- you could buy it tomorrow.

20 But if we're going to look at it in the context
21 of, well, the market's dropped, all this, and
22 you're going to shave another 15, 20 percent off
23 the -- then they told me, don't bother doing the
24 appraisal, we're not going to do it.
25 The other parcel that was available, which is

1 across the street essentially, it's right in this

2 area --

3 CHAIRMAN GREEN: Yeah.

4 MR. GEORGE: That was the one narrow one,

5 right?

6 MR. WUELLNER: Yeah. It is -- has a home on

7 it. There -- they said go ahead and do the

8 appraisal. They got back a couple of days later

9 because they wanted to talk about it, he and his

10 wife. So we're going -- we're getting that

11 appraisal. We're trying to have that for you for

12 this meeting.

13 MR. GEORGE: Good. Okay.

14 MR. WUELLNER: That's really all that's

15 happened.

16 MR. GORMAN: So you can -- you're talking

17 about the reality of what you could do to acquire

18 the land and the opposition that you would --

19 MR. WUELLNER: Yeah. Now there's still other

20 lots in play there, including Mary Willis's --

21 MR. GEORGE: Yeah.

22 MR. WUELLNER: -- over time.

23 MR. GORMAN: So that makes the discussion

24 making sense.

25 MR. YOUMAN: This may sound like a silly

1 question, but the hangars -- the hangars, can they
2 be built once the homes are all continuously
3 bought together even though there's other homes
4 still left? Or would that --

5 MR. WUELLNER: It would depend exactly where
6 the home is. If we can isolate a -- a parcel --

7 MR. YOUMAN: That's what I'm saying.

8 MR. WUELLNER: -- and make it part of the
9 main property, yes.

10 MR. YOUMAN: So then you could build a hangar
11 with planes coming in while people are right next
12 door on the other side still in their homes?

13 MR. GORMAN: That was the contentious issue
14 we had before when they had -- when we exercised
15 eminent domain and had that tremendous issue,
16 because the key pieces were in the way. Yeah, I
17 understand that. But, I mean, if you get a con --
18 one row --

19 CHAIRMAN GREEN: Contiguous.

20 MR. YOUMAN: That's a tough word.

21 MR. WUELLNER: It's a -- it's a limited yes.

22 MR. GEORGE: Let me put a specific example to

23 that. Okay. This is Casa Cola here. We already

24 own all of this back to Pacetti's shop here with

25 the exception of this one piece of property here

1 that you sent him the letter and you haven't heard
2 from him.

3 MR. WUELLNER: Yeah. Right.

4 MR. GEORGE: Could we come in and say, okay,
5 we're going to be back in here and, you know,
6 we're going to build these two hangars and the
7 access is down this way?

8 MR. WUELLNER: I -- you know, it's probably a
9 better question for Doug, to be honest with you,
10 because it involves more of the LDR, the Land
11 Development Regulation items than -- than I'm
12 familiar with. I -- from a theoretical
13 standpoint, yes. From a regulatory, I don't know.

14 MR. GEORGE: Yeah.

15 MR. YOUMAN: That's why I'm asking the -- I
16 don't know. That's why I'm asking.

17 MR. GORMAN: That's a good question.

18 MR. WUELLNER: So, great wizard of --

19 MR. GEORGE: Yeah, but Doug won't give it to

20 you.

21 MR. BURNETT: No, I'm going to give you an

22 answer on this one.

23 I think that from a -- from Land Development

24 Code, we probably can design around it --

25 CHAIRMAN GREEN: Yeah.

1 MR. BURNETT: -- and make it fit with buffers
2 and setbacks and the like. It may not be exactly
3 what's laid out, but you probably could build
4 something.

5 CHAIRMAN GREEN: Do you remember --

6 MR. BURNETT: The question --

7 CHAIRMAN GREEN: -- there was a commercial
8 shopping center development in north Ponte Vedra
9 and one person would not -- I can't remember who
10 the guy is, would not give up his property and
11 they built it all around it. And finally
12 eventually he --

13 MR. WUELLNER: Our issue -- to be fair, our
14 issue's a little more complicated because you've
15 got to provide aviation access as well as land
16 access.

17 MR. GORMAN: But philosophically, you can --

18 MR. WUELLNER: You know, in theory, yeah, you
19 can make it all --

20 MR. YOUMAN: Public relations-wise --

21 CHAIRMAN GREEN: Probably not really.

22 MR. YOUMAN: -- it's terrible, but I mean, it

23 can be done.

24 MR. BURNETT: Well, and that's where I was

25 going to go, because you may have situations where

1 we don't legally get into a problem where someone
2 can sue for noise abatement-type things if
3 there -- if we're just bordering them. We
4 typically get around that.

5 But I think if we start encircling a house,
6 where we're around them on three sides, we
7 probably get a little closer to running afoul
8 then. And then we wind up -- I mean, and -- and
9 heck, if you really want to do it, maybe -- maybe
10 the answer is you can do a concrete block wall
11 around them as your noise abatement measure. But,
12 you know --

13 MR. YOUMAN: It sounds like a Grade D Steve
14 Seagal movie.

15 MS. BARRERA: But there might be other uses
16 other than --

17 CHAIRMAN GREEN: Hangar.

18 MS. BARRERA: -- hangar. You know, your --
19 you know, we had talked about putting a rental car

20 facility across the street. There might be other

21 uses that are more --

22 MR. WUELLNER: That's right.

23 MS. BARRERA: -- more neighborhood friendly.

24 MR. WUELLNER: That's right.

25 MS. BARRERA: Because I think this board

1 definitely wants to continue to be good neighbors
2 to the community and the people who are surrounded
3 by the airport.

