



PARK TOWNSHIP AIRPARK MASTER PLAN

Author: Airport Vision Committee

Writer: Howard Fink, Township Manager



Table of Contents

- Table of Contents 2
- Acknowledgments..... 5
- What this Plan Contains..... 6
- Executive Summary..... 7
- Introduction 9
 - History of Park Township Airport: The early days 9
 - History of Park Township Airport: Post WWII until 1980’s..... 10
 - History of Park Township Airport: Park Township Board of Trustees takes control of the Airport 11
 - History of Park Township Airport: A catalyst is born 12
- The Planning Process: 13
 - Board of Trustees take the lead..... 13
 - Board of Trustees Story Board Exercise..... 14
 - Creation of the Airport Vision Committee..... 14
- A New Vision Emerges 16
 - Airport Vision Committee: Storyboard Exercises..... 17
 - Airport Vision Committee: A new framework emerges..... 17
 - Synthesis of Storyboard Exercises 18
- Park Township’s AirPark Plan..... 19
 - Key Plan Elements..... 19
- Broad Appeal to Residents and Tourists 20
 - AirPark Site Plan..... 21



Aviation Park 22

Aviation Museum 23

..... 24

Aviation Themed Playground 25

Aviation Splash Pad 25

Star Gazing Observatory 27

Multi-Purpose Community Building / Terminal 28

Cooper Van Wieren Park 29

Multi Use Trail Network 30

Airplane Factory - See Airplanes being built 31

T33 Jet Memorial 32

..... 32

Civil Air Patrol 33

..... 34

Air Camping Area 34

Honoring Military Pilots and Veterans 34

Park Township AirPark FUN Activities 36

Fiscal Sustainability 37

AirPark Funding Overview 38

Funding Specifics: Aviation Park 39

Funding Specifics: Airport Operations 40

 General Overview: Federal Funding 40

 General Overview: State Funding 41

Fiscal Analysis of the Airport 42

Typical Airport Revenue Opportunities 43



Fuel Sales..... 43

New Hanger Construction..... 44

 Miscellaneous Income: Special Events and User Fees 45

Long term Funding Options 46

Long term Funding Options (continued)..... 47

Safety 48

 Approach Layout Plan 48

 Runway and Taxiway Improvements 51

Implementation 52

 Phase 1: Generate Excitement..... 53

 Phase 1 Financials 54

 Phase 2: Increase Aviation Use 55

 Phase 2: Financials 56

 Phase 3: Complete the AirPark and Improve Community Facilities 57

 Phase 3: Financials 58

Appendix Listings 59



Acknowledgments

This plan has been developed over the last 18 months, involving many stakeholders spending countless hours researching, brainstorming, and deliberating on the most effective way forward for Park Township's Airport. The Board of Trustees led the way by committing to addressing the airports viability, usage and overall vision.

Both current and past events, which have been emotionally charged and tumultuous, have dictated the necessity to create this planning effort. The Airport Vision Committee and Airport Operations Committee poured through binders of historical information, data and previous plans. This plan and its contents represent the desire by many individuals, despite disagreement at times, to keep discussing, debating and learning from one other. Eventually, all this work coalesces into the ***new AirPark Concept***.

It's also necessary to recognize the many individuals, current and former airport managers, representatives of Ottawa Aviation, and various aviation enthusiasts who poured their heart and soul into Park Township's Airport over many decades. We hope their voice is also represented in this document.

Airport Vision Committee:

James Davis, Tom Den Herder, David Field, Robert Garlinghouse, Dr. James Gerard, Ralph Hensley, Gerald Hunsburger, E. O. Keeter, Robert J. King (Jeff), Jodi Owczarski, Margo Rinehart, Paul Sachs, Bob Stander, Joseph Zainea, Ad Hoc: Howard Fink, Township Manager; Doug Formsma, Airport Manager

Board of Trustees:

Gerald Hunsburger, Supervisor; E. O. Keeter, Clerk; Jan Steggerda, Treasurer; Dr. James Gerard, Trustee; Steve Spoelhof, Trustee; George Jacob, Trustee; Denise Nestel, Trustee

Airport Operations Committee:

Gerald Hunsburger, Supervisor; E. O. Keeter, Clerk; Trustee; Dr. James Gerard, Trustee; Howard Fink, Township Manager (ex officio); Doug Formsma, Airport Manager (ex officio)

Staff Assistance:

Howard Fink, Plan Writer and Process Facilitator; Daniele Dykens, Administrative Support



What this Plan Contains

This Plan is not simply “off the shelf”. Given the history of Park Townships Airport, past planning efforts have failed to produce results. With competing objectives on all sides of the debate; this current planning effort needed to be robust, tailored, creative, and intensive.

This document will map out a phased approach to the revitalization of the Park Township Airport in a completely unique and visionary way. The plan takes concepts that have been debated for decades, expands on them, and provides the collective wisdom of a large stakeholder group to identify the most appropriate implementation strategy.

The Plan is designed to create a path forward that maintains and strengthens the viability of the airport while simultaneously recognizing that the new vision must be able to garner the support of Park Township Residents, not just the aviation community. Inherent in this plan are the results of hard, tough questions, challenging of previously held assumptions, and expert data and information to support our conclusions.

No longer are we working off of “that’s what I have been told,” but rather “here are the facts that should inform our decisions.” While this may sound cliché, throughout this 18 month long process it became clear that many commonly held assumptions about the airport were not based on correct information.

During the process, a number of specific planning principles and questions kept repeating themselves within our planning efforts. These issues became a theme throughout the Plan, interconnected with our research, goals, and implementation strategies. These guiding principles are articulated in greater detail on Page 16.



Executive Summary

The operation and maintenance of the Parks Township airport has been politically debated for decades. In the late 1990's Park Township voters narrowly defeated closing of the Airport. In 2006, a scientific survey was conducted by the Carl Frost Center for Social Science Research, a research center for Hope College. This report showed that 61% of residents supported the airport. While significant, this was tempered by only 39% indicating they would support spending taxpayer resources on this asset. Herein lies the dilemma; while the majority of residents supported the airport, they did not support spending local tax dollars to maintain the asset. There is an underlying theme that permeates in the community; those that benefit from the airport (pilots and visitors) should fund its operations. With the elimination of state and federal resources and minimal investment into aging infrastructure, we are at a critical juncture for the future of the Park Township Airport.

In 2017, following some contentious decisions regarding the Airport, the Board of Trustees appointed a Vision Committee to identify a "way forward". The committee was charged with creating a more sustainable asset for Park Township and one that would benefit all of the community.

While it's a natural assumption to expect those benefiting from airport operations to "pay its way", implementing this reality is not feasible at this airport and many others like it. Over the course of the planning process, the Airport Vision Committee identified that airports are subsidized entities; and both their existence and success is greatly determined by the level of subsidy provided.

The Vision Committee coalesced around an AirPark Concept for the Airport. The Vision Committee did not see the decades old debate between those favoring recreation vs aviation as mutually exclusive. Rather, they worked to merge the concepts, create synergies, and create a plan that, if implemented, would be greater than the sum of its parts. At its core, the plan is to create broader community support by integrating the following elements along with a thriving aviation component; 1) an aviation themed park, 2) opportunities for science, technology, engineering and math education (STEM), 3) An aviation museum to preserve the historic elements of the Park Township Airport, 4) integrated recreational and trail assets, and 5) honoring those locally who have served our country.

The Vision Committee, through consensus, created a bold "vision for the future" for the Park Township Board and community residents to consider as the future of this critical property is determined. The Committee recognizes they were appointed in an



advisory capacity, and that ultimately it is up to the Board of Trustees, with community input, to determine what recommendations will be implemented.

The AirPark Concept is detailed throughout this document. The plan includes a full site vision, details of each key components and costs analysis. The plan is both creative and ambitious. Given the scale of our vision, a three phase approach over 10 years is being proposed.



Introduction

History of Park Township Airport: The early days

Park Township Airport has a long and distinguished history. It is one of the oldest airports in Michigan and lays claim as the first Michigan airport to employ a women owned and managed fixed based operator (FBO). It began in the 1930's as a private airfield, the brainchild of aviator "Peg" Malone, with aspirations for regular passenger service between Milwaukee and New York, with stops at Holland, Detroit, Cleveland, Buffalo, and Syracuse. Unfortunately, the great depression hit and the plan was shelved.

In 1933, the Aeronautics Commission urged the City of Holland to develop its own municipal airport, but Holland voters rejected the ballot proposal to fund the airfield. This prompted Bill Connelly, representing the Holland Chamber of Commerce, to encourage the Park Township Board of Trustees to purchase the airfield at 152nd and Ottawa Beach Road, becoming Park Townships Municipal Airport, code name HLM (for Holland Lake Macatawa).

One item of particular note is the Airport's role in training Pilots during World War II. Following aviation infrastructure upgrades at the airport, the Federal Government approved the Hope College pilot training program in late 1939. During the war, over 100 students were enrolled in Hope's GI flight training program. Additionally, the airport was used as a helicopter training ground for the United States war effort. Appendix A shows the agreement between Park Township and Ottawa County authorizing the use of Park Township Airport for the United States War effort.

The history of Park Township's airport is intertwined with that of the development of the larger Holland region and business community. From 1935 until 1981, Park township airport was a true intergovernmental collaboration, with both Park Township and City residents' benefiting. In 1962, at the peak of Park Townships Airport usage; voters approved an agreement between Park Township, Holland City and Holland Charter Township to create an airport authority. Each municipal entity had an equal vote in governance responsibility.



History of Park Township Airport: Post WWII until 1980's

Post WWII until the late 70's, Park Township's Airport was a well-used asset in the Holland region. In fact, in the early 1960's HLM was the 13th busiest airport in the State of Michigan. During this time, the airport authority was operating, infrastructure was improved, and hanger space was in demand.

Around the late 1970's, the financial viability of the airport began to shift. In 1979, Park Township's airport went through two Airport Managers (both of which acted in a *Fixed Based Operator* Model, attempting to turn a profit). The latter, John Veldman of Holland Airport Services was provided with a lease rate of \$500 per month, plus all utility charges and maintenance expenses. Despite being well liked in the aviation community and popular among pilots, within three months, Mr. Veldman resigned. The Park Township Board of Trustees wondered aloud why "we cannot keep a manager?" The answer was obvious, the manager was unable to turn a profit.

Around this time, Park Township leadership began discussing the difficulty in continuously maintaining and operating an airport. In 1981, Holland Township shifts its support to the City acquisition of the Tulip City airport on the city's south side, which eventually becomes West Michigan Regional airport. The success of West Michigan Regional serving strictly corporate aircraft leaves Park Township to cater to recreational aviation uses. Lack of financial resources, a shrinking market segment, deteriorating infrastructure and higher hanger rates than surrounding airports lead to a slow, but steady decline of the Park Township Airport.

In 1984 In a split vote, The Board of Trustees support a three year lease to Ottawa Aviation, an arm of the Park Township Pilots association, and at the time an organization of thirty members.

"MONEY IS GETTING HARDER TO FIND TO KEEP OPERATIONS GOING."

GARY OUVERSON, CHAIR OF THE PARK TOWNSHIP AIRPORT
COMMISSION, 1980

Park Township Centennial History, 1915-2015



History of Park Township Airport: Park Township Board of Trustees takes control of the Airport

since 1984, the Park Township airport was managed by Ottawa Aviation, a fixed based operator. Park Township owned the airport, but leased out operations and management to Ottawa Aviation under specific contractual agreements.

During this time period, the Airport operated under a steady stream of controversy and turmoil. While Ottawa Aviation was an enthusiastic group of aviation supporters and able to raise more than \$30,000 on airport improvements, eventually the same issues of limited resources and deteriorating infrastructure continued to besiege the viability of the airport.

Over the next 30 years, the history of HLM is one of constant struggle to survive. In 1990, the Township Board of Trustees vote to put on the ballot a 1 mill levy that would transform the airport into a recreational asset. The vote failed by a two to one majority. A day following the vote, Airport supporters turned in a petition with more than four hundred signatures supporting a twenty year lease for Ottawa Aviation.

"JOHN KAMP, A PRIVATE PILOT AND CHAIR OF OTTAWA AVIATION, URGED THE CONTINUATION OF THE AIRPORT FOR RECREATIONAL USE, CIVIL AIR PATROL, COAST GUARD, WINGS OF MERCY MEDICAL FLIGHTS, AND GLIDER AND REMOTE CONTROL AIRPLANE CLUBS, ALL OF WHOM "ARE VERY ACTIVE." – 1990

Park Township Centennial History, 1915-2015

The debate rages on and emotions are high on both sides, between those favoring aviation and those favoring recreation. This leads John Horsting, a Planning Commission Member to declare that the two sides should "end the power struggle and work together....There is room for both." - 1991



History of Park Township Airport: A catalyst is born

In 2015, the Township and Ottawa Aviation jointly decided to restructure their relationship. Ottawa Aviation agrees to cancel their lease on the airport, and Park Township assumed control of airport operations, maintenance and oversight. Ottawa Aviation was retained as the airport manager. The financial operations of the airport, infrastructure upgrades, etc. would become the full responsibility of Park Township. At this time, Airport and Township leaders believed this change would make it easier for the Park Township airport to qualify for grants, private donations from wealthy philanthropists, and negotiate easements to remove obstacles in the airport approach plan. As the history of the Park Townships Airport has made abundantly clear, that path to success was more difficult than initially thought.

Beginning in the fall of 2015, Skydive Holland took up operations at Park Township Airport, generating a great deal of excitement in the recreation and extreme sports community. Opinions were mixed in the aviation community, as is often the case with skydiving operations operating out of a municipal airport. The business operated until the spring of 2017. At that time it was determined not to renew their contract for the 2018 season. This controversial decision created much publicity. Residents on both sides of the decision voiced their opinions, passions and desires.

On November 9, 2017, Supervisor Jerry Hunsburger and Manager Howard Fink issued a press release to explain why Skydiving Holland’s contract was not renewed. The full press release listed in Appendix B, begins to articulate the direction of the board on the future of the airport. A few key shifts occur in how the airport is viewed politically. The following sections from the Press Release articulate these points of view.

“The Board has maintained that the airport is to operate revenue neutral, so that your local tax dollars are not used to directly subsidize airport operations.”

“The Park Township airport has a rich history, and was here long before major residential development occurred around it. Nonetheless, it is now located in a residential community, posing unique land use challenges. Significant housing development within the vicinity of the airport has occurred over many decades. Ignoring possible incompatible impacts would not be prudent.

Township leaders are acknowledging that limitations do exist on Airport operations if they impact tax payer resources. This has been a primary issue, both historically and in present day. Leadership also acknowledges that residents living around the airport have a voice; and that they too are constituents whose opinions matter.



The Planning Process:

Board of Trustees take the lead

The Township Leaders recognize that work on the future of the airport must begin in earnest. The preverbal can had been kicked down the road for decades, and it was time for action. In the winter of 2017, the Township Board established a new airport vision plan as a key goal of their 2018 strategic plan. Work would begin in earnest. The Board appropriated \$10,000 to support the planning process.

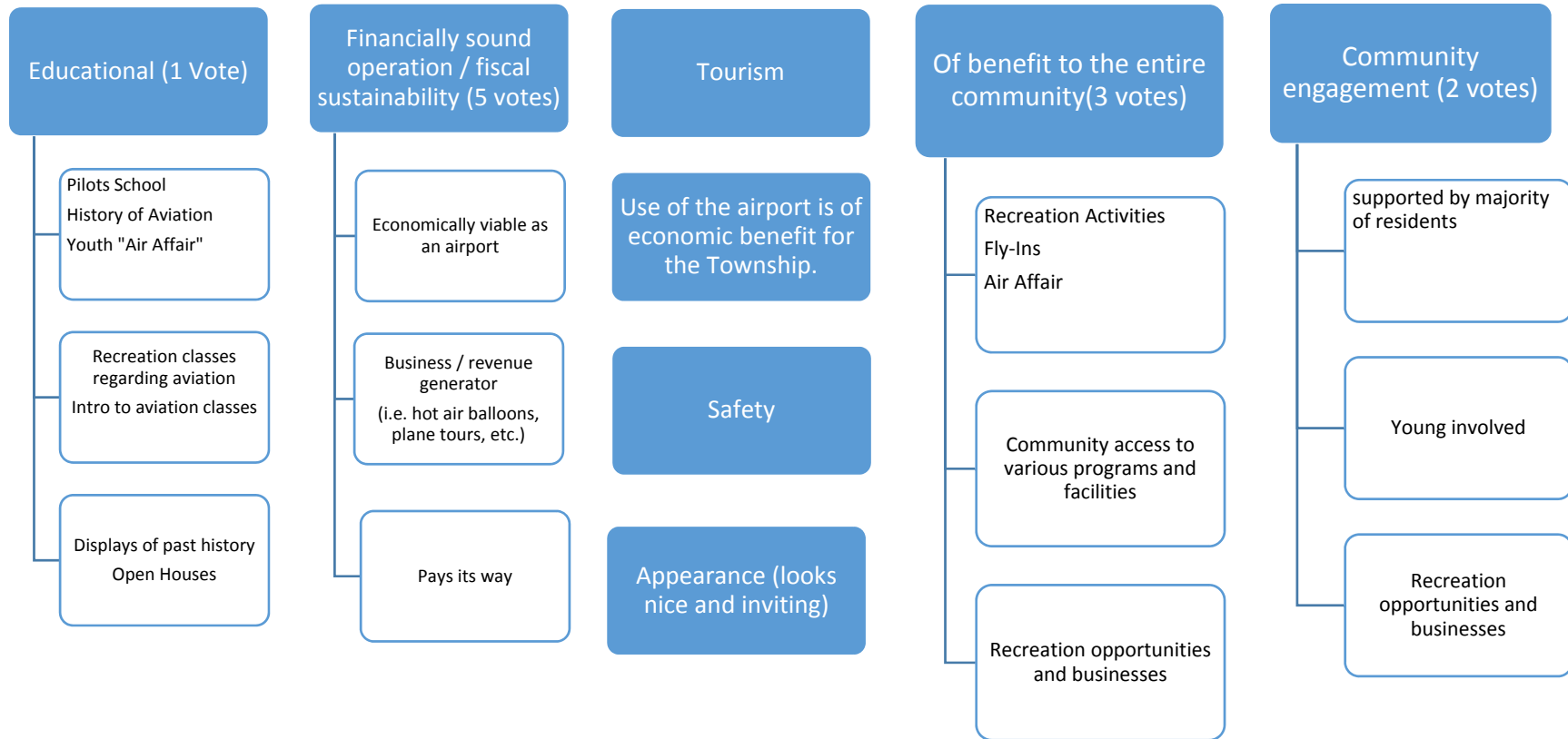
On November 30th, 2017 the Board of Trustees met at the Wyoming Water treatment plant to discuss their 2018 goals and objectives. A good portion of the meeting was dedicated to discussing the Airport and how to proceed. The board was in general agreement; a Visioning Committee should be formed to develop a plan creating a sustainable Park Township Airport. The first part of that discussion centered on identifying a list of potential stakeholders.

Next, the Board went through a “Disney” Storyboarding exercise designed to stimulate brainstorming and organize specific ideas. The storyboarding exercise began with the question, “What are the Key Components of a Park Township Airport Plan?” At this time, the board had the benefit of a plan created by Ottawa aviation while going thru this exercise. What transpired at that session created the foundation of a new framework for the Park Township Airport. The following page graphically shows the results of the Board’s Storyboarding Exercise.



Board of Trustees Story Board Exercise

Question: "What are the Key Components of Parks Townships Airport Plan?"



The blue boxes represent the category / main topic areas and the white boxes are more specific items that support each category. The Board was then allowed to vote (each given two stickers) on which category was most important. A few months later, the airport vision committee completed a similar exercise. The results of both groups are surprisingly similar.



