



# NORTHERN COLORADO REGIONAL AIRPORT COMMISSION

4900 EARHART ROAD • LOVELAND, CO 80538

## MEETING AGENDA FRIDAY APRIL 1, 2022 9:00AM – 1:00PM

### CALL TO ORDER

### ROLL CALL

### PUBLIC COMMENT

### CONSENT AGENDA

1. FEBRUARY 17, 2022 MEETING MINUTES
2. FEBRUARY FINANCIAL STATEMENTS
3. AIRPORT DIRECTOR'S REPORT
4. AMENDED VA CLINIC DRAINAGE EASEMENT

### APPROVAL OF CONSENT AGENDA

### AIRPORT DIRECTOR'S REPORT COMMENTS

### REGULAR AGENDA

5. STATE OF COLORADO AMERICAN RESCUE PLAN ACT (ARPA) FUNDING REQUEST BRIEFING
6. AIRPORT ACTION PLAN FOR 2022-2023
7. HANGAR DEVELOPMENT RFP DISCUSSION AND POSSIBLE EXECUTIVE SESSION CONSISTENT WITH C.R.S. 24-6-402(3)(a)(I) and/or C.R.S. 24-6-402(3)(a)(V)
8. BUSINESS FROM MEMBERS

### PULLED CONSENT AGENDA ITEMS

### ADJOURN

## Meeting Planning Calendar

#### April 21

- Terminal Funding:
- Philanthropic Feasibility Study Report
- Federal and State Funding
- MPS Lease Agreement

#### May 19

- Remote Tower Project Update
- Staffing Analysis Draft Presentation

#### June 16

- Terminal Design 60% Review
- 2023 Budget Planning

Next Regularly Scheduled Planning & Development Subcommittee Meeting: April 27 @3:30.  
Agenda and materials available at [www.flynoco.com/airport-commission/pdsc](http://www.flynoco.com/airport-commission/pdsc).



## February 17, 2022 Meeting Minutes

**Call to Order:** Chair Overcash called the meeting to order at 3:34 pm

**Roll Call:** Chair Overcash, Vice-Chair Fleming, Commissioners Adams, Arndt, Burgener, DiMartino, and Stooksbury were present. Vice-Chair Fleming attended over teleconference.

**Public Comments:** None

### Consent Agenda

**Commissioner Stooksbury moved to approve items 1-4 of the Consent Agenda. The motion, seconded by Commissioner Adams carried with all the Commissioners present voting in favor thereof.**

**Pulled Items** Commissioner Stooksbury pulled item 5: Boyd Lake Storage non-aeronautical short term ground lease agreement

**Consent Follow up** None

### Monthly Report Follow-up:

- Colorado Remote Tower Project testing has been rescheduled for March 21<sup>st</sup>
- Federal telecommunications infrastructure installation to serve the radar feed for the system will be complete by mid-April
- Due to COVID impacts to flights the airport lost the ability to charge the passenger facility charge (PFC), the threshold for 2,500 outbound passengers was met in 2021 thereby reinstating FNL's eligibility for PFCs.
- Airline ridership was high during the holidays and fell during January and February which was expected as they are the lowest travel months in the year
- Ridership numbers have improved likely due to the improved flight schedule change from Wednesday and Saturday to Monday and Friday
- Tomorrow's flight is the first full flight scheduled for Las Vegas with 184 passengers due to the Presidents Day weekend
- Destination marketing campaign efforts with local tourism groups and airport staff are underway to build awareness targeting inbound travelers from Los Angeles and Burbank which includes additional marketing support for digital campaigns
- Avelo extended their schedule through September
- Staff attended Centennial airport's corporate pilots monthly meeting last month
- Staff participated and assisted with the Christman flyover event to celebrate Bert Christman's 80<sup>th</sup> death anniversary
- FAA administrator, Steve Dickson, announced his retirement from the FAA, which is about two years early from his five-year term
- The bipartisan infrastructure bill will fall under two categories; one will have \$15 billion and the second will have \$5 billion allocated to airports over a five year term



- The \$15 billion dollar category is based on airport classification; FNL may expect to receive approximately \$295,000 this year and next year
- Terminal funding, would apply under the \$5 billion category but will need to be applied for, currently no guidance is out on application requirements yet
- The anticipated \$295,000 amount will likely change in 2024 with over \$2 million a year in 2024, 25 and 26, assuming air service continues
- Staff is working on an updated capital plan, to reflect which funding areas will be prioritized in alignment with the airport strategic plan and master plan

**Public Comments:** None

## **Regular Agenda**

### **6. STRATEGIC PLANNING RETREAT**

In February of 2021, Stacey Pearson of Spinnaker Strategy facilitated a two-day StratOp session with the Airport Commission. She was scheduled to return for a half day facilitated session on February 18<sup>th</sup> to refine, update, and further operationalize the plan. A tertiary goal of this meeting was to foster inclusion of the new members on the Airport Commission and incorporate these new perspectives and opinion with the updated plan.

The meeting unfortunately has been postponed due to the facilitator's inability to participate on the originally planned date. The result of the cancellation has had staff working to find another day that everyone can align schedules in order to participate, which has been identified as April 1. During the rescheduling outreach, commission members alternatively provided the option to conduct some additional strategic work planning through the Airport Commission's Planning and Development Subcommittee to bring back for Airport Commission approval in March.

Suggested agenda for half-day StratOp session:

- Review/Update
  - Bring new Commission members up to speed
  - Discuss staffing and day-to-day operations
  - Highlight the changes
  - Discuss the successes and illustrate the time and effort required
  - Discuss where we fell short and why
- Set the Action Plan:
  - Refine/scrub the 4 strategic focus areas



- Review/refine potential action steps for 2022-2023
- Prioritize focus areas and action items (What is important now?)
- Align funding/resources with focus areas/action items
- Refine success metrics
- Communicate the Plan
  - Format – Decide on the best format that adds value and will communicate the content internally and externally (i.e. 2018 strategic plan or plan-on-a-page format, or both, or other)

Communications – decide on the groups that need this content, then select the format and content to share

**Direction:** Staff will reschedule the StratOp Session in November for the 2023 StratOp plan. The Commission members will share their top two primary items for the PDSC to review at their February 23<sup>rd</sup> meeting.

**Public Comments:** None

**7. HANGAR  
DEVELOPMENT RFP  
DISCUSSION WITH  
POSSIBLE EXECUTIVE  
SESSION**

In February of 2021, staff received an unsolicited proposal from Fort Collins-Loveland jetCenter (FCLJC) to redevelop the Airport-owned T-hangars. Staff followed the policies and process for Airport development, negotiated lease terms with FCLJC, and presented the proposal at the June 2021 Airport Commission meeting. The proposal generated considerable stakeholder concern and at the July 2021 meeting, the Airport Commission directed staff and the Planning & Development Subcommittee (PDSC) to create a request for proposals (RFP).

The goals of the RFP were:

- Replace the aging Airport-owned T-hangars with new facilities that represent a higher and better use in alignment with the Airport Master Plan (2020).
- Support the construction and operation of new hangars to help offset the loss of redeveloped T-hangars.

At the November 2021 meeting, the Airport Commission approved the RFP and it was published and advertised. The RFP closed in December, with three entities responding to the entire RFP or components within. An Airport Commission approved evaluation committee, which includes staff from both cities, was



tasked with evaluating the proposals and making a recommendation to the Commission.

Evaluation Committee:

- Diane Jones – PDSC Citizen Member
- Troy Bliss – Senior Planner, Loveland Development Services
- James Hays – President, FNL Pilots Association
- Josh Birks - Fort Collins Economic Health Director
- Aaron Ehle - Airport Planning & Business Development Specialist
- Scott Schorling – City of Loveland Economic Development

Committee members reviewed the three proposals and met on December 17 to discuss and evaluate the proposals. It was determined that more information was needed from the groups that submitted proposals. Questions were submitted to the groups, and interviews were conducted on February 7 and February 9. After the interviews, the committee met to prepare a recommendation to the Airport Commission. The evaluation committee concluded that there were gaps and items of concern with all three proposals and that more information was needed in order to make a recommendation.

The committee has concerns about:

- Alignment with airport guiding documents and policies to include the Airport Master Plan, Minimum Standards, Aviation Activity Forecast, etc.
- Assurances that concurrent development of new hangars will assist to offset displaced tenants residing in redeveloped hangars
- The level of detail contained in the proposals was insufficient to perform a thorough financial analysis.
- The value of the land could be greater after the terminal is constructed and could lead to higher usage potential in the future.
- Lack of phasing commitment, with proposals citing that the development of hangars would be market driven vs. defined timeline, committing property.
- The income currently generated by the existing T-hangars is greater than that which would be generated by the proposals just leasing the land.
- Concern that we are being reactive, not driving the process; or that the RFP was not specific enough to clearly identify what is desired by the Cities.



Options:

- Ask the groups that responded to the RFP to provide more information and/or revise their proposals to address the concerns of the evaluation committee.
- Consider the RFP process failed and see what opportunities arise from future activity and market demand.

**Direction:** Staff will provide a confidential memo to the Commission before the next meeting with all of the Hangar RFP background information (including proprietary information submitted to the RFP) so that they have all the background and are not beginning from scratch.

**Commissioner Stooksbury moved to cancel the March 24th meeting and reschedule it for April 1st. The hangar RFP executive session will be included in that meeting, which will be the meeting's major focus. The motion, seconded by Commissioner Adams carried with all the Commissioners present voting in favor thereof.**

**Legal clarification:** Each member of the selection committee may be present in the executive session to provide additional information to the Commission.

**Public Comments:**

**James Aden:** I'm a active current airport tenant. Since the jetCenter proposal, I have been actively shopping for a hangar. Six have been built in Greeley. I missed at least three opportunities here, including one this week where I went to look at the hangar. I went to lunch to try to contact the title company but by the time I called the seller back, he had two competing offers. That should give you an idea of how hot the market is. And I agree with the earlier comment that I think the waitlist might be misleading since it is frozen. My second comment, is that it's obvious that new construction with a modern hangar will certainly be more expensive than the three existing hangar rows we're replacing. However, a 985 square foot hangar will, by definition, always be much cheaper than a 2,500 square foot box hangar that's designed to exclude the little guy. **Adam Woodward:** I've was a part of a committee to develop hangars. I have since removed my name from any of the submissions that were submitted for the RFP. Pretty much because of all the discrepancies that I had brought up in the past with the available options. Some of the land is not shovel ready. To have a development that was meant for the little guy, like Kelly was mentioning. If that property was developed with Lear Road taken out, Cessna drive extended, the perimeter fence installed to get that kind of stuff (covered by the Cities) would only be somewhere around a quarter million dollars worth of infrastructure. Then you'd have opportunity for somewhere around 5,560 hangars out there that the little guy then could come in and do one by himself or with his group of buddies before he could do four. But right now, the RFP requested somewhere around 60,000 square feet for the minimum proposal and at that point, you're talking to buildings 50 by a 231. So whatever that is in square footage, 23,000 square feet times two, you're over \$1.2M to \$1.3M per building. So now you're talking to someone just interested in covering their



airplane needing a \$2.5M loan at that point. If you're an investment banker, you need 20% down and you really need to have your stuff together. So right now, that property for Site B is not meant for the little guy's development. If it was to be improved so that it was shovel ready, I think the submissions you would receive for the RFP would be a little more promising than what you've received.

**7. SHORT-TERM  
LEASE  
AGREEMENT –  
BOYD LAKE SELF  
STORAGE**

Boyd Lake Self Storage (BLSS) requested a 5-year lease of 10 acres of land on the west side of the airport adjacent to their existing storage facility, which is located between the western boundary of the Airport and the railroad tracks. The leased land would be used for open storage of recreational vehicles (RVs) and boats. No buildings or other permanent structures would be permitted on the leasehold, meaning the land could easily be converted to other uses in the future. The site is adjacent to the Northern Colorado Law Enforcement Training Center (NCLETC). BLSS is coordinating with NCLETC officials to identify and mitigate any potential negative impacts.

The short-term lease agreement is in line with all guiding documents and policies. This area within the airport's adopted master plan identifies this area as a flexible aeronautical or non-aeronautical development zone. The master plan does not show any need in this location to accommodate aviation demands for the next 20 years, nor is there any infrastructure planned for this area to support future access or development within the same timeframe. The proposed use would not change any aesthetic preservation visibility corridors or impede future access from rail or proposed future roads.

The Planning and Development Subcommittee (PDSC) reviewed this proposal at their January meeting and voted unanimously to recommend approval of the short-term lease agreement to the Airport Commission.

**Commissioner Arndt moved to approve the short-term land lease with the stipulation that it would be verified the proximity of the RVs would not negatively impact aviation or nav aids. The motion, seconded by Commissioner Burgener carried with all the Commissioners present voting in favor thereof.**

**Public Comments:** None

**9. BUSINESS FOR  
MEMBERS**

**Stooksbury**

Requested the submittals for the P3 RFP be revisited in a future executive session, preferably at the next meeting, as there may



be opportunity available and funding for the terminal will need to be found as it will cost more to construct than anticipated.

**Legal Counsel Junglas** Clarified the additional executive session item would need to be a separate executive session item and could not be added on to the existing one for the hangar RFP.

**Adjournment:** Meeting adjourned at 5:12 p.m.

**Respectfully Submitted,**

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**Vice-Chair, Tom Fleming**

DRAFT

## Feb 17 , 2022 REGULAR MEETING SIGN IN SHEET

**Please Print Your:**

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# NORTHERN COLORADO REGIONAL AIRPORT

4900 Earhart Rd • Loveland, Colorado 80538

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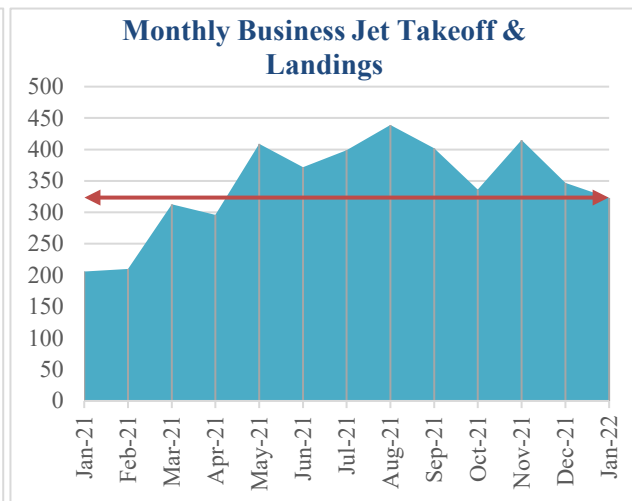
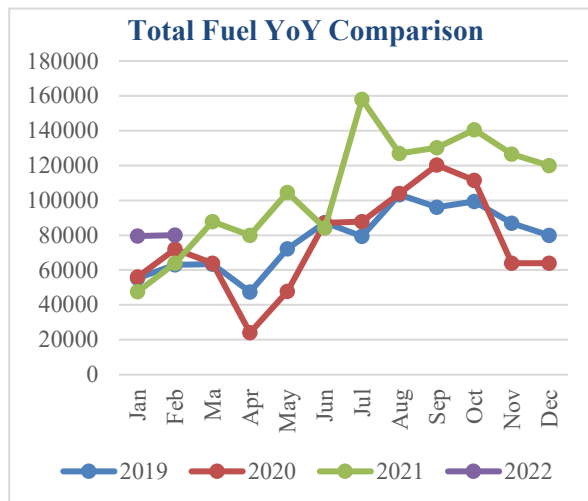
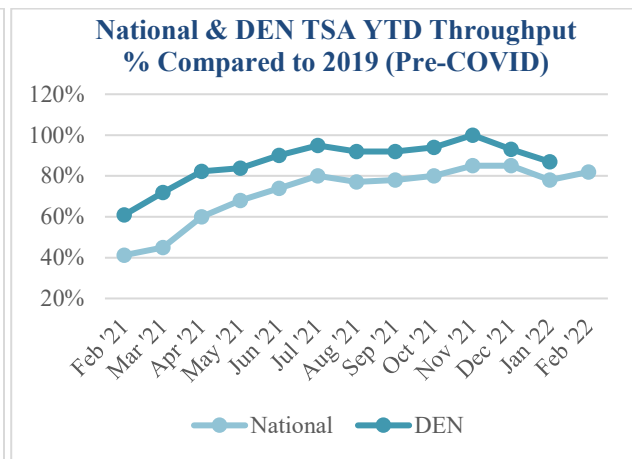
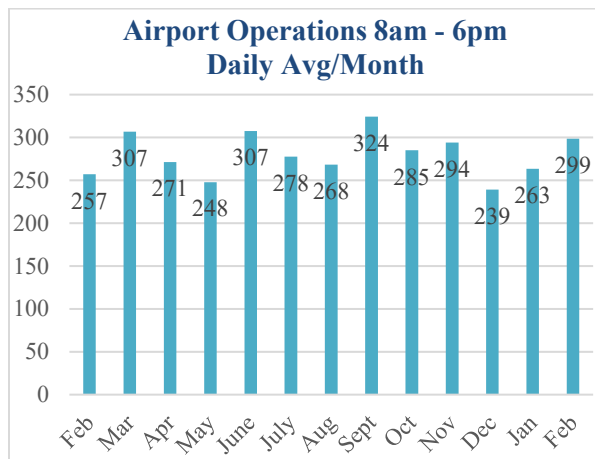
DATE: March 7, 2022  
TO: Northern Colorado Regional Airport Commission  
FROM: Jason R. Licon, Airport Director  
RE: Airport Monthly Report for February

## Executive Summary

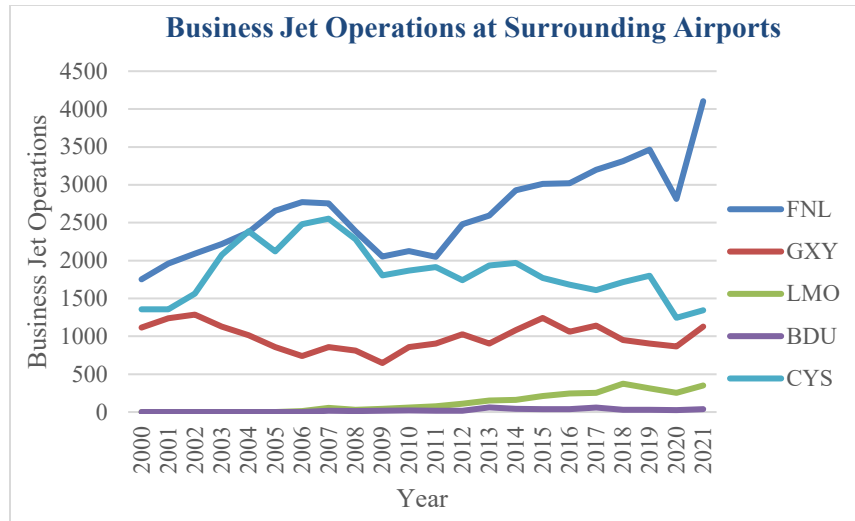
- Remote Tower certification testing schedule is now confirmed by the FAA and is slated to begin March 21-April 1 and April 18-29 for phase 1 testing.
- Terminal funding information from the FAA has been published for the terminal specific source. A notice of funding availability grant request is due March 28<sup>th</sup> for the first round of FAA terminal funding. Staff has prepared a draft of the grant request and will be circulating it to the terminal design team to verify accuracy prior to submittal. This request will be for FY2022 funding, and four more years of this funding will be available for request through federal fiscal year 2026.
- Mel Ulle from Philanthropy Expert has completed interviews with most of the Airport Commission members, with the exception of two. She is beginning to make great headway with stakeholders and potential donors. Fort Collins City Give Director; Nina Bodenhamer and Mel are still on track to present the report and presentation at the April 21<sup>st</sup> meeting.
- The terminal project contract with Hensel Phelps is being negotiated as a result of their qualification-based selection. During the remaining design, Hensel Phelps will be part of the design team, and at the conclusion of the design and guaranteed maximum price will be negotiated with the Contractor to begin the construction phase.
- Design on the terminal resumed with the execution of the new contract and City Council approvals that will complete the now 30% designed facility. The design team is on track to complete the design for the terminal and supporting infrastructure during the third quarter of this year.
- Avelo Airlines ridership has increased due to the more favorable Monday and Friday flight schedules. The airline shows the same twice weekly service to Las Vegas and Burbank through early September.

## February Airport Activity Dashboard

The Air traffic control tower reported a daily average of 299 flight operations per day in February, which is higher than the twelve-month average of 278. National airline passenger throughput increased slightly from January. The percentage of airline travel is still mostly reflecting leisure travel activities, with business travel slowly growing compared to pre-pandemic levels.



Denver International Airport is still exceeding the national passenger counts for January, DEN at 87% when compared to 2019 levels vs. 78% for the national passenger counts. February wholesale fuel orders increased by 25.0% as compared to 2021's numbers. Wholesale fuel ordered by the jetCenter FBO for February was 80,026 gallons. Business jet activity for the month of January (FAA data lags one month) compared to the same month last year increased by 56.8%. Airline figures still have not been released for flights out of FNL, as the USDOT information lags four months before reports are published.

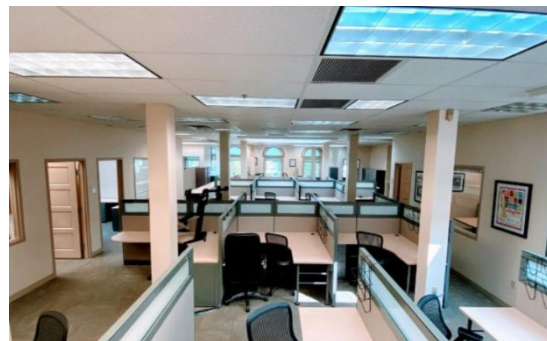


FNL has increasing demand for business jets, especially compared to surrounding airports. Since 2000, the FNL airport has experience an increase of 134% in these types of operations. As seen in the graph above, the surrounding airports in Greeley-Weld (GXY), Longmont (LMO), Boulder (BDU), and Cheyenne (CYS) have either seen minimal change or a decrease in business jet operations in the same period. This reflects that jet traffic chose to operate at FNL and that in turn FNL must find solutions to support this growth in jet activity.

Furthermore, for the past two decades, FNL’s trend in business jet operations is relatively similar to what Rocky Mountain Metropolitan Airport in Broomfield (BJC) has experienced. BJC is one of the two designated reliever airports for Denver and has experienced a 91% increase in this type of activity since 2000. The BJC airport now supports upwards of 15,000 business jet operations, as of 2021.

### United/ Landline

United’s “wingless flight” secure to secure function is still undergoing final review by TSA. The last update received by United predicted the approval would be in place in March. However, as is the case with any innovative process that has never been done the approvals and vetting are taking longer than originally anticipated. United is still confident the process will be fully vetted by TSA this year.



The Landline Company recently moved into their new office headquarters location in downtown Fort Collins. They have a quickly growing team with over 25 people within their

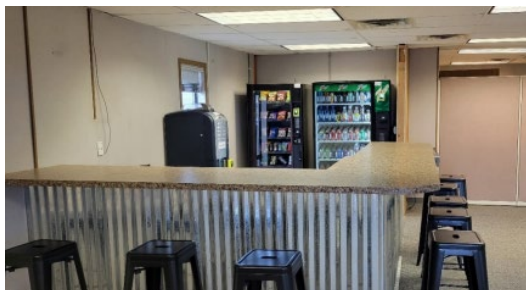
offices that are providing support for their United Airlines service here in Colorado and a similar Sun Country Airlines partnership that they are also operating in Minnesota and Wisconsin.

### **Avis Car Rental**



Staff have been able to reach an agreement with a new rental car concession. Avis/Budget has agreed to begin providing car rental services at the airline terminal to support United and Avelo passengers. An airport operating agreement will be seeking approval by the Airport Commission on April 1<sup>st</sup>. Staff has actively sought out rental car services from a variety of potential providers with significant presence in Northern Colorado. The pandemic and challenges with staffing and vehicle inventories has put a severe strain on these companies, and we are fortunate to have finally found a partner that will provide this service. The agreement will be in place until the new terminal is constructed, which will then require a new contract.

### **Terminal Concession RFP**



A request for proposals has been issued to provide concession services at the airline terminal facilities. Currently food and drinks are provided to airline customers through the use of vending machines that are installed in both before and post security areas. The contract with the current vending food and beverage company has expired. The return of scheduled air service and a more consistent level of activity will provide a more attractive opportunity for a concession provider. Staff had solicited an RFP two years ago in anticipation of the return of air service prior to the pandemic, which did not move forward due to the unfortunate timing. The contract to operate would be for a 28-month period, or until such time that a new terminal facility is opened. The RFP does allow flexibility for a concession provider to provide services either through a staffed concession area, or to deploy vending machines in designated areas in both facilities. A deadline of April 7 at 2:00pm is when proposals are due, and more information on the complete RFP can be found at the Airport's website at [https://www.flynoco.com/wp-content/uploads/2022/02/FNL-Concessionaire-RFP\\_2022.pdf](https://www.flynoco.com/wp-content/uploads/2022/02/FNL-Concessionaire-RFP_2022.pdf)

### **U.S. Customs**

With international travel slowly returning in the business aviation sector, the interest in finding a solution to providing this service at the airport has reemerged. Staff are involved with new discussions with the US Customs local office, the Denver Port of Entry, to continue to investigate the feasibility to bring a User Fee supported facility that will provide U.S. Customs services to Airport users. Discovery Air and other based airport users have re-engaged in the exploration of this provision of this service at FNL.

### **Attachments**

1. WEPA Remote Tower Project Manager Report for February



February 28, 2022

From: William E. Payne, P.E.