4 MR. WUELLNER: Okay. Any other on this side
5 of the airport or this side of U.S. 1 or whatever
6 you want to call it?

7 CHAIRMAN GREEN: Nope.

8 MR. WUELLNER: Okay. All right. We had one
9 more exhibit here, and I'm -- I'm sorry we can't
10 make this a whole lot bigger than what it is, but
11 this -- this was a drawing that was done as a part
12 of the Cordova development, and I've only put it
13 up here because I wanted to just show the relative
14 locations of surrounding large parcel uses on the
15 west side of U.S. 1. It's only up there for that
16 reason.

17 The yellow bordered area is that Cordova
18 Palms development, so you get a feel. The
19 airport's right here. The main runway laying in

20 this direction. Our industrial park property,
21 which we own most of -- and you'll see the
22 individual lots in a different drawing so you get
23 a feel for it. But that's generally located in
24 here.

25 The red area is what is shown in the master

1 plan as the approach areas as well as the runway
2 environment that's shown in the master plan.
3 Again, that's a placeholder kind of project -- or
4 a location. This light shaded green area is Water
5 Management District property. This is that old
6 Cummer Land use -- Cummer Land Trust property.

7 It ends up ultimately being bisected by the
8 312 corridor, which is one of these two lines,
9 either this dashed blue line or the solid blue
10 line.

11 The solid blue line is the original 312
12 corridor that FDOT has done the work on so far.
13 The dashed one was the alternate location, as
14 proposed by Cordova originally, which moved it in
15 onto property owned by the -- by the FEC, which
16 made it easy to acquire -- in fact, they donate
17 the right-of-way and the road becomes built a
18 little faster than fighting the state through
19 Cummer Land.

20 MR. GORMAN: But that -- but the dotted one

21 is not approved at this point.

22 MR. WUELLNER: It is not even -- to my

23 knowledge, it's not being pursued as the road.

24 CHAIRMAN GREEN: Right.

25 MR. WUELLNER: We had communication within

1 the last ten days relative to the original 312 or
2 313, depending on what you want to call it. But
3 that original corridor is still the one being
4 pursued by FDOT. We -- we had discussions or maps
5 in the last few days --

6 CHAIRMAN GREEN: Yeah.

7 MR. WUELLNER: -- that communicated through.

8 MR. GORMAN: Right.

9 MR. WUELLNER: The green outline area --

10 MR. GORMAN: Did I do it again?

11 MR. WUELLNER: That's all right. I can move
12 it from here if you don't help.

13 MR. GORMAN: I'll just keep my fingers off
14 the buttons.

15 MR. WUELLNER: There we go. The green
16 bordered area is property that's owned also by FEC
17 but is not currently being developed.

18 I understand, now this is unofficial, but
19 they had indicated to us that that property was

20 going to be used as part of some trades back and
21 forth with the county and was potentially going to
22 be recreational in nature long term. That's far
23 from official. But it was in play two years ago,
24 anyway.

25 MR. GORMAN: Let me just say one thing right

1 now. I'd like this board -- I'd like Ed to
2 provide, and we have not had a really good
3 graphic, Ed to provide a really good graphic that
4 will show what we actually own in this area.

5 MR. WUELLNER: I have that graphic for you.

6 MR. GORMAN: Yeah. Okay.

7 MR. WUELLNER: I've just got to stop methods
8 here, so...

9 MR. GORMAN: All right.

10 MR. YOUMAN: Can -- can a requirement be made
11 if that's future runway where the road is going to
12 go, that when they -- when they build it, that
13 where the runway might be, that they have to
14 tunnel under or make it below grade so the runway
15 would go over the top of the road right from
16 the -- if it's ever built?

17 MR. WUELLNER: Down here anyway, we've got an
18 issue with groundwater level. And it's very --
19 you know, the groundwater here is two foot or

20 less. So it's very difficult to do anything

21 that's below grade in -- in this area.

22 I -- I'm sure there are ways from an

23 engineering standpoint if you want to pour money

24 into something, you know, that can be solved, but

25 I --

1 MR. BURNETT: The -- the two different tracts
2 there, the DOT preferred tract keeps the 313 or
3 312 extension out of the path of the master plan
4 runway, although it's still within the noise
5 contour, obviously.

6 The alternate path puts it right in through
7 the runway. And that alternate path, the obvious
8 thing is, by moving it over, Flagler Development,
9 which is the development on the FEC obviously, it
10 greatly enhances the value of that property,
11 because it runs the entire border then of what's
12 called the Lindbergh track, the south Lindbergh
13 track.

14 MR. GORMAN: Really, I'm on the
15 Transportation Planning -- I'm on the
16 Transportation Planning Organization. What's
17 happening is there's lots of politics as to where
18 that road runs. And right now, it runs outside of
19 our 10-year plan. Of course, I still want to --

20 myself, I don't feel the 10-year plan's working at

21 all.

22 However, the road is outside of our 10-year

23 plan now. But there's -- there's lots of push to

24 move it around, as simple as that. And at this

25 point, the approval is as Doug says, it's outside

1 of it, but that isn't written in stone forever.

2 MR. BURNETT: And -- and the big incentive
3 there -- if I might, Madam Chair. The big -- the
4 big issue there is, if as part of their approvals
5 for Cordova Palms, they're going to dedicate the
6 right-of-way and build a portion of the roadway,
7 that becomes a big incentive for --

8 CHAIRMAN GREEN: Moving it.

9 MR. BURNETT: -- both the county and the
10 state, exactly, for relocating.

11 CHAIRMAN GREEN: And they're starting to push
12 that in January, as soon as the new board gets
13 set.

14 MS. BARRERA: So restate that.

15 MR. BURNETT: Sure.

16 MS. BARRERA: Let's hear that one more time.

17 CHAIRMAN GREEN: The dotted one is what
18 they're going to start pushing.

19 MR. BURNETT: Yes.

20 MS. BARRERA: And the reason for that?

21 MR. BURNETT: The reason for that is Flagler

22 Development owns not just the Cordova Palms

23 property that was outlined in yellow, but also

24 the -- the south Lindbergh track, the green

25 parcel. And by --

1 MS. BARRERA: That they were going to use for
2 recreational.

3 CHAIRMAN GREEN: Well, they still might, but
4 that's where they want to move the road to.

5 MR. BURNETT: Yeah.

6 MS. BARRERA: Which will -- which will impact
7 where one of our -- our land hold -- our land
8 placeholders is for an additional runway, which is
9 one of the few places, if we decide to ever put an
10 additional runway, that we could put it.