Creation of the Airport Vision Committee

On February 21, 2018, Supervisor Jerry Hunsburger and Manager Howard Fink issue a press release seeking volunteer members for the Airport Vision Committee. The full press release can be found in Appendix C.

Between late 2017 and February of 2018, a great deal of conversation, discussion, and debate was occurring between Township Leadership, Ottawa Aviation and the general aviation community. These informative early days helped Township Leadership to begin articulating what the vision for the airport might be, and how a planning process would be developed.

Key Excerpts taken from the February 21, 2018 Press Release:

Numerous conversations, and initial strategic planning efforts by the Board of Trustees have identified that the airport needs to be self-sufficient and at the same time increase its value to all Park Township residents. Previously, and affirmed recently, the concept of an Air Park has surfaced, an airport that also acts as a recreation amenity for the community.

While the general framework may already be in place, there are many details to be ironed out. First and foremost is this Air Park vision appropriate? How is such a use to become financially self-sustainable? How and where will the resources come from to upgrade critical infrastructure. What is the appropriate balance from aviation related impacts and the surrounding residential character of the area? These are some of the many questions that need significant debate and discussion.

Impact and value to the entire community, fiscal sustainability, and resident desires are concepts that take center stage. History is a reliable predictor of the future, as these were critical themes discussed throughout the previous Park Townships Airport planning efforts and documented political discussions. Articulating the concepts is step one – how to accomplish and implement is a more difficult task indeed. Given the historical decline of the airport and failure of previous planning efforts, those in leadership acknowledge the hard road ahead.



A New Vision Emerges

On April 16, 2018, the first meeting of the Airport Vision committee is held. The Committee, appointed by the Board of Trustees, is comprised of 15 members, charged with creating a new vision and sustainable plan to improve Park Townships Airport. The committee is made up of neighboring residents, business owners, pilots, former government personnel, real-estate experts, and both Township and Ottawa Aviation representatives. Representation from the Chamber of Commerce and Lakeshore Advantage were also included.

Like all planning efforts, a steep learning curve took place in the first few months. The committee, many of which had no previous experience with airports, began a complicated and difficult process of getting up to speed on the issues. Questions on hanger rents, fuel costs, comparable airports, grants opportunities dominated many of the first few months of meetings.

At a more policy oriented level, the committee was provided four Guiding Principles / Charges (or as the committee referred to them – our **4 points**), which would form the basis of future conversations, dialogue and eventually recommendations.

Guiding Principles / Charges of the Committee

- 1) To make advisory recommendations to the Township Board that will help ensure the future existence and sustainability of the Park Township Airport, and
- 2) Recommend appropriate activities to take place at the airport that take into consideration the surrounding residential character, and
- 3) Recommend optional uses and activities that will provide for broader community use of some of the airport facilities and grounds, and
- 4) Support potential revenue enhancement opportunities to provide financial support of the above.

Hard discussion was had and the group was consistently reminded that their charge was NOT to determine if an airport would continue in Park Township, but rather how to strengthen its existence. **The Vision Committee is an advisory entity.** Ultimately, the question of implementation and the future path of the airport would be left in the hands of the Board of Trustees and in general, resident opinion.



Airport Vision Committee: Storyboard Exercises

In the first meeting, the Airport Vision committee completed the same exercise as the Board of Trustees did a few months earlier. The same question was posed. Initial results were highly encouraging, as the specific elements and goals were quite similar to what the Board of Trustees created previously. The elements of a unified vision were taking shape.

What are the key components / topic areas that you would like to see covered in the Airport Vision Plan?

Over the ensuing meetings, additional storyboarding activities occurred. Concepts were fleshed out in greater detail and committee members began researching the details of improvements and changes necessary to create a successful airport. Page 18 shows the results of all the Storyboard exercises done throughout this process.

Airport Vision Committee: A new framework emerges

The Committee met 12 times during its tenure. Subcommittees were created; ProForma and Fiscal Analysis, Site Planning, Marketing and Federal Funding. After months of debate and discussion, the committee eventually settled on key concepts, guiding principles, and the framework for a new AirPark Vision. The following section outlines those concepts and dives into each element in greater detail.

Storyboarding Questions: What are the key components of Park Townships airport plan?

Financially sound operation / fiscal sustainability	5
Economically viable as an airport Business / revenue generator (i.e. hot air balloons, plane tours, etc.) Pays its way	
Of benefit to the entire community	3
Recreation Activities Fly In Air Affair Community access to various programs and facilities Recreation opportunities and businesses	
Community engagement	2
supported by majority of residents Young involved Recreation opportunities and businesses	
Educational	1
Pilots School, History of Aviation, Youth "Air Affair" Recreational classes regarding aviation: Intro to Aviation Displays of past history and open Houses	
Tourism	0
Use of the airport is of economic benefit for the Township.	1
Safety	0
Appearance (looks nice and inviting)	

Storyboarding Questions: What are the key components / topic areas that you would like to see covered in the Airport Vision Plan?

Fiscal Sustainability	11
Both TWP's airport Repairs and Improvements General Utility Status Additional Revenue Sources Federal funding Marketing Pilots Education / Literature / Marketing Plan (i.e. Segments Analysis, Products to serve, Promotion to engage, and staff / budget)	2 1 3 2 2 1
Community Benefit	4
Various Activities Community / youth For everyone "not just pilots" Broader opportunities Low impact celebration of aviation, i.e. hot air balloons, drone race Community engagement events Respect neighbors Other uses	3 0 3 0 0 0 4 0
Tourism	2
Bi-plane beach rides Aviation theme park	1 1
Safety	2
Trees / approach	4
Appearance	2
"Howard Hughes" movie set Aviation theme park Landscape plan	4 2 2
Land / Commercial Development	0
Preservation of Green Space	
Business Development / Incubator	2
STEM Maker Space	3
Infrastructure	3
Achieving general utility status Buildings / Hangars - better appearance Physical Plan, improved public access Inventory	0 0 0 0
Governance	2
Accountability / Project Management	1
History / Preservation	4
Document / showcase Funding from and receiving historic status	0 6
Complete Steps to Receive General utility status	5
Data	6

How and / or what do we do to make the airport financially sustainable?

Aviation Fees:	5
Visiting Pilots Hangar and Fuel Sales Raise Hangar Rents/Uniformly Land Leases Fuel Sales Take-off/Landing Fees	3 0 2 1 0 0
Alternative Funding	5
Aviation Related Co. Special Event Revenue Fund Raising - Gofundme Land Development Corporate Meetings or Picnics Other Land Opportunities Testing	1 0 0 6 1 1 1
Government/Public Support	0
Park Twp. Employee Millage Use of Parks/Rec Millage \$ Millage Based on Broader community benefit - education Get Politician Support	0 6 0 1 6
Define Fiscal Sustain	3
Data	6
Public/Private Partners	11
Private Investment Flight Inst/Tourism New Hangars Private Donors Private Sector Support Org. to Drive Fundraising	3 0 6 6 0 3
Grants	5
General Utility Historic Status	13 1

How will the airport benefit the entire community?

Education	6
Partner with Local Schools, Field Trips, Scouts S.T.E.M. For Everyone Teach Kids How to Fly Youth Programs Simulator to Build & Fly Planes Intro to Aviation School	5 1 0 0 0 0 0
Museum History	7
Focus on Young People Aviation Museum-Movie Set Look P.T. Airport Impact on U.S. History of Aviation in P.T. Museum Apply for Historic Pres. Funding	0 2 3 3 1
Events	7
Hot Air Balloons Special Events Community Events Corporate Picnics Drones Fly Ins	2 1 8 2 1 1
Tourism	1
Welcoming Fly In Camping Promote as Destination Plane Rides Parachuting Flight Tours	1 1 7 0 0 1
Aviation Footprint	3
RC Balloons Gliders Bi Planes	0 0 0 0
Recreation Uses	0
Batting cages Putt Putt Golf Soccer or other athletic field / areas on grass	0 0 0
Business Incubator	4
Testing of new products / services Survey to identify needs w/business community Commercial value	0 1 1
Fiscal	0
Less dependent on general fund Cash flow neutral	3 1



Park Township's AirPark Plan

There was early consensus that the Airport could not continue in its current form. Even if the Board of Trustees took no official action to close the airport, the airport would close itself. Most agreed that was already occurring. The infrastructure would eventually deteriorate to the point where pilots would no longer desire to land or hanger their plane at HLM.

Using the four guiding principles as the basis for their analysis, and the desire to generate a community asset that everyone could utilize, the Committee agreed that the airport should be transformed into an Air-Park. The Vision Committee spent months flushing out this concept, and eventually retained Prein and Newhof to create design concepts. In order for the plan to succeed, residents need to support the idea. This became even more critical once the Committee, Township Leadership, and the aviation community agreed that it was unrealistic for the **airport to be financially sustainable, without public and or private support**. Success of the new AirPark would depend on citizens and government officials collaborating to support the concept and subsidize its operation. What follows is the outline of a unique and exciting quality of life asset – which if implemented, would provide Park Township with an asset unrivalled in the region.

Key Plan Elements

The following elements are the foundation of the new AirPark Plan.

- 1) Broad appeal to residents and tourists
- 2) Fiscal Sustainability
- 3) Safety
- 5) Leadership and Organizational Structure
- 6) Implementation



Broad Appeal to Residents and Tourists

In order for the airport to be successful long term, we must recognize its location in a highly residential community and the resulting land use impacts. We must respect and support resident concerns. For residents to support the Airport, its appeal needs to be broadened, and that is the key element of the AirPark vision plan.

Our plan creates a comprehensive AirPark, rather than just an airport. Financially, the two elements will be funded separately; 1) Airport operations dedicated to traditional aviation and 2) an aviation-themed park which attempts to create a recreational and educational asset for the entire community. Together, they represent the New Park Township AirPark. The two entities are interconnected. Technically, each can operate independently, but neither will be as successful unless integrated.

While the aviation-themed playground and park areas will be fun for children and adults alike, broader aviation learning opportunities for young people are also a key part of the plan. The Scouts and the Civil Air Patrol organizations are already involved with the airport. The AirPark concept will enable our youth to see and learn about the excitement of aviation. Whether it is a group of STEM students visiting the hangar to see how airplanes work and how the airport operates, or Scouts working on the runway markers or the Jet Memorial, or the Civil Air Patrol hosting introductory flights for prospective new cadets from our local schools, the AirPark becomes the ultimate connection for youth to aviation. And while watching powered parachutes, ultralights, drone races, RC planes, or Young Eagles flights from the AirPark observation deck, it may stir interest in flying.

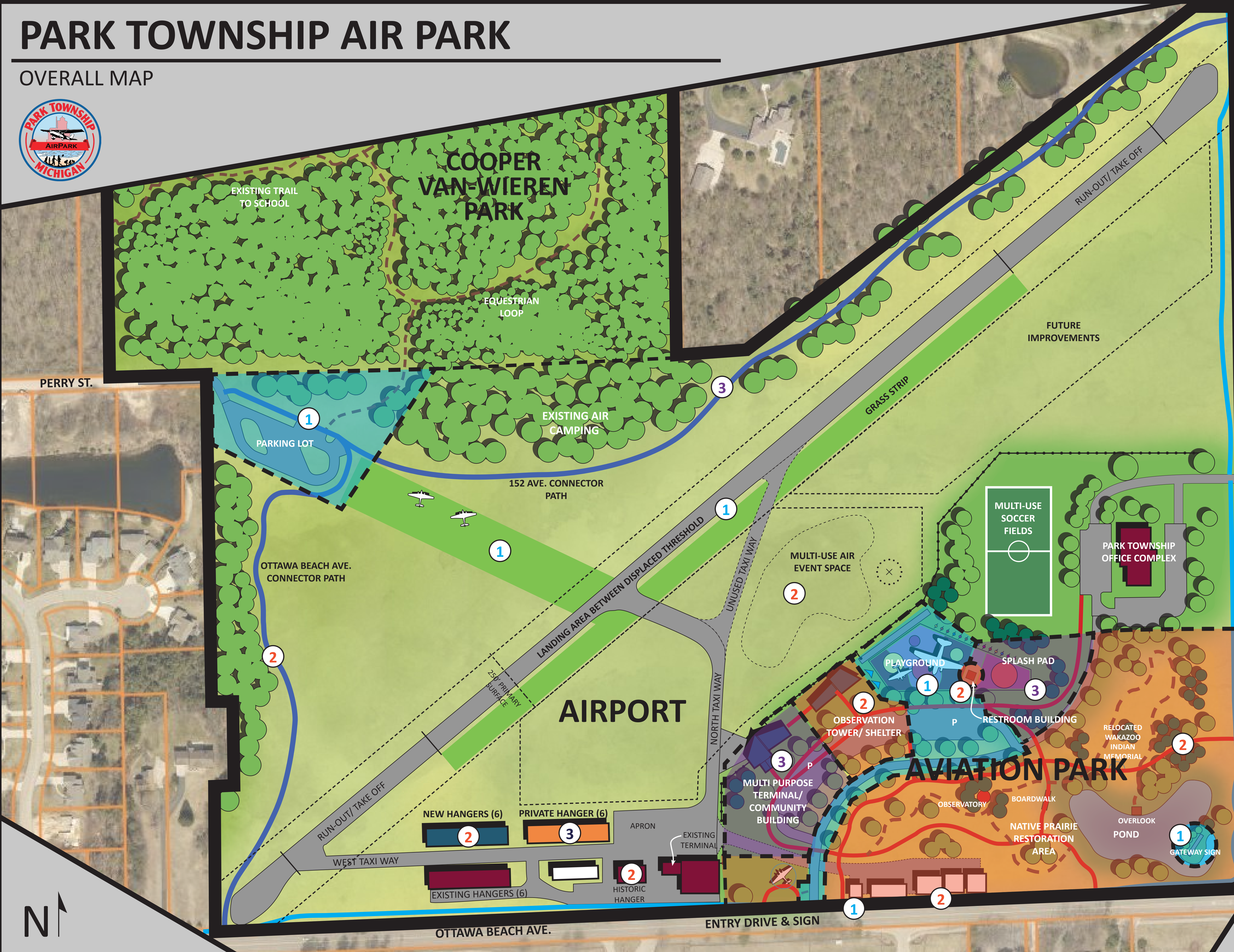
The Township desired to design the AirPark concept comprehensively, integrating the entirety of the 80 acres. In addition to the key elements of the AirPark Plan, the overall AirPark site map includes a new trails park concept, Cooper Van Wiren. Page 21 shows the full AirPark Site plan, including the plans for the new Cooper Van Wiren Park which was already being developed prior to the establishment of the Vision Committee.

The next section will go into detail on each element of the AirPark Plan. Naturally, a vision this grand must be phased. The detailed phasing analysis section begins on page 52. The key to the right of the AirPark Site plan map (page 21) shows the proposed phase for each major elements on the site.

The following page displays the new Park Township AirPark, a vision that if implemented will add an asset to our community, unmatched in the region.

PARK TOWNSHIP AIR PARK

OVERALL MAP



PHASE 1

- AIR PARK**
- AERONAUTICAL THEMED PLAYGROUND
 - ENTRY DRIVE & PARKING LOT (1)
 - AIRPARK SIGN
 - PARK TOWNSHIP GATEWAY SIGN
 - TEMPORARY RESTROOMS
- AIRPORT**
- RUNWAY REHAB
 - TAXI-WAY REHAB
 - GRASS STRIP REHAB & TAXI-WAY REMOVAL
 - HANGER REMOVAL (1)
 - GENERAL UTILITY STATUS
- COOPER VAN-WIEREN**
- GRAVEL PARKING LOT
 - EQUESTRIAN TRAILS
 - VAULT TOILET

PHASE 2

- AIR PARK**
- SEWER & WATER
 - TOWNSHIP CONNECTOR DRIVE
 - OBSERVATION TOWER/ SHELTER
 - PARKING AREA (2)
 - MODERN RESTROOM BUILDING
 - NATIVE PRAIRIE RESTORATION
 - OBSERVATORY
 - WAKAZOO INDIAN MEMORIAL RELOCATION
 - PAVED/ NATURAL PRAIRIE PATHS
 - POND/ OVERLOOK/ BOARDWALK
- AIRPORT**
- HANGER & TAXI-WAY REMOVALS (4)
 - HANGER CONSTRUCTION (6)
 - TAXI-WAY/ APRON RECONSTRUCTION
 - HISTORIC HANGER MUSEUM RENOVATION
 - DISPLACED THRESHOLD 2,200'
 - HANGER PARKING AREA IMPROVEMENTS
- COOPER VAN-WIEREN**
- OTTAWA BEACH AVE. CONNECTOR PATH

PHASE 3

- AIR PARK**
- MULTI-PURPOSE TERMINAL/ COMMUNITY BUILDING
 - HISTORIC AIRPORT MEMORIAL PLAZA
 - SPLASH PAD
 - PARKING AREA (3)
- AIRPORT**
- PRIVATE HANGER PREP (6)
- COOPER VAN-WIEREN**
- PAVED PARKING LOT
 - 152ND AVE CONNECTOR PATH



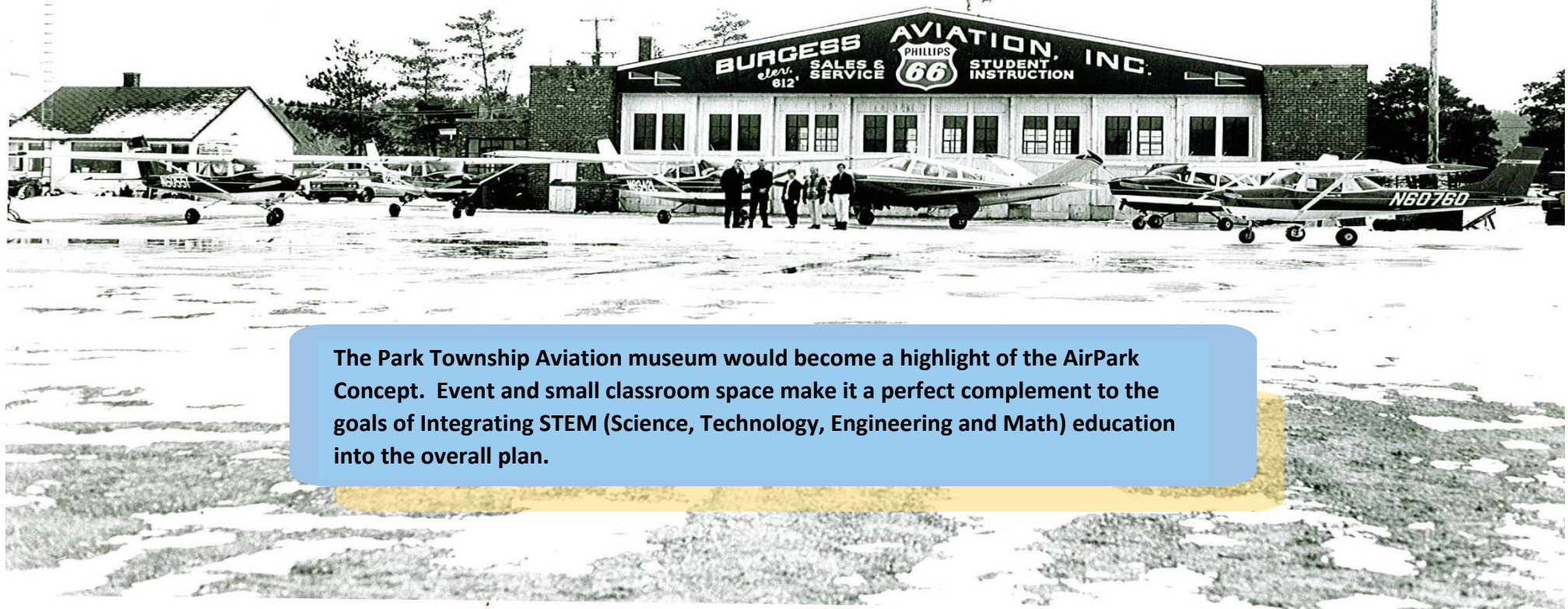
PARK TOWNSHIP AIRPARK

AIRPARK ENLARGEMENT



Aviation Museum

We propose an Aviation Museum Located at the Township Historic Hanger, built shortly before World War II. This historic structure, once restored, would create a perfect environment to showcase the History of Small Aviation in Park Township and the broader West Michigan area. The open floor plan of the hanger, restored brick exterior and interior will create the perfect space to display local pilot's artifacts, airplanes, and historical displays of interest. The traffic on Ottawa Beach Road, along with the number of tourists traveling the corridor will provide the Museum ample interest and visitors. Organizationally, a separate 501c3 could be created to get this project soaring, similar to that of the nearby Pump House Museum down the road. The history of Park Township's airport is significant, and this is the perfect space to tell that story. Shown below is a photo of the Hanger, circa mid 1960's. It is during this time period that Burgess Aviation – the first women owned and managed fixed based operator in the state – operated out of Park Township Airport. We intend to restore the building and re-do the building facia to replicate the 1960's design.



