POLICE CITIZEN ADVISORY BOARD
SEPTEMBER 8, 2014
POLICE INSTITUTE

Present: Bev Cardarelli, Erin Frisch, Swaine Skeen, Dennis Soucek and John Tindall. Chief Hecker; Councilor Hugh McKean. Absent PCAB members were: Tony Adams, Ed Gassman, Dick Hunsaker and Pat Kistler.

Meeting was called to order by John Tindall, acting chairperson, at 5:32 pm. A motion was made and seconded by Dennis Soucek and Swaine Skeen respectively to approve the July 7th meeting minutes as is. Motion carried. All approved.

PROGRAM

Kim Pals brought to the Board the upcoming Citizen Satisfaction Survey that will be sent out in October. Kim had asked the Board to review the survey and to express any additions/corrections that they felt would improve the survey. According to Chief Hecker and Kim Pals this survey will probably be the last mailing survey from the police department. The next one will be an on-line survey. After minimal discussion the Board approved the Citizen Satisfaction Survey with minor corrections.

CHIEF HECKER

- **Chief attended the City Council Study Session on September 9th, which was after the September 8th Board meeting. Council was to review the proposed 2015 budget. Budget has grown city wide due to tax revenue from business. As of now the police department has asked for five positions: 1) Police officer; 2) Community Service Officer; 3) Records Specialist; 4) Detective and 5) Victim Witness Advocate. Additional monies have been requested for the second phase of E-citations, Larimer County Bomb Squad suits and Alternative light source, which is an instrument to use to detect gun powder. These positions are from the Tier II growth portion of the Strategic Planning phase. Chief explained the purpose behind the Victim Witness Advocate and that is to ensure continuity of services from the time the victim advocate is contacted from the beginning of the crime to the finalization of the case, which is the disposition. First and second reading on the budget will be held in October.**
- **Chief will be attending the City Council Study Session on September 23rd regarding the regional training center. Bill Booth will be presenting the training needs in Northern Colorado. Chief invited PCAB members to attend if they would like to show their support.**

COUNCILOR MCKEAN REPORT

- ✓ **Bass Pro Shop will be breaking ground east of I-25**
- ✓ **Vitamin Cottage will be locating in the old Ferguson High School Building**

- ✓ **Nationally known food chain to go in at the corner of Hwy 34 and Lincoln**

There being no further business a motion was made and seconded by Dennis Soucek and Swaine Skeen respectively to adjourn. Motion carried.

Minutes submitted by:

Elizabeth Markham

CITY OF LOVELAND, COLORADO
MEETING NOTICE

WHO: LOVELAND POLICE CITIZEN ADVISORY BOARD

WHERE: LOVELAND POLICE DEPARTMENT POLICE INSTITUTE @ 5:30
810 E. 10TH STREET

WHEN: MONDAY, OCTOBER 6, 2014

WHY: AGENDA AS FOLLOWS

1. **Approval of the minutes from 9-8-14**
2. **Update on Regional Training Campus**
3. **Chief's Report**
4. **City Council Report – Councilor Hugh McKean**
5. **Other reports and discussion**

The City of Loveland is committed to providing an equal opportunity for citizens and does not discriminate on the basis of disability, race, age, color, national origin, religion, sexual orientation or gender. The City will make reasonable accommodations for citizens in accordance with the Americans with Disabilities Act. For more information, please contact the City's ADA Coordinator at bettie.greenberg@cityofloveland.org or 970-962-3319.

General Overview

PROBLEM STATEMENT

Both Fort Collins and Loveland have the need to provide on-going training for officers in their departments. The problems they are facing with their current facilities include:

1. The existing indoor facilities are under-sized and do not allow for the training exercises to be performed at the level desired by both the departments.

2 Facilities are scattered and shifting in location, and often not owned by the police departments. Scheduling training events can sometimes be a problem.

3. Some training events are well outside the City limits, with travel distances ranging from southern Wyoming to Colorado Springs, and the foothills to the Pawnee Grasslands.

4. The Loveland Police Departments uses an outdoor firing range that has become a problem for the surrounding neighbors.

5. The vehicle training venues do not allow for the speeds or scenarios needed for training.

PROJECT CONCEPT

Most police departments in the northern Colorado region have similar training needs. A joint training facility can:

- Be more cost effective if done together rather than separately. This is true for both construction and operation.
- If site access is relatively easy, the facilities can attract outside users to help support the operation. This can occur by providing both user fees and by providing periodic training staff.

SITE SELECTION

The site selected for the Regional Training Campus is on a portion of the Fort Collins – Loveland Airport site. This approximately 40 acre area is located north of the intersection of Boyd Lake Road and the railroad track, and just east of the existing electrical substation.

The reasons for the selection of this site include:

- Located near the intersection of I-25 and US 34, the site is easy to access for both the Fort Collins and Loveland police departments as well as other regional users.
- Nearby amenities include restaurants, hotels, vehicle fuel and the regional hospital if needed for training situations or actual training emergencies.

Regional Training Campus - Loveland City Council Study Session

Tuesday, September 23, 2014

Quick History & Project Goals

- Scattered facilities, training inefficiencies across many Northern Colorado law enforcement agencies
- Unavoidable travel results in overtime, lost time
- Loveland & Fort Collins partnering on $24M capital investment
- 40-acre professional campus – easy access for Cities & Region
  - Weapons training
  - Vehicle training
  - Campus support spaces
- Phased approach to meet long-term growth needs
- Regional site – near fuel, restaurants, stores
- Constructed, owned, & managed by Fort Collins & Loveland
- Project model continues to anticipate use by other agencies

Project Progress

- Data Collection & Compilation
  - Early steps with Fort Collins & Loveland
  - Next phases carried to User Agencies
  - Data defines the need and drives design
  - Early design allows for operations & maintenance cost estimates
  - Business Plan is complete – favorable response from User Agencies in August, 2014
- Continued Support from Multiple Stakeholders
  - Airport Groups – Fall, 2013
    - Airport User Group
    - FNL Pilots Association
    - Airport Steering Committee
  - Joint Elected Officials – Fall, 2013
  - Joint City Council Meeting – Spring, 2014
  - Council Study Sessions – Fall, 2014

Progress - continued

- **Site Related Work – 40 acres on FNL Airport Property**
  - Survey, Land Valuation, and Phase I Environmental all complete
  - Required long-term lease process initiated in August, 2014
  - Formal submittal to FAA for non-aviation use in Fall, 2014
  - Acoustical engineering study complete
    - Sound leaving project site will meet or be better than City of Loveland noise ordinances
    - Sound generated will be less than existing ambient noise along Boyd Lake Road
    - Proposed landscaped berm will further reduce sound leaving site
  - Outreach to neighbors – very supportive responses to date
    - Door-to-Door visits in July & August
    - Unrequired neighborhood meeting on August 5
    - Email contact with HOA in September
  - Ongoing City of Loveland development process & requirements

Progress - continued

- **Project Capital Funding**
  - Total project cost of $24M expected
  - Included in Loveland's capital plan
  - Partnership with Fort Collins reduces Loveland capital investment by 33%
  - Rolled into current Fort Collins budget process
    - Approval expected in 2014
    - IGA between Cities will immediately follow
  - Phased approach with capital funding
    - $2M for design dollars in 2015
    - $6M for phase 1 construction in 2016 – infrastructure, driving course, etc.
    - $16M for Phase 2 construction in 2016 – ranges and support building
  - Recent interaction with DOLA – grant opportunity
    - Application in April, 2015 – request up to $2M
    - 2nd application in April, 2016 – request additional $2M
    - Strong fit with DOLA criteria – partnership model, regional focus, matching funding

Anticipated Project Schedule

DESCRIPTION	YEAR	EXPECTED DURATION
Project programming – info gathering	2014	1st & 2nd Quarters
Early design – schematic design	2014	3rd & 4th Quarters
Budgets finalized – Council approvals	2014	4th Quarter
Design development & construction drawings	2015	1st, 2nd, & 3rd Quarters
Construction bid process	2015	4th Quarter
Project construction – campus infrastructure, driving areas	2016	1st, 2nd, 3rd, & 4th Quarters
Project construction – indoor ranges	2017	1st, 2nd, 3rd, & 4th Quarters

Project Design

- **Primary Training Needs**
  - Indoor pistol range – 25 lanes at 50 yards
  - Indoor rifle range – 10 lanes at 100 yards
  - Tactical capabilities for both pistol & rifle ranges
  - Indoor SWAT / simunitions building
  - Driving course & skid pad
  - Street grid for City training scenarios
  - Classrooms & basic support spaces
- **Misc. Campus Design Features**
  - Professional design for buildings & grounds
  - Main campus building helps screen outdoor site uses
  - Hide driving course behind sub-station & railroad track
  - Further screening with berm or decorative fence
  - Secured campus – no private use

Budget Estimate

REGIONAL TRAINING CAMPUS

Outline Program Costs 4/29/2014

	Project Component w/ Soft Cost Included		Escalation	Total	With Time Escalation
A.	Main Building - Classrooms & Support		7%	$5,993,000	
	1 Range #1	25 Lanes		$6,025,000	
	2 Range #2			$0	Not in This Phase
	3 Rifle Training (100 yd)	10 Lanes		$3,780,000	
B.	Shoot House / SWAT			$931,000	
C.	Outbuildings				
	1. Tower Lane Change Control			$63,000	
	2. Vehicle Building / Driving Offices			$664,000	
D.	Driving Courses				
	1. Pursuit / Speed Track	.9 miles		$1,072,000	2/3 length
	2. Street Grid - crowned, curbs			$700,000	
	3. Skid Pad - 250' x 400'			$550,000	
E.	Site Improvements				
	1. Acceleration / Deceleration / Left Turn Lanes			$82,000	
	2. Parking (These are placeholders)			$326,000	
	3. Fire Access Lane			$38,000	
	4. Utilities			$269,000	
	5. Drainage / Water Quality / Earthwork			$1,128,000	
	6. Landscape / Fences			$634,000	
F.	TOTALS			$22,255,000	$23,442,000
					With Time Escalation

G.	Building Size	
	Main Building	62,823
	Shoot House	3,000
	Outbuildings	2,995
		68,818

I.	Included	
	Range #1	(25) Lanes
	Rifle Training (100 yd)	(10) Lanes
	Track	.95 miles
	Shoot House	simulation grade of walls
	Parking	(200) space
	Additional Classroom - Mat Room & Practical Room	

