

Recommended Improvement Plan

6.1 Introduction/Purpose

As noted in Chapter 4 and Chapter 5, the Master Plan's Recommended Improvement Plan uses general aviation *Alternative C1, One FBO on East Side and One FBO on West Side*, along with *Terminal Planning - Alternative 1 "Simple"* as the basis for long-term space reservation concepts for the future layout of airport facilities.



The purpose of this chapter is to provide a specific listing of the improvement features identified on the preferred alternatives, to provide an illustration of the combined alternatives on one graphic image and to provide a recording of approval conditions provided by the Board of County Commissioners (in consideration of input from referral agencies). The information contained in this chapter is included elsewhere throughout this Airport Master Plan Update Report and has been consolidated here for ease of use. It should be noted that the descriptions of the recommended improvements provided in this chapter are for space reservation purposes. The Airport acknowledges that some of the details provided in this chapter, such as the square footage for the passenger terminal building, will be refined during subsequent phases of the planning and design process for specific improvement projects. The *RECOMMENDED IMPROVEMENT PLAN* is graphically illustrated at the end of this chapter.

6.2 Recommended Improvement Plan Features

Airside Facilities (runways and taxiways). No change to the existing runway configuration (100' x 8,000') is identified on the Recommended Plan. In addition, other than the potential for a west side taxiway system (see description below), no significant change to the airport's taxiway configuration is identified in the Recommended Improvement Plan. Because the same basic airfield configuration will remain, no change will be made in the existing prohibitions on (1) aircraft with wingspans greater than 95 feet, and (2) aircraft weighing more than 100,000 pounds maximum gross landed weight.

Passenger Terminal Area. The terminal area improvements are based on the recommendation that space be reserved for a relocated passenger terminal building, with the eventual removal of the existing terminal building. This recommendation recognizes that the existing terminal building is operationally

inadequate even for current demand. The current facility is undersized, poorly designed, functionally obsolete and deteriorating. The Master Plan Update process also determined that, for a variety of reasons, including cost and construction impacts, development of a new terminal is a superior solution to renovation and expansion of the existing terminal. It is anticipated that the replacement terminal building will be located directly up valley (south) of the existing building and that the new building will be a phased development, utilizing some features of the existing structure as portions of the new structure are built. Other terminal area space reservations include:

- Replacement Terminal Building – 80,000 square feet.
- Parking – 1,300 stalls, partially contained in a parking structure.
- Passenger loading gates (doors) and commercial service aircraft parking positions - 8.
- Transit – provided ability to accommodate future connections.
- Access –The terminal area will continue to be accessed from Highway 82 at the existing Baltic Avenue intersection. The Recommended Improvements Plan also shows a second access to the terminal area at a future intersection across from the BMC/Pro-Build driveway entrance. This location was identified as a future fully controlled intersection in the most recent Access Control Plan for this segment of Highway 82. Details regarding the design of this intersection and when it will be constructed have not yet been determined. The Airport will coordinate with the Colorado Department of Transportation (CDOT) and Pitkin County Public Works as planning for this intersection moves forward.

General Aviation Areas. On the east side of the airport the basic recommendation is to make efficient use of the limited amount of existing area available for general aviation use. This recommendation was made after a thorough evaluation of the potential for accommodating a second FBO on the east side determined that this option would not meet FAA objectives for safety, would increase aircraft congestion and the operational delays that accompany it, and would not protect the interests of local pilots (i.e.; greater loss of patio shelters, increased congestion, etc.). The recommended layout for the west side recognizes that the provision of additional area for aircraft parking is critical. Additional aircraft are proposed to be accommodated primarily in the area which will be made available with the reconfiguration of the passenger terminal facilities. Other east-side general aviation facility space reservation recommendations include:

- Relocate the existing FBO/general aviation terminal to the area on the north end of the reconfigured passenger terminal improvement envelope.
- Create a potential new hangar site with the relocation existing FBO terminal.
- Reconfigure the general aviation support area to efficiently accommodate landside access/vehicle parking and remove facilities that impinge on the aircraft circulation and parking area (i.e., relocate the existing ground service equipment building, and reconfigure the existing fuel storage area).

