The Airport is undertaking a Master Plan Study to:

- Address airport growth, aviation industry changes, and FAA standards for the next 20 years
- Develop a plan and funding roadmap to ensure that the Airport can accommodate future activity levels
- Address the dynamics of the remote tower and the anticipated return of commercial air service
- Balance the needs of the community and the Airport

What is an Airport Master Plan Study?

- Decision-Making Tool to Guide Orderly Development of Future Airport Facilities
- FAA Tool for Planning and Programming Purposes
- Provides Input Related to NEPA
- Includes community outreach throughout the study
- Provides Input to City/County Land Use Planning and Regional Transportation Planning
- Serves as a flexible, living document
- A Master Plan is NOT a business plan or noise study
1. **Pre-Planning**
   - Airport Vision
   - Establish Goals & Objectives
   - Master Plan Schedule
   - Project Scoping
   - Special Emphasis Elements

2. **Investigation**
   - AIA & AGIS Survey
   - Inventory
   - Forecasts
   - Facility Requirements

3. **Solutions**
   - Identification of Alternatives
   - Alternative Analysis
   - Select Preferred Alternatives

4. **Implementation**
   - Financial Planning
   - Capital Improvement Plan (CIP)
   - Final Master Plan Documentation
   - Airport Layout Plan (ALP)

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**Public Outreach**

- PDSC Meeting
- Public Open House
**Key Planning Considerations**

- Incorporate Strategic Plan Statements/Goals
- Appropriate Public/Stakeholder Coordination
- Updated Airfield Safety & Setback Criteria
- Remote Tower Coordination
- Forecasts/Air Service Analysis
- Data Collection/AGIS
- On-Airport Land Use, Development and Redevelopment
- Terminal Space Programming/Replacement Alternatives
- Airport Influence Area (AIA) Analysis and Recommendations
- Financial Implementation Analysis

**2018 Strategic Plan**

**MISSION:** To provide a fiscally sustainable airport to the region with facilities that meet the highest FAA standards for safety and efficiency while ensuring the long-term ability of the Airport to serve Northern Colorado as a transportation hub and global gateway for commerce.

- Initiatives
  - Innovation/Technology
  - Governance/Organizational Excellence
  - Fiscal Sustainability
  - Economic Development
  - Regional Collaboration
AIA Existing Conditions

 Existing Land Use and Development

- Developed land uses (off-airport): About 2,500 acres or 27%
- Private property: +10,000,000 square feet of physical building space (much was built within the past 20 years)
- Housing units: Approximately 2,100 (mostly detached single-family units)
- Undeveloped land: 2,900 acres outside of Airport (approximately 2,300 acres outside of Airport Critical Zones)
- About 80% of undeveloped off-airport land is within the City of Loveland’s Growth Management Area
AIA Land Use/Real Estate Market Findings

- Near-term market is likely to be stronger for industrial/flex uses than for traditional private office uses
- Prevailing asking rents for existing space is important distinction between office and industrial/flex uses in the market area
  - Industrial space rents are typically high enough to encourage new development
- Current market for all types of housing within and near the AIA is strong (likely to continue)
- Appeals to residential and nonresidential uses
  - Centrality in the region and accessibility to I-25
- Recent hotel development activity has been strong.
  - Primary generators of hotel demand in AIA are related to business travel & interstate travel
  - Some hotels being built ahead of market

Off-Airport Building Space (Square Feet by Year Built)

<table>
<thead>
<tr>
<th></th>
<th>Pre-2000</th>
<th>2000-2018</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Industrial</td>
<td>2,184,000</td>
<td>848,000</td>
<td>3,032,000</td>
</tr>
<tr>
<td>Office</td>
<td>226,000</td>
<td>1,189,000</td>
<td>1,415,000</td>
</tr>
<tr>
<td>Retail&lt;sup&gt;1&lt;/sup&gt;</td>
<td>361,000</td>
<td>1,051,000</td>
<td>1,412,000</td>
</tr>
<tr>
<td>Hotel</td>
<td>127,000</td>
<td>319,000</td>
<td>446,000</td>
</tr>
<tr>
<td>Residential</td>
<td>1,096,000</td>
<td>3,555,000</td>
<td>4,651,000</td>
</tr>
</tbody>
</table>

NOTES:
1. Figures are rounded. Estimates do not contain building spaces on public/exempt parcels (such as the Larimer County Fairgrounds property).
2. Includes restaurants and auto dealers.

Existing Off-Airport Land Use in AIA

- Residential
- Public/Institutional
- Industrial
- Commercial
- Office
- Water Bodies/Lakes
- Natural Areas/Open Space
- Agricultural and/or Vacant
- Right of Way
AIA Potential for Research/Technology

→ Successful Research/Technology Parks or “Innovation Districts”
  - Excellent accessibility to transportation links
  - High quality technology infrastructure
  - Participating academic institutions (with a strong reputation for encouraging technology transfer)
  - Other “bell cow” educational, government, other institutional, and industry anchor occupants
  - On-site amenities such as child care, restaurant, health club, hotel, and business support uses as well as housing uses
  - An existing technology labor pool base and technology cluster
AIA Residential Compatibility and Land Use

- Current volume/type of aviation activity has not deterred residential development in the AIA.
- Opposition to long-term commercial air service could arise if residential uses of any significant scale allowed to develop closer to Airport Critical Zones and the 65 DNL.

