

City Council Joint Committee

1. Agenda 03/06/2018

Documents:

0. AGENDA 2018-03-06 JOINT COMMITTEE.PDF

2. Discussion On Proposed Airport Development

Documents:

2. AIRPORT PROJECT DISCUSSION.PDF

3. Follow-Up On Key Committees Related To The Preparation Of The Comprehensive Plan, The Downtown Master Plan, And The Park System Plan

Documents:

3. MEMO PLANNING COMMITTEES.PDF

Please contact the City Administrator's Office if you need special accommodations while attending this meeting



**City Council Joint Committee
Tuesday, March 6, 2018 at 6:00 pm
City Hall – Public Meeting Room**

AGENDA

1. Call to Order
2. Discussion on Proposed Airport Development
3. Follow-up on Key Committees related to the preparation of the Comprehensive Plan, the Downtown Master Plan, and the Park System Plan
4. Future Discussion Items
5. Adjourn

Please contact the City Administrator's Office if you need special accommodations while attending this meeting



Council Committee Memorandum

TO: Joint Council Committee
FROM: Tim Murray, City Administrator
MEETING DATE: March 6, 2018
SUBJECT: Discussion on Proposed Airport Development

Discussion:

The owner (Don Ingraham) and other parties associated with the glider business (Cross Country Soaring) operating at the Faribault Municipal Airport have requested a discussion with the Council regarding the impacts that the proposed redevelopment project (SteinAir) would have on their business. The proposed SteinAir project includes the demolition of the former maintenance hangar/terminal building (the "Yellow Building"), which Cross Country Soaring has been operating out of since approximately 2008.

The topics that the owner of Cross Country Soaring has indicated he would like to discuss with the Council Joint Committee are as follows:

1. Updated/accurate information regarding Cross Country Soaring
2. Potential relocation of their business

Attached is information provided by Mr. Ingraham regarding Cross Country Soaring's history and operations.

Attachments:

Information about Cross Country Soaring

Cross Country Soaring, Inc.

Faribault, Minnesota 2003-2018



- Cross Country Soaring, Inc. was established in Faribault in 2003
- We are the only commercial glider operation in MN, ND, SD, IA
- Faribault has been a center for soaring for over 23 years.
- 2000+ flights annually at CCSI (April – October) for the past 14 years
- Glider flight instruction draws students from all over the US and abroad
- 200-400 glider rides sold per season, usually to Mpls - St. Paul residents
- Glider rides include tours of Faribault sites, restaurants and lakes
- “Winch launch” instruction offered here is one of only five in the entire U.S.
- 15+ privately owned gliders based at Faribault
- Young tow pilots build hours towing gliders as a path toward flying for the airlines
- Local area restaurants, attractions, hotels, gas stations benefit from out-of-town visitors
- City hangars are rented, plus \$20K fuel purchased annually.
- Glider operations add local “color” and vibrancy to an otherwise quiet airport.



- Riders and their friends result in 500-600 new visitors to Faribault per year
- After landing, we recommend visits to the Woolen Mills, Shattuck, The Cheese Cave, First of Thai, Joe's Sports Bar, El Tequila, The Depot, Riverbend Nature Center, etc.
- Tours over the lakes often lead to riders asking about real estate or fishing trips.
- Riders who become students return, over and over, to fly, eat, and gas up before heading north.
- We stock food, beverages, snacks, all bought locally, for students and visitors alike.
- The formula for Federal funding includes airport activity. We do 2000+ flights annually.

We believe we have a positive impact on the community.



The “hump hangar”

that we occupy is perfect for our needs. It is just large enough for both of our two-place gliders, the tow plane, the winch, our Gator cart and sometime even a student's glider (US Team above). The attached office is just the right size and we have it equipped with A/C, a refrigerator, microwave, coffee, popcorn and it is heated. Students and ride customers can park in the main lot and walk to our office without bothering the FBO or needing to open a security gate. With the amount of foot traffic we get, easy access is essential. We have four couches on wheels that are rolled into position at the start of each day so that larger groups have a place to hang out without creating commotion at the FBO. And everyone likes couches on wheels. Sun or shade. You chose.

The hangar itself is a gem, like so many historic buildings. In my opinion, box hangars are ugly and common by comparison. If this hangar got some paint, some classic lighting and signage, it would be a site to behold for aviation enthusiasts. This hangar has tremendous potential to become a piece of aviation art. I have learned that striving for standardization and functionality often misses the mark of making life fun and interesting and beautiful. That's why we love Europe, right? Funny how we look at photos taken 20 or 30 years ago of old buildings that were demolished so that new, modern ones, could take their place. We look at those photos now and wonder what we were thinking. There is little art or beauty in rows of identical gray metal boxes. I hope the decision is made to keep this classic beauty as a centerpiece at Faribault and direct corporate interests to build elsewhere on the field.



