Revision A

JOHNSON COUNTY AIRPORT COMMISSION

MONTHLY MEETING AGENDA

Industrial Airport, Kansas

Tuesday, July 10, 1990 - 1:00 P.M.

A  I. APPROVAL OF MINUTES of June 12, 1990 meeting.

II. REPORT OF THE CHAIRMAN:

B  III. REPORT OF THE TREASURER:

   B. Receivables report.
   C. June 1990 actuals vs. budget report.
   D. End-of-year projections.

IV. COMMITTEE REPORTS:

   A. Administrative Committee:
   B. Industrial Committee:

      1. Data Documents Systems Building Request.
      3. Update on Water Source Negotiations.
      4. Building 45
      5. Maintenance Shop Roof Repair Proposal.
      6. Proposed Amendments to the Data Documents Bond Leases.
      7. Grindsted Leases.

C  V. STAFF REPORTS:

   A. Report of the Director, Aviation:

      1. Status of land acquisition at Executive Airport.
      2. Review draft Environmental Assessment for Executive Airport.

   B. Report of the Director, Emergency Services

      2. Status of fire truck acquisition.
C. Report of the Director, Planning & Administration:
   1. Status of capital projects.

D. Report of Counsel to the Airport Commission:
   1. Notice to Parsonitt on underground storage tank claim.
   2. Notice to Dazey Corporation to vacate Building 45.
   3. Modification to JcAir lease.
   4. R. D. Long Contracting office lease.
   5. Mid-States Millwork lease amendment.
   6. United Cities negotiations.
   7. Review of proposed EMS contracts.

E. Report of the Executive Director:
   1. Status of airport-area zoning process.
   2. Asbestos survey.
   3. Finalize strategic plan.

VI. UNFINISHED BUSINESS:

   2:00 pm
   1. Presentation by Data Documents Systems on proposed building addition.

   2. Consider recommending approval to the BoCC of a supplement to the contract with Reno Construction for ramp and taxiway pavement rehabilitation at Industrial Airport.


   4. Consider approval of the air traffic control tower contract with Midwest Air Traffic Control, Inc.

   5. Consider approval of Authorization No. 1 for Professional Services with HNTB for the east aircraft tiedown apron and entrance road at Executive Airport AIP Project No. 3-20-0062-05.

VII. NEW BUSINESS:

   1. Consider approval of agreement with United Telephone Systems - Midwest Group for the use of a ramp for a vehicle "rodeo" to be held on August 27, 28, and 30.

VIII. ADJOURNMENT
JOHNSON COUNTY AIRPORT COMMISSION

MINUTES - JULY 10, 1990 - 1:00 p.m. - INDUSTRIAL AIRPORT

Airport Commission: Present
Craig Deeter Meyer
Schumacher Thomen Viets
Walter

Staff:
Metcalfe Fredrichs Jarrett
Smyth Adams Randall

Others:
Commissioner Weltner, BoCC
Connie Bye, Kansas City Star
John Boyette, Olathe Daily News
Doug Moskowitz, Cooper and Lybrand
Jay Frankenburg, GTI/DDS
Terry Van Der Tuuk, GTI/DDS

The meeting was called to order at 1:03 P.M. by Chairman Craig.

I. APPROVAL OF MINUTES:

MR. DEETER MOVED AND MR. MEYER SECONDED APPROVAL OF THE MINUTES OF THE JUNE 12, 1990 MEETING. APPROVED UNANIMOUSLY (6-0).

II. REPORT OF THE CHAIRMAN:

Chairman Craig had no comments at this time in the meeting.

III. REPORT OF THE TREASURER:


There were no specific concerns about the treasurer's report. The disbursements were discussed. The underground storage tank removal was paid from the operating budget from line items anticipated to be under budget. The life safety code items were paid for from bond proceeds. Three old maintenance vehicles were retired and replaced by two 4-wheel drive trucks. Two staff cars will be replaced by two Ford Explorers. MR. WALTER MOVED AND MR. DEETER SECONDED APPROVAL OF THE DISBURSEMENTS FOR JUNE 1990 AS PRESENTED. APPROVED UNANIMOUSLY (6-0).

B. Receivables Report.

Mr. Metcalfe reported the Army parking lot lease payment is expected by mid-July. Mr. Fredrichs reported Mr. Mattix has vacated and has spoken with him about paying the delinquent amount. Mr. Fredrichs stated that Mr. Minges is making payments on the delinquent amount. The Airport Commission expressed concern about Mr. Menezes' delinquent account. There was discussion about procedures for evicting. Mr. Jarrett recommended giving notice to
tenants before locking up property. Mr. Fredrichs was directed to aggressively collect the delinquent accounts and begin eviction proceedings if necessary.

C. June 1990 actuals vs. budget report.

Mr. Metcalfe reported that revenues are at 47% of budget and expenditures are at 42% of budget. Mr. Metcalfe stated that the totals included encumbrances from purchase orders issued. Mrs. Thomen commented about the commodities line item in the Industrial Airport fund being at 113% of budget. Mr. Metcalfe explained that previously most Industrial expenses were charged to the Industrial Park cost center and that staff is attempting to allocate expenses to the proper cost center therefore causing the budget in the line item to be exceeded. The Industrial Airport cost center overall is only at 25% of budget.

D. End-of-year projections.

Mr. Metcalfe reported that we are expecting a shortfall in revenues in some line items, however other line items are higher than anticipated. There are three budgeted positions that are not currently filled and are not expected to be filled in 1990. There was discussion about water usage. Mr. Metcalfe commented he did not expect to exceed our allotment from Gardner Lake. Mr. Metcalfe explained that water meters are installed at the Navy buildings and we are requiring that all new buildings install water meters. Water systems improvements, including installation of water meters was included in the capital projects report, but was not recommended for funding by the Budget Office for 1991.

IV. COMMITTEE REPORTS:

A. Administrative Committee

The Administrative Committee did not meet this month.

MRS. THOMEN MOVED AND SECONDED BY MR. WALTER TO ADJOURN INTO EXECUTIVE SESSION TO DISCUSS A PERSONNEL ISSUE AT 1:28 P.M. UNTIL 1:38 P.M. APPROVED UNANIMOUSLY (6-0).

MR. MEYER MOVED AND SECONDED BY MR. DEETER TO RESUME REGULAR SESSION AT 1:38 P.M. APPROVED UNANIMOUSLY (6-0). No action was taken as a result of the executive session discussion.

B. Industrial Committee

Mr. Viets reported on the minutes from the Industrial Committee meeting.

MR. VIETS MOVED, SECONDED BY MS. SCHUMACHER TO AUTHORIZE THE AIRPORT COMMISSION'S ATTORNEY TO NOTIFY DAZEY CORPORATION TO VACATE
BUILDING 45 IMMEDIATELY. APPROVED UNANIMOUSLY (6-0).

Staff recommends tabling the Data Documents Systems bond lease amendments until the history of the leases is determined.

MR. VIETS MOVED AND SECONDED BY MS. SCHUMACHER TO DIRECT THE AIRPORT COMMISSION ATTORNEY TO PROCEED WITH APPROPRIATE LEGAL ACTION TO INVOLVE PARSONITT IN THE SOIL CONTAMINATION ISSUE. APPROVED UNANIMOUSLY (6-0). Mr. Metcalfe reported that the State has reported that they hold Parsonitt equally liable with the Airport for the soil contamination.

V. STAFF REPORTS:

D. Report of Counsel to the Airport Commission:

Mr. Jarrett reported that items 1-7 under the report are in process.

Mr. Jarrett reported concerning Item 1 under new business. The county has a standard facilities use agreement used in these circumstances. He explained he would make the modifications if the Airport Commission would like to authorize the use subject to execution of the acceptable agreement by Mr. Metcalfe, legal counsel and Chairman Craig.

VI. UNFINISHED BUSINESS:

1. Terry Van Der Tuuk, President and CEO and Jay Frankenburg, Vice President of Operations from GTI/DDS were present to discuss the proposed expansion of the Data Documents building. Graphic Technology is a manufacturer of pressure sensitive label products. They purchased Data Document System in February 1990. They now have two manufacturing facilities in Olathe which they have outgrown. They are considering expanding the Data Documents facility at the Airport to accommodate all manufacturing functions. They are proposing exercising a portion of the option in the 1984 lease at the stated $.05 per square foot per year and implementing an addendum to the lease for additional property needed at $.06 per square foot per year. They are also proposing a "first right of refusal" option on additional property to the south for future expansion within the next five years. GTI/DDS engineers have estimated a cost of $78,000 for the relocation of a storm drainage culvert and ditch which runs through the proposed building site. This drainage is the outflow for surface drains in the southwest aircraft ramp and parts of Runway 4-22 and Taxiway "F." The relocation includes installing 1,150 ft. of pipe and four additional surface drains. They are requesting the Airport Commission share in the cost to relocate this drainage as it is the "airport's drainage." GTI/DDS is suggesting the Airport pay for 75% of the cost. GTI/DDS would front the cost of the ditch relocation, with the Airport Commission paying back its share by
discounting the lease rate by an appropriate amount for the remainder of the lease period. Mr. Metcalfe reported that the engineers initial review indicated that the relocation of the drainage should be no problem as long as we allow for drainage from the area that will be covered by building. FAA is interested only in building height, and that review process has been started. As long as the gradient is there to get the water downhill we're okay. That is the reason for the culvert instead of an open ditch. Mr. Frankenburg stated that GTI/DDS is evaluating financing the construction at an estimated cost of $1,000,000 with Industrial Revenue Bonds. He clarified they are not requesting a tax exemption, but only want to consider the IRB's as a financing option. Mr. Frankenburg reported they hoped to begin construction by the first to middle of August with the building to be completed by mid-February. Chairman Craig asked about the marketability of GTI's Olathe buildings, expressing concern over the Airport Commission relationship with the City of Olathe. Mr. Van Der Tuuk felt that they would be able to get a replacement business into their buildings within a reasonable time. The Industrial Committee has given conceptual approval for the building scheme. The configuration of the land to be leased must be finalized. Mr. Metcalfe stated that the Airport Commission should indicate whether they are receptive to cost-sharing on the drainage relocation. Mr. Craig asked about water and sewer needs. Mr. Frankenburg reported that there would be no unusual needs in either area. Mr. Viets commented that the proposed lease rate is a policy decision for the Airport Commission. He expressed concern about discounting the lease rate for the installation of the drainage ditch. His concern was the reduction in revenue for the Airport Commission. The $78,000 estimate for relocating the ditch does not include the site preparation for filling the current drainage ditch to build on, which GTI/DDS will pay for. Mr. Metcalfe stated that the land as is has little value to anyone as it will have to be prepared for someone to use. He stated that he feels it is reasonable to discount the cost of the lease because the land is not usable without significant site preparation expense. The discount would only be for the remainder of the current lease (14 years). GTI/DDS has three 10 year options and an escalator clause on the current lease. The question is what is a reasonable lease rate for the land. Mr. Viets stated that maybe the lease rate is low enough that we should not consider a cost-share on site improvements. Mr. Van Der Tuuk stated that at his present site in Olathe there is six acres available, if it was purchased the effective cost would be about $.085 per square foot per year. GTI/DDS proposal allows the airport to realize incremental revenues immediately. Mr. Viets commented that the Airport Commission is very sensitive to the business of appearing to subsidize tenants. The Airport Commission is here to provide a competitive product. Mr. Deeter stated he is in favor of the concept, however feels the Airport Commission needs time to analyze the costs further. He felt that a more realistic comparable cost for the land Mr. Van Der Tuuk referred to would be $.12 per square foot instead of $.085 per square foot. Mr. Deeter
feels that the ground does have value and if it is "given away" it represents lost opportunity. Mr. Metcalfe suggested convening a meeting of the Industrial Committee within a week or two to discuss the issue. Mrs. Thomen commented that the Industrial Committee should address a policy on cost sharing that should allow for flexibility when extraordinary circumstances occur. Mr. Van Der Tuuk pointed out that he could locate the expansion to the northeast side of the existing building, but in his opinion the Airport would lose because he would be using prime vacant ground and the ground behind their building still won't be usable by someone else without the relocation of the drainage ditch. Mr. Viets feels the Airport Commission should share in the cost provided the lease rates haven't been distorted historically in favor of tenants. Chairman Craig stated he felt the Airport Commission should share in the cost of the relocation of the drainage ditch. He stated the situation is unique so maybe not as precedent setting as it might seem. Mr. Van Der Tuuk pointed out that the lease rate would go back up again after the 14 year period and the Airport Commission would realize the full revenue at that time, as well as the advantage of improved property. He also pointed out that his other option is to sell the DDS building at the airport and move the entire operation to the Olathe facility. Ms. Schumacher commented that if it is determined the Airport Commission will participate in the cost it should not be more than 50-50. Mr. Metcalfe agreed that the property would be land-locked, making it not very probable that a new tenant could build behind the DDS building. Mr. Metcalfe pointed out that there were other precedents for special deals, such as with North Supply Company, where the lease rate was discounted on some of their property because of drainage. Mr. Metcalfe pointed out that with the location of sewer and gas lines in the area of the northeast expansion it would make that expansion to that direction very difficult and costly. Mr. Viets pointed out that the Airport Commission has been very accommodating with tenants to lease property to their building needs. Mr. Frankenburg commented that GTI/DDS's main objective for the expansion is the have a productive plant and that is the reason for the proposed expansion to the south instead of to the northeast. Chairman Craig announced an Industrial Committee meeting will be held on Thursday, July 12, 1990 at 7:30 a.m. at Waid's Restaurant in Fairway. Mr. Viets requested staff to have available market comparisons for leased industrial land for the Industrial Committee meeting. The Industrial Committee will make a recommendation and staff will telephone poll the rest of the Airport Commission for an opinion on the recommendation.

V. A. Report of the Director, Aviation:

1. Mr. Fredrichs reported that one appraisal for the land acquisition at Executive Airport is complete and the second is expected by the end of the week. At that time the review appraisal will be conducted.
2. Mr. Fredrichs reported that the hearing for the Environmental Assessment for the proposed ILS installation at Executive Airport should be set during the week of August 20. The consultant will make the presentation and the Airport Commission must appoint a hearing officer. Commissioner Weltner directed Mr. Metcalfe to consult with Don Jarrett about the BoCC giving approval of the Environmental Assessment. **MR. WALTER MOVED AND SECONDED BY MS. SCHUMACHER TO AUTHORIZE STAFF TO SCHEDULE THE PUBLIC HEARING FOR THE ENVIRONMENTAL ASSESSMENT DURING THE WEEK OF AUGUST 20 AND TO AUTHORIZE CHAIRMAN CRAIG TO APPOINT A HEARING OFFICER. APPROVED UNANIMOUSLY (6-0).**

**B. Report of the Director, Emergency Services:**

1. Mr. Adams reported a revised EMS contract has been submitted to the City of Gardner and the Rural Fire District for review. The county legal department will also review the document for approval.

2. Mr. Adams reported the new fire truck is at the dealer in Olathe for preparation, but will have to be sent back to the manufacturer to repair flaws. Delivery is expected within two months.

**C. Report of the Director, Planning & Administration:**

Mr. Metcalfe reported on the capital projects in the absence of Tom Schaefer. The projects are proceeding and almost complete. The asbestos survey is being completed. Mr. Metcalfe reported that the contractor for the new wastewater plant is requesting a one month extension on the completion of the plant because of weather problems.

**NOTE:** Mr. Metcalfe checked with the Wastewater District after the meeting re: the extension. They are requesting a "contingency" two week extension from the State in case the start-up of the plant does not go smoothly. The original schedule allowed for a three-week start-up/test period, but that has been eaten up by weather delays. Wastewater is still shooting for the July 30 deadline.

**D. Report of the Executive Director:**

1. The airport-area zoning group has made progress. The Planning Department prepared draft findings and recommendations which the zoning group discussed in detail. The draft land use map shows an overlap area between airport jurisdiction and the neighboring jurisdiction which extends into the cities off of the airport property and also on to the airport property. If this particular policy were adopted as proposed, the cities would be involved in land use decisions on airport property. The original resolution approved by the BoCC states that the group would review zoning within one mile radius of the airport and on the airport. The Airport Commission expressed their opposition to the cities having
involvement in zoning decisions on airport property. Commissioner Weltner commented that she feels the original intent was for the group to review the zoning and land use plans only. She commented she will meet with Mr. Jarrett to discuss the intent of the resolution.

2. After the asbestos survey is complete and the plans for rectifying the situation are in place, there will be two phases to the project, removal of the floor tile and the asbestos around the pipes of the steam heating system. Mr. Metcalfe reported that the asbestos around the steam heating pipes may not have to be removed since the pipes are not located in the direct vicinity of occupied areas.

3. Mr. Metcalfe suggested a two hour meeting to finalize the strategic plan. There are items that need to be included in the strategic plan and further discussion is necessary for the implementation of the items outlined. It was decided that staff would send a survey to determine a date for a potential Friday breakfast meeting.

VI. UNFINISHED BUSINESS:

1. MR. MEYER MOVED AND MR. WALTER SECONDED TO RECOMMEND APPROVAL TO THE BOCC OF A SUPPLEMENT TO THE CONTRACT WITH RENO CONSTRUCTION FOR RAMP AND TAXIWAY PAVEMENT REHABILITATION AT INDUSTRIAL AIRPORT. APPROVED UNANIMOUSLY (6-0).

2. The amendments to the 1979 and 1984 Data Documents bond leases were tabled until staff can determine the history of the wording in the leases.

3. MRS. THOMEN MOVED AND MR. WALTER SECONDED TO RECOMMEND APPROVAL TO THE BOCC OF THE AIR TRAFFIC CONTROL TOWER CONTRACT WITH MIDWEST AIR TRAFFIC CONTROL, INC. APPROVED UNANIMOUSLY (6-0).

Chairman Craig commented that the tower at Industrial Airport, which is operated by a private contractor is operated for 50% less that the FAA operates the tower at Executive Airport.

4. MS. SCHUMACHER MOVED AND MR. WALTER SECONDED TO APPROVE AUTHORIZATION NO. 1 FOR PROFESSIONAL SERVICES WITH HNTB FOR THE EAST AIRCRAFT TIEDOWN APRON AND ENTRANCE ROAD AT EXECUTIVE AIRPORT AIP PROJECT NO. 3-20-0062-05. APPROVED UNANIMOUSLY (6-0).

VI. NEW BUSINESS:

1. MRS. THOMEN MOVED AND MR. DEETER SECONDED TO APPROVE A FACILITIES USE AGREEMENT FOR THE USE OF A RAMP FOR A VEHICLE "RODEO" WITH UNITED TELEPHONE SYSTEMS - MIDWEST GROUP AND TO AUTHORIZE LEGAL COUNSEL AND STAFF TO PREPARE THE DOCUMENT AND DIRECT CHAIRMAN CRAIG TO SIGN. APPROVED UNANIMOUSLY (6-0).
Chairman Craig reported that legal counsel advised that the statute of limitations has expired on the Jet-Tech back-rent case and therefore the Airport Commission cannot pursue legal action to collect the rent. Counsel has recommended dropping the case.

The Airport Commission budget will be finalized on July 23. The supplemental requests are still being discussed.

Chairman Craig suggested moving the Airport Commission meeting time to 1:30 p.m. It was decided to continue with the 1:00 p.m. meeting time until further notice.

Chairman Craig recognized Mr. Deeter's service on the Airport Commission. Mr. Deeter's term expires July 31, 1990 and he has declined reappointment due to the demands of his business. Chairman Craig expressed his regret that Mr. Deeter would not be continuing on the Commission and commended Mr. Deeter's worthy contribution to the group. Mr. Deeter stated he has appreciated the opportunity to serve on the Airport Commission.

The meeting was adjourned at 4:14 p.m.

/Kirby Deeter, Secretary

/R. Lee Metcalfe,
Executive Director
Revision A
JOHNSON COUNTY AIRPORT COMMISSION

MONTHLY MEETING AGENDA
Industrial Airport, Kansas
Tuesday, August 14, 1990 - 1:00 P.M.

CHAIRMAN: Introduction of Larry Winn III.

TAB A  I. APPROVAL OF MINUTES of July 10, 1990 meeting.

II. REPORT OF THE CHAIRMAN:
   A. Strategic Planning follow-up session.
   B. Reschedule Sept. meeting to Sept. 18, 1990.

B III. REPORT OF THE TREASURER:
   B. Receivables report.
   C. 1990 actuals vs. budget report.
   D. End-of-year projections.

IV. COMMITTEE REPORTS:
   A. Administrative Committee:
   B. Industrial Committee:

V. STAFF REPORTS:
   A. Report of the Director, Aviation:
      1. Status of underground storage tank testing and removal project.
      2. Status of FAA grant projects:
         - Executive land purchase
         - Executive ramp relocation
         - Industrial ramp and taxiway overlay
      3. Executive ILS Environmental Assessment public hearing.
B. Report of the Director, Emergency Services:
   1. EMS Contracts.
   2. Status of new fire truck.

C. Report of the Director, Planning & Administration:
   1. Status of capital projects.

D. Report of Counsel to the Airport Commission:

E. Report of the Executive Director:
   1. Status of Dazey Corp.'s occupancy of Bldg. 45.

VI. BUSINESS:

A. Consider acceptance of a supplement to the FAA Grant for ramp and taxiway overlay work at Industrial Airport to include additional work on edge drains on Taxiway K in the amount of $20,737. A local match of $2,300 will be required and is available in the 1990 Airport budget.

B. Confederate Air Force lease of Hgr. 43.

C. Conceptual proposal for a branch bank by 1st Kansas Bank.

D. GTI-Data Documents Systems expansion.
   1. Consider final approval of building plans and additional land lease.
   2. Consider approval of a resolution recommending that the BoCC approve the issue of up to $2,000,000 in Industrial Revenue Bonds to finance the construction of a 65,000 sq. ft. addition to the GTI-DDS facility at Industrial Airport.

E. Stouse Sign & Decal Co. expansion.
   1. Consider approval of lease of additional land.

VII. ADJOURNMENT
The meeting was called to order at 1:00 P.M. by Chairman Craig.

Chairman Craig introduced Larry Winn III as the new member of the Airport Commission, replacing Kirby Deeter.

