

MINUTES OF REGULAR MEETING
October 8, 1980

Members Present: Chairman Albers, Commissioners Brach, Enstrom, Hollingsworth, Kelly, O'Dwyer. Airport Manager Paul Bowers and Clerk Mary Ann Harms. Guest: Joe Bestgen of Avis.

The Minutes of the September 25, 1980 meeting were approved as mailed on a motion by Mr. O'Dwyer, second by Mr. Brach and unanimously passed.

A Mountain Bell/FAA easement was requested to separate the FAA lines from the existing terminus in the terminal building and reroute them adjacent to the existing rental car parking lot and side hill into the tower building. This relocation work is being coordinated with Don Schroeder from Isbill Associates. Mr. Brach made a motion to grant the easement and authorize the Chairman's signature, second by Mr. O'Dwyer and the motion passed unanimously.

A summary of the findings of airport consultant Orville Varty's visit was given by Mr. Bowers for the benefit of those Board Members who did not sit in on the terminal design critique meeting. Comments included replacement of the pedestrian ramp with an escalator; movement of the rent a cars as close to the bag claim area as possible; enlarged terminal entrance; the roadway as close to terminal entrance as possible; enlarge the second floor hallway to boarding/security area; and relocate the restaurant to be "in the traffic flow". Mr. Bowers noted these suggested changes were addressed at the design team meeting, with most adopted to a degree except the restaurant would still be upper level. A formal vote was taken on a motion by Commissioner

Kelly, second by Mr. Brach, to remove the interior pedestrian ramp package and replace it with an escalator, which passed unanimously.

Site preparation for the new terminal building should go to bid in about ten days and construction will begin in November. The location for a proposed Fire Station #5 has been moved to a site off "H" Road and located to the south of the area designated for the rental car service areas. It was noted that the Horizon Drive/H Road intersection should be signalized, as well as the intersection next to the fire station for emergency control, and that these signal installations should have the capability of future full traffic control; costs for this signalization should be part of the fire station development.

The Minority Business Enterprises Program for Walker Field has not received final approval pending percentage levels to be set for the ADAP 07 project and the overall annual goal. Minority response to Walker Field contact regarding the "07" project has been minimal.

Colorado Airlines from Crested Butte is looking toward developing an area adjacent to Runway 4/22. Manager Bowers suggested a \$300-\$350/acre bare ground rate that would include no improvements, with Colorado Airlines developing all access, utilities and grading. Mr. Brach said this was low and the rates and charges should be based on comparable competitive rates in the valley; in the range of 90¢-\$1.50/sq. ft. cost for raw land; with the rate based on location. (Leases would be 20-40 years).

Monarch Aviation has received letters from the Authority during the past two weeks regarding vacation of Tract B; unauthorized advertising boards and vending operations; and an AOA gate security warning. The Board asked to be given a copy of the Monarch lease (with appropriate areas highlighted). The Board will take formal action on the Monarch issues at the next meeting. Monarch has yet to contact Manager Bowers regarding a disputed delinquent rental; Attorney Ashby indicated this should be forthcoming.

Mr. Bowers reported on the 9/30/80 City Planning Commission action on the Crown Heights Subdivision. Official Commission action was to deny the final plat application with final disposition to be determined by the City Council at a later date. The Authority does not have the funding available to purchase this 39.2 acre (Bookcliff Orchards) property, which with PD-8 zoning, is estimated to cost in excess of \$800,000. An aviation easement would be placed on the property, however, this may not provide adequate protection if and when an aircraft accident occurs. The Board informally agreed that a lesson should be learned from this and that review of all requested property changes surrounding the airport should be made bearing in mind that every land use change reduces the possibility of the airport acquiring the land as well as approving speculation which further increases land value.

The Information Corner consisted of GJT Flight Service Chief Ed Marvin's informative speech about the FSS, followed by a tour of the FSS facility and demonstration of its new CRT video display/computer installation.