Barry Jaeger started flying with us in 2005 and this is his current \$250K toy – a Schempp Hirth Arcus. Barry has been given the go-ahead to build the first hangar on the new hangar row. Barry competes in both Regional and National competitions.

All in two years, Christina Larson earned her Private Glider License and completed her Commercial Glider License. She has purchased a gorgeous PW5 glider and keeps it hangared at FBL. She will have a Glider Instructor rating (the hardest FAA Certification to attain, it is said) by June of 2018.



Steve and his 14 year old grandson Zach came to us from Tennessee in 2017 and stayed for six straight weeks in Faribault. Even though Steve lives 30 minutes from a glider operation in Tennessee, his research showed this was the best place to learn. They BOTH solo'd before they left - in fact, just minutes before this picture was taken! They have made arrangements to return in 2018 to earn their PPG licenses.



Mpls folks purchase glider rides for themselves or as gifts for others. Many glider rides are purchased before Christmas as gifts. I usually sell between two and four hundred. Most riders are in awe of the entire experience (Google my reviews – 100% Thumbs-Up from Groupon, LS, Trip Advisor, Yelp) and amazed at the number of lakes. I tell them about fishing, camping and real estate opportunities while we soar. I also recommend lunch/dinner spots for afterwards.

Guests who happen to be scheduled adjacent to our lunch hour are invited to join us. Many riders come back several times a year, and return year after year. Some decide to take up lessons. Most arrive with family, friends and/or co-workers. If you have never been soaring, much of this won't make sense to you. Soaring is a magic form of flight where powerful thermals lift us up and away with area pelicans, hawks and eagles.



We keep the atmosphere relaxed and social. It's about “getting away from it all” for a couple of hours, meeting new people and working on smooth landings.

On the Right is Steve Hite, a radiologist at the Faribault Hospital. Next on the couch is Ian, a software engineer from Wayzata. To his left, Christina, a UofM professor from Mpls. And far left, my tow pilot, Jackson, who hopes to have enough hours by the end of the season to get a job with a regional carrier, like the dozen or so tow pilots before him.



We often take full or half-day reservations from various groups. This is a picture of a visit from the 99ers, a women's aviation organization. We take them up one at a time, and they can fly as much as they want. They are making this an annual stop.

Every year we also host the “Stars of the North” Chapter of the WAI group (Women in Aviation) who are usually 35-50 strong. They bring their families along with a ton of food to share, and we take each one up using winch or aero tow. They tell us this is the most commonly requested event when organizing their annual outing. It gets bigger and bigger every time they come.

The high school in Eagan has an aviation program and every year for the past three years they schedule a half day and we take up 15-20 of their students, and their instructor, at a reduced rate. Their instructor tells us this is the highlight of their year. We send them home with free videos of their flight to share with the rest of their classmates.

WCCO produced a couple great stories about us. Copy/paste these links:

Rachel Slavik: <http://minnesota.cbslocal.com/2017/08/06/finding-minnesota-gliding-faribault/>

Life To The Max: <https://www.youtube.com/watch?v=u1WEX2CxId4>

Flight School Services

Most of our customers book their flights directly on our website. A snapshot of the calendar, shown below, is a typical month. It is pretty rare that there is an unscheduled hour anywhere, on any day. I can provide years of calendar activity to show this sample is pretty average.