I. APPROVAL OF MINUTES:

MR. MEYER MOVED AND MRS. THOMEN SECONDED APPROVAL OF THE MINUTES OF THE JULY 10, 1990 MEETING. APPROVED UNANIMOUSLY (4-0).

VI. BUSINESS:

C. Conceptual proposal for a branch bank by 1st Kansas Bank.

Pete Fiene, Chairman of the Board of 1st Kansas Bank, was present to request conceptual approval from the Airport Commission to construct a branch bank at the southwest corner of Prairie Village Drive and Industrial Parkway. Mr. Fiene envisions a 1,000-1,200 sq. ft. building on 20,000 to 40,000 sq. ft. of land. The Bank would be full service, focusing on personal and business banking for the Industrial Airport complex. Mr. Fiene and Mr. Metcalfe have had discussions about the potential development of a multi-use commercial and retail center behind the bank building. The Bank is not interested in being the developer of the center per se, but would certainly work closely with the actual developer. Mr. Fiene
said it was the Bank’s desire to use architectural values similar to the North Supply building, using mostly glass and stone.

Currently, 1st Kansas Bank has an option to lease 1.5 acres of Airport property at Hwy. 56 and Moonlight Road. The option was granted by the Airport Commission in September, 1986 in settlement of a dispute concerning the conveyance of Airport property occupied by the Bank to the State Highway Dept. The option was to run for five years from the date the optioned property was available for construction, and granted the Bank the right to rent the property for $1 per year for the remaining term of the option period. It also required the Airport Commission to extend water and sewer lines to the property upon request by the optionee. Mr. Fiene proposed trading the property currently optioned at 56 Hwy and Moonlight Road for the property at Prairie Village Drive and Industrial Parkway under the same terms. Mr. Fiene suggested at the end of the five year period the Bank would be willing to pay market rate for the property.

Don Lehman, Vice-Chairman of the Board for the Bank, explained the background related to the granting of the option at $1 per year for five years. The Bank had invested approximately $75,000 - $100,000 in site preparation and constructing a temporary bank facility at the corner of 56 Hwy and Moonlight Rd. When the new highway was built, it was discovered the bank facility would have to be moved. At that time it was too late to recoup any expenses from the Department of Transportation without delaying the highway project. Mr. Metcalfe further explained that the Airport Commission violated a term of the lease by conveying title to the land the Bank occupied to the State for the highway construction without notifying the Bank. The Bank corporation sought damages in the amount of $80,000 against the Airport Commission, and the land lease option was the result of that claim. Mr. Metcalfe reported that he had found no record in the Airport Commission minutes of the approval of the terms of the option.

Mr. Metcalfe reported that at this time we are not aware of any other interest in the property requested for lease by 1st Kansas Bank. Mr. Winn commented the site seems to be the most valuable site in the Industrial Park. He commented that, although we shouldn’t ignore previous agreements, he wished to deal with this property on a market basis and not the "$1 per year for five years" basis. He also said since the interest in the property has been indicated by the Bank it may be worth negotiating. Mr. Metcalfe commented he would not recommend the Airport Commission be responsible for any site development costs with the $1 per year lease rate. He also stated that in earlier discussions with the Bank officials there was indication that the lease rate could be negotiated. Chairman Craig asked Mr. Fiene if the Airport Commission was not interested in transferring the option terms to the new site as requested, would the Bank abandon the project? Mr. Fiene said the Bank wanted to maintain good relations with the
Airport Commission Minutes - August 14, 1990 - Page 3

Airport Commission and that a reasonable lease rate would not stop the project.

Mr. Metcalfe reported that the discussions with 1st Kansas Bank began early in 1990. In considering the siting options, he felt that the corner of Prairie Village Drive and Industrial Parkway would be ideal for a commercial/retail development. He envisions a high-quality commercial center behind the bank including retail space and professional offices, probably occupying about three acres. Mr. Metcalfe suggested the Airport Commission indicate their receptiveness to exploring the idea further and delegate to the Industrial Committee the negotiations of details, with final approval by the full Commission. Chairman Craig stated that, while there is no current master plan for the Industrial Park that indicates commercial use, he felt that the Airport Commission should give serious consideration to a commercial development in the center of the Industrial Park. Mr. Winn indicated he was personally in favor of the idea, but would like to see the Bank lease a somewhat larger tract of land than the minimum to accommodate a 1,000 sq. ft. building. He would also like to see a site plan for the bank and a conceptual plan for the commercial development of the entire corner. Mr. Meyer indicated he thought the site is favorable for this type of use. The Airport Commission indicated that the market rate should be based on use, i.e. commercial/retail versus industrial. The commercial price determined previously by the Industrial Committee based on a survey of commercial land rates was in the $.16 to $.18 per sq. ft. range. Mr. Fienne stated the Bank could not consider the project at that rate. Mrs. Thomen is conceptually in favor of a bank at that site. Bary Marquardt, of Stouse Sign and Decal, a potential neighbor, thought the idea and location were great. Chairman Craig was also in favor of the idea, however for continued support there would need to be a compromise for a step up from the lease option rate to the current market rate. Chairman Craig directed the Industrial Committee to meet with the Bank officials to further discuss the matter. MRS. THOMEN MOVED AND MR. MEYER SECONDED THAT THE AIRPORT COMMISSION LOOK FAVORABLY ON THE CONCEPT OF A BANK FACILITY AT THE SOUTHWEST CORNER OF PRAIRIE VILLAGE DRIVE AND INDUSTRIAL PARKWAY, AND THAT THE INDUSTRIAL COMMITTEE STUDY THE IDEA FURTHER. APPROVED UNANIMOUSLY (4-0).

B. Confederate Air Force Lease Hangar 43.

The Confederate Air Force (CAF) has expressed interest in the leasing of Hangar 43 for the housing and display of World War II vintage airplanes. Because of the dilapidated condition of Hangar 43, HNTB, the Airport Commission's retained engineer, was directed to inspect the hangar for structural problems. HNTB identified four roof trusses that required repair and designed appropriate procedures and fixtures to restore the structural integrity of the trusses. The CAF has retained a contractor to perform the repairs and is prepared to move ahead upon finalizing the lease document.
The County Legal Dept. has drafted a proposed lease which has been reviewed and revised by the CAF. The revised draft has been submitted to the County Legal Dept. for comment. Mr. Phillip Harris and Mr. C. W. Kemper of the CAF were present to discuss the lease document. The CAF is anxious to begin construction to make the necessary repairs before the winter weather. Ms. Gillespie reported that she is not prepared to recommend the adoption of the lease, however Mr. Jarrett, who is absent today due to illness, has reviewed the document and characterized the recommended changes as minor. Mr. Metcalfe stated that the major difference in the lease submitted by the CAF was the deletion of the clause concerning the potential existence of asbestos in the structure. Also, because the proposed lease prepared by the County Legal Dept. was based on the typical "industrial" lease, other changes were necessary to make the "boiler plate" lease language more applicable to the situation. It is suspected that shingles on the outside of the hangar are "cement-asbestos" shingles, which are not considered a hazard as they sit. It is also suspected that the insulation on the steam pipes contains asbestos. The CAF indicated they will not be using or disturbing the steam pipes and do not see a need to address the presence of asbestos considering their proposed use of the building as an airplane hangar. The CAF agreed to language in the lease stating that if a governmental entity determined the asbestos problem must be abated that the CAF would either abate the problem or vacate the structure. The rental rate would be structured to give the CAF credit for materials, contracted work and "sweat equity" invested in the building as the building has virtually no value (or a negative value considering the need to demolish it in its current condition). The CAF estimates the cost of the roof repair to be $15,000 - $20,000. When the roof and trusses are repaired to make the building habitable, the cleanup work would begin. Mr. Metcalfe said that with appropriate wording to cover the hazardous materials contingency, he would recommend finalizing the lease with the CAF. HNTB will supervise and inspect the truss repairs and the County building codes officials will inspect the building. Mr. Metcalfe stated that the CAF is aware they will have to install utilities because what is there is not usable. Ms. Gillespie recommended that a clause be included in the lease requiring that any environmental hazards found either be abated by the tenant or the tenant would vacate. Mr. Winn commented that the CAF should acknowledge in the lease that hazards may exist and that the CAF agrees to hold the County harmless and that both sides should be able to cancel the lease if the structure is determined uninhabitable. Mr. Metcalfe reported that there has been no formal inspection of the building concerning hazardous materials. Mr. Metcalfe suggested having the consultant who conducted the asbestos survey in the administration building conduct an air sample survey of Hangar 43 to determine if a hazard exists. Chairman Craig suggested to the CAF that they investigate the environmental hazards with the related governmental entities before they spend money on the hangar. Mr. Winn moved and Mrs. Thomen seconded to authorize the Confederate Air Force to enter
Chairman Craig commented on the recent BoCC acceptance of the recommendation of the County Appraiser to lower the assessed valuations for many of the properties at the Industrial Airport. He felt that some of the newspaper articles on this subject were somewhat misleading. Chairman Craig felt that it was important to clarify what was done and why. He stressed that the resolution adopted by the BoCC allowed the Appraiser to correct the property records to more accurately reflect values of the properties, and had nothing to do with the eligibility for exemption of those properties. He reviewed the process by which the original valuations were developed, and pointed out that for a variety of reasons the values that were added to the tax rolls in 1989 were grossly inflated. Another problem corrected by the resolution was the division of the properties and the tax ID numbers. When these problems were recognized in late 1989, the Appraiser's office undertook to completely remap and reappraise the entire airport. New tax identification numbers were issued according to actual uses. The resolution adopted by the BoCC on July 26 allowed the appraiser to record the results of the remapping and the reappraisal on the property records so that they now more accurately reflect the actual conditions at the airport. The next step will be to reissue the tax bills. With regard to exemptions on particular properties, hearings on applications filed by the County and various tenants are set for the first week of September before the Board of Tax Appeals.

D. GTI-Data Documents Systems expansion.
   1. Consider final approval of building plans and additional land lease.

E. Stouse Sign and Decal Co. expansion.
   1. Consider approval of lease of additional land.

Mr. Metcalfe reported that the Industrial Committee met and made a recommendation to split the cost of the relocation of the drainage ditch as requested at the July meeting by GTI/DDS on a 50-50 basis, with the Airport Commission share of the cost to be deducted from the lease rate over the remaining 14 years of the lease and current option. The remainder of the land requested by GTI/DDS would be negotiated. Since that meeting, officials of Stouse Sign & Decal, GTI's neighbor on the south, contacted Mr. Metcalfe about the GTI/DDS expansion and expressed concern about the impact of GTI's expansion on their own expansion plans. Mr. Metcalfe explained that he had met with Stouse officials in May about their plans and...
their desire to confirm their existing lease options. He explained that based on what Stouse had told him at that time and his understanding of GTI's initial plans, he did not recognize a conflict until after the July 10 meeting. He said that in retrospect, Stouse should have been invited to the July 10 meeting to hear and respond to GTI's plan. Officials from both GTI/DDS and Stouse Sign were present to discuss their expansion plans and to request additional land to be leased from the Airport Commission. The companies' plans for leasing additional property overlap and therefore they are requesting the Airport Commission resolve the difference.

Jay Frankenberg, Vice President of Operations for GTI/DDS explained the logic of their proposed expansion. The expansion was planned as presented for production reasons and to eliminate the need for moving utilities. Mr. Frankenberg explained that if GTI/DDS would have known Stouse was interested in the same property they would not have planned the building as presented. GTI/DDS is requesting approval from the Airport Commission today of a 12' strip from the southwest boundary of Tract C so they can proceed with obtaining Industrial Revenue Bonds for financing the expansion. In order to continue with that process and meet the required deadlines it is imperative they receive approval for at least the 12' strip today. He emphasized that GTI/DDS is not satisfied with obtaining only the 12' strip but still is requesting their original proposal of the entire tract. Another option that GTI/DDS may consider is making that property a common area that can be used as a truck access area and turnaround by both companies. Mr. Frankenberg stated his architect advised him that there must be a 60' setback in that area and the open space would be needed. The area towards the east end of the proposed building on the south side is critical because GTI/DDS needs a trash compactor placed there for the waste they generate and to be able to allow for hauling. It is also necessary, under the proposal presented, to allow trucks to access that area for delivering chemicals used in production. If the original proposal for additional land is not approved the docks would have to be moved to the north side of the building which is not desirable because of aesthetics and the snow and ice in the wintertime. If the docks have to be moved to the north side it will cost an additional $10,000 to replace the asphalt with cement for the truck traffic. After additional engineering study GTI/DDS is willing to run pipe instead of an open ditch for the relocation of the drainage in the area. Mr. Frankenberg also explained that set-back variance from 60' to 40' would be needed so the building plans would not have to be changed. Mr. Frankenberg also advised that Stouse was not interested in sharing in the cost of relocating the drainage ditch and utilities.

Bary Marquardt, owner of Stouse Sign & Decal, explained that their growth during the last three years since moving to the airport has far exceeded their expectations, and their projections for growth for the next five years conservatively show a need to triple the
size of their facility. It is necessary for them to expand this fall and they are anticipating another expansion within the next few years. Scott Beeler, attorney for Stouse Sign, further discussed their plans for expansion. Mr. Beeler emphasized that Stouse has kept the Airport Commission informed of its expansion plans during the last three years. He presented a proposal for the fall expansion and another expansion showing the amount of property necessary, which overlaps the GTI/DDS proposal. Mr. Beeler expressed concern if the drainage ditch was moved and routed through an underground pipe where the drainage from the Stouse property would go. Stouse Sign is requesting the amount of land necessary for the plans presented and the ability to access the facility. The elevations of the GTI/DDS and Stouse buildings make it impossible to use the area in conflict as common area. Mr. Beeler indicated that Stouse Sign could still proceed with their expansion plans by giving up a 12' strip of the land to GTI/DDS.

Mr. Winn said he favors a long term solution, and if necessary, including setback variances and an underground pipe for drainage. He also favors utilizing some of the apparent dead areas in the property for employee parking. Mr. Frankenberg commented that GTI/DDS has already invested $20,000 in the architecture of the expansion. Mr. Frankenberg indicated that he believed the approval of the 12' strip would be sufficient to proceed with the issuance of the bonds, but that there is not enough time to allow for the plans to be completely redone. Mr. Winn commented that he felt as long as the amount of the bonds to be issued were not changed that the site plan could be adjusted.

Mr. Beeler again stated that Stouse is willing to give up 12', but cannot split any more ground because they have no other place for the expansion.

MR. MEYER MOVED AND MRS. THOMEN SECONDED TO ALLOW GTI/DDS TO LEASE TWELVE FEET OF PROPERTY EXTENDING FROM THE SOUTHWEST BOUNDARY OF TRACT C OF GTI/DDS'S CURRENTLY LEASED PROPERTY LINE, RUNNING PARALLEL ALONG THAT PROPERTY LINE FROM THE TAXIWAY TO THE CREEK ALSO DESCRIBED AS THE SOUTHEAST BY NORTHWEST LINE OF THE CURRENTLY LEASED PROPERTY LINE AND TO HAVE THE INDUSTRIAL COMMITTEE NEGOTIATE WITH GTI/DDS ABOUT A 60' X 315' PIECE OF PROPERTY ON THE NORTHEAST SIDE OF THEIR CURRENT PROPERTY TO BE USED FOR PARKING AND TO GRANT A VARIANCE FROM THE AIRPORT COMMISSION COVENANTS CONCERNING BUILDING SETBACKS ON THE SOUTHWEST SIDE AND TO SUPPORT OTHER BUILDING VARIANCES NECESSARY FROM OTHER AGENCIES TO ALLOW FOR THE CONSTRUCTION OF THE EXPANDED BUILDING. APPROVED UNANIMOUSLY (4-0).

Chairman Craig assigned the Industrial Committee and any consultant necessary to meet with GTI/DDS and Stouse Sign to determine whether or not there is a mutually acceptable land use plan for the property which they both desire.

MR. WINN MOVED AND MRS. THOMEN SECONDED FOR THE AIRPORT COMMISSION
TO SHARE IN THE COST, NOT TO EXCEED 50% OF $78,000, FOR THE RELOCATION OF THE STORM DRAINAGE ON THE EAST AND SOUTH SIDES OF THE GTI/DDS PROPERTY, AND FOR THE AIRPORT COMMISSION TO DISCOUNT THE RENTAL RATE BY THAT AMOUNT OVER THE REMAINING 14 YEARS OF THE LEASE TO COMPENSATE GTI/DDS FOR ADVANCING THE AIRPORT COMMISSION SHARE OF THE COST OF THE PROJECT. APPROVED UNANIMOUSLY (4-0).

Commissioner Weltner questioned if the cost share should be approved by the BoCC. Mr. Metcalfe stated it was his understanding that BoCC approval of the terms of a lease was needed if the lease involved a bond issue. Commissioner Weltner questioned about the deduction of the lease rate. Mr. Metcalfe stated he hoped that it would not be necessary to have the BoCC approve every lease as it would make the process of negotiating and approving leases extremely cumbersome. Commissioner Weltner asked to have the question cleared up.

Mr. Frankenberg requested that the Airport Commission approve the resolution recommending to the BoCC the approval of the revenue bond issue of behalf of GTI-DDS. Mr. Metcalfe commented on the various things to be completed by GTI/DDS before the issuance of the bonds which includes finalizing a lease. MR. WINN MOVED AND MRS. THOMEN SECONDED TO APPROVE AN AIRPORT COMMISSION RESOLUTION RECOMMENDING THAT THE BOCC APPROVE THE ISSUE OF UP TO $2,000,000 IN INDUSTRIAL REVENUE BONDS TO FINANCE THE CONSTRUCTION OF A 65,000 SQ. FT. ADDITION TO THE GTI/DDS FACILITY AT INDUSTRIAL AIRPORT. APPROVED UNANIMOUSLY (4-0).

Mr. Meyer requested that the negotiations with the Industrial Committee should consider and utilize the vacant areas.

Chairman Craig appointed Mr. Winn to the Industrial Committee to replace Kirby Deeter.

Ms. Gillespie referred to the matter that GTI/DDS does not wish to supply a letter of credit for the issuance of the bonds. Mr. Frankenberg stated the Mr. Gaar, County Bond Counsel, stated that requiring a letter of credit should be decided by the underwriter of the bonds. GTI/DDS has contracted with George K. Baum Company as underwriters and they will not require the letter of credit. Chairman Craig commented that the reason a letter of credit is sought is to help the marketability of the bonds, and if the underwriter doesn't require the letter of credit, the Airport Commission shouldn't be concerned. Mr. Metcalfe explained the staff recommendation on the briefing sheet concerning the resolution was taking a conservative position and the Airport Commission should do what they feel comfortable with. The resolution was passed without the recommendation to receive a letter of credit. Mr. Metcalfe stated that if the BoCC wants to require the letter of credit they have the authority.

A ten minute recess was taken.
II. REPORT OF THE CHAIRMAN:

A. Strategic Planning follow-up session.

The follow-up session is postponed until there is a full commission (Paul Walter's term has expired and it is unknown whether he will be reappointed or replaced).

B. Reschedule September meeting.

The regularly scheduled September meeting will be held on Wednesday, September 19 at 9:00 a.m. in the Airport Commission meeting room.

Chairman Craig pointed out that the by-laws call for election of officers annually at the August meeting. MR. MEYER MOVED AND MR. WINN SECONDED TO ELECT THE FOLLOWING OFFICERS FOR THE AIRPORT COMMISSION:

CHAIRMAN
Ben Craig
VICE CHAIRMAN
Mark Viets
SECRETARY
Phyllis Thomen
TREASURER
Trish Schumacher

APPROVED UNANIMOUSLY (4-0).

III. REPORT OF THE TREASURER:


There were no specific concerns about the treasurer's report. The disbursements were discussed. Mr. Metcalfe reported that the disbursement to Edward A. Rice Inc. was an emergency purchase necessary to repair the control system for the water distribution system. MR. MEYER MOVED AND MRS. THOMEN SECONDED APPROVAL OF THE DISBURSEMENTS FOR JULY 1990 AS PRESENTED. APPROVED UNANIMOUSLY (4-0).

B. Receivables Report.

Mr. Metcalfe reported the Army parking lot lease payment is in the mail. Hamblin Petroleum has been billed with no response. The legal department will advise staff on collection proceedings. The first half of the Mills hay lease at Executive Airport is delinquent. It was reported that he filed bankruptcy and staff will look into the matter further. Chairman Craig asked the Administrative Committee to hear staff recommendations on awarding hay leases. Mr. Metcalfe reported that the number of delinquent t-hangar accounts is decreasing, as is the age of delinquencies.
C. July 1990 actuals vs. budget report.

Mr. Metcalfe reported that revenues are at 56% of budget and expenditures are at 51% of budget. There are some fairly large expenditures yet to be made this year.

D. End-of-year projections.

Mr. Metcalfe reported that the reports will be sent later in the week.

IV. COMMITTEE REPORTS:

A. Administrative Committee

The Administrative Committee had not report.

B. Industrial Committee

The proceedings from the Industrial Committee were discussed during the GTI/DDS expansion plan discussion.

V. STAFF REPORTS:

A. Report of the Director, Aviation:

1. Status of underground storage tank testing and removal project.

Mr. Metcalfe reported that the underground storage tanks have been removed. The next phase will be to test, analyze and define any soil contamination and define the remedial action plan. Staff will contact the County Administrator about using contingency funds to pay for the estimated minimum cost of the testing of $30,000.

2. Status of FAA grant projects:

The appraisals for the land purchase at Executive Airport have been received. The review appraisals on the large tract should be received any time. At that time we will begin negotiations with the land owners. Staff is not expecting condemnation proceedings on any of the property to be purchased.

The engineering work for the ramp relocation at Executive Airport is being completed. The grant has been received and the construction should begin next spring.

The ramp and taxiway overlay at Industrial Airport is continuing. We have received additional grant funds from the interest on the original monies, which must be formally accepted by the BoCC on the recommendation by the Airport Commission.
VI. A. MR. MEYER MOVED AND MRS. THOMEN SECONDED RECOMMENDING TO THE BOCC ACCEPTANCE OF A SUPPLEMENT TO THE FAA GRANT FOR RAMP AND TAXIWAY OVERLAY WORK AT INDUSTRIAL AIRPORT TO INCLUDE ADDITIONAL WORK ON EDGE DRAINS ON TAXIWAY K IN THE AMOUNT OF $20,737. APPROVED UNANIMOUSLY (4-0).