To: Colorado Division of Aeronautics

### Section A – Remote Air Traffic Control Contract Progress Report #08

Re: Period: February 1 through February 28, 2022

| Colorado Remote Tower Project<br>Activity Status |                                     |                            |   |
|--|-------------------------------------|----------------------------|---|
| Activity   | Status/Start<br>Date<br>(Projected) | Finish Date<br>(Projected) | Remarks   |
| <b>Remote Tower Implementation</b>               |                                     |                            |   |
| Remote Tower STARS Installation                  | 9/27/2021                           | Complete                   | Awaiting FTI comm connection  |
| FTI Comm line                                    | 4/1/2022                            | 4/29/2022                  | Dependent on ability of FTI personnel to travel                                   |
| <b>Remote Tower System</b>                       |                                     |                            |   |
| System Upgrade - Tech Refresh                    | In-Progress                         | TBD                        | Continuing  |
| Video Grabber Playback System                    | 9/27/2021                           | Complete                   | Complete in remote tower facility - Awaiting equipment installation in Washington |
| <b>Remote Tower Testing</b>                      |                                     |                            |   |
| Serco Controller Staff Remote Tower              | 10/1/2021                           | Ongoing                    | Controllers familiarization exercise underway                                     |
| Phase 1 - Passive Testing                        | 3/21/2022                           | 4/29/2022                  | Based on FAA resource availability & Larimer County COVID risk Level              |
| Flight Test Scenarios                            | TBD                                 | TBD                        | Participating aircraft fly briefed scenarios                                      |
| Safety Risk Manage Panel                         | TBD                                 | TBD                        | FAA Forecast Schedule 1 week duration   |
| Safety Risk Management Document Signed           | TBD                                 | TBD                        | FAA Forecast Schedule 6- 12 months  |
| Phase 2 - Active Testing                         | TBD                                 | TBD                        | Subject to FAA Phase 1 SRMD Signatures  |
| Safety Risk Manage Panel                         | TBD                                 | TBD                        |   |
| Safety Risk Management Document Signed           | TBD                                 | TBD                        |   |
| Phase 3 - Validation & Verification              | TBD                                 | TBD                        | Subject to FAA Phase 2 SRMD Signatures  |
| Safety Risk Manage Panel                         | TBD                                 | TBD                        |   |
| Safety Risk Management Document Signed           | TBD                                 | TBD                        |   |
| Operational Viability Decision (OVD)             | TBD                                 | TBD                        |   |
| Phase 4 - Post OVD Validation & Verification     | TBD                                 | TBD                        | Subject to FAA Phase 3 SRMD Signatures  |
| Safety Risk Manage Panel                         | TBD                                 | TBD                        |   |
| Safety Risk Management Document Signed           | TBD                                 | TBD                        |   |
| Certification/Commissioning                      | TBD                                 | TBD                        |   |

Note: All dates reflect latest FAA proposed schedule and are subject to change based on FAA SME's ability to travel to FNL

## **Remote Tower Project Narrative:**

Since the FAA canceled the Phase 1 testing scheduled to begin on January 18, 2022 due to COVID numbers in Larimer County, there has been only limited activity. The primary focus during this interim period has been to modify power and communications in the facility to support the Federal Telecommunication Infrastructure (FTI) installation of the quad-redundant communication lines from the Denver Tracon necessary for STARS. The STARS equipment has been in the facility for several months only awaiting the FTI communication lines scheduled to be completed the first week of April 2022, and will make STARS available to the controllers during Period 2 of Phase 1 testing and data collection.

When the STARS display becomes active the air situation display (ASD) at the controller working position will be deactivated to avoid two different radar data feeds. It has been recently determined that the System Wide Information Management (SWIM) data that drives the ASD does not include ADS-B targets. STARS, when commissioned, will include ADS-B data. A question remains as to whether the SWIM target and tag information will be able continue to be displayed on the video displays.

It is my feeling that the target and tag information presented to the controller on the video display will compensate for and mitigate for the resolution of video cameras in remote/digital towers currently deployed around the world. The designators on the video display draw the controller's attention to the fact that an aircraft is in or approaching the local airspace even though the target may not be visible and can be correlated with surveillance display.

I am pushing to leave the ASD at the supervisor's position to allow comparison of the STARS display with the SWIM data on the ASD.

Below is the proposed Phase 1 testing and data collection schedule:

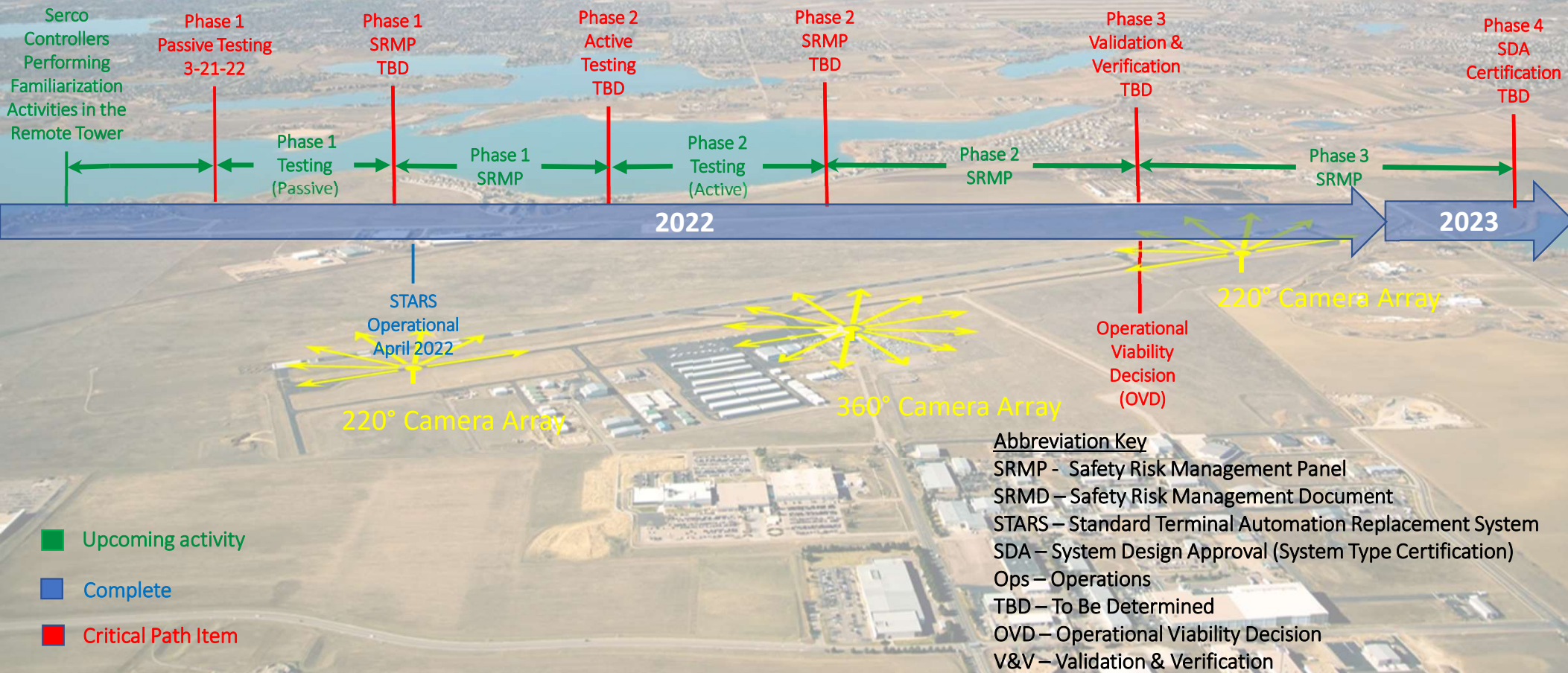
Period 1 – March 21, 2022 – April 1, 2022

Period 2 – April 18, 2022 – April 29, 2022

This schedule is dependent on COVID levels and availability of FAA resources. With the postponement of the January Phase 1 testing, the subject matter experts (SME) who were to participate in Phase 1 testing may no longer be available due to scheduling issues. We are working to determine the availability of these SMEs or find replacements, if necessary. There has been some positive movement toward allowing local SMEs to observe Phase 1 testing. If Air Traffic allows local resources to replace Headquarters SMEs, this would permit testing to proceed as currently scheduled. The go-no-go date for Period 1 is March 16<sup>th</sup> and for Period 2 April 13<sup>th</sup>. Given the status of declining COVID infections there is reason for hope that the March 21<sup>st</sup> testing date will hold. The only question will be availability of FAA resources.

Inner range ring of the ASD will be changed from 4 NM to 5 NM to reflect the charted Class E Airspace around FNL. This change was necessitated due to a conflict with wording in the Letter of Agreement (LOA) between FNL and Denver Tracon, which dealt with Special VFR (SVFR) operations charting.

# Colorado Remote Tower Timeline (Draft)





# NORTHERN COLORADO REGIONAL AIRPORT

4900 Earhart Rd • Loveland, Colorado 80538

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**ITEM NUMBER:** 4

**MEETING DATE:** April 1, 2022

**PREPARED BY:** Aaron Ehle, Airport Planning & Development Specialist

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## **TITLE**

VA Clinic Drainage Easement Amendment

## **RECOMMENDED AIRPORT COMMISSION ACTION**

Recommend Approval of the Easement Amendment by Both City Councils

## **BUDGET IMPACT**

Neutral

## **SUMMARY**

The following timeline explains the events that led to the amendment of the Veterans Affairs Clinic drainage easement:

- 11/12/2020 – The Northern Colorado Regional Airport Commission unanimously recommended approval of the non-exclusive VA Clinic stormwater drainage easement agreement to the City Councils.
  - Due to proposed flows of 57.1 cubic feet per second (CFS), the agreement required the developer to construct drainage improvements to convey the water to the culvert on the south end of the Airport where it would flow into regional drainage improvements.
- 1/5/2021 – The easement was approved by Loveland City Council
- 1/19/2021 - The easement was approved by Fort Collins City Council
- 3/2021 – The VA Clinic team determined that constructing the swale needed to convey the stormwater flows was not feasible due to underground utility conflicts. They estimated a cost of \$300,000 to lower the utilities.
  - A new plan to enlarge the VA Clinic detention pond to detain the entire southwesterly stormwater flow from Brands West was proposed to City of Loveland Stormwater and the Airport. With the larger pond, water could be pumped out for conveyance through the Airport at approximately 3.4 CFS vs. the originally planned flow of 57.1 CFS, with the idea that the water would sheet flow toward the culvert at the south end of the airport and/or dissipate without creating erosion, thus eliminating the need for the swale.

- The Airport generally supported the plan, but did not approve of the water being pumped out of the pond directly onto Airport land without being channelized to the existing swale near the intersection of Crossroads Boulevard and Rocky Mountain Avenue.
  - The VA team agreed to construct a small swale to convey the water to the existing swale near the intersection of Crossroads Boulevard and Rocky Mountain Avenue. Due to the swale being much smaller than the originally planned one, utility conflicts were able to be avoided.
  - City of Loveland Stormwater determined that the existing swale, which starts near Crossroads Boulevard and Rocky Mountain Avenue was sufficient to convey the lower flows of the new plan. Because the existing swale conveys stormwater from several different properties and will need to be improved when Lindbergh Drive is connected to Rocky Mountain Avenue, the Stormwater Department agreed to take on the responsibility of improving existing swale, when necessary, in the future.
- 9/21/2021 – Loveland City Attorneys’ Office drafted an amendment to the original easement agreement. This amendment split the original easement area into two separate parts. Through the northern part, the developer is required to construct the small swale to convey the water being pumped out of the detention pond to the existing swale, which begins near Crossroads Boulevard and Rocky Mountain Avenue. Through the southern part of the easement, the developer is able to convey water, but is not responsible for improvements.
- 9/27/2021 – The easement amendment agreement was sent to the developer for review.
- 1/22/2022 – A signed copy of the amendment agreement was received.
- 2/1/2022 – Staff reviewed the need for obtaining approvals from what entities based on the unique circumstances of a reduction in easement area.
- 4/1/2022 – Airport Commission consideration of easement amendment. If recommended for approval, the easement amendment will go to both City Councils.

## **ATTACHMENTS**

- Resolution R-03-2022
- Original Agreement for Permanent Non-Exclusive Drainage Easement
- Amended Agreement for Permanent Non-Exclusive Drainage Easement
- Easement Area Map

**RESOLUTION # R-03-2022**

**A RESOLUTION RECOMMENDING THAT THE CITIES OF FORT COLLINS  
AND LOVELAND AUTHORIZE AND EXECUTE AN AMENDMENT TO AN  
AGREEMENT FOR NON-EXCLUSIVE DRAINAGE EASEMENT**

**WHEREAS**, the Cities of Loveland and Fort Collins (the “Cities”) jointly own and operate the public airport known as the Northern Colorado Regional Airport (the “Airport”) pursuant to that Amended and Restated IGA dated January 22, 2015 (the “IGA”). The property on which the Airport is located is within the jurisdictional boundaries of Loveland (“Airport Property”); and

**WHEREAS**, Byrd Drive Development, LLC (“Developer”) is developing a project for the construction of a Veteran’s Affairs clinic on property adjacent to the Airport Property (“Developer’s Property”). Naturally occurring stormwater and surface drainage has historically run from Developer’s Property over and across certain portions of the Airport, giving rise to a claim of historic flow rights for the benefit of Developer’s Property in an undeveloped state, although no documentation of a drainage easement exists; and

**WHEREAS**, Developer’s project will impact the historical drainage of stormwater onto the Airport property by metering stormwater from on-site detention and directing such stormwater into an improved drainage swale on the Airport property. Therefore, in order to document such modified storm drainage from Developer’s Property over and across the Airport Property, on February 26, 2021, the parties entered into an Agreement for Non-Exclusive Drainage Easement whereby the Cities shall granted an express drainage easement to the Developer in exchange for the Developer’s relinquishment of historical drainage rights. Such Agreement is attached hereto as “Exhibit A” and incorporated herein; and

**WHEREAS**, the Agreement was approved by both the City Councils of Fort Collins and Loveland prior to execution and recording; and

**WHEREAS**, following execution of the Agreement, the Developer requested a modification to the Agreement given certain costs associated with construction of the contemplated improvements. The parties reached a resolution whereby the easement area referenced within the Agreement would be split into two areas, one of which would be the responsibility of the City of Loveland and one of which would be the responsibility of the Developer, with the Developer being allowed only to convey stormwater across the southern half of the easement area. The proposed Amended Agreement is attached hereto as “Exhibit B” and incorporated herein; and

**WHEREAS**, as the City Councils approved the original Agreement, they must also consider the approval of the Amended Agreement, and therefore, the Commission desires to recommend approval of the Amended Agreement to the Cities as being in the best interests of the Cities and the Airport.

**NOW THEREFORE BE IT RESOLVED BY THE NORTHERN COLORADO REGIONAL AIRPORT COMMISSION AS FOLLOWS:**

**Section 1.** That the Commission supports the execution of the Amended Agreement for Non-Exclusive Drainage Easement (the “Amended Agreement”), attached hereto as “Exhibit B” and incorporated herein.

**Section 2.** That the Commission recommends that the City Councils of the City of Fort Collins and City of Loveland approve the Amended Agreement.

**Section 3.** That this Resolution shall be effective as of the date and time of its adoption.

ADOPTED this 1st day of April, 2022.

---

Don Overcash, Chair of the  
Northern Colorado Regional Airport Commission

ATTEST:

---

Secretary

APPROVED AS TO FORM:

  
Senior Assistant City Attorney

"Exhibit A"

**RESOLUTION #R-4-2021**

**A RESOLUTION APPROVING AN AGREEMENT FOR NON-EXCLUSIVE DRAINAGE EASEMENT ON NORTHERN COLORADO REGIONAL AIRPORT PROPERTY**

**WHEREAS**, the Cities of Loveland and Fort Collins (the "Cities") jointly own and operate the public airport known as the Northern Colorado Regional Airport (the "Airport") pursuant to that Amended and Restated IGA dated January 22, 2015 (the "IGA"). The property on which the Airport is located is within the jurisdictional boundaries of Loveland ("Airport Property"); and

**WHEREAS**, Byrd Drive Development, LLC ("Developer") is developing a project for the construction of a Veteran's Affairs clinic on property adjacent to the Airport Property ("Developer's Property"). Naturally occurring stormwater and surface drainage has historically run from Developer's Property over and across certain portions of the Airport, giving rise to a claim of historic flow rights for the benefit of Developer's Property in an undeveloped state, although no documentation of a drainage easement exists; and

**WHEREAS**, Developer's project will impact the historical drainage of stormwater onto the Airport property by metering stormwater from on-site detention and directing such stormwater into an improved drainage swale on the Airport property. Therefore, in order to document such modified storm drainage from Developer's Property over and across the Airport Property, the parties wish to enter into an Agreement for Non-Exclusive Drainage Easement (the "Agreement") whereby the Cities shall grant an express drainage easement to the Developer in exchange for the Developer's relinquishment of historical drainage rights. Such Agreement is attached hereto as "Exhibit A" and incorporated herein; and

**WHEREAS**, the Northern Colorado Regional Airport Commission (the "Commission") considered this matter at its November 12, 2020 meeting, and unanimously recommended approval of the Agreement by the two City Councils; and

**WHEREAS**, the City Council desires to approve the Agreement and finds that it is in the best interests of the City, the Airport, and the citizens of Loveland.

**NOW, THEREFORE, BE IT RESOLVED BY THE NORTHERN COLORADO REGIONAL AIRPORT COMMISSION AS FOLLOWS:**

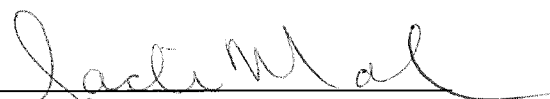
**Section 1.** That the City Council approves the execution of the Agreement for Non-Exclusive Drainage Easement (the "Agreement"), attached hereto as **Exhibit A** and incorporated herein.

**Section 2.** That the City Manager is hereby authorized, following consultation with the City Attorney, to modify the Agreement in form or substance as deemed necessary to effectuate the purposes of this Resolution or to protect the interests of the City.

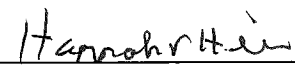
**Section 3.** That the City Manager is authorized and directed to execute the Agreement.

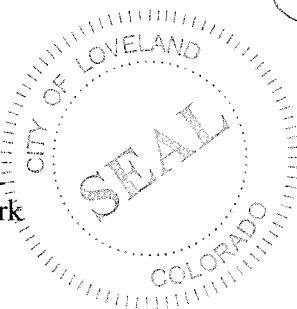
**Section 4.** That this Resolution shall be effective as of the date and time of its adoption.

ADOPTED this 5th day of January, 2021.

  
\_\_\_\_\_  
Jacki Marsh, Mayor

ATTEST:

  
\_\_\_\_\_  
Hannah Hill, Acting City Clerk



APPROVED AS TO FORM:

  
\_\_\_\_\_  
Assistant City Attorney

ORDINANCE NO. 008, 2021  
OF THE COUNCIL OF THE CITY OF FORT COLLINS  
AUTHORIZING CONVEYANCE OF A PERMANENT NON-EXCLUSIVE DRAINAGE  
EASEMENT ON PROPERTY JOINTLY OWNED BY THE CITY AND THE CITY OF  
LOVELAND AT THE NORTHERN COLORADO REGIONAL AIRPORT FOR THE  
NEW VETERANS' AFFAIRS CLINIC

WHEREAS, the City of Fort Collins ("City") and the City of Loveland ("Loveland") (collectively, the "Cities") jointly own property located in Loveland (the "Airport Property") known as the Northern Colorado Regional Airport (the "Airport") and

WHEREAS, the Cities currently operate and maintain the Airport pursuant to that certain Amended and Restated Intergovernmental Agreement for the Joint Operation of the Fort Collins-Loveland Airport dated January 22, 2015, as amended (the "IGA"); and

WHEREAS, in connection with the planned development of certain undeveloped real property adjacent to the Airport and legally described on Exhibit "A" attached hereto and incorporated herein by this reference (the "Benefitted Property") by Byrd Drive Development, LLC, ("Developer"), Developer has requested a permanent non-exclusive easement for stormwater and surface drainage (the "Easement") over and across that portion of the Airport Property legally described and depicted on Exhibit "B" attached hereto and incorporated herein by this reference (the "Easement Property"); and

WHEREAS, stormwater and surface drainage from the Benefitted Property has historically run over and across the Airport Property in the general vicinity of the Easement Property, giving rise to a claim of historic flow rights under Colorado common law in favor of the Benefitted Property in an undeveloped state, although no documentation of a drainage easement exists; and

WHEREAS, Developer's plans to develop the Benefitted Property include on-site stormwater detention and metering of stormwater and surface flows from the Benefitted Property onto the Airport Property and improvements to direct such stormwater into an improved swale in lieu of the historic drainage path across the Airport Property (collectively, the "Easement Improvements"); and

WHEREAS, Developer agrees to relinquish any claim to historic flow rights under Colorado common law and complete the Easement Improvements to mitigate the impact of developed flows across the in return for a permanent non-exclusive easement for storm drainage over and across the Easement Property on the terms and conditions more fully set forth in the Agreement for Permanent Non-Exclusive Drainage Easement attached hereto as Exhibit "C" and incorporated herein by reference (the "Easement Agreement") ; and

WHEREAS, City Code Section 23-111(a) authorizes the City Council to sell, convey or otherwise dispose of any interest in real property owned by the City, provided the City Council first finds, by ordinance, that such sale or other disposition is in the best interest of the City.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF FORT COLLINS as follows:


Section 1. That the City Council hereby makes and adopts the determinations and findings contained in the recitals set forth above.

Section 2. That the City Council hereby finds that the City's conveyance of the Easement to the Developer on the terms and conditions set forth in the Easement Agreement serves a bona fide public purpose and is in the best interests of the City and that the consideration received by the City in the form of the relinquished claim of historic common law drainage rights across the Airport Property and the obligation to construct the Easement Improvements to limit the impact and location of stormwater flows to the Easement Property is at least equal to the fair market value of the Easement as required by City Code Section 23-114.

Section 3. That the Mayor is hereby authorized to execute the Easement Agreement substantially in the form attached hereto together with such additional terms and conditions as the City Manager, in consultation with the City Attorney, determines are necessary or appropriate to protect the interests of the City, including, but not limited to, any necessary changes to the legal description of such Property Interests, as long as such changes do not materially increase the size or change the character of the interests to be conveyed.

Introduced, considered favorably on first reading, and ordered published this 5th day of January, A.D. 2021, and to be presented for final passage on the 19th day of January, AD. 2021.

ATTEST:


  
City Clerk



Passed and adopted on final reading on the 19th day of January, AD 2021.

  
Mayor

ATTEST:

  
City Clerk



**EXHIBIT A**  
**BENEFITTED PROPERTY**

**Lot 1, East Loveland Industrial 25th Subdivision,  
City of Loveland, County of Larimer, State of Colorado**

EXHIBIT B

LEGAL DESCRIPTION OF EASEMENT PROPERTY

LAND SITUATE IN THE SOUTHEAST QUARTER OF SECTION 33, TOWNSHIP 6 NORTH, RANGE 68 WEST AND THE NORTHEAST QUARTER OF SECTION 4, TOWNSHIP 5 NORTH, RANGE 68 WEST OF THE SIXTH PRINCIPAL MERIDIAN; CITY OF LOVELAND, COUNTY OF LARIMER, STATE OF COLORADO; AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

**COMMENCING** AT THE SOUTHWEST CORNER OF SECTION 34 WHENCE THE WEST QUARTER CORNER OF SAID SECTION BEARS N00°25'16"W A DISTANCE OF 2598.77 FEET ON THE WEST LINE OF THE SOUTHWEST QUARTER OF SAID SECTION;

THENCE N 00°25'16"W A DISTANCE OF 320.40 FEET TO THE **POINT OF BEGINNING**.

THENCE N 00°25'16" W A DISTANCE OF 752.24 FEET TO THE SOUTHWEST CORNER OF LOT 1, EAST LOVELAND INDUSTRIAL

25TH SUBDIVISION DESCRIBED IN REC. #20200067414;

THENCE ON THE WEST LINE OF SAID LOT N 00°25'16" W A DISTANCE OF 713.19 FEET TO THE NORTHWEST CORNER OF SAID LOT;

THENCE ON THE WEST LINE OF TRACT A, EAST LOVELAND INDUSTRIAL 25TH SUBDIVISION DESCRIBED IN REC.