Project Scope

Regional Training Campus 3/14/2014

Outline Program

	Space Needed	No. or Lanes	Size	SF	Comment
A.	Main Building				
1.	Firing Ranges				
	Range #1	25.5	4.5	22,950	(50 yd)
	Range #2	0	4.5	0	(50 yd)
	Rifle Training (100 yd)	10		14,400	(100 yd)
	Ammunition Trap	continuous			
	Bay Doors Extra Wide	3			
	Range Equipment / Prop				In Range SF Cost
	Recommended Ceiling Height				
	Range Control	2	100	200	
2.	Weapons Cleaning Room	2	300	600	
3.	Range Ready Room	2	300	600	
4.	Weaponry Repair Room	1		250	
5.	Dept. Ammunition & Misc Storage			450	
6.	General Classrooms	3	900	2,700	
	Practical Classroom	1	1200	1,200	
	Mat Room	1	900	900	
7.	Academy Classrooms	0	750	0	
8.	Administrative Spaces				
	Facility Offices	3	150	450	
	Reception	1	225	225	
	Open Office Space	0	135	0	
	Firing Range Instructor	1	150	150	
9.	Mechanical Systems Equipment	1	750	750	
10.	Restrooms/Showers	2	450	900	
11.	Lobby			600	
12.	Vending			100	
13.	General Storage	2	450	900	
14.	Grossing Factor	30%		14,498	
	TOTAL BUILDING			62,823	

Project Scope

B.	Shoot House / SWAT				
1	Building Shell			3,000	
2	Movable Wall System Simulated (per panel	1	200		
3	Additional Wall Cost for Live Fire (per panel	0	200		
C.	Outbuildings				
1.	Tower Lane Change Control	1		200	
2.	Vehicle Building / Driving Offices				
	Office - Driving Instructor & Work Area	1		325	
	Garage Storage			1,125	
	Convenience Restrooms - Track			500	
	Grossing Factor	30%		645	
	TOTAL			2,795	
D.	Driving Courses				
1.	Pursuit / Speed Track	0.67		1	
	Length	1	33'		.95 miles
	Lane Change Exercise	4	60'		
2.	Street Grid - crowned, curbs				City Street profile
	Intersections				
	Round-about				
	Diagonal(s)				
	Cul-de-sac				
	Training Prop Buildings				
	Fire Department Use				
3.	Skid Pad - 250' x 400'				
	Close to track and street grid				
	Slightly lower area to hold water				
	Drop-off edge for car control				
	Fire Department use to be determined				
	Water / hydrant				

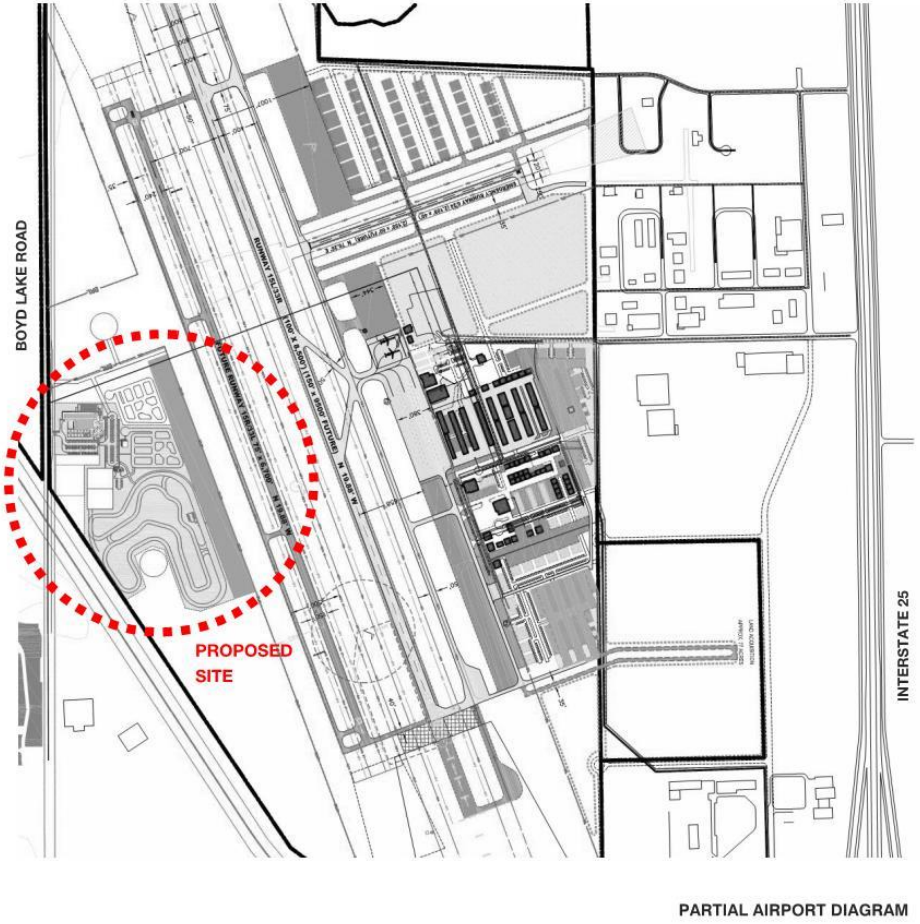
Project Scope

E.	Site Improvements			
1.	Acceleration / Deceleration Lanes	2	150'	allow
2.	Left Turn Lane	1	150'	allow
3.	Parking (These are placeholders)			
	General Parking	200	450	90,000
	Street Lights (10 assumed)	10	4,500	
4.	Fire Access Lane	1		allow
5.	Utilities			
	Water Loop	1	70000	
	Sewer	1	$20,000	
	Electric	1	$20,000	
	Gas			
	Telecom / IT / Cable	1	$20,000	
6.	Drainage / Water Quality / Earthwork	41	$22,000	
	Dispersed / Incremental			
7.	Landscape / Fences			
	General Landscape	1	$200,000	
	Turf & Irrigation	1	$100,000	$1.05
	Tree Fence	50		$425
	Aesthetic Fence		$500	$54
	Chain Link & Wire Fence		$5,500	$28
8.	Public Art			
	1% for Art			

