

MINUTES OF REGULAR MEETING  
November 24, 1981

Members Present: Chairman Rick Enstrom, Commissioners Maxine Albers, H. R. Barnett, Louis Brach, Betsy Clark, Frank Dunn and George White. Airport Manager Paul Bowers and Clerk Mary Ann Harms

Guests Present: Paul Penner and Loren Funk from Penner Frantz; Frank Wagner, Ted Blank and Al Hottovy representing Benchmark Investments of Colorado, Inc.; Rent-a-car representatives Daren Cyphers, Ken Cox and Joe Bestgen; Jim Huska from Congressman Hank Brown's office; and Airport Attorney Gerald Ashby

The meeting was called to order by Chairman Enstrom and the Minutes of the October 22, 1981 and November 12, 1981 meetings were unanimously approved on a motion by Commissioner Brach and seconded by Commissioner White.

The budget hearing was opened, with no particular or additional comments received from Board members or the public. It was decided the only remaining budget items to be determined, Airport Manager and Airport Administrative Aide salaries, would be set in an executive session at the end of the meeting.

Mr. Paul Penner and Loren Funk representing the airport hotel development presented their preliminary development plans. Hospitality Marketing from Denver has been selected as the hotel managers; hotel franchise would be announced prior to year end; construction to begin early January 1982 with completion by early January 1983.

Mr. Penner stated the hotel would have nine floors, with the top eight floors having thirty rooms each, with each floor having two suites and one room to accommodate the handicapped. The first floor will have all amenities.

The hotel is proposing a setting to provide as much shade as possible from the southwest sun exposure. For smooth traffic flow, two entrances are being proposed on "H" Road and two on Horizon Drive. Commissioner Barnett made two comments: 1) the landscaping appears sparse and, if this is the case, whatever is used should be of high quality, and 2) everything should be done to channel the traffic away from the corner of "H" Road and Horizon Drive. In response to the first comment, Mr. Penner said that 40,000' (20%) of the five acre site would be landscaped. Mr. Penner said that he would leave several sets of plans with the Board for

their comment and study and that they needed approval of their preliminary plan in order to proceed. Commissioner White made a motion that the hotel preliminary plat plan be approved taking Commissioner Barnett's comments into account. Commissioner Dunn seconded the motion which passed unanimously.

The Airpark Committee recommended through Commissioner Brach that the rent-a-car concession and ready car space be put out for bid with the service area optional on a fifteen year contract; the first five years at \$250/acre/month, the second five years at \$350/acre/month, and the final five years at \$450/acre/month. Mr. Ken Cox of National asked if an additional ten year option could be made available. The Board said this would be possible but only the terms of the extension would be negotiable, not the number of years. Commissioner Brach made a motion reiterating the above Airpark Committee recommendation that the rent-a-car concessions be bid with 10% of gross for inside terminal space and ready car area; and service area to be a separate option with a fifteen year term, the first five years at \$250/acre/month, the second five years at \$350/acre/month and the last five years at \$450/acre/month with an additional ten year term available with the charges negotiable at that time. Commissioner Dunn seconded the motion which passed unanimously.

Mr. Bowers said the five year terminal bid package would have a \$42,000/year or \$3,500/month bid minimum (as discussed), with bids to be let in December for a 30 - 45 day bid period. The service areas would only be optioned to those rent-a-cars operating in the terminal and to protect their investment, a buy out provision would be part of that contract to cover the eventuality that one of them might in the future fail to become a successful bidder.

Attorney Ashby reported that he had met with Attorney Paul Jacobs representing Aeroplane Restaurant owner Dick Pond and that Mr. Pond had reduced his buyout figure from \$200,000 to a "rock bottom" offer of \$175,000. Chairman Enstrom said that the Board had directed that a one percent (1%) across the board increase was to have been negotiated, not a buy out. Mr. Ashby said they had explored the percentages as a final offer and he would have Pond's response at the next Board meeting on December 9th.

The Pond vending agreement had previously been distributed to the Board so they could review the first right of refusal clause. The clause clearly states, with Attorney Ashby's approval of interpretation, that

Mr. Pond has the first right of refusal to meet the high bid submitted for the new terminal building vending concession. Commissioner Brach said this matter had also been reviewed with the Airpark Committee and he would move that the Board follow the Airport Manager's recommendation and bid the vending concession package for the new terminal building. Commissioner White seconded the motion which passed unanimously.

Mr. Bowers had discussed the Anderson-Vedder condominium T-hangar proposal with Monarch Aviation President John Pabst. Pabst noted he did not want any additional T-hangar spaces, but would be willing to work with Anderson/Vedder as Monarch could use some additional ramp space. Mr. Bowers said he would talk to Anderson and Vedder and see if they would want to work with Mr. Pabst. Either way the proposal package would be done totally at the owners expense, without ADAP funds. The proposed \$400-\$500/acre/month land rent had been discussed with Anderson/Vedder and they said this would make it more difficult, but not unobtainable.