#20200067414 N 00°25'16" W A DISTANCE OF 38.37 FEET;

THENCE S 89°34'44" W A DISTANCE OF 50.65 FEET;

THENCE S 00°02'13" W A DISTANCE OF 168.63 FEET;

THENCE ALONG THE ARC OF A CURVE TO THE RIGHT, HAVING A RADIUS OF 845.00 FEET, A CENTRAL ANGLE OF 18°55'43", AN ARC LENGTH OF 279.16 FEET AND A CHORD THAT BEARS S 09°30'05" W A DISTANCE OF 277.89 FEET;

THENCE S 00°24'50" E A DISTANCE OF 1009.95 FEET;

THENCE S 54°04'16" W A DISTANCE OF 207.50 FEET;

THENCE SOUTH A DISTANCE OF 313.60 FEET;

THENCE S 05°24'41" W A DISTANCE OF 606.23 FEET;

THENCE ALONG THE ARC OF A CURVE TO THE RIGHT, HAVING A RADIUS OF 2450.00 FEET, A CENTRAL ANGLE OF 12°12'46", AN ARC LENGTH OF 522.22 FEET AND A CHORD THAT BEARS S 11°31'04" W A DISTANCE OF 521.23 FEET;

THENCE S 17°37'27" W A DISTANCE OF 272.92 FEET;

THENCE N 86°17'19" W A DISTANCE OF 756.46 FEET TO A POINT ON THE SOUTHWEST LOT LINE OF TRACT B, BARNSTORM SECOND ADDITION DESCRIBED IN REC. #86044345;

THENCE ON SAID LINE S 49°20'54" E A DISTANCE OF 166.39 FEET;

THENCE S 86°17'19" E A DISTANCE OF 701.72 FEET;

THENCE N 17°37'27" E A DISTANCE OF 351.17 FEET;

THENCE ALONG THE ARC OF A CURVE TO THE LEFT, HAVING A RADIUS OF 2550.00 FEET, A CENTRAL ANGLE OF 12°12'46", AN ARC LENGTH OF 543.54 FEET AND A CHORD THAT BEARS N 11°31'04" E A DISTANCE OF 542.51 FEET;

THENCE N 05°24'41" E A DISTANCE OF 610.95 FEET;

THENCE NORTH A DISTANCE OF 267.29 FEET;

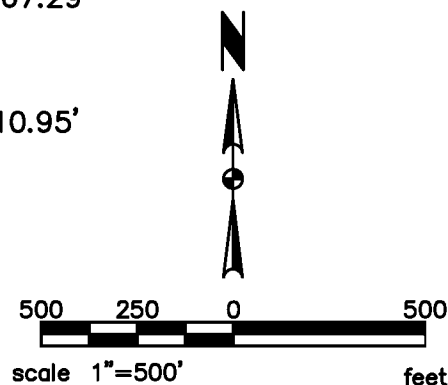
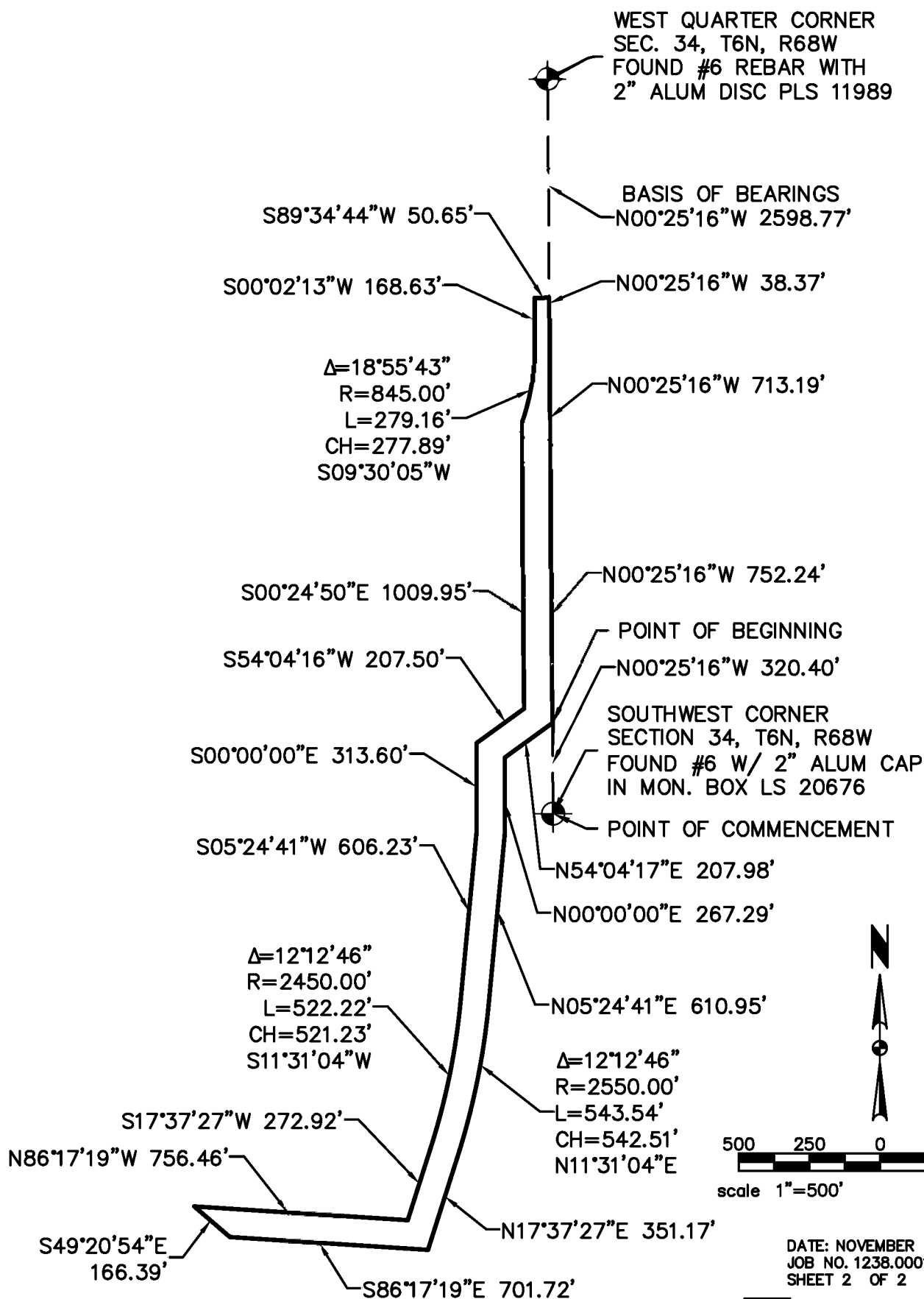
THENCE N 54°04'17" E A DISTANCE OF 207.98 FEET TO THE **POINT OF BEGINNING**;

SAID PARCEL CONTAINS 9.16 ACRES MORE OR LESS AND IS SUBJECT TO ALL RIGHTS-OF-WAY, EASEMENTS AND RESTRICTIONS NOW IN USE OR OF RECORD.

DATE: NOVEMBER 2020  
JOB NO. 1238.0001.00  
SHEET 1 OF 2

**TST** TST, INC. CONSULTING ENGINEERS

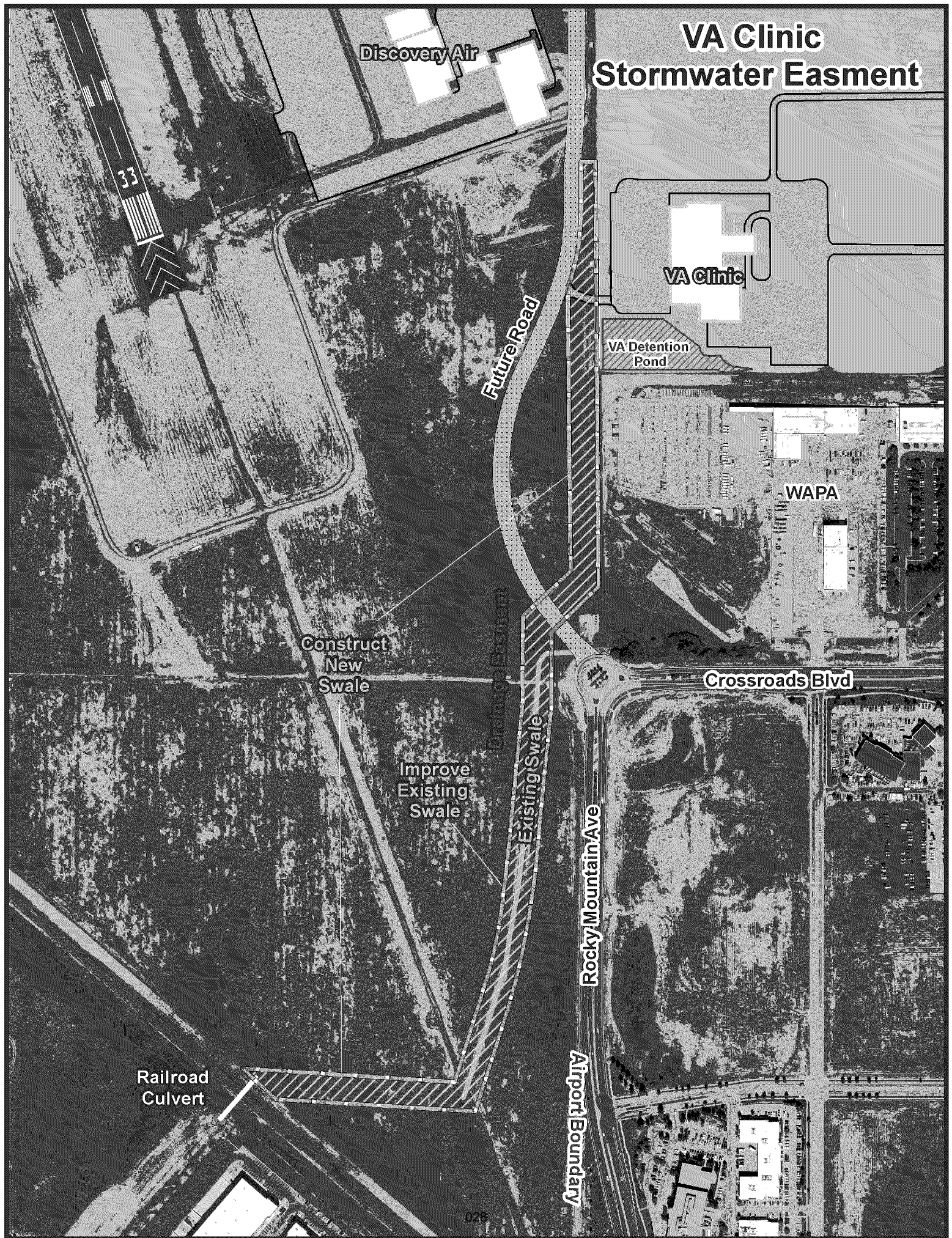
780 Whalers Way, Bldg C, Suite 200  
Fort Collins, Colorado  
Phone: 970.226.0557  
Fax: 970.226.0204



DATE: NOVEMBER 2020  
JOB NO. 1238.0001.00  
SHEET 2 OF 2

**TST** TST, INC. CONSULTING ENGINEERS

760 Whalers Way, Bldg C, Suite 200  
Fort Collins, Colorado  
Phone: 970.226.0557  
Fax: 970.226.0204



**AGREEMENT FOR PERMANENT NON-EXCLUSIVE  
DRAINAGE EASEMENT**

**THIS AGREEMENT FOR PERMANENT DRAINAGE EASEMENT (Agreement)**, made this 26th day of February 2020, by the **CITIES OF LOVELAND AND FORT COLLINS, COLORADO**, both municipal corporations, hereinafter referred to as “**Cities**” or “**Grantors**” and **Byrd Drive Development, LLC** whose address is 1625 Pelican Lakes Point, Suite 201, Windsor, Colorado, hereinafter referred to as “**Grantee.**”

**WHEREAS**, Grantors jointly own and operate the Northern Colorado Regional Airport located in Loveland, Colorado legally described in “**Exhibit A**” attached hereto and incorporated herein (the “**Airport**”); and

**WHEREAS**, the Grantee owns undeveloped property adjacent to the Airport legally described in “**Exhibit “B”**” attached hereto and incorporated herein (“**Grantee’s Property**”) from which naturally occurring stormwater and surface drainage has historically run over and across certain portions of the Airport, giving rise to a claim of historic flow rights for the benefit of Grantee’s Property in an undeveloped state although, no documentation of a drainage easement exists. ; and

**WHEREAS**, the Grantee is currently planning to develop Grantee’s Property, which development includes on-site stormwater detention and metering to maintain the historic rate of stormwater flows onto the Airport property and improvements to direct such stormwater into an improved swale in lieu of the historic drainage path on the Airport property; and

**WHEREAS**, Grantors and Grantee desire to document the grant of an express easement over and across specific portions of the Airport in the same general area of such historic use and in lieu of any historic rights to discharge historic stormwater or surface water flows from the Grantee’s Property onto the Airport, and to describe their respective rights and obligations regarding such easement.

**WITNESSETH:**

**FOR GOOD AND VALUABLE CONSIDERATION**, the receipt of which is hereby acknowledged, the parties agree as follows:

1. In consideration of Grantee’s relinquishment of any historic rights to discharge historic stormwater or surface water flow from Grantee’s Property over and across the Airport, the Cities have this day bargained and sold, and by these presents do bargain, sell, convey, transfer and deliver unto the Grantee, its successors and assigns for the benefit of and appurtenant to Grantee’s Property and subject to the terms and conditions set forth herein, a permanent non-exclusive drainage easement (the “**Easement**”) in, over, and across the real estate described in Section 2 below (“**Easement**”

Property”). Grantee may use the Easement Property only for the purposes of storm water and surface drainage from Grantee’s Property, at the historic rate of stormwater flows, over, upon, across, in, and through the Easement Property, including above ground materials, appurtenances, culverts to be constructed Grantee on and within the Easement Property pursuant hereto, and a natural drainage swale (the “Improvements”) associated with and necessary to convey such drainage in a safe and reasonable manner across the Easement Property.

2. The Easement hereby granted over and across the Easement Property, which is located on the Airport property and situated in Larimer County, Colorado is described as follows:

**Exhibit “C” – Easement Property Legal Description**

**Exhibit “D” – Easement Drawing**

3. In consideration of Grantors’ conveyance of the Easement, Grantee has this day bargained and sold, and by these presents does bargain, sell, convey, transfer and deliver unto the Grantors, their successors and assigns, and hereby relinquishes any historic rights to discharge historic stormwater or surface water flow from Grantee’s Property over and across the Airport.
4. Grantee may not use this grant of easement for any purpose other than that which is specifically described herein. If the Easement is used by Grantee for any purpose other than stated herein, the Easement is automatically terminated, and all of the right, title and interest of Grantee (and Grantee’s successors or assigns) in and to the Easement Property become null and void, and the Easement Property shall absolutely revert to and revest in Grantors as fully and completely as if this instrument had not been executed, without the necessity for suit or re-entry and Grantee shall remove improvements as provided above. No act or omission on the part of any beneficiary of this paragraph shall be a waiver of the operation or enforcement of the paragraph.
5. Grantors reserve the right to use the Easement and the Easement Property for any purposes that will not interfere with Grantee’s full enjoyment of the rights granted herein, including but not limited to the right to operate or allow others to operate utility, drainage and other improvements or uses of the Easement Property, as Grantors may determine are appropriate and consistent with the operation of the Airport Property.
6. Construction and Maintenance of Drainage Improvements.
  - a. Grantee, at Grantees’ sole cost and expense, shall be allowed to access the Easement Property and construct on the Easement Property the Improvements identified and depicted on Exhibit “D” hereto. To the extent that Grantee requires access to the Easement Property, such access is subject to the consent of the Cities pursuant to the Airport’s security

requirements. For any construction or alteration on the Easement Property, Grantee will be required to complete and submit to the Federal Aviation Administration a Form 7460-1 "Notice of Proposed Construction or Alteration."

- b. All stormwater and/or drainage plans for the Easement Property are subject to prior written approval by the Airport Manager.
  - c. At Grantee's sole cost and expense, the Cities' shall maintain the Easement Property and any Improvements thereon. The Cities reserve the right to seek reimbursement of all reasonable costs documented and incurred in such maintenance activities. Grantee agrees to pay the Cities within thirty (30) days of receipt of an invoice for any costs borne by the Cities on Grantee's behalf as described in this Agreement.
7. Grantee acknowledges that the Cities' draft Airport Master Plan reflects that a road may be installed across the Easement Property at some time in the future and other changes to the layout and use of the Airport may be required over time. The Cities reserve the right, at Grantee's sole expense, to relocate the Easement and drainage facilities located on the Easement Property and/or to modify such drainage facilities (for example, by installation of a culvert or other modifications) as may be reasonably necessary or reasonably appropriate to accommodate changes to the Airport and improvements thereon, including but not limited to construction of the road and other improvements shown on the Airport Master Plan as it may change from time to time.
  8. Grantee agrees to indemnify and hold harmless the Cities, their officers, employees, and agents, from and against all liability, claims, and demands on account of any injury, loss, or damage arising out of or connected with Grantee's use of the Easement, if such injury, loss, or damage, or any portion thereof, is caused by, or claimed to be caused by, the act, omission, or other fault of the Grantee or any officer, employee, agent, or contractor of the Grantee, or any other person for whom the Grantee is responsible. The Grantee shall notify Cities and provide a copy of any and all written claims or demands within two business days of receipt. The Grantee's indemnification obligation shall not be construed to extend to any injury, loss, or damage caused by the negligent act or omission of the Cities.
  9. If the drainage and appurtenant facilities are no longer in use, this Easement may be vacated by joint agreement by the Cities and the Grantee.
  10. If Grantee shall fail to pay the Cities any amount when due, Grantee agrees to pay to the Cities all reasonable costs and expenses (including but not limited to collection costs, court costs and reasonable attorneys' fees) incurred by the Cities in the enforcement of this Easement.
  11. It is intended that the Easement shall be an easement appurtenant to Grantee's Property as the benefitted property shall run with title to the Grantee's Property and shall bind every person or

entity having any fee, leasehold, or other interest therein.

12. Notices. Written notices shall be directed as follows and shall be deemed received when hand-delivered or emailed, or three days after being sent by certified mail, return receipt requested:

If to Grantors:

City of Fort Collins  
Attn: City Manager  
City Hall West  
300 LaPorte Avenue  
Fort Collins, CO 80521

With a copy to:

City Attorney  
City of Fort Collins  
City Hall West  
300 LaPorte Avenue  
Fort Collins, CO 80521

City of Loveland  
Attn: City Manager  
500 E. Third Street  
Loveland, CO 80537

With a copy to:

City Attorney  
City of Loveland  
500 E. Third Street  
Loveland, CO 80537

If to Grantee:

Byrd Drive Development, LLC  
Attn: Martin Lind  
1625 Pelican Lakes Point, Suite 201  
Windsor, CO 80550

13. This Easement is for the benefit of, and is binding upon, the parties' respective successors and assigns.
14. This Easement contains the entire agreement of the parties relating to the subject matter hereof and,

except as provided herein, may not be modified or amended except by written agreement of the parties. In the event a court of competent jurisdiction holds any provision of this Easement invalid or unenforceable, such holding shall not invalidate or render unenforceable any other provision of this Easement. This Easement shall be governed by the laws of the State of Colorado, and venue shall be in the County of Larimer, State of Colorado.

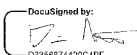
15. This Easement may be executed in separate counterparts, and the counterparts taken together shall constitute the whole of this Easement. Facsimile, scanned and other electronic signatures permitted by law, for purposes of this Easement, shall be deemed as original signatures.

**TO HAVE AND TO HOLD** said permanent Easement unto the Grantee, its successors and assigns forever.

**IN WITNESS WHEREOF**, the Cities and the Grantee have executed this Agreement the day and year first above written.

GRANTORS:

City of Fort Collins, Colorado, a municipal corporation

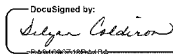
DocuSigned by:  


2/24/2021

Darin A. Atteberry, City Manager

Date

ATTEST:

DocuSigned by:  


Megan Calderon  
City Clerk

APPROVED AS TO FORM:

DocuSigned by:  


Judy Schmidt  
Sr. Assistant City Attorney

Adobe Sign, an Adobe Document Cloud Solution

City of Loveland, Colorado, a municipal corporation

Stephen C. Adams

Feb 25, 2021

Stephen C. Adams, City Manager

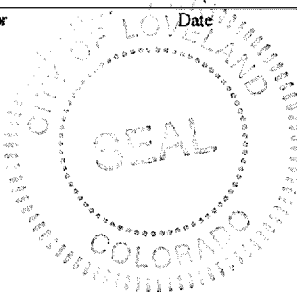
Date

ATTEST:

[Signature]  
Asst. City Clerk

APPROVED AS TO FORM:

[Signature]  
Assistant City Attorney



Grantee: Byrd Drive Development, LLC

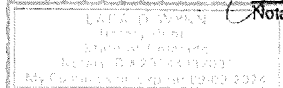
Signed: [Signature]  
By: Martin Lind  
Title: Managing Member  
Date: 2/5/2021

State of COLORADO )  
County of WELD ) ss

Acknowledged before me this 5th day of February, 2021, by Martin Lind as Managing Member of Grantee.

Witness my hand and seal. My commission expires: 9/9/2024

(SEAL)



Notary Public

**EXHIBIT A**  
**(Legal Description of Airport)**

Section 1:

Tract A, Barnstorm 2<sup>nd</sup> Addition, City of Loveland, County of Larimer, State of Colorado

Section 2:

Tract B, Barnstorm 2<sup>nd</sup> Addition, City of Loveland, County of Larimer, State of Colorado, Less Barnstorm 1<sup>st</sup> Subdivision, Less FNL Condominiums, a leasehold condominium, less 20090028294 (Fort-Love Hangar Condos), Less ROW 20050071130-031, Less ROW 20190050171

Section 3:

Lots 1 and 2, Barnstorm 1<sup>st</sup> Subdivision, City of Loveland, County of Larimer, State of Colorado

Section 4:

That portion of the N 1/2 of Section 28, Township 6 North, Range 68 West of the 6th P.M., more particularly described as follows: Considering the North line of the NW 1/4 of said Section 28 as bearing East and West and with all bearings contained herein relative thereto: BEGINNING at the Northwest corner of said Section 28; thence along the North line of said Section 28 East 820.14 feet to the TRUE POINT OF BEGINNING; thence S28° 47'E 164.69 feet; thence S41°55'E 152.85 feet; thence S0°09'E 157.83 feet; thence East 231.41 feet to a point on the centerline of the Loudon Ditch as it now exists; thence along said centerline through the following courses and distances; S19°30'E 131.00 feet; thence S14°30'E 150 feet to the beginning of a tangent curve concave to the Northeast having a central angle of 39°44' and a radius of 217.0 feet; thence Southeasterly along the arc of said curve 150.48 feet to the end of said curve; thence tangent from said curve S54°14'E 115.00 feet to the beginning of a tangent curve concave to the North having a central angle of 43°06' and a radius of 91.0 feet; thence Southeasterly along the arc of said curve 68.45 feet to the end of said curve; thence Northerly 889.68 feet to a point on the North line of said Section 28, said point being 1525.26 feet East of the Northwest corner of said Section 28; thence West along North line of said Section 28, 705.12 feet to POINT OF BEGINNING, subject to easement and right-of-way for the Loudon Ditch; subject to easement and right of way for County Road No. 30; and subject to easement and right of way granted to Poudre Valley Rural Electric Association in Book 2065 at Page 628; in the County of Larimer, State of Colorado.

**EXHIBIT B**  
**(Legal Description of Grantee's Property)**

**Lot 1, East Loveland Industrial 25<sup>th</sup> Subdivision, City of Loveland, County of Larimer, State of  
Colorado**

**EXHIBIT C**  
**(Legal Description of Easement Property)**

## EXHIBIT C

### LEGAL DESCRIPTION

LAND SITUATE IN THE SOUTHEAST QUARTER OF SECTION 33, TOWNSHIP 6 NORTH, RANGE 68 WEST AND THE NORTHEAST QUARTER OF SECTION 4, TOWNSHIP 5 NORTH, RANGE 68 WEST OF THE SIXTH PRINCIPAL MERIDIAN; CITY OF LOVELAND, COUNTY OF LARIMER, STATE OF COLORADO; AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

**COMMENCING** AT THE SOUTHWEST CORNER OF SECTION 34 WHENCE THE WEST QUARTER CORNER OF SAID SECTION BEARS N00°25'16"W A DISTANCE OF 2598.77 FEET ON THE WEST LINE OF THE SOUTHWEST QUARTER OF SAID SECTION AND CONSIDERING ALL BEARINGS HEREIN RELATIVE THERETO;

THENCE ON SAID LINE N 00°25'16" W A DISTANCE OF 1072.90 FEET TO THE **POINT OF BEGINNING**;

THENCE N 52°34'46" W A DISTANCE OF 92.95 FEET;  
THENCE N 40°48'00" W A DISTANCE OF 64.39 FEET;  
THENCE S 90°00'00" W A DISTANCE OF 193.42 FEET;  
THENCE S 38°41'06" W A DISTANCE OF 103.54 FEET;  
THENCE S 11°40'14" W A DISTANCE OF 235.72 FEET;  
THENCE S 00°00'00" E A DISTANCE OF 295.74 FEET;  
THENCE S 12°12'15" E A DISTANCE OF 256.27 FEET;  
THENCE S 38°10'17" E A DISTANCE OF 277.10 FEET;  
THENCE S 18°54'45" E A DISTANCE OF 27.59 FEET;  
THENCE N 53°22'14" E A DISTANCE OF 47.36 FEET;  
THENCE N 88°45'08" E A DISTANCE OF 42.53 FEET TO A POINT ON THE RIGHT OF WAY DESCRIBED IN REC. #2005-0071130;  
THENCE S 45°41'44" W A DISTANCE OF 48.78 FEET ON SAID RIGHT OF WAY;  
THENCE S 00°00'17" E A DISTANCE OF 11.04 FEET ON SAID RIGHT OF WAY;  
THENCE S 53°22'14" W A DISTANCE OF 39.89 FEET ON SAID RIGHT OF WAY;  
THENCE S 18°54'45" E A DISTANCE OF 32.26 FEET;  
THENCE S 2°45'17" E A DISTANCE OF 47.72 FEET;  
THENCE S 5°22'47" W A DISTANCE OF 554.59 FEET;  
THENCE S 30°17'15" W A DISTANCE OF 557.98 FEET;  
THENCE S 58°44'53" W A DISTANCE OF 776.26 FEET TO A POINT ON THE SOUTHWEST LOT LINE OF TRACT B, BARNSTORM SECOND ADDITION DESCRIBED IN REC. #86044345;  
THENCE N 49°20'54" W A DISTANCE OF 105.20 FEET ON SAID LOT LINE;  
THENCE N 58°44'53" E A DISTANCE OF 783.58 FEET;  
THENCE N 30°17'15" E A DISTANCE OF 510.53 FEET;  
THENCE N 5°22'47" E A DISTANCE OF 525.39 FEET;  
THENCE N 2°45'17" W A DISTANCE OF 26.41 FEET;  
THENCE N 18°54'45" W A DISTANCE OF 70.68 FEET;  
THENCE N 38°10'17" W A DISTANCE OF 283.20 FEET;  
THENCE N 12°12'15" W A DISTANCE OF 290.01 FEET;  
THENCE N 00°00'00" E A DISTANCE OF 316.65 FEET;  
THENCE N 11°40'14" E A DISTANCE OF 269.96 FEET;  
THENCE N 38°41'06" E A DISTANCE OF 175.60 FEET;  
THENCE N 90°00'00" E A DISTANCE OF 211.88 FEET;  
THENCE ON A CURVE TO THE LEFT, HAVING A RADIUS OF 845.00 FEET, A CENTRAL ANGLE OF 26°31'31", AN ARC LENGTH OF 391.20 FEET AND A CHORD THAT BEARS N 13°17'59" E A DISTANCE OF 387.71 FEET;  
THENCE N 89°34'44" E A DISTANCE OF 50.65 FEET;  
THENCE S 0°25'16" E A DISTANCE OF 751.56 FEET TO THE **POINT OF BEGINNING**;

SAID PARCEL CONTAINS 9.30 ACRES (405,115 SQUARE FEET) MORE OR LESS AND IS SUBJECT TO ALL RIGHTS-OF-WAY, EASEMENTS AND RESTRICTIONS NOW IN USE OR OF RECORD.