Proposed Site Plan

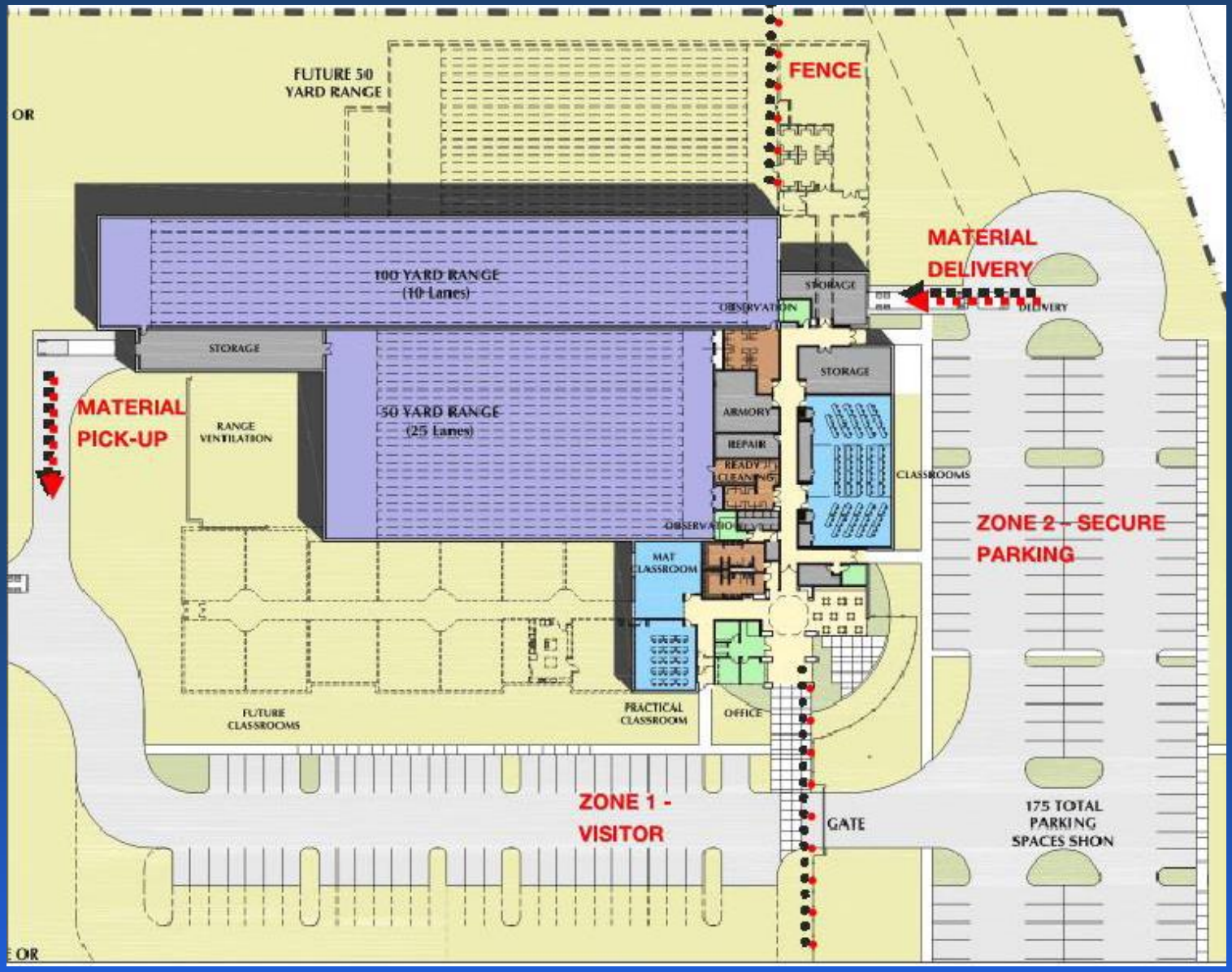
PROPOSED SITE USE DIAGRAM

Proposed Site



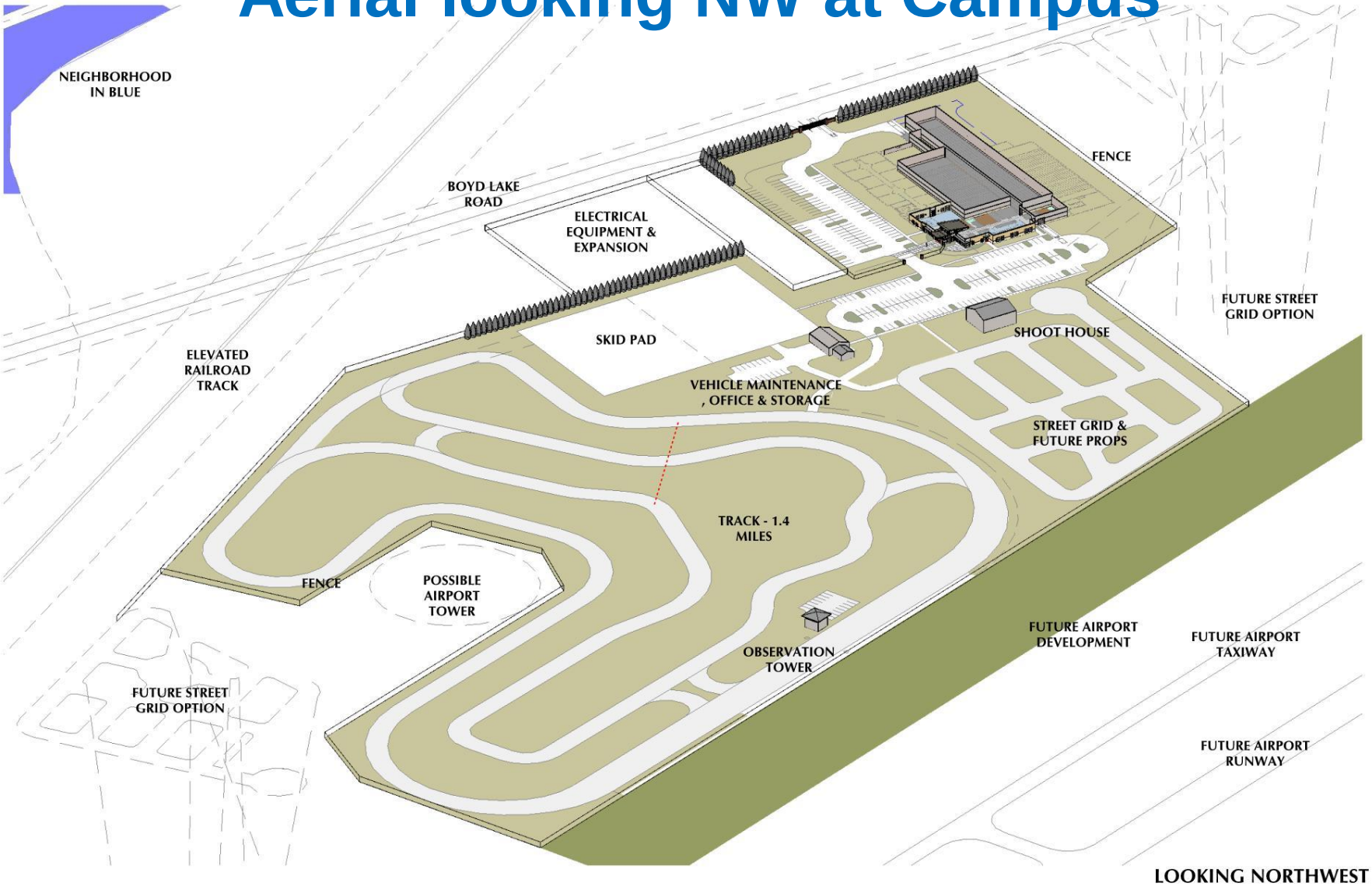
PARTIAL AIRPORT DIAGRAM

Plan Diagram - Logistics

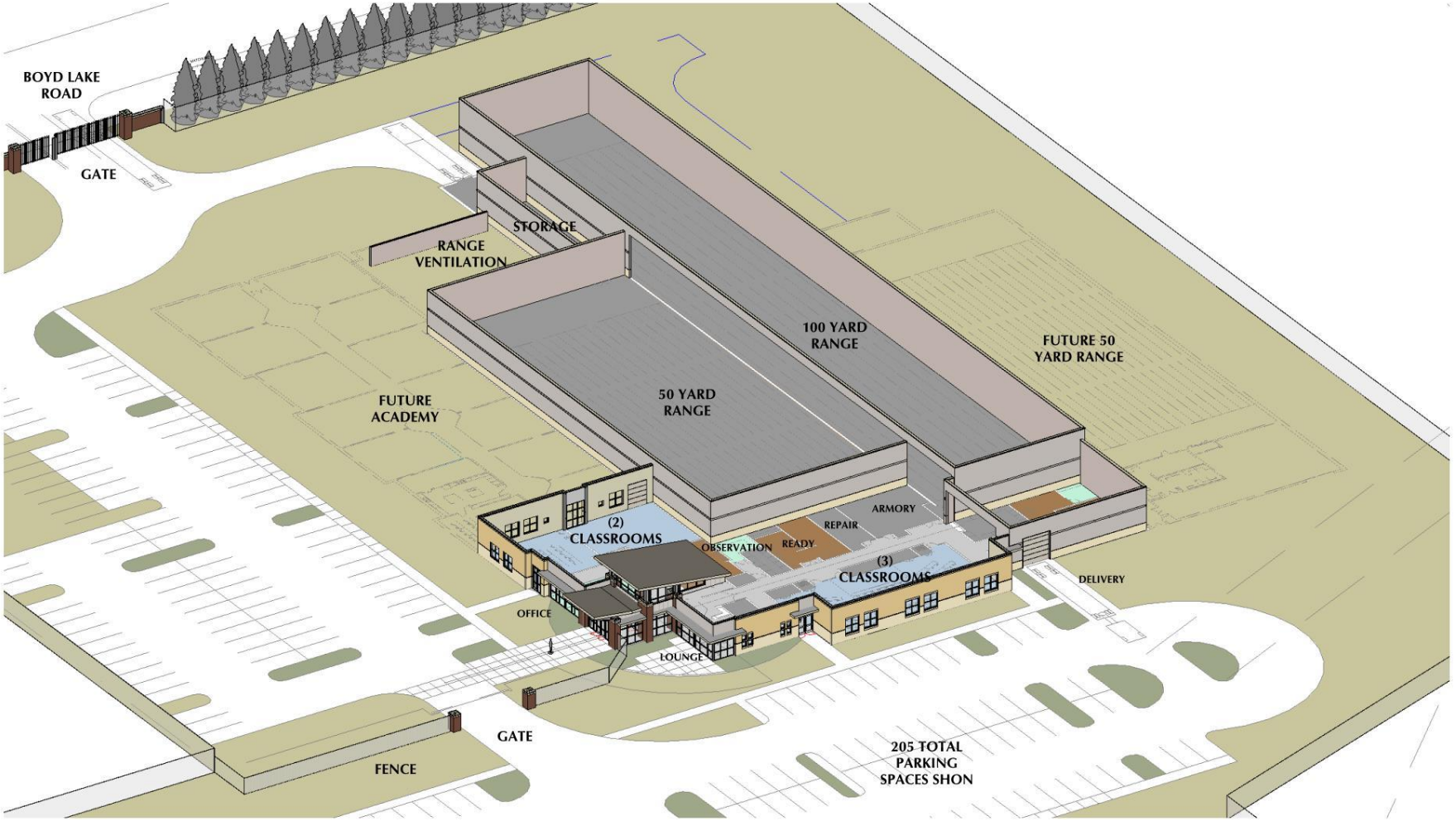


Plan Diagram – Sight Lines

Aerial looking NW at Campus

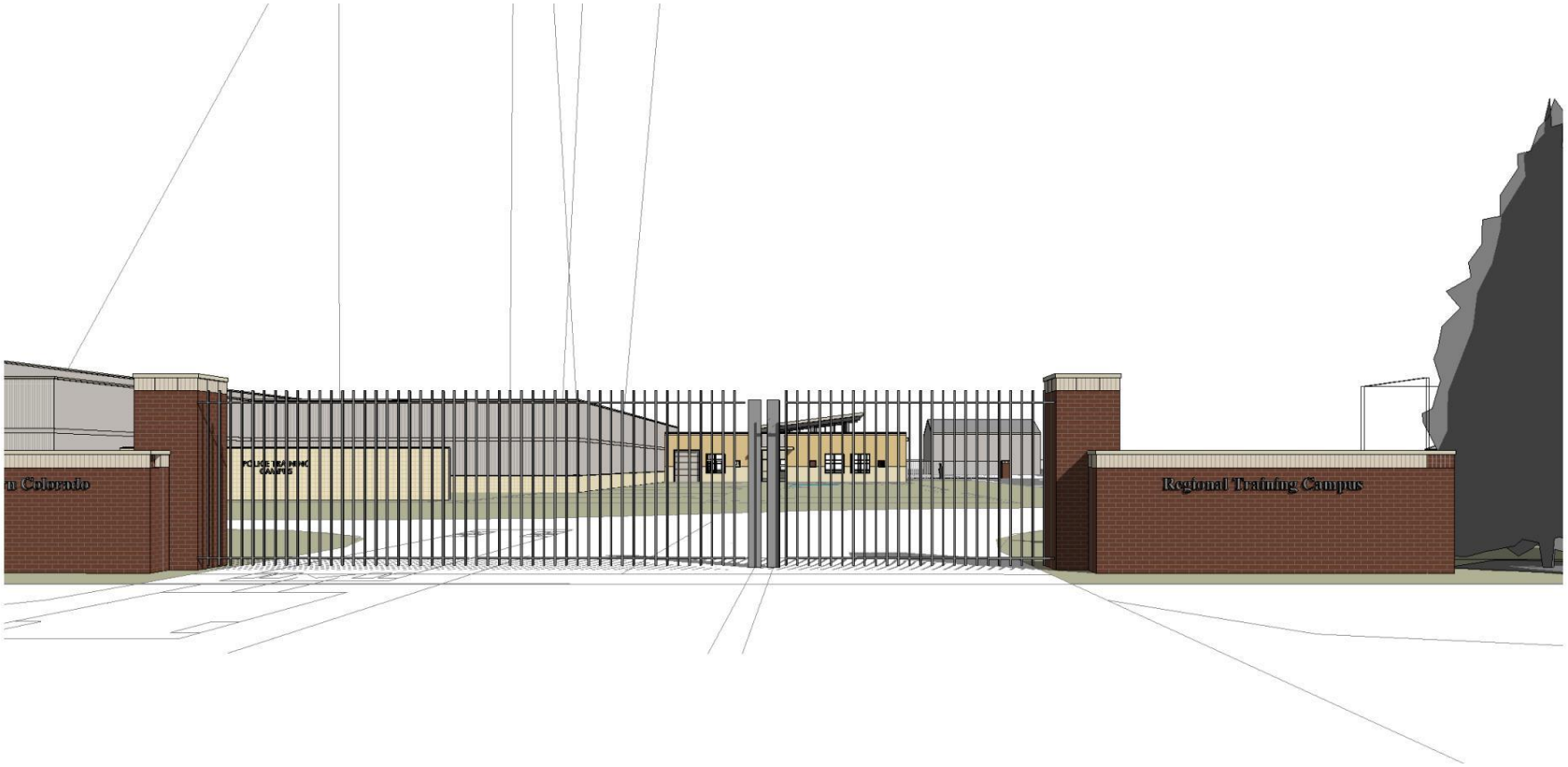


Aerial looking NW at Range Building



Looking east from Boyd Lake Road

Entry from Boyd Lake Road



Looking NW at Range Building

Business Plan

- Identified Needs & Current Training Conditions
  - Surveyed Northern Front Range area for their needs
  - Driving skills training site is the common need for the region
  - Also heavy interest in scenario training (SWAT building, ranges)
  - Longer-term plans for Police Academy
- Provided a detailed Operating Plan & Financial Estimates
  - Includes the basics of a Governance Plan
  - Site Manager will come from outside the local Police Departments
  - City of Loveland to provide support & maintenance
- Provided Financial Estimates
  - Annual Operations & Maintenance Costs
  - Forecast of Potential Users Revenue
- Anticipated Pricing for User Agencies
  - Range, driving course, combined use, other training props
  - Pricing based on 2014 operations & maintenance costs

Business Plan Assumptions

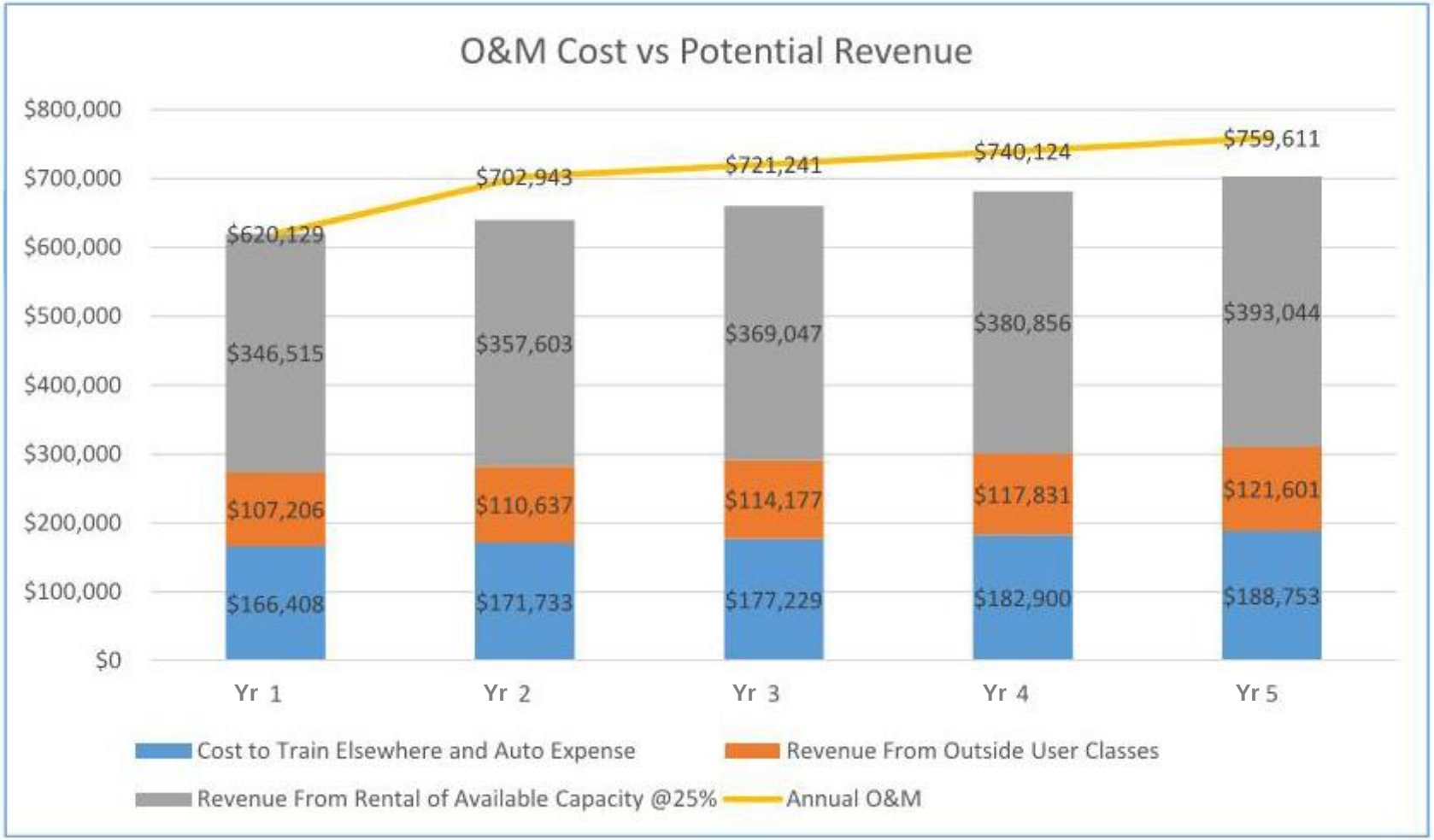
- Training Schedule: 8am – 10pm, Monday – Friday
- Basically, three 4+ hour training segments available daily by rentable training area
- $300 per segment is current market – shared with Users in August
- Roughly 50% of shooting range use by Fort Collins & Loveland
- Business Plan conservatively expects another 25% by Users
- O & M costs include life cycle costs
- Multiple training & revenue opportunities
  - Pistol range & rifle range
  - Driving course & skid pad
  - Street grid & scenario village
  - SWAT / simunitions building
  - Classrooms

Annual O & M

Table 24—Annual Operations and Maintenance Estimate

Annual Operations and Maintenance Costs					
	Year 1	**Year 2**	**Year 3**	**Year 4**	**Year 5**
Staff Expense					
One, Full Time Campus Manager	$115,000	$118,680	$122,478	$126,397	$130,442
Administration Support		$65,000	$67,080	$69,227	$71,442
Custodial (.90 per S. F.)	$41,130	$42,446	$43,804	$45,206	$46,653
Building Campus Support @ 3/4 Time	$38,000	$39,216	$40,471	$41,766	$43,102
Building Maintenance Technician / Half Time	$36,000	$37,152	$38,341	$39,568	$40,834
Department Training Support Staff (Loveland)	$0	$0	$0	$0	$0
Department Training Support Staff (Ft. Collins)	$0	$0	$0	$0	$0
Subtotal	**$230,130**	**$302,494**	**$312,174**	**$322,164**	**$332,473**
Marketing For Outside Users	**$2,500**	**$2,580**	**$2,663**	**$2,748**	**$2,836**
