

AIRPORT PROPERTY SCENARIO PLANNING STUDY

Public Meeting

March 6, 2019

Gruen Gruen + Associates | The Land Studio | SGM



GRUEN GRUEN + ASSOCIATES

PURPOSE

- Identify **land use scenario(s)** for the Airport property so that it can be enhanced or redeveloped to maximize its value in dollars and community benefits.
- Evaluate trade-off decisions about future uses of the Airport property.
- A specific plan for development of the property will not be an outcome; this is a scenario planning exercise.

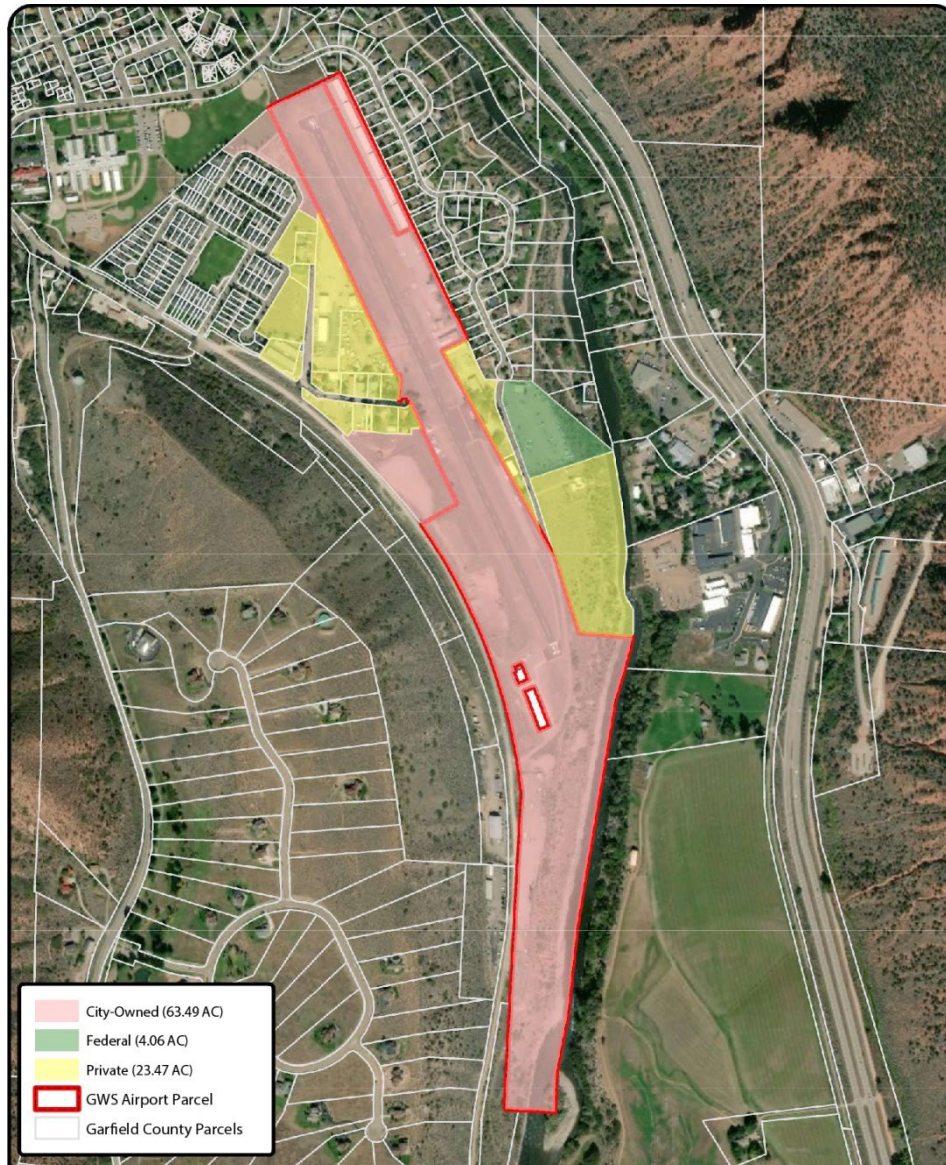
CRITERIA TO EVALUATE SCENARIOS

Accessibility & Safety	<ul style="list-style-type: none">▪ Improved access and connectivity▪ Emergency response and evacuation times▪ Enhanced role in disaster/fire management
Community / Neighborhood Enhancement	<ul style="list-style-type: none">▪ Potential to meet municipal facility needs▪ Enhanced recreational offerings▪ Increased housing opportunities
Economic Impacts	<ul style="list-style-type: none">▪ Impact to the local economy<ul style="list-style-type: none">○ Additional jobs and income○ Volume of new economic activity
Financial Return to City	<ul style="list-style-type: none">▪ Potential value of the land to the City (if disposition pursued)