V. A. 3. Executive ILS Environmental Assessment public hearing.

The hearing for the Environmental Assessment for the proposed ILS installation at Executive Airport will be held at 7:00 p.m. on August 20, 1990 at the Indian Trails Junior High School on 151st and Ridgeview. Chairman Craig appointed himself and Mr. Metcalfe as hearing officers.

B. Report of the Director, Emergency Services:

1. EMS Contracts.

Mr. Adams reported a the EMS contract submitted to the City of Gardner and the Rural Fire District has been approved by both entities. We are currently waiting for the County Legal Department review of the contract.

2. Status of new fire truck.

Mr. Adams reported the new fire truck is at Ottawa Truck Co., the chassis manufacturer, undergoing final touch-up and "dealer prep."


The Academy Board has been disbanded with the duties going to the Executive Board of the Fire Chief's Association. The Executive Board will review the entire concept of the academy and conduct a feasibility study.

C. Report of the Director, Planning & Administration:

1. Status of capital projects.
2. Report on asbestos survey for Administration Building.

The lobby renovation is continuing. The asbestos survey is complete and asbestos materials have been found in the floor tile. When the tile is removed for the carpet replacement a special procedure for the removal of hazardous materials will be followed. The company conducting the asbestos survey has completed specifications on the removal of the floor tile and the bid process has been started. The cost will be covered from the bond proceeds allocated for Admin. Bldg. renovation. The maintenance shop roof repair project should begin by the first of September.
D. Report of Counsel to the Airport Commission:

Ms. Gillespie report that the gas well tax appeal case was argued before the Shawnee District Court on Friday, August 10 and is under advisement. She was unable to report on the other items awaiting Legal Dept. action as Mr. Jarrett was handling those items and is ill today.

E. Report of the Executive Director:


The negotiations are moving along well. The Spring Hill option looks like the most viable at this point. We are still waiting on specifics from Water District #1, which are being developed by Black & Veatch. Upon receipt of their report our engineer will review both options and staff will be prepared to make a recommendation to the Airport Commission. The temporary water connection was funded in the 1991 budget.


The responsibility issue for the soil contamination matter will have to be determined by the attorneys.

3. Status of Dazey Corp.'s occupancy of Bldg. 45.

Dazey Corporation has been contacted about vacating Building 45. They have responded the same as last year stating they are approaching their busy season and have asked for an extension until January 1. Formal notice from the legal department is being prepared.

Ms. Gillespie reported that the facilities agreement with United Telecom - Midwest Group has been completed and is ready for review by Mr. Metcalfe.

Chairman Craig thanked Commissioner Weltner for her support during the 1991 budget process.

Chairman Craig reported that Mr. Metcalfe and Dennis McKee with CERI are developing a cost benefit study of the Airport to be completed within 60 days.

The meeting was adjourned at 4:55 p.m.

Phyllis Thomen, Secretary

R. Lee Metcalfe, Executive Director
JOHNSON COUNTY AIRPORT COMMISSION

MONTHLY MEETING AGENDA

Industrial Airport, Kansas

Wednesday, September 19, 1990 - 9:00 A.M.

TAB

A  I. APPROVAL OF MINUTES of August 14, 1990 meeting.

II. REPORT OF THE CHAIRMAN:

B  III. REPORT OF THE TREASURER:
   B. Receivables report.
   C. 1990 actuals vs. budget report.
   D. End-of-year projections.

C  IV. COMMITTEE REPORTS:
   A. Administrative Committee:
   B. Industrial Committee:
      1. Confederate Air Force lease on Hangar 43.
      2. 1st Kansas Bank building proposal.
      3. GTI/DDS - Stouse Sign land lease proposals.

D  V. STAFF REPORTS:
   A. Report of the Director, Aviation:
      1. Status of Industrial ramp and taxiway overlay project.
   B. Report of the Director, Emergency Services:
      1. Presentation of new fire truck.
   C. Report of the Director, Planning & Administration:
      1. Status of capital projects.
   D. Report of the Executive Director:
      2. Status of airport-area zoning study.
VI. UNFINISHED BUSINESS:

1. Consider (1) approving and authorizing the Chairman to sign and (2) recommending approval to the BoCC; of a facility lease for an Industrial Revenue Bond-funded expansion for Graphic Technology, Inc.-Data Documents Systems bond issue.

2. Consider approval and authorizing the Chairman to sign a service agreement for Graphic Technology, Inc.-Data Documents Systems for land to be leased as part of an Industrial Revenue Bond-funded expansion project.

3. Consider approval of Confederate Air Force lease of Hangar 43.

4. Consider approval of Grindsted Products, Inc. modification to lease for additional property.

5. Consider approval of JcAir Associates modification to lease for additional property.

6. Consider approval of Howell Mouldings, Inc. modification to lease for additional property.

7. Consider approval of the selection of a consultant to perform soil testing and analysis and to recommend remediation of the Parsonitt underground storage tank site and to authorize the Chairman to sign the agreement to be drafted by legal counsel.

VII. NEW BUSINESS:

1. Consider recommending approval to the BoCC to accept a Federal Aviation Administration grant in the amount of $1,272,510 for land acquisition at Executive Airport. Total project cost $1,413,900.

2. Consider recommending approval to the BoCC to accept a Federal Aviation Administration grant in the amount of $662,049 for aircraft parking ramp relocation and east entrance road rehabilitation at Executive Airport. Total project cost $761,170.

3. Consider recommending approval to the BoCC to accept a Federal Aviation Administration grant in the amount of $2,618,100 for the installation of an Instrument Landing System at Executive Airport. Total project cost $2,909,000.

VIII. ADJOURNMENT
JOHNSON COUNTY AIRPORT COMMISSION

MINUTES - SEPTEMBER 19, 1990 - 9:00 a.m. - INDUSTRIAL AIRPORT

Airport Commission:  Present
                     Craig    Winn       Meyer
                     Thomen   Walter

Absent
Viets

Staff:
Metcalfe    Schaefer     Smyth
Frédrichs  Adams         Lind
Stramberg  Williams      Pearson

Others:
Commissioner Weltner, BoCC
Connie Bye, Kansas City Star
John Boyette, Olathe Daily News
Jan Durrett, League of Women Voters
Norman Gaar, County Bond Counsel
David Peel, JoCo Planning Dept.
Barry Hokanson, JoCo Planning Dept.

The meeting was called to order at 9:00 A.M. by Chairman Craig.

I.  APPROVAL OF MINUTES:

MRS. THOMEN MOVED AND MR. WINN SECONDED APPROVAL OF THE MINUTES OF
THE AUGUST 14, 1990 MEETING.  APPROVED UNANIMOUSLY (5-0).

II.  REPORT OF THE CHAIRMAN:

Chairman Craig reported that Trish Schumacher has resigned from the
Airport Commission because of change in employment that does not
allow the flexibility to attend the meetings.  MR. WALTER MOVED AND
MRS. THOMEN SECONDED TO NOMINATE AND ELECT STAN MEYER AS TREASURER
FOR THE AIRPORT COMMISSION.  APPROVED UNANIMOUSLY (5-0).

Chairman Craig introduced Clay Pearson, the public administration
intern from the University of Kansas who will be working at the
Airport Commission for a couple of months.  He also introduced Evon
Williams, the Airport Commission budget analyst from the County
Office of Management and Budget.

Chairman Craig presented a plaque to Paul Walter in honor of his
service as Chairman of the Airport Commission from 1984-1989.  Mr.
Walter has served on the Airport Commission for fifteen years.

VI.  BUSINESS:

1.  Consider (1) approving and authorizing the Chairman to sign
and (2) recommending approval to the BoCC; of a facility lease
for an Industrial Revenue Bond-funded expansion for Graphic
Mr. Metcalfe reported that the Airport Commission has previously agreed in concept to the issuance of Industrial Revenue Bonds for the expansion of Graphic Technology, Inc.-Data Documents Systems' building at the Industrial Airport. The process of preparing the bond issue has been expedited to meet the Sept. 30, 1990 deadline for gaining income tax exemptions on the interest earnings of Industrial Revenue Bonds, which is the basis for the favorable interest rates the bonds carry. Mr. Norman Gaar, who is bond counsel to the County, discussed the security behind the issuance of the bonds. The county is not receiving a guarantee from GTI/DDS's parent company. GTI/DDS has agreed to restrictions on the payment of dividends and on the minimum net worth of the company, instead of a guarantee or a letter of credit. There are also restrictions on long-term debt requiring GTI/DDS to maintain net assets of the company at a minimum of $20,000,000. GTI/DDS also may not merge, consolidate, lease or sublease, or transfer without written approval from the Airport Commission as the landlord. The entire complex, including the existing buildings, is pledged as security. Mr. Gaar reported that the preliminary appraisal is approximately $3.5 - 3.6 million. GTI/DDS is purchasing $200,000 on machinery which we will have a security interest in, and an additional security interest and first lien on $500,000 on equipment currently owned by GTI/DDS. Total collateral for the issuance of the bonds amounts to $5.5 million. Mr. Gaar stated that he is comfortable making the recommendation to the Airport Commission to recommend to the BoCC the issuance of the bonds for GTI/DDS. George K. Baum and Company is the bond underwriter. Chairman Craig commented that the issuance of Industrial Revenue Bonds does not constitute an general obligation of the county or its taxpayers. There will be no abatement of or exemption from real property taxes under this bond issue, nor will there be any payment in lieu of taxes. Mr. Metcalfe reported that GTI employs about 175 people in Olathe all to be transferred to the new facility. Their short-term growth projections are to increase their total employment to 500-600. This expansion will almost double the size of the existing facility, to a little over 140,000 square feet. Mr. Metcalfe reported that GTI/DDS and Stouse Sign have reached tentative agreement on the contested strip of land, subject to approval of a revised site plan currently being prepared. Stouse Sign does not want to enter into a "common area" arrangement.

Mr. Winn moved and Mr. Meyer seconded to approve the GTI/DDS project, to recommend to the BoCC the issuance of the $2,000,000 Industrial Revenue Bonds for the GTI/DDS expansion and authorize Chairman Craig to execute the documents required for the closing of the transaction to be facilitated by the September 30 deadline. Approved unanimously (5-0).

2. Consider approval and authorizing the Chairman to sign a service agreement for Graphic Technology, Inc.-Data Documents Systems for land to be leased as part of an Industrial Revenue
Bond-funded expansion project.

The service agreement is the operative document to generate the compensation to the Airport Commission for GTI-DDS's use of the land and includes the agreement for the cost share on the relocation of the ditch. The agreement replicates the previous service agreements in terms, with revised land descriptions and lease rates. Mr. Lind reported that the service agreement presented appears to be in the same form as previous service agreements. Mr. Meyer asked about the BoCC having to sign the service agreement. Mr. Metcalfe stated that, although there is no specific signature block for the BoCC on the Service Agreement itself, it is part of the Bond/Lease package which the BoCC reviews and approves. Commissioner Weltner commented that the BoCC's confidence in the Airport Commission is such that they would be willing to sign off on the lease and service agreement as recommended by the Airport Commission. She also stated that the Airport Commission should continue with past practice on issues to be presented to the BoCC for approval until requested to do so differently. The lease rate on the existing optioned property will be $.05 per sq. ft. and the new land to be leased will be $.06 per sq. ft., with an increase to $.10 for all the land (existing and new) in the year 2004. **MR. MEYER MOVED AND MRS. THOMEN SECONDED THAT THE SERVICE AGREEMENT WITH GTI/DDDS BE APPROVED AND THE CHAIRMAN AUTHORIZED TO SIGN. APPROVED UNANIMOUSLY (5-0).**

(During the above discussion, Chairman Craig directed Mr. Lind to review the standard service agreement and lease forms for suitability as to form and content for use in future transactions. Mr. Lind stated that he felt there was some room for improvement in the forms.)

**VII. NEW BUSINESS:**

1. Presentation of Airport-Area Zoning Group draft report by the County Planning Department.

Barry Hokanson, Director of Planning, and David Peel, Principal Planner of the County Planning Department, presented a report on the Airport-area Zoning Group's study being developed under the BoCC resolution of November 1989. The zoning group has focused on developing a meaningful and workable relationship among concerned jurisdictions which accommodates the interests of all parties. The concept has emerged to develop an interlocal agreement to outline this relationship. The preferred arrangement would be to develop land use standards for a defined "airport zoning district" which would be agreed upon by all jurisdictions and which would normally be applied by the land use regulatory authority having jurisdiction over the proposed development (i.e. cities would retain oversight within their boundaries). There would be a provision for review of decisions at the County level on an exception basis, and the County would retain final approval authority within the "airport zoning
district." The group also recommends a periodic review and update of standards and procedures. The Planning Department will notify the cities involved of the interim study and request input from all entities concerned. The group is requesting the BoCC allow them to move forward from the study phase to develop recommendations for implementations. The zoning group hopes to continue its work and get authority from the city governing bodies to allow the city staff persons on the zoning group to "officially" represent their cities. Another objective would be to outline the interlocal agreement including implementation procedures. The zoning group would also like to develop a land use map for use by both the Airport Commission and the cities. There was discussion about the value of the airports to the community and whether that view is taken by the cities. The Planning Dept. is asking for the Airport Commission to endorse the work completed to date by the zoning group so it may continue to further define proposals and implementation plans. Chairman Craig commented that CERI is completing their economic impact study of the airports. Commissioner Weltner commented that the BoCC would like the Airport Commission to offer recommendations on possible methods to oversee airport-area development. Mr. Winn suggested that the entities be involved with land use planning and not specific zoning. Mr. Peel commented that that is the underlying concept on the joint review process and that the one-mile zoning authority should be used as a premise for that concept. Mr. Metcalfe reported that there also needs to be provisions made for an exception process. Mr. Winn stated that a comprehensive land use plan is not a binding action, but a start towards airport compatibility, and that a master plan should be developed for the property around the airports. Mr. Meyer asked Mr. Hokanson about putting in deed restrictions and requiring a buyer to acknowledge in writing they are buying next to an airport. Mr. Hokanson stated that the concept has been discussed but not implemented. Chairman Craig stated that this approach has not been viewed with much enthusiasm by the County or the cities in the past. THE CONSENSUS OF THE AIRPORT COMMISSION WAS THAT THE ZONING GROUP WAS MOVING IN THE RIGHT DIRECTION AND THAT THEY SHOULD BE ALLOWED AND ENCOURAGED TO CONTINUE AS THEY HAVE PROPOSED.

A five minute recess was taken.

III. REPORT OF THE TREASURER:


The disbursements were discussed. Mr. Schaefer reported that the real estate appraisals are for the Phase I land purchase at Executive Airport. The $1,800 disbursement to the Kansas City Star is a public relations ad in the annual lifestyle publication which has a distribution of 800,000. The gas well liability insurance premium was decreased and will continue to be paid as long as we have responsibility for the gas wells. Mr. Metcalfe reported that
the disbursement made for the RIMS II was for an economic model requested by CERI for the economic impact study. The water protection fee is a surcharge from the State for the State Water Resources program and is a pass-through. The item for the asbestos survey triggered discussion on the asbestos issue. The asbestos survey results showed we have "asbestos containing materials" in the floor tile and around the steam pipes, but they are not considered hazardous if not disturbed. Because of the need to replace the carpet it will be necessary to remove the tile, for which bids are being solicited. The project cost is estimated at $20,000 - $30,000. The project will be funded out of the remaining bond proceeds for renovation of the administration building. Mr. Metcalfe reported that federal regulations require that if we have reason to suspect that we have an asbestos problem, we have to take action to verify the presence (or absence) of asbestos and to abate any hazard. **MR. WALTER MOVED AND MR. WINN SECONDED APPROVAL OF THE DISBURSEMENTS FOR AUGUST 1990 AS PRESENTED. APPROVED UNANIMOUSLY (5-0).**

E. Receivables Report.

The accounts receivable list was reviewed and discussed with no specific concerns.

C. August 1990 actuals vs. budget report.

Mr. Schaefer reported that at 66.7% through the year, revenues are at 64% of budget and expenditures are at 57% of budget.

D. End-of-year projections.

The report was presented and discussed. The gas well tax liability case has been taken under advisement by the judge and it is expected that a decision will be handed down before the end of the year. Mr. Walter asked about the budget for the FAA grant match funds. Mr. Metcalfe reported that on a cash-flow basis it is difficult to budget for grants because of the uncertainty of amounts and timing. Staff has had discussions with the budget office and the BoCC concerning the budgeting of grant matching funds. There is a plan to carry us through 1990 for the known grants on a cash basis. The Airport Commission may have need of an additional $240,000 in 1991 over what was budgeted. The timing on these projects has not been nailed down and the FAA has also not determined whether the VOR will need to be relocated, which could swing the cost of the project by over $1 million (the grant, as approved, includes the cost of moving the VOR). When the grant agreement is signed a statement is made by the County that the money is available, but FAA does not require the money be put in a reserve fund. Commissioner Weltner commented that she feels the BoCC has an obligation to provide matching funds for the FAA grants and if necessary, would do so with debt financing.
IV. COMMITTEE REPORTS:

A. Administrative Committee

The Administrative Committee did not meet during the interim, but will meet soon to discuss the Gardner water agreements and the agricultural leases at both airports.

B. Industrial Committee

The 1st Kansas Bank is in the process of developing an artists rendering of their building and site plan. Mr. Metcalfe reported the bank will present their plan to the Industrial Committee.

GTI/DDS and Stouse Sign have tentatively resolved their differences in the land dispute. There will not be a common use area. A revised site plan based on the understanding is being prepared and hopefully will be approved by all parties.

V. STAFF REPORTS:

A. Report of the Director, Aviation:

1. Status of Industrial ramp and taxiway overlay project.

The project is complete except for installation 400' of edge drains, which is scheduled for completion within the week. This project closes out the "Fairfax" grant monies and is the last active grant project at Industrial Airport for the time being.

B. Report of the Director, Emergency Services:

1. Presentation of new fire truck.

The new fire truck has been delivered and is under a 90 day inspection warranty. (The fire truck was displayed to the Commission as they arrived for the meeting.)

C. Report of the Director, Planning & Administration:

1. Status of capital projects.

Mr. Schaefer reported that all of the capital projects funded with the Nov., 1988 bond issue are complete, with the Industrial Parkway at substantial completion. Chairman Craig commended the staff on having successfully balanced the need to get the projects moving after a period of inactivity due to the change in Executive Directors with the objective of ensuring maximum value for the dollars spent.

The maintenance shop roof repair will begin Monday, Sept. 24.

Bids will be advertised on October 5 for the asbestos removal. The carpet will be installed after the tile is removed. The lobby lighting will be installed next week.


Mr. Schaefer reported that the roofs on Bldgs 39 A & B, which house the pumps for the underground water reservoirs, have deteriorated to the point that rain water is running onto the electrical gear. The roofs have been temporarily fixed but are not going to hold up during inclement weather. The County's on-call architectural firm has been contacted and will submit an estimate for the design and contract specifications for the roof repair. Staff estimates the cost of the design and contract specifications services at $4,500. This expense can be covered in the current budget, however, the funds for the actual repair work have not yet been identified.

D. Report of the Executive Director:


Staff has met with Water District #1 to discuss two options. Water District #1 is developing cost estimates for the two options and will meet with staff the middle of October to discuss the cost alternatives. Once the cost estimates are determined, Water District #1 and the City of Spring Hill should be able to present their proposals to the Airport Commission or a designated committee by early November. The City of Gardner has drafted water agreements concerning a temporary connection at 167th and Moonlight, and for giving them our water plant and rights at Gardner Lake. They have also indicated they may be interested in taking over our water distribution system. Mr. Metcalfe stated we should have a firm concept of the long-term water arrangement by the end of the year and could begin negotiations with the identified source and with the City of Gardner at that time. According to the latest Public Works schedule, we have until late summer 1991 to abandon our water line along 151st. Chairman Craig explained that in the past the Airport Commission exceeded their rights to the 100,000,000 gallons of water from Gardner Lake, and the City of Gardner assigned us some of their rights for that year. The Airport Commission conducted water needs and water source studies in 1989 in response to this need for additional water and the agreements came about as a result of this problem. Mr. Metcalfe reported there is some urgency for a solution to the water situation as the City of Gardner cannot continue to give away their water allocations due to their growth and subsequent need of additional water. The Airport Commission water plant is located on land leased from the City of Gardner, which lease expires in 2007. Chairman Craig assigned the discussion to the Administration Committee.
3. Employee picnic - September 22.

The first annual employee picnic will be held on September 22 at 4:00 p.m. near the fire station.

VI. UNFINISHED BUSINESS:

3. Consider approval of Confederate Air Force lease of Hangar 43.

There have been several versions of a lease drafted for Hangar 43, but negotiations are continuing. The primary sticking point has been the asbestos issue and how to handle it in the lease. There is also concern about indemnification of the County and the long-term viability of the local CAF group. Mr. Lind said he could not recommend the Airport Commission approve the transaction at this time as there are too many important outstanding issues yet to be resolved. Staff will meet again with the CAF to further negotiate the lease.

4. Consider approval of Grindsted Products, Inc. modification to lease for additional property.

Frank Farnsworth issued a letter to Grindsted in March, 1989 that purported to modify their lease agreement to add an acre of land. He also gave them verbal approval to construct a building on the subject land, which they have done. It was determined later that a formal document confirming the terms was desirable. Mr. Metcalfe reviewed the history of the discussions with Grindsted about the lease document and how, after several iterations, it was determined a modification to the existing lease would be satisfactory. A modification agreement was prepared which included an "impositions clause," which was not included in their original lease and was not acceptable to Grindsted. In the interim they requested to lease additional railroad track which was to be included in the modification. A survey has been ordered to reflect the latest configuration of the leasehold (a sketch of has been attached to the proposed agreement which will be replaced by the actual survey). The proposed agreement was prepared by Phil Harness. Mr. Metcalfe stated that, in his opinion, the agreement form is adequate, and he recommended approval of the form of the agreement contingent upon Grindsted's acceptance. **MR. WINN MOVED AND MR. MEYER SECONDED APPROVE THE MODIFICATION AS PROPOSED AND SUBMIT TO GRINDSTED PRODUCTS FOR THEIR REVIEW AND SIGNATURE, AND IF THERE IS A PROBLEM WITH THE IMPOSITIONS CLAUSE IT WILL BE REVIEWED AGAIN BY THE AIRPORT COMMISSION.** Mrs. Thomen requested the language in the lease rate section be clarified before the document is executed. Mr. Lind stated that the agreement form is consistent with the basic form of past documents of this nature, but he and Mr. Metcalfe concurred that the language was not as clear as it should be. The subject clause will be rewritten prior to submission to Grindsted. **APPROVED UNANIMOUSLY (5-0).**
5. Consider approval of JCAir Associates modification to lease for additional property.