May 28	29	30	31	Jun 1	2	3	
<p>First Flight at 10AM, last flight at 6PM</p> <p>10:00 AM - 11:00 AM Gary B. - back seat instruction (instructor)</p> <p>11:00 AM - 12:00 PM Kevin Pater - instruction</p> <p>12:00 PM - 1:00 PM Christina Larsson - meal</p> <p>1:00 PM - 2:00 PM Lunch Break</p> <p>2:00 PM - 3:00 PM Phil Torma - instruction</p> <p>3:00 PM - 4:00 PM Kevin Pater - instruction</p>	Closed Today!	Closed Today!	<p>First Flight at 10AM, last flight at 6PM</p> <p>10:00 AM - 11:00 AM Brent Madsen - instruction</p> <p>11:00 AM - 12:00 PM Sylvester - ride</p> <p>12:00 PM - 1:00 PM Gary Bergquist - 2nd Rental</p> <p>1:00 PM - 2:00 PM Lunch Break</p> <p>2:00 PM - 3:00 PM Nancy and Rick (or Emily Yaw-Rosen)</p> <p>3:00 PM - 4:00 PM Lunch Break</p> <p>4:00 PM - 5:00 PM Christina Larsson - meal</p> <p>5:00 PM - 6:00 PM Lunch Break</p>	<p>First Flight at 10AM, last flight at 6PM</p> <p>10:00 AM - 11:00 AM 2nd day glider</p> <p>11:00 AM - 12:00 PM 2nd day glider</p> <p>12:00 PM - 1:00 PM Anne Colwell and Steve Hennrichsen back to back ride</p> <p>1:00 PM - 2:00 PM 2nd day glider with light</p> <p>2:00 PM - 3:00 PM Wendy Smith - preparation</p> <p>3:00 PM - 4:00 PM Lunch Break</p> <p>4:00 PM - 5:00 PM Wendy Smith - instruction</p> <p>5:00 PM - 6:00 PM Steve Hennrichsen - instruction and airtime</p> <p>6:00 PM - 7:00 PM Lunch Break</p> <p>7:00 PM - 8:00 PM Wendy Smith - instruction</p> <p>8:00 PM - 9:00 PM Wendy Smith - instruction</p>	<p>First Flight at 10AM, last flight at 6PM</p> <p>10:00 AM - 11:00 AM Cory - 2nd day glider</p> <p>11:00 AM - 12:00 PM Cory - 2nd day glider</p> <p>12:00 PM - 1:00 PM Cory - 2nd day glider</p> <p>1:00 PM - 2:00 PM Cory - 2nd day glider</p> <p>2:00 PM - 3:00 PM Cory - 2nd day glider</p> <p>3:00 PM - 4:00 PM Cory - 2nd day glider</p> <p>4:00 PM - 5:00 PM Cory - 2nd day glider</p> <p>5:00 PM - 6:00 PM Cory - 2nd day glider</p> <p>6:00 PM - 7:00 PM Cory - 2nd day glider</p> <p>7:00 PM - 8:00 PM Cory - 2nd day glider</p> <p>8:00 PM - 9:00 PM Cory - 2nd day glider</p> <p>9:00 PM - 10:00 PM Cory - 2nd day glider</p> <p>10:00 PM - 11:00 PM Cory - 2nd day glider</p> <p>11:00 PM - 12:00 AM Cory - 2nd day glider</p>	<p>First Flight at 10AM, last flight at 6PM</p> <p>10:00 AM - 11:00 AM Cory - 2nd day glider</p> <p>11:00 AM - 12:00 PM Cory - 2nd day glider</p> <p>12:00 PM - 1:00 PM Cory - 2nd day glider</p> <p>1:00 PM - 2:00 PM Cory - 2nd day glider</p> <p>2:00 PM - 3:00 PM Cory - 2nd day glider</p> <p>3:00 PM - 4:00 PM Cory - 2nd day glider</p> <p>4:00 PM - 5:00 PM Cory - 2nd day glider</p> <p>5:00 PM - 6:00 PM Cory - 2nd day glider</p> <p>6:00 PM - 7:00 PM Cory - 2nd day glider</p> <p>7:00 PM - 8:00 PM Cory - 2nd day glider</p> <p>8:00 PM - 9:00 PM Cory - 2nd day glider</p> <p>9:00 PM - 10:00 PM Cory - 2nd day glider</p> <p>10:00 PM - 11:00 PM Cory - 2nd day glider</p> <p>11:00 PM - 12:00 AM Cory - 2nd day glider</p>	<p>First Flight at 10AM, last flight at 6PM</p> <p>10:00 AM - 11:00 AM Cory - 2nd day glider</p> <p>11:00 AM - 12:00 PM Cory - 2nd day glider</p> <p>12:00 PM - 1:00 PM Cory - 2nd day glider</p> <p>1:00 PM - 2:00 PM Cory - 2nd day glider</p> <p>2:00 PM - 3:00 PM Cory - 2nd day glider</p> <p>3:00 PM - 4:00 PM Cory - 2nd day glider</p> <p>4:00 PM - 5:00 PM Cory - 2nd day glider</p> <p>5:00 PM - 6:00 PM Cory - 2nd day glider</p> <p>6:00 PM - 7:00 PM Cory - 2nd day glider</p> <p>7:00 PM - 8:00 PM Cory - 2nd day glider</p> <p>8:00 PM - 9:00 PM Cory - 2nd day glider</p> <p>9:00 PM - 10:00 PM Cory - 2nd day glider</p> <p>10:00 PM - 11:00 PM Cory - 2nd day glider</p> <p>11:00 PM - 12:00 AM Cory - 2nd day glider</p>

- We are training about a dozen students at any given time. Currently, three commute from Rochester, one from Iowa, one from Faribault and the rest from the Mpls. St. Paul area. Outstate students sometimes schedule intense 3-4 day training periods, staying in area hotels and eating in area restaurants.
- We provide tow service for 15 sailplanes based at Faribault as well as visiting gliders.
- We rent our two-place ships to private owners who want to take family and friends up for flights.
- We give rides to groups and individuals.
- We are one of only 5 US locations that provides winch training.