The Park Township Aviation museum would become a highlight of the AirPark Concept. Event and small classroom space make it a perfect complement to the goals of Integrating STEM (Science, Technology, Engineering and Math) education into the overall plan.

MASSEY AIR MUSEUM

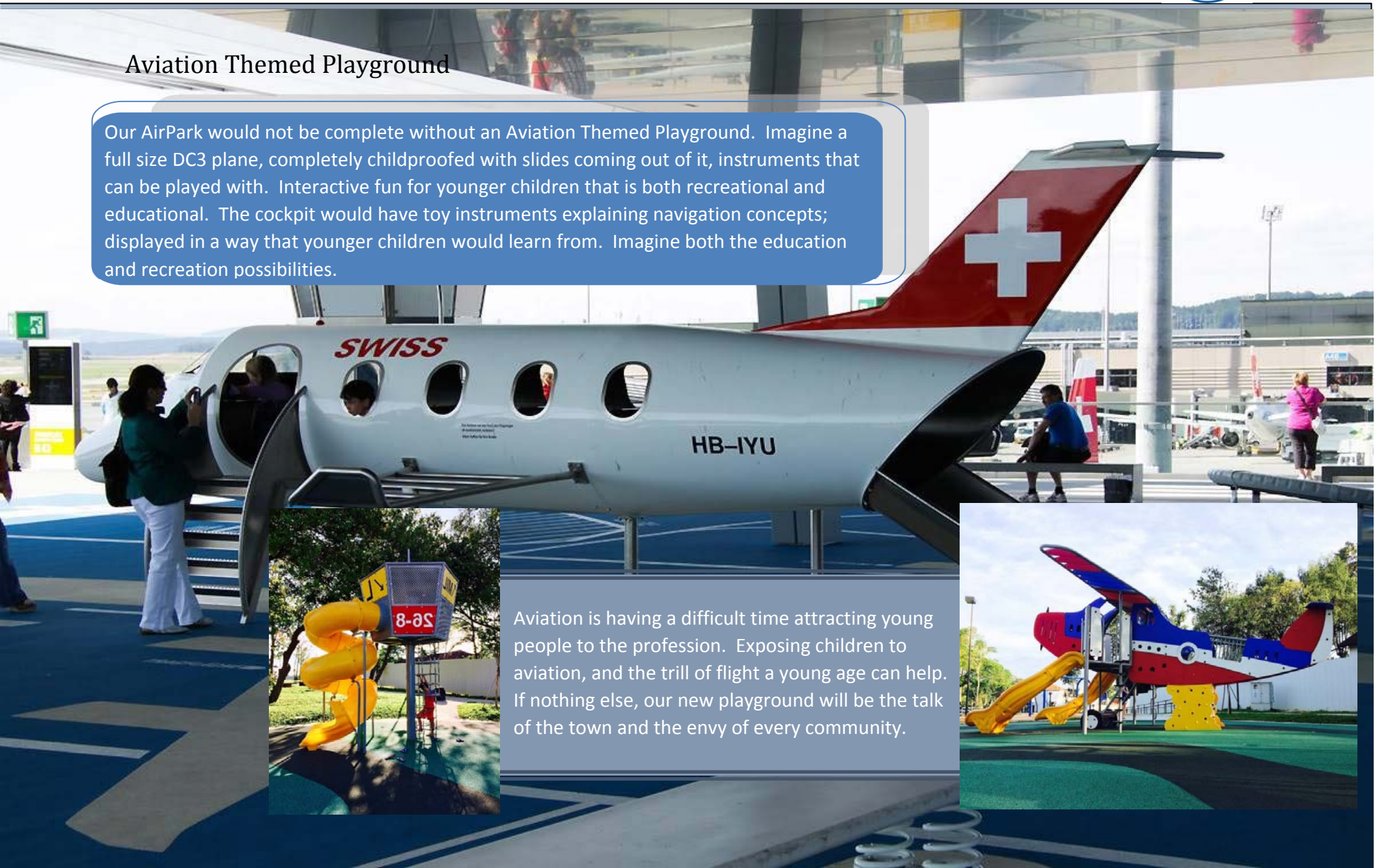
The photos on this page depict the Massey Air Museum, located in Massey Maryland. Its mission is “To preserve for public enjoyment and education, the history of small town grass roots aviation in the United States.” Massey Air Museum and its airport in general can act as a model for what we are attempting in Park Township. The airport has the following amenities and activities for the enjoyment of the neighboring community:

- A 3000’ grass runway
- Small but impactful museum,
- 500 active members/patrons
- EAA chapter located on its grounds
- A small airplane small workshop
- Community hangar
- Hosts biplane rides and educational activities/events.



Aviation Themed Playground

Our AirPark would not be complete without an Aviation Themed Playground. Imagine a full size DC3 plane, completely childproofed with slides coming out of it, instruments that can be played with. Interactive fun for younger children that is both recreational and educational. The cockpit would have toy instruments explaining navigation concepts; displayed in a way that younger children would learn from. Imagine both the education and recreation possibilities.



Aviation is having a difficult time attracting young people to the profession. Exposing children to aviation, and the thrill of flight a young age can help. If nothing else, our new playground will be the talk of the town and the envy of every community.



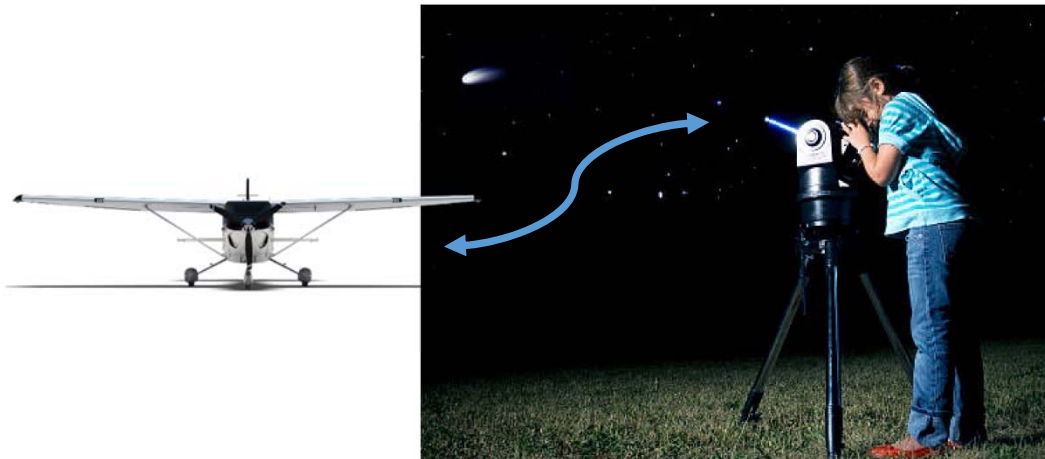
Aviation Splash Pad



Star Gazing Observatory

Star gazing observatories are more than just telescopes. They inspire exploration into our cosmos and challenge our perceptions of the world that we live in. Throughout time great leaders have pushed the boundaries of space exploration. Recently, a whole new generation of exploration has begun in private industry.

Integrating STEM education concepts with a Star Gazing Observatory asset can pay dividends in the lives of our students and children in the Park Township / Holland area. No doubt that exploration of the skies will also help spark and inspire an interest in aviation – a key component of space exploration.





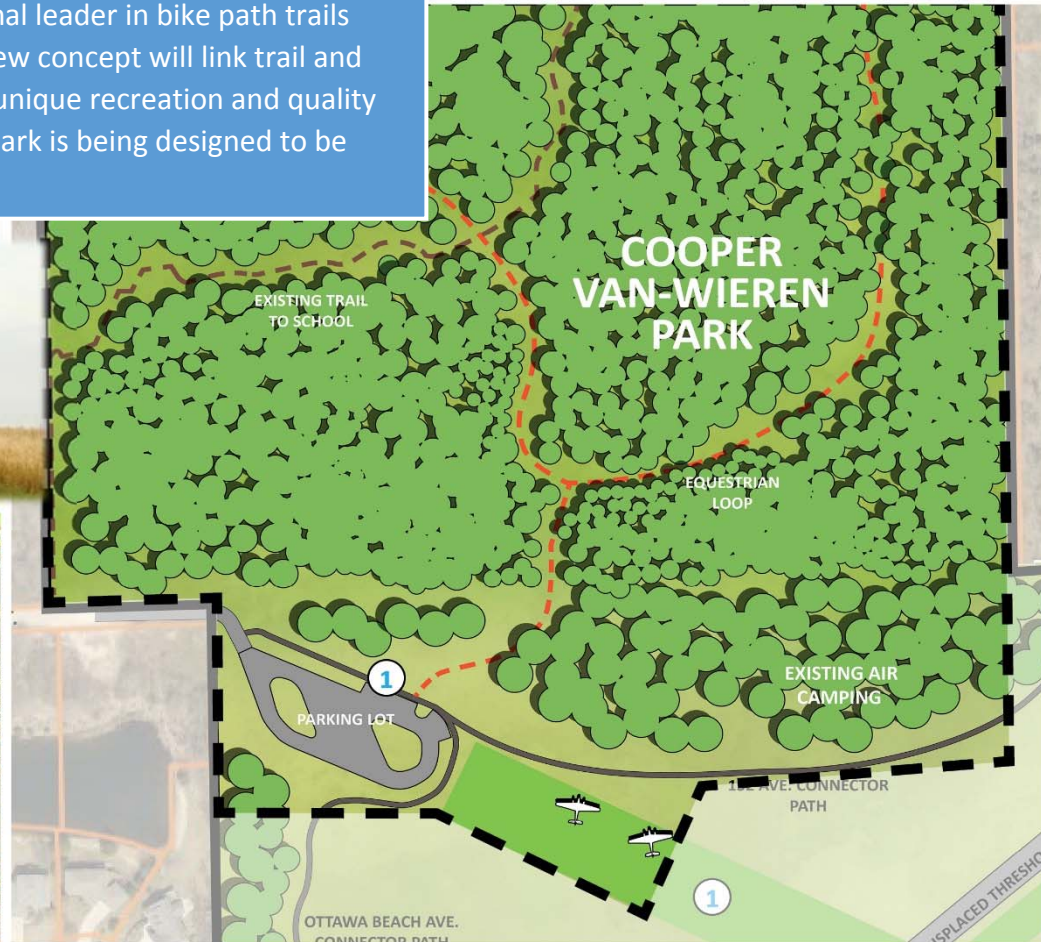
Multi-Purpose Community Building / Terminal

The Township AirPark is in desperate need of a new terminal building. A community building would serve as a multipurpose entity, allowing for space for pilots and aviation related activities, classroom facilities that would support STEM education programming, offices and space for Township Recreation programming, and expansion of township office space should the need arise. The multipurpose community building and terminal truly marks the culmination completing Park Township's AirPark Concept. This new asset has tremendous synergies throughout our planning efforts and particularly highlights the Township's forward looking approach to the AirPark. Also shown is an adjacent recreation and observation deck overlooking the airfield and playground.



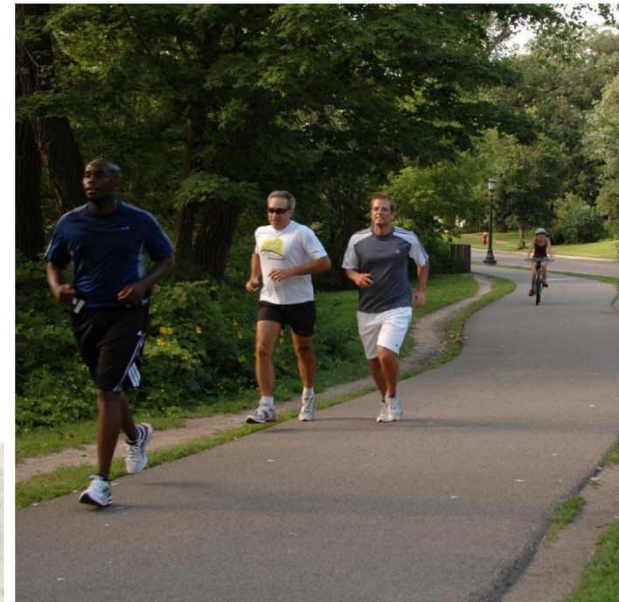
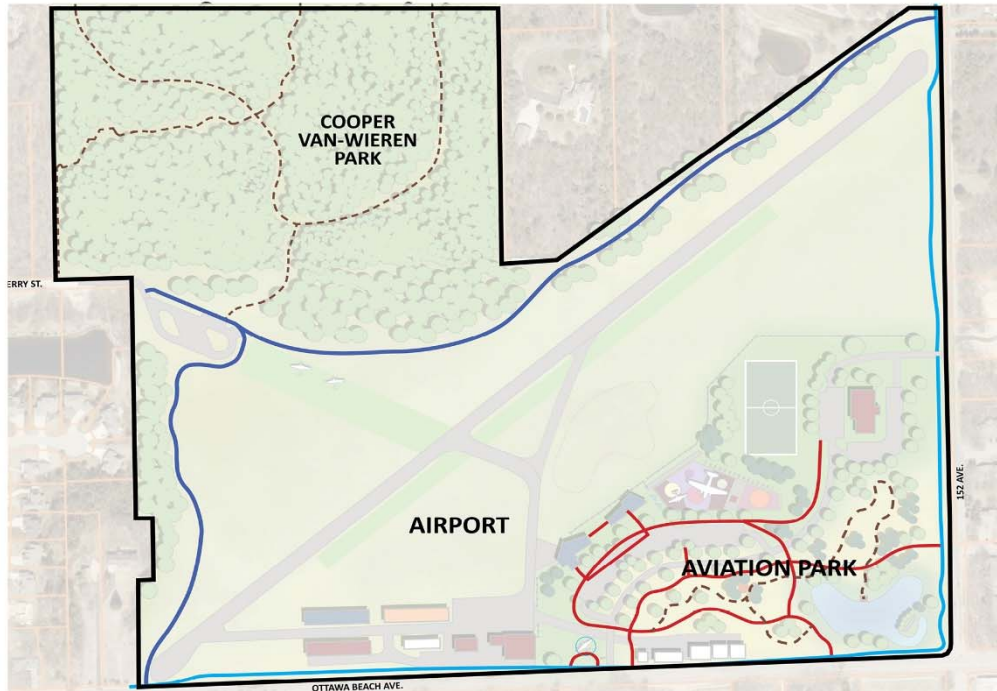
Cooper Van Wieren Park

While Cooper Van Wieren Trail Park is not technically part of the AirPark concept, the site and use of the facilities offers many synergies with the AirPark. We intend for the multi-use trails of Cooper Van Wieren to be integrated with that of the AirPark. Park Township has already been a regional leader in bike path trails throughout the community. This new concept will link trail and park assets together creating truly unique recreation and quality of life assets. Cooper Van Wieren Park is being designed to be equestrian friendly.



Multi Use Trail Network

The trails network throughout the AirPark is significant. They are complete with signage throughout the trails explaining the historic significance of Park Township's Airport in West Michigan. Examples of these panel displays can be found on the following page (page 29). The trails within the AirPark are planned to be linked to Cooper Van Wieren, the Fair Grounds, and possibly to Winstrom, through a bike path connection along Perry Street.



Airplane Factory - See Airplanes being built

A key component of the AirPark plan is the engagement and education of young people in the field of aviation. Park Township Airport already is home to the local Civil Air Patrol Squadron and the Coast Guard Auxiliary Flotilla. STEM connections with local schools are in the works as well as continuing projects with the Scouts of America.

To further enhance the educational attraction of the Airport/AirPark, we are exploring the possibility of having an actual small "airplane factory" on the airport property. Phantom Aeronautics manufactures and rebuilds light sport and ultralight aircraft. The owner is currently looking to relocate his business and has expressed interest in relocating to the Park Township AirPark. If this move is facilities, Phantom Aviation has agreed to give tours and explain the manufacturing process to students and enthusiasts. The small aircraft are just the type of activity to fit the recreational nature of the airport.



Final assembly area of Phantom Aeronautics current facility



T33 Jet Memorial

The Lockheed "T-Bird" T-33 Jet Memorial is already in place, adjacent to the planned AirPark entrance. It was acquired by Park Township through a federal government program to honor our military and the history of our nation. A long list of supporters helped make this memorial happen including: Mike Fogg, Paul Elzinga, Holland Custom Metal Works, Request Foods, Arthur Wood, and Kalkman Grand Rapids Gravel.

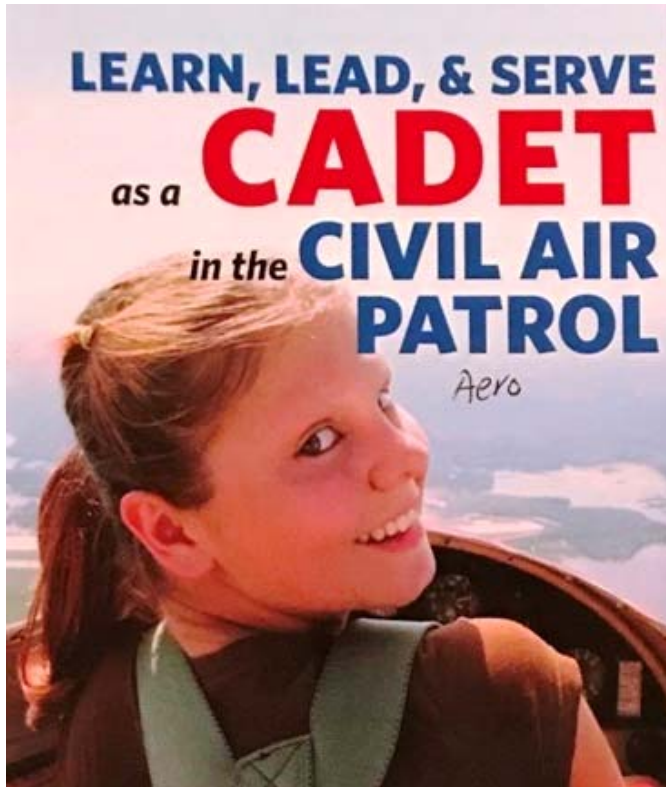
The second phase and final completion of the memorial will honor the many pilots who trained in the aircraft from the late 1940's well into the 1980's. The completion of the memorial, with brick pavers, a landscaped retaining wall, and bike path connections to Ottawa Beach Road pathway will be completed in the spring of 2019. The memorial is currently being used by our local Civil Air Patrol squadron for their US flag retirement ceremony, Veteran's Day Memorial ceremony, and other color guard exercises.