Mr. Metcalfe reported the Airport Commission has previously approved in concept the construction of a new building which includes the lease of an additional 2/10 acre of ground. Mr. Metcalfe recommended approval contingent upon refinement of the lease rate when the survey is complete. The language in this modification will be clarified in the same way as the Grindsted Products modification. Mr. Lind stated that the modification is consistent with the basic form of past documents of this nature. (Mr. Winn left the meeting at 11:30 a.m.) MRS. THOMEN MOVED AND MR. WALTER SECONDED TO ENTER INTO THE MODIFICATION AGREEMENT WITH JCAIR ASSOCIATES AS PROPOSED. APPROVED UNANIMOUSLY (4-0).

6. Consider approval of Howell Mouldings, Inc. modification to lease for additional property.

Howell Mouldings, Inc. was given a letter by Frank Farnsworth in 1988 indicating that the Airport Commission intended to lease them additional land and citing the agreed-upon lease rate. Mr. Farnsworth gave Howell verbal permission to erect buildings on the additional land. Part of the land to be added was a dedicated roadway that was no longer needed or used as such, and on which Howell wanted to erect a building. Mr. Farnsworth went through the process of getting the roadway vacated by the County, but formal lease documents were never completed. The proposed lease modification agreement formalizes all of the aforementioned transactions. Mr. Metcalfe stated that the agreement form is the same as the Grindsted and JCAir modifications and recommended approval. Mr. Howell has agreed to the modification but has not signed the document. Mr. Lind stated that the modification is consistent with the basic form of past documents of this nature. It was observed that this form needed the same clarification as the others regarding lease rates. MR. WALTER MOVED AND MRS. THOMEN SECONDED APPROVAL OF THE MODIFICATION AGREEMENT WITH HOWELL MOULDINGS INC. AS PROPOSED. APPROVED UNANIMOUSLY (4-0).

7. Consider approval of the selection of a consultant to perform soil testing and analysis and to recommend remediation of the Parsonitt underground storage tank site and to authorize the Chairman to sign the agreement to be drafted by legal counsel.

Mr. Metcalfe reported that staff has gone through an expedited request for proposal (RFP) process to select a consultant to perform soil testing and analysis and to design the remediation program. Mr. Jarrett, Chief Counsel, stated in the July, 1990 Airport Commission meeting that he would recommend to the County Administrator foregoing the normal purchasing process due to the emergency nature of the problem. Staff obtained multiple proposals and a selection committee (Tom Schaefer, Mike Fredrichs, and Paul Adams of the Airport staff, and Betsy Betros of the County
Environmental Dept.) followed purchasing selection procedures and have made a recommendation. Using four criteria to evaluate the proposals, the committee selected Burns & McDonnell to perform soil testing and analysis and to design a remediation plan for the Parsonitt underground storage tank site, with a "not-to-exceed" amount of $31,000. The total fee for the entire project including supervision and inspection of the removal of the contaminated soil will not exceed $71,000. Burns & McDonnell were not the low bid but were selected because they were evaluated as the most competent firm and gave the most comprehensive proposal. Mr. Fredrichs reported that initial tests showed the contaminants included cleaning solvents and petroleum products. The fee of $31,000 for the initial phase of testing and planning is available from the 1990 budget. Mr. Metcalfe has reviewed the committee's selection process and concurs with their recommendation. Staff has been in close contact with the budget office concerning any additional costs and the subsequent budget implications. Mr. Metcalfe commented that the Department of Health and Environment has, to date, been very cooperative and supportive in this issue. They indicated that as long as we move along on a satisfactory schedule and the site is closed out by winter they will be satisfied. Mr. Fredrichs reported the State has agreed if the contamination is minimal the dirt can be spread on an abandoned runway and left to biodegrade, as opposed to the much more expensive alternative of disposing of it at a designated "hazardous materials" site. Mr. Schaefer commented another reason the committee selected Burns and McDonnell is because of the possible legal ramifications of this issue and the need for their expertise, experience and credibility. Mr. Metcalfe reported that staff has met with Parsonitt officials and, while denying any financial responsibility for the clean-up, they are cooperating with the staff and the State in trying to define and contain the potential contamination. MRS. THOMEN MOVED AND MR. MEYER SECONDED TO AUTHORIZE HIRING BURNS AND MCDONNELL TO PERFORM SOIL TESTING AND ANALYSIS AND PLAN REMEDIATION OF THE PARSONIT Underground STORAGE TANK SITE. APPROVED UNANIMOUSLY (4-0).

VII. NEW BUSINESS:

2. Consider recommending approval to the BoCC to accept a Federal Aviation Administration grant in the amount of $1,272,510 for land acquisition at Executive Airport. Total project cost $1,413,900.

All three grants to be considered today are in keeping with the Airport Master Plan at Executive Airport. The proposed land purchase covers a total of 164 acres. The first phase, covered by this grant, includes 80 acres immediately south of the existing southern boundary of the airport, about 13 acres on the southeast boundary, and about 13 acres adjacent to the existing clear zone at the north end of the airport. Phase II of the project, for which the FAA has allocated $838,000 out of Federal Fiscal 1991 funds, is
to be completed as soon as those funds are made available to us, and will complete the land acquisition as outlined in the master plan. Mr. Metcalfe stated that staff will update the Airport Commission on the negotiations. He also stated that FAA determines the price to be offered and approves the final transactions. **MR. MEYER MOVED AND MR. WALTER SECONDED TO RECOMMEND APPROVAL TO THE BOCC TO ACCEPT A FEDERAL AVIATION ADMINISTRATION GRANT IN THE AMOUNT OF $1,272,510 FOR LAND ACQUISITION AT EXECUTIVE AIRPORT. APPROVED UNANIMOUSLY (4-0).**

3. Consider recommending approval to the BoCC to accept a Federal Aviation Administration grant in the amount of $662,049 for aircraft parking ramp relocation and east entrance road rehabilitation at Executive Airport. Total project cost $761,170.

**MR. WALTER MOVED AND MR. MEYER SECONDED TO RECOMMEND APPROVAL TO THE BOCC TO ACCEPT A FEDERAL AVIATION ADMINISTRATION GRANT IN THE AMOUNT OF $662,049 FOR AIRCRAFT PARKING RAMP RELOCATION AND EAST ENTRANCE ROAD REHABILITATION AT EXECUTIVE AIRPORT. APPROVED UNANIMOUSLY (4-0).**

4. Consider recommending approval to the BoCC to accept a Federal Aviation Administration grant in the amount of $2,618,100 for the installation of an Instrument Landing System at Executive Airport. Total project cost $2,909,000.

**MR. MEYER MOVED AND MR. WALTER SECONDED TO RECOMMEND APPROVAL TO THE BOCC TO ACCEPT A FEDERAL AVIATION ADMINISTRATION GRANT IN THE AMOUNT OF $2,618,100 FOR THE INSTALLATION OF AN INSTRUMENT LANDING SYSTEM AT EXECUTIVE AIRPORT. APPROVED UNANIMOUSLY (4-0).**

It was decided that the **October meeting**, which normally would be held on Tuesday, October 9, will be **changed to Wednesday, October 17, 1990 at 9:00 a.m.**

Mr. Metcalfe reported that the Industrial Airport has received an Airport Safety Award from FAA. Mr. Metcalfe commended Mr. Fredrichs and the Maintenance and Emergency Services staff on the operation and maintenance of the airports. The appreciation was echoed by the Commission.

The meeting was adjourned at 12:00 p.m.

Phyllis Thomen, Secretary  
R. Lee Metcalfe,  
Executive Director
Airport Study Group

DRAFT REPORT NUMBER 1.

Preliminary Findings and Recommendations

September 10, 1990

I. Background

The Airport Study Group was established by the Board of County Commissioners and was asked to perform the following tasks and functions:

A. Gather available information on zoning, planning, studies, documents, and study materials, and any supporting data available with respect to the Executive Airport southeast of 151st and Pflumm Road and the Industrial Airport northwest of 175th and Interstate 35;

B. Review the accumulated materials and compile them into a single document;

C. Evaluate the compiled information to identify any apparent inconsistencies, to identify deficiencies or needs for additional information or study, and to identify potential controversies or problems; and provide supplemental data or materials which the group deems important to update, edit or complete the compilation; and

D. Prepare and submit a report containing the compilation and any comments or recommendations deemed advisable by the group related to that compilation.

The Airport Study Group recognizes that the primary reason for this study is to consider whether there may be land use compatibility issues for areas near the County airports with respect to current and planned future development.

II. Method of Study

The Airport Study Group became familiar with background information on airport land use characteristics in general, plans for the County airports, and the plans of the various communities near the airports, etc. Copies of the documents gathered and considered are included in the notebook accompanying this report. The documents gathered and considered are listed here as follows:

A. BOCC Resolution 149-89 establishing the Airport Study Group and assigning the duties for the group.


D. Kansas Statutes Annotated 3-301 through 3-307e, County Airports.
E. Kansas Statutes Annotated 3-701 through 3-713, Airport Zoning Act.

F. "Airport Master Plan, Johnson County Industrial Airport," excerpt of pages 6-6 through 6-12.

G. "Airport Master Plan, Johnson County Executive Airport," excerpt of pages 6-5 through 6-11.

H. Appendix 4, Example Compatible Land Use Planning and Implementation Schemes, from FAA document AC 150-5050-6, 12/30/77, pp. 1-27.


L. Map of "Community Development Plan, City of Gardner, Kansas, April 1987."

M. Map of "Future Development Plan, Master Plan, City of Overland Park, Kansas, August 1989."

N. Map of "Future Land Use Plan, City of Olathe, 1988."

The Airport Study Group has met on March 14th and 28th; April 18th; May 2nd and 23rd; July 9th, 16th and 30th, and September 6, 1990. Copies of the notes summarizing those meetings are to be included in the notebook of background information accompanying this report.

At the March 28th meeting, Mr. Metcalfe provided the study group with an overview of the typical aircraft operations patterns at the airports. His presentation described the approach/departure corridors and patterns, existing and expected aircraft operations characteristics at the airports, and the aircraft navigational systems and how they affect aircraft flight patterns near the airports. For example, the Instrument Landing System (ILS) includes a radio beacon station approximately five miles from the end of the runways, and planes on ILS approaches fly over those beacons at the approach glide-path elevation. His presentation also noted that the visual approach pattern extends farther from the runway ends when aircraft traffic volumes are high.
III. General Observation

The airports are significant capital facilities and reflect significant public investments. They serve the community as a whole and have potential for even greater value to the community in the future. The value of the public good provided by the airports must be carefully weighed and considered with respect to the private interests in land near the airports.

IV. Types of Airport Influences on Communities

The primary influence from airport operations are noise from aircraft overflights and occasional ground testing of aircraft engines. A secondary factor of airport operations is the possibility of aircraft accidents near the airports, especially along the approach corridors to the runways.

Airports also imposes other land use influences on the community. For example, roads usually are not extended through airports, and airports often become nodes for location of certain businesses and land uses.

V. Local Experiences

There have been some complaints about the airports. Most of the complaints relate to aircraft noise from landings or take-offs, but there have been some instances of noise complaints from ground testing of aircraft engines. There have been some aircraft accidents near or at the airports, and, fortunately, none have occurred at developed sites.

A. Executive Airport

Executive Airport operations have caused nearby residents to complain about the noise and disruptions caused by aircraft operations. Review of the projected Ldn (weighted day-night average) noise contours at Executive Airport shows that the noise contour usually considered an important indicator of potential negative impacts on residential uses, the 65 Ldn contour, would usually be entirely upon the airport property.

Past proposals to modify the airport by runway extensions or changes to airport facilities in any manner which might enable use by larger or more aircraft have been met with strong statements of concern about negative impacts on nearby neighborhoods. This has lead to a general understanding that, while the airport may continue to operate, changes which might contribute to major increases in the airport operations would not be acceptable.

In response to the concerns about aircraft operations, the flight pattern has been reversed from the usual pattern with the downwind leg east of the airport to a pattern with the downwind leg west of the airport. This modified flight pattern is unlike the pattern found at most airports, and may cause some confusion for pilots.
not familiar with this reversed pattern, especially when the airport control tower is closed. This flight pattern change reflects the fact that there are now relatively more houses in the area east of the airport. If the area to the west of the airport were also developed with houses, the reversed flight pattern would not provide additional space between aircraft flight paths and houses. It is not clear that the development of houses to the west of the airport would cause the pattern to be returned to the east side of the airport since it might be possible to "preserve" the pattern on the west side of the airport if land use compatibility issues were addressed by measures such as avigational easements, deed restrictions, or conditions placed on the zoning of the property or special requirements for the subdivision plat.

B. Industrial Airport

There have been relatively fewer complaints about aircraft operations at the Industrial Airport especially since use of the southwest-northeast runway has been modified by shortening the usable runway length. Before that operation change was made, aircraft often flew directly over downtown Gardner at relatively low altitudes while the aircraft were in a high-power operation mode during landings or take-offs.

This airport was a Naval Air Station before being acquired by the County, and military aircraft and aircraft operational characteristics tend to result in more noise impacts. Community residents familiar with the somewhat greater noise characteristics of military aircraft operations may be less sensitive to those effects, and may have seen the County as both a new and more responsive participant in the management of the airport operational characteristics. It appears that the shorter southwest-northeast runway has helped reduce the number of complaints about aircraft operations at this airport.

The number of reported complaints from residents of the mobile home park to the south of the main north-south runway have been relatively few.

Recent rezoning and development proposals in the vicinity of this airport have raised concerns about continued compatibility between the airport and the neighborhood. For example, the rezoning of a residentially developed area near 167th and Clare Road from an industrial zoning district to a residential district resulted in the landowners being notified of the fact that there is a nearby operational airport which is expected to continue to operate at perhaps higher levels in the future. Also, as an example, a recent proposal for a residential and golf course development between 151st Street and 143rd Street, east of the alignment of Cedar Niles Road raised concerns because the site is near the extended centerline (approach/departure corridor) of the existing main, north-south runway and would be below the extended centerline of the proposed new secondary, north-south runway.
C. Summary

There have been complaints about the airports in the past, and further complaints should be expected in the future.

VI. Plans for Johnson County Airports

An on-site industrial park development plan is pending for the Industrial Airport. Also, the Airport Master Plan for airport operations and facilities proposes that a new, north-south runway be built to the east of the existing north-south, main runway.

Plans for Executive Airport project mostly airport operations related development, and do not project a business park development. The Airport Master Plan for operations and facilities call for improvements to the aircraft navigational systems to provide better quality service to aircraft. As mentioned above, an underlying premise for any changes at the Executive Airport is that major expansion of the airport operations would not be acceptable.

VII. Current Land Use Plans for Areas Near the Airports

Review of the land use plans for the cities of Olathe, Gardner and Overland Park and the County generally shows compatible future uses with respect to the County airports, but there are aspects of concern. The primary concerns regard the relative proximity and proposed densities for future residential development since residential uses tend to be some of the most sensitive uses near airports.

Further study should consider and provide guidance for land uses along the aircraft approach/departure corridors along the extended centerlines of the runways. To a somewhat different extent, further study should consider and provide guidance to future land uses along the roads serving the airports and along airport boundaries parallel to the runways.

Airport influence areas need to be defined with regard to these study and planning areas. The statutory 1-mile airport zoning distance may not represent the most appropriate determinant for the boundary of the airport influence area. For example, the 1-mile distance appears to extend too far from the airport boundaries which are parallel to the runways, but probably does not extend far enough along the extended centerlines of the runways. Preliminary concepts for the airport influence areas are shown on the maps prepared to accompany this draft report and preliminary statement of findings and recommendations.

VIII. Land Uses Which Generally May Be Appropriate for Airport Areas

Generally, certain land uses are seen as less sensitive to airport uses nearby. For example,

- agricultural uses (perhaps other than certain types of animal husbandry),
- industrial uses such as warehousing or light manufacturing if the industries would not emit smoke, moisture which could contribute to fogging conditions, electromagnetic impulses which could affect aircraft communication or navigational devices, etc.

- open space, parks and public recreational uses not involving the assembly of large crowds or lighting which could be confused with the aircraft runway lights.

IX. Land Uses Which Generally Should be Considered to be Sensitive to Airports

Generally, certain land uses are seen as either very sensitive to airport uses nearby or potentially could be inadvisable in areas where the risk for aircraft accidents might be higher (along the aircraft approach corridors.)

- Places where large numbers of people might assemble such as a stadium, arena, auditorium, etc.

- Hospitals
- Schools
- Churches
- Residential uses - especially quarters for large groups of people

X. Height and Hazard Zoning

Height and hazard regulations consistent with Federal Aviation Regulations (F.A.R. Part 150) are needed to protect the airport interests, as enabled by Kansas current statutes. It appears that there could be advantages to having such regulations administered by a single entity such as the County, but it may not be possible to effect singular control of airport height and hazard regulations within multiple jurisdictions.

XI. Current Statute - Implementation Options for Consideration

A. The County could directly exercise its statutory authority within the airport planning and zoning areas.

B. The County might share the authority for planning and zoning in the airport areas.

1. Joint-planning, review and administration processes might be established and implemented. The County might retain and exercise formal overview and ratification authority.
2. Inter-local agreements might be appropriate for formal designation of the public hearing bodies for development decisions and for hearing and administration procedures. For example, each city might conduct the public hearings and submit recommendations to the Board of County Commissioners.

3. Formal notices could be provided to potentially interested jurisdictions during review of development proposals and plans.

C. While the statute calls for the Airport Commission to also serve as the Airport Zoning Commission, it might be best to separate these responsibilities. The Airport Commission probably should not be a planning and development proposal hearing body for zoning cases except, perhaps, for zoning and development proposals on the airport properties.

XII. Findings

A. Interest Areas

The areas of interest for airport vicinity land use compatibility considerations do not necessarily coincide with a set 1-mile distance around the airports. In general, a less than 1-mile distance could be appropriate in areas not adjacent to normal aircraft flight paths. A greater than 1-mile interest area distance should be considered along normal aircraft flight paths, especially on the extended runway centerlines, and where there are major ground transportation entrances to the airports.

B. Varied Perspectives on the Issues

The land use compatibility issues are observed from somewhat varied perspectives by the airports, the cities, and the owners of nearby land. The observed perspectives are generally depicted as Areas of Airport Interest on maps prepared during this study. The identified areas of interest reflect the variety in the observed perspectives, but since there is not a perfect match and since there are multiple vantage points, multiple or varied policies and procedures may be needed.

C. Varied Degrees of Interest

The airports, the cities, and the owners of nearby land exhibit multiple degrees of interest in airport vicinity land use compatibility considerations. There is not a consensus about the relative importance of the various compatibility considerations. This further supports a need for multiple or varied policies and procedures.
D. Existing Compatibility Problems

The existing patterns and types of development pose significant problems of airport area land use compatibility, especially with respect to Executive Airport where compatibility issues have caused aircraft operation patterns to be altered and which have imposed constraints on future plans for that airport. While the extent of compatibility problems at Industrial Airport are comparatively fewer, there are instances of compatibility problems for that airport. For example, use of the existing northeast-southwest runway has been significantly curtailed in response to land use compatibility considerations, and some proposed or anticipated developments could impose significant concerns for airport compatibility considerations in the near future. It would be unwise to expect that future conditions would be optimal or even marginally acceptable without appropriate planning and administration of airport area development.

E. Airports as Community Assets

The airports are significant assets to the community at-large, providing resources in terms of both aviation transport and economic development, and they can remain so and become even greater assets in the future with proper planning and administration of airport area development. It appears that there has not always been agreement about the importance of these assets. Steps should be taken to assure that all parties interested in airport vicinity land use considerations realize and recognize the importance of the assets provided by these airports. Unless elected governing bodies of city and county agencies come to agreement on these values, the airports will continue to encounter barriers to coordinated development.

F. Timely Development Review Procedures Needed

Timely processing of applications for proposed developments can be important for successful development near and at the airports. Multiple review and approval steps can impose troublesome and unfortunate delays. Time limits for joint-reviews must be agreed upon by the participating agencies.

G. Multiple, Interrelated Planning Factors

Certain proposed or existing land use features represent major influences for the airports and airport vicinity land uses both now and in the future. These include the proposed by-pass highway, quarries, transportation routes, lakes, drainage basin boundaries, existing development types and patterns, planned future uses and existing zoning, the availability of utilities, etc. Plans, policies and procedures for the airport areas need to reflect these characteristics.
H. Coordinated Planning and Implementation

Master Plans addressing airport operations and facilities have recently been updated for both airports. A plan for development at the Johnson County Industrial Airport is to be prepared soon. All nearby cities and the county have adopted plans for the future development of land near the airports. While these various plans generally appear to support development and land use situations which would tend to be compatible, additional measures beyond individual jurisdiction implementation of the plans are advisable to assure the greatest possible level of future compatibility.

XIII. Recommendations

A. Interest Area Boundaries

The areas of interest around the airports need to be varied with respect to the patterns of aircraft operations near the airports. The draft map outlining various areas of airport vicinity interest prepared with this study should be adopted.

B. Procedures for Joint Review and Notification

The airport area plans, policies and procedures should address the multiple perspectives, multiple degrees of interest and the multiple areas of interest identified by this study. Three conditions should be recognized: a.) joint-review, b.) individual jurisdiction reviews, and c.) notices to invite comments. The following techniques are recommended for consideration and implementation:

1. Joint Areas - Establish joint-review procedures for areas where future development and uses of interest to multiple agencies would be reviewed by each agency.

2. Single Areas - Establish individual review procedures for areas where future development and uses would be primarily of interest to just one agency.

