

DATE: 5/25/2022
TIME: 3:32-5:09 PM
RE: Planning and Development Subcommittee Meeting (PDSC)
ATTENDEES: Tom Fleming, Jason Licon, Diane Jones, Troy Bliss, James Hays, Aaron Ehle, Scott Schorling, Cameron Singh

Begin Meeting Record 5/25/2022

Agenda Item #1: Meeting Minutes – April 27, 2022

- Discovery Air has requested financial support for a U.S. Customs facility at their campus. Staff will be meeting with them to better understand the request and discuss the roles that the Airport and Cities can play in supporting the program.
- A legal review is being conducted regarding the “enterprise fund” status of the Airport. This could affect our ability to borrow funds for the terminal project through the State Infrastructure Bank. A consultant has been hired to assist with the review and provide recommendations on funding options.
- The terminal design is approaching the 60% design mark. Lower cost design alternatives are being prepared to provide options that align with different levels of funding.
- Airport staff continues to work with Fort Collins-Loveland Water District on an easement for a new water line.
- The June 9th meeting of regional elected officials that will be held at the Airport is intended to be more of a social event than an informational meeting. There will be a brief presentation and a tour of the remote tower facility.
- **Tom moved to approve the minutes. The motion, seconded by James, passed unanimously.**

Agenda Item #2: Infrastructure Plan for New General Aviation Hangar Development

- The Airport Commission has directed the PDSC to work on the creation of an infrastructure plan that will create more improved sites for future hangar development projects
 - In the 1980s, the Cities issued bonds to build out the horizontal infrastructure in the southeast area of the Airport. This area is largely built-out now, leading to a shortage of “shovel-ready” land.
 - Two sites have been discussed as the best options for new hangar development, the area east of the existing T-hangars (site 1) and the area north of Runway 6/24 (site 2).
 - Dibble Engineering prepared cost estimates to bring horizontal infrastructure to the sites.
 - The estimates do not include access gates.
 - Site 1 estimate: \$493,505
 - Estimate does not include improvements to Lindbergh Dr, which would likely be necessary based on the Larimer County Urban Street Standards.
 - There is some uncertainty regarding the utility corridor along the eastern edge of the site. There is a possibility that conflicts will arise and exiting utilities will need to be relocated.

- Estimate includes improvements to the existing taxiway southwest of the site that would be necessary to provide sufficient access to the site.
- Site 2 estimate: \$648,064
 - Estimate is based on existing water infrastructure. The water district is planning on adding a new water line along the northern boundary of the site, which may provide service at a lower cost.
 - Estimate does not include a taxiway runup/bypass that would possibly be needed to mitigate traffic conflicts. The Master Plan shows a taxiway parallel to Runway 6/24 in the future. The construction of the taxiway will likely be driven by development further to the west.
- Analysis/Considerations
 - Site 1
 - This site is constrained by existing development and roads. There is approximately 7 acres available for development.
 - The exact alignment of the Cessna Dr extension is unknown. It will likely have to align with one of the accesses to Hach.
 - With the new terminal, commercial air service, and future entrance road, this site may be better suited for aeronautical businesses and/or non-aeronautical use. T-hangars may not provide the level of aesthetic value that we are looking for in this area.
 - Site 2
 - Rockwell Ave has recently been extended 700 ft. to the west, providing better access to the site
 - This site is much less constrained than site 1, with approximately 33 acres available for development. With strong demand for new hangars, this is an important consideration.
 - Phased development makes more sense on a larger site like this.
 - This area will require some grading and stormwater infrastructure, but it is flatter than the land to the west.
 - Fuel trucks could service this area via Taxiway A and Runway 6/24. This is already taking place with through-the-fence users.
 - This site would be better for open-air shelters as it is located away from the central part of the Airport.
- Questions/Issues
 - How will this infrastructure plan be funded?
 - Are FAA or State grants available?
 - Probably not, these projects would likely be non-eligible or low priority.
 - What is the willingness of the two cities to invest capital in infrastructure at the airport given their many other priorities?
 - How will the party(s) causing redevelopment of the existing T-hangars participate?

- Property/sales/use taxes
- What infrastructure will provide the most benefit and attract private development?
 - A water tap and/or community restroom. This would allow developers to build hangars without restrooms, significantly reducing overall costs.
 - We need assurances from the Building Department and Water District that this is feasible.
 - Public roads and taxiways
 - Extension of utilities
- Is there a way that we can ensure that displaced tenants from the existing hangars have a right of first refusal to buy/rent new hangars that are built?
- Should we layout infrastructure improvements and lots for different sized buildings/specific uses or wait for the private sector to tell us what they want/need?
- Which is more important - a strategy to provide cost-effective GA hangars or a land use/business development strategy all Airport property?
 - How do we gain a better understanding of market demand?
 - A full land use plan would likely take several months, and the construction of new general aviation hangars is a near-term priority.
- We need to develop a clear communications plan so that stakeholders are informed and engaged.
- **Diane moved to recommend site 2 (the area north of Runway 6/24) to the Airport Commission as the site where we should focus our infrastructure planning efforts for new general aviation hangars. The motion, seconded by Scott, passed unanimously.**
 - The details of how this area will be developed will be determined based on Airport Commission direction and coordination with stakeholders.
 - Cameron Singh with Business Aviation Group, noted that his company is working with other airports in the country to master develop parcels of land. They are finalizing a research paper on the benefits of master development, and will share it with the PDSC when it is complete.

Agenda Item #3: Infrastructure Plan for New General Aviation Hangar Development

- Due to lack of time, this item was postponed until the next meeting.
- **End Meeting Record**