DATE: MAY 2020  
JOB NO. 1238.0001.00

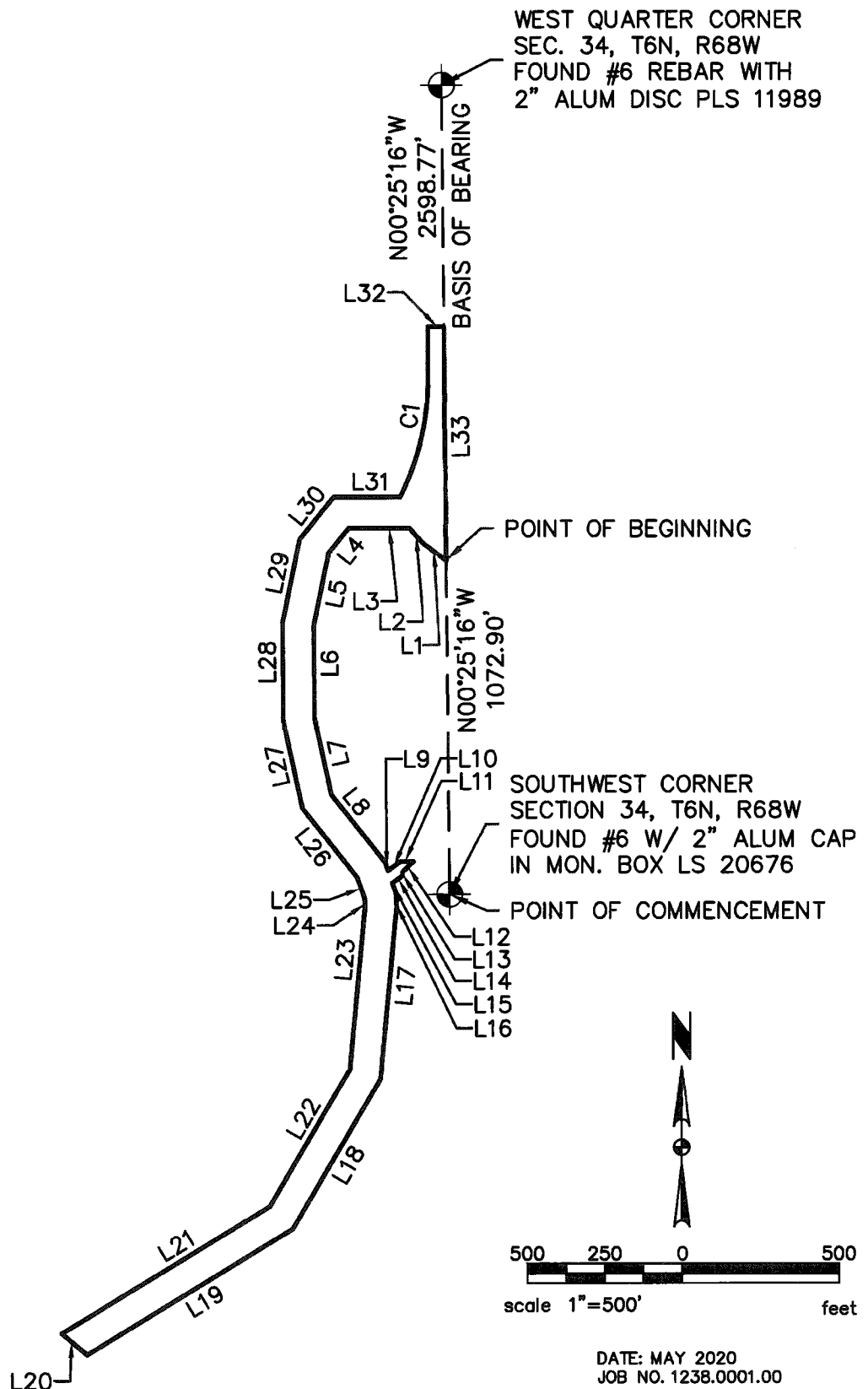
**TST** TST, INC. CONSULTING ENGINEERS

760 Whalers Way, Bldg C, Suite 200  
Fort Collins, Colorado  
Phone: 970.226.0557  
Fax: 970.226.0204

**EXHIBIT D**  
**(Depiction of Easement Property)**

# EXHIBIT D

| LINE TABLE |        |               |
|------------|--------|---------------|
| LINE       | LENGTH | DIRECTION     |
| L1         | 92.95  | N52° 34' 46"W |
| L2         | 64.39  | N40° 48' 00"W |
| L3         | 193.42 | S90° 00' 00"W |
| L4         | 103.54 | S38° 41' 06"W |
| L5         | 235.72 | S11° 40' 14"W |
| L6         | 295.74 | S0° 00' 00"E  |
| L7         | 256.27 | S12° 12' 15"E |
| L8         | 277.10 | S38° 10' 17"E |
| L9         | 27.59  | S18° 54' 45"E |
| L10        | 47.36  | N53° 22' 14"E |
| L11        | 42.53  | N88° 45' 08"E |
| L12        | 48.78  | S45° 41' 44"W |
| L13        | 11.04  | S0° 00' 17"E  |
| L14        | 39.89  | S53° 22' 14"W |
| L15        | 32.26  | S18° 54' 45"E |
| L16        | 47.72  | S2° 45' 17"E  |
| L17        | 554.59 | S5° 22' 47"W  |
| L18        | 557.98 | S30° 17' 15"W |
| L19        | 776.26 | S58° 44' 53"W |
| L20        | 105.20 | N49° 20' 54"W |
| L21        | 783.58 | N58° 44' 53"E |
| L22        | 510.53 | N30° 17' 15"E |
| L23        | 525.39 | N5° 22' 47"E  |
| L24        | 26.41  | N2° 45' 17"W  |
| L25        | 70.68  | N18° 54' 45"W |
| L26        | 283.20 | N38° 10' 17"W |
| L27        | 290.01 | N12° 12' 15"W |
| L28        | 316.65 | N0° 00' 00"E  |
| L29        | 269.96 | N11° 40' 14"E |
| L30        | 175.60 | N38° 41' 06"E |
| L31        | 211.88 | N90° 00' 00"E |
| L32        | 50.65  | N89° 34' 44"E |
| L33        | 751.56 | S0° 25' 16"E  |



| CURVE TABLE |         |         |           |               |         |
|-------------|---------|---------|-----------|---------------|---------|
| CURVE       | RADIUS  | LENGTH  | DELTA     | BEARING       | CHORD   |
| C1          | 845.00' | 391.20' | 26°31'31" | N13° 17' 59"E | 387.71' |

**AMENDED AGREEMENT FOR PERMANENT NON-EXCLUSIVE  
DRAINAGE EASEMENT**

**THIS AMENDED AGREEMENT FOR PERMANENT DRAINAGE EASEMENT (Agreement)**, made this \_\_\_\_\_ day of \_\_\_\_\_ 2022, by the **CITIES OF LOVELAND AND FORT COLLINS, COLORADO**, both municipal corporations, hereinafter referred to as "**Cities**" or "**Grantors**" and **Byrd Drive Development, LLC** whose address is 1625 Pelican Lakes Point, Suite 201, Windsor, Colorado, hereinafter referred to as "**Grantee.**"

**WHEREAS**, Grantors jointly own and operate the Northern Colorado Regional Airport located in Loveland, Colorado legally described in "**Exhibit A**" attached hereto and incorporated herein (the "Airport"); and

**WHEREAS**, the Grantee owns undeveloped property adjacent to the Airport legally described in "**Exhibit B**" attached hereto and incorporated herein ("Grantee's Property") from which naturally occurring stormwater and surface drainage has historically run over and across certain portions of the Airport, giving rise to a claim of historic flow rights for the benefit of Grantee's Property in an undeveloped state although, no documentation of a drainage easement exists.; and

**WHEREAS**, the Grantee is currently planning to develop Grantee's Property, which development includes on-site stormwater detention and metering to maintain the historic rate of stormwater flows onto the Airport property and improvements to direct such stormwater into an improved swale in lieu of the historic drainage path on the Airport property; and

**WHEREAS**, Grantors and Grantee desire to document the grant of an express easement over and across specific portions of the Airport in the same general area of such historic use and in lieu of any historic rights to discharge historic stormwater or surface water flows from the Grantee's Property onto the Airport, and to describe their respective rights and obligations regarding such easement; and

**WHEREAS**, this Agreement replaces and supersedes in full the original Agreement for Permanent Drainage Easement recorded at Larimer County Reception No. 20210020317 on February 26, 2021.

**WITNESSETH:**

**FOR GOOD AND VALUABLE CONSIDERATION**, the receipt of which is hereby acknowledged, the parties agree as follows:

1. In consideration of Grantee's relinquishment of any historic rights to discharge historic stormwater or surface water flow from Grantee's Property over and across the Airport, the Cities have this day bargained and sold, and by these presents do bargain, sell, convey, transfer and deliver unto the Grantee, its successors and assigns for the benefit of and appurtenant to Grantee's Property and

subject to the terms and conditions set forth herein, a permanent non-exclusive drainage easement (the "Easement") in, over, and across the real estate described in Section 2 below ("Easement Property"). Grantee may use the Easement Property only for the purposes of storm water and surface drainage from Grantee's Property, at the historic rate of stormwater flows, over, upon, across, in, and through the Easement Property as follows: Easement Area 1 (described below) may be used for conveyance of stormwater flows, above ground materials, appurtenances, culverts to be constructed by Grantee on and within the Easement Property pursuant hereto, and a natural drainage swale (the "Improvements") associated with and necessary to convey such drainage in a safe and reasonable manner across the Easement Property. Easement Area 2 (described below) shall only be used for conveyance of stormwater flows and no ground materials, appurtenances, culverts, swales or any other improvements shall be constructed or permitted within such Easement Area 2.

2. The Easement hereby granted over and across the Easement Property, which is located on the Airport property and situated in Larimer County, Colorado is described as follows:

**"Exhibit C" – Easement Area 1 Legal Description and Drawing**

**"Exhibit D" – Easement Area 2 Legal Description and Drawing**

3. In consideration of Grantors' conveyance of the Easement, Grantee has this day bargained and sold, and by these presents does bargain, sell, convey, transfer and deliver unto the Grantors, their successors and assigns, and hereby relinquishes any historic rights to discharge historic stormwater or surface water flow from Grantee's Property over and across the Airport.
4. Grantee may not use this grant of easement for any purpose other than that which is specifically described herein. If the Easement is used by Grantee for any purpose or in any manner other than stated herein, the Easement is automatically terminated, and all of the right, title and interest of Grantee (and Grantee's successors or assigns) in and to the Easement Property become null and void, and the Easement Property shall absolutely revert to and revest in Grantors as fully and completely as if this instrument had not been executed, without the necessity for suit or re-entry and Grantee shall remove improvements as provided above. No act or omission on the part of any beneficiary of this paragraph shall be a waiver of the operation or enforcement of the paragraph.
5. Grantors reserve the right to use the Easement and the Easement Property for any purposes that will not interfere with Grantee's full enjoyment of the rights granted herein, including but not limited to the right to operate or allow others to operate utility, drainage and other improvements or uses of the Easement Property, as Grantors may determine are appropriate and consistent with

the operation of the Airport Property.

6. Construction and Maintenance of Drainage Improvements.
  - a. Grantee, at Grantees' sole cost and expense, shall be allowed to access the Easement Property and construct only on Easement Area 1 the Improvements identified and depicted on "Exhibit C" hereto. To the extent that Grantee requires access to the Easement Area 1 of the Easement Property, such access is subject to the consent of the Cities pursuant to the Airport's security requirements. For any construction or alteration on the Easement Area 1, Grantee will be required to complete and submit to the Federal Aviation Administration a Form 7460-1 "Notice of Proposed Construction or Alteration."
  - b. All stormwater and/or drainage plans for the Easement Property are subject to prior written approval by the Airport Manager.
  - c. At Grantee's sole cost and expense, the Cities' shall maintain the Easement Area 1 of the Easement Property and any Improvements thereon. The Cities reserve the right to seek reimbursement of all reasonable costs documented and incurred in such maintenance activities. Grantee agrees to pay the Cities within thirty (30) days of receipt of an invoice for any costs borne by the Cities on Grantee's behalf as described in this Agreement.
7. Grantee acknowledges that the Cities' draft Airport Master Plan reflects that a road may be installed across the Easement Property at some time in the future and other changes to the layout and use of the Airport may be required over time. The Cities reserve the right, at Grantee's sole expense, to relocate the Easement and drainage facilities located on the Easement Property and/or to modify such drainage facilities (for example, by installation of a culvert or other modifications) as may be reasonably necessary or reasonably appropriate to accommodate changes to the Airport and improvements thereon, including but not limited to construction of the road and other improvements shown on the Airport Master Plan as it may change from time to time.
8. Grantee agrees to indemnify and hold harmless the Cities, their officers, employees, and agents, from and against all liability, claims, and demands on account of any injury, loss, or damage arising out of or connected with Grantee's use of the Easement, if such injury, loss, or damage, or any portion thereof, is caused by, or claimed to be caused by, the act, omission, or other fault of the Grantee or any officer, employee, agent, or contractor of the Grantee, or any other person for whom the Grantee is responsible. The Grantee shall notify Cities and provide a copy of any and all written claims or demands within two business days of receipt. The Grantee's indemnification obligation shall not be construed to extend to any injury, loss, or damage caused by the negligent act or omission of the Cities.
9. If the drainage and appurtenant facilities are no longer in use, this Easement may be vacated by

joint agreement by the Cities and the Grantee.

10. **If Grantee shall fail to pay the Cities any amount when due**, Grantee agrees to pay to the Cities all reasonable costs and expenses (including but not limited to collection costs, court costs and reasonable attorneys' fees) incurred by the Cities in the enforcement of this Easement.
11. It is intended that the Easement shall be an easement appurtenant to Grantee's Property as the benefitted property shall run with title to the Grantee's Property and shall bind every person or entity having any fee, leasehold, or other interest therein.
12. Notices. Written notices shall be directed as follows and shall be deemed received when hand-delivered or emailed, or three days after being sent by certified mail, return receipt requested:

If to Grantors:

City of Fort Collins  
Attn: City Manager  
City Hall West  
300 LaPorte Avenue  
Fort Collins, CO 80521

With a copy to:

City Attorney  
City of Fort Collins  
City Hall West  
300 LaPorte Avenue  
Fort Collins, CO 80521

City of Loveland  
Attn: City Manager  
500 E. Third Street  
Loveland, CO 80537

With a copy to:

City Attorney  
City of Loveland  
500 E. Third Street  
Loveland, CO 80537

If to Grantee:

Byrd Drive Development, LLC

Attn: Martin Lind  
1625 Pelican Lakes Point, Suite 201  
Windsor, CO 80550

13. This Easement is for the benefit of, and is binding upon, the parties' respective successors and assigns.
14. This Easement contains the entire agreement of the parties relating to the subject matter hereof and, except as provided herein, may not be modified or amended except by written agreement of the parties. In the event a court of competent jurisdiction holds any provision of this Easement invalid or unenforceable, such holding shall not invalidate or render unenforceable any other provision of this Easement. This Easement shall be governed by the laws of the State of Colorado, and venue shall be in the County of Larimer, State of Colorado.
15. This Easement may be executed in separate counterparts, and the counterparts taken together shall constitute the whole of this Easement. Facsimile, scanned and other electronic signatures permitted by law, for purposes of this Easement, shall be deemed as original signatures.

**TO HAVE AND TO HOLD** said permanent Easement unto the Grantee, its successors and assigns forever.

**IN WITNESS WHEREOF**, the Cities and the Grantee have executed this Agreement the day and year first above written.

GRANTORS:

City of Fort Collins, Colorado, a municipal corporation

\_\_\_\_\_  
Kelly DiMartino, Acting City Manager

\_\_\_\_\_  
Date

ATTEST:

\_\_\_\_\_  
City Clerk

APPROVED AS TO FORM:

Sr. Assistant City Attorney

City of Loveland, Colorado, a municipal corporation

Stephen C. Adams, City Manager

Date \_\_\_\_\_

ATTEST:

City Clerk

APPROVED AS TO FORM:

Assistant City Attorney

Grantee: Byrd Drive Development, LLC

Signed:

By: Martin Lind

Title: Managing Member

Date: January 11, 2022

State of Colorado )

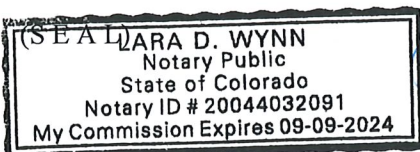
) SS

County of Weld )

)

Acknowledged before me this 11th day of January, 2022, by Martin Lind as Managing Member of Grantee.

Witness my hand and seal. My commission expires: September 9, 2024.



Notary Public

**EXHIBIT A**  
**(Legal Description of Airport)**

Section 1:

Tract A, Barnstorm 2<sup>nd</sup> Addition, City of Loveland, County of Larimer, State of Colorado

Section 2:

Tract B, Barnstorm 2<sup>nd</sup> Addition, City of Loveland, County of Larimer, State of Colorado, Less Barnstorm 1<sup>st</sup> Subdivision, Less FNL Condominiums, a leasehold condominium, less 20090028294 (Fort-Love Hangar Condos), Less ROW 20050071130-031, Less ROW 20190050171

Section 3:

Lots 1 and 2, Barnstorm 1<sup>st</sup> Subdivision, City of Loveland, County of Larimer, State of Colorado

Section 4:

That portion of the N 1/2 of Section 28, Township 6 North, Range 68 West of the 6th P.M., more particularly described as follows: Considering the North line of the NW 1/4 of said Section 28 as bearing East and West and with all bearings contained herein relative thereto: BEGINNING at the Northwest corner of said Section 28; thence along the North line of said Section 28 East 820.14 feet to the TRUE POINT OF BEGINNING; thence S28° 47'E 164.69 feet; thence S41°55'E 152.85 feet; thence S0°09'E 157.83 feet; thence East 231.41 feet to a point on the centerline of the Loudon Ditch as it now exists; thence along said centerline through the following courses and distances; S19°30'E 131.00 feet; thence S14°30'E 150 feet to the beginning of a tangent curve concave to the Northeast having a central angle of 39°44' and a radius of 217.0 feet; thence Southeasterly along the arc of said curve 150.48 feet to the end of said curve; thence tangent from said curve S54°14'E 115.00 feet to the beginning of a tangent curve concave to the North having a central angle of 43°06' and a radius of 91.0 feet; thence Southeasterly along the arc of said curve 68.45 feet to the end of said curve; thence Northerly 889.68 feet to a point on the North line of said Section 28, said point being 1525.26 feet East of the Northwest corner of said Section 28; thence West along North line of said Section 28, 705.12 feet to POINT OF BEGINNING, subject to easement and right-of-way for the Loudon Ditch; subject to easement and right of way for County Road No. 30; and subject to easement and right of way granted to Poudre Valley Rural Electric Association in Book 2065 at Page 628; in the County of Larimer, State of Colorado.

**EXHIBIT B**  
**(Legal Description of Grantee's Property)**

**Lot 1, East Loveland Industrial 25<sup>th</sup> Subdivision, City of Loveland, County of Larimer, State of  
Colorado**

**EXHIBIT C**  
**Easement Area 1 – Legal Description and Drawing**

# EXHIBIT C

## LEGAL DESCRIPTION

LAND SITUATE IN THE SOUTHEAST QUARTER OF SECTION 33, TOWNSHIP 6 NORTH, RANGE 68 WEST, OF THE SIXTH PRINCIPAL MERIDIAN; CITY OF LOVELAND, COUNTY OF LARIMER, STATE OF COLORADO; AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

**COMMENCING** AT THE SOUTHWEST CORNER OF SECTION 34 WHENCE THE WEST QUARTER CORNER OF SAID SECTION BEARS N00°25'16"W A DISTANCE OF 2598.77 FEET ON THE WEST LINE OF THE SOUTHWEST QUARTER OF SAID SECTION;

THENCE N 00°25'16"W A DISTANCE OF 320.40 FEET TO THE **POINT OF BEGINNING**.

THENCE N 00°25'16" W A DISTANCE OF 752.24 FEET TO THE SOUTHWEST CORNER OF LOT 1, EAST LOVELAND INDUSTRIAL 25TH, AS SHOWN ON THE PLAT THEREOF RECORDED AT THE OFFICE OF THE LARIMER COUNTY CLERK AND RECORDER UNDER REC. # 20200067414;

THENCE ON THE WEST LINE OF SAID LOT N 00°25'16" W A DISTANCE OF 713.19 FEET TO THE NORTHWEST CORNER OF SAID LOT;

THENCE ON THE WEST LINE OF TRACT A OF SAID EAST LOVELAND INDUSTRIAL 25TH SUBDIVISION BEARS N 00°25'16" W A DISTANCE OF 38.37 FEET;

THENCE S 89°34'44" W A DISTANCE OF 50.65 FEET;

THENCE S 00°02'13" W A DISTANCE OF 168.63 FEET;

THENCE ALONG THE ARC OF A CURVE TO THE RIGHT, HAVING A RADIUS OF 845.00 FEET, A CENTRAL ANGLE OF 18°55'43", AN ARC LENGTH OF 279.16 FEET AND A CHORD THAT BEARS S 09°30'05" W A DISTANCE OF 277.89 FEET;

THENCE S 00°24'50" E A DISTANCE OF 1009.95 FEET;

THENCE S 54°04'16" W A DISTANCE OF 207.50 FEET;

THENCE SOUTH A DISTANCE OF 235.87 FEET;

THENCE EAST A DISTANCE OF 100.00 FEET;

THENCE NORTH A DISTANCE OF 184.84 FEET;

THENCE N 54°04'17" E A DISTANCE OF 207.98 FEET TO THE **POINT OF BEGINNING**;

SAID PARCEL CONTAINS 3.96 ACRES MORE OR LESS AND IS SUBJECT TO ALL RIGHTS-OF-WAY, EASEMENTS AND RESTRICTIONS NOW IN USE OR OF RECORD.