3. Combination Areas - Since there may be some areas which would partially fit each situation described in items A and B above, establish specific guidelines or criteria to be used to determine which types of uses or developments would be subject to joint-reviews and which types would be subject to review by only one agency.

Such guidelines or criteria might define the multiple or singular review requirements in terms of minimum design standards, common design themes, lists of various types of land developments and uses for each type of review, or development size or intensity related factors. These guidelines or standards should be used to determine the types of developments or uses which need to "trigger" additional or different reviews and those which would not.
Such guidelines or criteria also might be based on expected airport use characteristics. For example:

a. Requirements that certain uses not be located in areas subject to certain specified noise impact levels.

b. Requirements that certain uses not be located within specified distances from the ends of the runways or within specified distances of the extended centerlines of the runways.

4. Notices and Easements - Establish procedures for notifying existing and potential landowners that there is an active airport nearby which may affect their property. Consider whether some situations would warrant the acquisition of aviation easements.

C. Periodic Updates to Plans and Regulations

The plans and regulations of the jurisdictions near the airports should be reviewed regularly and amended as may be warranted to assure that the plans for airport area development are appropriate and support compatible development. The plans and regulations for areas near the airports should be subjected to a review and endorsement by either a central agency or joint agencies concerned about and responsible for airport vicinity land use compatibility considerations.

D. Support Community Value of Airports

The plans, policies and procedures should recognize the importance of the airports as assets to the community and should help effectuate continuation and enhancement of these assets in the future.

E. Minimize Overlapping Reviews

The procedures and policies should avoid any unnecessary multiple review and approval steps which can impose troublesome and unfortunate delays. Reviews by multiple agencies should be required only as may be necessary and single-agency reviews should be enabled as best as practicable.

F. Integrate Aviation and Development Plans

The plans for the airport areas should reflect the airport master plans, any plans for development of the airports, and the plans for areas around the airports.

G. Integrate Implementation of the Plans

Techniques such as recommended by this study should be used by the jurisdictions implementing the plans.
XIV. Proposed Concepts for Phase II Airport Area Planning

Further study should consider and develop the following concepts for a joint-review approach to airport area planning and regulation:

1. Instead of full, direct County control as enabled by current statutes, establish procedures for the County to guide and "ratify" appropriate plans and regulations to be developed and adopted by both the County and by the other jurisdictions.

2. Establish procedures for other interested jurisdictions to operate under County ratified plans and regulations and be enabled to:
   a. take unilateral action after notifying the County of the proposed action in certain situations, and
   b. take action jointly with the County in certain situations.

3. Establish procedures for the County to operate under the jointly-prepared plans and regulations which would allow the County to:
   a. take unilateral action after notifying the other jurisdictions of the proposed actions in certain situations.
   b. take action jointly with other interested jurisdictions in certain situations.

XV. Proposed Objectives for Phase II Airport Area Planning

A. Planning Objectives

1. Identify general areas of particular interest for application of the special airport area planning and administration methods including areas for joint-review, areas for monitored "unilateral" review, and areas for unilateral review of land use proposals under the guidance of the joint-jurisdiction plans and regulations.

2. Identify and propose appropriate land uses for the airport areas.

B. Procedural Objectives

1. Propose a joint-jurisdiction process for preparation and adoption of airport area land use plans and zoning regulations.

2. Propose a joint-jurisdiction procedure for implementation and administration of the airport area plans and regulations.
Appendix: Possible Methods to Control Airport Compatibility Considerations

Several alternative methods could be implemented to address airport compatibility matters.

1. Land Use Planning for Compatibility - Study and determine the characteristics of the airport influences on nearby areas. Determine uses which would be compatible with those influences and establish future use plans for compatible development patterns and characteristics.

2. Land Banking with Restrictive Covenants (Deed Restrictions) - Acquire land in potentially sensitive areas and hold the land until development is timely and appropriate. Address land use compatibility matters by deed restrictions limiting the land to compatible uses or which would be compatible. This technique obviously would require a significant commitment of funds and administration. It might result in land value write-downs to reflect compensation for incompatible impacts, but overall land value increases might help offset some of the value write-down amounts.

3. Development Easements or Avigational Easements - Acquire less than a fee simple interest in properties where land use compatibility factors are of greatest concerns. The easements may either require use of the land in a certain manner, for example, as open space or for agricultural uses, or the easements may prohibit certain uses, such as those most sensitive to the airport influences. Again, significant funding and administration commitments would be needed.

4. Transfer of Development Rights - Somewhat similar to the above techniques, Transfer of Development Rights strives to accomplish the same results by establishing a private market for development rights to be bought and sold between private landowners. This technique, for example, could be used to cause development rights in sensitive areas near the airports to be sold to allow more intense development than would otherwise be allowed on sites in "transfer district(s)" away from the airports. Some intervention by local governments would be needed to create and help maintain market demand and supply. With the multiple local government jurisdictions in the Johnson County market, this technique might be difficult to establish and administer.

5. Land Acquisition - As in Land Banking, title to the land would be obtained, but ownership of the land would be held by the airport authority. This technique also would require significant commitment of funds and administration.

6. Zoning

Conventional Zoning - Permitted uses are specified for each zoning district, and development consistent with the permitted uses in each zoning district is allowed without formal plan review requirements.
Conditional Zoning - The landowner requesting zoning agrees that certain conditions may be placed on property as part of the zoning approval. The agreement is unilateral since the local government does not agree that it will not rezone the property in the future. Conditions which might be appropriate for airport area sites might include, for example, conditions that

Planned Zoning - Adds a site development plan review to the elements of conventional zoning. Uses permitted in the zoning district may be developed only after review and approval of a specific plan for the development of the site. Planned zoning is generally seen as an outgrowth of the Planned Unit Development technique which combines elements of conventional zoning with some elements of the subdivision process usually for large-scale developments which are to be developed as an integrated, perhaps mixed-use project. Within certain parameters, the permitted development is "negotiated" between the landowner and the local government.

Some of these techniques might need to be coupled with measures to compensate for increments of land use incompatibilities which might be beyond the realm of regulation under the local government's police powers. For example, the concept of compensable regulations would combine regulations under the local government's police powers with compensation for any increment of "taking" which would result from regulations which destroy a property or significantly reduce its value.
TAB

A I. APPROVAL OF MINUTES of September 19, 1990 meeting.

II. REPORT OF THE CHAIRMAN:

B III. REPORT OF THE TREASURER:
A. Disbursements for September 1990.
B. Receivables report.
C. 1990 actuals vs. budget report.
D. End-of-year projections.

C IV. COMMITTEE REPORTS:
A. Administrative Committee:
   1. Agricultural leases.
   2. Water agreements with Gardner.
   3. Postal contract modification.

B. Industrial Committee:
   1. GTI/DDS - Stouse Sign land lease proposals.
   2. Kansas City Aviation Center hangar lease.
   3. Change order for maintenance shop roof repair.
   4. Standard lease format.

D V. STAFF REPORTS:
A. Report of the Director, Aviation:
   1. Executive Airport grant updates:
      a. Phase I Land purchase.
      b. Ramp and tiedown relocation.
      c. ILS installation.

B. Report of the Director, Emergency Services:
   1. Status of EMS contracts.

C. Report of the Director, Planning & Administration:
   1. Status of capital projects.
D. Report of the Executive Director:
   1. Board of Tax Appeals Hearings.

VI. UNFINISHED BUSINESS:
   A. Discuss proposed land leases for GTI and Stouse Sign.

VII. NEW BUSINESS:
   A. Consider approval of a modification to the Kansas City Aviation Center lease to add a renewal of the King Hangar lease at Executive Airport.
   B. Discussion of Economic Impact Study.

VIII. ADJOURNMENT
JOHNSON COUNTY AIRPORT COMMISSION

MINUTES - OCTOBER 17, 1990 - 9:00 a.m. - INDUSTRIAL AIRPORT

Airport Commission: Present
Craig Winn Meyer
Thomen Walter Viets Nohe

Staff:
Metcalf Schaefer Smyth
Fredrichs Adams Lind
Stramberg Williams Pearson

Others:
Commissioner Weltner, BoCC
Jan Durrett, League of Women Voters
Jay Frankenbeg, GTI/DDS
Bary Marquardt, Stouse Sign
Will Lewis, Stouse Sign

The meeting was called to order at 9:05 A.M. by Chairman Craig.

Chairman Craig introduced Marty Nohe, newly appointed member of the Airport Commission.

I. APPROVAL OF MINUTES:


II. REPORT OF THE CHAIRMAN:

Chairman Craig announced a work session will be held on November 1, 1990 at 10:15 a.m. with the BoCC to discuss the economic impact study as completed by CERI.

III. REPORT OF THE TREASURER:

A. Disbursements for September 1990.

Mr. Meyer discussed separately tracking the matching fund monies for the FAA grant funds. Mr. Schaefer will identify the disbursements relating to grant projects on future reports. The finance department is now splitting the expenses on grant related projects at the time of payment so the amounts due to be reimbursed can be tracked adequately. The payments listed on the disbursement report are subject to 90% reimbursement by FAA. MRS. THOMEN MOVED AND MR. WALTER SECONDED TO APPROVE THE DISBURSEMENTS FOR SEPTEMBER AS PRESENTED. APPROVED UNANIMOUSLY (6-0).

B. Receivables Report.

The accounts receivable list was reviewed. Mr. Fredrichs reported that Aviation Management was sent a letter to vacate the t-hangar because of a delinquent account. Collection of Tom Colgan's account will be handled by the legal department. Mr. Metcalfe
reported that staff will pursue the collection on Bill Mill's farm lease.

C. September 1990 actuals vs. budget report.

Mr. Meyer reported that at 75% through the year, revenues are at 73% of budget and expenditures are at 65% of budget.

D. End-of-year projections.

The report was presented and discussed. Chairman Craig commented that with the expenditure of contingency items the budget balance will be zero at the end of 1990. Mr. Schaefer reported that the cleanup of the Parsonitt underground storage tank site may exhaust the 1990 budget authority and the budget may need to be republished. Mr. Metcalfe responded to a question by Mr. Nohe that the actuals vs. budget reports show accrued payables. The liability for property taxes, to be decided by BOTA are not shown as an accrued payable or as a contingency item.

Mr. Metcalfe reported that the BOTA property tax hearing was held on Monday, October 15. The key issue yet to be resolved is whether there is a legal basis for back taxes to be assessed. The Airport Commission position is that back taxes should not be an issue because the decision on the exemptions was made by a previous appraiser and neither the current appraiser nor the BOTA has the authority to substitute their judgment for the previous appraiser's at this point in time. If BOTA decides the back taxes are an issue, additional hearings will be necessary. A decision on the back tax issue is expected within 60 days.

IV. COMMITTEE REPORTS:

B. Industrial Committee

1. GTI/DDS - Stouse Sign land lease proposals.

Mr. Viets referred to the red line on Exhibit "A" on the wall as the line drawn by the Industrial Committee as the property line between GTI and Stouse. Mr. Viets stated that he was not convinced that either party had a defendable position on their internal plant plans as it would affect the site. Mr. Viets reported that the committee decided it may be necessary to set aside land for a detention pond on the west side of the property along the Parkway. The committee agreed that the cost of the relocation of the storm drain to a culvert should be shared; both parties would share in the cost and the Airport Commission would participate in the cost of the proposed detention pond. Mr. Viets recited the motion from the Industrial Committee minutes: THE LINE AS DRAWN ON EXHIBIT "A" BE THE LINE BETWEEN THE LOTS LEASED BY GTI AND STOUSE SIGN; THAT MR. METCALFE BE DIRECTED TO HAVE A SURVEYOR STAKE THE LINE TAKING INTO ACCOUNT THE MOST ACCURATE INFORMATION ON THE CENTER OF THE
DITCH AS IT EXISTS; THAT THE INDUSTRIAL COMMITTEE RECOMMEND THAT
THE AIRPORT COMMISSION NEGOTIATE WITH GTI SOME INVOLVEMENT ON THE
PART OF THE AIRPORT COMMISSION ON THE RELOCATION OF THE WATER AND
GAS LINES BECAUSE OF THE REVISION OF THEIR PLANNED EXPANSION; THAT
GTI’S AND STOUSE’S LOTS BE PLATTED, OR THAT CERTIFICATES OF SURVEY
BE ATTACHED TO THEIR RESPECTIVE LEASES; AND THAT ALL LAND BETWEEN
THE EXISTING LEASEHOLDS EXCEPT AN AREA TO BE RESERVED FOR A
DETENTION BASIN BE INCLUDED IN EITHER GTI’S OR STOUSE’S NEW LEASES
PER THE RECOMMENDED BOUNDARY LINE. Mr. Viets recognized the
enormous amount of time that the staff has dedicated to this issue.
Mr. Metcalfe stated that the line as drawn by the committee is
essentially the same lease line as approved for GTI in the bond
documents. Mr. Metcalfe pointed out on Exhibit "A" the location of
the underground storm drain. On the south side of the building the
pipe will be on GTI's side of the property line extending to the
point where the property line jogs to the south (along diagonal
line) and will dump into the existing open ditch. Mr. Metcalfe
sees no need for GTI to continue the pipe along the diagonal line,
and that has been the understanding with GTI up to this point. If
Stouse wants to put in a driveway at some point in the future, it
may be necessary to install a culvert at that time. Stouse Sign
officials had no additional information or comments. They did
indicate that the line as drawn is acceptable. Jay Frankenberg
stated the line as drawn is acceptable but wants the Airport
Commission to give GTI financial consideration for the relocation
of the gas and water lines. Mr. Lind stated he had no problem with
going forward based on the information he has received concerning
the issue. Mr. Metcalfe reported that the gas line would be
relocated by United Cities Gas and airport staff could relocate the
water line. Mr. Metcalfe estimated the cost of relocation the gas
line to be $6,000 - $9,000 and the only actual cost for the
relocation of the water line would be for the water pipe in the
amount of $2,500. Mr. Winn commented that the rationale for his
suggestion of cost-sharing was that the lots are not platted and
the inconvenience it has caused GTI in determining their building
plans. Mr. Viets suggested the Airport Commission pay for the
water line and that GTI move the gas line. Mr. Frankenberg stated
that the proposal was unfair and that the cost should be shared
because GTI did not get the opportunity to build their original
building which would not have required the relocation of utilities.
MR. VIETS MOVED AND MR. MEYER SECONDED THE APPROVAL OF THE
RECOMMENDATION OF THE INDUSTRIAL COMMITTEE AND THAT THE AIRPORT
COMMISSION INCUR THE TOTAL COST OF RELOCATION OF THE WATER LINE;
AND TO INCUR 1/2 OF THE COST OF THE RELOCATION OF THE GAS LINE OR
$4,000, WHICHEVER IS LESS. APPROVED UNANIMOUSLY (6-0).

IV. COMMITTEE REPORTS:

Chairman Craig appointed Marty Nohe to the Administrative
Committee.
A. Administrative Committee

1. Agricultural leases.

Mrs. Thomen reported that the committee discussed the current terms and rates of the agricultural leases. Mr. Schaefer reported that staff reviewed the process of awarding the leases, the rates and terms. Clay Pearson, management intern, researched the market for hay and cropland leases and recommended changes. With the projected land purchased at both airports there will be additional land to be leased for hay or cropland. The Administrative Committee recommended to offer the leases with the same terms and rates for 1991 while further research into rates, terms and renewal cycles is accomplished. Mr. Walter stated that the taxability of the land could affect the rental rates. The rates would have to be high enough to pay the taxes. Mr. Pearson discovered after research of the market rates that our current rates are below average and staff sees a potential to increase revenues. The committee also recommended the current tenants be informed of the changes to be considered. Mr. Winn suggested a shorter term lease with the current tenants for 1991 which would end at the end of the harvest cycle and then to negotiate a lease beginning at that time. The Airport Commission directed staff to contact the current tenants to renew the leases with the term to extend to the end of the crop year and to inform them that changes will be considered for the 1991-92.

2. Water agreements with Gardner.

Mr. Nohe disclosed that his firm, Investment Bankers of Kansas City, is under contract with the City of Gardner as a financial advisor on debt issues. Chairman Craig stated, with Mr. Lind's concurrence, that Mr. Nohe should not participate in any discussion nor vote on any issues affecting the financial condition or operations of Gardner.

Mrs. Thomen reported the committee reviewed the agreements and discussed the long-term water source project. Mr. Metcalfe reported that in early to mid-November staff will have A. C. Kirkwood verify the details of the proposals from Water District #1 and the City of Spring Hill. Mr. Metcalfe suggested that after A. C. Kirkwood's review is complete a presentation be made to the Airport Commission. Mr. Metcalfe stated that it may be possible to begin discussions with Gardner by December 1. It is estimated that we will exceed our 100,000,000 gallon allotment from Gardner Lake by 10,000,000 in 1990. The water plant ground lease will expire in 2007, and the plant currently needs substantial repairs to remain operational up to that point. Mr. Meyer stated that the Airport Commission should consider Gardner's proposal to takeover our water system. Mr. Metcalfe reported that the City of Gardner has allowed us 10,000,000 gallons of their allotment to cover our overage for 1990. The Administrative Committee will continue to address the
water issue. Mr. Metcalfe reported that half of our water connections (72) are currently unmetered and most of those are county owned buildings. The high water use tenants are all metered. Mr. Metcalfe felt that with mild conservative measures and installing some meters our water usage could be reduced by at least 10,000,000 gallons. The cost of installing water meters has been estimated at $50 - 60,000. It was reported that approximately 30% of water going through the treatment plant is unaccounted for. Mr. Metcalfe reported that a large portion of the 30% is lost to water leaks. Chairman Craig stated that the engineer who conducted the water needs study reported that with our old water pipe there is probably some permanent leakage. Mr. Schaefer reported that a structural analysis of the water system was briefly discussed in the 1976 development plan but no major improvements in the system have been made in fifteen years. Staff has discussed the improvements necessary during the budget process the last two years.

3. Postal contract modification.

Mrs. Thomen reported that staff informed the Administrative Committee of its request for an increase in the contract for the operation of the branch post office. Mr. Metcalfe stated that if the request was not granted the $4,000 annual operating loss could be rationalized as a service to tenants. Post Office officials determined in an inspection last year that they could not operate the post office at the same service levels with the same efficiency for the same dollar amount as the Airport Commission.

B. Industrial Committee

1. Kansas City Aviation Center hangar lease.

Mr. Viets reported the Industrial Committee discussed the expired agreement with KCAC for the "King" hangar at Executive Airport. He stated that although the lease had expired, rent was still being collected. KCAC has requested renewal of the lease as per the terms of a 1980 letter from Joe Dennis stating that the Airport Commission intended to extend the same terms and rates for this lease as applies to the KCAC bonded building. Mr. Viets reported that the committee had reservations about extending this agreement, particularly with the $.04 per sq. ft. rate, but that it was consensus that we were probably bound by Mr. Dennis' letter. It had been suggested a "prototype" lease document be created and used for this situation. Mr. Viets stated that in the interest of time it was decided not to use that document, which is yet to be created, for this situation. Mr. Lind and Mr. Winn felt at the committee meeting, that the Airport may be obligated to abide by the informal arrangement in the 1980 letter. Mr. Metcalfe reported that under current leases airside property rates at Executive are at $.03 or $.04 sq. ft. until 1999. Based on cursory research staff estimated $.08 sq. ft. is probably a good market rate. Mr.
Metcalfe feels that based upon Mr. Lind's and KCAC's attorney's opinion, the $.04 sq. ft. is not negotiable because of the 1980 letter. Mr. Winn stated that at some point the former executive director's decision should be challenged as to the authority he had to make certain decisions for the Airport Commission. The "King" hangar revenue per year is $6,400. The "Erhart" hangar is owned by the Airport Commission and rented to KCAC for $.03 sq. ft. (Clarification: the $.03 sq. ft. is for the land that goes with the Erhart hangar, not the hangar itself). **MR. NOHE MOVED THAT THE AIRPORT COMMISSION DIRECT COUNSEL TO FULLY INVESTIGATE THE COMMISSION MEETING MINUTES AND THE LEGAL BASIS OF THESE TYPES OF ARRANGEMENTS, AND GIVE ADVICE ON WHETHER MR. DENNIS' 1980 LETTER IS BINDING ON THE COMMISSION (DIED FOR LACK OF A SECOND)**. Mr. Winn pointed out that the proposed lease has a "favored nation" clause which states that we cannot charge them any more than the lowest rate that is currently being charged for a ground lease. Mr. Lind stated that his conversations with the KCAC attorney revealed that KCAC is anxious to proceed with the finalizing of the lease because they have incurred some cost in the refinancing of the mortgage of this hangar and that it must be resolved within 30 days. Mr. Metcalfe stated that, while staff has advocated developing a new standard lease document and getting to market rental rates as important objectives, this may not be the best opportunity to fight those battles due to the issue of the former executive director's authority to bind the Commission and the potential for KCAC to incur damages due to our delaying the approval of a lease renewal. Mr. Lind reported that KCAC has indicated that there are three things they want from the prior bond lease, the $.04 sq. ft. rate, the escalator clause tied to the CPI, and two ten year options. KCAC has three leases with the Airport Commission, the expired 1969 for the "King" hangar, the 1979 lease for the main facility for which bonds were issued, and the rental agreement on the "Erhart" hangar. Chairman Craig suggested negotiating the terms of the "King" hangar lease. Mr. Metcalfe read the 1980 letter from Joe Dennis to Robert Dunn, Vice President of King Radio Corporation (see attached). Joe Dennis states that the same terms will be extended for the "King" Hangar as if revenue bonds would have been used to finance the purchase. It refers to the original concept of using revenue bonds to acquire the "King" hangar. For reasons unknown, bonds were not issued and the acquisition was financed by King Radio for K. C. Piper Sales (predecessor business to KCAC). That is the agreement for which the refinancing is being sought. Mr. Lind stated that KCAC will probably refer to the letter and contend that Joe Dennis had apparent authority to negotiate those terms. Mr. Metcalfe reported in response to Mr. Nohe's question that the Airport Commission has the right under the bond lease to review the financial position of KCAC. Mr. Nohe commented that the $6,400 increase in annual rent if the rate was increased to $.08 is probably a small amount compared to KCAC's cash flow, and that may have a bearing on whether KCAC would feel it was worth the battle. Mr. Meyer was concerned over the "favored nation" clause in the proposed lease and how it would affect the other leases at
Executive Airport. MR. VIETS MOVED AND MR. WINN SECONDED TO AUTHORIZE STAFF TO NEGOTIATE A LEASE WITH THE FOLLOWING KEY TERMS WITH KANSAS CITY AVIATION CENTER: COINCIDENT TERMS TO MATCH WITH THE OTHER OUTSTANDING ARRANGEMENTS; THAT THE CPI BE USED AS THE BASIS OF THE ESCALATOR; AND TO AGREE TO THE TERMS OF THE $.04 PER SQ. FT. Mr. Nohe stated he would vote against the motion because this action would compound the problem, and lock in the below market lease rate for 29 years. He feels it would send the wrong signal from the administration and the Airport Commission as to current and future negotiations. Mrs. Thomen agrees with Mr. Nohe but feels that the staff recommendation should be supported. Mr. Meyer asked if there was a way to satisfy the immediate financing needs. MR. WINN MOVED TO AMEND THE MOTION AND MR. VIETS SECONDED TO OFFER KCAC A NINE YEAR LEASE AT $.04 WHICH WOULD DELETE THE RENEWAL OPTIONS. Mr. Metcalfe reported that KCAC wants all the lease agreements to be co-terminus. Mr. Winn suggested communicating to KCAC that the Airport Commission is very unhappy with the situation and reluctantly agreed with the terms of the lease offered and if KCAC does not accept the proposed terms the Airport Commission will probably be forced to change the rate to $.08 sq. ft. Mr. Nohe stated he is still against the motions offered and supports his previous motion allowing Messrs. Lind and Metcalfe flexibility to negotiate but not to specify the terms and indicate the sentiment of the Airport Commission is not in support of the $.04 sq. ft. and the terms. Mr. Lind reported that the BoCC could probably overrule the authority of the former Executive Director, but the decision should be tied to the apparent authority of the Executive Director. Mr. Metcalfe stated that KCAC has indicated their absolute deadline would be another 30 days. Mr. Metcalfe stated that under the direction of the Airport Commission, the he and Mr. Lind would contact KCAC officials and report that the Airport Commission is not inclined to extend the terms and that a new agreement will be negotiated. Mr. Winn agreed with Mr. Nohe that the terms in the motion tie our hands in negotiating terms. THE VOTE ON THE AMENDMENT TO THE MAIN MOTION FAILED (1-5). THE VOTE ON THE MAIN MOTION FAILED (0-6). Chairman Craig instructed legal counsel and the Executive Director to conduct additional research and continue dialogue with KCAC and be prepared to act on an agreement at the November Airport Commission meeting. Mr. Viets suggested also directing staff to list the key issues of a "prototype" lease in drafting this agreement. Chairman Craig stated for the record that he is personally disappointed in KCAC and the manner in which they have approached this lease.

