

**DATE:** 9/28/2022  
**TIME:** 3:31-5:20 PM  
**RE:** Planning and Development Subcommittee Meeting (PDSC)  
**ATTENDEES:** Tom Fleming, Jason Licon, Aaron Ehle, Troy Bliss, James Hays, Scott Schorling, Josh Birks, John Karamanlis – EDF Renewables, Matthew Beecher – Beecher Development Services, Evan Falivene – Beecher Development Services, John Layton – Bow River Capital

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**Begin Meeting Record 8/24/2022**

**Agenda Item #1: Meeting Minutes – August 24<sup>th</sup>, 2022**

- Tom requested that the new hangar development plan and air service development plan be added to the unresolved/pending topics list.
- **Tom moved to approve the minutes. The motion, seconded by Troy, passed unanimously.**

**Agenda Item #2: Potential Cellular Tower Lease**

- AT&T is proposing to lease 2,500 square feet of Airport property for the construction and operation of a cellular data tower.
  - The duration of the lease would be 25 years.
  - The proposed tower would be 70 feet tall.
    - Initial investigation by staff determined that 80 feet is the approximate maximum height at that location. Height compatibility will need to be confirmed by the FAA.
    - The City of Loveland Unified Development Code limits towers in industrial zones to 50 feet tall. The Planning Commission can grant a height exemption to this limit.
      - A height exemption was recently approved for the Amazon building, which is over 100 feet tall.
  - The proposed rent is \$26,400 per year (\$10.56 per square foot annually). The national average ground lease rate for cellular towers is approximately \$15,000 per year.
  - This is a typical cellular tower which is not expected to interfere with avionics or nav aids.
    - When 5G C-band was rolled out by the cellular companies earlier this year, a potential conflict with radio altimeters used in some aircraft was identified. The FAA and Federal Communication Commission have been working to resolve this issue. In June, the FAA released a statement saying “We believe we have identified a path that will continue to enable aviation and 5G C-band wireless to safely co-exist.”
  - Other sites in proximity are being considered. If this tower isn’t built on Airport property, it will likely be built nearby.
  - Special measures may be required or requested to ensure that the tower is highly visible to aircraft.
  - The setback from roads and other structures should exceed the height of the tower.
  - No official action was taken, but there was general consensus that this potential lease could benefit the Airport. Staff will continue to investigate the opportunity.

**Agenda Item #3: Potential Solar Lease**

- EDF Renewables has submitted a proposal to lease up to 60 acres of Airport land for solar power distribution project.
  - The proposal is related to a request for proposals (RFP) from Platte River Power Authority (PRPA). The Airport site was included in EDF's response to the RFP.
  - The proposed site is in the south and southwest area of the Airport. Most of the proposed solar array is located in areas that have poor access and/or are unable to support vertical building development due to proximity to the current and future runways.
  - EDF is proposing a one-time payment of \$500,000 and an annual rent of \$2,000 per acre.
  - If approved, the project will be tied into Loveland's distribution network. EDF is discussions with PRPA and Loveland Power to determine if the interconnection with the substation on the west side of the Airport is a good option.
  - EDF's proposal has been shortlisted and they are working to firm up financial and design details so that they can negotiate a contract with PRPA.
    - EDF must be able to demonstrate site control to move forward with the negotiations.
  - The project is anticipated to generate approximately 7 Megawatts of AC power. This amount of electricity can power approximately 2,500 homes per year.
  - EDF would be responsible for completing a glint and glare analysis prior to installation and mitigation of any unforeseen issues. Modern photovoltaic panels have about the same reflectivity and a body of water.
  - The Airport Layout Plan (ALP) shows a future road through the proposed site. The layout of the solar array would preserve space for the road.
  - This is a front-of-meter project, meaning the energy produced will feed the grid, and PRPA would be the offtaker (purchaser) of the energy. The electricity would not directly power Airport facilities, but the Airport get's its power from the City of Loveland, which gets its power from PRPA. The \$500,000 upfront payment could be used by the Airport to install a separate system to directly power Airport facilities.
  - Preserving the ability to connect to the rail line that runs along the southwest area of the Airport needs to be a consideration.
  - The Airport could choose to go through a competitive process to lease land for solar projects. This is a unique situation, because PRPA is the only potential offtaker of energy from a large-scale Airport solar project, so the only way for a project to be viable is if PRPA agrees to buy the energy from the producer. PRPA has gone through a competitive process with this RFP.
  - The estimated lifespan of the system is 35-40 years. When the system is decommissioned, the equipment would be removed from the site.
  - **Tom moved to recommend approval to the Airport Commission of a 40-year land lease with the terms that were presented. The motion seconded by Josh, passed unanimously. Airport staff will work with EDF to refine the site plan based on feedback from the PDSC.**

