

Appendix 8 Scoping



ASE Scoping Comments

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- Don't make it so small it is obsolete before it is finished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 then 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.



Environmental Considerations of Proposed Airport Improvements

What are your top 4 environmental concerns regarding a proposed new terminal and runway widening/reconfiguration at the Aspen/Pitkin County Airport?

All Statements sorted chronologically

As of March 31, 2016, 4:43 PM



As with any public comment process, participation in Pitkin County Connect is voluntary. The statements in this record are not necessarily representative of the whole population, nor do they reflect the opinions of any government agency or elected officials.

Environmental Considerations of Proposed Airport Improvements

What are your top 4 environmental concerns regarding a proposed new terminal and runway widening/reconfiguration at the Aspen/Pitkin County Airport?

As of March 31, 2016, 4:43 PM, this forum had:

Attendees: 80

All Statements: 9

Minutes of Public Comment: 27

This topic started on February 10, 2016, 3:24 PM.

This topic ended on March 31, 2016, 4:09 PM.

Environmental Considerations of Proposed Airport Improvements

What are your top 4 environmental concerns regarding a proposed new terminal and runway widening/reconfiguration at the Aspen/Pitkin County Airport?

Name not available (unclaimed)

March 25, 2016, 1:12 PM

That it fit in, in relation to the size of the valley and not overwhelm everything around it. There are housing both for locals and 2nd home owners, a ski area, and businesses located nearby. We all must drive by it constantly. It needs to be an airport that serves a small valley and Historic town not the other way around. If it changes the character of the area negatively it will diminish the very reason it is being proposed. It will degrade the tourist and local experience, and the future attractiveness of the area. Lowered attractiveness translates to less business in the future not more. That it not take open space. Open Space should be inviolate. It is inviolate from an individual citizen and should be under the same rules for the Government. The same with large buildings. They are despised if proposed by an individual and should be despised for the same reasons for a government building. Maybe even more as an example to everyone. The old structure used solar originally which was a statement about what is part of the Aspen character, we care for the environment and want to lead in this arena. Noise is an issue and hasn't been dealt with well enough yet. It should absolutely be addressed and the most helpful mitigating items should be installed be it sound barriers or whatever. Beauty and landscaping should be first class. The trees there now are specimen quality and should be replaced with specimen quality. My main environmental concern is that the airport is going to alter the environment too much and it won't resemble what we have today. One more feather off the goose!

John Bennett inside District 5 (on forum)

March 23, 2016, 3:06 PM

My Top Four Concerns:

1. The new terminal should be as small as possible (given our average passenger volume) and designed to (A) conserve energy and (B) reflect the traditional small town character, beauty, charm and uniqueness of Aspen and Pitkin County. It's absolutely okay for the terminal to feel a little crowded on the busiest day of the year.
2. Runway expansion should be avoided if it opens the door to commercial 737 flights. That idea was voted down by a 2-to-1 margin last time and would likely be defeated by a similar vote today. Nothing would degrade our community character more quickly than the noise and industrial tourism symbolized by "heavy metal" commercial aircraft.
3. The airport's parking and rental car policy should be designed to lure people out of their cars and into mass transit, preferably some form of fun and comfortable fixed guideway system into Aspen.
4. Let's get rid of the marketing billboards that clutter today's terminal and replace them with flowers, art and educational materials designed to inform and excite our visitors about the upper valley's arts & culture, commitment to reducing climate change, recreational opportunities, colorful history and refreshing uniqueness.

In short, let's give our residents and visitors a terminal that reflects the beauty of our valley and the highest values of our community – something to make us all truly proud!

Name not shown inside District 3 (on forum)

March 22, 2016, 7:25 PM

Environmental Considerations of Proposed Airport Improvements

What are your top 4 environmental concerns regarding a proposed new terminal and runway widening/reconfiguration at the Aspen/Pitkin County Airport?

