

DATE: 9/9/2021
TIME: 3:00-5:20 PM
RE: Planning and Development Subcommittee Meeting (PDSC)
ATTENDEES: Tom Fleming, Diane Jones, Troy Bliss, Jason Licon, Aaron Ehle, James Hays, Jim McCreery, Tim Feldman, Tim Feldman, Joe Vacca, Conrad Cichos, Buster Downey, Theo Barker, Chris Pletcher, John Tufte

Begin Meeting Record 9/9/2021

Agenda Item #1: Meeting Minutes – August 25th

- This is a continuation of the August 25th meeting. Meeting minutes for both sessions will be provided with the meeting information for the regular September PDSC meeting.

Agenda Item #2: Hangar Development Proposal – 5244 Gulfstream Ct

- Joe Vacca is proposing to build a 60' X 60' hangar with an 18' tall door. The proposal is similar one for the same lot that the PDSC voted unanimously to recommend in March. That proposal did not move forward because the developer decided to build at another airport.
- The building will be able to house 2-3 aircraft.
- The developer is considering an incinerator toilet with plumbing that will be roughed-in for a future water and sewer connections. The City of Loveland building department has indicated that this will meet building and fire code requirements.
 - If Fort Collins-Loveland Water District (FCLWD) will allow a single tap to be split between this hangar and the one being built to the west, a restroom with running water will be included. The developers are working to determine if this is possible.
- Mr. Vacca would like to have street-side access via a garage door and a walk-through door. This will require extra security considerations and will make the hangar subject to TSA and Airport inspections.
- The hangar will be about 10 feet away from the hangar being built to the west, meaning both hangars will be required to have 2-hour fire walls on the elevations that face each other.
- To mitigate the expansive soil conditions, the site will be overexcavated by 6-8 feet and the soil will be treated with fly ash. The soil will then be hydrated and compacted. An engineer will test the condition of the soil every 8 inches. This mitigation technique has been used on other hangars in the area, with good results.
 - Airport staff has been monitoring different techniques used to mitigate the expansive soils and will continue to observe how they perform in order to provide recommendations to future builders.
- Design Standards:
 - The hangar will have faux-stone wainscoting and a window on the street-facing side.
 - Xeriscaped river rock landscaping with a weed barrier on the north side of the building is being proposed. The remaining area will be reseeded with native grasses.

- See motion under Agenda Item #3

Agenda Item #3: Hangar Development Proposal – 5240 Gulfstream Ct

- Jim McCreery and Tim Feldman are proposing to build an 80' X 70' hangar with a 19' tall door. The proposal is similar one for the same lot that the PDSC voted unanimously to recommend in March. That proposal did not move forward because the developer decided to build at another airport.
- The hangar will be able to hold 3-4 aircraft.
- The hangar will have a restroom with running water. Mr. McCreery is working to determine if FCLWD will allow the tap to be split and shared with the 5244 Gulfstream hangar. This may require both buildings to be on a single lot.
- The developers would like to have street-side access via a garage door and a walk-through door. This will require extra security considerations and will make the hangar subject to TSA and Airport inspections.
- To mitigate the expansive soil conditions, the site will be overexcavated by 6-8 feet and the soil will be treated with fly ash. The soil will then be hydrated and compacted. An engineer will test the condition of the soil every 8 inches.
- Design Standards:
 - The hangar will have faux-stone wainscoting and two windows on the street-facing side.
 - Xeriscaped river rock landscaping with a weed barrier on the north side of the building is being proposed. The remaining area will be reseeded with native grasses.
 - Wrought iron fencing will replace some of the existing chain-link fence. This should be depicted in the elevations that are shared with the Airport Commission.
- **Tom moved to recommend approval of the leases for 5244 and 5240 Gulfstream Court to the Airport Commission. Troy seconded the motion, contingent on drawings or photos being provided to the Airport Commission to illustrate the wrought iron fencing being proposed. The motion passed unanimously.**