11 MR. BURNETT: Yes. And the obvious thing --
12 the obvious thing by the relocation, no matter
13 what their intent is for that parcel, it greatly
14 increases the value of that parcel by having that
15 frontage along the roadway.

16 MR. GORMAN: If in fact that politicking
17 works and they move it to the dotted line, it
18 makes the 10-year plan not useful at all because
19 the runway cannot be built because it's bisected

20 by that road.

21 That's what I brought up at the last meeting.

22 I was all worried about that. I got with Denise

23 Bunnewith and we got the fact that so far, it

24 is -- the dotted line doesn't exist. It's still

25 where it is. But that doesn't mean that there

1 isn't a lot of political onus to push it back

2 east.

3 MR. YOUMAN: And of course --

4 MR. GORMAN: That's really the truth of the

5 matter.

6 MR. YOUMAN: Of course they want it that way,

7 too, so you wouldn't have the runway there.

8 MR. GORMAN: I don't think our runway's an

9 issue. I think it's just --

10 CHAIRMAN GREEN: It's the frontage in value.

11 MR. GEORGE: The main runway we have, is the

12 problem.

13 MR. GORMAN: They're not even considering our

14 plans. They don't care. That's not an issue.

15 MR. GEORGE: That's why you represent us on

16 the board.

17 MR. GORMAN: Well, I -- they do know about

18 our runway, and I have been quite vocal about that

19 and so has Mr -- Mr. Brunson once. And -- but

20 that's not their issue. They're not making it
21 their issue. They're not interested in our
22 10-year plan; they're interested in their dotted
23 line. You know, that's the problem.

24 CHAIRMAN GREEN: Doug?

25 MR. BURNETT: Well, the -- I guess the issue

1 is an obvious one as far as the implications to
2 the Airport Authority. You know, you've got the
3 issue of the Cordova Palms development itself and
4 what gets built there and the -- the path, that it
5 is obviously in a path of 13/31, in -- in that
6 flight path. So you've got that issue going back
7 to the avigation easement, which we haven't spoke
8 about today, but that's out there as well.

9 And then the other issue of what's your
10 10-year plan, master plan really look like, and is
11 that something that you -- as I think Mr. Gorman
12 has brought up of, okay, is our 10-year plan a
13 realistic one to have this airport -- to have this
14 other runway on the other side of U.S. 1, or does
15 it go somewhere else, maybe in the county, which
16 I'm not sure about that, but I've heard that issue
17 before. And if it's not something that goes
18 somewhere else in the county and it is staying at
19 this location, is this then something that's -- a

20 fight that the Airport Authority needs to get into
21 on the -- whether or not this roadway is relocated
22 to the dotted line.

23 MR. GORMAN: Two issues. If in fact the
24 dotted line exists, our runway can't be built that
25 way. Then you have the other issue of we still

1 have a patchwork quilt of land.

2 And you can -- if you get a good graphic,
3 you'll see that we've got lots missing and then
4 what do we do to acquire that land. If we're
5 going to go into some crazy eminent domain issue,
6 that's not practical.

7 If it simply would be an easy acquisition,
8 well then, it is practical and we just redo the
9 10-year plan. And is it possible to relocate and
10 realign the runway properly? Can one of these
11 engineering firms do that and have it approved?
12 So that's why I keep bringing --

13 MS. BARRERA: And how does that correlate
14 with --

15 MR. GORMAN: -- up the 10-year plan.

16 MS. BARRERA: And how does that correlate
17 with the theory of the multimodal facility that
18 is --

19 MR. GORMAN: Exactly.

20 MS. BARRERA: -- that's been coming up lately

21 from the interest that --

22 MR. GORMAN: I've had --

23 MS. BARRERA: -- has been expressed?

24 MR. GORMAN: I've had pressure from --

25 MS. BARRERA: Higher level.

1 MR. GORMAN: Exactly. I've had pressure
2 from -- well, not pressure, but certainly
3 interested in the Transportation Planning
4 Organization as, are we interested in multimodal?
5 Where will it be? Have we discussed it?

6 And that -- all of those pieces of the puzzle
7 would move around. Just like we're moving pieces
8 of the puzzle right now depending on where the
9 land is, whether we can acquire the land, and
10 where 312/313 lies. That's why I keep, you know,
11 trying to want to discuss this.

12 MS. BARRERA: And the passenger service
13 interests that -- that has been expressed in going
14 between down to the Miami market.

15 MR. GORMAN: And, you know, will that whole
16 thing work? What are we going to do with it?
17 That's what Transportation Planning wants to know.
18 They want to know what our plans are.

19 MR. GEORGE: Did you tell them?

20 MR. GORMAN: I have told them that we had
21 discussed an intermodal several years ago and it
22 had been tabled and that I will bring it up before
23 the board when I continue to press for our 10-year
24 plan revision.

25 MR. YOUMAN: Are they interested in an

1 intermodal facility?

2 MR. GORMAN: I think that there's -- there's
3 certain people, including the director there, I'm
4 just speaking the truth, that would like to see an
5 intermodal plan and at least something put forth
6 to, you know, kind of -- to use Ed's terminology,
7 placemark the land. I mean, they'd like to see
8 that.

9 And myself, I mean, I think AMTRAK is a -- is
10 a nonexistent entity, as far as useful. But that
11 doesn't mean it would be -- we've got to start
12 somewhere. It doesn't mean that they're not going
13 to fix it later. I just don't know.