My concern is that this project exceeds what is strictly necessary, creates an unneeded parking structure, and utterly fails to incorporate public transit. There is no need for more parking and rental cars should be eliminated from the airport. Additionally, there should be some sort of statement regarding whether this plan assumes some sort of expansion of existing operations (as the parking would suggest). None of the County Commissioners are frequent flyers, so some perspective from someone who does would be helpful. I fly at least twice a month, sometimes more, and have lived here for about twenty-five years. I see no need for huge expansion, especially around parking. The current ads in the airport are an eyesore. If that's where the BOCC is going with all of this, then we should stop all of this now.

Name not shown inside District 4 (on forum)

March 17, 2016, 3:37 PM

I hear people talk about needing expansion so that we can continue to grow.....aren't we pretty much at capacity in many respects? We no longer are the unique, charming little ski town with interesting shops. The greedy landlords have priced out the local shops and replaced them with shops you can go to in any city. Don't get me wrong....we still have one of the most beautiful, safe and fun places in the world to call home but I no longer go into town to find a unique gift or relaxing cup of coffee. For the majority of our guests, the first and last impression of Aspen/Snowmass is at our airport. Let's keep that a charming and friendly place. I do see the need for a newer and more efficient commercial terminal. A two story building, with adequate underground parking, would be good. The restaurant, bar and shops could be on the upper level and would create a better calmness during the weather and crazy days. As for the widening of the runway, I am very much against any plan that causes us to relocate Owl Creek Road and the bike path. The Teacup might be a good idea if an aircraft needs to move off the end of the runway, rare, and the taxiway is full but if it causes Owl Creek Road to be moved then I think we should maybe look at alternative options. The noise during the high seasons, with 34 commercial flights a day along with the private aircraft, is to be expected. We seem to want all of the aircraft to come in but we don't want to hear them? It's the visual implications of more, more and more that are my deepest concerns.

Name not available (unclaimed)

March 8, 2016, 9:50 AM

What are my top 4 environmental concerns? How about just one? Widening the runway will INCREASE the number of aircraft coming into the airport by allowing bigger planes to land here. That will INCREASE the County's carbon footprint and INCREASE the noise in the Valley. This is all very bad and NOT what most of the citizens want. How can the Aspen Skiing Company support this? Isn't carbon killing our snow? Growing the airport will also make it much more likely that commercial flights will be delayed with all the increased private aircraft use. It is simple math, if it is bad now it will be worse with more private planes. We have heard that we will lose commercial service before and miraculously aircraft were "qualified" to come in. The new pro-growth agenda that Pitkin County and the new LAX airport manager have taken up is not going to make the community better. Enough development!

Name not shown inside District 5 (on forum)

March 8, 2016, 7:39 AM

Environmental Considerations of Proposed Airport Improvements

What are your top 4 environmental concerns regarding a proposed new terminal and runway widening/reconfiguration at the Aspen/Pitkin County Airport?

to reduce environmental impact best to do this job right the first time to avoid need for new future projects. population and air traffic not likely to grow. better airport may reduce flight cancellations which unnecessarily waste aviation fuel and auto fuel of failed travelers. all else is nonsense.

Name not shown inside District 3 (on forum)

March 1, 2016, 2:25 PM

Please give due heavy consideration even beyond the areas listed; for instance beyond just woody crk, star mesa, white star ranch all suffer planes repeatedly lining up above our homes as well as disobeying existing air space airport rules and coming in at different angles as well (helicopters, fixed wings, gliders etc). The visual blight is as bad as the noise which is becoming more and more formidable already without addition and expansion. Jet fuel odor can now be detected, too. Is this what a rural area deserves here in paradise? May result in an inordinate property value devaluation eventually, also. Has anyone looked up from a McLain Flats meadow and seen literally hundreds of contrails mid day? Not such a very pretty site in our blue skies. We fervently hope for single story building, keep footprint as small as possible as bigger is not always better. Is public transport area appropriately sized or do we want more cars, more taxies, more congestion, more exhaust? We used to see early AM owls and various wide life right off the planes in the 70's. Where are they now? Are you building any ways into the plane to be sure they are not harmed or run off further? Will Owl Creek Road ultimately be decimated by your plans down the road a few years? How sad this valley is becoming, maybe the UTES were right to settle a curse on the area, we deserve what we sow. Wake up planners-not too late? Remember the airport being a solar building back then? What happened to any forward approaches beyond the standard apo norm?