EXHIBIT A  
DATE: JUNE 2021  
JOB NO. 1238.0001.00  
SHEET 1 OF 2



780 Whalers Way, Bldg C, Suite 200  
Fort Collins, Colorado  
Phone: 970.226.0557  
Fax: 970.226.0204

# EXHIBIT C

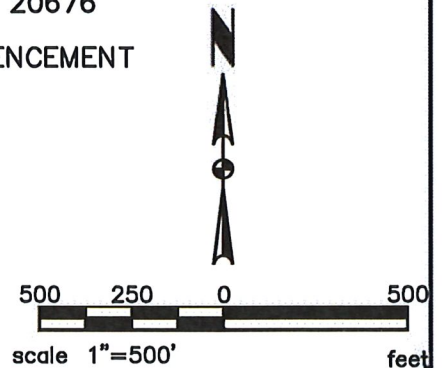
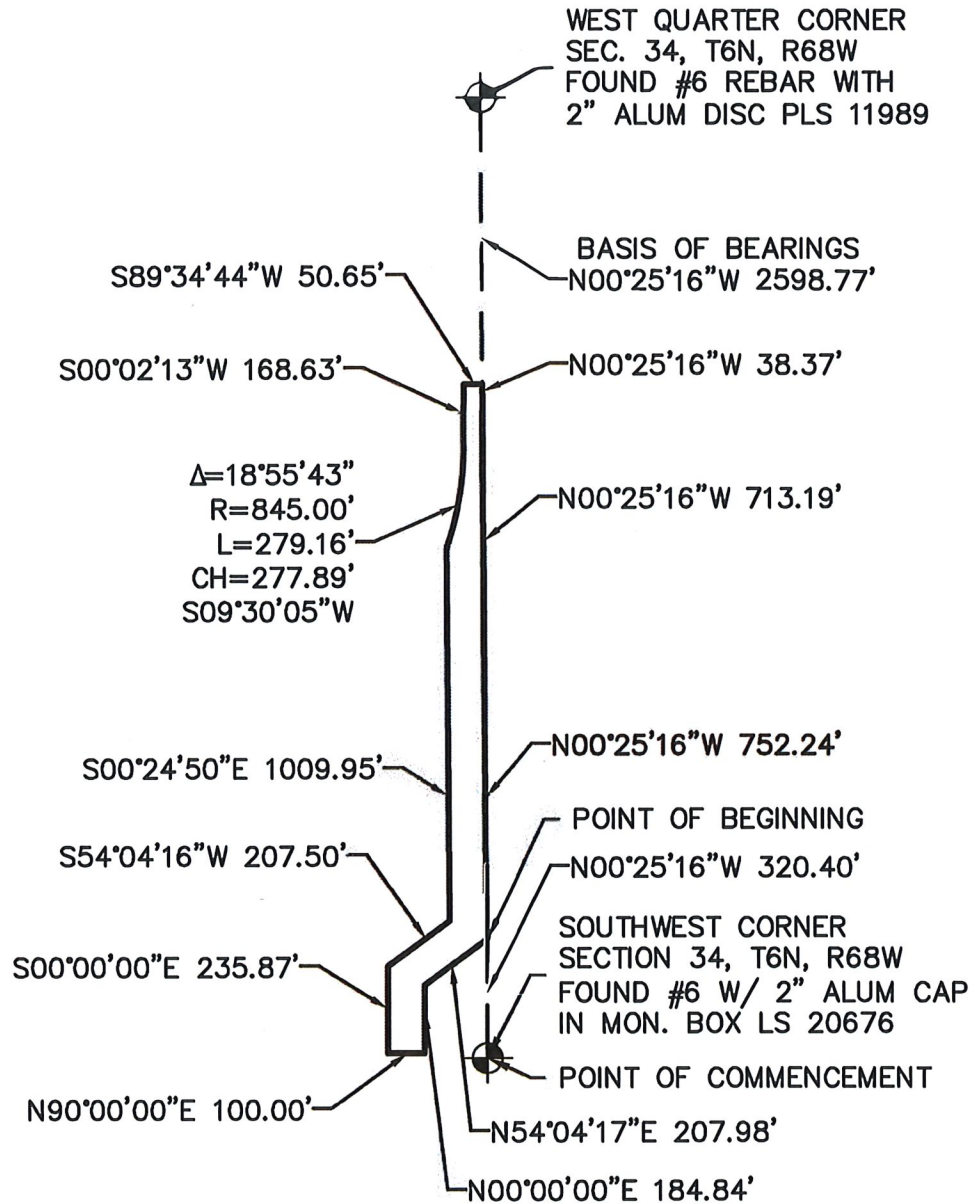


EXHIBIT A  
DATE: JUNE 2021  
JOB NO. 1238.0001.00  
SHEET 2 OF 2

**TST** TST, INC. CONSULTING ENGINEERS

760 Whalers Way, Bldg C, Suite 200  
Fort Collins, Colorado  
Phone: 970.226.0557  
Fax: 970.226.0204

**EXHIBIT D**  
**Easement Area 2 Legal Description and Drawing**

# EXHIBIT D

## LEGAL DESCRIPTION

LAND SITUATE IN THE SOUTHEAST QUARTER OF SECTION 33, TOWNSHIP 6 NORTH, RANGE 68 WEST OF THE SIXTH PRINCIPAL MERIDIAN AND THE NORTHEAST QUARTER OF SECTION 4, TOWNSHIP 5 NORTH, RANGE 68 WEST, OF THE SIXTH PRINCIPAL MERIDIAN; CITY OF LOVELAND, COUNTY OF LARIMER, STATE OF COLORADO; AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

**COMMENCING** AT THE SOUTHWEST CORNER OF SECTION 34 WHENCE THE WEST QUARTER CORNER OF SAID SECTION BEARS N00°25'16"W A DISTANCE OF 2598.77 FEET ON THE WEST LINE OF THE SOUTHWEST QUARTER OF SAID SECTION;

THENCE N 89°29'18"W ON THE SOUTH LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 33 A DISTANCE OF 170.77 FEET TO THE **POINT OF BEGINNING**.

THENCE NORTH A DISTANCE OF 12.26 FEET;

THENCE WEST A DISTANCE OF 100.00 FEET;

THENCE SOUTH A DISTANCE OF 77.73 FEET;

THENCE S 05°24'41" W A DISTANCE OF 606.23 FEET;

THENCE ALONG THE ARC OF A CURVE TO THE RIGHT, HAVING A RADIUS OF 2450.00 FEET, A CENTRAL ANGLE OF 12°12'46", AN ARC LENGTH OF 522.22 FEET AND A CHORD THAT BEARS S 11°31'04" W A DISTANCE OF 521.23 FEET;

THENCE S 17°37'27" W A DISTANCE OF 272.92 FEET;

THENCE N 86°17'19" W A DISTANCE OF 756.46 FEET TO A POINT ON THE SOUTHWEST LOT LINE OF TRACT B, BARNSTORM SECOND ADDITION, AS SHOWN ON THE PLAT THEREOF RECORDED AT THE OFFICE OF THE LARIMER COUNTY CLERK AND RECORDER UNDER REC. #86044345;

THENCE ON SAID LINE S 49°20'54" E A DISTANCE OF 166.39 FEET;

THENCE S 86°17'19" E A DISTANCE OF 701.72 FEET;

THENCE N 17°37'27" E A DISTANCE OF 351.17 FEET;

THENCE ALONG THE ARC OF A CURVE TO THE LEFT, HAVING A RADIUS OF 2550.00 FEET, A CENTRAL ANGLE OF 12°12'46", AN ARC LENGTH OF 543.54 FEET AND A CHORD THAT BEARS N 11°31'04" E A DISTANCE OF 542.51 FEET;

THENCE N 05°24'41" E A DISTANCE OF 610.95 FEET;

THENCE NORTH A DISTANCE OF 70.20 FEET TO THE **POINT OF BEGINNING**;

SAID PARCEL CONTAINS 5.20 ACRES MORE OR LESS AND IS SUBJECT TO ALL RIGHTS-OF-WAY, EASEMENTS AND RESTRICTIONS NOW IN USE OR OF RECORD.

EXHIBIT A  
DATE: JUNE 2021  
JOB NO. 1238.0001.00  
SHEET 1 OF 2



TST, INC. CONSULTING ENGINEERS



760 Whalers Way, Bldg C, Suite 200  
Fort Collins, Colorado  
Phone: 970.226.0557  
Fax: 970.226.0204

# EXHIBIT D

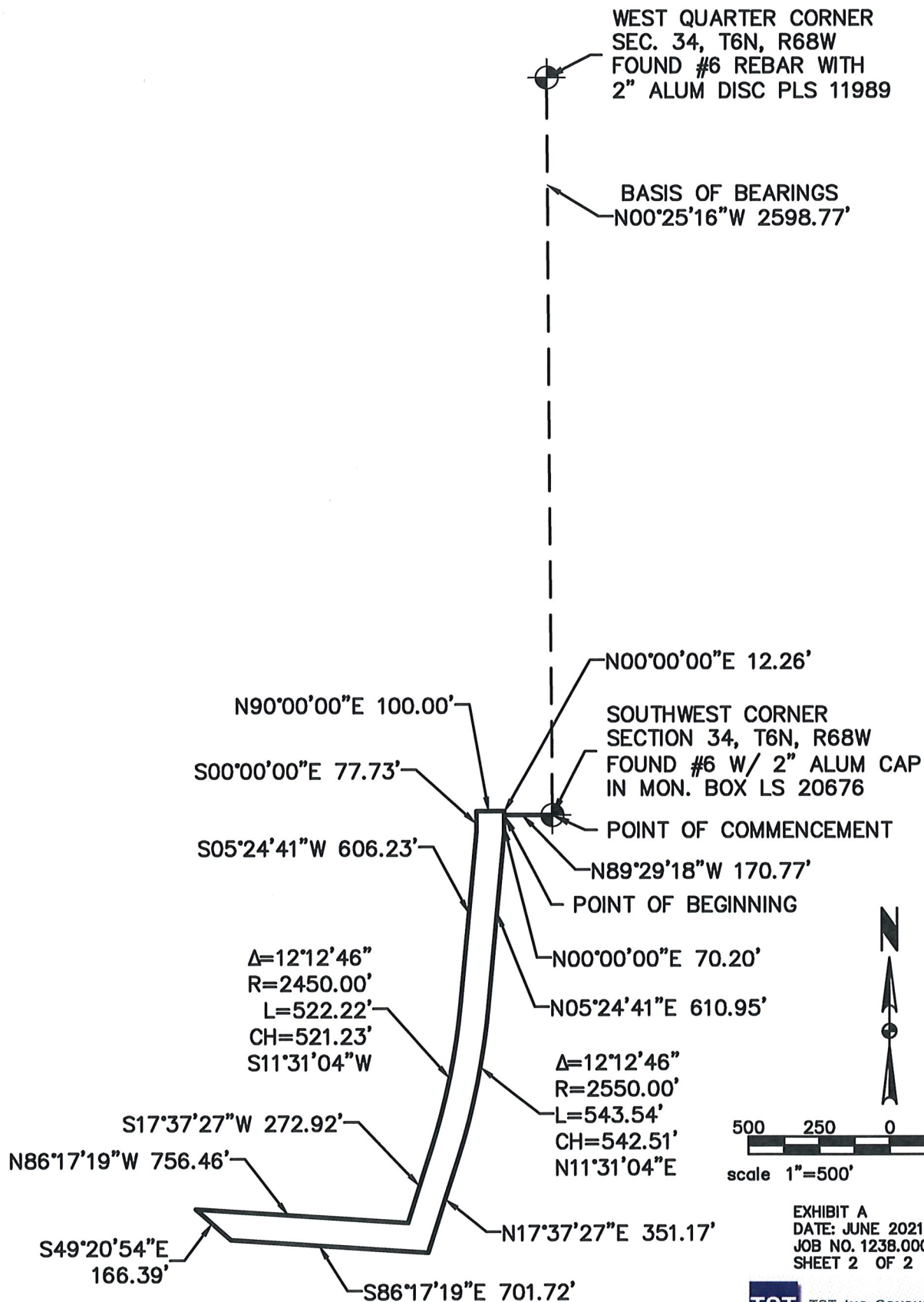


EXHIBIT A  
DATE: JUNE 2021  
JOB NO. 1238.0001.00  
SHEET 2 OF 2

**TST** TST, INC. CONSULTING ENGINEERS

760 Whalers Way, Bldg C, Suite 200  
Fort Collins, Colorado  
Phone: 970.226.0557  
Fax: 970.226.0204

# Veterans Affairs Clinic Drainage Easement Amendment



Discovery  
Air

VA Clinic

Detention  
Pond

Future  
Roadway

Easement  
Area 1

Existing Swale

Crossroads Blvd

Rocky Mountain Ave

Easement  
Area 2

Railroad Track  
Airport Perimeter Fence

Culvert



# NORTHERN COLORADO REGIONAL AIRPORT

4900 Earhart Rd • Loveland, Colorado 80538

(970) 962-2850 • FAX (970) 962-2855 • TDD (970) 962-2620

**ITEM NUMBER:** 5

**MEETING DATE:** April 1, 2022

**PREPARED BY:** Jason Licon, Airport Director

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## **TITLE**

State Of Colorado American Rescue Plan Act (ARPA) Funding Request Briefing

## **RECOMMENDED AIRPORT COMMISSION ACTION**

Informational Only

## **BUDGET IMPACT**

Positive

## **SUMMARY**

Airport and City staff provided Loveland City Council an overview of the multi-modal transportation and technology and training hub projects for Northern Colorado at their special meeting on March 22. The following information is a brief on the information provided:

Congress passed the American Rescue Plan Act (ARPA) on March 11, 2021. City staff have been participating in Northern Colorado regional meetings since late December, 2021 with other local governments and non-profit partners from throughout the region. These discussions are about how to best leverage the final portion of State ARPA funding of approximately \$1.2 Billion to the benefit of Larimer County and its municipalities as well as non-profits. The State desires robust bricks & mortar projects that are both transformational and regional in nature. This regional effort has used foundational pillars that include Safe and Stable Youth & Families, Continuum of Housing Opportunities, Behavior Health Services and Vibrant Workforce / Local Economy / Business Recovery.

As usual, the process leading to the award of the State money is still evolving as it involves the State Legislature. As staff understands it, the timing and milestones as currently envisioned once the State Legislature appropriates the funding and designates a fiscal agent no later than May 11, 2022 or the end of the session. At this point the State agency will have to create and solicit a process for interested projects to submit proposals. This is likely to take at least until July to accomplish. Once the mechanism is created it may take until September or October to review and award funding.

Airport staff hosted Governor Polis and Congressman Neguse on Friday March 26<sup>th</sup> to visit the Airport and to learn more about the proposed projects. The Governor seemed very interested in what was shared, and was especially focused on the terminal project and commercial air service potential.

### **Innovation Hub at NoCo Airport**

- Project summary
  - New community facility with dedicated space and technology for career and technical education in aviation, avionic, unmanned aircraft, remote tower air traffic control, and more for CSU, Aims CC, and Front Range CC with pathway programs through Poudre School District, & Thompson School District
  - Supplementary funding support for the new airport terminal
- Funding \$39 million total
  - \$29 million for new Technology and Training Hub
  - \$10 million toward new Airport Terminal
- Key Objectives
  - Increase FNL's capacity to support multi-modal commercial aviation activities and the resulting positive tourism and socioeconomic impacts  
Attract and retain talent through career and technical education, workforce development, and connection to employment in Northern Colorado
  - Drive investment in a targeted, high-growth sector of the economy and position Northern Colorado as a leader in aviation technologies, R&D, manufacturing, and related services
- Relation to COVID-19 Recovery
  - Small business assistance, aid to impacted industries, unemployed worker assistance, relief for disproportionately impacted

### **ATTACHMENT**

None



# NORTHERN COLORADO REGIONAL AIRPORT

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**ITEM NUMBER:** 6

**MEETING DATE:** April 1, 2022

**PREPARED BY:** Jason Licon, Airport Director

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**TITLE**

Airport Action Plan 2022-2023

**RECOMMENDED AIRPORT COMMISSION ACTION**

Approve the action plan as presented

**BUDGET IMPACT**

None

**SUMMARY**

In 2021 the Airport Commission conducted a StratOp process that supplemented the 2018 Strategic Plan. An update and review to this 2021 StratOp was scheduled for February 18<sup>th</sup> of this year and was unfortunately cancelled due to a facilitator scheduling conflict. The goal for this cancelled meeting was to combine and update the strategic plan and StratOp into one cohesive document.

At the February 17<sup>th</sup> meeting, the Commission directed staff to reschedule review of the StratOp at the end of 2022 and to move forward with approving an action plan created by the PDSC. The PDSC created action plan is based on the feedback received from the Commissioners, previous strategic planning & StratOp documents, and reflective of refined priorities.

**ATTACHMENTS**

- 2022 Airport Action Plan
- 2022 Airport Action Plan Matrix

# Airport Strategic Action Plan for 2022 - 2023

Created by the Airport Commission's Planning & Development Subcommittee

## OVERVIEW

### Overarching factors to consider “what’s important now”

1. The overriding objective is to make the airport more relevant to the Northern Colorado Community, financially and as a valued resource.
2. The planning approach for 2022, or any given year, should focus on specific actions that span multiple focus areas and their constituent objectives. These are actions of limited scope and duration that can reasonably be accomplished this year and are central to a variety of follow-on actions in support of the broader objectives and focus areas.
3. The return of “impactful” commercial air service is a key to this goal; however, the cities and the Commission have little direct impact on its certification and retention – other than through influencing key public officials at federal, state and local levels. What is “impactful” is a carrier(s) that serves one or more major markets with a frequency of at least four times weekly, and allows local travel to most destinations (as does DIA). Those same major markets are targets for attracting out-of-state visitors to Northern Colorado.
4. Past planning sessions identified the need to transform the airport into more than “just an airport,” with an additional focus on innovation, education and training. A potential education and training center focused on innovation and aviation may be another key asset that serves a useful purpose in Northern Colorado and also attracts local visitors to the airport.
5. A final overarching factor to consider is the realization of making the Airport an actual “multi-modal” transportation hub. Proximity to the interstate highway system and a rail line is insufficient if not leveraged adequately to achieve the Airport’s Vision.

# Primary Objectives

1. **Objective:** Enhance and increase airport staffing. (FOCUS AREA: ORGANIZATIONAL EXCELLENCE)

## Specific Action and Progress Steps:

- a) Complete a robust staffing plan (full-time; part-time; contractual) and obtain local political support for it. Identify the resources this takes to accomplish the best-case scenario.
- b) Provide staff training opportunities – ensure each employee has one training/educational opportunity each year to enhance and grow their skills.

Why did this make the list: The airport staff is the absolute key to everything we hope to accomplish. They are the backbone with the expertise, relationships and focus to accomplish our goals and action items. Right now, they are absolutely “maxed out.” Not only recruitment of additional staff, but also retention of current staff must be considered. With a new terminal facility on the horizon, a long-term plan is also necessary.

2. **Objective:** Complete planning and design of the new terminal building. (FOCUS AREA: MULTI-MODAL TRANSIT AND TERMINAL)

## Specific Action and Progress Steps:

- a) Pursue an array of resources for terminal funding gaps such as: federal and state grants; “other” non-governmental grants; philanthropic sources; crowd funding; and if necessary, funding from the airport owners, the cities of Loveland and Fort Collins.
- b) Find funding solutions and alternatives for the terminal project to fund the desired option identified in the four design charrettes.
- c) Continue to monitor and manage the timeline and resources for construction and completion in 2024.

Why did this make the list: The federal funding for this project (\$16.9 million) has a firm timeline attached. Deadlines must be met and funding lined up to complete

the project. Additionally, the project's current cost estimates exceed the available funds--a gap that must be spanned to complete the project.

**3. Objective (added since last StratOp): Complete planning relevant to the hangar proposal submitted by Jet Center, and which led to the request for proposals. ((FOCUS AREA: CAPITAL PROJECTS (NON-TERMINAL RELATED))**

**Specific Action and Progress Steps:**

- a) Resolve the options currently under consideration relevant to adding hangars and replacing older T-hangars on the airport.
- b) Assist to create a resolution with the hangar redevelopment proposals.
- c) Investigate ways that the Airport can support future aviation development due to the dwindling supply of shovel ready property (adjacent to utilities, roads, taxiways, etc).
- d) Develop a policy and procedure for addressing solicited and unsolicited proposals for refurbishing and/or developing new hangars.

Why did this make the list: This is an ongoing process which has garnered significant attention from multiple airport stakeholders and cannot reasonably be ignored or deferred. Additionally, it is evident that we need updated policies and procedures for future hangar development at the airport, and this cannot reasonably be ignored or deferred.

**4. Objective: Enhance political support for the remote tower project. (FOCUS AREA: MULTI-MODAL TRANSIT AND TERMINAL)**

**Specific Action and Progress Steps:**

- a) Develop a briefing ("pitch") aimed at and tailored for local, state, and federal officials demonstrating the potential impact of this project on the Airport, regional economic development and on the national air traffic control network (in terms of both safety and cost savings).
- b) Continue to work with Colorado Department of Aeronautics, FAA, Searidge Inc., and the Colorado Congressional delegation to keep moving the testing and certification process forward toward completion.
- c) Showcase the remote tower to elected officials and educate them on the importance of the system.
- d) Continue to advocate with the FAA and CDOT for the successful eventual certification of the system.

Why did this make the list: The remote tower is indispensable to the return of commercial air service, and as a new and unproven technology, it lacks the institutional support needed to assure its implementation. There are no other “champions” of this project besides the airport; thus, it is incumbent upon us to educate those with the authority and influence to bring this to fruition.

**5. Objective: Develop local support for an education and training center / facility focused on Innovation, Technology, and Aviation (FOCUS AREA: PRIVATE AND PUBLIC ECONOMIC DEVELOPMENT)**

Specific Action and Progress Steps:

- a) Continue to foster relationships with local education and training institutions and technical industries.
- b) Develop a briefing (“pitch”) describing the vision and opportunities inherent on airport property and the adjacent Airport Influence Area, with emphasis on this project.
- c) Identify opportunities for technology training and pathway programs for aviation and other highly technical training needs
- d) Seek partnerships to create a facility to support these needs in the short term
- e) Identify a suitable location and define infrastructure needs to support such a facility
- f) Attempt to utilize the Remote Air Traffic Control Tower as leverage to include in a new facility and to serve as a training lab for future controllers

Why did this make the list: This appears to be an unmet need that is now being recognized by key local institutions, and the time is limited in which to assist this effort and “stake our claim” to hosting it. Additionally, such a project would assist in meeting the broader needs of the community at a lower cost and more central location than elsewhere.

## Secondary Objectives

### 6. **Objective: Enhance commercial air service.** (FOCUS AREA: MULTI-MODAL TRANSIT AND TERMINAL)

#### Specific Action and Progress Steps:

- a) Continue to build community awareness of current opportunities for air travel centered on FNL (Avelo service to BUR and LAS and United service to DEN).
- b) Continue to explore potential service and destinations by both current and other carriers.
- c) Obtain an air service development consultant to assist with recruiting efforts
- d) Attend at least one event to market the airport and Northern Colorado to air carriers.
- e) Create an external entity that supports air service and provides a fund to help market air service and to provide risk abatement in airline startups.
- f) Create an incentive and marketing policy for the airport to help attract new routes, frequencies, and carriers.

Why did this make the list: As noted above, it is central to long-term sustainability and growth of the airport.

Why it is a secondary priority: First, enhancing advertising of existing opportunities is worthwhile, but the providers should take the lead, with support by the owner cities' Economic Development and Communication staff. This should minimize the impact on airport staff or the Commission. Secondly, past experience has shown that airlines wish to keep their plans close to the vest, and no one is better qualified to do this than the airport director. He should continue to focus on this and advise the Commission when assistance is needed.

### 7. **Objective: Establish the airport as a true Multi-modal transportation hub, including exploration of Union Pacific Railroad opportunities.** (FOCUS AREA: MULTI-MODAL TRANSIT AND TERMINAL)

#### Specific Action and Progress Steps:

- a) Establish formal links to current efforts to establish light rail service along the front range and I-25 corridor in order to support this effort and obtain a "seat at the table."

- b) Develop Phase I of a Multi-modal transportation/transit plan for the airport (preliminary research component).
- c) Identify how a rail connection could be most effectively brought into the airport terminal area.
- d) Engage in the Front Range Passenger Rail group to advocate for inclusion of FNL.

*Why did this make the list:* Light rail service to and between the airport and Denver may increase the attractiveness of FNL as point of entry and exit from the broader transportation system. If it is actually established, the airport should be an integral element or risk being bypassed entirely. Further, we must begin to make progress toward crafting a multi-modal transportation/transit plan to support the growth and development the airport and the surrounding region is experiencing—it will only get more intense and we need to be ahead of the curve. Establishing relationships with our owner cities' transportation planning efforts as well as with other regional agencies such as the North Front Range Metropolitan Planning Organization (MPO) are an important first step; it is essential that our transportation planning integrate with the systems that are part of the larger regional transportation system. Gathering preliminary research that is specific to the airport and how it fits into the regional transportation system is an essential first step.

*Why it is a secondary priority:* A relationship and expressing interest is a minor task, and a larger effort does not seem warranted at this time.

## **8. Objective: Complete the 2022 scheduled capital improvement projects.** (FOCUS AREA: CAPITAL PROJECTS (NON-TERMINAL RELATED))

### *Specific Action and Progress Steps:*

- a) Complete the designated and scheduled 2022 capital improvement projects, distinguishing between projects that are FAA/Master Plan-related and those that are non-FAA grant-eligible (airport infrastructure and business development related on the airport).
- b) Formulate an updated Master Plan CIP to include new infrastructure funding resources
- c) Prepare a CIP for other infrastructure needs (like roads, sewer, water, stormwater, broadband) that support future airport development and are not typically eligible for FAA resources.

*Why did this make the list:* Capital projects are ongoing and key to the operation and development of airport facilities. Capital projects are an integral part of the airport's budget and require a significant amount of staff time and expertise to ensure completion.

Why this is a secondary priority: This is a regular and ongoing component of airport management, much like routine lease reassignments, it does not seem to warrant the dedicated attention of the Commission beyond periodically noting the progress or lack thereof.

**9. Objective: Develop sub-area land plans and procedures for on-airport land space. (FOCUS AREA: PRIVATE AND PUBLIC ECONOMIC DEVELOPMENT)**

Specific Action and Progress Steps:

- a) Develop a policy and procedure for responding to and managing development requests on airport property.
- b) Identify resources and conduct a location and cost estimation for a new fuel facility
- c) Strengthen development review process and present the final process for adoption by the Airport Commission.
- d) Create a budget for initiating a sub-area plan for the west side of the airport to include completion of a development plan that defines non-aeronautical use areas, usage criteria for highest and best use, and graphical depictions that include lot lines and roads.

Why did this make the list: The airport is “growing up.” The interest in and development activity is increasing along with the pressures to build and develop around the airport. Without a clear concept of what we want and where we want specific types of development and guidelines for how to assess and evaluate proposals, the airport is at the mercy of external forces. The Commission and staff need to be in a proactive position. It’s time to identify resources and get started addressing this objective.

Why is it a secondary priority: To date, adequate resources have yet to be assigned to address this objective and action items. There are simply higher priorities for the current year.