Agenda Item #4: Fort Collins-Loveland Water District Water Line Easement

- In July, Airport staff was contacted by FCLWD about the possibility of obtaining an easement for a new water line from a pump station in the northwest area of the Airport, which is scheduled be upgraded, to Crossroads Blvd. The water will eventually end up at the water towers by the Walmart Distribution Center.
- Airport staff has had preliminary discussions on a route for the water line that will meet FCLWD's objectives, minimize negative impacts on the Airport, and support future Airport development. A route running along the northern boundary of the Airport and then down the eastern edge was determined to be the best path.
- The new water line will not be built for another 1-2 years.
- FCLWD has suggested including Ts and hydrants that could be tied into to serve future Airport development

- Because the water line will be serving off-Airport users, the Cities and FAA will require fair market value for the easement area. The value may come from monetary payment, in-kind contributions (benefits to the Airport), or a combination of both.
- **Diane made a motion to recommend pursuing an easement agreement with FCLWD that aligns with the Airport's vision and objectives, with details to be worked out in the future. The motion, seconded by Tom, passed unanimously.**

Agenda Item #5: Airport Hangar development Request for Proposals (RFP)

- With direction from the Airport Commission, staff has created a request for proposals (RFP) for redevelopment of the Airport-owned T-hangars and development of new T-hangars in the area east of Lear Drive. A final draft needs to be completed by the end of the week in order to be presented for consideration and potential approval at the September 16th Airport Commission meeting.
- Staff intentionally avoiding being overly prescriptive about building types and layouts in an effort to gather as many ideas and potential solutions as possible.
- There have been suggestions from Airport Commission members that building T-hangars on Site B, as shown in the Master Plan, may not be the highest and best use and that the site may be needed to support facilities related to commercial air service.
 - There is already adequate space, according to the Master Plan, being reserved for terminal/commercial air service related development on the north side of Earhart Rd.
 - T-hangars could be built with considerable (100+ feet) setbacks from Lindbergh Dr, which may be extended to Rocky Mountain Ave, providing another entrance to the Airport in the future.
 - James Hays, President of the FNL Pilots Association, expressed the belief that Site B should be used for aeronautical development.
- The area north of runway 6/24 would be a good place for T-hangars, but there is a lack of infrastructure.
 - According to the Master Plan, the southeast area of the airport is expected to accommodate the next 20 years of aeronautical development
 - This area of the Airport has been available for a long time, but there has been little interest from the private-sector in developing it.
 - The site will be included in the RFP in addition to the other two, along with an explanation of the infrastructure needs.
- Information about the T-hangar waiting lists and forecasted aeronautical demand will be included in the RFP.
- The reference to the future hangars shown on the Master Plan for Site A being fixed base operator (FBO) hangars will be removed. Specifying that may lead people to believe that's the only thing we're looking for.
- Lear Dr needs to be closed and Cessna Dr needs to be connected to Lindbergh Dr in order for Site B to be developed for aeronautical use. This will be a considerable cost and the responsibility for doing so may be negotiable.

- The reference to the taxiway improvements on the south side of the T-hangars will be removed. This probably should be done to facilitate aircraft passage associated with Site B, but is not a requirement.
- The criteria listed in the RFP are in line with the Master Plan and other guiding documents and are applied to all development on the airport.
- The minimum rent per square foot requirement will be removed. Based on the level of investment, the rent rate can be negotiated.
- The minimum leasehold size requirements will be reduced based on feedback. The leased area(s) will have to include exclusive-use ramp/taxiway space, as these areas are no longer eligible for the use of FAA funds.
- Proposal requirements: Some of the items listed under “Additional Information (not required, but encouraged)” should be required, especially if they directly relate to the evaluation criteria.
- Evaluation Criteria: Some of the criteria could be considered pass/fail, but unless we are able to explain exactly what constitutes a pass or fail, we might be leaving too much open to interpretation.
- Staff is recommending the PDSC (except for Airport Commission members) serves as the evaluation committee, with the possible addition of other staff members from the Cities.

End Meeting Record