Name not shown inside District 1 (on forum)

February 27, 2016, 7:26 AM

Any increase in air traffic or size of planes is asking for disaster and tragedy. Already the world's best musicians are insulted by having their performances punctuated by the noise of aircraft. One cannot take a hike anywhere in Colorado without having the peace of nature interrupted by aircraft. My morning coffee is being accompanied by the noise of jets as I write this.

The major thing that preserved Aspen above other resorts was that it was difficult to get to. Let's leave this expansion on the table for later - much later.

1 Supporter

bill hunt inside District 2 (on forum)

February 19, 2016, 8:07 PM

now is the time to stop further air quality loss. bring the environmental benefits of light rail to workers driving to aspen and to tourists, who are trying to escape traffic jams. build adequate underground parking so all can use our good (and improve it to world class) system. otherwise we become just another urban mistake and the shape of the airport building is irrelevant.

2 Supporters

Sign
in

ASPEN/PITKIN COUNTY AIRPORT
IMPROVEMENTS
 ENVIRONMENTAL ASSESSMENT

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Mead
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THANK YOU!

Sign In

Community Input Committee Meeting • February 17, 2016



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THANK YOU!



EMAIL ADDRESS

Mead
& Hunt

THANK YOU!

00

SignIn

Community Input Committee Meeting • February 17, 2016



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Mead
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THANKYOU!

Sign In

Public Meeting • February 16, 2016



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THANK YOU!

Sign In

Public Meeting • February 16, 2016



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Ashley Wiles

Michael Dorsch
Andres Doremus

Therese Hall

Heather Kump

Bill Torch

Scott Davidson
Jim Ward

SCOTT & ZOE ASPEN CAN

Fred Mosher

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THANKYOU!

Sign In

Public Meeting • February 16, 2016



NAME

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Pet Burgham

Russ O'Brien

meadowed

Chad Townsend

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& Hunt

THANK YOU!



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Mead & Hunt

THANK YOU!

Environmental Assessment

City of Aspen Scoping Workshop

March 2015



ASPEN/PITKIN COUNTY AIRPORT
IMPROVEMENTS
ENVIRONMENTAL ASSESSMENT



ASPEN/PITKIN COUNTY AIRPORT

OWNED AND OPERATED BY PITKIN COUNTY

What we will discuss

- EA Background
- Proposed Actions
- Community Input to Date
- Explain the purpose and need of the projects
- Define next steps
- Facilitate Scoping Comments



Purpose of This Environmental Assessment (EA)



- **The National Environmental Policy Act (NEPA) requires consideration of the environmental consequences of a federal action before the action is taken**
- **An Environmental Assessment is prepared to determine if a significant environmental impact may occur**
- **Provides an in-depth review of the environmental impacts for the proposed action and alternatives to those actions**
- **Discloses alternatives, impacts and mitigation to the public and decision makers**

Environmental Assessment Content



- The Environmental Assessment will consist of the following key chapters:
 - Purpose and Need: Why is the project needed?
 - Alternatives: Proposed Projects and the No Action
 - Affected Environment: The environment as it exists today
 - Environmental Consequences: What is impacted by the Proposed Action and the Feasible and Prudent Alternatives
 - Mitigation Measures: How to off-set any impacts



Proposed Actions

➤ **The Environmental Assessment will analyze the following proposed actions:**

- Shifting the runway 80 feet to the west and widening the runway to 150 feet to meet FAA design standards for design group D-III
 - Realignment of the perimeter road and Owl Creek Road and Bike Path to account for the shift in the runway; will not impact conservation easement
 - Associated relocation of NAVAIDs, runway and taxiway lighting, perimeter roadway, etc.

