

ASE Scoping Meeting Comments (CIC and Public)

March 2015

EA Proposed Projects

- This is a must to keep adequate air service in Aspen
- Would like a cross section of the runway
- Will I see new aircraft in my neighborhood? Can I see a cross section?
- Visual impacts – sound barrier
- Traffic impacts of 2nd Hwy 82 intersection? Need for 2nd intersection?
- Do it. It's needed. It's time. Make it a joy to come to daily.
- Think Sydney Opera House. Do something spectacular with the terminal building. Do it.
- Another FBO to cater to general aviation
- Second FBO for smaller aircraft.
- Small.
- Do IT!
- Please look at the impact of the intersection on traffic
- Additional intersection adds a 4th light in this small section of Highway
- Drainage improvements?
- Why wouldn't the bike path extend to airline trailhead?
- Consider support facilities across Hwy 82
- What does a "support area" mean?
- Consider relocation of FBO building to gain ramp space
- Is another intersection necessary? Will this help or compound Hwy Traffic issues?
- Balance need of intersection-one use on the other side
- Let neighbors know the construction time line as soon as possible
- Parking as transit hub?
- Concerned about apron expansion and noise in Meadowood

Community Input: Terminal

- I agree. Just do it!
- Single story- love later turn into split
- Good- no expansion into the South needed. Good.
- No jet bridges

Recommendation #1 Concept ³/₄ Hybrid and #2 Concept 2

- Is there room for U.S. Customs?



- Gate lounge area should be larger
- I'm OK with no jet bridges
- We should reconsider jet bridges
- Right size it! Don't want to build it again in 20 years.
- Don't make it so small it is obsolete before it is finished
- Jet bridges are a must
- Make it easier on shuttles, cabs, curbside pickups
- No advertising - more videos of activities
- Setbacks-yes. Low visual impact.

Background to Purpose and Need: Runway Reconfiguration

- Explain MOD

Purpose & Need – Terminal Replacement and East Side Projects

- How does new apron mitigate noise impacts?
- Extra space for users, passengers, and staff
- Noise at Hwy 82 at Harmony has increased since the runway expansion
- The widened runway is essential. Do it.
- When will the new airplanes be in use?
- Make the runway wide enough now for future planes - even longer for the new planes to come.
- Extend curfew 1 hour for pre-scheduled flights delayed from weather

Visual Resources

Preliminary View 1 and 2

- As long as it blends and looks nice
- Less setback and more consumer amenities in the gate area for our guests
- Good to see it's not a big edifice
- Maintain a parklike setting; inviting and fits into the environment
- Lead in lights so bright - hazard on the ground
- Summer/winter open walls on roof terrace
- OK to see planes - good to have lots of vegetation
- Build and plan for future growth appropriate for current and future needs
- Room for U.S. Customs
- Keep view points- can see arriving and departing flights

Preliminary View 3 and 4



- Bleacher viewing of planes like at Stapleton
- Past operations building should open now to terminal
- What will Owl Creek Road moving look like?
- Keep landscape buffer and trees around terminal
- Don't make it too small or compromise needed space
- Provide comfortable furniture and food service for delayed passengers
- Make it comfortable and have amenities for passengers
- West Buttermilk Road view down- one shown not accurate
- "smiley face"
- Hybrid option is an appropriate response to site topography
- What would it look like at night? Dark Skies
- Go Big or Go Home

Preliminary View 5 and 6

- I have no problem with the airport - good landscaping needed
- Wrong location for airport - in residential high-end RE
- Location is so convenient
- Observation deck, variation of roof lines
- Lower McClain Flats Road
- New from Meadowood with new aircraft staging area? Expanded apron?
- Top deck - Starwood
- Size and scale shown is not a problem at all
- Roof is critical to visual impact now white reflection- green roof or natural cedars
- Be aware of light pollution and shielding
- No reflectivity if it has sda
- Starwood would have potential light concerns
- Revolving beacon ongoing shield (grand fathered in) re Starwood
- Not too much glass on the east side please
- Terminal building should be modern, but understated
- Improve deice containment, current pad and runway
- Use west of Maroon Creek Plan (WOMP) direction in analysis

Proposed Bike Path & Owl Creek Road Relocation

- Will Owl Creek Road need to be moved more for the west side development?
- Moving the road and bike path should not be an issue. Move them.
- Looks reasonable.