The rebid of the Horizon Aviation package was held on Thursday, November 19, 1981 with United Sand & Gravel, Elam, and Corn Construction in attendance. Both United and Elam stated they were unable to meet the required time schedule (completion Fall '81) and Corn rebid at the same unit per cost bid as they had previously bid. Mr. Bowers suggested that the project be postponed until 1982 to be done in conjunction with the ADAP-08 roadway when we should get a better price and job. Commissioner White made a motion to this effect, seconded by Commissioner Albers, with unanimous vote in favor of the postponement.

The new terminal Domestic Water Pipeline was bid on Friday, November 20; eight bids ranged from \$47,350 to \$75,213, with engineers estimate at \$53,540. Following recommendation by staff and Western Engineering, the Board directed Notice of Award be sent to low bidder R. L. Atkins Construction, Inc. on a motion by Commissioner Dunn, second Commissioner Barnett, unanimous passage.

The Board had asked Mr. Bowers to research the implications of giving "regional" status to the Garfield County Airport by favorably responding to a letter from the Garfield County Airport Authority. Mr. Bowers said such a term was meaningless to the FAA, but could lend "status" to a county airport in the eyes of some people. It was questioned as to how this would affect market value in a quest for future impact funds

and she did not feel the word "regional" used in conjunction with the Garfield Airport would adversely affect Walker Field. Commissioner Albers then moved that the County Commissioners be authorized to write a letter to Garfield County Airport. Commissioner Brach voted in opposition to the use of "regional" in describing Garfield County Airport, the remaining Board members voted in favor of the motion.

Mr. Bowers said the City Council will consider final adoption of the Airport Overlay zone on December 2, 1981. The wording in the Avigation Easement has been changed from ... "noise, vibration, and other effects..." to "noise, vibration, and overflight...". The other change made was the definition of "navigable airspace" as written under Federal Air Regulation Part 91. Also, the County Planning Commission Board had reviewed the plan and recommended to the County Commissioners approval with the understanding the avigation easement would be modified as above.

Benchmark Investments of Colorado presented their plans for a development east of the airport. Mr. Al Hottovy from Armstrong Engineers said this project started through the County review process the first of November and they were before the Airport Board to answer questions as the airport is one of the project reviewing agencies. He also mentioned that the development had 100 shares of Grand Valley water and at some point may be able to work something out to provide the airport with some irrigation water (Commissioner Brach will meet with him regarding this).

Project Architect Frank Wagner said the project involves a 194 acre area north of and a 52 acre area south of I-70 in line with 29 Road, with an I-70 interchange and road across the airport, under Runway 4/22 and connecting with "H" Road. The development is to include northeast area tourist related; northwest area office, business and airport uses such as T-hangars; and the southwest area warehouse/light industrial. The land is before the County as an Outline Development Plan and for a rezone from AFT. It was anticipated the State would pay for the I-70 interchange and the developer the other roadways (but not roadways proposed on airport property).

Mr. Bowers said an underpass under Runway 4/22 would conservatively cost \$5 million and would go through to be developed potential airport lease areas. Necessary fencing on a roadway crossing the airport is also extensive. Commissioner Albers asked about flooding in the Indian Wash portion of the project. Mr. Hottovy said a 200' right-of-way has been

planned and any flood area hazard would be identified in the planning process. Mr. Ted Blank, part owner of the project, noted this is Benchmark Investments of Colorado, Inc., and is not affiliated with Benchmark Realty.

Mr. Bowers presented an easement, prepared by Armstrong Engineers at Monarch expense, for a relocated gas line outside of the proposed Monarch addition. Commissioner Albers made a motion that the easement be approved, second by Commissioner Brach, unanimously approved.

On Accounts Payable, a \$12,130.92 bill from Coughlin for the Fox feasibility study in preparation for an anticipated airport revenue bond issue was discussed. This would ordinarily have been paid out of the bond proceeds but such bond issue does not appear to be in the near future. Mr. Bowers pointed out that the study format would remain valid, numbers would not. Commissioner Albers said the Board would have to pay the fee now or when the bonds were issued. The concensus of the Board was to wait to pay Coughlin until the bonds were issued. Commissioner White made a motion that the bills be paid with the exception of Coughlin. Commissioner Albers seconded the motion which passed unanimously.

Commissioner Brach and Albers will be meeting to discuss a potential property trade of County land for the Singh property or possibly for some other related use. Appraisals on the properties had already been done.

The Board decided to hold a limited meeting on December 9th in the absence of Mr. Bowers, who would be in Washington, D.C. to attend a parking conference and do some ADAP lobby work. (The last meeting in December will be on Tuesday, December 22 due to the Christmas holidays.)

The meeting adjourned into an executive session to set the Airport Manager and Administrative Aide salaries.