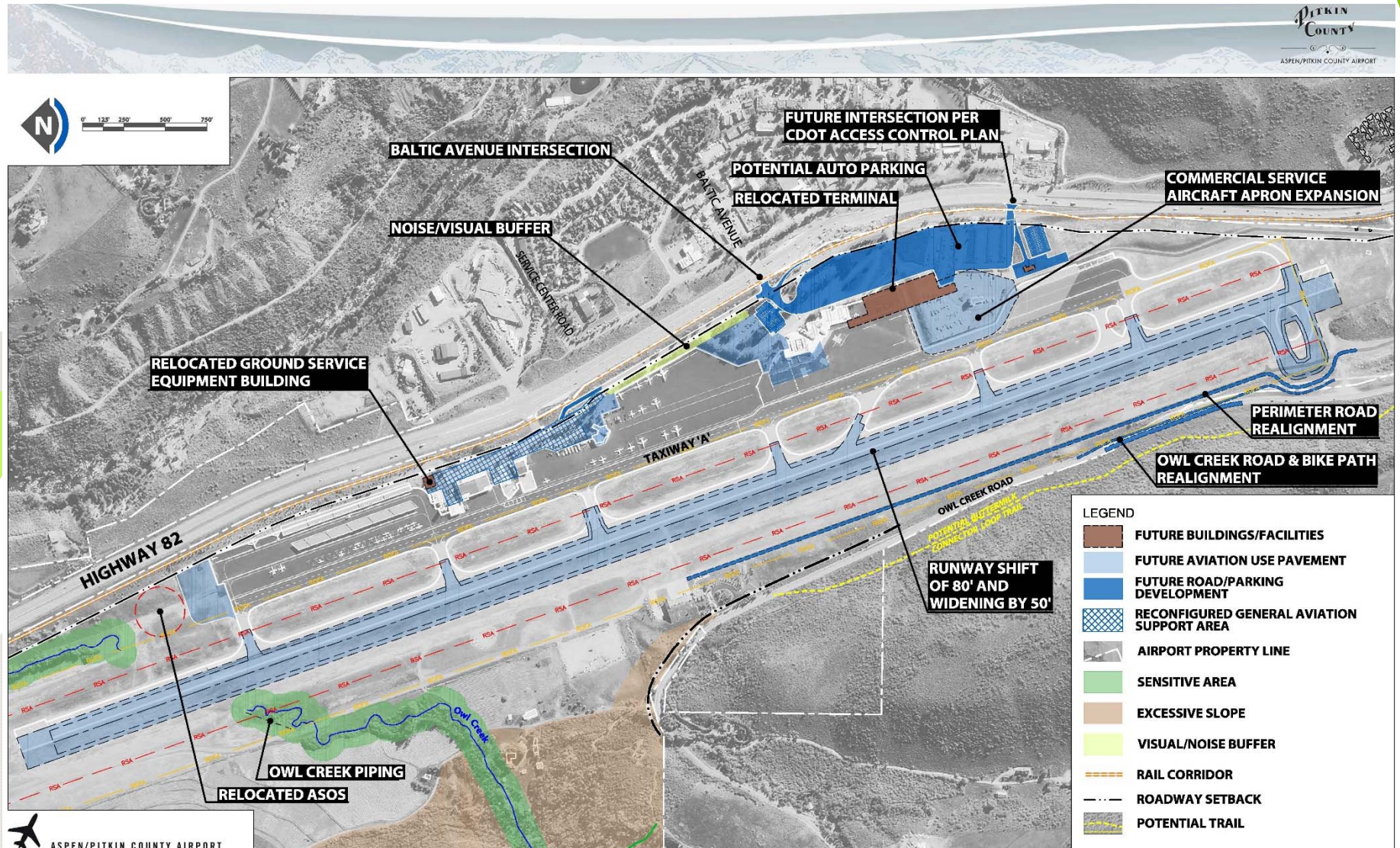
➤ **Note: West Side Development (including a secondary FBO) is no longer being considered. Airfield Reconfiguration and Terminal projects were combined into one EA for efficiencies and to analyze all impacts.**

Proposed Actions (continued)

➤ **The Environmental Assessment will analyze the following proposed actions:**

- Construction of a replacement terminal (2 concepts)
 - Associated parking and roadway reconfiguration and integration with public transit
 - Relocation of the ground service equipment building
 - Demolition of existing facilities
- Commercial service apron expansion
- Piping of Owl Creek
- Construction of a noise barrier along the GA apron area