CRITERIA TO EVALUATE SCENARIOS

Fiscal Impacts	<ul style="list-style-type: none">▪ New property, sales, or other tax revenues▪ Municipal service (cost) considerations
Market Conditions	<ul style="list-style-type: none">▪ Depth and strength of the market▪ Obtainable pricing and absorption▪ Likely developer/user interest
Sustainability	<ul style="list-style-type: none">▪ Carbon footprint▪ Vehicle miles traveled

STUDY AREA PROPERTY OWNERSHIP



AIRPORT FACILITIES

	Building Space # Square Feet	Year Built	Structure Type
Maintenance Shop (SW)	4,080	1985	Steel/pre-fab metal
Private Hangars (SW)	11,880	1985	Steel/pre-fab metal
Private Hangar (SE)	4,032	1972	Steel/pre-fab metal
Warehouse	5,000	1976	Masonry
Private Hangar (near FBO)	6,860	1960	Steel/pre-fab metal
Single-Family Homes (FBO)	2,662	1937	Wood frame
Single-Family Home	2,500	1938	Wood frame
Private Hangars (NE)	32,400	2003	Steel/pre-fab metal
Total	69,414		

Sources: Garfield County Assessor; Gruen Gruen + Associates.

AIRPORT REVENUES AND EXPENSES

	2015 Actual	2016 Actual	2017 Actual	2018 Budget
Total Revenue	\$144,400	\$148,100	\$153,600	\$141,600
Expenses	(\$133,200)	(\$135,900)	(\$145,800)	(\$175,600)
Net Profit (Loss)	\$11,200	\$12,200	\$7,800	(\$34,000)

Sources: City of Glenwood Springs; Gruen Gruen + Associates.

PHYSICAL SITE CONDITIONS

- No development constraints due to soils or geo-technical conditions.
- About 11 acres not readily developable due to steep slopes / flood zone.
- City must upgrade the offsite water infrastructure for area irrespective of future land use change/development.
- No significant offsite wastewater infrastructure upgrades are likely to be necessary.
- Roadway improvements already planned will adequately serve future development.
 - South Bridge will enhance accessibility to Airport via connection to Hwy 82.
 - Estimated to cost at least \$40 million.
 - Tunnel (under the runway) is currently incorporated into the preferred design alternative. Can save \$6 million by eliminating the tunnel under the runway.

AVIATION USES

LIMITATIONS OF AIRPORT

- Market for aviation land uses is constrained by the small size of the Airport, the limited length and weight-bearing capacity of the runway, and absence of FAA approvals.
- Corporate flight departments, aircraft brokerage/charter firms, air cargo operators, aviation/aerospace manufacturers, and maintenance/repair/overhaul (“MRO”) services are not realistic.
- The Airport is not capable of accommodating many fixed-wing aircraft used in emergency response and air ambulance operations.

AVIATION USES

COMPETITIVE AIRPORT SUPPLY

- Five airports within a 90-minute drive time of Glenwood Springs.
- Rifle and Eagle have ample physical space and land upon which to expand facilities for general aviation uses and offer support services and amenities not available at the Airport.
- These airports serve fixed wing aircraft and have significant resources for emergency and fire-related response operations.

PREFERRED IMPROVEMENTS FOR AIRPORT

Survey of airport users indicates preferred improvements at Airport include:

- additional hangar space;
- modern Unicom (ground-to-air communications) service; and
- modern fueling station providing Jet A and 100LL fuel.

CIVIC USES

- Adjacency to Sullivan Park and Sopris Park represents an opportunity to create outdoor recreational space in southern Glenwood Springs.
- Current municipal storage functions may need to be accommodated within a future re-use of the property. Alternatives to relocate these functions should be explored and evaluated.
- Relocation of Municipal Operations Center to the Airport property would reduce service efficiencies and raise costs.
- Art, performance, other cultural and entertainment uses best concentrated in/near Downtown.

RETAIL USES

- A significant share of the existing retail space is supported by non-local shoppers.
- Best performing retail sectors are concentrated in/near Downtown and offer leisure and entertainment experiences.
- Highly visible and more accessible retailing locations have retail space and land available closer to I-70 and Downtown.
- The Airport property is not centrally located and is not part of the critical mass of retailing, dining, and entertainment activities.
- The site is not as well-positioned to capture non-local retail demand as the established regional-serving uses in west Glenwood Springs along Interstate 70.

RETAIL USES

- One development team wants to relocate the existing Wal-Mart store to the Airport property.
- First attempt to encourage Wal-Mart to locate near other stores and be part of existing retail agglomerations.
- Advantageous to have fewer, but larger, well-integrated shopping nodes rather than many smaller centers and free-standing buildings.
- **MOST POTENTIAL RETAIL USE OPPORTUNITIES ARE LIKELY TO BE “RESIDUAL” USES, ORIENTED TO LOCAL-SERVING CONVENIENCE, NECESSITY, AND/OR FOOD-TYPE USES.**

EMPLOYMENT –OFFICE /INDUSTRIAL

- Industrial market stronger than office market.
- The employment base is not oriented to economic sectors prone to use private office space.
- The location of the Airport does not provide significant advantages to office space users.
- Demand for office space also constrained by people working from home.
- Airport property is the last remaining industrial zoning district with developable land.