Administration Classroom Building					
Utilities [2]	$91,400	$94,325	$97,343	$100,458	$103,673
Computers, supplies, Ethernet, wireless, software	$5,000	$5,160	$5,325	$5,496	$5,671
Instructional supplies	$1,000	$1,032	$1,065	$1,099	$1,134
Office Supplies	$2,500	$2,580	$2,663	$2,748	$2,836
Supplies Other	$1,500	$1,548	$1,598	$1,649	$1,701
Audio Visual	$1,500	$1,548	$1,598	$1,649	$1,701
Telephone	$4,000	$4,128	$4,260	$4,396	$4,537
Capital Reserve/Reinvestment	$68,550	$68,550	$68,550	$68,550	$68,550
Subtotal	**$175,450**	**$178,871**	**$182,401**	**$186,044**	**$189,804**
Range Support Areas (Gunsmithing, Control Room, etc.)					
Utilities [2, 5]	$3,000	$3,096	$3,195	$3,297	$3,403
Computers, supplies, Ethernet, wireless, software	$2,500	$2,580	$2,663	$2,748	$2,836
Instructional supplies	$500	$516	$533	$550	$567
Office Supplies	$1,000	$1,032	$1,065	$1,099	$1,134
Supplies Other	$500	$516	$533	$550	$567
Audio Visual	$1,500	$1,548	$1,598	$1,649	$1,701
Telephone	$2,000	$2,000	$2,000	$2,000	$2,000
Capital Reserve/Reinvestment	$2,250	$2,322	$2,396	$2,473	$2,552
Subtotal	**$13,250**	**$13,610**	**$13,982**	**$14,365**	**$14,761**
Range Equipment and Operations Costs [3,4]					
Pistol Range Vent System [8]	$78,618.75	$81,135	$83,731	$86,410	$89,175
Rifle Range Vent System, including Utilities (lighting, etc.) [8]	$28,980.00	$29,907	$30,864	$31,852	$32,871
Other Training Consumables (water, wood, training aids, etc.)	$2,000.00	$2,000	$2,000	$2,000	$2,000
Targeting System (annual warranty contract)	warranty	$1,500	$1,500	$1,500	$1,500
Targeting System (replacement parts budget)	warranty	$600	$600	$600	$600
Range Vent System, spare parts including filters & belts	$2,500	$2,500	$2,500	$2,500	$2,500
Maintenance Other Range Props Contingency (cleaning, etc.)	$5,000	$5,000	$5,000	$5,000	$5,000
50 Yard Range, Consumables, misc.	$2,000	$2,000	$2,000	$2,000	$2,000
100 Yard Range, Consumables, misc.	$2,000	$2,000	$2,000	$2,000	$2,000
Subtotal	**$121,099**	**$126,642**	**$130,195**	**$133,862**	**$137,647**
Maintenance Other Props Contingency [4]					
EVOC Driving Area (stripping, barriers, etc.)	$2,500	$2,500	$2,500	$2,500	$2,500
Shoot House (SWAT)	$2,500	$2,500	$2,500	$2,500	$2,500
Out Buildings	$2,500	$2,500	$2,500	$2,500	$2,500
Capital Reserve/Reinvestment [9]	$32,700	$33,746	$34,826	$35,941	$37,091
Maintenance Other Site Props Misc.	$2,500	$2,500	$2,500	$2,500	$2,500
Grounds and Snow Removal	$35,000	$35,000	$35,000	$35,000	$35,000
Subtotal	$77,700	$78,746	$79,826	$80,941	$82,091
Total Annual O&M Expenses	**$620,129**	**$702,943**	**$721,241**	**$740,124**	**$759,611**

O & M vs Revenue - $300 for one segment, $600 for two segments



Thank You – Any Questions?