EA Proposed Projects



Community Input

- All community input received thus far will be included, plus all future input
- Extensive coffee chats, public meetings, local presentations were conducted during the Air Service Study regarding the Airfield Reconfiguration
- So far, 4 public workshops on Visioning and Terminal Preliminary Design Concept were conducted
 - February, April, September, October 2015
- **9 Coffee Chats on both the Airfield Reconfiguration and the Terminal EA (Combined)**

Community Input: Terminal

The comments from the CIC Workshop and Public Open House had overlapping themes, which are summarized / paraphrased below.

“Build to meet our needs”

- *Small-town feel of back-in parking works great already, keep it*
- *Make terminal big enough to serve our needs but not an architectural monument*

“Terminal should be integrated into landscape”

- *Roof gardens and outdoor spaces are exciting ideas for passengers!*
- *Keep beauty of surroundings, keep building as low as possible*
- *Views of roof are important for nearby residents, roof gardens!*

“Parking”

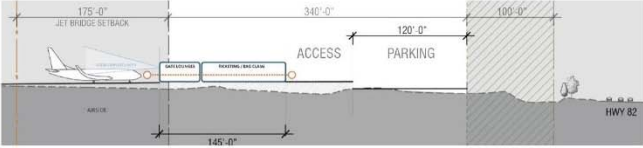
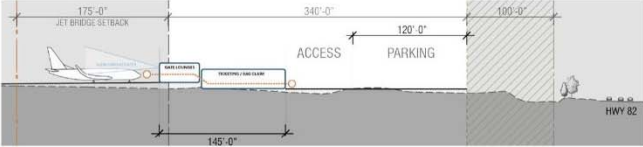
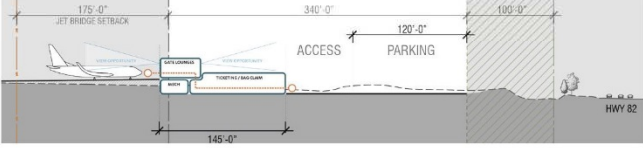
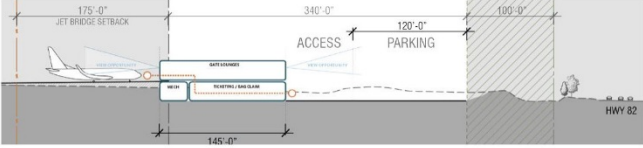
- *Structured parking is needed for capacity, convenience and accessible (ADA) use (general sentiment, with some opposite opinions)*

“Connection to RFTA”

- *The Airport needs to promote use of public transportation as much as they can*

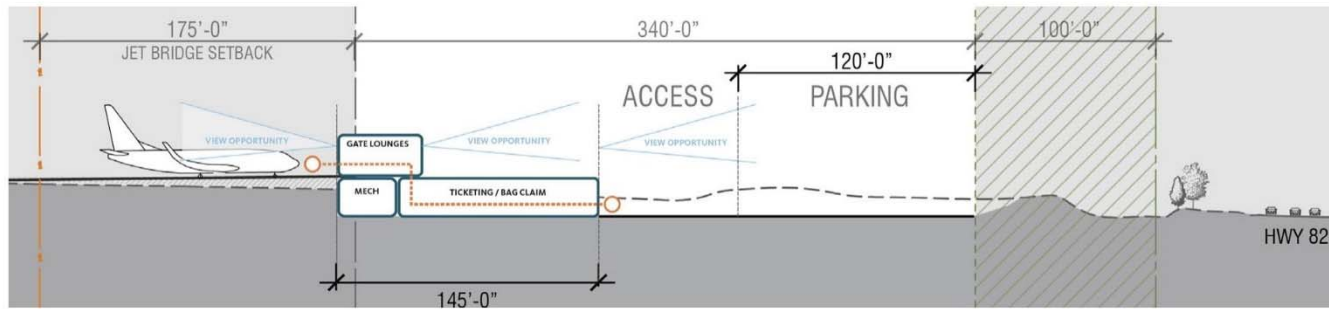
Community Input: Terminal

Upon tallying and averaging the “scores” of the concepts, Concept 3 was the clear top choice with Concepts 2 and 4 sharing positions as alternate choice.