- Can the bike path be improved to increase connectivity instead of just replaced?
- Greater separation between path and owl creek- consider a vegetated buffer (written underneath- YES!)
- Improve separation between the bike path and road

Socioeconomic Impacts

- Consider incorporating affordable housing impacts
- Fully integrate RFTA services into terminal design. Consider alignment of the project with AACP.
- Accommodate current capacity- not as a growth emphasis. Coordinate of air services and aircraft size.
- Consider affordable housing needs generated
- Examine the relationship with other ground transportation systems, including light rail or other future systems. Beyond pillow count, examine the economic impact of guests arriving via the airport in winter and summer. Consider other transit needs, e.g. park and ride opportunities on airport property including transit and terminal needs.
- Connection to RFTA + underpass
- Integration of RFTA into the design would create a better customer experience
- RFTA remote parking expansion or garage at Brush Creek
- Increase in shuttles to Aspen/Snowmass resorts- reduction in cabs/private vehicles-don't add to traffic
- Valley wide pillow count
- Do not preclude future potential fixed guidelines access to airport
- Create safe and comfortable connection between RFTA BRT stop and the airport
- Will the new terminal generation more FTEs than the current? Where will they live? What will traffic implications be?
- Assess communal lodging growth management implications
- Do not increase capacity at high peak times- Xmas, 4th of July
- Work with county to spread events. Ideas in September or October?
- I want to know if larger aircraft would create more economical travel options or does more people flying in create a higher demand in turn creating higher lodging prices, and higher costs in general?
- Visitor and residential quality experience greatly reduced at peak capacity

Proposed Noise Buffer & Monitors

- Noise walls are a good idea around the terminal. Berms too.
- Meadowood "Noise"?
- Maybe a noise buffer across from Harmony Road. The planes take off there.



- Updates for neighbors with specifics about current and anticipated events
- Analysis for potential new aircraft as well as existing
- Tons of trees
- Consider starting this buffer before construction
- Changes in expected noise from new planes versus current
- Apron buffer location?

Air Quality & Climate

- Is there a way to disburse the aviation fuel fumes while aircraft are in line for takeoff?
- Fumes in AABC aircraft departures
- Plug-In to alleviate idling of aircraft
- Air Quality-very important
- Updates about current particulate and air quality levels- actual and anticipated
- You should consider hazardous air pollutants and their effects on human health
- Consider air quality effects on tourism and quality of life for residents
- People live so close- what about hazardous air pollutants?
- Smell?
- Energy- use of terminal and buildings
- Off-set additional carbon/air pollution with local conservation projects
- Can we shared study results at the local government level for more informed local conversation?
- Check hazardous air pollutants
- Can you capture the hazardous gasses?
- Look into air filters for the entire Airport air
- Manage general aviation and commercial air traffic to reduce ATC delays and burning excess fuel with hold times on the ground and local air space
- Effect on ghg from parking- how can parking be used to support decreased trips into town?
- Consider the unique location of the airport- narrow valley at 8000ft. Poor air quality in dramatically increased apron buffer location.
- Air quality must include pollutants and carcinogens such as jet fuel.
- Plug-In to alleviate idling of aircraft
- All kinds of air pollution under flight path

Existing Water Resources

- Pipe all Owl Creek to better protect the resource from potential spills. Coordinate mitigation banking with city parks and/or county parks.
- Stapleton Ditch infrastructure west edge of Owl Creek- identify piping ditch move



- West Buttermilk Metro district capacity additional water needs?
- Containment of glycol. Electric ground equipment
- Cozy Pt Ranch- City of Aspen. Redo Management Plan. Restoration on Brush Creek? North Star Restoration work?

Historical & Cultural

- Needs Current Photos
- Please consider the social/cultural values of the community when planning the interior of the terminal. I.E., rather than all the commercial advertising, consider informational signage about Aspen culture, arts, environment, impact of climate change, history, etc.
- Keep it real and unique- no mini LAX or NYC
- True to character
- How will the design take into consideration the communication of Aspen history and culture (e.g. the opposite of the ART museum)
- Do we really want to move this runway 80 ft. closer to the rocks?
- How will proximity of the runway effect the adjacent resource? Vibration?
- The trail could take advantage of the Farmstead and Aspen Groves
- Clean up of historic areas, junk removal?
- Allow the possibility to improve Owl Creek Trail, to make it less steep!