# Airport Action Plan for 2022 & 2023

| # | Objective  | Focus                                   | Specific Action and Progress Steps   | Schedule  | Budget & Resources  | Staffing Lead & Support |
|---|--|---|--|---|---|-------------------------|
| 1 | Enhance and Increase Airport Staffing  | Organizational Excellence               | Complete a robust staffing plan (full-time; part-time; contractual) and obtain local political support for it. Identify the resources this takes to accomplish the best-   | March 2022-June 2022  | Staff time & coordination with Cities; consultant                 | Licon, Adams            |
|   |  |   | Provide staff training opportunities – ensure each employee has one training/educational opportunity each year to enhance and grow their skills.   | April 2022-December 2022  | \$12,000 training & conference budget                             | Licon                   |
| 2 | Complete planning and design of new terminal building  | Mutli-modal Transit and Terminal        | Pursue an array of resources for terminal funding gaps such as: federal and state grants; “other” non-governmental grants; philanthropic sources; crowd funding; and if necessary, funding from the airport owners, the cities of Loveland and Fort Collins. | April 2022-December 2022; Could be a five year ongoing priority depending on grant request outcomes | Staff time & coordination with other departments from both Cities | Licon                   |
|   |  |   | Find funding solutions and alternatives for the terminal project to fund the desired option identified in the four design charrettes.  | April 2022-October 2022   | Staff time & consultants (no additional funding needed)           | Licon                   |
|   |  |   | Continue to monitor and manage the timeline and resources for construction and completion in 2024.   | Ongoing   | Staff time & consultants (no additional funding needed)           | Licon                   |
| 3 | Complete planning relevant to the hangar proposal submitted by Jet Center, which led to the ongoing request for proposals (RFP). | Capital Projects (Non-Terminal Related) | Resolve the options currently under consideration relevant to adding hangars and replacing older T-hangars on the Airport.   | January 2022-April 2022   | Staff time & coordination with PDSC                               | Ehle, PDSC members      |
|   |  |   | Assist to create a resolution with the hangar redevelopment proposals.   | April 2022-July 2022  | Staff time & coordination with PDSC                               | Ehle, PDSC members      |
|   |  |   | Investigate ways that the Airport can support future aviation development due to the dwindling supply of shovel ready property (adjacent to utilities, roads, taxiways, etc).  | July 2022-September 2022  | Staff time & coordination with PDSC                               | Ehle, PDSC members      |
|   |  |   | Develop a policy and procedure for addressing solicited and unsolicited proposals for refurbishing and/or developing new hangars.  | August 2022 - October 2022  | Staff time & coordination with PDSC                               | Ehle, PDSC members      |

## Airport Action Plan for 2022 & 2023

| # | Objective   | Focus                                   | Specific Action and Progress Steps  | Schedule                                  | Budget & Resources                        | Staffing Lead & Support  |
|---|---|---|---|---|---|--|
| 4 | Enhance political support for the remote tower project.   | Mutli-modal Transit and Terminal        | Develop a briefing (“pitch”) aimed at and tailored for local, state, and federal officials demonstrating the potential impact of this project on the Airport, regional economic development and on the national air traffic control network (in terms of both safety and cost savings). | April 2022 - May 2022                     | Staff time & coordination with CDOT & FAA | Licon  |
|   |   |   | Continue to work with Colorado Department of Aeronautics, FAA, Searidge, and the Colorado Congressional delegation to keep moving the testing and certification process forward toward completion.  | Ongoing                                   | Staff time                                | Licon  |
|   |   |   | Showcase the remote tower to elected officials and educate them on the importance of the system.  | Ongoing                                   | Staff time                                | Licon  |
|   |   |   | Continue to advocate with the FAA and CDOT for the successful eventual certification of the system.   | Ongoing                                   | Staff time                                | Licon  |
| 5 | Develop local support for an education and training center/facility focused on Innovation, Technology, and Aviation | Private and Public Economic Development | Continue to foster relationships with local education and training institutions and technical industries.   | For ARPA funding January 2022 - June 2022 | Staff time                                | Licon, PDSC, Larimer County, Cities ED, Aims, Front Range, CSU, School Districts       |
|   |   |   | Develop a briefing (“pitch”) describing the vision and opportunities inherent on airport property and the adjacent Airport Influence Area   | For ARPA funding January 2022 - June 2022 | Staff time                                | Licon, PDSC, Larimer County, Cities ED, Aims CC, Front Range CC, CSU, School Districts |
|   |   |   | Identify opportunities for technology training and pathway programs for aviation and other highly technical training needs  | For ARPA funding January 2022 - June 2022 | Staff time                                | Licon, PDSC, Larimer County, Cities ED, Aims CC, Front Range CC, CSU, School Districts |

# Airport Action Plan for 2022 & 2023

| # | Objective  | Focus                            | Specific Action and Progress Steps  | Schedule                   | Budget & Resources  | Staffing Lead & Support                 |
|---|--|----------------------------------|---|----------------------------|---|---|
|   |  |                                  | Seek partnerships to create a facility to support these needs in the short term   | January 2022-May 2022      | Staff time  | Licon                                   |
|   |  |                                  | Identify a suitable location and define infrastructure needs to support such a facility   | April 2022 - May 2022      | Staff time, planning consultants                                | Licon, Ehle, Aims, Front Range, CSU     |
|   |  |                                  | Attempt to utilize the Remote Air Traffic Control Tower as leverage to include in a new facility and to serve as a training lab for future controllers                              | April 2022 - July 2022     | Staff time  | Licon, Aims CC                          |
| 6 | Enhance commercial air service.  | Mutli-modal Transit and Terminal | Continue to build community awareness of current opportunities for air travel centered on FNL (Avelo service to BUR and LAS and United service to DEN).                             | Ongoing                    | Staff time/ consultant  | Licon, Battmer, Avelo                   |
|   |  |                                  | Continue to explore potential service and destinations by both current and other carriers.  | Ongoing                    | Staff time/ consultant  | Licon                                   |
|   |  |                                  | Obtain an air service development consultant to assist with recruiting efforts  | Budget for 2023            | Staff time  | Licon                                   |
|   |  |                                  | Attend at least one event to market the airport and Northern Colorado to air carriers.  | April 2022-June 2022       | Staff time, \$5,000 for travel and marketing materials creative | Licon, Battmer                          |
|   |  |                                  | Create an external entity that supports air service and provides a fund to help market air service and to provide risk abatement in airline startups.                               | April 2022 - December 2022 | Staff time  | Licon, Battmer, Cities tourism entities |
|   |  |                                  | Create an incentive and marketing policy for the airport to help attract new routes, frequencies, and carriers.   | 2023                       | Staff time/ consultant  | Licon                                   |
| 7 | Establish the airport as a true Multi-modal transportation hub, including exploration of Union Pacific Railroad opportunities. | Mutli-modal Transit and Terminal | Establish formal links to current efforts to establish light rail service along the front range and I-25 corridor in order to support this effort and obtain a "seat at the table." | 2023                       | Staff time  | TBD                                     |
|   |  |                                  | Develop Phase I of a Multi-modal transportation/transit plan for the airport (preliminary research component).  | 2023                       | Staff time  | TBD                                     |

## Airport Action Plan for 2022 & 2023

| # | Objective  | Focus                                   | Specific Action and Progress Steps   | Schedule                   | Budget & Resources   | Staffing Lead & Support |
|---|--|---|--|----------------------------|--|-------------------------|
|   |  |   | Identify how a rail connection could be most effectively brought into the airport terminal area.   | 2023                       | Staff time   | TBD                     |
| 8 | Complete the 2022 scheduled capital improvement projects.              | Capital Projects (Non-Terminal Related) | Complete the designated and scheduled 2022 capital improvement projects that are 2020 Master Plan/FAA related and Projects that are non-FAA related (airport infrastructure and business development related on the  | April 2022-October 2022    | Staff time, Consultants, funding TBD                             | Licon, Ehle             |
|   |  |   | Formulate an updated Master Plan CIP to include new infrastructure funding resources.  | April 2022-July 2022       | Staff time, on call engineering consultants (no additional cost) | Licon                   |
|   |  |   | Prepare a CIP for other infrastructure needs (like roads, sewer, water, stormwater, broadband) that support future airport development and are not typically eligible for FAA resources.   | August 2022 - October 2022 | Staff time, on call engineering consultants (no additional cost) | Licon, Ehle, PDSC       |
| 9 | Develop sub-area land plans and procedures for on-airport development. | Private and Public Economic Development | Develop a policy and procedure for responding to and managing development requests on airport property.  | 2023                       | Staff time   | Ehle, PDSC members      |
|   |  |   | Identify resources and conduct a location and cost estimation for a new fuel facility.   | 2023                       | Staff time, Consultants, estimated \$50,000                      | Licon, Ehle             |
|   |  |   | Strengthen development review process and present the final process for adoption by the Airport Commission.  | 2023                       | Staff time, possible consultants                                 | Ehle, PDSC              |
|   |  |   | Create a budget for initiating a sub-area plan for the west side of the airport to include completion of a development plan that defines non-aeronautical use areas, usage criteria for highest and best use, and graphical depictions that include lot lines and roads. | 2023                       | Staff time, consultants, \$50 - \$100k                           | Ehle, PDSC              |



# NORTHERN COLORADO REGIONAL AIRPORT

4900 Earhart Rd • Loveland, Colorado 80538

(970) 962-2850 • FAX (970) 962-2855 • TDD (970) 962-2620

**ITEM NUMBER:** 7

**MEETING DATE:** April 1, 2022

**PREPARED BY:** Aaron Ehle, Airport Planning & Development Specialist

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## **TITLE**

Hangar Development RFP Discussion and Possible Executive Session to Consider Options Regarding Responses to RFP Consistent with C.R.S. §§ 24-6-402(4)(b), (4)(c), and (4)(e)(I),

## **RECOMMENDED AIRPORT COMMISSION ACTION**

Move to recess into executive session to discuss and consider options regarding the Hangar Development RFP responses

## **BUDGET IMPACT**

Unknown

## **SUMMARY**

In February of 2021, Airport staff received an unsolicited proposal from Fort Collins-Loveland jetCenter (FCLJC) to redevelop the Airport-owned T-hangars with larger hangars capable of supporting the increased business jet traffic at the Airport. Staff followed the normal process for Airport development, negotiated lease terms with FCLJC, and presented the proposal at the June 2021 Airport Commission meeting. The proposal generated considerable stakeholder concern and at the July 2021 meeting, the Airport Commission directed staff and the Planning & Development Subcommittee (PDSC) to create a request for proposals (RFP). The RFP was intended to provide the opportunity for entities that were unaware of the redevelopment opportunity on site A to submit proposals and to solicit proposals for the construction of new hangars on undeveloped sites.

The objectives of the RFP were to:

- Replace the aging Airport-owned T-hangars with new facilities that represent a higher and better use in alignment with the Airport Master Plan (2020).
- Support the construction and operation of new hangars to provide options for tenants who might be displaced by redevelopment as well as others looking to base aircraft at the Airport.

The RFP was approved and published in November 2021. The RFP closed in December and three responses were received. An Airport Commission approved evaluation committee, which

includes staff from both cities, evaluated the proposals and conducted interviews. At the February Airport Commission meeting, the committee shared that there were gaps and items of concern with all of the proposals and that there wasn't enough information to make a recommendation that would satisfy all of the objectives of the RFP.

After continued discussion, the evaluation committee has identified some potential approaches to deliver on the originally stated objectives of the RFP. In order to fully explore options and recommendations, confidential aspects of the RFP responses will need to be discussed in executive session.

### **ATTACHMENTS**

Hangar Development RFP

FNL Hangar and Aviation Activity Data and Forecasts



**REQUEST FOR PROPOSALS (RFP)**  
**CITIES OF LOVELAND AND**  
**FORT COLLINS**  
**500 EAST 3<sup>RD</sup> STREET**  
**LOVELAND, COLORADO**



**NORTHERN COLORADO**  
**REGIONAL AIRPORT**

SOLICITATION NUMBER: 2021-109  
DESCRIPTION: Northern Colorado Regional Airport Hangar Development  
Opportunity  
RECORDING DATE: December 9, 2021

## **I. INTRODUCTION**

The Cities of Loveland and Fort Collins (hereafter the “Cities”) are soliciting proposals from qualified parties to finance, build, manage, and operate aircraft hangars at Northern Colorado Regional Airport (“Airport”), located in Loveland, Colorado. The Cities are offering three parcels of land to be leased in accordance with the Standard Airport Lease Agreement (“Lease”) appearing in section XII hereof, and all other provisions of this Request for Proposals (“RFP”), and to be developed for aeronautical use in alignment with the Airport Master Plan, Strategic Plan, Minimum Standards, and other guiding documents. Those documents can be found at: <https://www.flynoco.com/airport-commission/guiding-documents/>.

The issuance of this RFP **does not** constitute a commitment by the Cities to award a contract, or an agreement to pay any costs incurred by any individual or company in the preparation of a response to this RFP. The Cities reserve the right to engage in discussions with any of the respondents to this RFP to explore the viability of a development arrangement or partnership and/or to negotiate a potential memorandum of agreement and/or definitive contract.

## **II. PROPOSAL INSTRUCTIONS**

Responses to this RFP must be addressed to the City of Loveland Purchasing Division at: [bids@cityofloveland.org](mailto:bids@cityofloveland.org).

Your email shall state “**Response to Airport Hangar Development Opportunity RFP**” in the subject line. *Please note that email responses to this request are limited to a maximum of 25 MB capacity. Your electronic file shall be one*

*(1) .pdf file only; **NO ZIP FILES ALLOWED**. Electronic Submittals must be received at the e-mail provided above. Submittals sent to any other email address will NOT be forwarded or accepted.*

Responses will be accepted until 2:00 p.m. Mountain Time, Thursday, December 9, 2021, at which time they will be recorded. There will be a virtual bid opening on Zoom.

<https://zoom.us/j/92900034362?pwd=MTEwUEs5N0NIa01YY2hzODFZUm4yQT09>,

Meeting ID: 929 0003 4362

Passcode: 619491 or call in 1-346-248-7799

All questions regarding this RFP must be in writing and sent to Aaron Ehle, Planning & Business Development Specialist for the Airport, at [aaron.ehle@cityofloveland.org](mailto:aaron.ehle@cityofloveland.org). Questions will be accepted until 5:00 p.m. Mountain Time, Thursday, December 2, 2021.

All questions received by the question deadline stated above will be responded to via Addendum, which will be published at Rocky Mountain e-Purchasing System ([www.bidnetdirect.com/colorado](http://www.bidnetdirect.com/colorado)).

The Cities are subject to section 24-72-201 *et seq.* of the Colorado Revised Statutes, the Colorado Open Records Act. If you object to the disclosure of any confidential or privileged information as such is defined in the Colorado Open Records Act, any such pages must be marked confidential and submitted as outlined below in the Submittal Instructions. If you fail to mark the documents confidential and fail to include the explanation, any objection to the release of any information will be deemed waived by the Cities.

Please note that your objection will be considered, but is not binding on the Cities. The Cities are required to make a determination under the Colorado Open Records Act, and may only withhold documents that are confidential under the law. If the Cities release documents marked as confidential in compliance with the Colorado Open Records Act, the Proposer(s) waive any claims for liability or damages.

Interested parties are highly encouraged to submit proposals and other relevant information pursuant to this RFP. The Cities reserve the right to engage in discussions with any of the Proposers to this RFP to explore the viability of proposals and to negotiate lease terms.

Responsibility for timely submittal and routing of responses, prior to recording, lies solely with the Proposer(s). Responses received after the closing time specified will not be accepted.

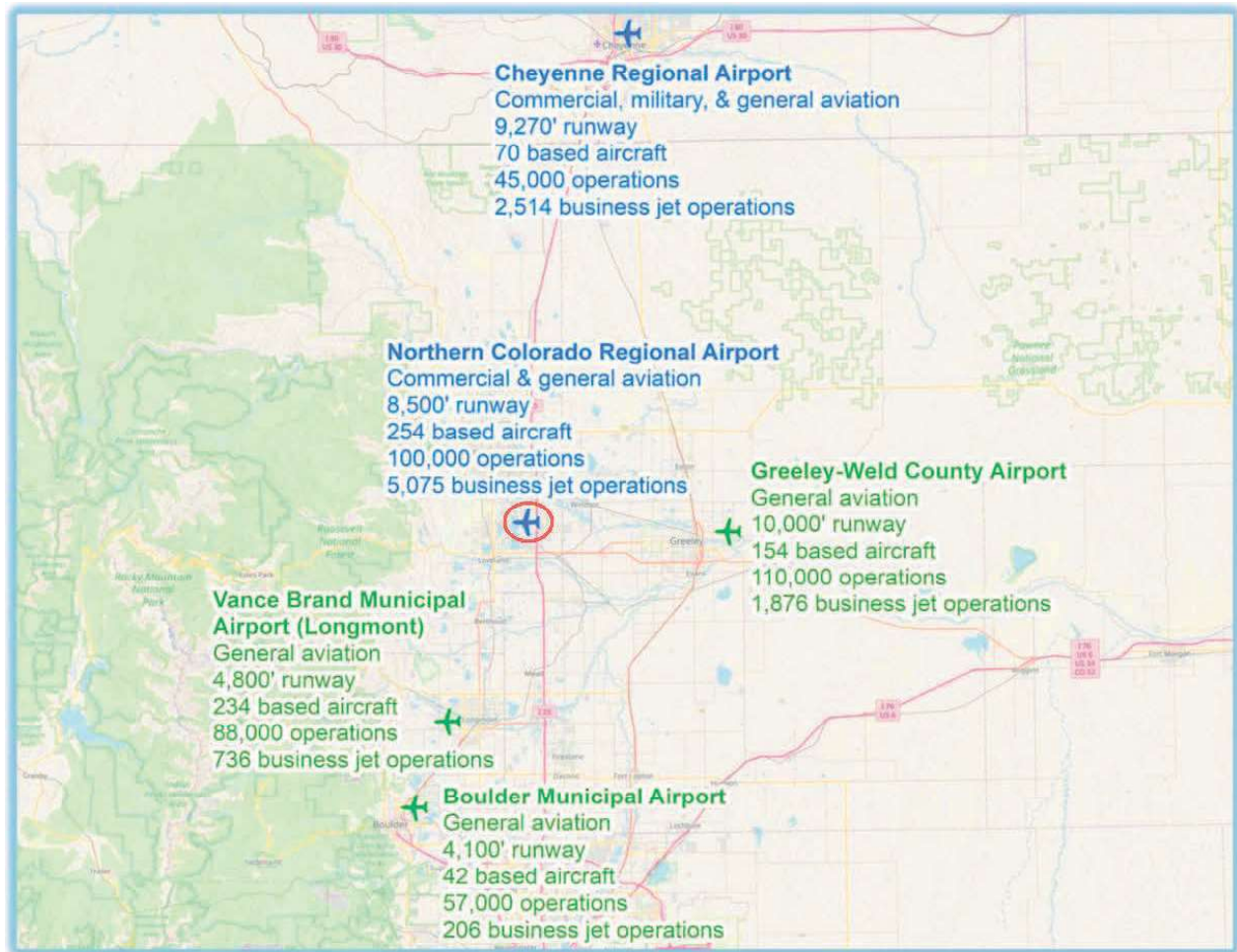
The Cities are committed to providing an equal opportunity for services, programs and activities and does not discriminate on the basis of disability, race, age, color, national origin, religion, sexual orientation or gender. For more information on non-discrimination or for translation assistance, contact the City of Loveland's Title VI Coordinator at [TitleSix@cityofloveland.org](mailto:TitleSix@cityofloveland.org) or 970-962-2372. The Cities will make reasonable accommodations for Proposers in accordance with the Americans with Disabilities Act (ADA). For more information on ADA or accommodations, contact the City of Loveland's ADA Coordinator at [jason.smitherman@cityofloveland.org](mailto:jason.smitherman@cityofloveland.org) or 970-962-3319.

“Las Ciudades están comprometida a proporcionar igualdad de oportunidades para los servicios, programas y actividades y no discriminar en base a discapacidad, raza, edad, color, origen nacional, religión, orientación sexual o género. Para más información sobre la no discriminación o para asistencia en traducción, contacte al Coordinador Título VI de la Ciudad de Loveland al [TitleSix@cityofloveland.org](mailto:TitleSix@cityofloveland.org) o al 970-962-2372. Las Ciudades realizará las acomodaciones razonables para los Proposeres de acuerdo con la Ley de Discapacidades para Americanos (ADA). Para más información sobre ADA o acomodaciones, contacte al Coordinador de ADA de la Ciudad de Loveland: [jason.smitherman@cityofloveland.org](mailto:jason.smitherman@cityofloveland.org) o al 970-962-3319.

### **III. AIRPORT BACKGROUND**

Since its opening in 1964, Northern Colorado Regional Airport has evolved to accommodate the aviation demands of the Northern Colorado Region. It is jointly owned and operated by the Cities of Fort Collins and Loveland and supports a diverse mix general aviation and commercial aviation users. The Airport generates approximately \$296 million annually in economic impact according to a Colorado Department of Transportation Division of Aeronautics study <https://www.codot.gov/programs/aeronautics/studies-plans-reports/2020ceis/2020ceisreports/northern-co-regional-loveland-fnl.pdf>.

The Airport is located adjacent to Interstate 25 in Loveland, Colorado, approximately a one-hour drive north of Denver. In recent decades, remarkable population and economic growth have occurred in the Northern Colorado region, particularly in areas along I-25 near the Airport. Once surrounded by empty fields, the Airport is now at the center of a vibrant mix of industrial, commercial, and residential development.



*Figure 1 - Airport Vicinity Map*

The Airport serves Larimer County and portions of Weld County and is centrally located among the cities of Fort Collins, Loveland, and Greeley. It is home to the innovative Remote Air Traffic Control Tower project: a first of its kind technologically advanced air traffic control tower system that is currently being tested by the Federal Aviation Administration (“FAA”).

With approximately 200 aircraft hangars and 254 based aircraft, the Airport is home to many private-sector developments and businesses that support a wide array of aeronautical activities. The Airport is one of 12 commercial service airports in the state of Colorado and the only one serving the Northern Colorado region. Avelo Airlines recently began offering twice weekly service to and from Hollywood Burbank Airport in California. In December, Avelo will add twice weekly flights to and from Las Vegas. In addition to flights, the Airport also supports ground transportation services to Denver International Airport provided by United Airlines and Groome Transportation.

**Table 3-11: Summary of Aviation Activity Forecasts, 2018-2038**

| Aviation Activity             | 2018                      | 2023           | 2028           | 2033           | 2038           |
|-------------------------------|---------------------------|----------------|----------------|----------------|----------------|
| <b>OPERATIONS</b>             |                           |                |                |                |                |
| Commercial Service            | 50 <sup>1</sup>           | 590            | 692            | 812            | 954            |
| General Aviation              | 94,650 <sup>2</sup>       | 108,504        | 118,452        | 129,313        | 141,170        |
| Single Engine Piston          | 63,298 <sup>3</sup>       | 72,372         | 79,008         | 86,252         | 94,160         |
| Multi-Engine Piston           | 28,470 <sup>3</sup>       | 32,009         | 34,351         | 36,854         | 39,528         |
| Turboprop                     | 285 <sup>3</sup>          | 597            | 948            | 1,358          | 1,835          |
| Business Jet                  | 2,847 <sup>3</sup>        | 3,526          | 4,146          | 4,849          | 5,647          |
| Military                      | 200 <sup>2</sup>          | 200            | 200            | 200            | 200            |
| <b>TOTAL OPERATIONS</b>       | <b>94,900<sup>2</sup></b> | <b>109,294</b> | <b>119,344</b> | <b>130,325</b> | <b>142,324</b> |
| Local Operations              | 35,208 <sup>2</sup>       | 43,280         | 50,244         | 58,125         | 67,034         |
| Itinerant Operations          | 59,692 <sup>2</sup>       | 66,013         | 69,100         | 72,200         | 75,289         |
| <b>PASSENGER ENPLANEMENTS</b> |                           |                |                |                |                |
| Enplanements                  | <b>3,388<sup>2</sup></b>  | <b>48,431</b>  | <b>56,829</b>  | <b>66,684</b>  | <b>78,248</b>  |
| <b>BASED AIRCRAFT BY TYPE</b> |                           |                |                |                |                |
| Single Engine Piston          | 216 <sup>1</sup>          | 230            | 241            | 253            | 265            |
| Multi-Engine Piston           | 16 <sup>1</sup>           | 16             | 16             | 16             | 16             |
| Glider/Ultra-Light            | 2 <sup>1</sup>            | 3              | 4              | 5              | 6              |
| Business Jet                  | 9 <sup>1</sup>            | 11             | 13             | 15             | 17             |
| Helicopter                    | 13 <sup>1</sup>           | 15             | 17             | 19             | 21             |
| <b>Total Based Aircraft</b>   | <b>256<sup>4</sup></b>    | <b>275</b>     | <b>291</b>     | <b>308</b>     | <b>325</b>     |

**SOURCE:** Mead & Hunt, 2018.

**NOTES:**

1. FAA 2018 APO Terminal Area Forecast Detail Report for FNL.

2. Base year data source: FAA Form 5010.

3. Percentages of GA operations by aircraft by type were extrapolated using the percentages identified in the 2007 Fort Collins-Loveland Airport Master Plan.

4. National Based Aircraft Inventory

*Figure 2 – Aviation Activity Forecasts from 2020 Northern Colorado Regional Airport Master Plan*  
<https://www.flynoco.com/airport-commission/guiding-documents/master-plan/>

In 2020, the Airport was awarded a \$16.87 million grant through the Coronavirus Aid, Relief, and Economic Security Act (“CARES Act”). A new multimodal passenger terminal is currently being designed, with construction anticipated to be finished in mid-2024.

## **IV. SITE LOCATIONS**

The Cities are accepting proposals for three separate sites. Submittals may contain a proposal to develop one of the sites or a proposal to develop multiple sites.