- Identify potential small general hangar improvements including an area for approximately 10 new hangars and the potential to improve or enclose the existing patio hangars.
- Identify potential area for new aircraft parking on the north end of the east-side aviation use area.

On the west, the recommendation recognizes that the airport might accommodate a second FBO at some point in the future, and, if so, the best option is to place those facilities is on the west side of the airport. The recommendation also recognizes that the west side of the airport has environmentally sensitive areas which could be impacted by the construction of future improvements. Therefore, these areas should be carefully analyzed in association with any contemplated disturbance. These environmentally sensitive areas include the Owl Creek riparian corridor and Airport Ranch historic structures on the north and steep terrain to the west. Space reservation recommendations on the west side of the airport include:

- A parallel taxiway system that will extend from the south end of the runway to the potential new aircraft parking area north of the Airport Operations Center.
- FBO facilities which meet minimum standards:
 - GA terminal – 5,000 sq. ft.
 - Hangar – 14,400 sq. ft.
 - Maintenance shop – 5,000 sq. ft.
 - Aircraft ramp, parking, circulation, staging - 280,000 sq. ft.
 - Aircraft tie-down – 30 spaces
 - Vehicle parking – 60 spaces
 - Fuel storage – 60,000 Jet A, 10,000 AvGas
- Access to and from Owl Creek Road using the established Airport Operations Center driveway.
- An emergency medical services aircraft parking apron.
- Airport Operations Center improvements.

6.3 BOCC Conditions of Approval

The Pitkin County Board of County Commissioners established the following conditions to provide clear direction regarding implementation of the Recommended Improvements Plan described in this chapter. While many of the issues discussed in these conditions would be addressed during required environmental reviews, the BOCC wanted to ensure that the items listed below are addressed as specific projects move forward.

- 1) The sponsor is committed to ensuring that future development on the west side of the Airport respects the highest possible standard for protection of Owl Creek and the associated riparian corridor while working within FAA safety guidelines and requirements, including those related to on-Airport wildlife attractants. This objective will be achieved through a multi-tiered approach. The first tier involves a thorough analysis of the corridor and potential impacts through the