14 I mean, but they -- as far as planning for
15 the future, which is what they do, they want to
16 know, is there a spot? Have you reserved it? You
17 know, has your board discussed it? And that was
18 my answer, is yes, we discussed it a long time
19 ago, it's been tabled, and that when we discuss

20 our 10-year plan, we'll have to discuss that in

21 depth.

22 MS. BARRERA: But the funding from Congress

23 is what tabled that. Am I correct?

24 CHAIRMAN GREEN: Yeah.

25 MR. GEORGE: Yes.

1 MS. BARRERA: So that -- that really was
2 something out of our -- the funding on that was
3 out of our --

4 MR. GORMAN: But there's still push to find
5 out.

6 MS. BARRERA: That there's been renewed
7 interest in funding those type of projects, from
8 what I understand from -- on a -- on a higher
9 governmental level.

10 MR. GORMAN: Especially every time the oil
11 prices were up 140, then everybody pushed to
12 grandstand it for, oh my, what are we going to do?

13 CHAIRMAN GREEN: Yeah, it's come up at EDC,
14 too.

15 MR. GORMAN: Right.

16 MR. YOUMAN: There's a big push for
17 community-type service and public transportation.

18 MR. WUELLNER: And it's getting more
19 attention out of Jacksonville, too, as a part of

20 their light connector, light rail connector

21 into --

22 CHAIRMAN GREEN: Uh-huh.

23 MR. WUELLNER: Just analyzed five years, six

24 years ago when they -- we were first starting the

25 intermodal, something was on the table that

1 Jacksonville hadn't done the study they were going
2 to do, which I think they've now completed
3 (unintelligible).

4 MR. YOUMAN: This intermodal facility, did
5 that impact the future runway?

6 MR. GORMAN: Absolutely.

7 CHAIRMAN GREEN: Oh, yeah. It's right in
8 that area.

9 MR. WUELLNER: It doesn't impact it in the
10 sense that it's in the way as it's shown, but it
11 impacts it in terms of how you might develop --

12 CHAIRMAN GREEN: It's on the west side.

13 MR. GORMAN: You had to turn the runway
14 because you had the dotted line of 312 and 313.
15 If you had the turn the runway, then it would be a
16 total impact.

17 If we had -- if we were again going to keep,
18 you know, any aspect of what do you do with
19 expansion, and you did want to expand to the west,

20 you'd have to -- and the dotted line was, in
21 effect, reality and approved, you'd have to
22 reorientate the runway. And then that would move
23 where you put your intermodal. The pieces of the
24 puzzle would have to shift.

25 MS. BARRERA: Haven't we laid it out with the

1 runway there and the multimodal? I thought I saw
2 in the master plan that there was some type of a
3 layout with that.

4 MR. GORMAN: We did. And the two caveats
5 behind that are, A, do we have all of that land?
6 No. And we don't have all of that land because
7 it's patchwork quilt. And, B, are they going to
8 push and are they going to be successful in
9 pushing the relocation of 312 or 313 or whatever
10 you want to call it? Which then, like I said,
11 just pushes everything out of skew.

12 MS. BARRERA: Then --

13 MR. GORMAN: Then our runway plan won't work.

14 MS. BARRERA: If it's the railroad, wouldn't
15 they be -- wouldn't they be hurting themselves?

16 MR. GORMAN: As far as?

17 MS. BARRERA: As a multimodal, I mean, if
18 it's FEC.

19 MR. GORMAN: Again, ask Doug about that. The

20 politics of that are to push this over for land
21 values. I mean, that's my understanding. I mean,
22 not -- and they don't care about our master plan.
23 They're not interested in that. But they still
24 would want to know, hey, do you have land for
25 intermodal? Are you thinking about doing it?

1 MR. YOUMAN: The only reason for another
2 runway would be if this is maxed out as to
3 capacity --

4 MR. GORMAN: I'll ask Mr -- yeah, let me
5 direct that question directly to Mr. Wuellner.
6 He's our expert on that. In other words, it's --

7 MR. GEORGE: I think the master -- the master
8 plan said that when we get to -- 87 percent?

9 MR. WUELLNER: It's actually 65 or 68, is
10 just when you start the planning. But you
11 wouldn't build it but 85 --

12 MR. GEORGE: Yeah. When we get to 85 percent
13 saturation of the -- you know, the traffic coming
14 in, what it can handle, that's when you need to
15 have another one. So that's why --

16 MR. WUELLNER: You project that
17 (unintelligible).

18 MR. GEORGE: I think it was 12 to 15 years
19 three years ago.

20 MR. WUELLNER: Yeah, it was 15 plus.

21 MR. GEORGE: Yeah.

22 MR. YOUMAN: Is it working? Is the increases
23 accord -- working according to plan?

24 MR. GEORGE: No.

25 MR. WUELLNER: Actually, the forecasts are

1 relatively close, believe it or not.

2 CHAIRMAN GREEN: Uh-huh.

3 MR. WUELLNER: They were actually going
4 faster than that. Then with the downturn or the
5 upturn in fuel prices and the downturn in
6 activity, the numbers are scaled back to be very
7 much in line with that.

8 CHAIRMAN GREEN: And commercial has some
9 impact on that, too.

10 MR. GEORGE: Oh, yeah.

11 MR. WUELLNER: You know, if -- if we're doing
12 the plan as on -- you know, I think I heard you
13 earlier saying that -- you know, revisiting the
14 10-year plan.

15 MR. GORMAN: Yeah, I've been railing for
16 that.

17 MR. WUELLNER: It's a good thing to do. If
18 it's something you want to do, it may take a
19 couple of years to get it -- to get it funded

20 again, but we can easily put it in the queue

21 tomorrow and, you know, when it funds, it funds.

22 We've had enough changes already to justify

23 looking at the plan again.

24 MR. GORMAN: Right. And it's -- and it

25 becomes a pickle for you as the director to figure

1 out what your land use will be.

2 MR. GEORGE: Well, with the pressure we're
3 getting from, you know, other people deciding our
4 fate of where they're going to put the road,
5 that's another pressure point on us to get it
6 done.