2. Change orders for maintenance shop roof repair.

MR. MEYER MOVED AND MR. WALTER SECONDED TO APPROVE THE RECOMMENDATION TO PROCEED WITH REPAIR OF ROOF LEVELS 3 AND 4 AND TO ADD ADDITIONAL WOOD DECKING REPLACEMENT NOT TO EXCEED 2,000 SQ. FT AND TO AUTHORIZE THE CHAIRMAN TO SIGN THE DOCUMENTS. APPROVED UNANIMOUSLY (6-0). Mr. Metcalfe stated that staff has allocated funds for the payment of the change orders.
V. STAFF REPORTS:

A. Report of the Director, Aviation:

1. Executive Airport grant updates:
   a. Phase I land purchase.

MR. WALTER MOVED AND MR. VIETS SECONDED TO ADJOURN TO EXECUTIVE SESSION FOR TEN MINUTES AT 11:07 A.M. TO DISCUSS REAL ESTATE ACQUISITIONS. APPROVED UNANIMOUSLY (6-0).

The meeting was reconvened at 11:16 a.m.

b. Ramp and tiedown relocation.

The plans and specifications will be produced by HNTB by October 26 and then submitted to FAA for their approval. Bids will probably be advertised early next year.

c. ILS installation.

The FAA will assign a person from the facilities division to coordinate the design work on the project. FAA will be taking over the maintenance responsibilities for the ILS when it is installed. The project is expected to be complete by the end of 1991.

B. Report of the Director, Emergency Services:

1. Status of EMS contracts.

Mr. Adams reported that the contract has been submitted to all parties for their approval and will be ready for Airport Commission approval in November. Mr. Adams reported that he and legal counsel redid the contract and feel comfortable with the final document. Responding to a question concerning the allocation of costs, Mr. Metcalfe reported that the City of Gardner should be paying more because they are using 40% of the service. Mr. Adams reported that the 1992 contract negotiations will begin after the first of the year. Mr. Metcalfe reported that the EMS contracts are beneficial to the Airport Commission because we can keep our people busy and we are recovering approximately $150,000 towards a $460,000 departmental expense, the bulk of which we would have anyway due to our aircraft crash/rescue and structural fire protection responsibilities.

C. Report of the Director, Planning & Administration:

1. Status of capital projects.

The updated report was presented.

The bid openings for the contract will be opened on November 2. The contract is for the removal of the asbestos-containing materials associated with the floor tile.


The on-call architectural firm has completed plans and specifications, and the construction work will be advertised for bid on October 26. The estimate is consistent with the budget allocation for the project.


The contract is still being negotiated and will be on the BoCC agenda on October 25. Burns and McDonnell is planning to begin work on Monday, Oct. 22, before the contract is signed. Mr. Schaefer reported that he made it very clear to them that they were performing at their risk if work was started before the contract was signed.

(NOTE: the contract was approved by the BoCC at their Oct. 18 meeting.)

D. Report of the Executive Director:

1. BOTA hearings.

Mr. Metcalfe discussed the matter earlier in the meeting. He did add that the President of the Gardner School Board has misinterpreted the Airport Commission intentions on the property tax exemptions. She apparently announced at the school board meeting on Monday, Oct. 15, that we were trying to get broad retroactive and future exemptions for all property at the airport. Mr. Metcalfe contacted the superintendent and explained that the intentions were only to perfect the exemptions that everyone thought were in place in the bond issues and to allow us to fulfill our obligations to the three tenants whose exemptions would still be in place for the ten year period exemption period. This opposition could cause a problem if the school board intercedes in our case. Mr. Jarrett has suggested staff meet with the school board and explain our position.

The meeting was adjourned at 11:34 a.m.

Phyllis Thomen, Secretary

R. Lee Metcalfe, Executive Director
JOHNSON COUNTY AIRPORT COMMISSION

MONTHLY MEETING AGENDA

Industrial Airport, Kansas

Tuesday, November 13, 1990 - 1:00 P.M.

TAB

A I. APPROVAL OF MINUTES of October 17, 1990 meeting.

II. REPORT OF THE CHAIRMAN:

B III. REPORT OF THE TREasurer:

A. Disbursements for October 1990.
B. Receivables report.
C. 1990 actuals vs. budget report.
D. End-of-year projections.

IV. COMMITTEE REPORTS:

A. Administrative Committee:
B. Industrial Committee:

V. STAFF REPORTS:

A. Report of the Director, Aviation:

1. Executive Airport grant updates:
   a. Phase I Land purchase.
   b. Ramp and tiedown relocation.

2. Soil testing project - Parsonett site.

B. Report of the Director, Emergency Services:

C. Report of the Director, Planning & Administration:

1. Status of capital projects.

D. Report of the Executive Director:

1. Schedule date for follow-up strategic planning session.
2. Update on airport-area zoning.
VI. UNFINISHED BUSINESS:

A. Discussion of the proposed Kansas City Aviation Center ground lease at Executive Airport.

B. Consider conceptual approval of a lease for ramp space with the Confederate Air Force for construction on a temporary building.

VII. NEW BUSINESS:

A. Consider recommending approval to the BoCC of an EMS contract with City of Gardner and Rural Fire District #1.

B. Consider approval of R. D. Long office, building and ground leases.

C. Consider approval of Army Fire Contract.

D. Consider approval of Kansas Aircraft Corporation option at Industrial Airport.

E. Consider recommending approval to the BoCC of an Avigational Easement with Dr. Hartwig for air space at Industrial Airport.

VIII. ADJOURNMENT
JOHNSON COUNTY AIRPORT COMMISSION

MINUTES - NOVEMBER 13, 1990 - 1:00 p.m. - INDUSTRIAL AIRPORT

Airport Commission: Present
Craig Winn Walter
Viets Nohe

Absent
Thomen Meyer

Staff:
Metcalfe Schaefer Smyth
Fredrichs Adams Lind
Stramberg

Others:
Commissioner Weltner, BoCC
Jan Durrett, League of Women Voters
Connie Bye, Kansas City Star
Rea Wilson, Sun Publications
Lisa Beeman, JoCo Planning Dept.
Jack Sharp, Confederate Air Force

The meeting was called to order at 1:00 P.M. by Chairman Craig.

I. APPROVAL OF MINUTES:

MR. NOHE MOVED AND MR. WALTER SECONDED APPROVAL OF THE MINUTES OF THE OCTOBER 17, 1990 MEETING. APPROVED UNANIMOUSLY (4-0).

II. REPORT OF THE CHAIRMAN:

Chairman Craig thanked the Airport Commission members for attending the work session with the BoCC concerning the airports economic impact study conducted by CERI.

III. REPORT OF THE TREASURER:

A. Disbursements for October 1990.

Mr. Schaefer reported on the financial reports in the absence of the treasurer. Mr. Metcalfe discussed the letter he sent to HNTB concerning their request for additional compensation on the Parkway rehabilitation project. Mr. Metcalfe stated he has met with HNTB and the contractor and is comfortable that the parties performed adequately under the conditions that were present (the sub-base was less than satisfactory and the weather caused several problems). He stated that the request for additional compensation is justified. We are expecting a confirmation on the agreed upon compensation from HNTB. Mr. Metcalfe reported that safety shoes are purchased as per a county program for maintenance and firefighting employees. MR. WALTER MOVED AND MR. NOHE SECONDED TO APPROVE THE DISBURSEMENTS FOR OCTOBER AS PRESENTED. APPROVED UNANIMOUSLY (4-0).
B. Receivables Report.

The accounts receivable list was reviewed and staff reported that several of the past due accounts have been paid. Mr. Fredrichs reported that collection of Tom Colgan's account will be handled by the legal department. Staff is continuing efforts to collect the receivables over ninety days. (NOTE: full payment was received from Mr. Colgan on Nov. 15.)

C. October 1990 actuals vs. budget report.

Mr. Schaefer reported that at 83.3% through the year, revenues are at 86% of budget and expenditures are at 77% of budget.

D. End-of-year projections.

The report was presented and discussed. There was discussion about how staff arrived at the 1990 budget projections. Mr. Metcalfe reported the process was completed after he was on the job a short time and had to rely on past information and trends without full knowledge of the situation. Mr. Schaefer discussed that we will probably end the year with a zero cash balance depending on the gas well tax payment and the amount of the Parsonitt site cleanup. Mr. Metcalfe reported that the gas well tax appeal case is under advisement by the judge in the Shawnee County District Court. Chairman Craig directed Mr. Lind to prepare a summary on the gas well tax liability situation for the next meeting.

IV. COMMITTEE REPORTS:

A. Administrative Committee

There having been no meeting of the committee in the interim, there was no report.

B. Industrial Committee

There having been no meeting of the committee in the interim, there was no report.

V. STAFF REPORTS:

A. Report of the Director, Aviation:

1. Executive Airport grant updates:
   a. Phase I land purchase.

   Mr. Fredrichs reported two land owners have accepted the Airport Commission offers and will be closed in the near future. The other two are still being negotiated.
   b. Ramp and tiedown relocation.
The plans and specifications should be received from HNTB by November 19 for our review and acceptance. The plans will then be submitted to FAA for their approval. Bids for construction will probably be advertised in January 1991.

2. Soil testing project - Parsonitt site.

Willis Wilson, project engineer with Burns & McDonnell, was present to discuss the preliminary findings from the soil testing at the Parsonitt underground storage tank (UST) site. Mr. Wilson reported that the investigation phase of the project is complete. Some of the results have been received and the others are expected soon. Burns & McDonnell installed soil vapor probes around the Parsonitt building and around the pit where the UST's were removed. Five soil borings were taken based on the results of the probe tests and an envelope of suspected areas of contamination was determined. Mr. Wilson referred to a chart showing the results of the vapor and boring tests and the areas from which they were taken. The highest levels of contamination were found approx. one foot below the soil in an area immediately adjacent to Parsonitt's building, and showed tetrachloroethylene presence of 73,000 milligrams per liter compared to an acceptable limit of 14 milligrams per liter. These results suggest that the material may have been recently deposited on the surface as opposed to migrating through the soil from the UST area. Trichloroethylene was also found at that same spot at levels of 73 milligrams per liter compared with acceptable limits of 10 milligrams per liter. Some BTEX, (gasoline related contaminants) were found one foot below the surface. At 13.2 feet, tetrachloroethylene was detected at 120 mg per liter (limit 14). Discovery of the contaminants that deep suggests they may have percolated down from the surface and may still be susceptible to movement. This appears to be a zone of relatively strong soil contamination from tetrachloroethylene (trade name is perchlorethylene). There are two types of contamination, one is soil which is not too badly contaminated which may be disposed of by land farming or aeration either on site or by excavation. This type is called special hazardous waste. The other type is a true hazardous waste which must be disposed of under special conditions. There appears to be both types in and around the Parsonitt site. The true hazardous waste zone is directly adjacent to the building and the zone outside of that is the special waste contamination. The gravel and dirt pile remaining from the removal of the UST's has been covered with plastic film to eliminate run off. The water in the pit left by the removal of the UST's has been tested and found to be a non-hazardous waste, which may be disposed of at an Independence wastewater treatment plant. It has been estimated that the water can be hauled at $.11 per gallon for about 20,000 gallons of water. There was no ground water found in the boring holes. One monitoring well was installed in a boring hole. Following recent rains there was four feet of water in the hole. It was probably water that migrated to the well. A sample of that water was taken and will be analyzed. Burns & McDonnell will get
all the results together and present them to Airport Commission staff and then to KDHE. KDHE will undoubtedly require the entire site be addressed (versus separating the UST site and the surface spill site). The hazardous waste zone encompasses an area approximately 100' x 50' or 5,000 sq. ft. It may be possible to conduct "in place" remediation to treat this contaminated soil. Mr. Wilson stated that the soil contamination is probably not from the UST site, but from a spill or leakage. We will have to rely on KDHE to pursue the issue of the spill or leakage in terms of enforcement. Mr. Metcalfe reported that the UST site was a filling station when the Industrial Park was the Navy base. The petroleum product contamination is believed to have originated from that time period because the Airport Commission has not used the tanks at that site. Parsonitt Company admits to using at least one tank to store their waste dry cleaning fluid. They have also admitted to a surface spill in the contaminated area in 1988. The chemicals are volatile materials and are highly mobile. Mr. Viets asked about the marsh area to the south of the Parsonitt building. Mr. Wilson stated that his staff discovered an outside non-contact cooling water drain used to cool machinery draining to that marsh area. Mr. Wilson stated that because the marsh area was not in the zone of contamination and is down gradient it should be of no concern.

B. Report of the Director, Emergency Services:

Chief Adams had nothing to report.

C. Report of the Director, Planning & Administration:

1. Status of capital projects.

Mr. Schaefer referred the board to the report in the agenda package.


The bid opening for the contract will be on November 19. The contract is for the removal of the asbestos-containing materials associated with the floor tile. There has been a high level of interest from contractors and we are hoping for favorable bids.


The bid opening for the project will be on December 11.

D. Report of the Executive Director:

1. Update on airport-area zoning.

Mr. Metcalfe introduced Lisa Beeman, the new planner in the Planning Department who will be principally responsible for the
airport-area zoning group at the staff level. Mr. Metcalfe reported that the interim report has been sent to the cities for their review. A letter was also sent requesting that the cities authorize their delegates to represent them officially in the preparation of an actual implementation plan for adopting the airport-area zoning districts, the standards that would apply in that defined area and the process by which those standards would be enforced. Ms. Beeman is preparing an agenda for the accomplishing of that work. Mr. Metcalfe reported that the group is hopeful to have a plan adopted by all the entities by early next year. Ms. Beeman reported that the Planning Department estimates it will take approximately one year to get the regulations and administrative procedures in place but hopes to have a temporary agreement by the first of the year. The temporary interlocal agreement would be established to allow notification of all entities of activities in the defined zoning boundaries. The airport-area zoning group has defined the boundary as approximately one mile wide on each side of the runways and two miles from the ends of the runways and then located the nearest easily recognizable geographic feature to round off the boundaries. The boundaries must be defined for each airport, then the land use plans and zoning regulations developed and accepted by each governmental entity which include public hearings. When those are in place the administrative procedures for implementation must be adopted. Mr. Winn stated he feels the most critical element is to establish the basic master plan for the airport-area zoning. Mr. Viets stated that he is concerned over the control of the ground between the airport and the interstate and the ultimate connection between that and the "21st Century Parkway". Mr. Metcalfe stated there is a common vision for the zoning areas at the staff level. Ms. Beeman indicated that Mr. Hokanson stated that the airport-area zoning would be her major task. Ms. Beeman reported that the Planning Department is expecting a response from the cities by November 18 granting authority to the representatives. The zoning group will then continue developing their proposal.

VI. UNFINISHED BUSINESS:

B. Consider conceptual approval of a lease for ramp space with the Confederate Air Force for construction of a temporary building.

Mr. Jack Sharp, Confederate Air Force (CAF) representative, was present to discuss their latest proposal. Mr. Metcalfe reported that as an interim plan the CAF has located a temporary "Butler"-type building that is currently in "kit" form ready to be moved. The building would house their meetings, collection of airplane parts and be used as a base for work on Hangar 43. The CAF's proposal is to locate the building on the ramp immediately adjacent to Hangar 43. Mr. Metcalfe stated he would like to limit the time the building would be located on the ramp to a maximum of five years. Mr. Sharp circulated pictures of the building when it was
in place in Carthage, Illinois, and reported that the building is 50' x 106', the eave is 10' and the peak is 17' high. Mr. Sharp reported that the members of the squadron are capable of moving the building and erecting it on the proposed site. On the east side of the building there will be two 18' x 9' doors and a center door 10' x 14' which will be constructed of removable pylons similar to residential garage doors. Chairman Craig stated that the CAF long range hope and plan is to rehabilitate Hangar 43. Mr. Metcalfe stated that the Airport Commission should consider conceptual approval for the lease of ramp space for the temporary building. Mr. Nohe questioned the problems with negotiations of the lease for Hangar 43 and questioned what has changed in the situation that should incline the Airport Commission to allow temporary housing. Chairman Craig addressed Mr. Nohe's question by stating that the CAF has obtained bids on the roof repairs and the asbestos containment and are estimating a cost of $150,000 and are dedicated to the rehabilitation of the Hangar. Mr. Sharp reported that the CAF has discussed the plans with the building code officials about the temporary building and they do not have any problems with their proposed construction of the building. Mr. Sharp stated that building codes officials stated that the sprinkler system in Hangar 43 will have to be activated and they are obtaining bids for that repair. He reported that CAF has determined they have 30,000 people-hours donated over approximately two years to complete the repairs to Hangar 43. Mr. Winn expressed concern over the viability of the project and wants to be assured that Hangar 43 will be renovated before giving permission for the temporary building. Mr. Metcalfe stated he does not want the temporary building on the ramp more than five years and that the CAF has agreed to some sort of time constraints. After Hangar 43 is renovated the CAF would consider giving the temporary building to the Navy Museum for placement at another location. Mr. Sharp stated that the CAF does not want to spend money on the temporary building if it is not possible to rehabilitate Hangar 43. Mr. Walter addressed the financial problems of the CAF and questioned Mr. Sharp about the chance of raising the money for the rehab. Mr. Sharp replied that the CAF is pursuing several means for financing. Chairman Craig stated that the CAF is enthusiastic about repairing the Hangar for the home and showplace and the attraction of major events which will benefit the Industrial Airport and while obtaining funds for Hangar 43 they must have a temporary building. The organization consists of very committed people with the apparent determination to renovate Hangar 43. Mr. Viets expressed concern about the condition of Hangar 43 and whether it would be worth saving even after considerable work. Mr. Metcalfe reported that the engineer's study showed the hangar to be essentially structurally sound and identified some trusses that needed repair. The CAF has discussed the engineer's results and feel they can complete the repairs and restore Hangar 43 to satisfactory condition. Mr. Metcalfe advised that different locations for the placement of the temporary building have been discussed and there are no other apparent sites for this temporary building. Mr. Viets
stated his enthusiasm for the CAF is the only reason he would vote for the proposal for the temporary building. Mr. Metcalfe reported that the Airport Commission is not losing any opportunities by leasing this ramp space to the CAF. Mr. Sharp reported that he will meet with an individual who will prepare an artists rendering of Hangar 43 after the renovation. **MR. WINN MOVED AND SECONDED BY MR. WALTER TO AUTHORIZE THE EXECUTIVE DIRECTOR TO NEGOTIATE A LEASE WITH THE CONFEDERATE AIR FORCE FOR THE TEMPORARY FACILITY NOT TO EXCEED FIVE YEARS AND TO SECURE FROM THE CAF A BUSINESS PLAN WITH AN UPDATE OF THE COST FOR THE REHABILITATION OF HANGAR 43 AND A PLAN OUTLINING THE PROPOSED METHOD OF RAISING MONEY, SUPPORTED BY HISTORICAL INFORMATION OF PREVIOUS CIRCUMSTANCES.** Mr. Sharp reported that they are obtaining bids for the complete demolition of Hangar 43. FAA has been contacted and have indicated they would consider approval of a fee simple transfer of Hangar 43 to the CAF. If the Airport Commission undertook the repairs the CAF would have to follow all the county purchasing rules and regulations. Mr. Nohe asked for clarification on the motion that the business plan would be brought back to the Airport Commission before entering into the temporary agreement. Mr. Metcalfe reported that CAF currently has an option on the temporary building and do not have much time to purchase the building. The development of a business plan may cause a problem with the acquisition of the building. The only problem created if allowing the temporary building is that the building will be located on our land at the end of the lease period and we could get the land back and possibly the temporary building. Mr. Walter spoke favorably about Mr. Sharp and previous projects he's been involved with indicating he has a greater level of comfort knowing Mr. Sharp would be in charge of this project. **MOTION APPROVED (3-1). MR. NOHE STATED HE VOTED AGAINST THE MOTION BECAUSE HE DOES NOT HAVE ENOUGH INFORMATION TO BE COMFORTABLE MOVING AHEAD WITH THE PROPOSAL.**

V. D. Report of the Executive Director:

2. Schedule date for follow-up strategic planning session.

Mr. Metcalfe requested that the Airport Commission schedule a half day follow-up session on the strategic planning session held in February 1990 to revisit the items discussed, to consider any new issues that have arisen since that time and to get started on the Industrial Park master plan. Some airport items have been included in the county strategic plan. **THE FOLLOW-UP STRATEGIC PLANNING SESSION WILL BE HELD ON SATURDAY, DECEMBER 1 AT 8:00 A.M. AT A PLACE TO BE DETERMINED.** (NOTE: reservations for a meeting room at the Doubletree Hotel, College Blvd., have been confirmed.)