**Site A:** Redevelopment of the area housing existing City-owned T-hangars - Approximately 175,752 square feet.

**Site B:** Vacant land currently outside of the Air Operations Area (AOA) with a road, Lear Drive, to be abandoned to accommodate aeronautical use - Approximately 324,910 square feet. This site has been identified as suitable location for the construction of new aircraft hangars to help offset the loss of T-hangar units from the redevelopment of Site A.

**Site C:** Vacant land north of runway 6/24, west of Rockwell Ave – Approximately 578,812 square feet.



*Figure 3 - RFP Site Locations*

In addition to the three sites included in this RFP, the Airport has approximately 160 acres of land available for both aeronautical and non-aeronautical development. For more information, please visit <https://www.flynoco.com/airport-development/>.

## **V. Existing Conditions**

**Site A:** There are four T-hangar buildings on site A that are owned by the Cities and rented out on a month-to-month basis. There are currently 24 people on waiting lists for T-hangar rental.

- A- Building – 4920 Grumman Street
  - 56 years old
  - 9,100 square feet

- Has been relocated and shortened
- Sliding door
- 8 units with 5 units usable due to ground heaving & door issues
- B- Building – 4910 Grumman Street
  - 51 years old
  - 12,735 square feet
  - Sliding steel door
  - 10 units all usable, but require cabling roof so wind does not blow the doors off and some have frequent flooding issues
- C- Buildings 4930 & 4960 Grumman Street
  - 44 years old
  - 21,330 square feet each
  - Electric bifold doors
  - 40 units all usable, structures are noticeably bent due to soil heaving, frequent flooding issues

Site A is entirely paved. The asphalt is in fair condition.



Figure 4 - Site A Aerial Image

**Site B:** This site consists of a vacant grassland with a road, Lear Drive, on the western edge.



*Figure 5 - Site B Aerial Image*

**Site C:** This site consists of a vacant grassland.



*Figure 6 - Site C Aerial Image*

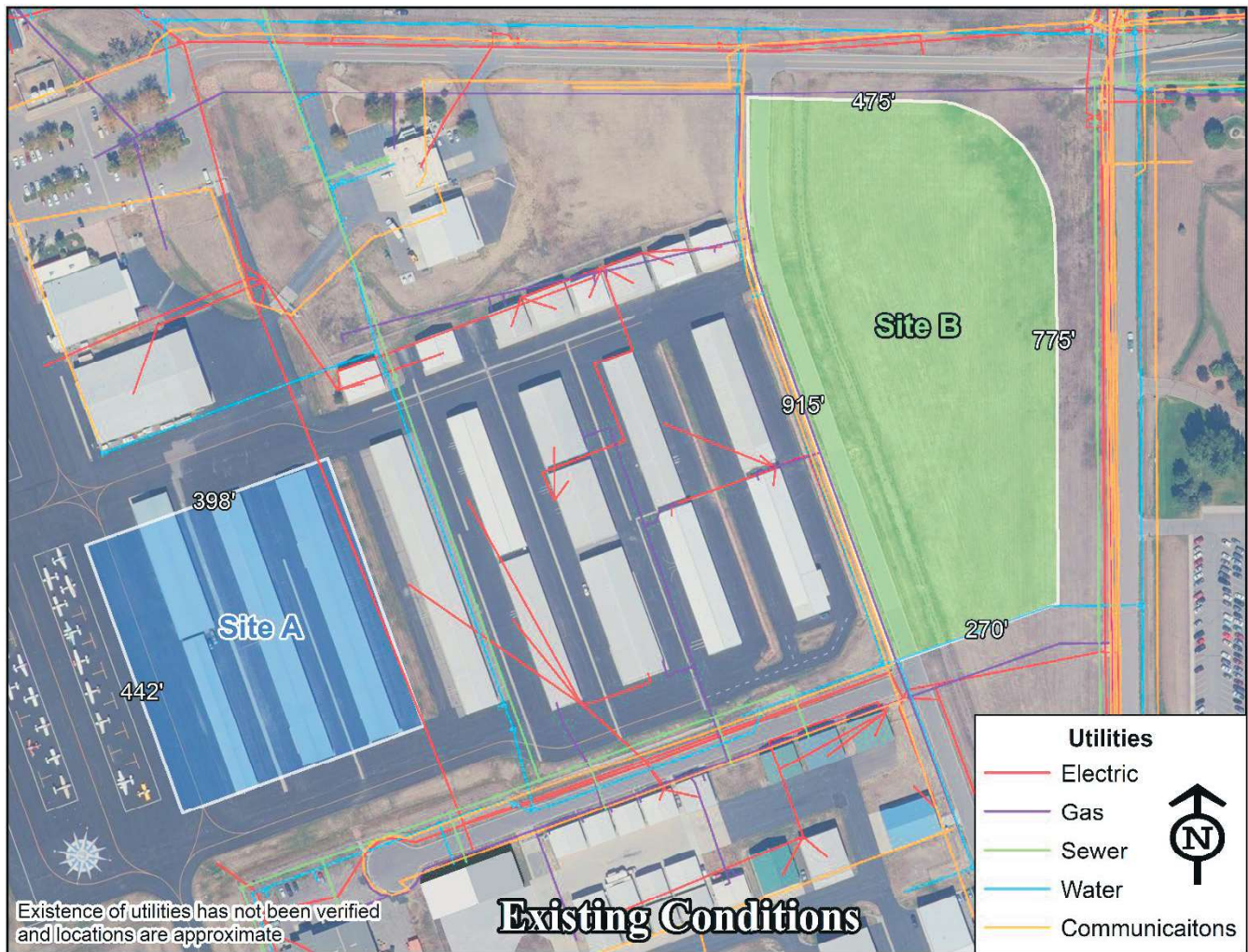


Figure 7 – Site A&B Utilities

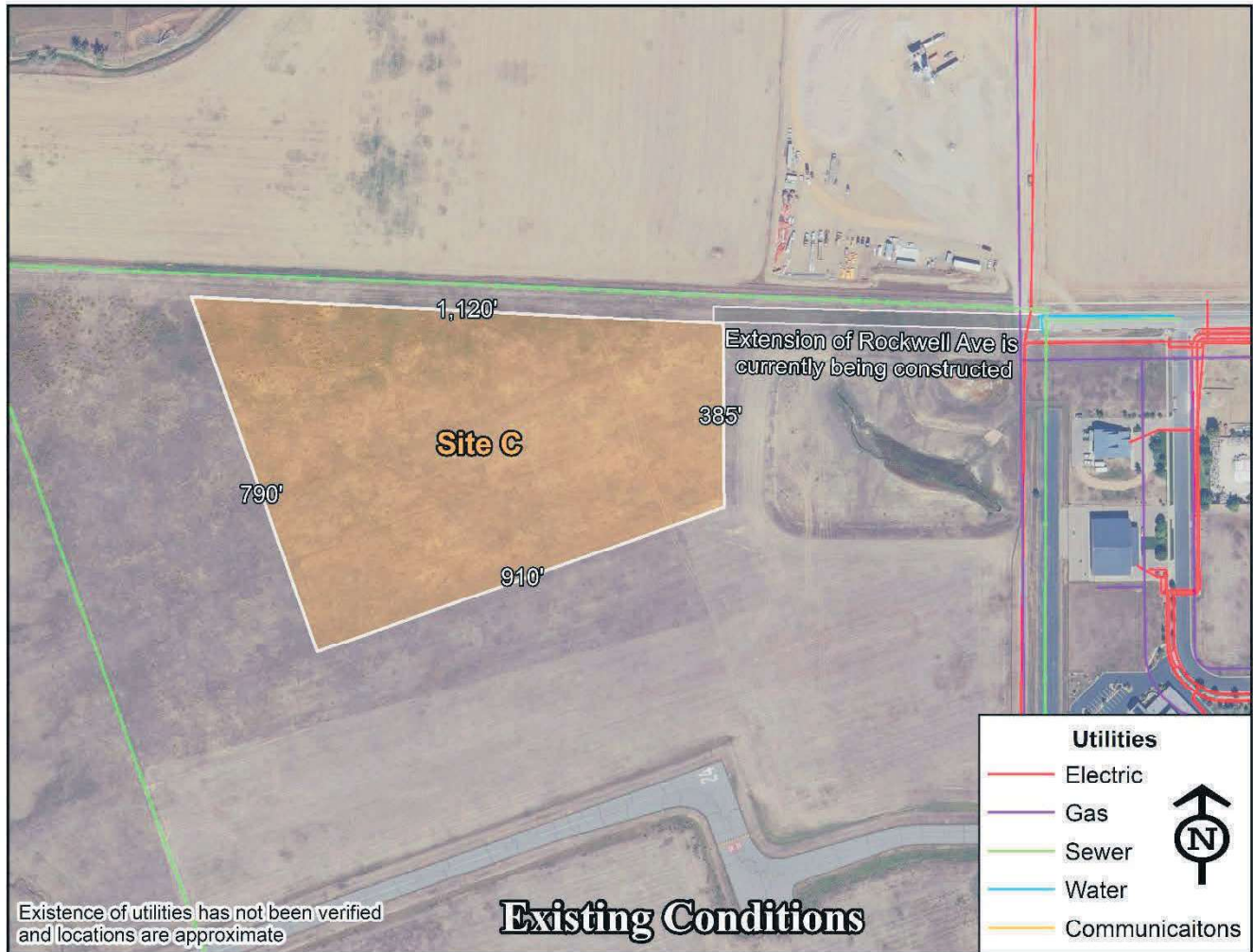


Figure 8 – Site C Utilities

## VI. DESIGN CRITERIA

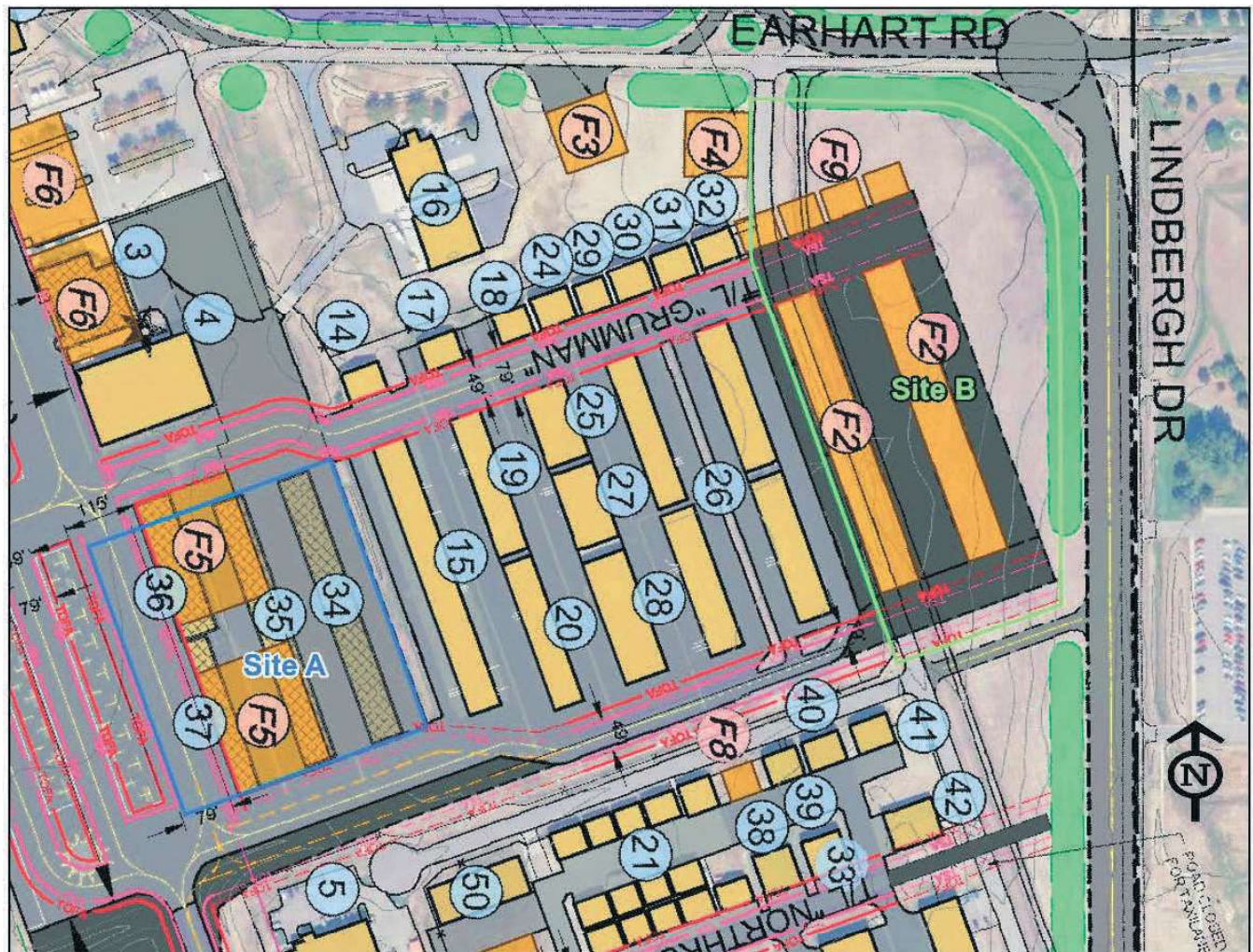


Figure 9a – Site A&B Airport Layout Plan from 2020 Northern Colorado Regional Airport Master Plan  
<https://www.flynoco.com/airport-commission/guiding-documents/master-plan/>

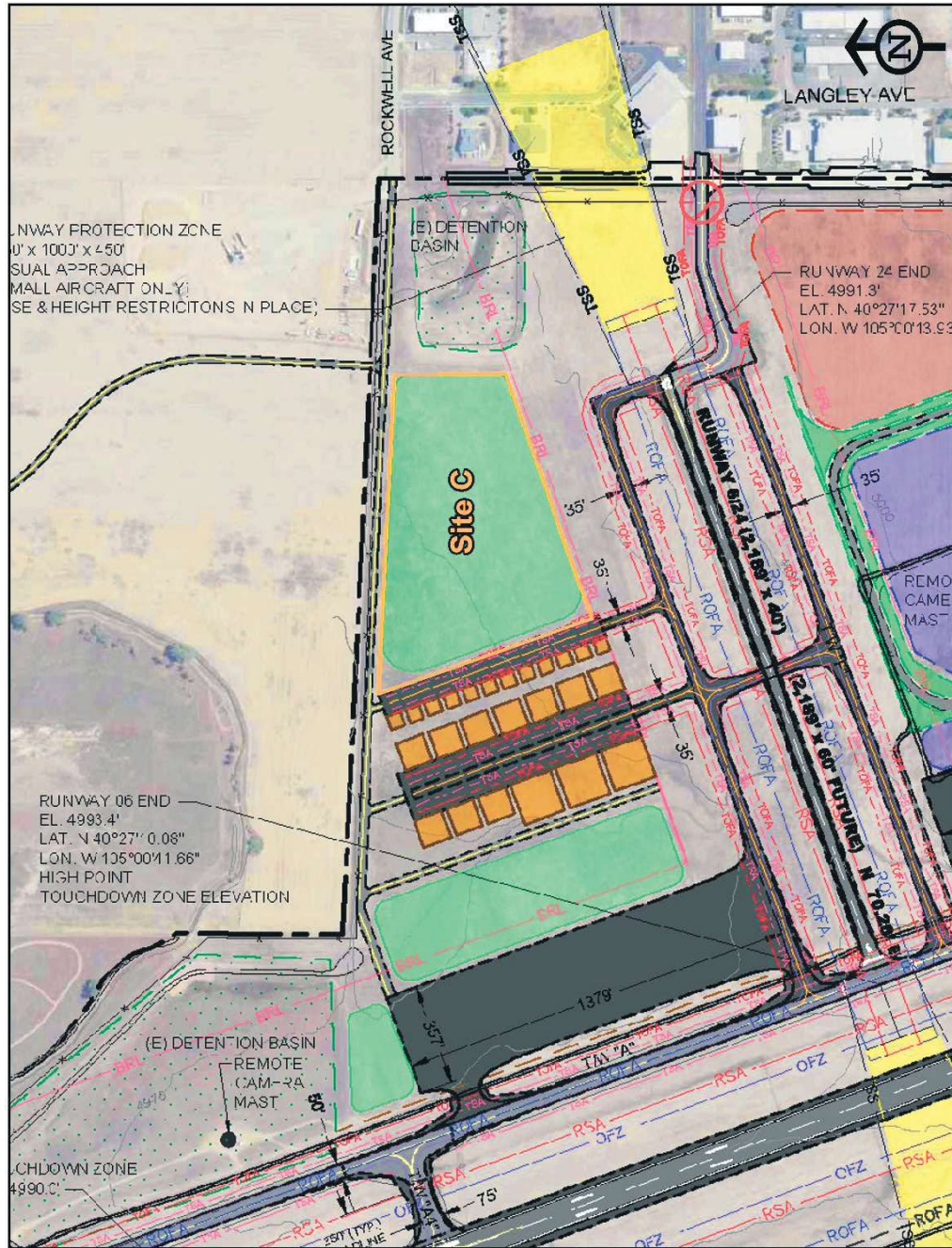


Figure 9b – Site C Airport Layout Plan from 2020 Northern Colorado Regional Airport Master Plan  
<https://www.flynoco.com/airport-commission/guiding-documents/master-plan/>

<https://www.flynoco.com/airport-commission/guiding-documents/master-plan/>

| FUTURE DEVELOPMENT AREAS  |  |
|---|--|
|  | Innovation Focused Aeronautical/Non-Aeronautical |
|  | Terminal Parking                                 |
|  | Aeronautical/Non-Aeronautical Development        |
|  | Aeronautical Development                         |
|  | Entryway Improvements/Setbacks                   |

| BUILDING LEGEND                                  |                                    |                |
|--|------------------------------------|----------------|
| NO.  | DESCRIPTION                        | TOP ELEVATION* |
| 23   | EXECUTIVE HANGAR                   | 5050.8'        |
| 24   | EXECUTIVE HANGAR                   | 5037.1'        |
| 25   | T-HANGARS                          | 5035.1'        |
| 26   | T-HANGAR GROUP                     | 5036.5'        |
| 27   | T-HANGARS                          | 5034.8'        |
| 28   | T-HANGARS                          | 5034.9'        |
| 29   | EXECUTIVE HANGAR                   | 5036.1'        |
| 30   | EXECUTIVE HANGAR                   | 5038.1'        |
| 31   | EXECUTIVE HANGAR                   | 5043.2'        |
| 32   | EXECUTIVE HANGAR                   | 5043.1'        |
| 33   | EXECUTIVE HANGAR                   | 5044.8'        |
| 34   | T-HANGARS                          | 5028.8'        |
| 35   | T-HANGARS                          | 5027.5'        |
| 36   | T-HANGARS                          | 5027.8'        |
| 37   | T-HANGARS                          | 5030.0'        |
| 38   | EXECUTIVE HANGAR                   | 5045.0'        |
| 39   | EXECUTIVE HANGAR                   | 5043.1'        |
| 40   | EXECUTIVE HANGAR                   | 5045.5'        |
| 41   | EXECUTIVE HANGAR                   | 5045.5'        |
| 42   | EXECUTIVE HANGAR                   | 5047.0'        |
| 43   | EXECUTIVE HANGAR                   | 5053.5'        |
| 44   | EXECUTIVE HANGAR                   | 5052.4'        |
| 45   | EXECUTIVE HANGAR                   | 5062.8'        |
| 46   | EXECUTIVE HANGAR                   | 5055.7'        |
| 47   | EXECUTIVE HANGAR                   | 5053.4'        |
| 48   | EXECUTIVE HANGAR                   | 5055.2'        |
| 49   | EXECUTIVE HANGAR                   | 5050.8'        |
| 50   | EXECUTIVE HANGAR                   | 5034.0'        |
| F1   | FUTURE EXECUTIVE HANGAR            | 5048' EST.     |
| F2   | FUTURE T-HANGARS                   | 5036' EST.     |
| F3   | FUTURE REMOTE TOWER BUILDING       | 5027' EST.     |
| F4   | FUTURE FUEL FACILITIES             | 5027' EST.     |
| F5   | FUTURE FBO HANGARS                 | 5032' EST.     |
| F6   | FUTURE FBO HANGARS                 | 5050' EST.     |
| F7   | FUTURE PASSENGER TERMINAL BUILDING | 5016' EST.     |
| F8   | FUTURE EXECUTIVE HANGAR            | 5036' EST.     |
| F9   | FUTURE EXECUTIVE HANGAR            | 5036' EST.     |
| * BUILDING ELEVATIONS FROM AGIS SURVEY DEC 2018. |                                    |                |

| BUILDING LEGEND                                  |  |                |
|--|--|----------------|
| NO.  | DESCRIPTION  | TOP ELEVATION* |
| 1  | PASSENGER TERMINAL BUILDING  | 5020.1'        |
| 2  | PASSENGER SECURE HOLD AREA/<br>TEMPORARY REMOTE TOWER CONTROL CENTER | 5021.5'        |
| 3  | FBO HANGAR   | 5031.8'        |
| 4  | FBO HANGAR   | 5045.5'        |
| 5  | MAINTENANCE HANGAR   | 5040.8'        |
| 6  | HANGAR   | 5060.1'        |
| 7  | EXECUTIVE HANGAR   | 5048.3'        |
| 8  | EXECUTIVE HANGAR   | 5048.4'        |
| 9  | EXECUTIVE HANGAR   | 5050.3'        |
| 10   | EXECUTIVE HANGAR   | 5047.0'        |
| 11   | EXECUTIVE HANGAR   | 5049.2'        |
| 12   | EXECUTIVE HANGAR   | 5046.7'        |
| 13   | EXECUTIVE HANGAR   | 5047.0'        |
| 14   | EXECUTIVE HANGAR   | 5040.4'        |
| 15   | T-HANGARS  | 5034.0'        |
| 16   | ARFF, SRE, GARAGE & AIRPORT ADMIN.                                   | 5042.8'        |
| 17   | HANGAR   | 5035.7'        |
| 18   | HANGAR   | 5032.9'        |
| 19   | T-HANGARS  | 5034.0'        |
| 20   | T-HANGARS  | 5031.3'        |
| 21   | EXECUTIVE HANGAR GROUP   | 5036.6'        |
| 22   | EXECUTIVE HANGAR   | 5048.4'        |
| * BUILDING ELEVATIONS FROM AGIS SURVEY DEC 2018. |  |                |













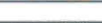







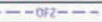




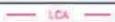

























| LAYOUT PLAN LEGEND                       |   |   |
|--|---|---|
|  | EXISTING  | FUTURE  |
| AIRPORT PROPERTY LINE                    |  |  |
| AVIGATION EASEMENT                       | N/A   |  |
| AIRPORT BUILDINGS                        |  |  |
| AIRFIELD PAVEMENT                        |  |  |
| PAVED ROADS                              |  |  |
| RUNWAY PROTECTION ZONE                   |  |  |
| GLIDE PATH QUALIFICATION SURFACE         |  |  |
| PART 77 APPROACH SURFACE                 |  |  |
| THRESHOLD SITING SURFACE                 |  |  |
| BUILDING RESTRICTION LINE                |  |  |
| RUNWAY OBSTACLE FREE ZONE                |  |  |
| INNER APPROACH OBSTACLE FREE ZONE        |  | N/A   |
| PRECISION OBSTACLE FREE ZONE             |  |  |
| GLIDE SLOPE CRITICAL AREA                |  | N/A   |
| LOCALIZER CRITICAL AREA                  |  | N/A   |
| RUNWAY SAFETY AREA                       |  |  |
| RUNWAY OBJECT FREE AREA                  |  |  |
| TAXIWAY SAFETY AREA                      |  |  |
| TAXIWAY OBJECT FREE AREA                 |  |  |
| TAXIWAY SHOULDER                         |  |  |
| TAXIWAY EDGE SAFETY MARGIN               |  |  |
| AIRPORT SECURITY FENCE (8' HEIGHT)       |  | N/A   |
| APRON/TAXIWAY/TAXILANE MARKING           |  |  |
| AIRPORT BEACON                           |  | N/A   |
| LIGHTED WIND CONE & SEGMENTED CIRCLE     |  | N/A   |
| WIND CONE                                |  | N/A   |
| PRECISION APPROACH PATH INDICATOR (PAPI) |  | N/A   |
| RUNWAY END IDENTIFIER LIGHTS (REIL)      |  |  |
| AIRPORT REFERENCE POINT (ARP)            |  |  |
| REMOTE CAMERA MASTS                      |  | N/A   |
| THROUGH-THE-FENCE ACCESS POINT           |  | N/A   |

Figure 9c – Airport Layout Plan Legend

**Site A:**

1. The minimum leasehold area for proposals within site A is 60,000 square feet.
2. The Airport Layout Plan depicts the replacement of the City-owned T-hangars with two 30,000 square foot aircraft hangars with accompanying apron and vehicle access. The Cities will not limit proposals to this particular building layout and will consider layouts that suit the Proposer(s)' aircraft storage and business requirements. Hangar configurations may include corporate hangar(s) or multi-bay box hangars. Hangar buildings shall be at least 20,000 square feet in area with door heights of at least 18 feet. Layouts shall make efficient use of the available parcel.
3. Hangar buildings shall be modern, fully enclosed, high quality, steel buildings equipped with interior and exterior lighting, electrical services, and other amenities as required by the most recent Airport Minimum Standards <https://www.flynoco.com/wp-content/uploads/2020/03/Minimum-Standards-8-22-18.pdf>.
4. Per 2018 International Building Code, which has been adopted by the City of Loveland, hangars shall have restrooms or unrestricted access to a shared restroom within 500 feet [https://library.municode.com/co/loveland/codes/code\\_of\\_ordinances?nodeId=TIT15BUCO](https://library.municode.com/co/loveland/codes/code_of_ordinances?nodeId=TIT15BUCO).
5. During construction and upon completion, the project shall ensure integrity of the Airport security fence and boundary to prevent unauthorized persons from entering the AOA.
6. All development shall conform to requirements contained in the currently adopted Loveland Municipal Code [https://library.municode.com/co/loveland/codes/code\\_of\\_ordinances?nodeId=LOCOMUCO](https://library.municode.com/co/loveland/codes/code_of_ordinances?nodeId=LOCOMUCO).
7. The successful Proposer(s) must submit a Form 7460 and receive a Determination of No Hazard from the FAA Obstruction Evaluation / Airport Airspace Analysis in accordance with 14 CFR 77.9. This requirement is to ensure the construction does not create an obstruction to air navigation, operationally impact the airport, or cause interference with any radio navigational aids <https://oeaaa.faa.gov>.