A special thanks to Mike Fogg who has offered to donate again to complete phase 2 of the T33 Jet Memorial.



Civil Air Patrol

The local area Civil Air Patrol Squadron has recently moved to Park Township Airport to conduct its monthly meetings and activities. The CAP mission is supporting America's communities with emergency response, diverse aviation and ground services, youth development and promotion of air, space and cyber power. Activities and events include: Outreach to middle schools, linking with STEM programs, US flag retirement ceremony, Veteran's day open house cookout and remembrance, Wreaths Across America-placing wreaths on Veterans' graves, introductory flights for new and prospective cadets, outdoor physical fitness programs. The CAP activities are a great fit for the AirPark's focus on youth, aviation and community service.



Flag Retirement



Wreaths Across America

Air Camping Area

Located along the north boundary of the airport adjacent to the Cooper Van Wieren natural area is the "Air Camping" area.

This rustic camping area is set aside for recreational pilots that fly to Park Township to enjoy going to the beach, hiking, or just to explore Holland. The Park Township Airport will be listed in the 2019 RAF's (Recreational Aircraft Foundation) Air Trail.



Join us on the RAF Trail  **An Event Series for the 2017 Flying Season**

The RAF is proud to announce its inaugural **RAF Trail 2017**, our way to showcase special places, including many on which the RAF has had an impact.

These RAF events are open to the public and have no registration fee. Each is hosted by that state's RAF Liaison and each destination offers unique recreational aspects, special activities and a small memento of appreciation from your hosts, the RAF.



The RAF Trail is a "must visit" list of recreational airports throughout the country that offer scenic flight and air tourist attractions. Park Township has a lot to offer; with camping, beaches, boating, and tulips.

Honoring Military Pilots and Veterans



WW2 student pilots served by Hope students



Local WW2 pilot Bruce Byers (by plane) and others



A memorial to pilots and veterans is planned along the parking area near the location of the future terminal building, which will appropriately add a major patriotic element to the AirPark. During WW2, Hope College trained over 100 Army Air Force pilots at our airport. Many of the pilots were local and still have family here. The AirPark would appropriately honor them for their service.

Park Township AirPark FUN Activities

One of the unique benefits of having a small recreational airport is the ability to host events and activities that other larger, busier airports (like West MI Regional) do not allow. Residents and tourists will be able to stop by for a balloon ride, bring their vehicle to the car show, come to the open house pancake breakfasts, watch a drone race, fly their RC airplanes, go for an airplane ride, take off with their powered parachute or fly around in their ultralight airplane. The planned viewing deck will be a great place to watch all of these fun and interesting aviation activities.





Fiscal Sustainability

Over the duration of the Planning Process, consensus was reached that the Airport (current or future) would not "make a profit" regardless of the types of enterprises that could operate on the property, profit margin on fuel sales or the amount of hangar rent. Airports are subsidized operations. The key question would be where that subsidy comes from and how it is used.

It was stated and acknowledged several times that none of the Township's assets "make money". They simply provide a valued benefit to residents and enhance the quality of living in Park Township. The objective is to create an AirPark that achieves the four guiding principles / charges of the Committee. Our Airpark strives to provide real benefit to the greater community, attracts visitors, becomes a valued asset in Park Township, and functions as the townships "gateway" into our beautiful area.

While the entire site is integrated, from a fiscal perspective, it was decided that airport operations would remain separate from that of the recreational and educational components. This separation is dictated by State and Federal Accounting practices and to keep resident voted millage funds from being co-mingled.

The Site Plan (page 21) and accompanying spreadsheets (identified in the phasing section beginning on page 52) provide costs estimates for each plan element and specific funding sources. The majority of the AirPark Model is projected to be funded through existing voted millages (parks, bike path, etc.) recreational grants, private donations and potentially General Fund revenue.

Regarding the traditional aviation component of the plan, there are various options for long term funding sustainability. Knowing the Airport Operations will not produce profits that does not mean the airport management team would ignore efficiency and cost improvement measures. Nonetheless, a certain level of subsidy on the Aviation side of the plan is necessary. As follows are funding options for Airport Operations as well as an analysis of the airport's current fiscal operating environment and the funding needed to create long term sustainability (page 46).



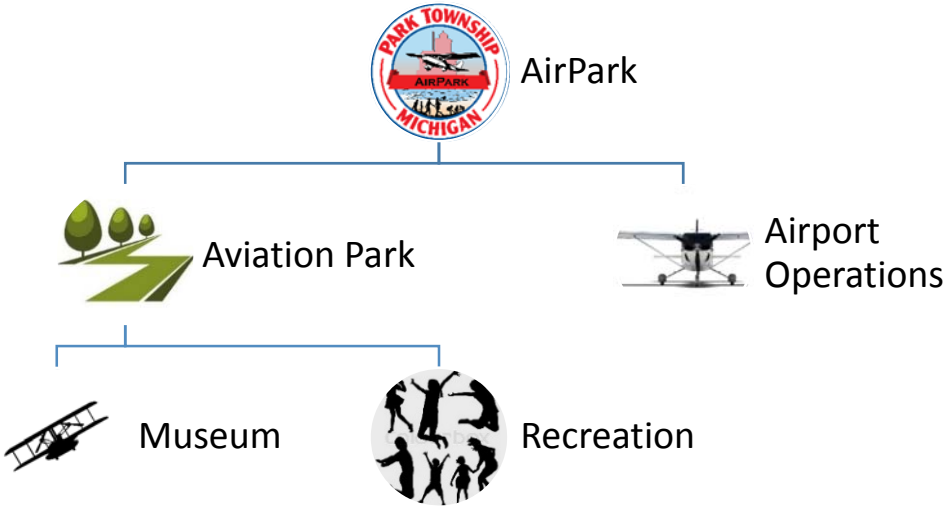
AirPark Funding Overview

A bold plan will take multiple funding sources. The Graphic on the right represents the AirPark organizational chart, with each entity needing funding mechanisms. The list on the left shows the sources available. Throughout the financial and implementation sections of this document, we will refer back to this funding list (and its corresponding color key) to show where funds could be generated for various activities.

Funding Sources

Funding Uses / Operations

GF/CI	General Fund / Capital Improvement
BM	Bike Path Millage
AM	Airport Operations Millage
PM	Parks Millage
PD/F	Private Donations / Fundraising
CS/NR	Corporate Sponsorship / Naming Rights
G	Grants
MDOT	State MDOT Aeronautics Funding





Funding Specifics: Aviation Park

Museum: For the museum concept to be successful, it is likely that a not-for profit 501 (c) 3 organization will need to be created. A group of dedicated and passionate individuals will need to be identified that desire to preserve the history of Park Townships airport and promote the history of Aviation in the broader region. Such a venture could mirror that of the Historic Pump House museum renovation. Grants and private funding would make up the majority of the necessary funds.

Funding Sources: GF/CI PD/F G

Recreation: There are various recreation components identified in our AirPark concept. The recreation uses can be funded from our existing Park and Bike Path Millage along with grant opportunities through Michigan Department of Natural Resources. The two primary funding sources are the Passport Grant and Michigan Natural Resources Trust Fund Development Grant. Additional foundation grants could be sought. These grant dollars required local matches. It is estimated that 60% of the funds will be raised through grants with the remainder paid out of dedicated millage and general fund resources.

Funding Sources: GF/CI BM PM PD/F CS/NR G

Cooper Van Wieren: The Cooper Van Wieren proposed expansion is Part of the AirPark Plan geographically, as the proposed new parking lot and trails originate on Airport Grounds. This new park expansion is a nice synergy with the vision of the AirPark, but from a planning standpoint, we see these elements separate. The Cooper Van Wieren expansion will help facilitate trail usage around the AirPark, improvements identified in phase 2 and 3.

Funding Sources: GF/CI BM PM PD/F CS/NR G



Funding Specifics: Airport Operations

The airport is currently operating at a deficit, albeit small. In years past, there have been occasions where revenues have marginally exceed expenditures, giving the impression that the airport could possibly turn a profit. What is not factored into any of these revenue and expenditure reports is an appropriate and real number for depreciation of assets. Herein lies the crux of the issue. While it's possible that the airport can become cash flow positive (revenue from fuel, hangers, events, etc.) and can offset expenses; when we factor in infrastructure replacement, the airport does not have the ability to "turn a profit" or break even.

The following section lays out information on the Airport budget, explains the difficulty of increasing revenue on standard airport user fees, and provides an analysis of long term funding support that could be obtained for Airport operations. When we look at the Airport budget in totality, and factor in deteriorating assets and the necessity to reinvest in infrastructure, it is estimated that the airport needs \$100,000 to 150,000 per year of new money to support its operations and upkeep.

General Overview: Federal Funding

The majority of airports the size of Park Township are funded through federal appropriations via a listing on the National Plan of Integrated Airport Systems (NPIAS). The current federal appropriations (which is matched with state funds) is set at \$150,000 per year. These airports comprise the National Aviation Transportation network. Park Township is excluded from the list due to the regulation that no two NPIAS airports can be within 20 miles of each other. West Michigan Regional, formerly known as Tulip City Airport is less than 7 miles from Park Township's Airport. This exclusion and the resulting revenue loss is perhaps the single greatest obstacle for Park Township's Airport. Ironically, West Michigan Regional had its historical roots at Park Township, and was relocated when the City of Holland decided they desired a separate dedicated airport south of Lake Macatawa.



General Overview: State Funding

State funding is another option. In order to qualify for State of Michigan Department of Transportation Aviation funding, the Township Airport must be classified as General Utility. To receive General Utility Status, Park Township would need 1800 usable linear feet of runway in both directions on the main paved runway. While the primary runway length is nearly 3,000 linear feet, trees in the landing and takeoff flight path create an obstacle to utilizing the full length of pavement, creating what is termed as a “displaced threshold”. This means that the usable runway is effectively shortened because of the trees in the approach path. Removing this displaced threshold requires removal or trimming of the trees in the flight path. The Township has not been able to secure all of the necessary agreements from surrounding landowners to remove these obstacles. Once complete, the Township can apply to Michigan Department of Transportation for General Utility status which will provide us the possibility of leveraging state dollars to fund runway improvements. More detail on the flight approach and needed easements can be found on Page 48 (safety).

State and Federal funding make up the vast majority of funds most small airports use to remain sustainable. Without the federal yearly appropriation, maintaining an airport becomes more difficult. As follows is an analysis of the options available to Park Townships AirPark for long term funding sustainability as well as a high level analysis of what yearly allocation of funds is needed to sustain the airport, including infrastructure depreciation.



Fiscal Analysis of the Airport

10/08/2018 REVENUE AND EXPENDITURE REPORT FOR PARK TOWNSHIP					
Month Ended: March					
		BALANCE	BALANCE	BALANCE	
		AS OF	AS OF	AS OF	2018-19
GL NUMBER	DESCRIPTION	03/31/2016	03/31/2017	03/31/2018	AMENDED BUDGET
Revenues					
581-000-644.000	Fuel Sales	32,314.55	40,184.93	41,637.38	32,000.00
581-000-664.000	Interest Earned	51.49	164.60	292.08	225.00
581-000-667.000	Building Rentals	36,215.00	37,810.00	37,467.50	36,000.00
581-000-671.000	Miscellaneous Income	3,005.00	3,180.00	2,100.00	2,100.00
581-000-675.000	DONATIONS/CONTRIBUTIONS	63,376.45	97.28	357.20	350.00
581-000-699.000	Transfer From Other Fund	0.00	0.00	11,000.00	0.00
TOTAL REVENUES		134,962.49	81,436.81	92,854.16	70,675.00
Expenditures					
581-853-702.000	AIRPORT SALARY	137.56	0.00	230.46	200.00
581-853-715.000	Social Security Ee	8.40	0.00	13.75	15.00
581-853-715.002	Medicare Ee	1.96	0.00	3.22	5.00
581-853-717.000	Hospitalization Ins	0.00	0.00	0.00	0.00
581-853-719.000	FRINGE BEN - RETIREMENT PLAN	10.94	0.00	28.88	20.00
581-853-727.000	Supplies	335.25	79.99	25.00	300.00
581-853-729.000	Gas & Oil	30,261.40	40,459.86	45,818.19	31,000.00
581-853-740.000	Small Equipment	0.00	0.00	8,254.00	0.00
581-853-801.000	Professional Fees	13,854.00	13,800.00	13,800.00	13,800.00
581-853-803.000	Purchased Services	3,486.33	627.91	1,272.00	4,600.00
581-853-850.000	Telephone	445.12	0.00	0.00	0.00
581-853-851.000	Communication	637.04	1,068.73	1,211.25	1,300.00
581-853-920.000	Light & Power	4,095.01	5,188.66	5,475.62	5,500.00
581-853-921.000	Water & Sewer	294.55	462.89	790.06	550.00
581-853-922.000	Heat	561.02	625.86	902.36	1,200.00
581-853-930.000	Repairs & Maint	1,769.88	20,415.40	9,291.70	10,000.00
581-853-960.000	Insurance	0.00	0.00	0.00	0.00
581-853-968.000	Depreciation Expense	3,177.00	3,983.97	4,061.86	3,984.00
581-853-990.000	Adm. Fees	2,500.00	2,500.00	2,500.00	2,500.00
TOTAL EXPENDITURES		61,575.46	89,213.27	93,678.35	74,974.00
TOTAL REVENUES - FUND 581		134,962.49	81,436.81	92,854.16	70,675.00
TOTAL EXPENDITURES - FUND 581		61,575.46	89,213.27	93,678.35	74,974.00
NET OF REVENUES & EXPENDITURES		73,387.03	(7,776.46)	(824.19)	(4,299.00)

FUNDING SPECIFICS

The following spreadsheet shows three full years of revenue and expenses for the Airport fund. It's important to note that not all expenses are accounted for under the Airport Fund. Administrative staff time, legal questions that come up needing board action, and various planning efforts are often accounted for in the General Fund. Even while this budget represents a highly conservative accounting of expenses, the airport struggles to be cash flow positive each year (the large revenue in 2016 represents a donated assets). Let's dive into some of the more discussed revenue opportunities airports have and their impact on Park Township; fuel costs, hanger rentals.



Typical Airport Revenue Opportunities

Fuel Sales

Fuel Sales are often pointed to as a major revenue driver for Airports and can be a barometer of operational health. More pilots, flights, activities etc. generally translate into higher fuel sales. Park Township’s Airport has historically taken the approach that fuel prices should be set low, to help entice pilots to fly into our airport.

Below is a historical analysis of fuel revenue vs. fuel cost. A pricing issue was discovered in the late summer of 2017. Since summer constitutes the bulk of our fuel sales, we were left with a slight shortfall for fiscal year ending 3/31/18. Our pricing has since been adjusted.

Park Township Historical Fuel Activity			
	Fiscal Year	Fiscal Year	Fiscal Year
	Ending 3/31/16	Ending 3/31/17	Ending 3/31/18 *
Fuel Sales	\$32,314.55	\$40,184.93	\$45,383.68
Fuel Expenses	\$30,261.40	\$40,459.86	\$45,818.19
Difference	\$2,053.15	-\$274.93	-\$434.51

However, as you can see from the analysis below even a significant increase in fuel prices will not generate much new revenue, as overall fuel volume is low.

	Estimated Gallons *	Current Markup		Revised Markup	
		Estimated Markup	Estimated Revenue over Direct Cost	Estimated Markup	Estimated Revenue over Direct Cost
Purchaser					
Transient	3,211.55	0.30	963.47	\$0.60	1,926.93
Adjusted Renters	4,050.55	0.05	202.53	\$0.10	405.06
			1,166.00		2,331.99

* Based on 2018 Gallons Sold



New Hanger Construction

New hangers provide space for pilots and increase the viability of airports. This is obvious. What is less than obvious is that hanger construction, like most airport funding is subsidized. There is not enough return on investment (ROI) to offset airport operational loses and infrastructure depreciation. The following spreadsheet shows realistic costs numbers to construct 6 new T hangers. As the analysis shows, when factoring in depreciation over 25 years (guarantees funds for maintenance and new infrastructure when needed), the township shows a loss.

Park Township Airport Hangar Construction		Cost per Hangar	# of Hangars 6
Construction Cost			
Construction:	% of Cost	\$33,333	
Building	57%	\$19,000	\$114,000
Floor	17%	\$5,667	\$33,999
Mobilization	8%	\$2,667	\$16,001
Site	18%	\$6,000	\$36,000
Total		\$33,333	\$200,000
Construction Admin/Contingency	10%	\$3,333	\$20,000
Total Cost for Hangars		\$36,666	\$220,000
Costs to Cover			
Depreciation			
	Estimated Useful Life (Years)	25	
	Annual Depreciation	\$1,467	\$8,802
Loan Payback to Twp			
	Percentage Interest	3.0%	\$2,106
	Number of Years to payback)	25	\$12,634
Total Annual Amount to Cover (Depreciation & Loan Payback)		\$3,573	\$21,436
Projected Hangar Rental			
	Monthly Rental/Hangar fee \$	185.00	\$2,220
			\$13,320
Difference (Annual Amount not covered)		\$1,353	\$8,116

An argument can be made that the depreciation of a real estate asset such as an airport plane hangar over 25 years is not indicative of actual expenses. While this may be true, the calculation and analysis is used to show how tight the ROI is. There is not enough opportunities for new hanger construction (funded by the township) to make up for the airports operational deficit.



Miscellaneous Income: Special Events and User Fees

Special Events:

Park Township's airport has had success in attracting special events to help generate excitement through increased activity and offset expenses. The Miscellaneous revenue line item in the *Yearly Revenue and Expenditure* report shows these funds. The Township Airport Fund receives revenue from the Euro Hanger Car Show and other donations throughout the year. There is room for improvement, and many of the **improvements identified in this plan could support increased special event revenue.**



User Fees:

Fuel sales and hanger rents are considered user fees, as they put the financial responsibility for the asset on those benefiting from it. Charging a landing fee is commonly discussed as an opportunity. The Park Township planning team feels that instituting landing fees would not be prudent (not typical among small recreational airports) and that its use may have an unintended negative impact on revenue by discouraging activity. Practically, Park Township has no way of identifying who flies in and out of our airport (and how often), so implementing a landing fee would require significant technological upgrades at the airport. These upgrades would likely be cost prohibitive.



Long term Funding Options

1) *Millage*

Regarding the aviation component of the plan, a millage is likely the most direct and feasible approach to long term sustainability. Most airports are either supported by federal / state funds and or via local mileages. Park Township currently supports West Michigan Regional at one tenth of a mill. This creates some difficulty in convincing the residents to support two airports. The Committee is clear that in order for a millage to occur, the residents need to see significant community benefit. Resident and political support for the airport is key to its survival. Similar to West Michigan Regional, It is estimated that a one tenth millage amount would be sufficient to create sustainability in the budget of the Aviation component of our plan.

Park Township Millage Estimates		2018 Taxable Value:	\$1,065,265,373
<u>Cost to Taxpayer:</u>		Revenue Derived from 1/10	
Taxable Value	Increase in Tax bill	of 1 Mill:	\$106,527
\$75,000	\$7.50		
\$125,000	\$12.50		
\$250,000	\$25.00		
\$500,000	\$50.00		

2) *Private Donations / Fundraising*

Park Township, and West Michigan residents in General, is a highly philanthropic area. Many individuals that make up our constituents are considered large donors. General Aviation, while decreasing in size, has a loyal and passionate following. The overall aviation community has for years discussed how to get young people interested in flying, in part due to an extreme shortage of pilots. Merging these two elements, Private Donations and fundraising is a viable and attractive option.