VI. **UNFINISHED BUSINESS:**

A. Discussion of the proposed Kansas City Aviation Center ground lease at Executive Airport.
Cecil Van Tuyl, owner of KCAC, has spoken with Chairman Craig and Messrs. Winn and Walter concerning the lease rate for the property at Executive Airport. Mr. Van Tuyl reported that KCAC has only had one good year since they've been at Executive Airport. He feels that based on the letter from Joe Dennis indicating the intent to offer the same terms as the bond-funded building lease, the Airport Commission should offer the lease at $.04 per sq. ft. The difference between $.04 and $.06 per sq. ft. on the property is $6,400 per year. It is believed that the rate is the only contention to be resolved. Staff confirmed that the minutes of the meeting around the time of the letter make reference to the King hangar deal but nothing about this specific offer. **MR. WINN MOVED AND SECONDED MR. WALTER TO NEGOTIATE A LEASE WITH KANSAS CITY AVIATION CENTER FOR THE LEASE OF THE GROUND FOR THE KING HANGAR AT $.04 PER SQ. FT. AND TO AUTHORIZE STAFF TO RENEGOTIATE THE OTHER TERMS OF THE LEASE.** There was discussion about the option periods of the lease. There are two ten year options after the initial ten year period. A CPI escalator kicks in at ten year increments at the beginning of the option periods. Mr. Nohe stated he would consider conceding until 1999 and then to renegotiate a current market rate for the option periods. **MR. WINN MOVED AND MR. WALTER SECONDED TO AMEND THE ORIGINAL MOTION TO ENTER INTO THE LEASE IN A FORM SATISFACTORY TO THE LEGAL DEPARTMENT EXTENDING THE $.04 PER SQ. FT. RATE UNTIL 1999 AND TO RENEGOTIATE THE RATE FOR THE OPTION PERIODS AT A EITHER A MARKET RATE OR AT THE CURRENT RATE WITH ANNUAL COST OF LIVING INCREASES.** Mr. Metcalfe commented that Kansas City Aviation Center paid the grant match money for the overlay and sealing of the ramp in front of its building in 1988. **APPROVED UNANIMOUSLY (4-0).**

**VII. NEW BUSINESS:**

A. Consider recommending approval to the BoCC of an EMS contract with the City of Gardner and Rural Fire District #1.

**MR. NOHE MOVED AND SECONDED BY MR. WALTER TO RECOMMEND APPROVAL TO THE BOCC OF THE EMS CONTRACT WITH THE CITY OF GARDNER AND RURAL FIRE DISTRICT #1. APPROVED UNANIMOUSLY (4-0).**

B. Consider approval of R. D. Long office, building and ground leases.

The leases are to formalize agreements with Mr. Long on property already occupied at Industrial Airport. The past arrangement was that Mr. Long could occupy the properties in exchange for railway maintenance. **MR. WINN MOVED AND SECONDED BY MR. VIETS TO APPROVE THE OFFICE, BUILDING AND GROUND LEASES WITH R. D. LONG CONTRACTING SUBJECT TO FINAL APPROVAL BY LEGAL COUNSEL. APPROVED UNANIMOUSLY (4-0).** There was discussion about the condition of the railway and Mr. Long’s participation in the repairs. Mr. Metcalfe stated that work necessary for the railway is beyond the scope of work performed by Mr. Long's company. Mr. Metcalfe stated that all work
performed by Mr. Long for the Airport Commission will be contracted separately from the lease arrangements.

C. Consider renewal of the Army Fire Contract.

MR. NOHE MOVED AND SECONDED BY MR. WINN TO APPROVE THE RENEWAL OF THE ARMY FIRE CONTRACT AND TO AUTHORIZE THE EXECUTIVE DIRECTOR TO SIGN ALL RELATED DOCUMENTS FOR THE EXECUTION OF THE CONTRACT. APPROVED UNANIMOUSLY (4-0).

D. Consider approval of Kansas Aircraft Corporation option at Industrial Airport.

Mr. Metcalfe reported that Kansas Aircraft Corporation is currently a tenant at Executive Airport and occupies the farthest east hangar next to KCH Inc. The building was owned by Benny Nall, who recently passed away, and his will is currently tied up in probate making the outcome of the ownership of the building uncertain. KAC is interested in an option for property at Industrial Airport and will decide if they want to operate at one airport or both airports. The option is for $200 for a period of 120 days beginning October 22, 1990. MR. VIETS MOVED AND SECONDED BY MR. WINN TO APPROVE THE 120 DAY OPTION FOR PROPERTY AT INDOUSTRIAL AIRPORT TO KANSAS AIRCRAFT CORPORATION. Mr. Walter questioned the investigation on the financial stability of KAC before entering into the agreement. Mr. Metcalfe stated that before a formal lease were entered into with KAC, a thorough financial investigation would be conducted. APPROVED UNANIMOUSLY (4-0).

E. Consider recommending approval to the BoCC of an Avigational Easement with Dr. Hartwig for air space at Industrial Airport.

Mr. Metcalfe reported that an avigational easement gives the Airport Commission an easement to the air space above the property. The activity on the ground is limited by the avigational easement. We have had an easement with Dr. Hartwig in the past, however, he was requesting an increase from $2,000 for three years to $6,000 for three years. Staff negotiated the increase down to $3,000 for a three year period and Dr. Hartwig will allow the payments to be made in annual increments of $1,000. Based on the time value of money the easement would only cost approximately $500 more than the previous agreement. There are approximately 17 acres involved in the two parcels in the easement. The master plan shows the purchase of the property, possibly within the next three years. As currently written, there is no early termination clause in the easement agreement. Chairman Craig commented that the price of that easement may affect the price of the land. The annual payment for the easement caps out at $474 per acre. Mr. Metcalfe stated that in negotiations with Dr. Hartwig, Hartwig stated that if we didn't want to agree to the increase for the easement we should buy the land at $8,000 per acre. Mr. Viets discussed establishing the value of the land by the use of air space for the airport and of
the agricultural value. Mr. Metcalfe reported that if the FAA learns we do not have a valid easement it could hold up a grant project. There are funds in the 1991 budget for property acquisition at Industrial Airport. **MR. NOHE MOVED AND SECONDED BY MR. WALTER TO DELAY ACTION OF THE APPROVAL OF THE AVIGATIONAL EASEMENT AND UNDERTAKE FURTHER ANALYSIS. APPROVED UNANIMOUSLY (4-0).**

Mr. Nohe discussed the Airport Commission's involvement with the K-10 Corridor Committee. There was general consensus that the Airport Commission should formalize a relationship with that committee and become actively involved in the process of the development of that corridor as more of a triangle than a horizontal corridor.

Mr. Nohe commented that the new budget signed by the President has extended the statute regarding (income) tax exemption status of IRB's through 1991.

**MR. NOHE MOVED AND SECONDED BY MR. VIETS TO ADJOURN THE MEETING. APPROVED UNANIMOUSLY (4-0).**

The meeting was adjourned at 3:52 p.m.

[Signatures]

Phyllis Thomen, Secretary

R. Lee Metcalfe, Executive Director
Revision "A"

JOHNSON COUNTY AIRPORT COMMISSION

MONTHLY MEETING AGENDA

Industrial Airport, Kansas

Tuesday, December 11, 1990 - 1:00 P.M.

TAB

A I. APPROVAL OF MINUTES of November 13, 1990 meeting.

II. REPORT OF THE CHAIRMAN:

A. Presentation of appreciation plaques to past Commissioners.

B III. REPORT OF THE TREASURER:

A. Disbursements for November 1990.

B. Receivables report.

C. 1990 actuals vs. budget report.

D. End-of-year projections.

C IV. COMMITTEE REPORTS:

A. Administrative Committee:

B. Industrial Committee:

C V. STAFF REPORTS:

A. Report of the Director, Aviation:


2. Executive Airport grant updates:
   a. Phase I Land purchase.
   b. Ramp and tiedown relocation.

3. Soil testing project - Parsonitt site.

B. Report of the Director, Emergency Services:

C. Report of the Director, Planning & Administration:

1. Status of capital projects.

2. Discussion of proposed air show for World War II anniversary commemoration.

D. Report of Legal Counsel:

1. Summary of gas well tax liability appeal case.
E. Report of the Executive Director:
   1. Update on airport-area zoning.
   2. Discussion of proposed joint meeting with the Olathe Chamber of Commerce.
   4. Discuss the Director of Industrial Development position.

VI. UNFINISHED BUSINESS:
   A. Consider approval of a ground lease with Kansas City Aviation Center at Executive Airport.
   B. Consider approval of a ground lease for ramp space with the Confederate Air Force for construction of a temporary building.
   C. Discussion of the Avigational Easement with Dr. Hartwig for air space at Industrial Airport.

VII. NEW BUSINESS:
   A. Consider approval of three Real Estate Appraisal Contracts for the Phase II land buy at Executive Airport.

VIII. ADJOURNMENT
JOHNSON COUNTY AIRPORT COMMISSION

MINUTES - DECEMBER 11, 1990 - 1:00 p.m. - INDUSTRIAL AIRPORT

Airport Commission: Present
Craig Winn Thomen Nohe
Viets (1:20 pm) Meyer (2:30 pm)

Absent
Walter

Staff:
Metcalf Schaefer Smyth
Fredrichs Adams Lind
Stramberg

Others:
Commissioner Weltner, BoCC
Connie Bye, Kansas City Star
John Boyette, Olathe Daily News
Brad Pittenger, Van Enterprises, Inc.
Kirby Deeter, Former Airport Commissioner
Trish Schumacher, Former Airport Comm.
Don Lehman, Former Airport Commissioner

The meeting was called to order at 1:05 P.M. by Chairman Craig.

II. REPORT OF THE CHAIRMAN:

Chairman Craig presented appreciation plaques to former Airport Commissioners Kirby Deeter, Trish Schumacher and Don Lehman for their time and dedication to the Airport Commission. Herb Arenson was not present but will receive a plaque.

I. APPROVAL OF MINUTES:


III. REPORT OF THE TREASURER:

A. Disbursements for November 1990.

Mr. Schaefer reported that there will be one more small payment to Superior Asphalt for the Industrial Parkway rehab project when the damaged street light is replaced. The architect bill for the design of specifications for the pump house roof repair will be charged to the Industrial Park account. The maintenance shop roof repair project is substantially complete. MRS. THOMEN MOVED AND MR. NOHE SECONDED TO APPROVE THE DISBURSEMENTS FOR NOVEMBER AS PRESENTED. APPROVED UNANIMOUSLY (3-0). Mr. Nohe asked about the process for payment to vendors. Mr. Metcalf stated that the Airport Commission uses the county finance procedures and the checks are sent prior to approval by the Airport Commission. When approving the disbursements list the Airport Commission is affirming action already taken by staff. If an item is not
budgeted for, staff presents it to the Airport Commission prior to the purchase.

B. Receivables Report.

The accounts receivable list was reviewed and staff reported that several of the past due accounts have been paid. The FAA has stopped paying on part of their lease, but staff believes there was a glitch in their system and expect to receive payment soon.

(Mr. Viets arrived at 1:20 p.m.)

C. November 1990 actuals vs. budget report.
D. End-of-year projections.

Mr. Metcalfe reported that at 91.67% through the year, revenues are at 98% of budget and expenditures are at 83% of budget. Staff anticipates coming in at or slightly above projected revenues for the year. Mr. Metcalfe reported that staff anticipates coming in below the budgeted expenditures however several contingency items are still unknown which will probably decrease that anticipated underage. The contingency items are the gas well property taxes, the Parsonitt U.S.T. contamination project, and any "mini-catastrophe" that may occur such as large amounts of snow or major equipment repair. Mr. Winn asked if county accounting policy allowed for an equipment reserve line item. Mr. Metcalfe stated that there has been discussion with the BoCC and it has been determined by the budget office that we cannot accumulate a reserve because our budget must be zeroed out each year. Technically if we have a carryover it is to be used as start up money for the next year and is used to offset the need for tax revenues. There was discussion about the statutory limits on establishing this type of reserve fund. JCMRC has a reserve fund accumulated for operating expenses until their grant funds are received. Mr. Metcalfe reported that we don't have the management prerogative to encumber funds without issuing a purchase order so not having a reserve fund could cause problems. Commissioner Weltner stated that she would discuss the issue with the budget office. The Airport Commission will discuss these issues during the 1992 budget process.

VI. UNFINISHED BUSINESS:

A. Consider approval of a ground lease with Kansas City Aviation Center at Executive Airport.

Mr. Metcalfe reported that KCAC officials have reviewed the draft lease and one issue remains to be resolved. Brad Pittenger, attorney for Van Enterprises was present to represent KCAC. Mr. Pittenger requested that the lease include two ten year options. He reported that when they purchased the King Building Joe Dennis assured KCAC they would receive an agreement with the same terms as the other leased properties at Executive Airport. Mr. Nohe read
the motion from the previous Airport Commission meeting which approved the two ten year options but at a market rate. Mr. Lind reported that he did not include the option periods in the draft agreement because he understood the entire issue of options was to be negotiated upon expiration of the initial lease agreement. Mr. Pittenger upheld KCAC's previous position that they purchased the building under an assurance from Joe Dennis that the same terms would apply to this lease as were in the IRB lease on the main facility. He argued that he wanted to have the pricing nailed down for the option periods. Chairman Craig stated that although there was a letter written by Joe Dennis agreeing to extend the terms there was never action taken by the Airport Commission in regard to the extension of the terms. He also stated that the initial term of the lease until 1999 was for the original $.04 per square foot, and that the Airport Commission felt that was giving KCAC the benefit of the doubt until 1999 and then a nearer to market rate would be negotiated. Mr. Pittenger stated that his most immediate concern is the option periods and requested objective language in the lease for determining the lease rate for those option periods. The Airport Commission reiterated last months direction to allow Messrs. Metcalfe and Lind to negotiate the language for the options for arriving at a market rate and to authorize Chairman Craig to sign the lease.

IV. COMMITTEE REPORTS:

A. Administrative Committee

There having been no meeting of the committee in the interim, there was no report.

B. Industrial Committee

There having been no meeting of the committee in the interim, there was no report.

V. STAFF REPORTS:

A. Report of the Director, Aviation:


Mr. Fredrichs reported that operations at Industrial Airport are up 15.5% and are down at Executive Airport 1.9%. He believes that pilots are realizing what a nice facility we have at Industrial Airport and are utilizing it more.

2. Executive Airport grant updates:
   a. Phase I land purchase.

Mr. Fredrichs reported two land owners have accepted the Airport Commission offers and will be closed on December 14th and 21st. The
other two are still being negotiated.

b. Ramp and tiedown relocation.

The plans and specifications are with FAA for their approval. Bids for construction will probably be advertised in January 1991.

3. Soil testing project - Parsonitt site.

Mr. Metcalfe reported that Burns and McDonnell are continuing with analysis and testing on the contaminated site. They will begin a second phase of work to better define the area where the high concentration of contamination was found. The State is satisfied with our progress and gave some guidance to proceed with remediation. Chairman Craig asked about the December deadline the State had imposed. Mr. Metcalfe responded that this deadline was related to the seasonal freezing of the ground, and may no longer be an issue because it may not be necessary to remove the soil. It currently appears the remediation may be possible by treating the soil in the ground through aeration. Mr. Nohe questioned the recourse available to the Airport Commission to the tenant. Chairman Craig stated that KDHE said we own the land and we must remedy immediately and seek reimbursement later. Mr. Metcalfe reported that we have a list of potential liable parties including the Federal Government because the petroleum products found may be from their use. It was determined because of potential pending litigation the matter would be discussed in executive session later in the meeting.

B. Report of the Director, Emergency Services:

The Airport Commission requested a copy of the EMS monthly activity report. There was discussion about the Fire Department receiving hands-on experience with firefighting and how the proposed mutual aid agreement affords that opportunity. Chief Adams commented that practical experience is a problem with all the Johnson County Departments and that is the purpose of some type of fire academy which is still being discussed by the Fire Chiefs Association.

C. Report of the Director, Planning & Administration:

1. Status of capital projects.

Mr. Schaefer referred the board to the report in the agenda package. The Administration Building carpet will be installed after the asbestos removal project is complete. The next step in that project is to have the BoCC approve the contract. The Industrial Parkway rehab project is complete except for the replacement of the damaged street light. The maintenance shop roof repair is substantially complete. The final contractor and warranty inspections will be completed soon. The total cost of the project with the change orders is estimated at $68,000. Mr.
Schaefer reported that we used the county's on-call architect for the preparation of the specifications for the Pumphouse 39A & 39B reroofing project. The on-call architect was hired by the Purchasing Department through a RFP process with a one year contract and two one year options. LNL Associates was used for the lobby renovation project at the recommendation of the Purchasing Department, which occurred before the on-call architect was available. The bids for the pump house roof repairs will be opened on December 20.

2. Discussion of proposed air show for World War II anniversary commemoration.

Mr. Schaefer reported that the Johnson County Museum system is planning events to commemorate the 50th anniversary of World War II and its affects on Johnson County. His idea was to coordinate that commemoration with the anniversary of the commissioning of the Naval Air Station which was October 1942. The Airport Commission gave preliminary approval for planning of the events in July 1989 but did not obligate any funds. The planning committee has been meeting quarterly and the events are being planned for Memorial Day weekend 1992. The committee is discussing holding an air show during that weekend. Mr. Schaefer asked for Airport Commission approval of the concept of the commemoration and to allow staff to begin coordinating air show performances by the Navy Flight Demonstration Team (The Blue Angels). THE AIRPORT COMMISSION'S CONSENSUS WAS FAVORABLE AND APPROVAL WAS GIVEN FOR STAFF TO SUBMIT THE NECESSARY PAPERWORK REQUESTING THE NAVY FLIGHT DEMONSTRATION TEAM. Mr. Schaefer reported that the committee is planning fund-raising events and plans to seek corporate sponsorships to fund the commemoration. He reported Airport Commission funds would be required in conjunction with the air show costs, including in-kind contributions. The Airport Commission expressed concerns about parking accessibility and staff assured them it would be considered. Mr. Metcalfe reported that he has been involved in several air shows and he believes that it will be possible to at least break even and probably to make money for the non-profit organizations involved in the events. Mr. Metcalfe recommended the Airport Commission give approval for the events contingent upon presentation of a budget. Mr. Winn stated that it may be necessary for the Airport Commission to spend some money up front to make some money and would advocate developing marketing materials to be distributed during the events. Mr. Nohe suggested involving the Industrial Park tenants in the events immediately.

E. Report of the Executive Director:

1. Update on airport-area zoning.

The airport-area zoning group will meet Wednesday December 12 to discuss a proposed work plan. The cities involved have officially designated representatives to participate in the group.
2. Discussion of proposed joint meeting with the Olathe Chamber of Commerce.

Mr. Metcalfe reported that Charley Vogt with the Olathe Chamber of Commerce has discussed the idea of a joint meeting with the Airport Commission to tour the Industrial Airport. Mr. Nohe suggested doing the same thing with Gardner officials. Mr. Winn suggested the tour be in the late afternoon then adjourning to some place in Olathe for a social hour. Chairman Craig suggested the tour either start or end at the Administration Building at the Industrial Airport. Mr. Viets suggested broadening the tour to include commercial and industrial properties outside the airport. The Airport Commission directed staff to set a date well in advance and notify the members.

(Mr. Meyer arrived at 2:30 p.m.)


Mr. Metcalfe reported that a summary of the session had been sent and that staff will fine tune the priorities and implementation plans for feedback from the Airport Commission. The key issues should be finalized before the 1992 budget cycle.

4. Discuss the Director of Industrial Development position.

Mr. Metcalfe discussed the draft position questionnaire for the Director of Industrial Development position that has been submitted to the county personnel department for initial input. Mr. Nohe stated that the duties of the position are similar to an industrial park development company and suggested contracting with an existing development corporation instead of hiring a staff person. Chairman Craig stated that the idea had been discussed by the Airport Commission several years ago but not approved. Mr. Viets stated he was not in favor of the idea because there would be no way to avoid a conflict of interest situation with local developers. Mr. Viets stated that a national company who doesn't operate in the Midwest could avoid this situation. Mr. Winn requested additional time to look at the draft. He stated that he believes it could be a one person job and under the current economic environment it may be possible to hire someone with good credentials. He expressed concern over the conflict of interest situation. Mr. Viets requested the position be advertised nationally. Mr. Metcalfe stated that he hadn't approached filling the position with a development company and felt is should be discussed further. He also stated that he purposefully prepared the description with a broad scope to encompass all qualified applicants. Mr. Nohe commented that he feels the position can be structured more as an entrepreneurial contract so not to put a drain on the county taxpayers. Commissioner Weltner stated the marketing plan should be developed before we begin to search for a staff position. She
was in favor of the idea being driven by a fee but does recognize the conflict of interest problem. Chairman Craig commented that when the Airport Commission discussed this issue before there was question as to the county selling the land. It was determined that it would be possible but it would be a difficult process. Another issue to be discussed is providing infrastructure for the additional acreage to be developed. Mr. Winn suggested requesting proposals to see who's available on a contract basis. Mr. Metcalfe commented in response to Commissioner Weltner's comment and stated that he felt that we needed to fill the staff position prior to developing the master plan in order to have a dedicated staffer to shepherd the master plan process, and he feels the person who is to implement the master plan should be involved in the development of the plan. Mr. Winn commented that a package should be considered that would offer the potential staff developer a salary and a leasing commission. Mr. Metcalfe stated he didn't know if the county's personnel policy would allow that, but it may be possible to do it on a contract basis. Chairman Craig directed the Industrial Committee to discuss the issue and report back at the next Airport Commission meeting.