Building Concept Tally		CIC	PUBLIC	PITKIN CONNECT
Building Concept 1 “Single Story”		13.7	10.7	17.8
Building Concept 2 “Split Level”		15.9	12.7	18.5
Building Concept 3 “Nested”		26★	21.6★	22.8★
Building Concept 4 “2-Story”		20.7	14.5	18.3

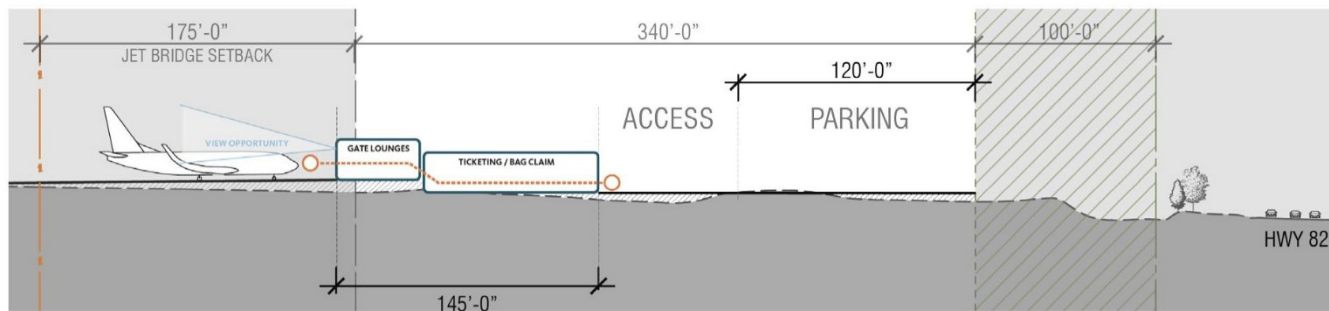
Recommendation #1 Concept 3/4 Hybrid

- “Setback” appearance to minimize visual impact (Concept 3)
- Stack levels flat to allow for future expansion (Concept 4)



Recommendation #2 Concept 2

- All functions on a single level
- Split-level provides some grade mitigation opportunity



Background to Purpose and Need: Runway Reconfiguration



- ASE currently has a 95 ft. wingspan restriction in place based on runway to taxiway separation distance
- Aircraft trends indicated that the aircraft with wingspans less than 95 ft. will be phased out, with half of the U.S. fleet retired by 2021
 - With wingspan restriction still in place, current air carriers would not be able to operate at ASE with future fleet
 - FAA will not allow another MOD to allow larger wingspan without ASE meeting FAA standards of 400 feet separation
- ***In order to have future Design Group-III air service at ASE, the FAA is requiring the airfield to be brought into FAA compliance for that Design Group***

Purpose & Need – Runway Reconfiguration



- **Purpose:** The purpose of this project is to meet FAA design standards, allowing ASE to keep commercial service in the long-term.

- **Need:** The implementation of the runway reconfiguration will address the following needs:
 - ➔ The current airfield does not meet the FAA design standards for D-III aircraft due to the deficient separation distance between the runway and taxiway.

Purpose & Need – Terminal Replacement & East Side Projects

- **East side improvements were recommended in the Master Plan due to:**
 - ➔ Existing Terminal Area deficiencies
 - ➔ Apron issues
 - ➔ Operational issues
 - ➔ Roadway/connectivity issues
- **Purpose:** The purpose of the terminal replacement and associated east side projects is to optimize the safety and efficiency of the airport.
- **Need:** The implementation of the terminal replacement and associated projects will address the following needs:
 - ➔ The existing terminal and terminal area is deficient in space with operational, safety and functional issues that does not currently meet the needs of passengers, staff and users.
 - ➔ Apron is deficient in size and currently slopes into the terminal, creating safety hazards.
 - ➔ GA Apron noise has been identified as an issue for surrounding communities and a need to mitigate this noise was identified in the master plan.