In order for the Airport portion of the AirPark to be successful, the aviation community must support it. Without their support, the Airport cannot survive as this plan indicates (hangers, paved runway, etc.). The Airport Pro-Forma subcommittee discussed a program in which the Township would match investment from the aviation community up to a pre-identified amount. If done over multiple years, this would help to spread out the fundraising needed to support the Airport.



Long term Funding Options (continued)

3) *Privately Owned Hangers*

Most small airports, and larger ones for that matter, allow land leases on airport grounds. This strategy allows for individuals to build a hanger with a long term land lease from the Township. The Township AirPark gains new buildings, pilots and activity to the area. Typically, these arrangements are negotiated in such a way that the Airport retains ownership after a set number of years (typically 20 to 25). At the end of the land lease, the Township retains ownership and can rent the space out at a premium. It's important to ensure that the Land Lease amount is appropriate and covers its portion of airport operations.

4) *General Fund Support*

Park Township is in an enviable position as a municipality with available resources to dedicate to new initiatives, parks, and various quality of life improvements. There are a number of funding sources that can be identified to support the Airport Operations with a yearly appropriation. Some of these sources are separate from property tax revenue, such as the Cable Franchise Fee and cell phone tower revenue (assuming it is passed). The board could opt to allocate some portion of these revenue sources and dedicate them to Airport Operations.

Park Township operates a community enhancement program designed to provide organizations and prominent institutions in the region the opportunity to apply for funding from the Township. Funding is contingent on creating a contractual relationship between the Township and entity that directly benefits Park Township residents, and the expenditure is authorized in Michigan Statute. The Township could elect to reduce the funds it provides to these organizations and allocate a portion of those monies to airport operations.



Safety

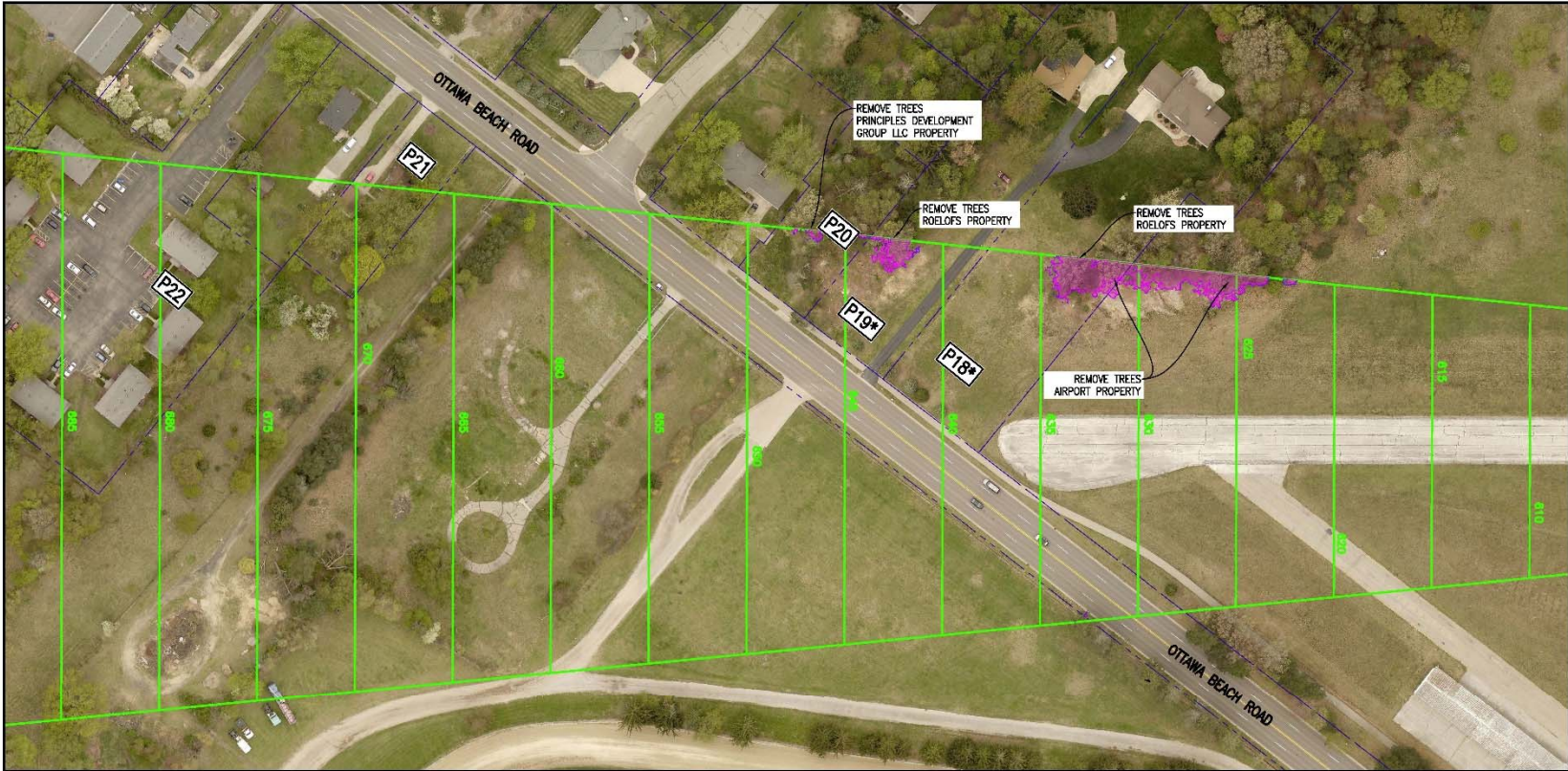
Approach Layout Plan

Park Township Airport is first and foremost an airport. Over the years the Township has been acquiring aviation easements in order to remove a displaced threshold and achieve and maintain a proper 20 to 1 slope for a safe airport approach. We are in need of only three additional easements to receive the minimum lineal feet for General Utility Status (1800 lineal feet). Once complete, the Township can apply to Michigan Department of Transportation for General Utility status which will provide us the possibility of leveraging state dollars to fund runway improvements.

The primary runway is currently at approximately 3000 lineal feet. The Vision Committee does not believe it is practical to gain the easements / agreements needed to realize the full length of the runway. Our pilots have indicated they wish for the Township to ultimately achieve 2200 lineal feet of usable runway. While this will increase the number of easements needed, it is the best approach for balancing the safety of our pilots and the practicality of gaining additional easements.

Work and resources are needed to purchase easements, fund appraisals, and deal with the legal paperwork necessary to have the trees either removed or trimmed and ensure they remain out of the approach layout. If we are successful, this will provide pilots with a safer glide slope in which to land their planes. Gaining the easements, opening up the approach layout, and receiving General Utility status are seen as a top priority of the townships AirPark Plan.

The Following Diagrams on Page 30 and 31 show the approach plan and easements / agreements needed to accomplish either 1800 or 2200 Lineal Feet of Runway Length.



EASEMENTS NEEDED (2200' WEST)			EASEMENTS NEEDED (1800' WEST)			DISPLACED THRESHOLD – WEST APPROACH		
No.	Tax ID	Name	No.	Tax ID	Name			
P18*	70-15-26-201-004	Roelofs Betty	P18*	70-15-26-201-004	Roelofs Betty	<div style="display: flex; justify-content: space-between; align-items: flex-start;"> <div style="text-align: center;"> <p>North</p> </div> <div style="border: 1px solid black; padding: 5px; font-size: 8px;"> <p>NOTES</p> <p>1. PROPERTY LINES WERE NOT FIELD VERIFIED AS PART OF THIS APPROACH SURVEY.</p> <p>2. PROPERTY LINES SHOWN ARE FROM OTTAWA COUNTY GIS.</p> </div> <div style="border: 1px solid black; padding: 5px; font-size: 8px;"> <p>LEGEND</p> <p> OBSTRUCTION TO APPROACH</p> <p> WITHIN 5' OF APPROACH</p> <p> APPROACH SURFACE</p> <p> DS PROPERTY LINES</p> </div> </div>		
P19*	70-15-26-201-003	Roelofs Betty J	P19*	70-15-26-201-003	Roelofs Betty J			
P20*	70-15-26-126-044	Principles Development Group LLC	P20*	70-15-26-126-044	Principles Development Group LLC			
* Existing easement is in place			* Existing easement is in place					

NO.	REVISIONS	BY	DATE	FORM

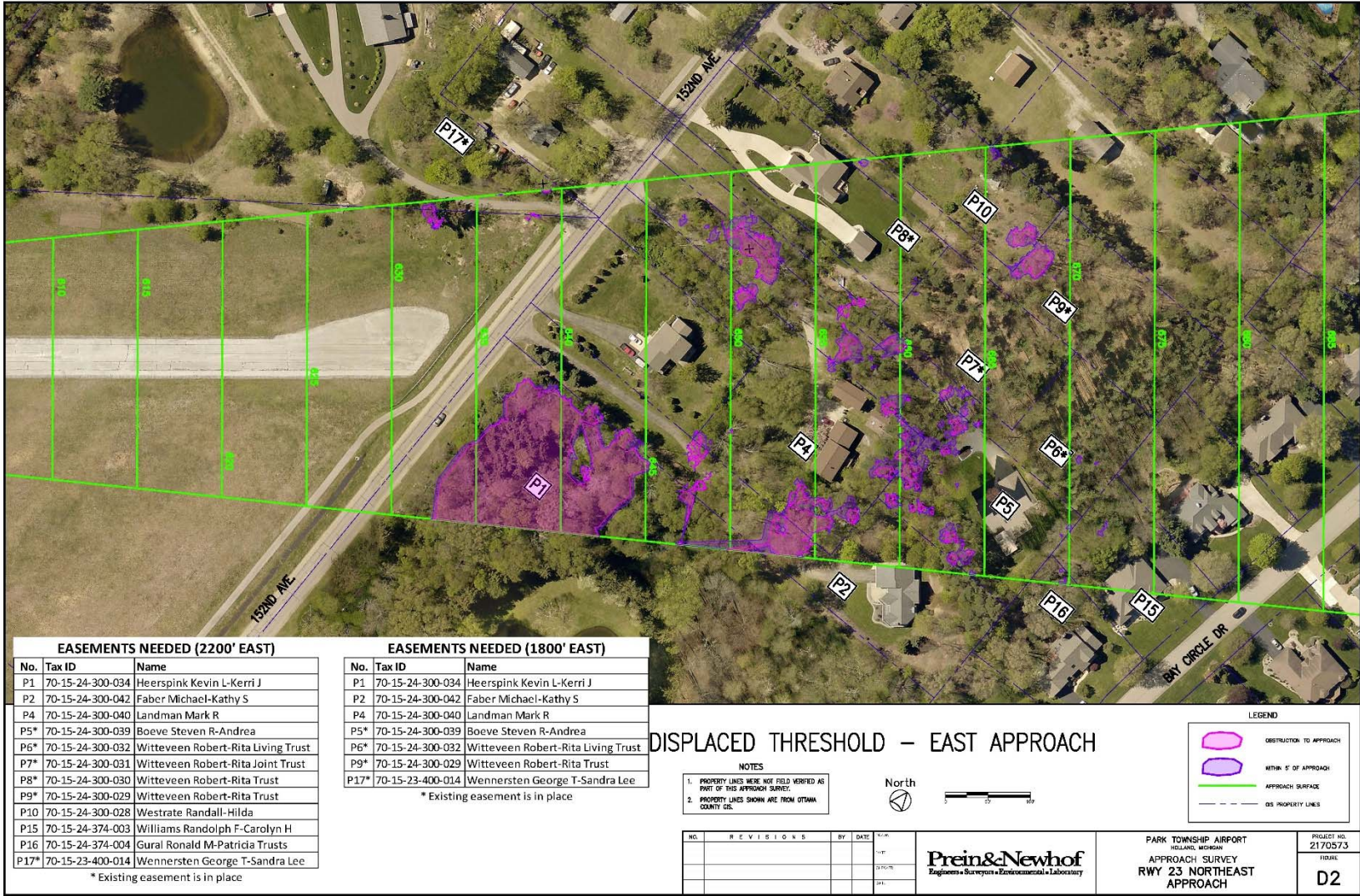
Prein & Newhof
Engineers • Surveyors • Environmental & Laboratory

PARK TOWNSHIP AIRPORT
HOLLAND, MICHIGAN

APPROACH SURVEY
RWY 5 SOUTHWEST
APPROACH

PROJECT NO. 2170573
FIGURE B2

All of the easements on west approach are secured. It is important to note though that the approach pattern today is not a representation of tomorrow. Trees grow, and easements / agreements needed can and do change.



On the East approach, the Township is in need of 3 easements to obtain general utility status and three more for a total of six to achieve 2200 lineal feet of approach. It is estimated that tree clearing, legal paper work, easement acquisition, and other ancillary costs will be approximately \$160,000 (total) and could conceivably be more depending on property owners willingness to negotiate.



Runway and Taxiway Improvements

The primary paved runway and taxiways are listed in poor condition by the Michigan Department of Transportation Aviation division and identified as such when pilot's bring up the Airport in their avigation instruments. Any loose pavement on the runway or taxiways can damage the props of airplanes, and in extreme circumstances cause major accidents.

Our plan calls for an initial micro-sealing of the runway in temporary sealing of the taxiways in Phase 1. Phase 2 will include a full reconstruction of the Taxiways, hopefully with support from State of Michigan Department of Aeronautics. We anticipate the Micro sealing on the runway will last 10 years, with proper maintenance (crack sealing, weed prevention, etc.) before another major improvement is necessary. The current condition of the taxiways are more deteriorated than the runway, and will likely need a full reconstruct in the near future.



Implementation

In a broad sense, this Plan should offer the community a “road map” to implement the AirPark concept. This plan is ambitious. Given the cost, size and sheer magnitude of the operations; a phased approach is required.

In the words of Daniel Burnham, “Make no little plans. They have no magic to stir men's (and women’s) blood and probably will not themselves be realized.”

The following section outlines the phases in this plan. The phases should be seen as a road map, but specific elements are not set in stone. As resources become available and desires can and will shift, our approach should be modified.

*Phase 1:
Generate
excitement

Years 1-3*

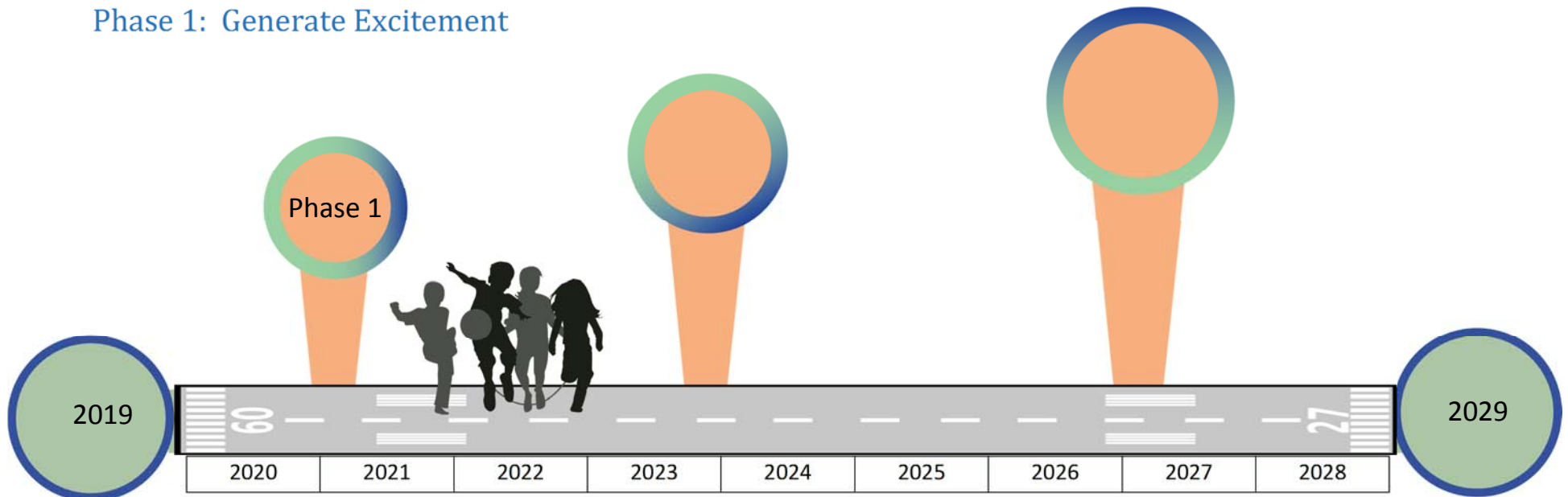
*Phase 2: Increase
aviation use

Years 3-5*

*Phase 3: Complete
the AirPark and
improve
community
facilities

Years 5-10*

Phase 1: Generate Excitement



Phase 1 is about generating excitement in the AirPark Concept and proving its viability. In order for the AirPark concept to be successful, it needs to be supported by the community. We are proposing to begin our AirPark efforts with the construction of the Aeronautical Playground and accompanying infrastructure. It is our hope that with this new Playground, residents will begin to use the site differently and visualize the opportunities for the future.

From an aviation perspective, this change will necessitate the removal of the existing grass runway. We will replace the grass runway with an unofficial grass strip along the south side of the main runway (which can serve the same purpose for those wishing to land on grass). Repairing the runway and taxiway's with a micro surfacing treatment, and demolishing one of the older dilapidated hanger's rounds complete our aviation improvements. The following page breaks down each improvement and where potential revenue would come from.