- This proposed airport site is land already owned by both cities.
- It is in a secure area, and the campus will be fenced and gated to provide a safe environment in which to train.

The airport can benefit from development in this location by the addition of utilities and a curb cut on the west side of the airport along Boyd Lake Road.

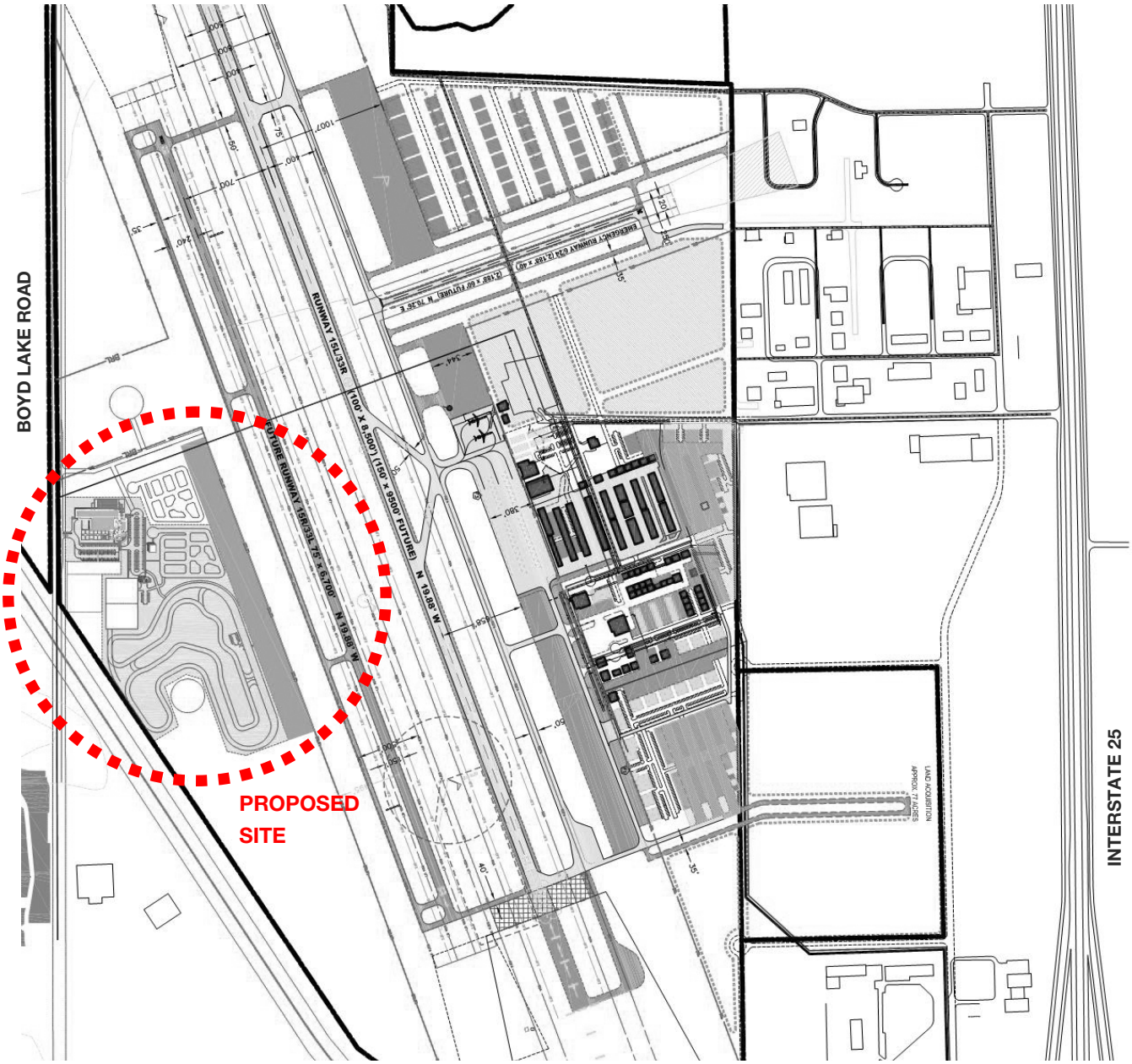
SITE CHARACTER

The site sits in the low area of the airport, slightly below Boyd Lake Road and rising as it runs to the east towards the existing runway. The existing railroad track bed is approximately 6 feet above the adjacent portion of the site.

DESIGN INTENT

The intent is to provide a safe, secure site for police training, and to be a good neighbor. Specific site design objectives include:

1. Hide the driving course by placing it behind (south and east of) the electrical sub-station, against the railroad track property and near the light industrial land use. This is a naturally low area and screened by the railroad bed. Driving turn areas will be cut into the existing grade that rises towards the airport runway.
2. Place the main campus building near Boyd Lake Road and use it to screen the outdoor site uses and driving areas to the east.
3. Screening the site from Boyd Lake Road by using a tall landscaped berm (or decorative fence) and evergreen trees where permitted by the airport.



PARTIAL AIRPORT DIAGRAM

PROPOSED SITE USE DIAGRAM

SITE USE NOISE

A professional acoustical engineer has studied the site and proposed uses, taken site ambient noise readings, and reached these conclusions:

- The noise generated by the proposed land use will be less than required by the Loveland Municipal Code.
- Berms along the west edge of the proposed site will further reduce the noise level leaving the site.

Sirens outside the vehicle will not be used during training. Inside the vehicle, sirens may be used to simulate emergency response conditions.

The firing ranges are indoor uses. Firing range noise will be less than the site ambient noise level at the quietest hours of the day and evening.

HOURS OF OPERATION

The hours of operation will be from 7:00 AM to 10:00 PM, seven days a week. The initial schedule of use is anticipated to be five days a week, with demand for the facility increasing over time.

SITE LIGHTING

The site lighting planned for this facility is parking lot and pedestrian lighting. The driving courses will not be lit. Traffic signals are planned for the driving course at an area immediately east of the observation deck located on the east side of the proposed site.

A streetlight is proposed for the site access curb cut along Boyd Lake Road.

SITE VISIBILITY

The site will be screened from Boyd Lake Road by using tall landscaped berms (or decorative fence) and evergreen trees where permitted by the airport. The proposed building located along the west side of the site will also screen the driving course uses located to the east of the building. The existing electrical substation along Boyd Lake Road, the existing railroad track along the south edge of the site, and the light industrial land uses to the south of the site will assist in screening the proposed training campus.

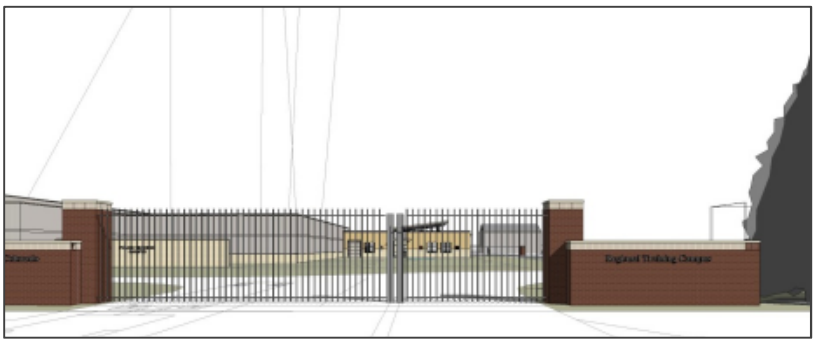
The proposed site is in a low area of the airport with the grade rising towards the existing airport runway.

PROPOSED ELEVATION ALONG BOYD LAKE ROAD

SITE SECURITY

A gate is proposed at the entrance to the training campus along Boyd Lake Road. It will be open during the hours of operation. A second gate is proposed to provide a secure parking area for officers who use the facility on a regular basis. Deliveries of materials to the building will occur inside this second gate secure area.

A new airport security fence will surround this proposed site with no gaps in the resulting airport fencing.



CONCEPT - ENTRY GATE FROM BOYD LAKE ROAD

FIRING RANGE VENTILATION

Range ventilation systems are proposed for each of the three ranges. The purpose is to thoroughly clean the air leaving the ranges before it is released to the outside.

Building Program

BUILDING CHARACTER

The buildings on the proposed site are considered background buildings, and the design is not meant to call attention to these structures. This is in contrast to most civic buildings (used by the public) which are designed to intentionally catch the eye and highlight their presence in the community.

A. Classroom / Range Building:
   - The main entry should be easy to find for the visitor.
   - Ranges – tilt-up concrete panel with a second exterior skin.
   - Classrooms and Offices – metal stud with a brick and metal panel veneer.
   - Main Entry – a taller space that includes natural light and display areas.