EMPLOYMENT –OFFICE /INDUSTRIAL

- Limited Industrial space is available.
- Existing industrial workplace centers in Glenwood Springs and valley are substantially built-out.
- Prototypical space for a small-scale industrial building development could include roll-up doors and attractive “store type” fronts that can serve a variety of office, light assembly, showroom, and distribution uses with uniformity of building design, signage, and awnings.



RESIDENTIAL

- All types of housing are in short supply in Glenwood Springs.
- Price increases for both ownership and rental housing have been high.
- Glenwood Springs has high jobs to housing ratios and imports labor.
- About 22 percent of households in Glenwood Springs rent single-family housing units; nearly as high as the 24 percent of households which rent multi-family housing units.

RESIDENTIAL

- Countywide household growth indicates that Glenwood Springs could grow by approximately 1,200 households over the next 10 years if it simply maintains its relative position in the broader housing market.
- Demand/need exists for for-sale market rate housing and below market rate (affordable) rental housing.
- Approximately 1,000 additional housing units will be needed over the next 10 years.
- More than 80 percent of the housing need or demand is likely to be for detached or attached single-family units.

RESIDENTIAL

- The Airport property has the potential to be a highly desirable residential location. Its size provides an opportunity to create a “residential village” featuring a complementary package of housing products, amenities, and services not available elsewhere.
- The completion of South Bridge will make the location appealing to dual-income households (with members who commute to different locations).
- The property also provides unobstructed up valley views of Mount Sopris and portions of the property abut natural open space (the Roaring Fork River).
- The Sopris Elementary School has a positive reputation and capacity to accommodate additional school-aged children.

AIRPORT PLANNING SCENARIOS

Scenario 1 Expanded Aviation	Scenario 2 Mixed-Use Village	Scenario 3 Residential Village
<ul style="list-style-type: none"> • Aviation use is expanded and modest enhancements are made to Airport facilities. • Municipal uses (impound lot, public works storage) are kept. • Non-aviation industrial uses are introduced where physically feasible. 	<ul style="list-style-type: none"> • Property converted to non-aviation uses, with exception of heli-pad and fueling station. • Mixed-use development to address housing and industrial shortages. • Land use allocation approximately 75% residential, 25% non-residential. • Maintain municipal uses and provide for recreational use(s) to serve residential. 	<ul style="list-style-type: none"> • Property converted to non-aviation uses. • Greater emphasis on housing. • Mixed use development programmed to establish/brand site as new “residential village”. • Larger scale of development that may include assemblage with some private land owners.

AIRPORT PLANNING SCENARIOS

	Expanded Aviation	Mixed-Use Village	Residential Village
Aviation	<ul style="list-style-type: none"> • Up to 50,000 square feet new hangar space. • Combination of individual hangars, T-hangars, expanded maintenance facility and educational-related. 	<ul style="list-style-type: none"> • Small pad site for a heli-pad and fueling station/capability. 	None
Residential	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • Up to 30 acres for mixed residential uses. • Areas for small-lot single family, attached single family, and pad sites for multi-family apartments. 	<ul style="list-style-type: none"> • Up to 40 acres for mixed residential uses. • Greater amount of small-lot single family. • Accommodate small amount of vertical mixed-use housing.
Light Industrial	<ul style="list-style-type: none"> • If physically feasible, approximately five to six acres for non-aviation light industrial use (\pm 100,000 s.f. building space maximum). • Some lots may require outdoor storage. 	<ul style="list-style-type: none"> • Approximately five to six acres for non-aviation light industrial use (\pm 100,000 s.f. building space maximum). • Some lots may require outdoor storage. 	<ul style="list-style-type: none"> • Limited to none, but for very "light" ground floor roll-up door workspaces.
Retail/Commercial	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • Small-scale retail/dining uses of \pm 2 acres. 	<ul style="list-style-type: none"> • Small-scale retail/dining uses of \pm 2 acres.
Municipal	<ul style="list-style-type: none"> • Include \pm 3-4 acres for outdoor storage. 	<ul style="list-style-type: none"> • Include \pm 3-4 acres for outdoor storage; . 	<ul style="list-style-type: none"> • TBD based on physical layouts and capacity; consider eliminating if supportable land values for residential are high.
Recreational	<ul style="list-style-type: none"> • None • Fishing easements 	<ul style="list-style-type: none"> • Recreational uses to serve residential. • Recreational/park uses could be unifying feature and provide "buffer" between residential and less compatible uses (industrial/outdoor storage). • Fishing easements and potential river access. 	<ul style="list-style-type: none"> • Recreational uses to serve residential. • Allocate enough land to accommodate central park/gathering space and/or multi-use recreational field(s). • Fishing easements and potential river access.