What is Scoping?

- **An Open Process for determining the issues to be addressed in the EA and identifying issues of critical concern related to the proposed actions.**
- **Scoping provides the opportunity to solicit input from those interested and affected parties to:**
 - Identify significant environmental issues to be analyzed
 - Identify alternatives
 - Identify other environmental processes occurring

EA Process

EA Elements

Hold Public and Agency
Scoping Meetings

Conduct Environmental
Studies

Prepare and Publish
Draft EA

Hold Public Hearing(s)

Prepare Final EA
Addressing Public &
Agency Comments

Submit to BOCC
for Local Review
and Approval

Submit to FAA
for Finding

Public Involvement

Solicit Public &
Agency Concerns:
30-day Scoping

Extensive Public
Involvement

Official Public/Agency
Review and 30-day
Comment Period

Public comment during
BOCC Public Hearing



Environmental Consequences

- **Categories to evaluate per FAA Order 1050.1F include:**
 - Air Quality
 - Biological Resources (fish, wildlife and plants)
 - Climate
 - Department of Transportation: Section 4(f)
 - Farmlands
 - Hazardous Materials, Pollution Prevention, and Solid Waste
 - Historical, Architectural, Archeological, and Cultural Resources
 - Land use
 - Natural Resources and Energy Supply
 - Noise and compatible land use
 - Socioeconomics, environmental justice and children's environmental health and safety risks
 - Visual Effects (including light emissions)
 - Water Resources (wetlands, floodplains, surface waters, ground waters, wild and scenic rivers)