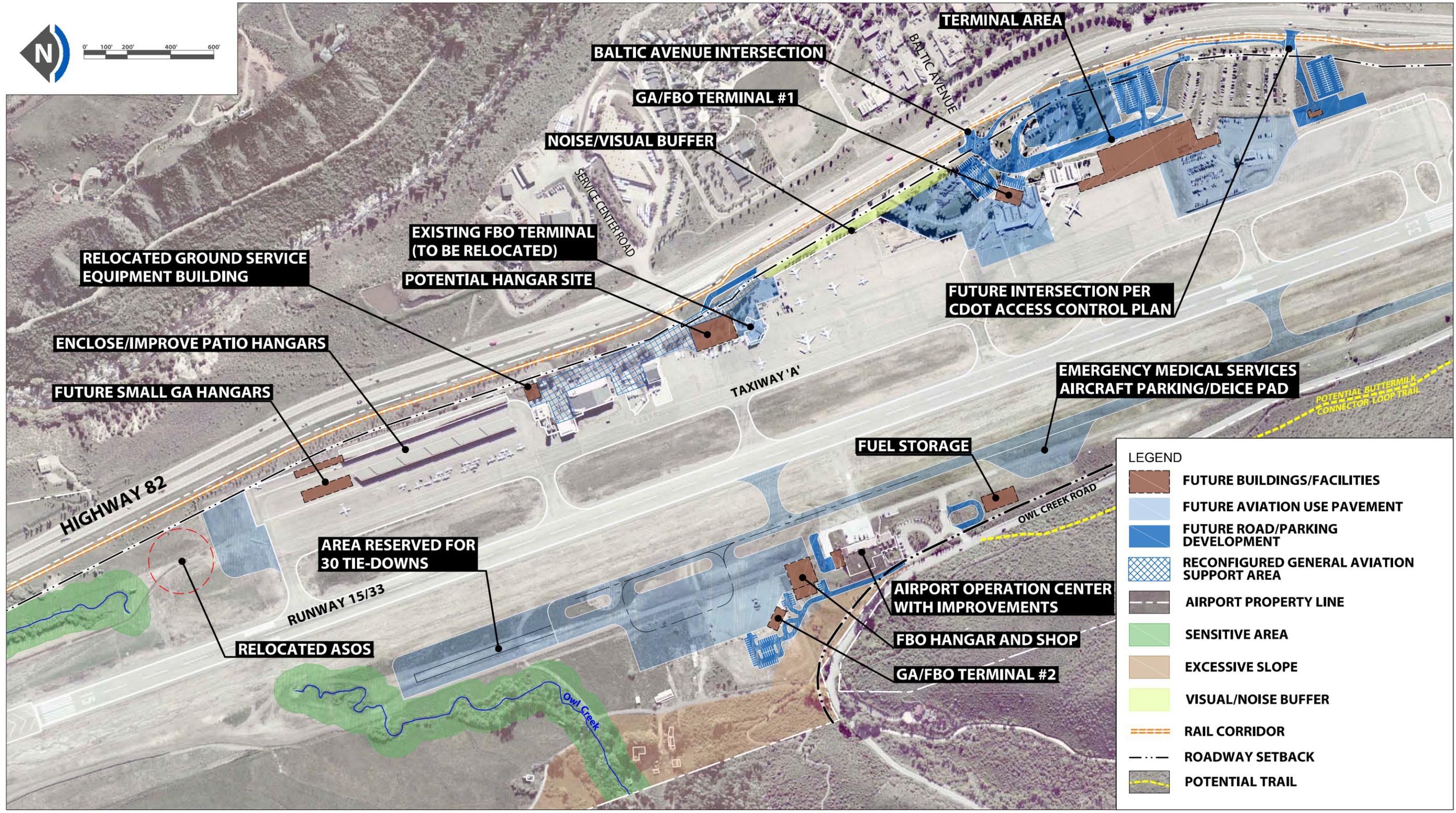
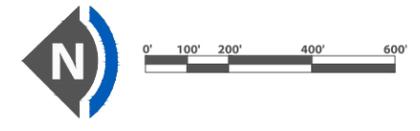
environmental review process that would be required in association with any west-side projects that require federal funding. The second tier would be to ensure compliance with the setback requirements described in items “a” and “b” below in association with the design and development of any facilities on the west side. The third tier would involve the use of best management practices during the construction and operation of any west-side facilities.

- a) All development on the west side of the Airport shall be setback a minimum of 100 feet from the centerline of Owl Creek. Additional setback may be required as determined through evaluation of an analysis as described in item b as follows;
 - b) Any proposal for development on the west side of the Airport shall be accompanied by a riparian habitat analysis, prepared by a qualified wildlife biologist, which provides a summary of the extent and condition of the riparian area in the vicinity of the project, and which addresses the following criteria for consideration of an increase to the minimum 100-foot setback:
 1. Slopes adjacent to the protected feature equal or exceed thirty (30) percent;
 2. Highly erodible soils or unstable stream bank conditions are present;
 3. The proposed use of the property presents a significant special hazard to water quality or wetlands (e.g., storage or handling of hazardous or toxic materials);
 4. The 100-year or intermediate regional flood zone exceeds the minimum 100-foot setback requirement;
 5. Additional area is needed to protect existing trees, shrubs, or other natural features that provide for stream bank stability, habitat enhancement for aquatic environments, and riparian area protection;
 6. Habitat for plant, animal, or other wildlife species listed as threatened or endangered by the United States Fish and Wildlife Service exists;
 7. Habitat for plant, animal, or other wildlife species listed by the State of Colorado as rare, threatened, or endangered, or species of special concern;
 8. Additional area is needed to prevent or minimize flood damage by preserving storm and flood water storage capacity;
 9. Additional area is needed to protect fish spawning, breeding, nursery and feeding grounds.
- 2) Traffic impacts on Owl Creek Road will be addressed as part of an environmental analysis associated with any related projects requiring Federal funding on the west side of the Airport. In addition, any proposals for a fixed base operator on the west side of the Airport shall include a traffic analysis that addresses traffic impacts and contains recommendations for measures to mitigate those impacts, including any necessary improvements to Owl Creek Road.