Potential for Larger Aircraft

- Larger aircraft (737, A319) will leave a net negative effect on the valley in terms of noise and pollution. Not needed here.
- Larger aircraft during peak seasons will reduce frequency and have less environmental impact
- Less commercial frequency reduces ground ops equipment usage, glycol needs, etc.
- Less frequency reduces ATC delay and aircraft holding in air and on ground- less burning excess fuel

Comments on Other Resources

- Consider fuel containment waste water of ramp
- Is the D-III standard appropriate based on our commercial volume?
- With the airport only 3 miles from Aspen and 3.2 from Snowmass 2 creeks, ground transportation solutions are the most critical environmental and traffic elements.
- Ditto (referring to the above comment)
- Energy use of buildings = GHG pollutants and cost
- Consider spending wetland mitigation fees for local restoration projects
- Educate- Coffee chat in Airline breakroom



- Consider parking capacity as it relates to multi-modal approach
- Note any potential impact to Aspen water agreement via west Buttermilk
- Construction + demolition waste = big impact to landfill
- Consider full containment wastewater of ramp
- Balance need of intersection with use on the other side
- Consider relocation of FBO building to gain ramp space
- Consider support facilities across Hwy 82
- Parking as transit hub?
- Drainage improvements?

Terminal Design Comments

Some comments addressed terminal design of the project. The EA will cover approximately 25% design for the terminal and the site plan; final design will be included subsequent to the EA. All projects will be designed in accordance with Aspen/Pitkin County Design Guidelines which are intended to provide a mechanism to ensure that future development and redevelopment at the Aspen/Pitkin County Airport is implemented in a manner consistent with community values which reflect high standards for architectural quality, environmental sensitivity, neighborhood compatibility, and sustainability. It will also take into account other local plans such as the West of Maroon Creek Plan.

Many comments also dealt with the request to “right size” the terminal and that user experience goes down during peak capacity right now. When the 2013 Master Plan Update was completed, the predicted fleet mix changes of regional jets to longer wingspans was not known. Therefore, additional terminal work outside the EA will examine the sizing question and determine Level of Service needed based on the new potentially-larger aircraft fleet mix. This will include examination of room needed for specific functions such as the gate areas, TSA, etc. as well as final site development and curbside flow for shuttles, cabs, and parking. Comments on keeping viewsheds, options for a roof terrace, a park-like setting, concessions and amenities will be included in final design. This analysis will be included in final design. There will be additional community involvement during the full design process.

Jet Bridges

Some comments addressed the question of the addition of jet bridges for the new terminal. While there were comments both for and against jet bridges, it was determined that for now, jet bridges would not be included in the conceptual design due to a larger contingent focusing on the “Aspen experience” of stepping off the aircraft into the mountains. While having no jet bridges poses some operational considerations, the final design will take these types of operational considerations into account to make it functional, as well as ADA compliant.



Visual

Many comments addressed interest in the visual elements of the terminal and other projects. A qualitative analysis will be conducted to examine the visual impact of the projects on the community surrounding the airport. Visual renderings will be developed to conduct a site massing and viewshed analysis to determine if the proposed airport improvements would have any impacts on the aesthetics and view characteristics of the area. A night time view will also be examined. Additionally, the EA will confirm the projects compatibility with local laws and ordinances pertaining to visual changes along the highway corridor. Several viewpoints will be chosen from different areas of the airport, including from the north, south, east and west, based on areas of known interest. This analysis will include all projects including the terminal and associated roadways and parking, generalized site landscaping, the runway shift and widening, as well as the shift of Owl Creek and the Owl Creek Bike Path.

The EA will examine two conceptual terminal alternatives, which were developed with coordination with stakeholders and the ability of the concepts to fit within the existing site constraints. However, final design considerations (such as light shielding and final roof design) will be coordinated with stakeholders after the EA. All projects will be designed in accordance with Aspen/Pitkin County Design Guidelines which are intended to provide a mechanism to ensure that future development and redevelopment at the Aspen/Pitkin County Airport is implemented in a manner consistent with community values which reflect high standards for architectural quality, environmental sensitivity, neighborhood compatibility, and sustainability. It will also take into account other local plans such as the West of Maroon Creek Plan.

Noise

Some comments addressed a concern for changes in noise levels due to the project from the potential for larger aircraft and the expansion of the apron. The analysis of aircraft noise exposure in the EA will be prepared in compliance with FAA Orders. The order that was in effect when the project was scoped was 1050.1E, which requires the use of noise exposure contours using the FAA's Integrated Noise Model (INM) showing the area affected by 65 Day-Night Noise Level (DNL) and greater noise levels.

The FAA and the County have taken steps over the years to assess existing levels of aircraft noise and develop noise abatement procedures to reduce the impacts on residential and other noise sensitive areas. As a result, under current conditions there are currently no noise sensitive uses exposed to 65 Day-Night Noise Level (DNL) noise levels at Aspen/Pitkin County Airport. However, the EA will examine the With Project and No Action noise based on the addition of potentially larger aircraft and determine whether there will be significant impacts associated with the project. This analysis will also include the potential benefits of the proposed noise wall along the GA apron to reduce noise from aircraft on this apron. Some comments indicated that the buffer should be started prior to construction of the project. All



projects need to be federally cleared in this EA, and final phasing of construction is dependent on funding availability.