B. SWAT Structure – a panelized system that will be either an indoor or outdoor use.

C. Vehicle Maintenance Building – a metal building system structure.

D. Observation Deck – a metal building system structure.

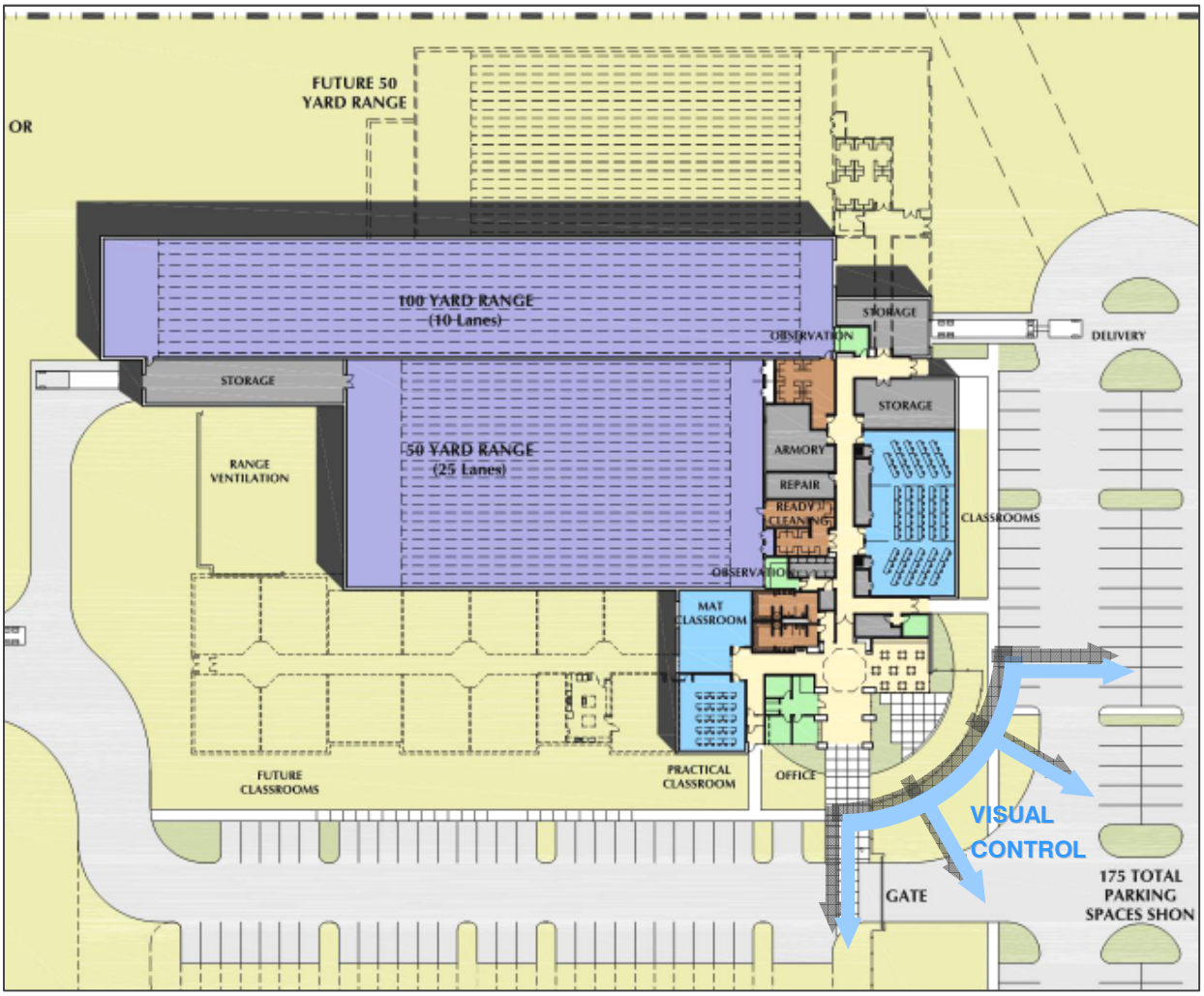
E. Future Mock Building / Fronts for Scenario Training – these will be located in the Street Grid training area and include:
   - Commercial Storefront – one story.
   - Residence – two story.
   - Hotel – three story.

All built structures are required to meet the height restrictions set by the Airport. The height limitation increases as the distance from the runway increases.

A basement will not be considered in the design due to a high relative water table.

MAIN BUILDING

The main building on the proposed training campus will provide space for offices, classrooms, firing ranges, training storage and support spaces. This building program and campus program were developed in coordination with a Needs Assessment Study provided by The Interact Group.

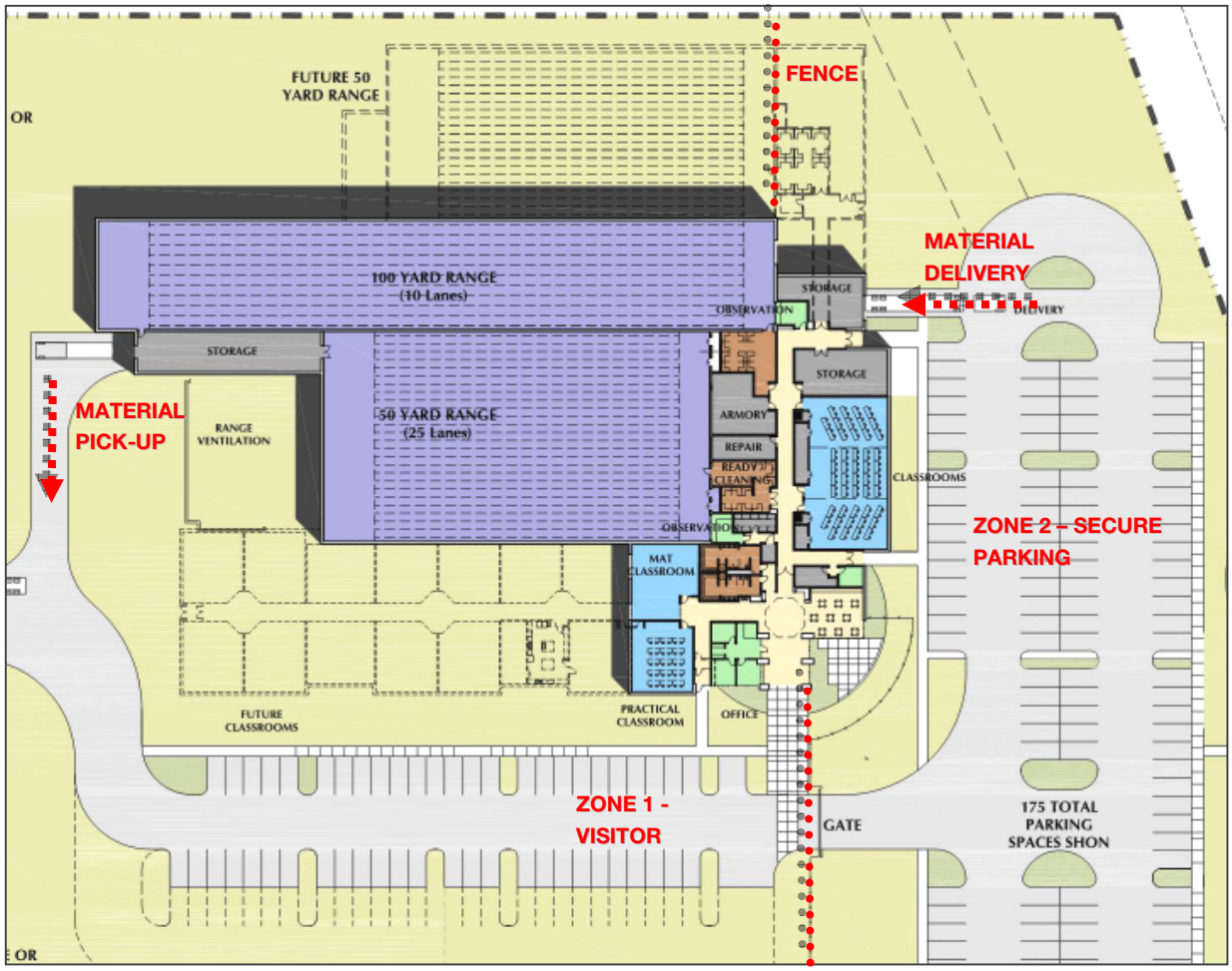


CONCEPT – PLAN DIAGRAM

Goals for the building layout and flow include:

1. The observation of the main entry and overall site from the offices area.
2. Zone the firing ranges and weapons instruction classrooms away from the visitor and visitor classroom areas.
3. Allow for expansion of the facility including:
   - An additional firing range.
   - Additional classrooms and the potential for a training academy.

4. Zone the site to include secure parking with flow to the secure areas of the building to enhance officer safety.
5. Flow of materials delivered to the site to be delivered in the secure parking area, and the removal of materials to be near the site entrance and away from the user traffic flow.
6. Separate the classrooms from the range with both a sound wall and building support spaces. Place the classroom on the outside of the plan for access to natural light.
7. Access to the driving courses will require checking in at the office area in the Vehicle Maintenance Facility. This office area is located to allow for visual control of the driving courses.



CONCEPT – PLAN DIAGRAM

Regional Training Campus 3/14/2014

Outline Program

	Space Needed	No. or Lanes	Size	SF	Comment
A.	Main Building				
1.	Firing Ranges				
	Range #1	25.5	4.5	22,950	(50 yd)
	Range #2	0	4.5	0	(50 yd)
	Rifle Training (100 yd)	10		14,400	(100 yd)
	Ammunition Trap	continuous			
	Bay Doors Extra Wide	3			
	Range Equipment / Prop				In Range SF Cost
	Recommended Ceiling Height				
	Range Control	2	100	200	
2.	Weapons Cleaning Room	2	300	600	
3.	Range Ready Room	2	300	600	
4.	Weaponry Repair Room	1		250	
5.	Dept. Ammunition & Misc Storage			450	
6.	General Classrooms	3	900	2,700	
	Practical Classroom	1	1200	1,200	
	Mat Room	1	900	900	
7.	Academy Classrooms	0	750	0	
8.	Administrative Spaces				
	Facility Offices	3	150	450	
	Reception	1	225	225	
	Open Office Space	0	135	0	
	Firing Range Instructor	1	150	150	
9.	Mechanical Systems Equipment	1	750	750	
10.	Restrooms/Showers	2	450	900	
11.	Lobby			600	
12.	Vending			100	
13.	General Storage	2	450	900	
14.	Grossing Factor	30%		14,498	
	TOTAL BUILDING			62,823	

B. Shoot House / SWAT

1	Building Shell			3,000	
2	Movable Wall System Simulated (per panel	1	200		
3	Additional Wall Cost for Live Fire (per panel	0	200		

C. Outbuildings

1.	Tower Lane Change Control	1		200	
2.	Vehicle Building / Driving Offices				
	Office - Driving Instructor & Work Area	1		325	
	Garage Storage			1,125	
	Convenience Restrooms - Track			500	
	Grossing Factor	30%		645	
	TOTAL			2,795	

D. Driving Courses

1.	Pursuit / Speed Track	0.67		1	
	Length	1	33'		.95 miles
	Lane Change Exercise	4	60'		
2.	Street Grid - crowned, curbs				City Street profile
	Intersections				
	Round-about				
	Diagonal(s)				
	Cul-de-sac				
	Training Prop Buildings				
	Fire Department Use				
3.	Skid Pad - 250' x 400'				
	Close to track and street grid				
	Slightly lower area to hold water				
	Drop-off edge for car control				
	Fire Department use to be determined				
	Water / hydrant				