Future Land Use Demand

<table>
<thead>
<tr>
<th>Land Use</th>
<th>20-Year Demand</th>
<th>Estimated Land Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single-Family Residential</td>
<td>2,000-2,800 units</td>
<td>331-464 acres</td>
</tr>
<tr>
<td>Industrial/Flex</td>
<td>2,254,000-3,006,000 (sq. ft.)</td>
<td>172-230 acres</td>
</tr>
<tr>
<td>Multi-Family Residential</td>
<td>1,400-1,800 units</td>
<td>58-73 acres</td>
</tr>
<tr>
<td>Office</td>
<td>869,000-1,216,000 (sq. ft.)</td>
<td>57-80 acres</td>
</tr>
<tr>
<td>Hotel</td>
<td>460 rooms</td>
<td>9-11 acres</td>
</tr>
</tbody>
</table>

NOTES:
Blue Dots indicate single family
Yellow Dots indicate multi-family
Airport Influence Area Recommendations

- Develop implementation plan to lay the groundwork for a successful research and technology park or innovation district within the AIA
  - Secure participation from academic institutions and clearly define roles and contributions required by participants/stakeholders

- Encourage a long-term competitive functioning land market in the AIA
  - Allocate more land for office and industrial/flex uses than the 230 to 310 acres of demand forecast over the next 20 years
  - Identify sites, including portions of Airport property, on which to encourage long-term industrial/flex development

- Proactively plan for a thriving mixed-use environment compatible with Airport operations
  - Further establish user-friendly environment with appropriate design/use standards
  - Allow/encourage additional residential development where it will not conflict with Airport
  - Anticipate long term expansion of the existing medical activity center centered around the UCHealth Medical Center of the Rockies

- Maintain vigilance in protecting Airport from encroachment/incompatible land uses
  - Encourage Larimer County and City of Fort Collins to establish requirements similar to City of Loveland’s overlay zoning ordinance (via zoning or similar measure)
  - Adopt additional land use compatibility measures to avoid problems with commercial air service development in the future (Aviation Activity Notices, requirements for new/amended plats)
  - Establish uniform procedures (across jurisdictions) for Airport Director/Commissioners to provide review of all development proposals, land use applications, and proposed zoning changes in the AIA
Alternatives Assumptions

→ ASSUMPTION 1: Recommended improvements must comply with local, state, and federal regulations.

→ ASSUMPTION 2: Role of the Airport and return of commercial service.

→ ASSUMPTION 3: Airfield design aircraft.

→ ASSUMPTION 4: Runway approach, length and width requirements.

→ ASSUMPTION 5: Efficient and targeted development.


→ ASSUMPTION 7: Air carrier passenger terminal requirements.

→ ASSUMPTION 8: Remote tower requirements.
Alternatives Goals

- Provide direction for future airport development
- Facilitate strategic plan goals
- Facilitate center for innovation
- Encourage private and public investment and compatible land use
- Enhance fiscal self-sufficiency
- Consider aircraft operational requirements
- Consider emerging technology such as electric aircraft
- Maximize airport access and approach capabilities
- Plan for environmental compatibility
Airfield Recommendations

No significant changes required to existing or planned airfield configuration or RDC.

Airfield Recommendations Summary

<table>
<thead>
<tr>
<th>Airfield Facility</th>
<th>Required Improvement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Runway 15/33</td>
<td>▪ Widen to 150’*</td>
</tr>
<tr>
<td></td>
<td>▪ 1,000’ takeoff only extension to the south*</td>
</tr>
<tr>
<td></td>
<td>▪ Extend taxiway A in association with Runway extension*</td>
</tr>
<tr>
<td></td>
<td>▪ Relocate Runway 33 departure RPZ</td>
</tr>
<tr>
<td>Parallel Runway 15R/33L</td>
<td>▪ Plan for future parallel runway *</td>
</tr>
<tr>
<td></td>
<td>▪ Plan for bypass taxiways at 15R and 33L Runway ends*</td>
</tr>
<tr>
<td>Runway 6/24</td>
<td>▪ Plan for parallel taxiways to TDG 2 standards*</td>
</tr>
<tr>
<td>Taxiway System</td>
<td>▪ Update fillets to meet current design standards</td>
</tr>
<tr>
<td>Airfield Visual Aids</td>
<td>▪ Install MALS at Runway end 15L*</td>
</tr>
</tbody>
</table>

* 2007 Master Plan Recommendation
Landside Alternatives - Northeast

Alternative 1

Alternative 2
Landside Alternatives - Southeast

Alternative 1

Alternative 2
Landside Alternatives - West

Alternative 1

Alternative 2
Landside Alternatives – Terminal Area

Alternative 1

Alternative 2
Landside Alternatives – Terminal Layout

Alternative 1 – Single Story
Landside Alternatives – Terminal Layout

Alternative 2 – Two Story (Level 1)
Landside Alternatives – Terminal Layout

Alternative 2 – Two Story (Level 2)
Conceptual Development Plan
Public Outreach Meetings

1. Master Plan Introduction (May 2019)
   1. Master Plan process overview & goals
   2. How to participate
   3. Existing conditions, forecast, and airport facility needs
   4. AIA recommendations

2. Master Plan Recommendations (September 2019)
   1. Alternatives analysis
   2. Recommended development plan

3. Master Plan Draft (February 2020)
   1. Implementation plan & financial analysis
   2. Draft Final Report

We want to hear from you!

- Attend Master Plan Public Open House Meetings
- Master Plan Website: https://www.flynoco.com/mpu/
  - FAQ
  - Draft working papers
  - Project updates
  - Open House presentation materials
  - Submit comments
- Follow the Airport on Social Media for Updates
- Contact the Airport Directly
  - airportmasterplan@cityofloveland.org