7 CHAIRMAN GREEN: Yeah.

8 MR. GEORGE: Because once we get it done,
9 then we're more up to date and they have our
10 thoughts, you know, in their heads.

11 MR. WUELLNER: And we'd have no latitude --
12 if you didn't have the plan you have in place now,
13 we'd have no latitude for discussions with DOT
14 relative to that --

15 CHAIRMAN GREEN: Right.

16 MR. GEORGE: Yeah.

17 MR. WUELLNER: -- because it wouldn't be
18 shown on a planning document. You weren't telling
19 them in front you're going to do something --

20 MR. GORMAN: You're saying you wouldn't get
21 their attention.

22 MR. WUELLNER: Exactly. You know, they hear
23 people all day saying, you know, we might do this
24 later, so...

25 CHAIRMAN GREEN: Do you have that graphic so

1 we can -- because we've been about two hours. I

2 just want to --

3 MR. WUELLNER: This -- this graphic shows --

4 the dark -- the gray areas that are shown there

5 are property ownership of the airport. All those

6 lots, all of the dark in color belong to the

7 airport currently all through that area. As a

8 matter of fact, everything shown in there dark

9 gray, it belongs to the airport.

10 Now, the purple or whatever color you want to

11 call it on the far right side, that -- it gives

12 you an idea -- that's the main airfield. That

13 gives you an idea of the relationship to that.

14 Most of that's the industrial park.

15 The consolidated rental car facility is the

16 area that we're currently pointing on. That also

17 included an area to be developed for a large

18 long-term parking lot. But it's more than just

19 the facility itself.

20 Then the next area that's identified is lease
21 area, is an area we are -- from a staff level at
22 this point are negotiating with Northrop Grumman
23 to lease that parcel. It's about a 30- to 40-acre
24 parcel there, to relocate that radar test site
25 from up off of International Golf Parkway within

1 the next two years onto that site. It's a very --

2 it's just a cleared level piece of ground.

3 There's no development with that.

4 The north piece is the area that we've

5 continually talked about as the conservation --

6 you're very good at that -- as the conservation

7 area. You -- the center section, basically under

8 the P in Airport and S under Conservation, under

9 that general area of the drawing, is already in a

10 conservation easement with the Water Management

11 District.

12 CHAIRMAN GREEN: Uh-huh.

13 MR. WUELLNER: The area loosely called there

14 on the left that's the orange parcel, again is

15 where the Cummer Land Trust abuts that area, that

16 Water Management District property.

17 MR. GORMAN: And that's Water Management?

18 And can we lease or use any of that area, or is

19 that --

20 MR. WUELLNER: No.

21 MR. GORMAN: -- area available to us at any

22 time? It's just -- it's sacrosanct --

23 MR. WUELLNER: Probably it's like no chance

24 in --

25 MR. GORMAN: You know what.

1 MR. WUELLNER: Yeah. It is owned jointly by
2 the Water Management District and the State of
3 Florida.

4 MR. GORMAN: Right.

5 MR. WUELLNER: It has to pass the board, the
6 district board, and it would also have to clear
7 the Governor's cabinet in order to do anything.

8 MR. GORMAN: Let me jump in here now. Ed,
9 weren't we going to -- wasn't this multimodal area
10 going to be here?

11 MR. WUELLNER: It's actually a little further
12 down. It's --

13 MR. GORMAN: Further down here.

14 MR. WUELLNER: -- almost not shown.

15 MR. GORMAN: Almost not shown. See, my point
16 to the board is the white areas, we don't own, and
17 so that's what we've got to think about --

18 MR. WUELLNER: And development has continued.

19 MR. GORMAN: -- is this nonownership, right.

20 By the way --

21 MR. WUELLNER: You have people placing homes

22 and the like.

23 MR. GORMAN: Right. And this is a very good

24 graphic, Mr. Wuellner, I appreciate it. This is

25 what I've been wanting to see, is it.

1 MR. WUELLNER: I actually had it for you last
2 meeting, too.

3 MR. GORMAN: Yeah, I didn't see it. Thank
4 you.

5 MR. WUELLNER: But the -- and you've got gray
6 parcels on the left, also.

7 CHAIRMAN GREEN: Yeah.

8 MR. WUELLNER: Again, the graphic doesn't
9 quite have enough, but right along the edge here,
10 right along here, is another triangle-shaped
11 piece. It's not very big, but it just kind of
12 sits right there. And it -- it is also owned by
13 the airport.

14 It's immediately west of the -- of the
15 racetrack, the old roundy-round racetrack there.
16 And in fact was used by the racetrack as overflow
17 parking for years. It's cleared. That is likely
18 to be the right-of-way for 312.

19 MR. GORMAN: And that is owned by?

20 MR. WUELLNER: It's owned by the airport.

21 CHAIRMAN GREEN: Us.

22 MR. GORMAN: I see. I knew there was a spot
23 out there.

24 MR. WUELLNER: Which makes this piece which
25 almost adjoins it particularly valuable later on

1 when 312's --

2 MR. GORMAN: Right. So my point is all these
3 ones to the south end down here below CRCF, we've
4 got to know who owns these. Can we trade them?
5 Can we buy them? You know, what do we do?

6 MR. WUELLNER: Well, we stopped -- in order
7 to understand why we don't own anymore back there
8 is because we stopped buying property.

9 The Authority directed me 12 years ago to
10 stop buying, at my recommendation by the way, but
11 we stopped buying in that neighborhood, focused on
12 purchasing in Araquay Park and the industrial park
13 property, which is essentially this line north,
14 this area here. And we, you know, filled that in,
15 as you can see, significantly. It's probably
16 owned by -- you know, 80, 90 percent of it owned
17 by the Authority now. Okay.