In summary:

A vibrant and active soaring community has formed at Faribault over the last twenty years that benefits not only its members, but also the health of the airport and the community. If the hangar is demolished, soaring at Faribault is in jeopardy. Two-place training gliders cannot fit in T-hangars, and owners of larger hangars who often rent space, are understandably reluctant to a) rent to multiple large wing aircraft and b) rent to aircraft that are used daily in a commercial enterprise (visitors milling around inside their private hangar, difficulty extracting their own aircraft to fly, etc.).

The natural solution would be to build a new hangar. But even if the \$200K+ price tag itself wasn't too high of a hurdle, we would run into the same limitations that other airport-based commercial ventures run into – access. Arriving visitors would be held out by the security gate and not welcomed into the main lobby to wait for their flight-time, day after day.

Reviving this gem of a hangar and letting it stand as a reminder of the golden era of flight that pilots like Liz Strohfus herself were part of, seems a wise decision in the long run. It can feel odd justifying a “main street” decision in this money-hungry Walmart world, but one day we will hold up a picture of that classic WWII hangar and wonder what we were thinking. Once it is gone, it is gone, and we start to look like every other generic airport - rows of gray boxes with little activity on the runway or in the sky above.

I believe there are win-win solutions and various ideas worth discussing that could address our mutual interests. I hope you will consider our continued operation at FBL worthwhile enough to include Cross Country Soaring in those conversations.

Thank you!
Donald Ingraham
Owner/Operator CCSI
612-730-3905





Council Committee Memorandum

TO: Joint Council Committee
THROUGH: Tim Murray, City Administrator
Deanna Kuennen, Com. and Econ. Dev. Director
FROM: David Wanberg, City Planner
MEETING DATE: March 6, 2018
SUBJECT: Follow-up on Key Committees related to the preparation of the Comprehensive Plan, the Downtown Master Plan, and the Park System Plan

Background:

On Tuesday, February 27, the Joint Council Committee held a work session to discuss a preliminary proposal from Perkins+Will to have four key committees work on upcoming planning efforts: 1) a Project Oversight Committee; 2) a Comprehensive Plan Steering Committee; 3) a Downtown Master Plan Steering Committee; and 4) a Park System Steering Committee. The Joint Council Committee concurred with the Perkins+Will proposal and recommended that the following Council members serve on the committees:

Project Oversight

Steve Underdahl
Janna Viscomi
Kevin Voracek

Comprehensive Plan

Elizabeth Cap
John Rowan
Steve Underdahl

Downtown Plan

Kay Duchene
Royal Ross
Janna Viscomi

Park System Plan

Elizabeth Cap
Royal Ross
Janna Viscomi

As requested by the Joint Council Committee, the City Planner is meeting with the Planning Commission on Monday, March 5 to solicit their input on which members of the Planning Commission they would like to see serve on the committees listed above. The City Planner will update the Joint Council Committee on the Planning Commission's recommendations.

In addition to the three City Council members and the three Planning Commission members that will serve on the Project Oversight Committee, the Joint Council Committee asked that City Staff recommend three other people who could serve on the committee.

Given that the Project Oversight Committee is intended to oversee the planning process related to the three planning projects without getting into the specific details of the plans, City Staff is recommending that the three additional members of the Project Oversight Committee include a representative from the following:

- The Park and Recreation Advisory Board;
- The Economic Development Authority; and
- The Housing and Redevelopment Authority.

The proposed composition of the Project Oversight Committee will touch the major components of the City and will help ensure that the planning efforts are well rounded. Other community representatives (such as a representative from the Faribault Area Chamber of Commerce) will serve on the Steering Committees where the detailed and creative planning work will take place.

Request:

City Staff is requesting specific direction from the Joint Council Committee on the following:

1. Clarification or confirmation of the Council members and Planning Commission members who will serve on the four committees referenced above.
2. Clarification or confirmation on City Staff's recommendation to have a representative from the Parks and Recreation Board, a representative from the Economic Development Authority, and a representative from the Housing and Redevelopment Authority serve on the Project Oversight Committee.