**Agenda Item #4: Potential Rockwell Avenue Extension**

- Earlier this year, Airport staff participated in a concept review meeting for a potential development consisting of four warehouse/industrial buildings in the area west of Rickenbacker Rd, adjacent to the Airport. The development team and staff discussed the possibility of a joint effort to further extend Rockwell Ave in to provide access to private development on the northern side and Airport development on the southern side. The development team has submitted a proposal to Airport Staff for an 880 ft extension of Rockwell Ave on Airport property.
  - They are proposing to evenly split the design and construction costs of the road. In return for the Airport contributing the land for the road, the development team is offering to maintain the road.
    - The design team estimates a cost of approximately \$1 million for design and construction, which includes water and storm utilities, backfill/compaction, asphalt, curb & gutter, sidewalk, and landscaping/irrigation.
  - The Airport is also working with Fort Collins-Loveland Water District (FCLWD) on an easement for a 30-inch water line that will likely traverse this area. Based on preliminary coordination, the water line could run under this road extension.
  - City of Loveland Transportation Development staff have indicated that Rockwell Ave will be a private road west of Rickenbacker Rd.
    - Staff will investigate this to see if there is a possibility of it being public.
  - A traffic impact study has not been completed yet, but will be included in the Site Development Plan (SDP) submittal to the City.
  - The PDSC supports the construction of the road on Airport property and sees clear benefit to the Airport, but the cost-sharing request does not fit into the Airport's current budget.
    - The Airport has multiple competing priorities and the need for this road is not immediate.
    - The PDSC would like to see alternative designs that might not cost as much.

**Agenda Item #5: Aims Innovation Center Potential Location**

- The Airport, Aims Community College, and Larimer County have been in discussions to establish an innovation center at the Airport to provide aeronautical-based training programs.
  - An American Rescue Plan Act (ARPA) grant request to support the initiative will be submitted later this year.
  - A permanent location for remote tower control activities could be incorporated in the facility
  - Three potential sites have been identified.
    - The site between Lear Dr and Lindbergh Dr appears to be the best location.
      - It is along the entrance to the Airport and this facility would be something to showcase.
      - All utilities are nearby
      - Taxiway access is available
        - There were concerns about the amount of traffic that would be added to the taxiways if we built general aviation hangars in the area. This facility would generate much less traffic.

- It's possible to connect a taxiway without closing Lear Dr. An aircraft gate could be installed.

**Agenda Item #: Updates/Planning/Open Discussion**

- Josh Birks has been promoted to Deputy Sustainability Director for the City of Fort Collins and will no longer be a member of the PDSC. SeonAh Kendall, who has been promoted to Economic Health Director, will take over the role.
- We will have a special meeting on October 12<sup>th</sup> to discuss the Capital Improvement Plan (CIP)
- The PDSC will have a strategic planning session with Stacey Pearson from 9:00-12:00 on November 3<sup>rd</sup>.
- The Homestead Hangars will be moving forward. Business Aviation Group has assumed ownership of the project and will pay the past due rent. The project has been rebranded as Aero FNL and construction is anticipated to begin in October.

**End Meeting Record**

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