VI. UNFINISHED BUSINESS:

B. Consider conceptual approval of a lease for ramp space with the Confederate Air Force for construction of a temporary building.

The were no representatives from the CAF and no particular comments were made by the Airport Commissioners in regard to the draft lease document. Mr. Metcalfe stated that as discussed at the last Airport Commission meeting, the CAF would be providing a business and financial plan. It was his understanding that the ground lease for the temporary building was not contingent upon the business plan, but the lease for Hangar 43 is. **MR. WINN MOVED AND MR. THOMEN SECONDED TO AUTHORIZE THE EXECUTIVE DIRECTOR AND LEGAL COUNSEL TO NEGOTIATE THE DETAILS OF THE GROUND LEASE WITH THE CONFEDERATE AIR FORCE FOR CONSTRUCTION OF A TEMPORARY BUILDING AS PRESENTED IN DRAFT FORM AND AGREED UPON BY THE AIRPORT COMMISSION AND TO AUTHORIZE THE CHAIRMAN TO SIGN THE COMPLETED DOCUMENT. APPROVED UNANIMOUSLY (5-0).**

The Airport Commission requested that in the future staff prepare a summary of any leases to be considered for approval, with the primary business terms and any variance from standard policy specifically delineated. (NOTE: staff had been providing complete copies of documents at the request of several commissioners.)

C. Consider recommending approval to the BoCC of an Avitational Easement with Dr. Hartwig for air space at Industrial Airport.

**MR. WINN MOVED AND MRS. THOMEN SECONDED TO RECOMMEND APPROVAL TO THE BOCC OF THE AVIGATIONAL EASEMENT WITH DR. HARTWIG FOR THREE**
YEARS AT A COST OF $1,000 PER YEAR. APPROVED UNANIMOUSLY (5-0).

VII. NEW BUSINESS:

A. Consider approval of three Real Estate Appraisal Contracts for the Phase II land buy at Executive Airport.

Mr. Fredrichs explained that FAA requires three appraisers for land acquisitions. Donoho and Associates' bid was higher than the other two appraisers because on the previous land acquisitions he only completed the review appraisal and didn't have all the pertinent information and would have to do all the background work. Mr. Metcalfe reported that these contracts are associated with the second phase on a two phase project. The county purchasing department went through the RFP process to obtain the list of qualified appraisers on the first phase of the project. Airport Commission staff submitted those qualified appraisers to the FAA for approval. FAA selected these three appraisers for the first series of appraisals on the first phase of the land buy. Nunnink and Shaner did all the background work on the properties because they did the original appraisals, and Donoho did the review appraisals and used their data. The plan was to use the same appraisers for the second phase in order to save time and hopefully avoid duplicative costs. Staff chose the combination that yielded the lowest total cost. Mr. Metcalfe stated that an alternative to accepting the contracts would be to go through the RFP process again to determine qualified appraisers. Mr. Metcalfe reported that, assuming it would take two months to "get in line" at the county purchasing dept., it would take approximately six months to go through the process again. Per the FAA schedule for this project, we have to submit the grant application to FAA in January. Mr. Nolte stated that he will vote in favor of the motion begrudgingly because of the fact that there were only three bidders to choose from. He requested in the future that we have at least one additional qualified bidder to eliminate this situation. MR. VIETS MOVED AND MR. MEYER SECONDED TO APPROVE THE REAL ESTATE APPRAISAL CONTRACTS FOR THE PHASE II LAND BUY AT EXECUTIVE AIRPORT:

<table>
<thead>
<tr>
<th>Company</th>
<th>Service</th>
<th>Tracts</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>NUNNINK &amp; ASSOC.</td>
<td>APPRAISALS</td>
<td>4</td>
<td>$3,000.00</td>
</tr>
<tr>
<td>DONOHO &amp; ASSOC.</td>
<td>SECONDARY</td>
<td>2</td>
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<tr>
<td>SHANER APPRAISALS</td>
<td>REVIEW</td>
<td>4</td>
<td>$1,500.00</td>
</tr>
</tbody>
</table>

APPROVED UNANIMOUSLY (5-0).

Business from the floor:

Chairman Craig discussed the letter from him to Commissioner Nolte and the subsequent letter from Dazey Corporation concerning the resolution of the wastewater treatment plant financing. Commissioner Weltner reported that the Wastewater Department is still working on the matter. Chairman Craig encouraged
Commissioner Weltner to seek resolution of this matter because of the extreme importance to the tenants. Some tenants are putting expansion plans on hold until they hear about their portion of the cost.

Mr. Nohe requested the Airport Commission discuss a different meeting time. Staff was directed to poll the Airport Commission for a common time to be discussed at the next meeting.

A ten minute recess was taken at 3:20 p.m. The meeting was reconvened at 3:30 p.m.

MR. NOHE MOVED AND MR. MEYER SECONDED TO ADJOURN TO EXECUTIVE SESSION AT 3:30 P.M. FOR TWENTY MINUTES TO DISCUSS PENDING LITIGATION IN THE GAS WELL TAX LIABILITY MATTER AND THE PARSONITT UNDERGROUND STORAGE TANK MATTER AND TO DISCUSS REAL ESTATE ACQUISITION. APPROVED UNANIMOUSLY (5-0).

MR. NOHE MOVED AND MR. MEYER SECONDED TO RECONVENE AT 3:50 P.M. APPROVED UNANIMOUSLY (5-0).

No action was taken as a result of the executive session.

MR. MEYER MOVED AND SECONDED BY MR. VIETS TO ADJOURN THE MEETING. APPROVED UNANIMOUSLY (5-0).

The meeting was adjourned at 3:51 p.m.

Phyllis Thomen, Secretary

R. Lee Metcalfe, Executive Director
Revision A

JOHNSON COUNTY AIRPORT COMMISSION

MONTHLY MEETING AGENDA

Industrial Airport, Kansas

Tuesday, July 10, 1990 - 1:00 P.M.

TAB

A  I. APPROVAL OF MINUTES of June 12, 1990 meeting.

II. REPORT OF THE CHAIRMAN:

B III. REPORT OF THE TREASURER:


B. Receivables report.

C. June 1990 actuals vs. budget report.

D. End-of-year projections.

IV. COMMITTEE REPORTS:

A. Administrative Committee:

B. Industrial Committee:

1. Data Documents Systems Building Request.
3. Update on Water Source Negotiations.
4. Building 45
5. Maintenance Shop Roof Repair Proposal.
6. Proposed Amendments to the Data Documents Bond Leases.
7. Grindsted Leases.

C V. STAFF REPORTS:

A. Report of the Director, Aviation:

1. Status of land acquisition at Executive Airport.

2. Review draft Environmental Assessment for Executive Airport.

B. Report of the Director, Emergency Services


2. Status of fire truck acquisition.
C. Report of the Director, Planning & Administration:
   1. Status of capital projects.

D. Report of Counsel to the Airport Commission:
   1. Notice to Parsonitt on underground storage tank claim.
   2. Notice to Dazey Corporation to vacate Building 45.
   3. Modification to JcAir lease.
   4. R. D. Long Contracting office lease.
   5. Mid-States Millwork lease amendment.
   6. United Cities negotiations.
   7. Review of proposed EMS contracts.

E. Report of the Executive Director:
   1. Status of airport-area zoning process.
   2. Asbestos survey.
   3. Finalize strategic plan.

VI. UNFINISHED BUSINESS:
   2:00 pm
   1. Presentation by Data Documents Systems on proposed building addition.
   2. Consider recommending approval to the BoCC of a supplement to the contract with Reno Construction for ramp and taxiway pavement rehabilitation at Industrial Airport.
   4. Consider approval of the air traffic control tower contract with Midwest Air Traffic Control, Inc.
   5. Consider approval of Authorization No. 1 for Professional Services with HNTB for the east aircraft tiedown apron and entrance road at Executive Airport AIP Project No. 3-20-0062-05.

VII. NEW BUSINESS:
   1. Consider approval of agreement with United Telephone Systems - Midwest Group for the use of a ramp for a vehicle "rodeo" to be held on August 27, 28, and 30.

VIII. ADJOURNMENT
CHAIRMAN: Introduction of Larry Winn III.

I. APPROVAL OF MINUTES of July 10, 1990 meeting.

II. REPORT OF THE CHAIRMAN:

A. Strategic Planning follow-up session.
B. Reschedule Sept. meeting to Sept. 18, 1990.

III. REPORT OF THE TREASURER:

B. Receivables report.
C. 1990 actuals vs. budget report.
D. End-of-year projections.

IV. COMMITTEE REPORTS:

A. Administrative Committee:
B. Industrial Committee:

V. STAFF REPORTS:

A. Report of the Director, Aviation:
   1. Status of underground storage tank testing and removal project.
   2. Status of FAA grant projects:
      - Executive land purchase
      - Executive ramp relocation
      - Industrial ramp and taxiway overlay
   3. Executive ILS Environmental Assessment public hearing.
B. Report of the Director, Emergency Services:
   1. EMS Contracts.
   2. Status of new fire truck.

C. Report of the Director, Planning & Administration:
   1. Status of capital projects.

D. Report of Counsel to the Airport Commission:

E. Report of the Executive Director:
   1. Status of Dazey Corp.'s occupancy of Bldg. 45.

VI. BUSINESS:

A. Consider acceptance of a supplement to the FAA Grant for
   ramp and taxiway overlay work at Industrial Airport to
   include additional work on edge drains on Taxiway K in the
   amount of $20,737. A local match of $2,300 will be
   required and is available in the 1990 Airport budget.

B. Confederate Air Force lease of Hgr. 43.

C. Conceptual proposal for a branch bank by 1st Kansas Bank.

D. GTI-Data Documents Systems expansion.
   1. Consider final approval of building plans and
      additional land lease.

   2. Consider approval of a resolution recommending that
      the BoCC approve the issue of up to $2,000,000 in
      Industrial Revenue Bonds to finance the construction
      of a 65,000 sq. ft. addition to the GTI-DDS facility
      at Industrial Airport.

E. Stouse Sign & Decal Co. expansion.
   1. Consider approval of lease of additional land.

VII. ADJOURNMENT
JOHNSON COUNTY AIRPORT COMMISSION

INDUSTRIAL COMMITTEE AGENDA

Monday, August 27, 1990 - 9:00 a.m.

Conference Room - Airport Commission Offices
Industrial Airport

9:00 a.m.  1. Confederate Air Force lease on Hangar 43.

9:30 a.m.  2. 1st Kansas Bank building proposal.

10:00 a.m. 3. GTI/DDS - Stouse Sign land lease proposals.
Revision B

JOHNSON COUNTY AIRPORT COMMISSION

MONTHLY MEETING AGENDA

Industrial Airport, Kansas

Wednesday, September 19, 1990 - 9:00 A.M.

A. APPROVAL OF MINUTES of August 14, 1990 meeting.

II. REPORT OF THE CHAIRMAN:

III. REPORT OF THE TREASURER:
   B. Receivables report.
   C. 1990 actuals vs. budget report.
   D. End-of-year projections.

IV. COMMITTEE REPORTS:
   A. Administrative Committee:
   B. Industrial Committee:
      1. Confederate Air Force lease on Hangar 43.
      2. 1st Kansas Bank building proposal.
      3. GTI/DDS - Stouse Sign land lease proposals.

V. STAFF REPORTS:
   A. Report of the Director, Aviation:
      1. Status of Industrial ramp and taxiway overlay project.
   B. Report of the Director, Emergency Services:
      1. Presentation of new fire truck.
   C. Report of the Director, Planning & Administration:
      1. Status of capital projects.
   D. Report of the Executive Director:
      2. Status of airport-area zoning study.
      3. Employee picnic - September 22.
VI. UNFINISHED BUSINESS:

1. Consider (1) approving and authorizing the Chairman to sign and (2) recommending approval to the BoCC; of a facility lease for an Industrial Revenue Bond-funded expansion for Graphic Technology, Inc.-Data Documents Systems bond issue.

2. Consider approval and authorizing the Chairman to sign a service agreement for Graphic Technology, Inc.-Data Documents Systems for land to be leased as part of an Industrial Revenue Bond-funded expansion project.

3. Consider approval of Confederate Air Force lease of Hangar 43.

4. Consider approval of Grindsted Products, Inc. modification to lease for additional property.

5. Consider approval of JcAir Associates modification to lease for additional property.

6. Consider approval of Howell Mouldings, Inc. modification to lease for additional property.

7. Consider approval of the selection of a consultant to perform soil testing and analysis and to recommend remediation of the Parsonitt underground storage tank site and to authorize the Chairman to sign the agreement to be drafted by legal counsel.

VII. NEW BUSINESS:

9:30 am 1. Presentation of Airport-Area Zoning Group draft report by the County Planning Department.

2. Consider recommending approval to the BoCC to accept a Federal Aviation Administration grant in the amount of $1,272,510 for land acquisition at Executive Airport. Total project cost $1,413,900.

3. Consider recommending approval to the BoCC to accept a Federal Aviation Administration grant in the amount of $662,049 for aircraft parking ramp relocation and east entrance road rehabilitation at Executive Airport. Total project cost $761,170.

4. Consider recommending approval to the BoCC to accept a Federal Aviation Administration grant in the amount of $2,618,100 for the installation of an Instrument Landing System at Executive Airport. Total project cost $2,909,000.

VIII. ADJOURNMENT
MONTHLY MEETING AGENDA

Industrial Airport, Kansas

Wednesday, September 19, 1990 - 9:00 A.M.

TAB

A. APPROVAL OF MINUTES of August 14, 1990 meeting.

II. REPORT OF THE CHAIRMAN:

B. REPORT OF THE TREASURER:
   B. Receivables report.
   C. 1990 actuals vs. budget report.
   D. End-of-year projections.

C. IV. COMMITTEE REPORTS:
   A. Administrative Committee:
   B. Industrial Committee:
      1. Confederate Air Force lease on Hangar 43.
      2. 1st Kansas Bank building proposal.
      3. GTI/DDS - Stouse Sign land lease proposals.

D. V. STAFF REPORTS:
   A. Report of the Director, Aviation:
      1. Status of Industrial ramp and taxiway overlay project.
   B. Report of the Director, Emergency Services:
      1. Presentation of new fire truck.
   C. Report of the Director, Planning & Administration:
      1. Status of capital projects.
   D. Report of the Executive Director:
      2. Status of airport-area zoning study.
JOHNSON COUNTY AIRPORT COMMISSION

MONTHLY MEETING AGENDA

Industrial Airport, Kansas

Wednesday, September 19, 1990 - 9:00 A.M.

TAB

A I. APPROVAL OF MINUTES of August 14, 1990 meeting.

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D. End-of-year projections.

C IV. COMMITTEE REPORTS:

A. Administrative Committee:

B. Industrial Committee:

1. Confederate Air Force lease on Hangar 43.
2. 1st Kansas Bank building proposal.
3. GTI/DDS - Stouse Sign land lease proposals.

D V. STAFF REPORTS:

A. Report of the Director, Aviation:

1. Status of Industrial ramp and taxiway overlay project.

B. Report of the Director, Emergency Services:

1. Presentation of new fire truck.

C. Report of the Director, Planning & Administration:

1. Status of capital projects.

D. Report of the Executive Director:


2. Status of airport-area zoning study.
VI. UNFINISHED BUSINESS:

1. Consider (1) approving and authorizing the Chairman to sign and (2) recommending approval to the BoCC; of a facility lease for an Industrial Revenue Bond-funded expansion for Graphic Technology, Inc.-Data Documents Systems bond issue.

2. Consider approval and authorizing the Chairman to sign a service agreement for Graphic Technology, Inc.-Data Documents Systems for land to be leased as part of an Industrial Revenue Bond-funded expansion project.

3. Consider approval of Confederate Air Force lease of Hangar 43.

4. Consider approval of Grindsted Products, Inc. modification to lease for additional property.

5. Consider approval of JcAir Associates modification to lease for additional property.

6. Consider approval of Howell Mouldings, Inc. modification to lease for additional property.

7. Consider approval of the selection of a consultant to perform soil testing and analysis and to recommend remediation of the Parsonitt underground storage tank site and to authorize the Chairman to sign the agreement to be drafted by legal counsel.

VII. NEW BUSINESS:

1. Consider recommending approval to the BoCC to accept a Federal Aviation Administration grant in the amount of $1,272,510 for land acquisition at Executive Airport. Total project cost $1,413,900.

2. Consider recommending approval to the BoCC to accept a Federal Aviation Administration grant in the amount of $662,049 for aircraft parking ramp relocation and east entrance road rehabilitation at Executive Airport. Total project cost $761,170.

3. Consider recommending approval to the BoCC to accept a Federal Aviation Administration grant in the amount of $2,618,100 for the installation of an Instrument Landing System at Executive Airport. Total project cost $2,909,000.

VIII. ADJOURNMENT
It appears that the Airport Commission could be placed in awkward situations if it is expected to serve both as an advocate for the airports and as a planning and zoning body for the airport areas.

XII. Findings

A. Interest areas do not necessarily match a set 1-mile area around the airports.

B. There are varied perspectives on the airport compatibility issues.

C. There are varied degrees of interest in the airport issues.

D. Compatibility problems exist.

E. The airports are community assets.

F. Development proposals need timely reviews.

G. Airport area planning needs to consider the multiple, interrelated factors.

H. Coordinated planning and plan implementation is needed.

XIII. Recommendations

A. Define appropriate interest area boundaries.

B. Develop and implement procedures for joint-review and notices of pending development proposals.

C. Periodically review and update plans and procedures.

D. Support the community value of the airports.

E. Minimize multiple reviews.

F. Integrate plans for the airports and airport areas.

G. Integrate plan implementation.

XIV. Proposed Concepts for Phase II Study

Consider and develop concepts for a joint-review approach to airport area development planning and administration.

XV. Proposed Objectives for Phase II Study

A. Planning Objectives: 1.) Propose unilateral action and joint-action areas, and 2.) Propose appropriate land uses.

B. Procedural Objectives: 1.) Propose joint-jurisdiction plan and regulation adoption process, and 2.) Propose joint-jurisdiction process for implementation and administration.
JOHNSON COUNTY AIRPORT COMMISSION

INDUSTRIAL COMMITTEE AGENDA

Wednesday, October 10, 1990 - 9:00 a.m.

Conference Room - Airport Commission Offices
Industrial Airport

1. GTI/DDS - Stouse Sign land lease proposals.
2. Kansas City Aviation Center hangar lease.
MONTHLY MEETING AGENDA

Industrial Airport, Kansas

Wednesday, October 17, 1990 - 9:00 A.M.

I. APPROVAL OF MINUTES of September 19, 1990 meeting.

II. REPORT OF THE CHAIRMAN:

III. REPORT OF THE TREASURER:
   A. Disbursements for September 1990.
   B. Receivables report.
   C. 1990 actuals vs. budget report.
   D. End-of-year projections.

IV. COMMITTEE REPORTS:
   A. Administrative Committee:
      1. Agricultural leases.
      2. Water agreements with Gardner.
      3. Postal contract modification.
   B. Industrial Committee:
      1. GTI/DDS - Stouse Sign land lease proposals.
      2. Kansas City Aviation Center hangar lease.
      3. Change order for maintenance shop roof repair.
      4. Standard lease format.

V. STAFF REPORTS:
   A. Report of the Director, Aviation:
      1. Executive Airport grant updates:
         a. Phase I Land purchase.
         b. Ramp and tiedown relocation.
         c. ILS installation.
   B. Report of the Director, Emergency Services:
      1. Status of EMS contracts.
   C. Report of the Director, Planning & Administration:
      1. Status of capital projects.
D. Report of the Executive Director:
   1. Board of Tax Appeals Hearings.

VI. UNFINISHED BUSINESS:
A. Discuss proposed land leases for GTI and Stouse Sign.

VII. NEW BUSINESS:
A. Consider approval of a modification to the Kansas City Aviation Center lease to add a renewal of the King Hangar lease at Executive Airport.
B. Discussion of Economic Impact Study.

VIII. ADJOURNMENT
TAB

I. APPROVAL OF MINUTES of November 13, 1990 meeting.

II. REPORT OF THE CHAIRMAN:
   A. Presentation of appreciation plaques to past Commissioners.

III. REPORT OF THE TREASURER:
   A. Disbursements for November 1990.
   B. Receivables report.
   C. 1990 actuals vs. budget report.
   D. End-of-year projections.

IV. COMMITTEE REPORTS:
   A. Administrative Committee:
   B. Industrial Committee:

V. STAFF REPORTS:
   A. Report of the Director, Aviation:
      2. Executive Airport grant updates:
         a. Phase I Land purchase.
         b. Ramp and tiedown relocation.
      3. Soil testing project - Parsonett site.
   B. Report of the Director, Emergency Services:
   C. Report of the Director, Planning & Administration:
      1. Status of capital projects.
      2. Discussion of proposed air show for World War II anniversary commemoration.
   D. Report of Legal Counsel:
      1. Summary of gas well tax liability appeal case.
E. Report of the Executive Director:
   1. Update on airport-area zoning.
   2. Discussion of proposed joint meeting with the Olathe Chamber of Commerce.
   4. Discuss the Director of Industrial Development position.

VI. UNFINISHED BUSINESS:
   A. Consider approval of a ground lease with Kansas City Aviation Center at Executive Airport.
   B. Consider approval of a ground lease for ramp space with the Confederate Air Force for construction of a temporary building.
   C. Discussion of the Avigational Easement with Dr. Hartwig for air space at Industrial Airport.

VII. NEW BUSINESS:
   A. Consider approval of three Real Estate Appraisal Contracts for the Phase II land buy at Executive Airport.

VIII. ADJOURNMENT