18 CHAIRMAN GREEN: That's because they --

19 MR. WUELLNER: We stopped buying the home

20 lots, which is --

21 CHAIRMAN GREEN: Right.

22 MR. WUELLNER: The actual industrial park

23 plat actually does something like this. This road

24 is the edge of the plat. It runs something --

25 it's got a little piece that snakes on the south

1 side of Big Oak Drive -- Big Oak Road.

2 CHAIRMAN GREEN: That's because there was a
3 push --

4 MR. WUELLNER: That's why we own so many lots
5 down --

6 CHAIRMAN GREEN: -- ten years ago about
7 industrial, to do an industrial park.

8 MR. WUELLNER: -- why we own so many lots in
9 this area, is because it was part of the
10 industrial park plat, not part of residential.

11 CHAIRMAN GREEN: That was Mark, Mark's deal.

12 MR. GORMAN: By the way, when are we going to
13 discuss this really nice idea of this lease area?
14 You're talking about leasing from Northrop
15 Grumman?

16 MR. WUELLNER: We have a conference call in
17 fact tomorrow afternoon again on it. I would
18 think within the next 60 days, we'll have
19 something --

20 MR. GORMAN: Terrific.

21 MR. WUELLNER: -- you know, that's to a point

22 to do something. And it's -- it's a market value

23 kind of lease.

24 MR. GEORGE: Ed, where -- what piece of land

25 is it that we were discussing trading property

1 with the Gun Club?

2 When they had an ultimatum from the
3 Environmental Protection Agency to get the -- the
4 lead shot out of the marsh, they were desperately
5 looking for someplace to go and it was a great way
6 for us to pick up some land, you know, adjacent to
7 Ring Power's area over there.

8 MR. WUELLNER: Well, as you know, this is --
9 the existing Gun Club property is right here.

10 MR. GEORGE: Right. Uh-huh.

11 MR. WUELLNER: We were talking at one time,
12 again, very high level because it didn't really go
13 anywhere, this parcel here or down here as
14 potential. And we were somewhat antsy over it.
15 They -- they have issues. It had to do a lot with
16 where 312 ends up being finaled.

17 MR. GEORGE: Yeah, right.

18 MR. WUELLNER: It was more about that than
19 anything else. We didn't want to make a dumb

20 decision and find out that we had given away
21 property that would be useful to us. And this is
22 property that right now doesn't show any current
23 use or reasonably --

24 MR. GEORGE: Ed, at the end of the runway
25 where Gun Club Road is --

1 MR. WUELLNER: Yeah.

2 MR. GEORGE: Okay. We own the land to the
3 south of Gun Club Road there.

4 MR. WUELLNER: Yeah. That's where the --

5 MR. GEORGE: And I understand that both of
6 those lot -- both of those pieces of property to
7 the north of that road is up for sale and that
8 would fill in with the rest of the big blue area
9 that we've got up there.

10 MR. WUELLNER: It's right here.

11 MR. GEORGE: Yeah, right there. Is that --

12 MR. WUELLNER: And we own this piece right
13 next to it. And this piece is for sale currently,
14 too.

15 MR. GEORGE: Well, you know, when you start
16 looking at, you know, commercial --

17 MR. WUELLNER: The corner lot, we -- we've
18 never gotten overly excited about the corner lot
19 for two reasons. It -- the owners of it have

20 always believed that the (unintelligible) --

21 MR. GEORGE: The last name Pacetti?

22 MR. WUELLNER: -- kind of stuff underneath

23 it.

24 UNIDENTIFIED SPEAKER: I think they wanted

25 eight million for it or something.

1 MR. WUELLNER: It was a ridiculous number.

2 MR. GEORGE: Yeah.

3 MR. WUELLNER: And the -- from our point of
4 view, it's undevelopable. They just don't
5 understand that.

6 MR. GEORGE: Yeah.

7 MR. WUELLNER: It's in the approach area --

8 MR. GEORGE: Yeah, it's in our approach area,
9 so you can't put anything there.

10 MR. WUELLNER: When you look at what we can
11 do, it's virtually nothing.

12 UNIDENTIFIED SPEAKER: Isn't it really wet
13 out there?

14 MR. WUELLNER: The edge of it's a --

15 MR. GEORGE: Yeah, one of them -- it's a pond
16 on one of them.

17 MR. WUELLNER: It's a pond that's most of the
18 back part of it.

19 MR. GEORGE: Yeah, retention pond.

20 MR. GORMAN: A natural pond, a low --

21 MR. WUELLNER: It was a barrow pit, I believe

22 when they built U.S. 1. It goes back that far.

23 CHAIRMAN GREEN: Is that where they wanted to

24 put that hotel?

25 MR. WUELLNER: Actually, they were looking at

1 the purple --

2 CHAIRMAN GREEN: That's what I thought, what
3 we already own.

4 MR. WUELLNER: And this one we were contacted
5 with, it's a five-acre piece, but it connects to
6 the two dots. I want to say it's been within the
7 last 90 days they had asked us about it. It was
8 \$2, \$3 million parcel. That's about five acres.

9 CHAIRMAN GREEN: Uh-huh.

10 MR. WUELLNER: It may not be quite that high.
11 But it may be a million and a half.

12 MR. GEORGE: But still, the price of real
13 estate, the land south of Hastings international,
14 you know, is sounding like a much better, you
15 know, option if we can't get the runway up here.

16 CHAIRMAN GREEN: That's that other part of
17 the county Doug was talking about.

18 MR. GORMAN: Can I ask something? You know,
19 see all this land we own here? That's gray.

20 Okay. Can this be traded to St. Johns County
21 Water Management District for -- again, I keep
22 pushing to the expansion in the Hastings area --
23 wherever, over there. I mean, can that be traded?
24 Can that be moved? How -- what is the legal
25 aspects about that?