Phase 1 Financials

Phase 1 (Approx. Year 1-3)		Possible Funding Sources				
<i>Air Park</i>	<i>Total</i>					
Gateway Sign	\$ 25,000	GF/CI	PD/F	G		
Aeronautical Playground	\$ 500,000	GF/CI	PD/F	PM	CS/NR	G
<i>Mobilization 5% Max</i>	<i>\$ 50,000</i>	Phase 1 of the AirPark (playground and ancillary infrastructure) will be one of the main focal points of the Township Grant submittals. We anticipate submitting a \$300,000 Michigan Natural Resources Trust Fund Development grant application with a 50 / 50 cost split. If approved, the remaining funds will need to come from a combination of Parks, Capital Improvement, general fund reserves, and private donations / fundraising.				
<i>Site Grading</i>	<i>\$ 50,000</i>					
<i>Storm Drainage</i>	<i>\$ 50,000</i>					
<i>Site Electric</i>	<i>\$ 75,000</i>					
<i>Parking Lot 1</i>	<i>\$ 75,000</i>					
<i>Entry Drive</i>	<i>\$ 100,000</i>					
<i>Site Lighting</i>	<i>\$ 50,000</i>					
<i>Park Sign</i>	<i>\$ 15,000</i>					
<i>Temp Restroom Enclosure</i>	<i>\$ 5,000</i>					
<i>Landscaping & Irrigation</i>	<i>\$ 30,000</i>					
<i>General Restoration</i>	<i>\$ 50,000</i>					
Subtotal	\$ 1,075,000					
<i>Contingency (10 %)</i>	<i>\$ 107,500</i>					
<i>Engineering (15%)</i>	<i>\$ 161,250</i>					
Total	\$ 1,343,750					
<i>Airport</i>	<i>Total</i>					
Runway Rehab	\$ 150,000	GF/CI	PD/F			
Taxi-Way Rehab	\$ 35,000	GF/CI	PD/F			
Grass Strip Rehab	\$ 50,000	GF/CI	PD/F			
Hanger Removal (1)	\$ 5,000	GF/CI				
General Utility Status	\$ 100,000	GF/CI	PD/F			
Subtotal	\$ 340,000					
<i>Contingency (10 %)</i>	<i>\$ 34,000</i>					
<i>Engineering (of applicable items)</i>	<i>\$ 20,000</i>					
Total	\$ 419,000					

AIRPORT FUNDING SPECIFICS

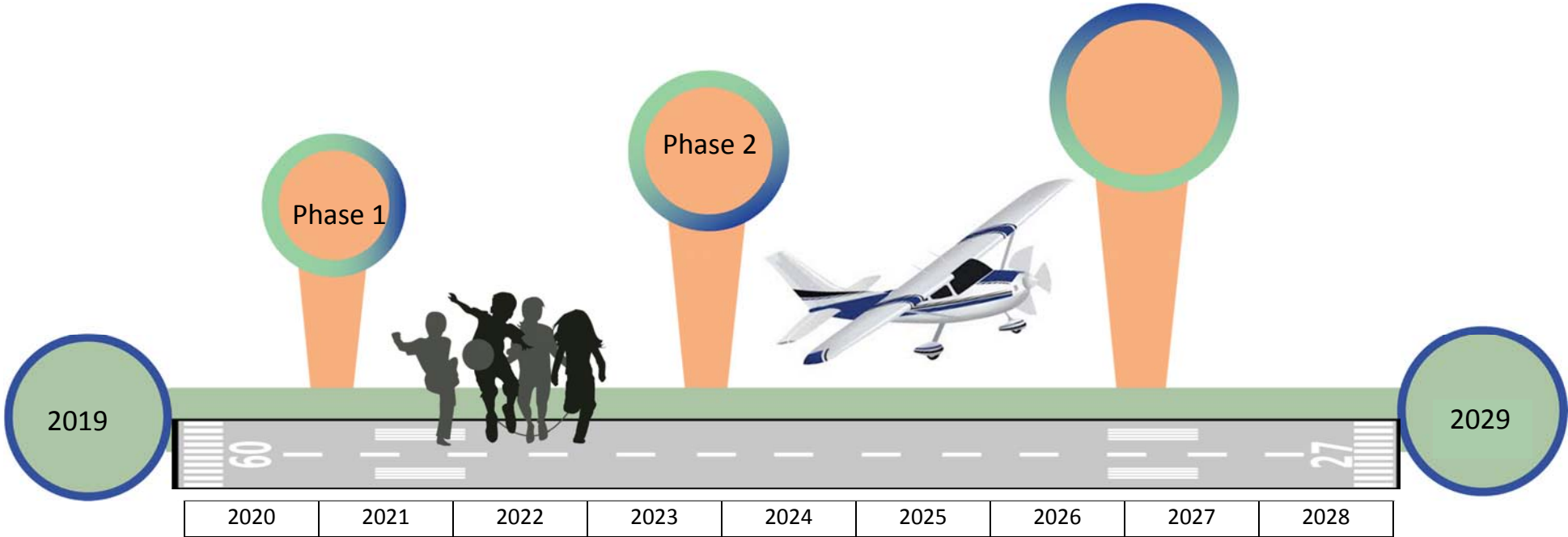
The runway is in need of repair. Instead of a full reconstruction, we are proposing a microsurfacing, which we believe will last 10 years. The taxiways are in poorer condition. We propose a microsurfacing as well, but will attempt a full reconstruction of Taxiways in Phase 2 using State MDOT aeronautical funds (contingent on general utility status). Micro-surfacing the runway and taxiways will be paid from Capital Improvement Fund reserves.

Gaining General Utility Status is a foundation of the Plan’s goals. The cost of the remaining three easements, tree clearing and legal work would be mostly taken from Capital Improvement Fund revenues with possibly a smaller contribution from the aviation community specifically to fund the easements (if needed) .

The Funding Sources Key is listed on Page 38.



Phase 2: Increase Aviation Use



Phase 2 continues on the AirPark concept with the completion of the observation tower, observatory, gateway improvements on the corner of 152nd and Ottawa Beach Road and continued completion of the infrastructure within the site. Regarding Aviation, the plan calls for the construction of new hangars and completion of obtaining 2200 lineal feet of runway length for added pilot safety. These aviation improvements, along with taxiway reconstruction are seen as huge improvements for the long term viability of the AirPark.



Phase 2: Financials

Phase 2 (3-5 years)		Funding Sources					
<i>AirPark</i>	<i>Total</i>						
Parking Lot 2	\$ 75,000	GF/CI	PM	G			
Township Complex Connector Drive	\$ 50,000	GF/CI	PM	G			
Modern Restroom Building	\$ 200,000	GF/CI	PM	PD/F	CS/NR	G	
Observation Tower & Shelter	\$ 250,000	GF/CI	PM	PD/F	CS/NR	G	
Observatory	\$ 50,000	GF/CI	PM	PD/F	CS/NR	G	
Wakazoo Indian Memorial Relocation	\$ 15,000	GF/CI	PD/F	CS/NR	G		
Native Prairie Restoration	\$ 75,000	GF/CI	PM	PD/F	CS/NR	G	
Paved Prairie Paths	\$ 150,000	GF/CI	BM	PM	PD/F	CS/NR	G
Pond/Overlook/Boardwalk	\$ 150,000	GF/CI	PM	PD/F	CS/NR	G	
Mobilization 5% Max	\$ 70,000						
Site Grading	\$ 75,000						
Storm Drainage	\$ 25,000						
Sewermain*	\$ 88,000						
Watermain *	\$ 160,000						
Sewer Connection	\$ 16,000						
Site Lighting	\$ 50,000						
Water Connection	\$ 6,000						
Landscaping & Irrigation	\$ 50,000						
General Restoration	\$ 25,000						
Subtotal	\$ 1,580,000						
Contingency (10 %)	\$ 158,000						
Engineering (15%)	\$ 237,000						
Total	\$ 1,975,000						
Airport							
Hanger (4) and Paving Removals	\$50,000	PD/F					
Hanger Construction (6 hangers)	\$200,000	GF/CI	AM	PD/F	G		
Displaced Threshold 2200'	\$60,000	GF/CI	AM	PD/F			
Taxi-Way/Apron Reconstruction (local share)	\$35,000	GF/CI	AM	PD/F			
Hanger Parking Area Improvements	\$75,000	GF/CI	AM	PD/F			
Subtotal	\$420,000						
Contingency (10%)	\$42,000						
Engineering (of applicable items)	\$20,000						
Total	\$482,000						

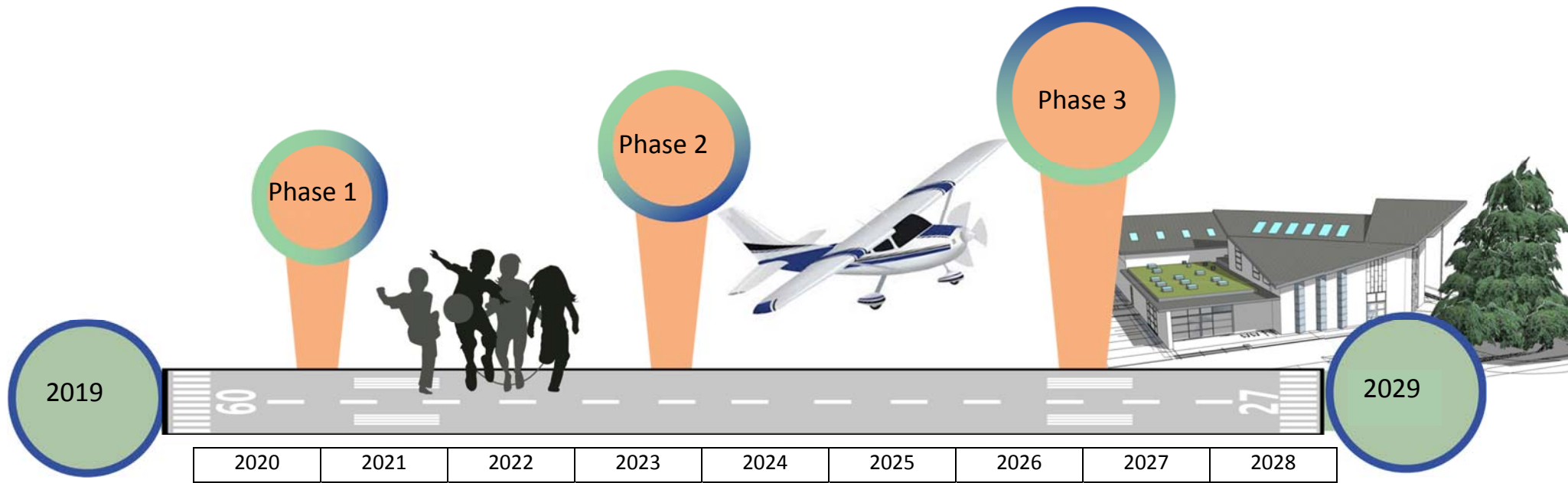
In addition to the AirPark, the Historic Hanger Museum renovation costs and funding sources is listed below and included in Phase 2.

Historic Hanger Museum	Total
Building Renovation	\$225,000
Contingency (10%)	\$25,000
Engineering (of applicable items)	\$33,750
Total	\$281,250

GF/CI AM PD/F G

The Funding Sources Key is listed on Page 38.

Phase 3: Complete the AirPark and Improve Community Facilities



Phase 3 completes the represents completion of AirPark concept. Major improvements on the AirPark side include the splash pad being installed, the Multi-Purpose Terminal / Community building being installed and the airport memorial. At this time, the Township is preparing new sites for private hangers to be constructed, in addition to those already built.



Phase 3: Financials

Phase 3 (5-10 years)		Funding Sources					
<i>Air Park</i>	<i>Total</i>						
<i>Mobilization 5%</i>	<i>\$45,000</i>						
<i>Site Grading</i>	<i>\$50,000</i>						
<i>Storm Drainage</i>	<i>\$25,000</i>						
<i>Parking Lot 3</i>	<i>\$75,000</i>						
<i>Site Lighting</i>	<i>\$50,000`</i>						
<i>Muti-Purpose Terminal / Community Building</i>	<i>1,000,000</i>	GF/CI	AM	PM	PD/F	CS/NR	G
<i>Splash Park</i>	<i>\$300,000</i>	GF/CI	PM	PD/F	CS/NR	G	
<i>Sewer & Water Connection</i>	<i>\$25,000</i>						
<i>Historical Airport Memorial Plaza</i>	<i>\$75,000</i>						
<i>Landscaping & Irrigation</i>	<i>\$30,000</i>						
<i>Site Restoration</i>	<i>\$25,000</i>						
<i>Subtotal</i>	<i>1,700,000</i>						
<i>Contingency (10%)</i>	<i>\$170,000</i>						
<i>Engineering (15%)</i>	<i>\$255,000</i>						
<i>Total</i>	<i>\$ 2,125,000</i>						
<i>Airport</i>	<i>Total</i>						
<i>Private Hanger Prep (6 hangers)</i>	<i>75,000</i>	GF/CI	AM	PD/F			
<i>Sewer & Water Connection (for hangers)</i>	<i>\$40,000</i>						
<i>Subtotal</i>	<i>\$ 115,000</i>						
<i>Contingency (10 %)</i>	<i>\$ 11,500</i>						
<i>Engineering (of applicable items)</i>	<i>\$ 17,250</i>						
<i>Total</i>	<i>\$ 143,750</i>						

The Funding Sources Key is listed on Page 38.



Appendix Listings

- Appendix A (page 60): Agreement between Park Township and Ottawa County to allow the airports use as part of the National Defense Program
- Appendix B (page 65): 11/9/17 Press Release on the Decision not to renew the Contract for Skydive Holland
- Appendix C (page 66): Press Release Seeking Members for the Airport Vision Committee
- Appendix D (page 67): Amway Support Letter
- Appendix E (page 68): Michigan West Coast Chamber of Commerce Support Letter
- Appendix F (page 69): Lakeshore Advantage support letter re: Request for funds from Senator Arlan Meekhof
- Appendix G (page 70): Civil Air Patrol Requesting Partnership with Park Township Airport
- Appendix H (page 71): Meeting with Civil Air Patrol, September 21, 2018 at Park Township Airport
- Appendix I (page 73) : Pilot expectations from Ottawa Aviation
- Appendix J (page 76): GMB Report

WHEREAS, in the opinion of the Board of Supervisors of Ottawa County the maintenance of the Park Township Air-Port for National defense purposes during the present emergency is practical and advisable; and

~~RESOLVED~~ that the sum of \$2,500.00 be appropriated to be used toward the maintenance of said Air-Port during the

WHEREAS, the Board at an earlier session appropriated the sum of \$378.00 toward the temporary maintenance of said Air-Port;

RESOLVED, that the sum of \$2,500.00, including the aforesaid sum of \$378.00, be appropriated for use in the maintenance of said Air-Port during the calendar year 1942 for the use of a Civilian Air Patrol Unit, the training of students in any Air-Plane Pilot Training Course, the training, otherwise, of pilots for ~~and~~ the Civilian Air Patrol, and any other civilian or national defense purpose ~~deemed~~ deemed necessary by a special Committee to consist of a member of the Holland Chamber of Commerce, ^{a member of} the Grand Haven Chamber of Commerce, ^{a member of} the Park Township Board, ^{a member of} the Civil Air Patrol and ^{a member of} the Board of Supervisors; said Fund to be disbursed by said Board in connection with such other Funds as may be raised for said purposes.

RESOLVED FURTHER, that if, at any time, in the opinion of the Special Air-Port Committee of the Board of Supervisors, said Fund is being used for any purpose other than the foregoing, or if, in the opinion of said Committee Ottawa County's contribution toward such Air-Port maintenance should, for any other reason be discontinued, ~~the remaining~~ any portion of said Fund then remaining unexpended be returned to the General Fund of the County.

B

A G R E E M E N T

THIS AGREEMENT, made and entered into this 16th day of March, A. D. 1942, by and between PARK TOWNSHIP, Ottawa County, Michigan, party of the first part, and COUNTY OF OTTAWA, State of Michigan, party of the second part, WITNESSETH AS FOLLOWS:

WHEREAS, the so-called Park Township Airport has been closed under governmental orders and can only be re-opened and used upon compliance with governmental rules and regulations, and

WHEREAS, the officers of Park Township feel that the Township is not justified in assuming the entire burden and making the necessary expenditures in financing the re-opening and maintaining of said airport for the duration of the National Defense Program, and

WHEREAS, the Board of Supervisors for Ottawa County, Michigan has agreed to contribute to the necessary expense of keeping said airport open and has for said purpose appointed an Airport Committee to supervise the expenditure appropriated for said purpose, and

WHEREAS, it is the mutual desire of the parties hereto to cooperate with the National Defense Program in making said airport available for defense purposes,

Now, therefore, IT IS AGREED as follows:

For and in consideration of the sum of One (\$1.00) dollar and the covenants and agreements hereinafter contained, party of the first part does hereby let and lease

unto party of the second part for the duration of the National Emergency and more particularly for such period of time as the Park Township Airport would otherwise remain closed or for such shorter period of time as party of the second part may desire, the following premises, to-wit:

Premises situate in Section twenty-six (26), in Park Township, Ottawa County, Michigan, belonging to said Township and known as the Park Township Airport;

subject, however, to a certain existing agreement between party of the first part and the Holland Furnace Company, of the City of Holland, Ottawa County, Michigan with reference to a lease of the hangers situate on said premises and the further use of said airport by said Holland Furnace Company, it being the intention that party of the second part shall succeed to party of the first part in its rights in said agreement, and assume the obligations with reference thereto, said premises to be used by party of the second part under the supervision of party of the second part's so-called Airport Committee for airport purposes only and with the further understanding that said premises shall at no time be used on Sundays for commercial flying.

Party of the second part is hereby further authorized to construct or place upon said premises additional hangers and equipment, which hangers and equipment shall remain the property of party of the second part or the property of those who may erect or construct the same under special agreement with party of the second part and may be removed at the expiration of this lease by the rightful owner thereof.

Party of the second part shall maintain said premises at its own expense and keep the same in good state of repair and assume all incidental expense for the operation and maintenance of said airport, and at the expiration of its term hereunder deliver up said premises to party of the first part in like condition and state of repair as when received.

It is further understood and agreed that since said premises are to be devoted to purposes fitting in with the government's war effort, party of the second part may and is hereby authorized to sub-lease the premises in such a manner as will promote the National Defense Program, the direct responsibility imposed by this agreement, however, to be at all times assumed by party of the second part.

IN WITNESS WHEREOF, the parties hereto have signed these presents the day and year first above written.

PARK TOWNSHIP

By *W. E. Heneveld* *Sup.*
Wick Stelstra *Clerk*

OTTAWA COUNTY

By *Dick E. Smallegan*
Clearingman
William Wilde
Clerk



Park Township

52 S. 152nd Avenue, Holland, Michigan 49424-6201
Phone (616) 399-4520 • FAX: (616) 399-8540
Website: www.parktownship.org • E-mail: info@parktownship.org

Press Release

For Immediate Release: 11/09/17

Contact: Jerry Hunsburger, Supervisor, Park Township
Howard Fink, Manager, Park Township

The decision not to renew the contract for Skydive Holland was not popular among the fans, clients of Skydive Holland, and some residents of Park Township. Nonetheless, the decision was made for a variety of reasons.

The Board has maintained that the airport is to operate revenue neutral, so that your local tax dollars are not used to directly subsidize airport operations. If you use fuel sales as a barometer of airport activity, Skydive Holland accounted for roughly 40% of airport activity. The Skydive operation contributed revenue from fuel sales, hangar rental and the additional \$1000 contract fee, however this was not enough to cover our costs and the percentage of airport general expenses that would be attributed to this business. In total, the Township calculations show an estimated \$5,879 overall loss to the airport budget from Skydive Holland using fuel sales to allocate costs. This means that the Airport Operating budget was subsidizing the skydive operation. The costs above do not include necessary infrastructure upgrades and the replacement costs for depreciating assets.

The Park Township airport has a rich history, and was here long before major residential development occurred around it. Nonetheless, it is now located in a residential community, posing unique land use challenges. Significant housing development within the vicinity of the airport has occurred over many decades. Ignoring possible incompatible impacts would not be prudent.

The complaints regarding Skydive Holland were communicated by residents displeased by the volume of skydiving activity and the noise it brought. As the number of flights and jumps increased each year, so did the complaints from residents. Attempts were made to alleviate many of the problems by having Skydive Holland change routes, equipment, etc. Unfortunately, with the increase in the volume of flights / jumps, noise complaints continued.

The decision was made taking all the issues into consideration. The cost/benefit of the financial components of the contract, resident complaints, increased risk / liability to township taxpayers and other concerns/issues.

Park Township airport is surrounded by a residential community, and we need to acknowledge that as a baseline. Whatever we do moving forward, airport activities need to be compatible with our residential character. Additionally, private business should not be subsidized, but instead should contribute to the future sustainability of our unique public airport. It will take significant private/public partnerships as we invest in the future of the Park Township Airport.

###



Park Township

52 S. 152nd Avenue, Holland, Michigan 49424-6201
Phone (616) 399-4520 • FAX: (616) 399-8540
Website: www.parktownship.org • E-mail: info@parktownship.org

Date: February 21, 2018
From: Supervisor Jerry Hunsburger and Manager Howard Fink
Re: Park Township Seeks Members for the Airport Vision Committee

The Park Township Board of Trustees have recognized that our airport needs a new vision plan. We are calling on interested stakeholders who wish to be part of this important endeavor. Please submit a letter of interest to the Park Township Airport Committee, attention Howard Fink, Manager, stating your reason for wishing to be considered, your background, and what unique perspective / skills you would bring to this effort. Please have your letters submitted no later than March 12th, 2018.

Numerous conversations, and initial strategic planning efforts by the Board of Trustees have identified that the airport needs to be self-sufficient and at the same time increase its value to all residents of Park Township. Previously, and affirmed recently, the concept of an Air Park has surfaced, an airport that also acts as a recreation amenity for the community.

While the general framework may already be in place, there are many details to be ironed out. First and foremost is this Air Park vision appropriate? How is such a use to become financially self-sustainable? How and where will the resources come from to upgrade critical infrastructure. What is the appropriate balance from aviation related impacts and the surrounding residential character of the area? These are some of the many questions that need significant debate and discussion.

