

3. The proposed Kansas State University Technical Institute with supporting facilities.

4. Medical or educational use of the base hospital and community facilities area; possibly a second campus for Kansas Wesleyan University.

5. Sites and/or buildings for industry.

It was emphasized that the plan was still to be considered fluid and that the boundaries delineated on the maps were subject to change. The land-use plan, which would serve as the basis for negotiation with the Federal Government agencies in the purchase or transfer of surplus properties, was expressed in terms of "packages." The word "package" was adopted to describe the various proposed uses of Schilling. Assuming passage of permissive legislation, the Salina City Commission would create a public airport authority. This authority, or public corporation, would negotiate with the federal government through the General Services Administration to purchase that portion of Schilling which would be used as industrial sites. At that same time, the authority would take over at least part of the base for operation of a public airport. In the airport package would be considerable open land area and certain buildings suitable for lease for revenue-producing purposes. Rentals from these airport-associated buildings, plus regular airport revenues, would be used to maintain the airfield portion of Schilling. Chairman John Williamson cautioned that it was going to be a long, long road and that we must not give way to impatience. In his opinion the potential was worth the effort that the community must now make. If the community did not make the effort, a great opportunity would be lost.

The decision to utilize the airfield facilities at Schilling for a municipal airport was the nucleus of the land-use plan. Detailed engineering evaluations of the existing modern municipal airport were completed. Estimates of the cost for capital improvements that would be necessary at the existing airport in the next decade and at Schilling were prepared. Operating and maintenance cost estimates and comparisons were made for the existing airport and for the potential airfield facilities at Schilling. The decision to abandon the municipal airport and relocate that vital community facility to Schilling is also the subject of a separate section of the Salina story.

Senate bill No. 235, after intensive review by all parties concerned, was processed through the Kansas Legislature in the last days of March and early April. On April 11, Gov. William Avery signed the bill and the essential permissive legislation for the acquisition of the Schilling Airport and the supporting utilities networks was available to the city of Salina.

Prior to the announcement of the closure of Schilling Air Force Base, Salina had been struggling to work itself out of a surplus of housing (a 6 percent vacancy rate had existed as early as 1960). Over 1,000 new housing units, primarily single family residences, had been constructed during the early 1960's when the Atlas missile complex was being constructed and, after that work was completed, nearly a thousand units were left vacant.

The majority of the new residential construction had been in new subdivisions offering single-family units in the \$9,000 to \$18,000 range. Most of them were in the immediate vicinity of the base—an area which could have been sorely impacted were the adjacent 735 military