

Rick Huddle, Chair
Jason Schaber, Member
Vacancy

Marion City Council
Airport Lands and Buildings Agenda
November 19, 2019 @ 6:30 PM

Roll Call

Minutes

Old Business:

NONE

New Business

Item 1. ORDINANCE AUTHORIZING THE SERVICE DIRECTOR TO ENTER INTO A CONTRACT FOR THE LEASE OF CERTAIN FARM LANDS ADJACENT TO THE MARION MUNICIPAL AIRPORT AND DECLARING AN EMERGENCY

Items not on the Agenda

July 1, 2019

Members present: Mr. Huddle, Mr. Schaber, Mrs. Gustin

With a quorum present, Mr. Huddle called the order to at 6:53 PM.

Mr. Schaber moved to approve minutes of 05/06/2019, Mrs. Gustin 2nd. Roll call: Ayes: Mr. Huddle, Mr. Schaber, Mrs. Gustin.

Minutes from 05/06/2019 are approved (3-0).

Item 1. ORDINANCE AUTHORIZING AND DIRECTING THE DIRECTOR OF PUBLIC SERVICE TO ENTER INTO CONTRACT WITH STEVENS CONSTRUCTION COMPANY, INC. FOR THE CONSTRUCTION OF A NEW MARION AIRPORT TERMINAL, APPROPRIATING NECESSARY FUNDS, AND DECLARING AN EMERGENCY

Service Director Caryer explained that on 05/17/2019 they had a bid opening. The architect had estimated \$1.18 million to do the design. Three bids submitted. Five contractors were at bid opening. The bids came in at \$1.685, \$1.793, and \$1.630 million. Two contractors were there that did not submit bids because they knew they were well over. All of the bids were a half million over what the architect's estimates were. The architect met with several of the contractors who were interested in the project.

They discussed possible changes to building. The building was down to the square footage that is reasonable for the project, cutting it down any really did not save any money. Architect, after talking with contractors, looked at some design changes, including, the exterior walls the way they were designed to be built and for the roof line. He shared picture of former roof line. They said that they would rebid it doing away with the tower and allowing for one plane roofline, like the Lincoln Park Aquatics Center. It does away with the masonry design on the building and it would allow them to use prefabricated steel exterior walls instead of walls constructed of steel on site. That was put out and it was rebid and the estimate from the architect was left the same at \$1.18 million. They received three bids – \$1.58 million, \$1.58 million, and \$1.18 million from Stevens Construction which was inside the estimated cost that the architect had.

The next phase is to meet with the general contractor to see what his changes would be. Then he will work with architect to design wall and roof line. His design feature was a single plane roof and the walls being pre-fabricated metal with no masonry on the outside. The square footage/the foot print of the building remains the same. The room square footage all remains the same.

Mrs. Gustin asked about the impact of losing the tower. Caryer it was just for looks. Nothing changes the floor plan for the building. She asked if there is any impact on utilities for metal vs. masonry. Caryer explained that they will still have R-19 in side walls. The original design would have been masonry up so high and then metal set on top of the masonry and built up and fabricated on site. The proposed plan would be the

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same metal walls except prefabricated and no masonry. They go from floor to roof line. There is no picture of the new design right now. If it is passed, the specs said that the contractor will work with the architect and then they would go ahead and show the design drawing of it. The mechanicals would stay the same. It is just the walls and the roof line change. They would need to look at a sign outside, rather than on the building.

They did away with the overhangs on the entrance ways which were strictly for looks. They moved the entrance-ways in, so the footprint of the building and the rooms and room sizes stay the same. There are airlocks that will allow people to step inside outside of the weather. Mrs. Gustin asked if they could be added later. Caryer said that they would have to ask general contractor. She would like to see some of these things added back on if they got more money. Caryer doubts that overhang could be added back on.

The Mayor explained the City side of the funding. The City is eligible for about \$660,000 from the FAA (may or may not get more), but they are only going to qualify for \$600,000. He thanked Matt Arnold and Director Caryer and the Airport Commission Members for the work that they have put into this. They will get \$30,000 from ODOT. They have been reserving funds within the airport's budget – airport improvement fund. These are revenues generated by the sale of land at the industrial site at the airport. All total there is \$432,000 in that fund. This is still not enough to cover share. The City's share is \$138,000. There has been discussion on the floor of council the last time this came out that this was well above the architects estimate. Council indicated at the time that moving forward with this is a priority and he hopes that it still is a priority for members of council even though it is looking for \$138,000. It will not be \$138,000 out of the general fund. City was fortunate to receive some additional moneys that were unanticipated. He is working with auditor to make sure that they could use that money that is unanticipated that they received for this type of project. That is \$80,000 additional money. They are looking at approximately \$58,000. That would mean about \$60,000 coming from the general fund to make this project happen. If they do not do it this year, it is not going to be any cheaper in future years. They have been dealing with this project for many years. The \$60,000 would have to be an advance from the general fund, but not all at once. \$30,000 this year, and \$30,000 next year. That is as close as they can get, based on what the commission, the director, and the service director have done.