Some additional comments indicated that the curfew should be increased in the evening. It is important to note that the curfew at ASE is grandfathered in and any changes to a curfew would negate the entire curfew. Therefore, no changes to the curfew are recommended. Curfew changes are also outside of the scope of this EA.

It is important to note that most of the new regional jets coming into the fleet in the future are considered Stage 4 aircraft, which have engines that are generally quieter than their existing regional jet counterparts.

Relocation of Existing FBO

Some comments related to the relocation of the existing FBO. The relocation of the Existing FBO was a project included in the 2013 Master Plan. One of the main purposes of this relocation was to tie into the parking garage that was proposed at the time to provide further efficiencies. Since the parking garage is no longer reasonably foreseeable due to funding issues, the relocation of the FBO is not being considered at this time.

Second FBO Separate EA

Some comments dealt with the question of a second Fixed Base Operator. Right now, the development of a parallel taxiway that could serve a second Fixed Base Operator is not reasonably foreseeable due to funding constraints. If this becomes reasonably foreseeable, a separate EA that includes a taxiway and Fixed Based Operator facility on the Airport's west side would need to be considered, if and when funding is available at some point in the future.

Public Involvement

Some comments reflected the need for the community to be informed of project progress and timelines. A Public and Agency Involvement Program will be implemented during the preparation of the EA to facilitate coordination between the Airport, the County, FAA, agencies, community groups, and local governments. During the course of the Study, all viewpoints will be carefully weighed and solutions developed which will strive to serve the common interest of all parties to the extent possible. Throughout the planning process, all information will be posted to the project website:

<http://www.aspenairport.com/airport-improvements-ea/summary>. Additionally, project information will be shared via social media and the Peak Democracy Tool.

The project team will hold public meetings and workshops for the general public throughout the Study. These meetings will be held in the evening to encourage public participation and will be held at key points



during the Study, specifically related to design elements/visualizations and other known community concerns. The purpose of these meetings will be to further refine the areas of concern the public has for various environmental issues and work through issues prior to the release of the Draft EA.

Traffic

Some comments addressed the need to examine traffic impacts relative to the proposed project. Surface transportation changes, both temporary and permanent, will be analyzed and disclosed for the Proposed Projects and feasible and prudent alternatives. Level of Service (LOS) and access to existing homes and businesses, and convenience will be examined as a result of the proposed project and be compared to the No Action Alternative. The Team will work with CDOT and the Airport on this task to examine the intersection with Highway 82 and Baltic Avenue. The site plan will incorporate the existing connection points to Highway 82.

Air Quality and Climate

Some comments addressed the question of how air quality and climate would be considered in the EA. The consultant team will prepare an existing conditions emissions inventory for criteria pollutants and Hazardous Air Pollutants (HAPS) for the sources of emissions that would be affected by the proposed project alternative(s). Sources that are expected to be included in the emissions inventory are: aircraft/APU, ground service equipment (GSE) fleet, ground access vehicles/roadways, stationary sources, and parking lots. This will examine the impact of the proposed project compared to the existing No Action Alternative in the EA.

In accordance with FAA Order 1050.1F, the EA will address climate separate from air quality. As an emissions inventory will be prepared for criteria pollutants, an inventory of greenhouse gases will also be prepared.

Some comments referred to the ability of aircraft to plug in to reduce idling. Plug in power to replace the use of Auxiliary Power Units is an option that can be examined with the final design of the terminal and apron. The terminal will also examine ways to reduce energy consumption.

Other comments relating to the ways to distribute fuel fumes, managing the general aviation/commercial traffic, or use of technology to reduce air emissions are outside the scope of this EA, but can be considered outside of the EA if the technology arises.

Plan for existing and future needs

Several comments mentioned that the environmental analysis should look at existing and future conditions. An Environmental Assessment does just that. FAA forecasts for aviation activity, size of



aircraft and frequency, along with local and regional land use plans will be reviewed to ensure that the projects align with local needs.

Bike Path and Owl Creek Road

Some comments dealt with questions on the bike path and Owl Creek road relocation. The general plan is outlined in the Proposed Project figure, and will relocate the bike path and the Owl Creek Road alignments to the west within the CDOT Right of Way. The bike path must be outside of the Object Free Zone and Owl Creek Road must stay within right-of-way, therefore, increasing the separation between the two is likely not feasible. Bike path and Owl Creek Road alignments will be determined during the final design process. The figure shows only the relocated portion of the bike path; the existing connection to airline trailhead will still exist. Coordination with local agencies and the public will be conducted and the comment that there should be potential improvements to the grade in the switchback area.