1 MR. BURNETT: There's possibility to trade.

2 MR. GORMAN: Then we own it.

3 MR. BURNETT: It's more likely that you may

4 sell, call it surplus property, sell it to raise

5 revenue to then purchase property. I'm not

6 necessarily sure you would trade. Now --

7 MR. GORMAN: I keep hearing we couldn't sell

8 it because it was purchased with federal money --

9 MR. WUELLNER: Well, there is not federal --

10 MR. GORMAN: -- for airport usage.

11 MR. WUELLNER: Let me clear that up for you.

12 MR. GORMAN: Yeah.

13 MR. WUELLNER: There is no federal money in

14 the acquisitions that occurred over there.

15 MR. GORMAN: Okay.

16 MR. GEORGE: It's state money.

17 MR. WUELLNER: There is state money. And it

18 varied from 50 percent to 75 percent of state

19 money that went into buying those as individual

20 lots and parcels over 20 years.

21 It is not impossible to get rid of it, but it
22 is very difficult. You will have to declare it as
23 surplus to the airport's needs. The state will
24 then make a determination; one, whether they're
25 going to let you sell it, and; two, what you do

1 with the proceeds. Odds are you're on the hook to
2 repay all of the grant money. So it's not like
3 it's just free money to the airport by selling it.

4 MR. BURNETT: And the only way --

5 MR. WUELLNER: And there's not going to --
6 they're going to tell you on that end that you're
7 not going to be able to repurchase it with state
8 funds should you change your mind in 30 years and
9 now want that parcel to be part of the airport.
10 They're going to tell you we did that already.

11 MR. GEORGE: It's probably more expensive
12 than putting fill dirt in the park.

13 MR. WUELLNER: Pretty much guarantee you.

14 MR. BURNETT: It would take some work to do
15 it that way.

16 MR. WUELLNER: But could it be done --

17 MR. BURNETT: Now, I'll just be crazy for one
18 minute -- and, again, I'm just the lawyer.

19 CHAIRMAN GREEN: I tried that line. It

20 doesn't work.

21 MR. BURNETT: I told Flagler Development

22 their better option -- because the highest value

23 property is on this side of U.S. 1, not that side

24 of U.S. 1 -- they really should be building you a

25 new airport over there.

1 My very rough crunch of numbers for about 30
2 minutes' worth tells me that 5,000 square feet of
3 waterfront property is worth a whole lot more
4 money than what they've got over there. They
5 really should just relocate the whole airport over
6 there to west U.S. 1 where there's plenty of room
7 for you to expand and turn this into the
8 subdivision. But they don't -- you know, that's
9 not something that's going to happen. That's a
10 big number to do, too.

11 MR. GORMAN: Let me throw this in here. I
12 remember when we talked -- Ed was railing it cost
13 a billion dollars to build a -- build the airport
14 in, is it Panama City or Pensacola or whatever.

15 MS. BARRERA: Panama City.

16 MR. GORMAN: Panama City. I'd love to
17 hear -- I mean, our 10-year plan now calls for
18 moving the railroad and U.S. 1. Or, if we don't
19 move it, we're going to have to taxi over the

20 railroad tracks. A little bumpy. I don't -- you

21 know, I'd like to -- I'd hate to get the bill for

22 that.

23 MR. WUELLNER: But to clarify that --

24 MR. GORMAN: That's my point. It's a little

25 acidic, I know, but it's a point.

1 MR. WUELLNER: To clarify that, your current
2 plan does not relocate either one of those things.
3 Your current plan. Now, I'm not saying that in a
4 subsequent revision, it wouldn't be straightened
5 out. Because right now, you have two --

6 MR. GORMAN: Right.

7 MR. WUELLNER: -- entirely separate operating
8 facilities, which makes no sense.

9 MR. GORMAN: Yeah, that was my point.

10 MR. WUELLNER: Yeah.

11 MR. GORMAN: Now, whether or not as a
12 director of an airport you can tell me yes and yes
13 and yes, it is a point, well then, maybe I'll
14 believe that.

15 MR. WUELLNER: And an option that's used is
16 bridging. You know, is it possible? Yeah. But
17 the powers just for aviation on that, not only
18 from load, but from grade --

19 MR. GORMAN: Well, you're in my point, then.

20 MR. WUELLNER: -- you're like a mile's worth

21 of up and down.

22 MR. GORMAN: Again, why the 10-year plan. I

23 keep going 10-year plan, 10-year plan.

24 MR. WUELLNER: Yeah.

25 MR. GORMAN: That's why the discussion.

1 CHAIRMAN GREEN: All right, guys. Are we --

2 MR. GORMAN: Do they have enough direction?

3 CHAIRMAN GREEN: I think they're going to

4 relocate, do the two-story that Kelly spoke about,

5 see how viable that is.

6 MR. WUELLNER: Anything else you want to see

7 west of U.S. 1 at this point?

8 CHAIRMAN GREEN: I think that we've --

9 MS. BARRERA: I'd like to know whenever

10 property is available for sale west of U.S. 1 that

11 fills in that patchwork. I think that's --

12 MR. WUELLNER: Are we still targeting

13 primarily the industrial park, or are you

14 interested in other --

15 MS. BARRERA: I think our airport

16 conservation area and our industrial park, both.

17 I think that just so that we know what options are

18 available when they're available, whether or not

19 we want to exercise it at that time.

20 MR. GORMAN: Right. Because right now we

21 don't have an answer for this transportation --

22 MR. WUELLNER: We occasionally get, you know,

23 somebody that walks in wanting to sell a lot or --

24 MS. BARRERA: Or just, you know, if it is --

25 MR. WUELLNER: It's rarely any more than

1 that.

2 MS. BARRERA: If it is on the market, I'm
3 sure there's a way that we can be notified that
4 they are on the market.

5 MR. WUELLNER: There's a great story that
6 goes with the industrial park in that it was what
7 I would classify as one of the last great Florida
8 swamp fields when it was put together back in the
9 60's. And it was sold largely to unsuspecting
10 foreigners overseas by a company that developed
11 the plat. And it was sold in one-acre parcels and
12 it was sold for approximately \$15,000 an acre back
13 then.