The Airport Commission was asked their feelings on the adjustments to design. They cannot afford initial design. The Mayor's preference is to do what they can afford. From the committee, Dave Troutman (1024 Bexley Avenue) thinks the architect got carried away a little bit on some of the construction cost. As far as what they have ended up, everyone on the committee thinks this is a good project. They are looking forward to it. It will add a great deal to Marion. They think that somebody with deep pockets should consider sponsoring the terminal for naming rights.

Mrs. Gustin asked about funding for furnishings. Dave Troutman, on behalf of the committee, said that there may be other sources of funding, like in-kind donations. It is

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important that it be furnished first class. They need a pilot lounge that pilots want to come to Marion to visit and stay. They need to do some other things for the airport, like have cars that they could furnish for pilots coming in. Aviation Director Arnold has this under control. They are fortunate to have him on board with his experience with all kinds of aircraft.

Mayor Schertzer stated that if this is not approved then they do not have to worry about furnishings. They have already begun some dialogue with some community businesses that have expressed some interest in doing things like that and other in-kind contributions to the finishing touches of the terminal. They will proceed with that and put a plan in place and move forward. It would be nice to have a lot of that donated because that means that they are not using tax payer dollars to spend tens of thousands of dollars on furniture. That is never a good thing. They have avenues that they can look at with very generous individuals who understand what that means to the success of this project and the success of the image of the Marion Municipal Airport.

Director of Aviation Arnold said that Marion Wings and Wheels have already expressed an interest in furnishing the entire conference room with a table and chairs.

Mr. Huddle said that there are a lot of projects that are promoting things out there which should generate some more income via the airport.

Mr. Schaber said that he thinks this is a small price to pay considering the economic development and revenue stream this will create.

The building is approximately 3,800 square feet per Caryer. \$270 per square foot is the cost according to Mr. Daniels. The original estimate was around \$400 square foot. Mr. Daniels asked if architects (GPD Group/Steve Williams) were paid a flat rate to come up with design. They were not paid a percentage of the construction cost. They were embarrassed that bids came in so much higher than their estimates. The general contractors who bid on it said that the design of the walls and the roof were key to making it so expensive the first time around. Mr. Daniels said that the mental image of prefab steel walls strikes him as a pole barn and it does not sound aesthetically appealing. The investment the City must pay is a small portion (from general fund). How is it that masonry construction, using cinder block for brick façade, how is it that is more expensive? Mr. Caryer said he could not answer that question. All contractors had same issue based on original design. Mr. Daniels agreed that a flat plane roofline will be cheaper. He does not have an issue with that. He cannot understand visually what a steel prefab exterior is going to look like other than a pole barn. No aesthetic appeal whatsoever. Mr. Caryer said that a brick façade of wainscoting would be about \$15,000 just to put it across the front. That is an option, but it will cost more. There are a lot of options to upgrade it, but they felt that trying to cut down size did not save hardly any money and it made it unusable. He does not know what these walls would look like from the outside. The architect will not work with contractor to redraw plans until this is passed by council, unless city wants to incur additional cost. Mr. Daniels said that he wants a visual representation. Caryer said that he will find similar structure. Mr.

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Daniels stated that the contractor will build what they give him based on the plan. The architect is supposed to work with general contractor to design what the general contractor said he would do in his bid according to Caryer. He has already put in some narrative about what he is going to do. He will work with architect to draw what they have already put in writing. This will be a collaborative effort (not like the first time). Mr. Daniels said that first plan is an aesthetically appealing building. He compared to the bus station that was built – that is an aesthetically appealing building – modern looking. It is something that looks good when people drive by. An entirely steel exterior does not sound good.

Mayor Schertzer said they would agree that they would much rather have a brick façade to window height. If things were to change between now and the time that they can add that, they could do a change order. Sale of land at the Airport Industrial Park would be a source of these kinds of funds. That is where most of the \$442,000 came from. They have 19 acres on the south side of Innovation Drive and 60+ acres on the north side. It is all for sale and that money can be put back into airport building. This is what they can afford to do. They can make change orders later if they can afford to do so. He does not want anyone to have a delusion that the current terminal is not being demolished because of this financial package right here. That will come later when more airport industrial land is sold. Then they can make further aesthetically pleasing changes to the building when the time comes. Maybe they will wait to put some signage on the building when more land is sold. Sale of land can only be used for improvements at the Marion Municipal Airport.