E. Site Improvements

1.	Acceleration / Deceleration Lanes	2	150'	allow
2.	Left Turn Lane	1	150'	allow
3.	Parking (These are placeholders)			
	General Parking	200	450	90,000
	Street Lights (10 assumed)	10	4,500	
4.	Fire Access Lane	1		allow
5.	Utilities			
	Water Loop	1	70000	
	Sewer	1	$20,000	
	Electric	1	$20,000	
	Gas			
	Telecom / IT / Cable	1	$20,000	
6.	Drainage / Water Quality / Earthwork	41	$22,000	
	Dispersed / Incremental			
7.	Landscape / Fences			
	General Landscape	1	$200,000	
	Turf & Irrigation	1	$100,000	$1.05
	Tree Fence	50		$425
	Aesthetic Fence		$500	$54
	Chain Link & Wire Fence		$5,500	$28
8.	Public Art			
	1% for Art			

REGIONAL TRAINING CAMPUS					
Outline Program Costs					4/29/2014
	Project Component w/ Soft Cost Included			Escalation	Total	With Time Escalation
A.	Main Building - Classrooms & Support			7%	$5,993,000	
	1 Range #1	25	Lanes		$6,025,000	
	2 Range #2				$0	Not in This Phase
	3 Rifle Training (100 yd)	10	Lanes		$3,780,000	
B.	Shoot House / SWAT				$931,000	
C.	Outbuildings					
	1. Tower Lane Change Control				$63,000	
	2. Vehicle Building / Driving Offices				$664,000	
D.	Driving Courses					
	1. Pursuit / Speed Track	.9	miles		$1,072,000	2/3 length
	2. Street Grid - crowned, curbs				$700,000	
	3. Skid Pad - 250' x 400'				$550,000	
E.	Site Improvements					
	1. Acceleration / Deceleration / Left Turn Lanes				$82,000	
	2. Parking (These are placeholders)				$326,000	
	3. Fire Access Lane				$38,000	
	4. Utilities				$269,000	
	5. Drainage / Water Quality / Earthwork				$1,128,000	
	6. Landscape / Fences				$634,000	
F.	TOTALS				$22,255,000	$23,442,000
						With Time Escalation

G.	Building Size	
	Main Building	62,823
	Shoot House	3,000
	Outbuildings	2,995
		68,818

I.	Included	
	Range #1	(25) Lanes
	Rifle Training (100 yd)	(10) Lanes
	Track	.95 miles
	Shoot House	simulation grade of walls
	Parking	(200) spaces
	Additional Classroom - Mat Room & Practical Room	

Design Criteria

GENERAL

It is anticipated the City of Loveland will generally maintain the facility. They currently maintain the joint airport facility. The cost of maintenance calls will be determined in the future. Also:

1. The Needs Assessment Model will consider the initial operating hours to be from 8 AM – 10 PM, M-F. These are not the operating hours to be used for the planning documents submitted to the City of Loveland.

2. Fort Collins would like to develop a training academy in the near future and Loveland will be in support of that effort. Initially, the need may be a classroom. A regional academy would be longer term project.

3. When the facility is open, there would always be control staff to allow for public and secondary user access.

4. Delivery and ammunition storage is preferred close to range entry areas. Delivery should be moved to the NE side of the facility. It is anticipated that hundreds of cases of ammunition will be purchased at a time due to availability issues.

SITE STRUCTURE HEIGHT

Building height limitations – the calculation is 500' from the center line of the future runway, then a 1:7 ratio to the proposed structure or vertical element such as lighting. The main building shown in the diagrams is approximately 1,289' from the center line of the future runway. The height limitation at that point is ((1,289-500) x (1:7)) or roughly 112'. The main building is currently proposed as two stories maximum.

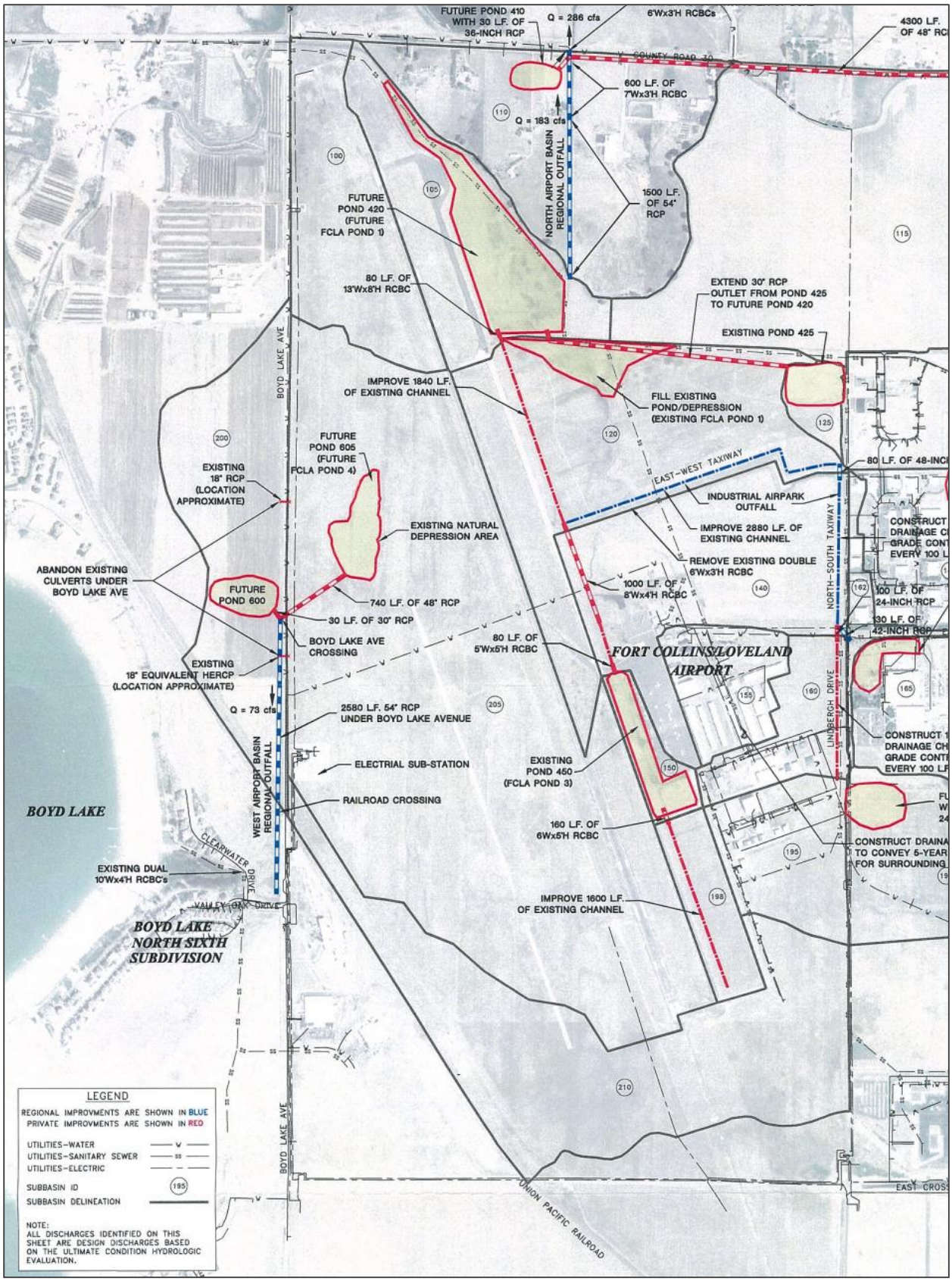
There are no helicopter restrictions on this site.

SITE INFRA-STRUCTURE

This information comes from brief discussions with the City of Loveland staff during Design Review Team meetings:

1. Sanitary Sewer – South Fort Collins Sanitary District provides sewer located south of the railroad track in the nearby subdivision.

2. Water – Loveland Fort Collins Water provides water located in Boyd Lake Road and along the north side of the proposed site. Also of note:
   - Due to the security fences, the line may need be a private water line.
   - Private water lines require additional back-flow prevention as compared to public water lines.


FUTURE POND 410 WITH 30 LF. OF 36-INCH RCP
Q = 286 cfs
6'Wx3'H RCBCs
4300 LF. OF 48" RC
COUNTY ROAD 30
600 LF. OF 7'Wx3'H RCBC
Q = 183 cfs
NORTH AIRPORT BASIN REGIONAL OUTFALL
1500 LF. OF 54" RCP
FUTURE POND 420 (FUTURE FCLA POND 1)
80 LF. OF 13'Wx8'H RCBC
EXTEND 30" RCP OUTLET FROM POND 425 TO FUTURE POND 420
EXISTING POND 425
BOYD LAKE AVE
IMPROVE 1840 LF. OF EXISTING CHANNEL
FILL EXISTING POND/DEPRESSION (EXISTING FCLA POND 1)
FUTURE POND 605 (FUTURE FCLA POND 4)
EXISTING 18" RCP (LOCATION APPROXIMATE)
EAST-WEST TAXIWAY
80 LF. OF 48-INCH
INDUSTRIAL AIRPARK OUTFALL
EXISTING NATURAL DEPRESSION AREA
IMPROVE 2880 LF. OF EXISTING CHANNEL
CONSTRUCT DRAINAGE CHANNEL GRADE CONTROL EVERY 100 LF
ABANDON EXISTING CULVERTS UNDER BOYD LAKE AVE
REMOVE EXISTING DOUBLE 6'Wx3'H RCBC
1000 LF. OF 8'Wx4'H RCBC
NORTH-SOUTH TAXIWAY
100 LF. OF 24-INCH RCP
30 LF. OF 42-INCH RCP
FUTURE POND 600
740 LF. OF 48" RCP
30 LF. OF 30" RCP
BOYD LAKE AVE CROSSING
80 LF. OF 5'Wx5'H RCBC
FORT COLLINS/LOVELAND AIRPORT
EXISTING 18" EQUIVALENT HERCP (LOCATION APPROXIMATE)
Q = 73 cfs
2580 LF. 54" RCP UNDER BOYD LAKE AVENUE
LINDBERGH DRIVE
CONSTRUCT 1 DRAINAGE CH GRADE CONTI EVERY 100 LF
ELECTRIAL SUB-STATION
EXISTING POND 450 (FCLA POND 3)
WEST AIRPORT BASIN REGIONAL OUTFALL
RAILROAD CROSSING
BOYD LAKE
160 LF. OF 6'Wx5'H RCBC
CONSTRUCT DRAINA TO CONVEY 5-YEAR FOR SURROUNDING
CLEARWATER DRIVE
EXISTING DUAL 10'Wx4'H RCBC's
VALLEY OAK DRIVE
IMPROVE 1600 LF. OF EXISTING CHANNEL
BOYD LAKE NORTH SIXTH SUBDIVISION
BOYD LAKE AVE
UNION PACIFIC RAILROAD
EAST CROSS
LEGEND
REGIONAL IMPROVMENTS ARE SHOWN IN BLUE
PRIVATE IMPROVMENTS ARE SHOWN IN RED
UTILITIES-WATER
UTILITIES-SANITARY SEWER
UTILITIES-ELECTRIC
SUBBASIN ID
SUBBASIN DELINEATION
NOTE:
ALL DISCHARGES IDENTIFIED ON THIS SHEET ARE DESIGN DISCHARGES BASED ON THE ULTIMATE CONDITION HYDROLOGIC EVALUATION.