**Site B:**

1. The minimum leasehold area for proposals within site B is 60,000 square feet.
2. The Airport Layout Plan depicts two 30,000 square foot fixed T-hangar buildings and four 3,000 box hangars with accompanying apron, taxilane, and vehicle access. The Cities will not limit proposals to this particular building layout and will consider layouts that suit the Proposer(s)' aircraft storage and business requirements. Hangar configurations may include T-hangar(s), box hangar(s), and/or open-air aircraft shelters. Layouts shall make efficient use of the available parcel.
3. Hangar buildings and/or aircraft shelters shall be modern, high quality, steel structures equipped with interior and exterior lighting, electrical services, and other amenities as required by the most recent Airport Minimum Standards <https://www.flynoco.com/wp-content/uploads/2020/03/Minimum-Standards-8-22-18.pdf>.
4. Per 2018 International Building Code, which has been adopted by the City of Loveland, hangars shall have restrooms or unrestricted access to a shared restroom within 500 feet [https://library.municode.com/co/loveland/codes/code\\_of\\_ordinances?nodeId=TIT15BUCO](https://library.municode.com/co/loveland/codes/code_of_ordinances?nodeId=TIT15BUCO).
5. The successful Proposer(s) shall construct pavement connector(s) to the Airport's adjoining taxilanes. The connecting taxilane(s) must adhere to the design standards contained in the most-current version of FAA Advisory Circular 15/5300-13A Airport Design, Chapter 4, Section 404 [https://www.faa.gov/documentLibrary/media/Advisory\\_Circular/150-5300-13A-chg1-interactive-201612.pdf](https://www.faa.gov/documentLibrary/media/Advisory_Circular/150-5300-13A-chg1-interactive-201612.pdf).
6. Lear Drive needs to be closed/removed in order for taxilanes to be constructed to the site. Before Lear Drive is closed, Cessna Drive needs to be connected to Lindberg Drive to provide access to hangars and businesses west of the site. The successful Proposal(s) shall include plans to extend Cessna Drive to Lindbergh Drive as shown in Figure 10.

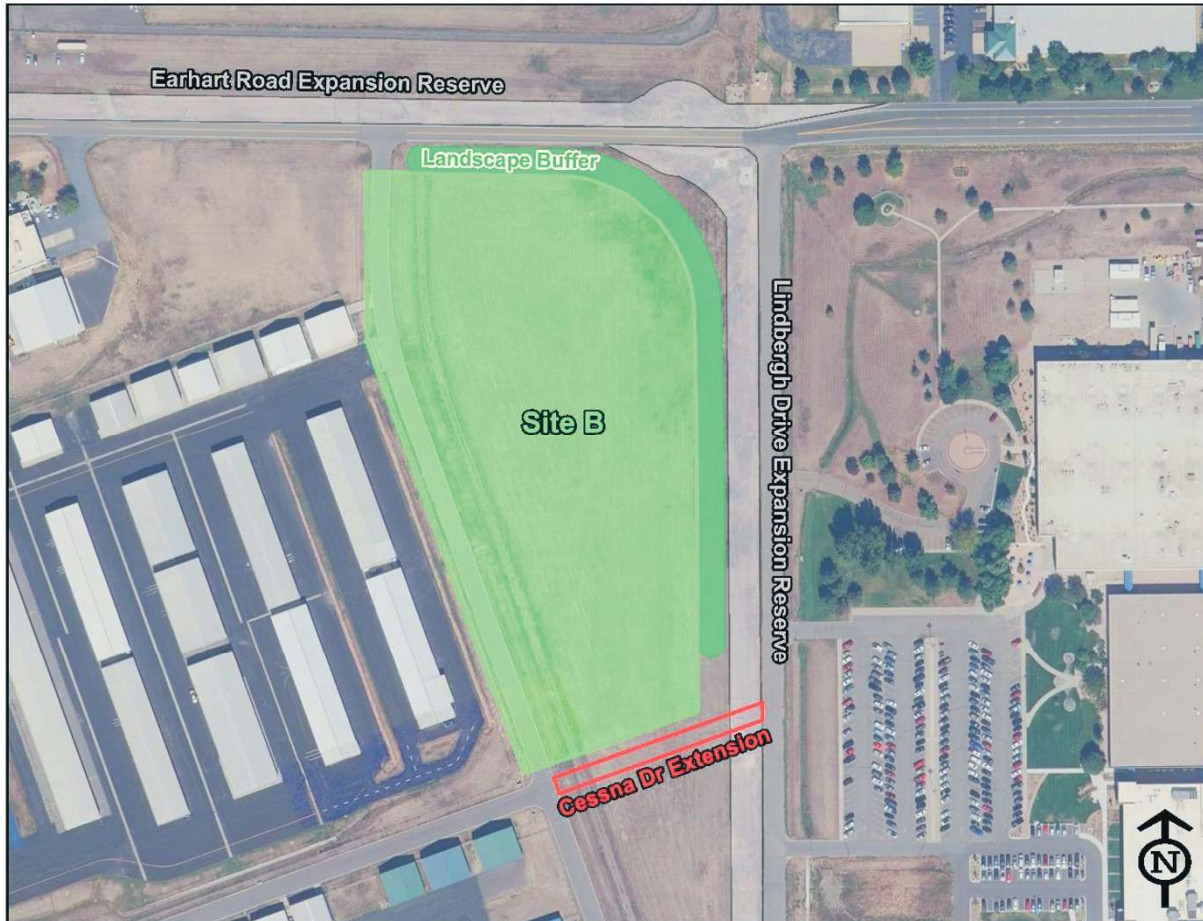


Figure 10 – Site B Criteria

8. During construction and upon completion, the project shall ensure integrity of the Airport security fence and boundary to prevent unauthorized persons from entering the AOA.
9. All development shall conform to requirements contained in the currently adopted Loveland Municipal Code [https://library.municode.com/co/loveland/codes/code\\_of\\_ordinances?nodeId=LOCOMUCO](https://library.municode.com/co/loveland/codes/code_of_ordinances?nodeId=LOCOMUCO).
10. Prior to construction, the successful Proposer(s) must submit a Form 7460 and receive a Determination of No Hazard from FAA Obstruction Evaluation/Airport Airspace Analysis in accordance with 14 CFR 77.9. This requirement is to ensure the construction does not create an obstruction to air navigation, operationally impact the airport, or cause interference with any radio navigational aids <https://ocaaa.faa.gov>.

#### Site C:

7. The minimum leasehold area for proposals within site C is 60,000 square feet.
8. The Airport Layout Plan depicts undefined aeronautical development in this area. Hangar configurations may include T-hangar(s), box hangar(s), and/or open-air aircraft shelters. Layouts shall make efficient use of the available parcel.
9. Hangar buildings and/or aircraft shelters shall be modern, high quality, steel structures equipped with interior and exterior lighting, electrical services, and other amenities as required by the most recent Airport Minimum Standards <https://www.flynoco.com/wp-content/uploads/2020/03/Minimum-Standards-8-22-18.pdf>.

10. Per 2018 International Building Code, which has been adopted by the City of Loveland, hangars shall have restrooms or unrestricted access to a shared restroom within 500 feet  
[https://library.municode.com/co/loveland/codes/code\\_of\\_ordinances?nodeId=TIT15BUCO](https://library.municode.com/co/loveland/codes/code_of_ordinances?nodeId=TIT15BUCO).
11. The successful Proposer(s) shall construct pavement connector(s) to the Airport's adjoining taxiways/runways. The connecting taxiway(s) must adhere to the design standards contained in the most-current version of FAA Advisory Circular 15/5300-13A Airport Design, Chapter 4, Section 404  
[https://www.faa.gov/documentLibrary/media/Advisory\\_Circular/150-5300-13A-chg1-interactive-201612.pdf](https://www.faa.gov/documentLibrary/media/Advisory_Circular/150-5300-13A-chg1-interactive-201612.pdf).
11. During construction and upon completion, the project shall ensure integrity of the Airport security fence and boundary to prevent unauthorized persons from entering the AOA.
12. All development shall conform to requirements contained in the currently adopted Loveland Municipal Code  
[https://library.municode.com/co/loveland/codes/code\\_of\\_ordinances?nodeId=LOCOMUCO](https://library.municode.com/co/loveland/codes/code_of_ordinances?nodeId=LOCOMUCO).
13. Prior to construction, the successful Proposer(s) must submit a Form 7460 and receive a Determination of No Hazard from FAA Obstruction Evaluation/Airport Airspace Analysis in accordance with 14 CFR 77.9. This requirement is to ensure the construction does not create an obstruction to air navigation, operationally impact the airport, or cause interference with any radio navigational aids <https://oeaaa.faa.gov>.

## **VII. PERMITTED USES**

1. The Lease shall permit the successful Proposer(s) to use the leased premises solely for the construction and operation of an aircraft hangar facility and/or commercial aeronautical business. The successful Proposer(s) may use the leased premises for the purpose of managing, storing, maintaining, and operating the Proposer(s) own aircraft and/or other aircraft. Stored aircraft shall be airworthy and comply with the FAA's Policy on the Non-Aeronautical Use of Airport Hangars <https://www.govinfo.gov/content/pkg/FR-2016-06-15/pdf/2016-14133.pdf>.
2. The successful Proposer(s) will have a non-exclusive right to provide commercial aviation services in a manner consistent with and as described in the most recent Airport Rules and Regulations [https://www.flynoco.com/wp-content/uploads/2016/01/rules-regs-final-draft\\_6-22-06.pdf](https://www.flynoco.com/wp-content/uploads/2016/01/rules-regs-final-draft_6-22-06.pdf), and Minimum Standards <https://www.flynoco.com/wp-content/uploads/2020/03/Minimum-Standards-8-22-18.pdf>. Commercial aviation businesses must apply and receive an Airport Business License <https://www.flynoco.com/wp-content/uploads/2020/03/Business-License-Application.pdf>.
3. The successful Proposer(s) may sublease or license use of the hangar to third parties for aviation purposes. Any sublease, sale, or transfer of the Lease shall require approval by the Airport Director or Northern Colorado Regional Airport Commission (NCRAC), as applicable.
4. The successful Proposer(s) shall insert and enforce the following provisions in any agreement, contract, lease, or other arrangement under which a right or privilege at the Airport is granted to any person, firm, or corporation to conduct or engage in any aeronautical activity for furnishing services to the public at the airport:
  - a. To furnish said services on a reasonable, and not unjustly discriminatory, basis to all users thereof, and;
  - b. To charge reasonable, and not unjustly discriminatory, prices for each unit or service, provided that the contractor may be allowed to make reasonable and nondiscriminatory discounts, rebates, or other similar types of price reductions to volume purchasers.
5. The successful Proposer(s) shall be responsible for and shall pay for maintenance and repair of the land, structures, utilities, and facilities located upon the premises during the term of the subject Lease. The

successful Proposer(s) shall be responsible for all, grass cutting, landscaping, weeding, and routine cleaning of the leased premises.

#### **VIII. IMPROVEMENTS TO BE CONSTRUCTED BY SELECTED PROPOSER(S)**

1. The selected Proposer(s) will finance, design, and construct all required utility extensions including water, sanitary sewer, electric power, natural gas, and telephone/data, as well as any necessary storm water management features at no cost to the Cities. The selected Proposer(s) shall be responsible for constructing the improvements in accordance with plans and specifications prepared by a professional architectural engineering firm, which shall be reviewed and approved in accordance with the site plan by City of Loveland Development Services.
2. The selected Proposer(s) shall furnish to the Cities, prior to the start of the work, a Performance Bond equal to 100% of the total construction cost, to guarantee completion of the approved construction.
3. All improvements, including the proposed hangar facilities, constructed on Airport property shall be subject to conditions, restrictions, reservations and prior approvals for the following purposes:
  - a. To encourage and leverage private investment in the Airport and create economic benefit for the Airport, Cities, and region;
  - b. To enhance aesthetic value through consistent, attractive, and compatible development;
  - c. To ensure proper, desirable use and appropriate development and improvement of each site within the Airport;
  - d. To protect Lessees and/or Tenants of buildings against improper and undesirable use of surrounding building sites which will depreciate the value of their leaseholds;
  - e. To ensure and maintain proper setbacks from streets, runways, taxiways, and aprons, and adequate, safe spaces between structures;
  - f. In general, to provide for a high type and quality of improvement of said property;
  - g. To ensure the safety and security of the Airport operation and the operations of Airport Tenants.

#### **IX. LEASE TERMS**

1. The Lease is offered with a 25-year term ("Initial Term") with three 5-year extensions ("Extended Term(s)"). At the conclusion of the Extended Terms, ownership of all improvements shall revert to the Cities. If Lessee desires to continue occupying the Leased Premises after the expiration of all three Extended Terms, Lessee may request that the Cities grant a new lease agreement.
2. The lease rate will include annual adjustments based on Consumer Price Index for all Urban Consumers (CPI-U) U, All Items, for Denver-Aurora-Lakewood, CO as published by the Bureau of Labor Statistics of the United States Department of Labor, 1982-84 base = 100.
3. The actual leasehold parcel shall be determined from the successful Proposer(s) approved site plan and shall include all exclusive-use space necessary to operate the facility. The leasehold parcel shall include hangar building(s), automobile parking areas, landscaped buffers and/or setbacks, aircraft parking aprons, and any exclusive-use taxilane(s) including the Taxilane Object Free Area described in FAA Advisory Circular 150/5300-13A Section 404 [https://www.faa.gov/documentLibrary/media/Advisory\\_Circular/150-5300-13A-chg1-interactive-201612.pdf](https://www.faa.gov/documentLibrary/media/Advisory_Circular/150-5300-13A-chg1-interactive-201612.pdf).
4. The successful Proposer(s) shall be responsible for, and shall pay for all maintenance and repair of the land, structures, utilities, and facilities located upon the leasehold parcel during the term of the subject Lease. The

successful Proposer(s) shall be responsible for all grass cutting, landscaping, and routine cleaning of the leased premises.

## **X. PROPOSAL REQUIREMENTS**

Please submit your response addressing, at a minimum, each of the following items, in the order outlined below. Your PDF shall be one (1) single file only.

### **1. Letter of Interest**

- a. Include the name of the Proposer(s), address, telephone number, name of contact person, and the title of the RFP.
- b. Provide a description of the submitting Proposer(s)' current legal status (i.e., Corporation, Partnership, Sole Proprietor, Joint Venture, etc.).
- c. Expression of interest in leasing Airport property for the development of aircraft hangars and related facilities.
- d. Identification of the type of development that the Proposer(s) has the capability to deliver, along with additional information that assists in highlighting and clarifying potential possible concepts, structures, funding, and creative approaches that could benefit the Airport and its users.
- e. Letter must be signed by an individual who is authorized to certify, on behalf of the Proposer(s), that all statements in the submittal are true and correct. The letter must indicate the title or position that the individual holds and must include the federal tax I.D. number of all firms associated with the submittal.

### **2. Development Proposal Details (see VI. Design Criteria for requirements specific to each site)**

- a. Description/exhibit of proposed leasehold area: Written description and/or diagram identifying the extent of the proposed leasehold area, including dimensions and total area.
- b. Proposed annual rent per square foot based on leasehold area. The current rate for unimproved property (limited or no nearby infrastructure/utilities) is \$0.31 per square foot. The current rate for improved property (adequate access to nearby infrastructure/utilities) is \$0.439 per square foot. If the Proposer(s) intend to generate revenue by sub-leasing existing facilities (Site A only) prior to redevelopment according to a pre-determined phasing schedule, higher rent rates will be required.
- c. Site Plan: Site plan drawn to scale showing existing and planned final contour grades, the location of all improvements, including structures, aprons, taxilanes, walks, patios, driveways, parking, fences and walls, utilities, and the location of all improvements that may occur in future phases. All site data and dimensions shall be included.
- d. Elevations: Colored exterior elevations drawn to scale illustrating all sides of planned structure(s). Building heights to the highest point shall be included. Elevations shall include building mounted signage and descriptions of all materials to be used, including colors, textures, and shapes.
- e. Landscape Plan: Landscape plan drawn to scale showing the size, type, location, and spacing of all plants and other materials, elevation changes, and irrigation systems for all unpaved areas within the leased area.
- f. Project Narrative: A written description of the uses and activities associated with the planned facilities, including number and type of aircraft, frequency of aircraft operations, and business activities. Explanation of anticipated project phasing and construction timelines.

### **3. Additional Information**

- a. A profile of the individual/organization and description of legal structure, principal officers, and

organizational structure. Submitting individuals/organizations should identify and distinguish between their own experience and qualifications and that of any parent entity, predecessor, and/or wholly owned or partially owned subsidiary.

- b. Resumes of key personnel and principals.
- c. Audited and certified financial statements, or other similar statement or information indicating financial capacity and capability.
- d. Experience financing, constructing, managing, and/or operating aircraft hangars or other aeronautical facilities within the last ten years, with an emphasis on similar projects. Information provided should include a description of services provided, examples of successful strategies, with particular attention to:
  - i. Professional references from other entities with whom the Proposer(s) have development, management, operation, or public-private-partnership experience within the last ten years, including contact name(s), address(es), telephone number(s), and industry/facility/project type.
  - ii. An explanation of Proposer(s) experience in working with public entities, including cooperative efforts, philosophy, and results.
  - iii. Other information that could be helpful to the Cities in their evaluation of the qualifications and experience of the Proposer(s). Items could include:
    - 1. Additional information about relevant project experience and past project results.
    - 2. Concept(s) for potential development and funding opportunities.
    - 3. Concept(s) for potential contractual management/operations and lease/agreement term frameworks.
    - 4. Other concepts or creative implementations that could benefit the Airport and its users and serve the Cities' desired short and long-term objectives.

## **XI. EVALUATION CRITERIA**

The Cities intend to offer lease agreement(s) for proposal(s) that closely meets the evaluation criteria. Incomplete proposal(s) will not be considered. The Cities reserve the right to reject any or all proposals submitted, and to negotiate with any or all of the Proposer(s).

The Cities will evaluate each proposal submitted according to the criteria established below and will analyze information obtained from the RFP package, references, and other sources as appropriate. The Cities may request presentations or interviews with any or all of the Proposer(s). After final scoring, recommendations for an award will be made to the Northern Colorado Airport Commission.

Evaluations will be made using the following criteria:

**1. Experience and Detail (20 points)**

The Proposer has demonstrated the capacity and support required to successfully complete the project as proposed. The proposal indicates how capable the submitting individual/organization is. There is enough information to indicate that the proposal will be successful.

**2. Financial Capability and Level of Proposed Investment (20 points)**

The Proposer has the necessary financial resources and/or ability to obtain funding to achieve the desired outcome. The proposal includes cost-related information as required. The level of investment meets or exceeds what is typical or can be accommodated on the site(s). What costs, if any, will the Cities be requested to provide?

3. **Alignment with Airport Guiding Documents** (20 points)

The proposal provides enough information to determine if the information contained in the guiding documents was used when creating the proposal. The proposal furthers the vision and mission of the Airport. The design and operation of proposed facilities aligns with the Master Plan, Strategic Plan, and Minimum Standards of the Airport.

4. **Innovation and Sustainability** (20 points)

The proposal demonstrates original ideas that increase efficiencies within the available space. Ideas are included that would contribute to energy efficiency or environmental stewardship. The proposal contains information about the impact to the financial sustainability of the Airport. There are components of the proposal that demonstrate innovative thinking that will allow the Airport to grow, adapt, and thrive.

5. **Economic & Community Impact** (20 points)

The proposal provides detail about economic benefit to the region. The proposal will help meet the demand for aeronautical facilities and benefit Airport users. The proposal creates long-term jobs and opportunities. The proposal has the ability to leverage revenues for the betterment of the Airport and the Cities. The proposal contains detail about how it will impact existing Airport users, nearby residents/businesses, the Cities, and the region.

## FNL Hangar and Aviation Activity Data and Forecasts

### Monthly Rent of Airport-Owned T-Hangars



### Existing and Planned Hangars

| All Existing Hangars                                 |                               |         |                      |         |       |         |
|--|-------------------------------|---------|----------------------|---------|-------|---------|
|  | Large Hangars                 |         | Small-Medium Hangars |         | Total |         |
|  | Units                         | SF      | Units                | SF      | Units | SF      |
| On Airport   | 5                             | 84,720  | 218                  | 364,854 | 223   | 449,574 |
| Through-the-Fence                                    | 3                             | 67,810  | 7                    | 51,724  | 10    | 119,534 |
| Total  | 8                             | 152,530 | 225                  | 416,578 | 233   | 569,108 |
| Airport-Owned T-Hangars (Planned Redevelopment Area) |                               |         |                      |         |       |         |
|  | Large Hangars                 |         | Small-Medium Hangars |         | Total |         |
|  | Units                         | SF      | Units                | SF      | Units | SF      |
| On Airport   | 0                             | 0       | 58                   | 64,497  | 58    | 64,497  |
| Planned Hangars (Leases Already Approved)            |                               |         |                      |         |       |         |
|  | Large Hangars (Discovery Air) |         | Small-Medium Hangars |         | Total |         |
|  | Units                         | SF      | Units                | SF      | Units | SF      |
| On Airport   | 3                             | 87,880  | 29                   | 105,451 | 32    | 193,331 |

## Aviation Activity Forecasts

**Table 3-11: Summary of Aviation Activity Forecasts, 2018-2038**

| Aviation Activity             | 2018                      | 2023           | 2028           | 2033           | 2038           | % Increase 2018-2038   |
|-------------------------------|---------------------------|----------------|----------------|----------------|----------------|------------------------|
| <b>OPERATIONS</b>             |                           |                |                |                |                |                        |
| Commercial Service            | 50 <sup>1</sup>           | 590            | 692            | 812            | 954            | 1,808% Increase        |
| General Aviation              | 94,650 <sup>2</sup>       | 108,504        | 118,452        | 129,313        | 141,170        | 49% Increase           |
| Single Engine Piston          | 63,298 <sup>3</sup>       | 72,372         | 79,008         | 86,252         | 94,160         | 49% Increase           |
| Multi-Engine Piston           | 28,470 <sup>3</sup>       | 32,009         | 34,351         | 36,854         | 39,528         | 39% Increase           |
| Turboprop                     | 285 <sup>3</sup>          | 597            | 948            | 1,358          | 1,835          | 544% Increase          |
| Business Jet                  | 2,847 <sup>3</sup>        | 3,526          | 4,146          | 4,849          | 5,647          | 98% Increase           |
| Military                      | 200 <sup>2</sup>          | 200            | 200            | 200            | 200            | 0% Increase            |
| <b>TOTAL OPERATIONS</b>       | <b>94,900<sup>2</sup></b> | <b>109,294</b> | <b>119,344</b> | <b>130,325</b> | <b>142,324</b> | <b>50% Increase</b>    |
| Local Operations              | 35,208 <sup>2</sup>       | 43,280         | 50,244         | 58,125         | 67,034         | 90% Increase           |
| Itinerant Operations          | 59,692 <sup>2</sup>       | 66,013         | 69,100         | 72,200         | 75,289         | 26% Increase           |
| <b>PASSENGER ENPLANEMENTS</b> |                           |                |                |                |                |                        |
| Enplanements                  | <b>3,388<sup>2</sup></b>  | <b>48,431</b>  | <b>56,829</b>  | <b>66,684</b>  | <b>78,248</b>  | <b>2,210% Increase</b> |
| <b>BASED AIRCRAFT BY TYPE</b> |                           |                |                |                |                |                        |
| Single Engine Piston          | 216 <sup>1</sup>          | 230            | 241            | 253            | 265            | 23% Increase           |
| Multi-Engine Piston           | 16 <sup>1</sup>           | 16             | 16             | 16             | 16             | 0% Increase            |
| Glider/Ultra-Light            | 2 <sup>1</sup>            | 3              | 4              | 5              | 6              | 200% Increase          |
| Business Jet                  | 9 <sup>1</sup>            | 11             | 13             | 15             | 17             | 89% Increase           |
| Helicopter                    | 13 <sup>1</sup>           | 15             | 17             | 19             | 21             | 62% Increase           |
| <b>Total Based Aircraft</b>   | <b>256<sup>4</sup></b>    | <b>275</b>     | <b>291</b>     | <b>308</b>     | <b>325</b>     | <b>27% Increase</b>    |

**SOURCE:** Mead & Hunt, 2018.

**NOTES:**

1. FAA 2018 APO Terminal Area Forecast Detail Report for FNL.
2. Base year data source: FAA Form 5010.
3. Percentages of GA operations by aircraft by type were extrapolated using the percentages identified in the 2007 Fort Collins-Loveland Airport Master Plan.
4. National Based Aircraft Inventory