Socio-economics

Several comments dealt with questions on how socioeconomic issues would be examined in the EA. Economic and demographic trends in the area will be analyzed to the extent that they may be affected by the proposed airport improvements. The analysis will focus upon the historic characteristics of the economy and projections of economic and demographic growth based on available statistical information. Housing trends, development changes, and demographic characteristics will be analyzed and described to provide a description of the social environment.

For each of the alternatives an analysis will be conducted to assess the potential impacts to transportation patterns, social cohesiveness, and other pertinent issues identified (i.e., effect on affordable housing (increase in FTEs, etc.) and a valley wide analysis on pillow (number of available places to stay)). An objective analysis will be performed consistent with current FAA Orders, Executive Orders, and other guidance to define actual versus perceived impacts.

Parking and Transit Comments:

Several comments dealt with the importance of connectivity between the public transit system. The site plan included in the proposed project will work within the existing CDOT connections to Highway 82, the existing BRT RFTA station and underpass, as well as keeping the agreed upon space reservation for potential future additional transit improvements. Links to these resources will be examined to help identify ways to improve the connectivity/experience, and this can be tweaked in final design after the EA with stakeholder coordination.

In the 2013 Master Plan Update, a parking garage was recommended to meet existing and future parking demand at the Airport. Since that time, with the addition of the runway shift project, the parking garage is



not financially feasible within the planning period. The proposed project now includes replacing the existing number of parking spaces to maximize the parking within the site, but while meeting the Design Guidelines. However, the County has indicated that the new site plan should be flexible to incorporate a parking garage in the future, should it become financially feasible. This assumes that in the near term, the parking at the airport will be under the need, and people will have to use other modes of transportation to ASE (shuttles, public transit, etc.). Due to the fact that parking will not meet the airport needs, providing a park and ride system at the airport for people heading into town will not be possible at this time and is not included in this EA.

Note that improvements for existing ground transportation systems (including light rail, bus or shuttles routes and times, or other future systems) and parking outside the ASE site plan are not in the scope for this particular project.

Safety versus Capacity Questions - Runway

Several comments dealt with the idea of not increasing capacity at the airport. It is important to note that this project is not a capacity project. This project is related to bringing the airfield up to FAA required safety standards to allow for future commercial service aircraft to continue to operate at ASE. Based on the Master Plan Update of 2013, the D-III standard was identified as the correct design group for ASE and therefore, ASE must meet those D-III standards. **The demand for flying into ASE exists without the project and should not change with the addition of larger aircraft.**

Water

Several comments dealt with the piping of Owl Creek and general water quality. Analysis will be conducted to identify any potential water impacts that could result from the proposed projects. The effects of the proposed airport improvements on water quality will be examined and documented. Methods to control peak flow and mitigate water quality impacts will be presented in the EA. This task will examine effects relative to the apron placement and GA and commercial activity locations.

Surface and ground water resources in the vicinity of the proposed airport improvements construction site will be identified and described. The consultant team will coordinate with federal, state, and local agencies to determine permit requirements and mitigation plans as needed. An assessment of remediation requirements and potential impacts will also be documented in the EA to demonstrate compliance with federal, state, and local water quality standards.

Design of the project will consider of water needs and water quality protection, and drainage and infrastructure will be assessed to mitigate for any water impacts. It is not anticipated that there will be any increases in capacity on the West Buttermilk District.



Because there is an area of Owl Creek that is proposed to be piped within the airport fence line, it is anticipated that some kind of mitigation will be required. This will be coordinated with Army Corps of Engineers as well as local agencies. Ideas for mitigation projects within the area are welcomed and further discussion will be included in the mitigation chapter of the EA. When considering mitigation projects local projects are always preferred.

Historic

Several comments related to the Airport Ranch, a potentially eligible property for inclusion in the National Register of Historic Properties. Impacts on this resource will be examined in the Environmental Assessment based on 1050.1F, including the impacts of the runway relocation 80 feet to the west (closer to the property).

Construction Waste

Some comments addressed the question of construction impacts. Construction impacts will be included in the EA, including potential impacts on the local landfill.

Timing

Several comments addressed the timing question. Proposed timing is construction of the terminal being completed in 2022, with the runway shift being completed by 2027.

Support Area

One question asked for a clarification on what GA Support Area meant. Support area includes elements such as parking, roadways and other necessary elements that help support General Aviation activities

Explain MOD

MOD refers to the modification of standards that ASE currently operates under. It is a modification to the FAA design standards limiting aircraft to a 95 foot wingspan to account for the non-standard runway/taxiway separation.