- 3) Improvements at the Aspen/Pitkin County Airport, including the commercial passenger terminal, should result in a facility which is safe, efficient and expresses the community's high standards for architectural quality, environmental sensitivity, neighborhood compatibility, and sustainability. The architecture should emphasize these values while retaining the Airport's current low-key aesthetic qualities and modest visual impact. To help achieve this objective, the Airport shall draft and present to the BOCC, a set of design guidelines to govern all future improvements at the airport.
- 4) The Planning & Zoning Commission will review each phase of improvements in more detail through the Location and Extent Review process, described in the Pitkin County Land Use Code. The purpose of the Location and Extent Review is to determine if specific improvements are generally consistent with the applicable adopted master plans. More generally, improvements will be subject to all applicable requirements of the Pitkin County Code.
- 5) The Airport will undertake a study of best practices for mass transit service at other similar airports. The Airport shall define specific measures to encourage the use of alternative modes of transportation and to diminish reliance upon rental vehicles and increased parking. One specific alternative that will be explored is the feasibility of final-destination bag delivery for airport arrivals to make it more convenient for arriving airline passengers to utilize public transportation.
- 6) As matter of practice, the Airport shall engage in innovative and collaborative processes to address any differences between FAA standards and community values.
- 7) The Recommended Improvement Plan and Airport Layout Plan show the alignment of the portion of the planned "Airline Trail" located on Airport property and a potential future trail on the west side of Owl Creek Road to link Sky Mountain Park with the base of the Buttermilk Ski Area. The Airport will assist in the process of establishing any required legal mechanisms to accommodate these future trails.
- 8) The Airport, Pitkin County, Roaring Fork Transit Agency and Colorado Department of Transportation shall continue to coordinate as the terminal, BRT stations and pedestrian underpass designs progress to ensure that these projects are linked and integrated.
- 9) Additional noise monitoring and/or noise modeling may be required prior to construction of projects that may change the noise exposure from aircraft operating on the ground, and shall be required for any projects that affect the "Noise Sensitive Uses" designated in the Master Plan. The monitoring or modeling shall determine if there are any significant noise effects associated with those improvements, and, if so, mitigation of such noise levels will be explored.

- 10) In order to ensure adequate consideration and preservation of the historic Airport Ranch site, the following language from the Environmental Overview chapter of the Master Plan Update will be adhered to:

“Historical, Architectural, Archaeological, and Cultural Resources Section 106 of the National Historic Preservation Act requires federal agencies, or their designated representatives, to take into account the effects of their undertakings on historic properties, which include archaeological sites, buildings, structures, objects, or districts. Based on a historic and cultural resources survey of the Airport, one site (Airport Ranch) has been identified as officially eligible for inclusion in the National Register of Historic Places (Figure 6.4). Ranch related resources include a log house, log shed, frame barn, hip roof frame house, approximately four frame sheds, one metal shed, and a modern trailer. An additional log outbuilding and concrete block pump house were also identified as associated with the Airport Ranch in a 2009 survey. Portions of this site could be impacted by the west side recommended alternatives. Because this site is officially determined to be eligible for the NRHP, it will need to be taken into account in future airport activities to ensure compliance with Section 106. Coordination with the State Historic Preservation Officer and the Pitkin County Historic Preservation Officer will be required prior to any construction actions. Should the State Historic Preservation Officer determine that the Airport Ranch site does not justify further consideration, proposed improvement projects near the Airport Ranch site will still be referred to the Pitkin County Historic Preservation Officer for consideration. Additionally, although there are no other known sites eligible for inclusion in the NRHP, should any construction activity expose buried archaeological material; work will stop in that area and the FAA, the Colorado Historical Society will be contacted.”



LEGEND

	FUTURE BUILDINGS/FACILITIES
	FUTURE AVIATION USE PAVEMENT
	FUTURE ROAD/PARKING DEVELOPMENT
	RECONFIGURED GENERAL AVIATION SUPPORT AREA
	AIRPORT PROPERTY LINE
	SENSITIVE AREA
	EXCESSIVE SLOPE
	VISUAL/NOISE BUFFER
	RAIL CORRIDOR
	ROADWAY SETBACK
	POTENTIAL TRAIL