Todd Schneider asked who bid on project. Caryer stated that plans were initially pulled by: Charles Construction, ACI Construction, Midstate Contractors, Studer-Oberinger, 2K General Contracting, Weichman Brothers, Stevens Construction, Charter Hill, Williamson Builders. Five companies were present at bid opening. There were three bids. Two did not submit because they knew they were so far over. On the second round, there were three bids with Stevens Construction being the lowest. Todd said it should be noted that our airport could be (hopefully) built by a Marion construction company.

Caryer agreed that it needs to be good looking and not like a pole barn. They would work closely with Parks Department who is now responsible for taking care of grounds out there. Landscaping can make a big difference on a building, but they still need a decent looking building. They can still do a change order. Stevens said they could still do wainscoting of half face block to give it some more aesthetic looks. It all takes money. The estimate was about \$14,000 just for the front (with prefab steel walls).

Mr. Lause, Airport Commission, said that he gets around to different airports because he flies. Marion is about 60 years old and they are a first-class airport. They receive jets that a lot of airports do not. They have industry to support it. There are two different runways, which is unheard of unless they are a different class of airport. If they can come up with a decent terminal, it would give the appearance that Marion is open for business.

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Greg Sens, Airport Commission, stated that they are getting \$600,000 from the FAA but it will not be guaranteed every year. If they keep delaying, it could change next year. It is approved for now and it took them months to get it reapproved. He is concerned about the cost. They will squeeze pennies and get donations to get the improvements like the frontage.

Caryer stated that every year they put this off (FAA and ODOT money), they will lose \$150,000 every year for improvements like lighting. They cap it at \$600,000 for terminal project. If they pass it off another year, they may or may not get \$600,000, but they will lose \$150,000 in improvements. The contractor had the sharpest pencil – he is very enthusiastic about the airport building. The contractor is willing to work with changes if more funds become available.

They are asking for emergency clause and would like to see the rules suspended when this goes to council. The consultant is putting everything together this minute. When it passes, it goes to FAA. FAA contacted Director of Aviation the day before the bid openings to see how it was going because they have \$600,000 there for the city. The City has gotten trees taken down that they did not realize needed to come down. They are serious, and the FAA is serious about getting them the money. Caryer agreed to pull together options with pricing before the next council meeting.

Mr. Daniels clarified that the FAA awards is up to \$600,000 and they match percentage of total project. That would have been \$660,000, but \$600,000 is the maximum. Any aesthetic improvement would be at the City's expense – general fund of the sale of real estate.

Mr. Schaber made a motion to approve; Mrs. Gustin 2nd. Roll call: Ayes: Mr. Huddle, Mr. Schaber, Mrs. Gustin.

LEGISLATION GOES TO COUNCIL WITH 3-0 APPROVAL

ITEMS NOT ON THE AGENDA

There being no further business, Mr. Mr. Huddle adjourned the meeting at 7:29PM.

Chairman Huddle

Clerk of Council

ORDINANCE AUTHORIZING THE SERVICE DIRECTOR TO ENTER INTO A CONTRACT FOR THE LEASE OF CERTAIN FARM LANDS ADJACENT TO THE MARION MUNICIPAL AIRPORT AND DECLARING AN EMERGENCY

WHEREAS, the Marion Airport has approximately 577 tillable acres of farm land available for lease.

WHEREAS, the current lease of the farmland expired September 30, 2019.

WHEREAS, the City advertised for and received 3 bids on November 1, 2019.

WHEREAS, the Marion Airport Commission has reviewed the submitted bids and recommended the following as the best bid.

BE IT ORDAINED by the Council of the City of Marion, Marion County, Ohio:

Section 1. That the Service Director is hereby authorized to enter into a lease for a period of three (3) crop years ending September 30, 2022, with Todd Etgen of 1673 County Road 159 Ashley, Ohio 43003, for the above described farm land consisting of approximately 577 acres at a bid price of \$267.00 per acre or \$154,059.00 per year.

Section 2. That it is found and determined that all formal actions of this Council concerning and relating to the adoption of this ordinance were adopted in an open meeting of this Council, and that all deliberations of this Council, and of any of its committees that resulted in such formal action, were in meetings open to the public in compliance with all legal requirements including Section 121.22 of the Ohio Revised Code.

Section 3. That this ordinance shall take effect and be in force from and after the earliest period allowed by law.

Section 4. That this ordinance is hereby declared to be an emergency measure necessary for the immediate preservation of the public peace, welfare and safety of the City of Marion and the inhabitants thereof and as such, shall take effect and be in force immediately upon its passage and approval by the Mayor, provided it receives the affirmative vote of two-thirds of all members elected to Council; otherwise it shall become effective from and after the earliest period allowed by law.

Todd Schneider
President of Council

APPROVED:

Mayor Scott Schertzer

ATTEST:

Clerk of Council