14 It never -- we bought -- started buying
15 property in earnest back there after I got here.
16 I mean, we own a bunch of lots, but we got
17 serious. We were in it about two years when the
18 original salesman, who was Spanish, come walking
19 in the door and says, you know, I sold all those

20 lots to all these people overseas. If you want,
21 I'll go back and talk to them and see if they want
22 to sell them back to you. By golly, is this the
23 world's best salesman I'm dealing with here now.
24 This guy went back, bought them all back for us at
25 \$10,000 15 years later.

1 We acquired them at appraised value, which
2 still didn't reach the \$15- they sold them for.
3 It was amazing. We bought 30 or 40 or 50 of them
4 in a clump from back overseas. And they were
5 all -- most of them owed taxes. I don't think any
6 of them walked away with more than about \$5,000 a
7 lot.

8 MS. BARRERA: Just from future land use, from
9 a noise mitigation, from so many different angles,
10 we should be aware -- made aware when those
11 properties become available.

12 MR. WUELLNER: We will do that.

13 MS. BARRERA: And we lose nothing by being
14 aware.

15 MR. GEORGE: Well, we talked at one time
16 about we need to have a master plan -- land
17 acquisition plan, you know. We gave some
18 direction, you know, but maybe another workshop
19 when these two gentlemen get on board would be a

20 good way for them to get up to speck on what we do

21 own and talk about, you know, where is the thrust.

22 MR. WUELLNER: What you want to own and what

23 direction you're heading.

24 MR. GEORGE: Yeah.

25 MR. GORMAN: I think this has been a terrific

1 workshop. This is very valuable information --

2 MR. GEORGE: Yeah.

3 MR. GORMAN: -- this whole thing.

4 MR. WUELLNER: Because right now, I'm still

5 technically, because I've not gotten direction

6 otherwise from a 12-year-old discussion from the

7 Authority that directed me to focus land

8 acquisition in the industrial park and Araquay

9 Park, and that's literally -- I don't think we've

10 bought a parcel in the last 11 or 12 years that's

11 been anywhere other than --

12 MR. GEORGE: Are there any other 12-year-old

13 directives that you're still under that we can

14 re -- take a look at?

15 MS. BARRERA: We want to be prudent --

16 MR. WUELLNER: It's only a few, actually.

17 There are probably a few old policies.

18 MS. BARRERA: We want to be prudent on both

19 sides, from a cost side and from a being aware

20 side.

21 MR. WUELLNER: We'll do that. We'll keep you

22 informed if we --

23 MR. YOUMAN: Can we be made aware of any

24 restrictions that were put on you by previous

25 boards that we don't know about?

1 MR. WUELLNER: Most of it's in policy. So we
2 can review that if you like.

3 MR. YOUMAN: Okay.

4 MS. BARRERA: And when will we find out an
5 update on that industrial survey?

6 MR. WUELLNER: Actually -- actually, I
7 included the slides in this. You don't have to
8 look. It's due to be finished -- what did I tell
9 you, it was December?

10 MR. GEORGE: Yeah.

11 MR. WUELLNER: I've got a first draft --

12 MR. GEORGE: I talked to Nick the other day
13 and he said yeah, the conclusion's going to be
14 like the first draft, but --

15 CHAIRMAN GREEN: I think he said, what,
16 December 3rd or something.

17 MR. WUELLNER: I have the pdf's for that.
18 I'll be happy to put them together and send them
19 out.

20 MR. GEORGE: Have we sent -- have we paid

21 them the \$25,000?

22 MR. WUELLNER: Not that I'm aware of.

23 MS. BARRERA: I'm thinking we shouldn't.

24 MR. WUELLNER: They said it wasn't going to

25 cost all the \$25-. He did tell me that. Whatever

1 that means.

2 MR. GEORGE: Well, every time he sees me, he
3 asks me where it is.

4 MS. BARRERA: I would ask him where the
5 survey is -- where the results are. I mean, it
6 was supposed to be a pretty quick thing.

7 MR. GEORGE: Our deal --

8 MR. WUELLNER: I don't have the product, so
9 I'm not paying.

10 MR. GORMAN: Talking about surveys, how about
11 the park survey; is that going to be available for
12 the next meeting? Because that was supposed to be
13 available November --

14 MR. WUELLNER: Yeah, the park --

15 MR. GORMAN: Because then we can see if we
16 can push the road over a little more for
17 Mr. George.

18 MR. GEORGE: The fence line?

19 MR. GORMAN: The fence line --

20 MR. GEORGE: Under the stakes

21 (unintelligible).

22 MR. WUELLNER: Will it be available by the

23 next Authority meeting? Yes, it will be. It's

24 done. He has the data.

25 CHAIRMAN GREEN: So, on the 17th?

1 MR. GORMAN: And that has elevations on it,
2 so Mr. George can talk about buildable land? I'm
3 serious.

4 MR. WUELLNER: We have that data -- we have
5 the topo data, anyway, from the taxiway foxtrot.
6 So that's easy enough to do.

7 CHAIRMAN GREEN: Okay.

8 MR. GEORGE: I make a motion we adjourn.

9 CHAIRMAN GREEN: Okay. I'll second. Did
10 everyone get whatever they needed? Questions?

11 MR. GORMAN: Very valuable.

12 CHAIRMAN GREEN: Good. Yeah. I enjoyed it.
13 All right. Thanks, guys. 17th.

14 (Meeting adjourned.)

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1 REPORTER'S CERTIFICATE

2

3 STATE OF FLORIDA)

4 COUNTY OF ST. JOHNS)

5

6 I, JANET M. BEASON, RPR-CP, RMR, CRR, FPR,

7 certify that I was authorized to and did

8 stenographically transcribe the foregoing audiotaped

9 proceedings and that the transcript is a true record

10 of my stenographic transcription to the best of my

11 ability.

12

13 Dated this 18th day of November, 2008.

14

15

JANET M. BEASON, RPR-CP, RMR, CRR, FPR

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