

DATE: 4/28/2021
TIME: 3:30-5:00 PM
RE: Planning and Development Subcommittee Meeting
ATTENDEES: Tom Fleming, Diane Jones, Troy Bliss, Jason Licon, Aaron Ehle, Josh Birks, James Hays, Scott Schorling

Begin Meeting Record 4/28/2021

Agenda Item #1: Meeting Minutes Review, March 24th

- Diane noted that there are a couple of instances where the headers don't match the content. Staff will correct this error.
- **Tom moved to approve the minutes pending Diane's suggested correction. The motion, seconded by James, passed unanimously.**

PDSC Update:

- Paul Sizemore, Interim Director of Community Development and Neighborhood Services for Fort Collins and Scott Schorling, Business Development Project Manager for Loveland have participated in PDSC meetings for the past few months to provide input on the terminal design process. The Airport Commission has been more heavily-involved in that process than originally anticipated which has led to this group mainly focusing on other issues. Although the PDSC hasn't been primarily focused on the terminal design process, their participation has been valuable and their perspectives are valuable to the group. At the next PDSC meeting, staff will provide some recommendations on their participation going forward.

Agenda Item #2: StratOp Terminal Funding

- The first phase of the terminal project is likely to exceed the available amount of funding
 - The current funding available is \$19.33 million.
 - \$16.87 million from Cares Act
 - \$2.46 million from FAA Grant for Commercial Apron & Taxiway E
 - Estimated phase one cost ~\$25 million (will be finding out more in May)
 - Goals for project
 - Facility to accommodate 10 years of demand ~ 500,000 passengers annually (250,000 enplanements)
 - 25,000 –30,000 square feet
 - Iconic architecture
 - LEED Gold certification
 - Entrance road and vehicle parking & landside interface
 - Aircraft parking apron & airside interface
 - Staff will be meeting with the design team later in the week to receive pricing estimates based on the current design. Some design options may be prepared to present to the Airport Commission, but no changes will be made to the design in order to reduce the estimated cost until guidance to do so has been given.

- A final project budget needs to be in place by November 15th in order to meet design and construction deadlines. It is very common for airport terminals to be built in phases and that will likely occur at FNL.
- Public-private partnership, philanthropy, state & local grants, conventional loans, and government bond options are all being investigated.
- A legal consultant has been hired to provide an opinion on combining the CARES Act funds with private funds.
- Airport staff submitted an earmark request with Representative Neguse's office with an emphasis on becoming a multimodal transportation center.
- Scott mentioned that there may be some grant funding available through CDOT's Revitalizing Main Streets program.
- There may be an opportunity to borrow up to \$5 million through the State Infrastructure Bank at a 2% interest rate, with a 10-year repayment.
- A new infrastructure bill is being prioritized by the President and Congress. If a bill is passed, it might provide new funding opportunities for the Airport

Agenda Item #3: Discovery Air Road Connection

- The Discovery Air team has proposed an alternate road connection to provide access to the development than what was originally planned and has been approved by City of Loveland
- Due to the utility corridor that runs parallel to Lindbergh Dr, Discovery Air is proposing to connect to Lear Dr, which would require less relocation and lowering of utilities. The City can require utility providers to lower their utilities within the Lindbergh Dr right-of-way, but it only covers a portion of the area where the road would be.
- Improvements to the existing portion of Lindbergh Dr would also be required to meet the current road standards.
- The lease agreement states that the developer must pay for the costs associated with connecting their development to the road network, but it doesn't specify which road. The proposed new alignment would satisfy the lease requirements, but is not in alignment with the Master Plan.
- Discovery Air is proposing to make this connection temporary and to complete the connection to Lindbergh when the fixed base operator (FBO) building is constructed. The traffic associated with the FBO will trigger the need to connect to Lindbergh Dr. However, there is no guarantee that the FBO will be built, which could lead to this proposed connection being permanent. Airport Staff recommends that a deadline for the connection to Lindbergh Dr be included in any agreement, regardless of the status of the FBO.
- Lear Dr is a private road that is maintained by the Airport, which means the proposed connection would be private, and would not be maintained by the City. Lindbergh Dr is a public road that is maintained by the City, which would make the connection to it public. Staff would assume that Discovery Air would provide maintenance responsibilities if the request is approved.
- This request will have to be approved by the City of Loveland's Planning Department and the Airport Commission as it is a modification to the submitted and approved site development plan (SDP).
- Discovery Air is requesting for the City to issue building permits for the project before Airport Commission approval of the temporary road connection.

- The PDSC recommends for staff to work with the developer to explore all options and negotiate an agreement before making a recommendation.

Agenda Item #4: Airport Development Discussion

- The Airport continues to see strong demand for hangar space. Hangars available for lease or purchase tend to fill up quickly and the Airport has seen an increase in people interested in building new hangars. As with most types of development, that interest doesn't always translate to the construction of new improvements. Airport staff has noticed the following trends at FNL:
 - Many people who express interest in building hangars for their own aircraft end up finding existing hangar space.
 - Most people who express interest in building hangars have no development experience and don't fully understand the time, effort, and costs involved.
 - Several people have noted the high demand for hangar space at FNL and have expressed interest in developing projects as investment opportunities.
 - There is a building boom in Northern Colorado which has created a shortage of qualified subcontractors and driven up construction costs.
 - Construction commodity prices have increased substantially in the last year. Prices for building materials such as steel and lumber have risen sharply, making it more expensive to build hangars.
 - The cost of a water/sewer tap seems to be one of most significant deterrents to development. Building code requires all hangars to have access to a restroom within 500 feet. Hangars are required to purchase a commercial water/sewer tap which costs \$58,281 and requires the same water resource fee as a single-family residence, even though the water needs are much lower. Developers have begun to explore alternative solutions such as establishing shared restrooms that are managed by condominium associations, and restrooms that don't require running water, e.g., incinerating and composting toilets. The Airport is planning to establish public restrooms when new areas of the Airport are developed.
 - Discussion on this item was cut-short due to time constraints and will be continued at the next meeting. PDSC members are encouraged to share thoughts or questions by email.

Agenda Item #5: Open Discussion

- VA Clinic stormwater – Airport staff has proposed a compromise that involves underground piping of the water that will be pumped out of the detention pond so that it is reached the existing swale near the intersection of Rocky Mountain Ave and Crossroads Blvd. The VA team is considering the solution, but a formal agreement has not been reached.
- Capital Improvement Plan (CIP) – Thorough planning for infrastructure needs is important because it will put us in a better position to compete for future funding opportunities. We will be working on updating the CIP this summer in preparation for the fall CIP meetings.

End Meeting Record