To accomplish this important project, this vision committee will be comprised of 11 to 15 members, made up of a broad cross-section of stakeholders interested in the future of Park Townships airport. We want to hear from all stakeholders, residents, business, the tourism industry, neighboring associations, etc. Together, we hope to turn the airport into both a sustainable and thriving community asset that benefits many.

Along with the letters of interest submitted, suggestions of participants from both Ottawa Aviation and the Park Township Airport Committee, a list of appointments will be submitted to the Board of Trustees for final approval, likely occurring at the April meeting. This vision committee will act as an advisory body to the Township Board.

###



5410 44th Street
Grand Rapids MI 49512

September 25, 2018

Jerry Hunsburger, Township Supervisor
Howard Fink, Township Manager
Park Township Airport Vision Committee

Subject: Park Township Airport

Messer Hunsburger and Fink and Airport Vision Committee Members;

We appreciate the work each of you have done individually and collectively to develop a crown jewel of Park Township, the Park Township Airport, into a more functional airport while deepening its purpose with aviation educational opportunities with a focus on STEM.

The airport enjoys a long history in the state as an early 1900's airport, the first airport in Holland, a center for pilot training for civilian and military needs, and a source of economic support to the community for business aviation. Developing Park Township Airport as a gathering point for community aviation enthusiasts, destination airport for airborne travelers, and an aviation oriented educational facility demonstrates the forward thinking of the Park Township community. In addition the airport serves as a medical evacuation point for township residents and visitors.

It is of interest to compare the assets of Park Township to those of other communities in the country. There are many common elements in most communities from water access, mountains, wilderness, and nature parks. Few have a legendary airport in a location with visibility and access to most in the community. Develop this well and you will continue to keep Park Township as a top residential and tourist location.

Residential development puts many airports at risk for survival. It takes a strong commitment to aviation and a special vision to continue to include aviation in the community. Our support goes out to you in this mission and we remain hopeful that your collective leadership will develop Park Township Airport that helps bring more young people into aviation as a career. We have had great success in this regard with the West Michigan Aviation Academy and celebrate points of aviation interest that support our educational mission. In the coming years there will be a need for over 700,000 more pilots in the United States. Every element helps.

Sincerely and best regards,

A handwritten signature in black ink, appearing to read "Rick Fiddler", with a long horizontal flourish extending to the right.

Rick Fiddler
Vice President
Amway Aviation



May 24, 2018

Howard Fink, Manager
Park Township
52 S. 152nd Ave
Holland, MI 49424

Re: Letter of Support for Park Township Airport

Dear Howard,

The Michigan West Coast Chamber of Commerce is the unified voice and leading advocate for 1,300 businesses representing 64,000 employees in the greater Holland/Zeeland area. The Chamber represents a broad segment of the business community and our role is to be a leader and partner to the business community and the community at large.

Currently, a vision committee made up of a broad cross-section of stakeholders interested in the future of the Park Township Airport has been assembled to develop a long-Term Vision Plan. Collectively, this group is working to ensure that the Park Township Airport is both a sustainable and thriving community asset that benefits many.

We appreciate these thoughtful efforts to preserve the Park Township Airport and help ensure its ongoing sustainability. The Chamber supports your efforts to raise the necessary resources, including those from the State of Michigan, to make this vision a reality.

Sincerely,

A handwritten signature in blue ink that reads "Jane Clark".

Jane Clark
President



BOARD OF DIRECTORS

May 24, 2018

Chair
Mike Ramirez

Vice Chair
Jeff Disher
Disher

Treasurer
Kris DePree
Colliers International

Secretary
Mark Schmidt
BizStream

Jim Bachmeier
Grand Valley State
University

Scott Brooks
Brooks Capital Management

Jane Clark
West Coast Chamber

Garth Deur
Retired, Bank of Holland

Larry Koops
Retired, Fifth Third Bank

Dave Koster
Holland Board of Public
Works

Scot Lindemann
LindyTech

Steve Ramus
Perrigo

Jennifer Remondino
Warner Norcross & Judd

Ross Rubley
Boar's Head Provisions Co.

Dave Tebo
Hamilton Community
Schools

Al Vanderberg
Ottawa County

Jim Vander Kolk
Royal Technologies

Jeweral Washington
J-Max Transportation

Dr. Mirka Wilderer
Evoqua Water Technologies

Senator Arlan Meekhof
PO Box 30036
Lansing, MI 48909-7536

Dear Senator Arlan Meekhof:

We are pleased to write this letter in support of the Ottawa County airport redevelopment plan in Park Township. As the economic development lead for Ottawa County, we believe these improvements will strengthen the fiscal sustainability of the airport and commercial opportunities for our region.

Brooke Corbin, Director of SURGE at Lakeshore Advantage, has been an active member of the Park Township Airport Advisory Committee and an active participant in the planning process. This committee includes a great cross-section of community leaders ensuring the redevelopment plans are in line with the community's vision and needs.

Thank you for your consideration in funding this project.

Sincerely,

Jennifer Owens, President
Lakeshore Advantage

201 W. Washington Ave. Loft 410
Zeeland, Michigan 49464

P 616.772.5226
F 616.772.5602

lakeshoreadvantage.com



Hudsonville Metro Cadet Squadron
Civil Air Patrol
United States Air Force Auxiliary
5546 Estate Rd
Allendale, MI 49401



August 28, 2018

Mr. Stander and Committee,

MI-135 is excited about the possibility of partnering with Park Township Airport. This could be a mutually beneficial relationship. As we briefly discussed at the CareAffaire event, we have many different aspects of our programming that could utilize the space at Park Township Airport.

- 1) Weekly meetings on Monday nights
- 2) Powered Orientation flights for our cadets
- 3) Glider Orientation flights for our cadets
- 4) Emergency Services training days
- 5) CAP staff trainings for both senior members and cadets
- 6) Aerospace education for both CAP and community groups

This list is just a few of our events that we participate in within our Civil Air Patrol wing. We would welcome the opportunity to partner with the airport or local EAA chapter to continue to grow a strong passion for aviation.

If we were to move to the airport, we would need to be able to run our complete program at your facility. This would entail a need for classroom/meeting space, use of the outdoor area for PT training, Wifi access, and a space to store items.

Major Gary Tallman
Squadron Commander - Hudsonville Metro Cadet Squadron

cc: Camille Morris



Meeting with Civil Air Patrol - Sept 21, 2018 at Park Township Airport



Doug and I met with Maj. Gary Tallman and Lt. Camille Morris yesterday. They explained their intentions to move the Hudsonville CAP Cadet Squadron to the Park Township Airport at our invitation.

They have relatively few needs and we can easily accommodate them. They have several excellent existing programs, connections and new ideas once they are based at our airport. See the list below.

Maj. Gary and a cadet, and possibly the Michigan Wing Commander Maj. David Hast also plan to attend the Oct 1 Vision meeting and briefly mention their move to HLM.

CAP needs in order to locate at Park Township Airport - ALL of these are easily accommodated, we said YES.

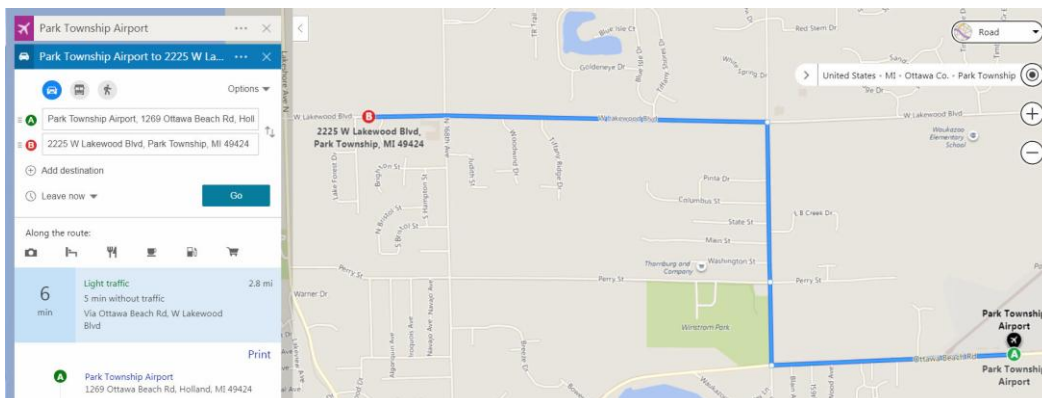
- Place CAP sign at airport. Suggested location is with Park Township Airport sign.
- Keep a 15 passenger CAP marked van at the airport, does not need to be inside.
- Designate and utilize a parade area for cadet practice.
- Utilize the airport grounds for cadet physical fitness training and exercises.
- Designate space for a lockable metal storage cabinet for CAP meeting equipment and materials.
- Have a heated space for 25-35 cadets/people for meetings.
- Firepit for flag retirement ceremony. We suggested in front of the jet memorial
- Access to WIFI.

CAP Planned Activities and Events at Park Township Airport - Once these events are confirmed, all should be included in the Park Township/Airport website, calendar, and news letter.

- Monthly meetings with cadets at the airport. Gary and Camille also expect to increase the size of the squadron because of being located at Park Township Airport.
- Outreach to West Ottawa middle schools. Gary and Camille said the age group CAP targets is 12-18yrs. They plan to meet with local schools and have cadets make presentations to students along with CAP informational videos. We can help by getting them introduced to the appropriate administrators at the schools.
- Outreach to local adults - CAP is seeking adults that would like to help with the CAP cadet gatherings and events. Doug suggested John Wilkes (past involvement with CAP) may be willing to help.
- Flag Retirement Ceremony - This is a solemn and respectful disposal in fire of tattered and torn US flags. The entire community is invited to bring their worn flags to the ceremony for disposal. A secure firepit would be added in front of the jet memorial and the ceremony would take place there, with full cadet color guard. Taps is played at the conclusion of the ceremony. Doug will give the firepit design information to Mike Fogg for inclusion in the construction plans.
- Wreaths Across America project - <https://www.cap.news/cap-members-take-on-communications-role-for-arlington-wreaths-across-america-observance/> This fall all across the US, CAP cadets will place over 250,000 wreaths on the graves of servicemen and women. We suggested that this take place at the Lakewood Cemetery (see below) which has many interred veterans and is only 2.8 miles from the airport.

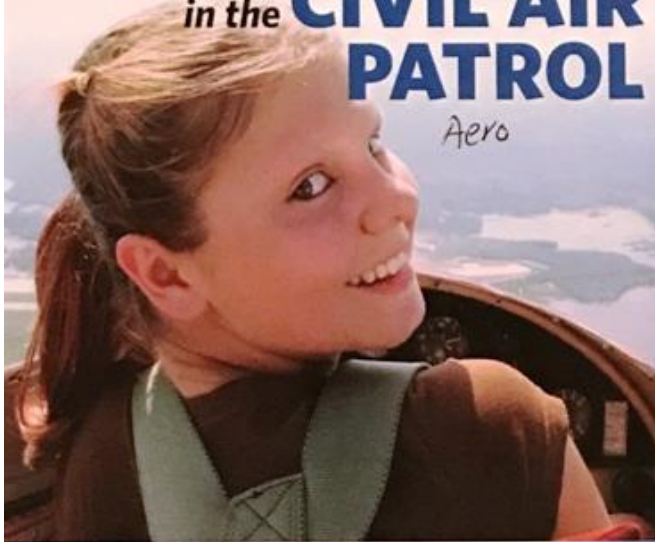
- November 10 CAP Open House at the airport for Veterans Day. This is an event where the Civil Air Patrol shows the community what they do and the opportunities they have for young people to get involved in learning about aviation and serving their country with the CAP. The event includes a hot dog cookout for the public. The CAP aircraft would attend the event if it is not in use elsewhere.
- CAP squadron participation in Veteran's Day local parades
- Introductory CAP flights for new and prospective cadets. Having the squadron located at the Park Township Airport, will make it much easier for the squadron to organize these initial airplane rides.
- Pending spring 2019 CAP joint event at the airport with American Heritage Girls, an organization similar to the Girl Scouts.
- Other pending events and opportunities with local STEM programs, Red Ribbon Academy, etc.

Park Township Lakewood Cemetery - 2.8 miles from airport, and many veterans are interred there. It is a perfect location for your cadets to participate in the Wreaths Across America project. The cemetery is managed by Park Township, so gaining permission to place wreaths should not be a problem.



LEARN, LEAD, & SERVE as a **CADET** in the **CIVIL AIR PATROL**

Aero



Do you want to fly? Do you want to honor and serve America? Then rise to the challenge of cadet membership in the U.S. Air Force Auxiliary, Civil Air Patrol.

You'll find cadet life exciting if you enjoy:

- Flying
- Leadership Training
- Obstacle Courses
- Model Rocketry
- Teambuilding
- Hiking & Camping
- Earning Rank & Awards
- Search & Rescue
- Exploring Aviation Careers
- Making Friends



GoCivilAirPatrol.com



Questions?

How old do I have to be?

You must be at least 12 but not yet 19 to join as a cadet.

How much time do I have to commit?

On average, cadets meet one night a week for 2 hours and enjoy special events one Saturday each month. Week-long camps are held each summer.

How much does it cost?

Expenses will be about \$100 to get started in CAP.

Depending on participation in activities and fees at your unit, you can expect to spend about \$300 - \$600 in the first year.

Will I be required to join the military?

Cadets are never obligated to join the military, but 10% of all Air Force Academy cadets got their start in CAP.

Who supervises the cadets?

Adult volunteers, fingerprinted and screened by the FBI, chaperone all cadet activities.

Benefits of Cadet Life:

- Develop leadership skills
- Test-fly potential careers
- Solidify your moral values
- Succeed in school



En Español: *Guía Para Padres*
capmembers.com/padres



To learn more, contact us as shown below or visit
GoCivilAirPatrol.com

Remember: Fill in the blanks below on a plain, standard-size mailing label listing your contact info.

Maj. Gary Tallman 616-617-2300
Hudsonville Metro Cadet Squadron
Civil Air Patrol MI-135 Monday's
6:30 pm Hudsonville City Hall



To the Park Township Airport and Vision Committees

What will attract pilots to Park Township Airport?

21Sep18

At the last airport Vision meeting Jerry Hunsburger asked Ottawa Aviation to provide a list of circumstances under which pilots would be interested in basing their airplanes at Park Township airport. Jerry asked: "What will it take for pilots to rent hangars, build hangars, and fly out of this airport?" and "Who will step forward and build a hangar at the airport". The following is input from other General Utility airports, Ottawa Aviation, local pilots, and hangar owners and renters.

What will attract pilots to use Park Township Airport as their base of storage and flight operations?

1. Obtain and maintain General Utility Classification with a minimum of 2200' of useable runway (on runway 23)
2. Restore the runway, lighting, taxiways, and hangars to a condition that will not discourage pilots from using the airport and renting or building hangars here.
3. The upkeep and maintenance of the airport and runway safety zones shall be written into the Township's master plan, annual budgets, zoning requirements, and other applicable ordinances.
4. The Airport/Airpark shall have an ongoing method of financial support. Funding methods could include an ongoing public millage, allocation from other Township funds, state or federal grants, or private donations made through the Park Twp Airport Historical Association 501(c)(3) (formerly Ottawa Aviation). The Township, with assistance from Ottawa Aviation shall also apply for eligible State and Federal funding and grants for General Utility airports. Various used airport equipment and other services may also be available.
5. The Township shall abide by State/Federal FAA/DOT rights and requirements in the operation of the airport.
6. Aviation fuel shall be sold at the airport at a price competitive with other local airports.
7. Park Township shall include representatives of the HLM pilot/owner/tenant community in its Airport governing body, should one be established in the future.
8. Land leases shall be offered with a 25 year term for private-built hangars, with one 5 year renewal term. The lease rate will be maintained at \$.10/sqft per month (or less) for 3 years, with no more than 3% per year increases after 3 years with justification. During the lease period the owner has the right to sell their hangar and transfer the land lease to the new owner. Private-built hangars shall be used for storage of aircraft or aircraft in construction and reasonable ancillary equipment/storage. Hangar design, size, and appearance will be consistent with other buildings on the airport as established by the Twp. Lease termination by the Township is for cause only with reasonable notice.
9. Private-built and owned hangars shall be deeded over to the Township after the lease period expires. The Township shall recognize the residual value of the hangar and compensate the owner for same. A third party appraisal shall establish the hangar value if the Township and owner cannot agree.
10. The Township and Ottawa Aviation shall work together to create and maintain an environment that fosters the support and growth of an educational and recreational aviation community, through partnerships with local schools (STEM) and groups (Scouts, CAP), programs, facilities, events, and a positive attitude towards general aviation.
11. Ottawa Aviation shall modify its corporate structure to a 501(c)(3) charitable organization (Park Township Airport Historical Association) and actively solicit charitable donations, private-built hangars, and other investments for the historical preservation and ongoing use of the Airport.



Ottawa Aviation

1269 Ottawa Beach Road - Holland, MI 49424

Park Township Airport HLM 122.8

www.parktownship.org



The above expectations are entirely consistent with other similar sized General Utility airports. Given the past history and current state of the Park Township Airport, it is not reasonable for pilots or other interested parties to consider investment in or donation to the airport without these or very similar items and assurances in place.

Once a Vision plan has been established and approved by the Trustees, and the appropriate visual and informational documents are available to the public, Ottawa Aviation (Park Township Airport Historical Association) will aggressively pursue charitable donations, hangar renters, and potential private hangar builders.

We believe there are people willing to step forward and invest in the airport once the above assurances are in place or a plan for their establishment is agreed upon.

OTTAWA AVIATION
Board of Directors

Additional CAP information and resources

<http://www.miwg.cap.gov/> Michigan Wing info

Michigan Wing is part of the Great Lakes Region which includes 5 other states. Welcome to the Michigan Wing website. From this site you can access supplements and forms as well as a staff roster. Connect with Michigan Wing and units on our social connection page and stay up to date with our wing calendar

Michigan Wing is made up of 8 groups, 35 squadrons, 4 flights and more than 1,300 members.

These dedicated volunteers perform 3 Congressional chartered missions:

- Aerospace Education
- Cadet Programs
- Emergency Service.

The Civil Air Patrol is celebrating its 75th year of service to America. Founded in 1941 the Civil Air Patrol defended our country during WWII. In 2014 Civil Air Patrol received the Congressional Gold Medal in honor of the heroic efforts of our World War II veterans.

Civil Air Patrol, the longtime all-volunteer U.S. Air Force auxiliary, is the newest member of the Air Force's Total Force, which consists of Regular Air Force, Air National Guard and Air Force Reserve, along with Air Force retired military and civilian employees. CAP, in its Total Force role, operates a fleet of 550 aircraft and performs about 85 percent of continental U.S. inland search and rescue missions as tasked by the Air Force Rescue Coordination Center and is credited by the AFRCC with saving an average of 70 lives annually.

Civil Air Patrol's 58,000 members nationwide also perform homeland security, disaster relief and drug interdiction missions at the request of federal, state and local agencies. Its members additionally play a leading role in aerospace education and serve as mentors to more than 24,000 young people currently participating in the CAP cadet program.

Col Rajesh Kothari is the commander of the Michigan Wing of the Civil Air Patrol.



PARK TOWNSHIP AIRPORT

Change of Use Code Evaluation

Prepared for:

Park Township

A/E PROJECT 5-4509

07.03.2018

Revision 03 – Completed Study

GMB performed a building assessment and identified areas of building code deficiency. The following observations represent GMB's understanding of required improvements in order to bring the facilities up to current building codes. All observations are based on visual assessment only. No effort was made to determine if buildings contain asbestos, lead or any other unsuitable materials.