3. Storm Drainage – the City has indicated they will require the storm water contained on site as a part of the airport surface drainage system. Also of note:
   - The storm water collects at the northwest corner of the airport site.
   - The geotechnical report will need to discuss the ability of water to settle into the existing soils.

STREET GRID TRAINING

These criteria items have been discussed in the site design progress meetings:

1. The simulation building layout should have easy access from the common parking area.

2. The street grid layout should be build to city street standards including curb and gutter.

3. It was noted the Street Grid prop should allow for SWAT and fire departments to train together.

4. The track will not be lit and instead limiting lighting to headlights only.

5. Track should include turndown edge section with gravel shoulder for recovery, wheel of edge-of-pavement training. Possibility should also be considered for dip and railroad crossing simulation.

6. The street grid will likely host three training props”
   - Hotel - 2-3 story.
   - Residence – 2 story.
   - Commercial storefront such as a ‘Seven-Eleven’ – 1 story.

7. Jersey barriers at the track may be required where track sections come close to one another, close to adjacent props or close to the site limits.

8. Placing the Skid Pad and Street Grid props in proximity to each other could allow for a combined observation from the Vehicle Maintenance Building offices.

9. The Vehicle Maintenance Building will provide for toilets and weather shelter.

10. Relationship between the street grid and parking lot allows for a shoot house placement that can be used from both sides and allows for simultaneous training activities

11. The heights of these structures will need to be verified with the height limitations set by the Fort Collins Loveland Regional Airport.

12. The city grid will likely have high demand for training exercises (due to the uniqueness of the facilities), and the skid pad will likely have high risk, low frequency of use.

VEHICLE OPERATIONS COURSES

These criteria items have been discussed in the site design progress meetings:

1. The site should be developed to allow for potential expansion beyond the initial site boundaries. Consideration should also be given for a "modular" center that allows for totally independent training to be carried out at the same time. It should not be necessary to pass through an exercise prop to gain access to another.

2. Placing the skid pad close to the track will allow for runoff from the track to the pad for skid training.

3. Ideally the driving course surface materials are polymer asphalt at the track and concrete at the skid pad.

4. Driving Course Design:
   - Speeds of 70 - 90 mph should be achievable on the straight section of track and speeds of 60 - 70 mph on the outer track given a skilled driver
   - The wide layout of the track will minimize the need for Jersey barriers
   - A section of the track has been scheduled for dip, RR crossing and edge drop off training
   - The square corner at the inner track emulates a Country Road condition
   - The track will meet all Colorado Post requirements.
   - The track layout allows for 10 different training options
   - The track internal area can be used for RTV and motorcycle track and training ground

5. A third (chained or cable barrier) access point will be used near the driving instructor office to control access to the driving courses.

FIRING RANGES

These criteria items have been discussed in the site design progress meetings:

1. The 50 yard range will need to be twenty five lanes. Loveland's average class size is 15 students up to 25 for handgun classes. Fort Collins averages 22 students per class.

2. Basic range program:
   - The firing range component of the training campus should be stand alone and self sufficient.
   - (1) 50 yard range, (25) lanes. This is a full tactical range.
   - (1) 100 yard range, (10) lanes. This is a full tactical range that would accommodate patrol cars and a bearcat (limits on use of bearcat turret due to height limitations). The ventilation requirements for the 100 yd range are basicly the same as for a 50 yd range.
   - 50 yard ranges - 4’ lanes with an extra 2’ on each side.
   - 100 yard range – 5’ lanes with an extra 2’ on each side.
   - Additional ranges should be planned for future expansion.
   - A future academy should be able to train independent of the other facility users.
   - The targets will move to the shooter only in the 100 yard range.
   - Firearm break-down booth areas to protect from accidental discharge and gun lockers.
   - The ranges should allow panels to be set up at defined points for training purposes. Anchors / tie-ins should be designed into the floor and ceiling for this purpose. Access to electrical power will also need to be planned for these training props.
   - Armor plate the side walls from 15 yards and in for training purposes.
   - The 50 yard range could be used for rifle, shotgun or pistol.
   - Anticipate 500+ cops with Partners and Tier I users not including smaller department users
   - Number of classes that can be offered is driven by shifts and number of instructors/student.
   - Loveland is required 4 training sessions per year, Ft Collins 6 per year
   - Preference expressed for low angle steel trap vs. granulated (fire hazard).

3. Currently, 50% of the training on the ranges happens at different fixed positions. The range design will need to allow for this in all the ranges (full tactical).

4. Training options for the 'Bearcat' and buses may be included in a simulation building. This could be as simple as a pole barn. The extra ventilation required for the additional volume that would need to be provided in the firing ranges for simulation, could be cost prohibitive.

5. Ventilation system would be a soft start system due to high electrical demand, average air change would be every 6 minutes, and the purge equipment would be direct fire heat and evaporative cooling. Action Target (Layne) has noted better pre-filtering requires less replacement of HEPA filters.

6. The cost to operate a range is roughly $1.50 per lane per hour.

CLASSROOMS & SUPPORT

These criteria items have been discussed in the site design progress meetings:

1. Program spaces to include:
   - Lobby and information area, display cases.
   - Range office space for 3-5 persons.
   - Gun cleaning and repair
   - Break Room.
   - Ammunition storage (one for each department and one for Users) and receiving area with roll-up access door.
   - Firearm storage.
   - Simulation room.
   - (3) clean classrooms per range plus (2) extra.
   - Loading area requires a forklift.
   - Toilets, showers and lockers.
   - Mat room should have multiple lighting levels, mats that fit the floor space with limited seams, locker room with shower, track for dummy to simulate chase, gun lockers at entry and a laundry.
   - For chemical training there should be a simulated Sally Port setup with a shower room for initial decontamination, eyewash station and a tempered hose bib.

OFFICES

Office program spaces discussed include:

- Facility offices – (3) offices which includes one for each owner agency Sergeant.
- Firing Range Instructor – (1).
- Academy office and support spaces (future).
- Driving Instructor offices – (2) for the full time instructors. These offices will be near the track to control access to these exercises.

SHOOT-HOUSE

These criteria items have been discussed in the site design progress meetings:

1. Shoot-house design – there are two types of houses"
   a. Live fire house – walls can be moved, but they very rarely are moved. The walls are too hard to reconstruct.
   b. Simulation fire house – recommended (Longmont has a newly constructed house). Of note:
      - Cost about 1/3 of live fire house.
      - Wood frame construction holds up to simulation fire.
      - Steel connector plates are easy to use to move walls.
      - Can include doors, breach doors, windows, etc.
      - Longmont spent $4-5k to put a simulation space inside an existing metal building. The metal building is a part of their street grid training prop. Their shoot-house is roughly 2,000 square foot in size.
      - Panels can be used on the firing ranges
      - Loveland indicated they are open to a simulation fire house if they can do live firing exercises at the 15 yard line of the ranges.
      - Sims rounds are much quieter than live rounds

2. Included O&M projected cost in the spreadsheet costs. Facilities in Loveland are averaging about $6.25 per SF to operate.

POLICE CITIZEN ADVISORY BOARD
SEPTEMBER 8, 2014
POLICE INSTITUTE

Present: Bev Cardarelli, Erin Frisch, Swaine Skeen, Dennis Soucek and John Tindall. Chief Hecker; Councilor Hugh McKean. Absent PCAB members were: Tony Adams, Ed Gassman, Dick Hunsaker and Pat Kistler.

Meeting was called to order by John Tindall, acting chairperson, at 5:32 pm. A motion was made and seconded by Dennis Soucek and Swaine Skeen respectively to approve the July 7th meeting minutes as is. Motion carried. All approved.

PROGRAM

Kim Pals brought to the Board the upcoming Citizen Satisfaction Survey that will be sent out in October. Kim had asked the Board to review the survey and to express any additions/corrections that they felt would improve the survey. According to Chief Hecker and Kim Pals this survey will probably be the last mailing survey from the police department. The next one will be an on-line survey. After minimal discussion the Board approved the Citizen Satisfaction Survey with minor corrections.

CHIEF HECKER

- **Chief attended the City Council Study Session on September 9th, which was after the September 8th Board meeting. Council was to review the proposed 2015 budget. Budget has grown city wide due to tax revenue from business. As of now the police department has asked for five positions: 1) Police officer; 2) Community Service Officer; 3) Records Specialist; 4) Detective and 5) Victim Witness Advocate. Additional monies have been requested for the second phase of E-citations, Larimer County Bomb Squad suits and Alternative light source, which is an instrument to use to detect gun powder. These positions are from the Tier II growth portion of the Strategic Planning phase. Chief explained the purpose behind the Victim Witness Advocate and that is to ensure continuity of services from the time the victim advocate is contacted from the beginning of the crime to the finalization of the case, which is the disposition. First and second reading on the budget will be held in October.**
- **Chief will be attending the City Council Study Session on September 23rd regarding the regional training center. Bill Booth will be presenting the training needs in Northern Colorado. Chief invited PCAB members to attend if they would like to show their support.**

COUNCILOR MCKEAN REPORT

- ✓ **Bass Pro Shop will be breaking ground east of I-25**
- ✓ **Vitamin Cottage will be locating in the old Ferguson High School Building**

- ✓ **Nationally known food chain to go in at the corner of Hwy 34 and Lincoln**

There being no further business a motion was made and seconded by Dennis Soucek and Swaine Skeen respectively to adjourn. Motion carried.

Minutes submitted by:

Elizabeth Markham