

MINUTES OF REGULAR MEETING
OCTOBER 23, 1980

Members Present: Chairman Albers, Commissioners Brach, Enstrom, Hollingsworth, Kelly and O'Dwyer. Airport Manager Paul Bowers, Clerk Mary Ann Harms. Guests: Robert Holmes, Frank Dunn, Jim Wysocki, Attorney Jerry Ashby, Ron Rusky, Steve Ausmuth, Dick Pond, Perry Olson and Joe Frothingham.

Meeting was called to order by Chairman Albers. Minutes of the October 8, 1980 meeting were approved on motion by Commissioner Brach, second by Commissioner Enstrom and unanimously passed.

This joint City Council/Airport Authority session regarding land use planning was introduced by Attorney Ashby. The current area of influence as designated by the State Land Use Act 1041 ended at the canal and no county regulations were ever passed regarding this area of influence. Attorney Ashby recommended that we adhere to the guidelines established by the FAA: keeping the clear zone free of all development and the critical zone covered by avigation easement. The proposed Crown Heights subdivision would lie in part within the clear zones, completely within the critical zone. Bookcliff Orchards (Crown Heights) is now zoned PD-8 (allowing 8 units per acre and cluster development) and the adjacent Singh property is County R-1 zoning (allowing the same basic development as PD-8).

City Manager Jim Wysocki suggested the critical and clear zones be designated as airport zone and regulated by conditional use zoning allowing for airport controlled development.

The use of avigation easements to educate the public that they are within the airport area of influence was discussed. Attorney Ashby said that he would research the various mechanisms available, however, any type of covenant placed on existing properties would be subject to a charge. He also stated that the Authority be prepared to buy the Singh property. The portion of Crown Heights subdivision within the clear zone will remain so under special arrangement with the developer.

Airport Manager Paul Bowers, noting that no monies were available to purchase the Crown Heights area, said a large portion of the problem would be relieved if runway 4/22 be extended only 600' to 700' south and an additional 300' to 400' on the northeast

end. This would result in some expensive earthwork, but it would not be as expensive as the purchase of real estate developments and existing family dwellings located in the clear zone as it now is depicted, although the solution would not eliminate the problem of noise or overflight. This change and the resulting zone relocations will be addressed in the Master Plan update slated for 1981.

Commissioner O'Dwyer asked what could be done immediately to expedite the development of an airport zone prior to the Master Plan update and official acceptance of the county-wide planning update. Attorney Ashby said avigation easements can be attached to all developments and in any area selected for development and work can begin on creating and implementing the airport zone.

Commissioner Hollingsworth made a motion that the Airport Authority extend runway 4/22 to the north (to make up for the shorter extension distance south) thereby reducing development problems on the south end; create some type of airport zone and make the public aware of the airport area of influence; restrict the density to some type of planned ("PD-8") zoning which would disallow cluster and high rise development; obtain easements on all property within critical zone and allow no development within the area until the airport zoning is completed. Commissioner Enstrom seconded the motion which passed unanimously.

Following the motion, City Manager Jim Wysocki asked if the Council members present had any misgivings regarding the posture taken by the Airport Authority in the above motion, and the members present said they concurred in the Authority's action.

The Division of Wildlife lease expires in September 1981 and was in the process of being negotiated. Mr. Perry Olson from the Division said there were several areas of concern; primarily the amount of increase in payments permitted during the term. Commissioner Brach suggested a five year term for base rate changes and Mr. Bowers suggested annual percentage adjustment based on federal cost of living index for the year. Commissioner Hollingsworth asked that a third party arbitration clause be added to this and all other contracts. Mr. Bowers also asked for clarification on that portion of the contract dealing with rents ceasing if the lease area is rendered unfit. The Authority informally

appointed a subcommittee of Mr. Brach and Mr. Enstrom to work with Mr. Bowers to set the base amount for the lease.

Aeroplane Restaurant operator Dick Pond asked for a meeting to discuss some "gray areas" regarding the portion of his recently signed lease regarding new terminal occupancy. Commissioner O'Dwyer suggested the thirty day time limit, as set in Mr. Bowers' letter to Mr. Pond, be extended beyond the November 7, 1980 meeting. A subcommittee of Mr. Brach and Mr. Enstrom was scheduled to meet with Mr. Pond on Friday, October 31, 1980 in the County Commissioners meeting room. A meeting was also scheduled for a subcommittee consisting of Mr. Brach and Mr. Kelly to meet with Real Estate Appraiser Frank Nisley to begin a rate charge standardization for all airport lands. This meeting is scheduled for Monday, November 5, 1980.

The new terminal design option, presenting an alternative design incorporating all the changes the airlines wanted, was discussed. A copy had been sent to the airlines and to date there has been no written response. The amortized cost of such change to the airlines would be an approximate additional \$2.19/sq.ft. over a twenty year period. The airlines have verbally declined to participate in the additional cost. The Authority commented briefly and deferred to a financial update before considering any change. Mr. Bowers is meeting with bond counsel and will report via memo regarding the airport financial status.

Mr. Bowers asked that members consider a transportation allowance (perhaps \$50.00/mo.) to defray travel and meeting expenses. This would be discussed further at the preliminary budget hearing in November.

Meeting was adjourned at 10:05 A.M.