This report evaluates (3) buildings: the Historic Hangar, Community Hangar, and Aircraft Fabrication Hangar. Each section is divided into sub-sections as outlined below:

- **OVERVIEW** – High level building information for each structure that determines its code application classification
- **CURRENT CODE ISSUES** – Observed deficiencies that need to be corrected in order to be compliant with current applicable codes
- **REQUIRED CHANGES – SUMMARY** – High-level overview of required changes to meet code intent.
- **BUILDING OBSERVATIONS** – Non-code related observations regarding general building quality, building systems, code-related commentary, and recommended facility upgrades.

Opinions of cost have been provided for reference at the end of this report to quantify the cost of making the necessary code-required changes.

CURRENT APPLICABLE CODES

2015 MICHIGAN BUILDING CODE
2015 MICHIGAN REHABILITATION CODE FOR EXISTING BUILDINGS
2015 MICHIGAN PLUMBING CODE
2015 MICHIGAN MECHANICAL CODE
2015 MICHIGAN ENERGY CODE

REFERENCED STANDARDS

ASHRAE 90.1 – 2013
NFPA 70
NFPA 409

HISTORIC HANGAR

OVERVIEW – HISTORIC HANGAR

GMB understands that Park Township Airport has a desire to convert an existing hangar into a public museum for the airport. Currently, the building is used as a hangar for the storage of aircraft.

AGE OF FACILITY

- Built in the mid-1930s. Building is approximately 80 years old

CONSTRUCTION TYPE

- Type 5B Construction: Unprotected Wood Frame

SPRINKLERS

- No sprinkler systems present

OCCUPANCY CLASSIFICATION

- Existing: S-1 (Moderate-Hazard Storage)
- Proposed: A-3 (Assembly, including Museums)

BUILDING AREA

- Approximately 2,700 square feet

OCCUPANT LOAD (PROPOSED)

- Approximately 90 occupants at 30sf / occupant

CURRENT CODE ISSUES:

- Egress
 - Exterior door(s) observed do not swing in the direction of egress and do not meet accessibility code based on the proposed occupant load.
 - Emergency lighting was not observed throughout the space. Based on this building's occupant load, current building code requires that exits (and access to exits) be illuminated in the event of a power failure.
 - No exit signs were observed throughout the building. Based on the proposed occupant load, this building is required to have illuminated exit signage.
 - One entrance / exit door was observed throughout the building. Based on a calculated occupant load of 90 occupants, the open hangar space is required to have (2) exits to the exterior of the building.
 - Panic hardware was not observed on the exit door. Based on the proposed occupant load, current building code requires panic hardware on egress doors out of assembly spaces.

- Accessibility
 - Interior
 - The Interior restroom that was observed does not meet current accessibility code. Fixtures and required clearances would need to be upgraded to meet current requirements.
 - Door hardware on all doors does not meet barrier free requirements and is not in compliance.
 - Exterior
 - No designated accessible parking and signage was observed adjacent to the building; current code requires marked, accessible parking.
 - The front walk from the parking area to the entrance is in fair condition and appears to meet width and slope requirements for accessible entrances.



- Energy Code
 - A change in occupancy and a proposed increase in energy usage will trigger this building to be compliant with current energy codes. This includes, but is not limited to the building envelope, windows, doors, heating system(s), water heating systems, and lighting fixtures.
- Fire Protection + Detection
 - No fire extinguishers were observed in the facility.
 - For the proposed occupancy, current building code requires the following components:
 - Carbon Monoxide detection equipment
 - Portable fire extinguishers
- Plumbing Systems:
 - No drinking fountains were observed within the building. Current building code requires at least (1) accessible drinking fountain.
 - A functioning restroom was observed; however it does not meet current accessibility requirements and would require upgrades.

- Michigan Plumbing Code (MPC) requires (2) toilets based on a new proposed occupant count of approx. 90 occupants
- No mop sink was observed anywhere within the building; MPC requires (1) mop sink.
- Mechanical Systems
 - Current building code requires that occupied spaces be able to maintain a temperature of at least 68 degrees Fahrenheit on a heating degree day. If the observed unit heater is capable of maintaining minimum temperature, the unit he code.
 - The existing gas heater has an output of 140,000 BTUs / hr and the space complies with space conditioning requirements; however, current energy codes may require the unit to be upgraded to meet the ASHRAE 90.1 standard.

REQUIRED CHANGES – SUMMARY:

- Egress upgrades
- Accessibility upgrades to meet barrier free standards
- Meet minimum energy code standards for building system(s) and envelope
- Upgrade plumbing facilities to meet minimum fixture counts and clearance requirements
- Meet minimum fire protection requirements

BUILDING OBSERVATIONS:

- Exterior Walls:
 - Structural 3-wyth brick wall system without insulation.
 - Brick spalling observed throughout much of the exterior brickwork
 - Observed cracks in brick, which may be an indication of foundation differential settlement.
- Roof / Soffits:
 - GMB observed a newer roof system that appears to be in good condition.
 - Insulated ceiling system with R-13 batt insulation.
 - The original wood structure has been reinforced with steel.
 - Painted wood soffits are flaking throughout and exhibit signs of deterioration. Some soffits have been replaced, though remain unpainted.
- Windows and Doors:
 - Single-pane windows exist throughout the building.
 - Paint flaking and putty cracking was observed on the exterior of many windows and doors.



- Plumbing Systems
 - A newer gas water heater serving both the radiant floor system and toilet facilities appear to be in working order.
- Mechanical Systems
 - Radiant floor heat: A residential-style radiant floor heating system delivers heating to the entrance and restroom area.
 - Gas-fired unit heater: One heater is located in the open hangar area. Exhaust piping is rusting and is in poor condition.
 - Ventilation: No ventilation system was observed on any of the mechanical systems, though existing openings qualify for code-compliant natural ventilation.
 - Restroom exhaust fan observed exhausts air to the interior of the building. GMB recommends that restroom exhaust air is routed to the exterior of the building.



- Electrical Systems
 - A 100A electrical panel serves the existing building. It appears that the service panel is not original to the building and is in working condition. The panel provides service to the building as well as an airport beacon on the roof.
 - Exposed electrical hazards (open junction boxes, unmounted hardware, etc.) were observed throughout the building and should be corrected by an electrical professional.
 - Electrical systems observed appeared to be in working condition. Any upgrades and/or changes to existing systems would have to meet requirements of current building codes.



COMMUNITY HANGAR

OVERVIEW – COMMUNITY HANGAR

GMB understands that Park Township Airport has a desire to convert an existing hangar into a public museum for the airport. Currently, the community hangar is used for the storage of aircraft.

AGE OF FACILITY

- Unknown

CONSTRUCTION TYPE

- Type VB Construction: Unprotected Wood Frame

SPRINKLERS

- No sprinkler systems present

OCCUPANCY CLASSIFICATION

- Existing: S-1 (Moderate-Hazard Storage)
- Proposed: A-3 (Assembly, including Museums)

BUILDING AREA

- Approximately 6,800 square feet

OCCUPANT LOAD (PROPOSED)

- Approximately 225 occupants at 30sf / occupant

CURRENT CODE ISSUES:

- Egress
 - Emergency lighting was not observed throughout the space. Based on this building's occupant load, current building code requires that exits (and access to exits) be illuminated in the event of a power failure.
 - No exit signs were observed throughout the building. Based on the proposed occupant load, this building is required to have illuminated exit signage.
 - Panic hardware was not observed on the exit door. Based on the proposed occupant load, current building code requires panic hardware on egress doors out of assembly spaces.
 - One entrance / exit door was observed throughout the building. Based on a calculated occupant load of 225 occupants, the open hangar space is required to have (2) exits to the exterior of the building.

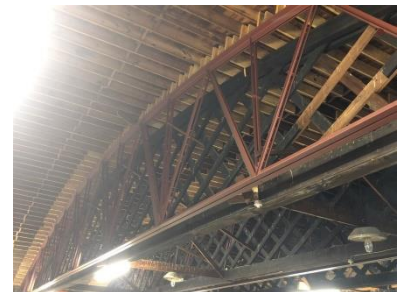
- Accessibility
 - Interior
 - Door hardware on all doors is not lever style and is not in compliance.
 - Door thresholds are not ADA compliant and would need to be upgraded
 - Exterior
 - No designated accessible parking and signage was observed adjacent to the building; current code required marked, accessible parking.
 - The front walk from the parking area to the entrance is in fair condition and appears to meet width and slope requirements for accessible entrances.
- Energy Code
 - ASHRAE 90.1-2013 requires that whenever a space is converted from an *unconditioned or semi-heated space* to a *conditioned space*, the building shall be brought into full compliance with ASHRAE 90.1, including the building envelope, heating, ventilation, air-conditioning, water heating, et al., as if the building were new. Currently, this building is considered *unconditioned* space. To convert it to A-3 occupancy would require full compliance with ASHRAE 90.1-2013 as if the structure were a new building.
- Fire Protection + Detection
 - No fire extinguishers were observed inside the facility.
 - For the proposed occupancy, current building code requires the following components:
 - Carbon Monoxide detection equipment
 - Portable fire extinguishers
- Plumbing Systems
 - No interior restrooms were present in the facility, and current code requires restroom facilities for occupants within the space.
 - No drinking fountains or mop sinks were observed in the facility, and current building code requires both plumbing elements.
- Mechanical Systems
 - No mechanical systems were observed in the building. Current building code requires that occupied spaces be able to maintain a temperature of at least 68 degrees Fahrenheit on a heating degree day.
 - No ventilation systems were observed in the building. Code requires that occupied spaces have ventilation through passive or natural means.

REQUIRED CHANGES – SUMMARY:

- Provide adequate egress from space, including additional door, upgraded hardware and emergency components.
- Provide required restroom facilities and plumbing elements
- Bring all parts of facility up to current accessibility requirements
- Meet minimum ventilation requirements
- Meet minimum space heating requirements
- Meet basic fire protection requirements
- The building envelope assembly, water heating, power, lighting, ventilation, and space conditioning systems will need to be upgraded to current codes as if the building were a new space.

BUILDING OBSERVATIONS:

- Exterior Walls:
 - Load-bearing masonry walls in fair condition. Paint flaking and brick spalling were observed across the entire structure.
 - Observed cracks in brick, which may be an indication of foundation differential settlement.
 - Siding was observed to be in fair condition. Several pieces are missing and/or falling off of the building in various locations.
- Roof / Soffits:
 - The original structure has been reinforced with steel.



- Windows and Doors:
 - No windows are present, and (2) man doors provide egress out of the building.
- Plumbing Systems:
 - No drinking fountains were observed within the building.
 - No restrooms were observed in the building.
 - Michigan Plumbing requires (3) toilets based on a new proposed occupant count of approx. 200 occupants

- No mop sink was observed anywhere within the building.
- Mechanical Systems:
 - No mechanical systems were observed within the facility.
- Electrical Systems:
 - An electrical panel serves the existing building and provides service to the airport lighting system. It appears that the service panel is not original to the building and is in good, working condition.

AIRCRAFT FABRICATION HANGAR

OVERVIEW – AIRCRAFT FABRICATION HANGAR

GMB understands that Park Township Airport intends to convert an existing hangar into a hanger for use by a third-party for the use of aircraft assembly and maintenance. Currently, the hangar is used for the storage of aircraft.

AGE OF FACILITY

- Approximate construction year: 1960. Building is approximately 60 years old

CONSTRUCTION TYPE

- Type IIB construction: Unprotected non-combustible

SPRINKLERS

- No sprinkler systems present

OCCUPANCY CLASSIFICATION

- Existing: S-1 (Moderate-hazard Storage)
- Proposed: F-1 (Moderate-hazard Factory Industrial)

BUILDING AREA

- Approximately 3,000 square feet

OCCUPANT LOAD

- 6 occupants at 50sf / occupant

CURRENT CODE ISSUES

- Egress
 - Emergency lighting was not observed throughout the space. Current building code requires that exits (and access to exits) be illuminated in the event of a power failure.
- Accessibility
 - The current approach to the building main door entrance is not accessible; however, GMB's opinion is that access through the existing overhead door will comply as an accessible route into the building.
 - No designated accessible parking and signage was observed on the property of the building; current code requires marked, accessible parking.
 - The accessible route from the parking area to the entrance is in fair condition and appears to meet width and slope requirements for accessible entrances.

- Energy Code
 - A change in occupancy and a proposed increase in energy usage will trigger this building to be compliant with current energy codes. This includes, but is not limited to the building envelope, windows, doors, heating system(s), water heating systems, and lighting fixtures.
- Fire Protection + Detection
 - For the proposed occupancy (F-1), size, and hazards, current building code does not require the use of an automatic sprinkler system or approved fire alarm system. However, current building code requires the following components:
 - Carbon Monoxide detection equipment
 - Portable fire extinguishers
- Plumbing Systems
 - No plumbing facilities were observed in the hangar. Based on the proposed occupant load, Michigan Plumbing Code requires the following plumbing fixtures within the space:
 - 1 water closet
 - 1 lavatory
 - 1 drinking fountain
 - 1 service sink
- Mechanical Systems
 - The existing gas heater has an output of 115,000 BTUs/hr and meets space conditioning requirements; however, current energy codes may require upgrades to this unit to meet the ASHRAE 90.1 standard.

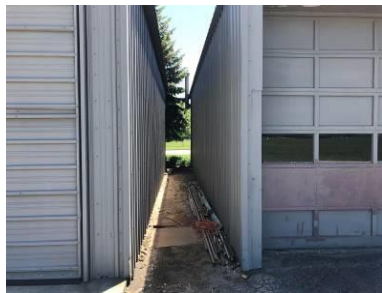


REQUIRED CHANGES – SUMMARY:

- Provide emergency lighting
- Meet accessibility requirements
- Meet minimum energy code standards for building system(s) and envelope
- Provide required restroom facilities and plumbing elements
- Meet basic fire protection requirements

BUILDING OBSERVATIONS:

- Exterior Walls
 - Exposed-fastener painted steel siding with no insulation
- Roof / Soffits:
 - Exposed-fastener painted steel roofing over batt insulation
- Windows and Doors:
 - (1) insulated man door
 - (3) un-insulated vertical rolling hangar doors
- Plumbing Systems
 - No plumbing facilities, including restrooms, drinking fountains or mop sinks were observed in the building.
- Mechanical Systems
 - One gas-fired unit heater is located in the building.
 - Michigan Rehabilitation Code for Existing Buildings requires that spaces undergoing a change in occupancy shall comply with the ventilation requirements of the Michigan Building Code for the new occupancy.
 - This building was observed to have no mechanical ventilation system; however, under Section 1203.5 of the MBC, this space meets the natural ventilation requirement of the code, provided that occupants have *ready access* to the control large vertical rolling doors for means of natural ventilation.
- Electrical Systems
 - An electrical panel serves the building. It appears that the service panel is original to the building and is in working condition. The panel provides service to the building.





OPINION OF PROBABLE COST

AIRCRAFT FABRICATION HANGAR NOTES:

- Structural Implications of New Door:
 - Based on a preliminary review of existing structure, it is likely that a new door could be re-installed in the same place with little-to-no structural improvements. There may be minimal engineering fees associated with verifying field conditions; however, it is not likely that a new beam and columns would be necessary.
- Cost of a new hangar of similar scope at new location:
 - A new hangar would need to be brought up to current codes, including plumbing facilities, insulation, mechanical systems, and accessibility. GMB's opinion is that an approximately 3,000 square foot building could be built at a cost of approximately \$100 per square foot. See Conceptual Cost Estimate document on the following page for more details.
- Cost to move existing hangar to a new location on existing site:
 - GMB reached out to (2) different pre-engineered metal building manufacturers regarding the moving of an existing building. Their comments are as follows:
 - It is possible to move a pre-engineered metal building; however, it is likely that the building would need a new roof and new insulation, at minimum.
 - The cost to relocate an existing structure is approximately 60%-70% of the cost of a new structure, not including a new roof, insulation, and/or the relocation of existing services and utilities.
 - There is a significant amount of man power required to disassemble an existing structure and reassemble it in a new location. The cost to do this versus putting up a new building starts to become similar.
 - 6-8 months is the current lead time on scheduling a crew, and permitting and construction schedules could easily push the timeline out past one year.



Park Township Airport

CONCEPTUAL COST ESTIMATE

Historic Hangar	2,700	SF
Community Hangar	6,800	SF
Aircraft Fabrication Hangar	3,000	SF

Scope	UNITS	\$/QTY		Notes
Historic Hangar	2,700			
Egress Upgrades (doors, signage)	2	\$3,750	\$7,500	Aluminum door and frame, exit signage Adjustable-head emergency lighting, related electrical connections Pole-mounted signage, parking lot striping 1 water cooler, 1 mop sink Fire extinguishers, carbon monoxide detectors Upgraded lighting, glazing, hangar door, building envelope, mechanical system(s)
Electrical Upgrades	1 LS	\$2,000	\$2,000	
Two Unisex Restrooms	2	\$15,000	\$30,000	
ADA striping and signage	1 LS	\$1,000	\$1,000	
Drinking Fountain + Mop Sink	1	\$5,000	\$5,000	
Basic Fire Protection Requirements	1 LS	\$500	\$500	
Energy Code Upgrades	2,700 SF	\$35.00	\$94,500	
TOTAL			\$140,500	
Community Hangar	6,800			
Egress Doors	2	\$3,750	\$7,500	Aluminum door and frame, exit signage Adjustable-head emergency lighting, related electrical connections Extension of line 100', connection to city water 1 water cooler, 1 mop sink Pole-mounted signage, parking lot striping (4) propeller unit heaters, gas lines to each Fire extinguishers, carbon monoxide detectors Upgraded lighting, building envelope, door(s)
Electrical Upgrades	1 LS	\$2,000	\$2,000	
Three Unisex Restrooms	3	\$15,000	\$45,000	
Extension of Water + Sanitary	1	\$10,000	\$10,000	
Drinking Fountain + Mop Sink	1	\$5,000	\$5,000	
ADA striping and signage	1 LS	\$1,000	\$1,000	
Heating + Ventilation	6,800	\$5.00	\$34,000	
Basic Fire Protection Requirements	1 LS	\$500	\$500	
Space Conditioning Changes	6,700 SF	\$15.00	\$102,000	
TOTAL			\$207,000	
Exist. Aircraft Fabrication Hangar				
New Overhead Door – by owner		\$0	\$0	Adjustable-head emergency lighting, related electrical connections Pole-mounted signage, parking lot striping Fire extinguishers, carbon monoxide detectors Extension of line 100', connection to city water Upgraded lighting, building envelope, mechanical system(s), man door
Electrical Upgrades	1 LS	\$2,000	\$2,000	
ADA striping and signage	1 LS	\$1,000	\$1,000	
Basic Fire Protection Requirements	1 LS	\$500	\$500	
Plumbing Fixtures + Restroom	1	\$20,000	\$20,000	
Extension of Water + Sanitary	4	\$10,000	\$10,000	
Energy Code Upgrades	3,000 SF	\$17.50	\$52,500	
Total			\$86,000	
New Aircraft Fabrication Hangar				
Pre-engineered metal building		\$75	\$225,000	Metal sandwich panel construction New PEMB only, not including utilities
CM Fees	25%	\$19	\$57,000	
TOTAL		\$94	\$282,000	
Moving of Existing Hangar	70%		\$197,400	Moving an Existing PEMB (@ 70% cost of new PEMB)
New Utilities	1000 lf	\$166	\$166,000	1000 LF of water (incl. tap fee), sanitary, gas, electric utilities to center of airfield



1. All values should be considered "Opinions of Probable Cost" based on current market conditions and are represented in today's dollars.
2. Assumptions have been made regarding quality of materials and types of systems.
3. Values do not include agency review fees, permits, contingencies or A/E Design Fees.