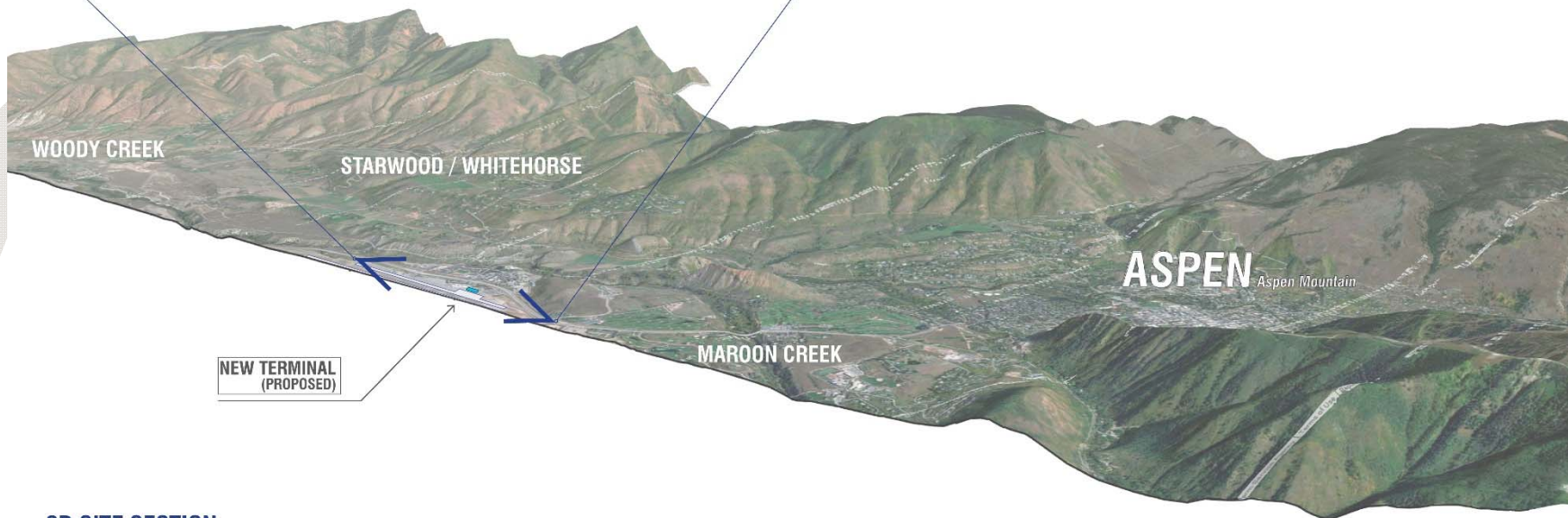
Visual Resources



(PRELIMINARY) VIEW 1 north approach on Highway 82



(PRELIMINARY) VIEW 2 south approach on Highway 82



3D SITE SECTION

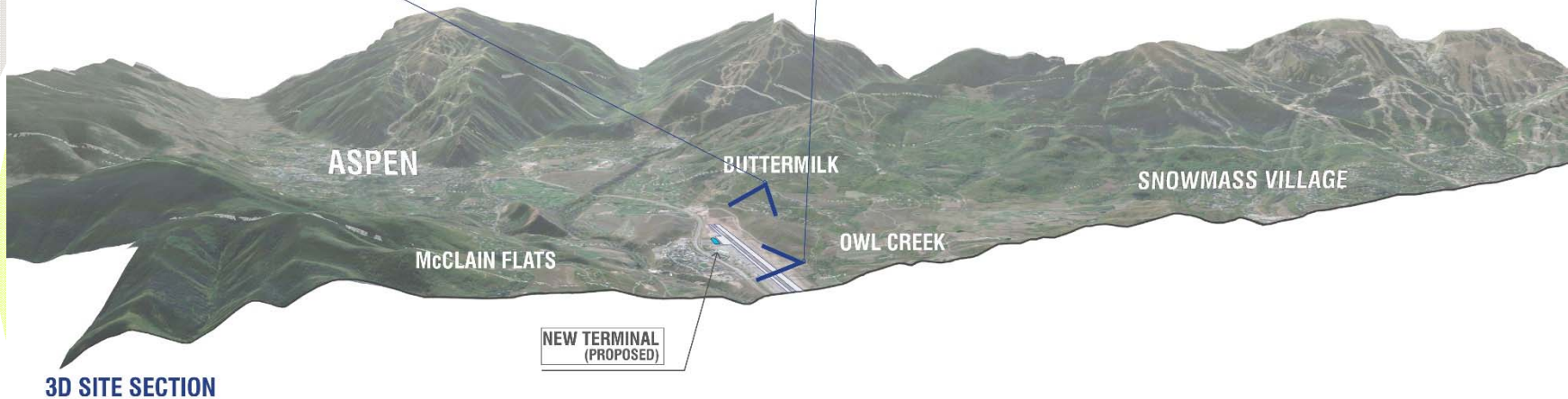
Visual Resources



(PRELIMINARY) VIEW 3 from Buttermilk



(PRELIMINARY) VIEW 4 from Owl Creek Rd

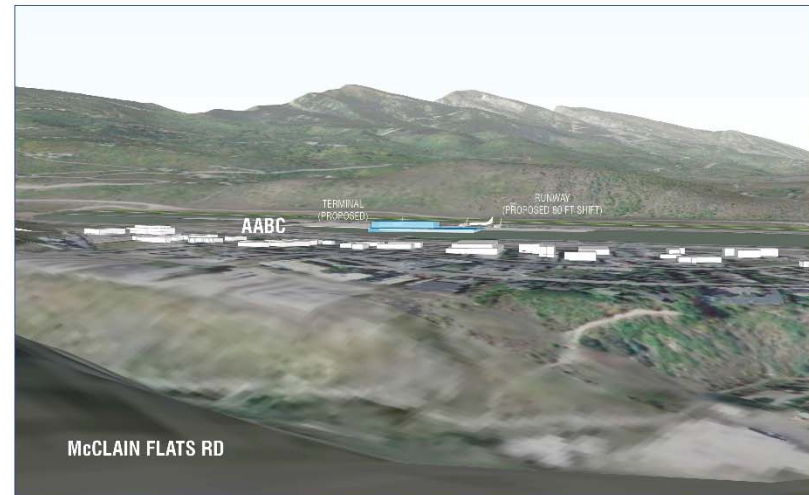


3D SITE SECTION

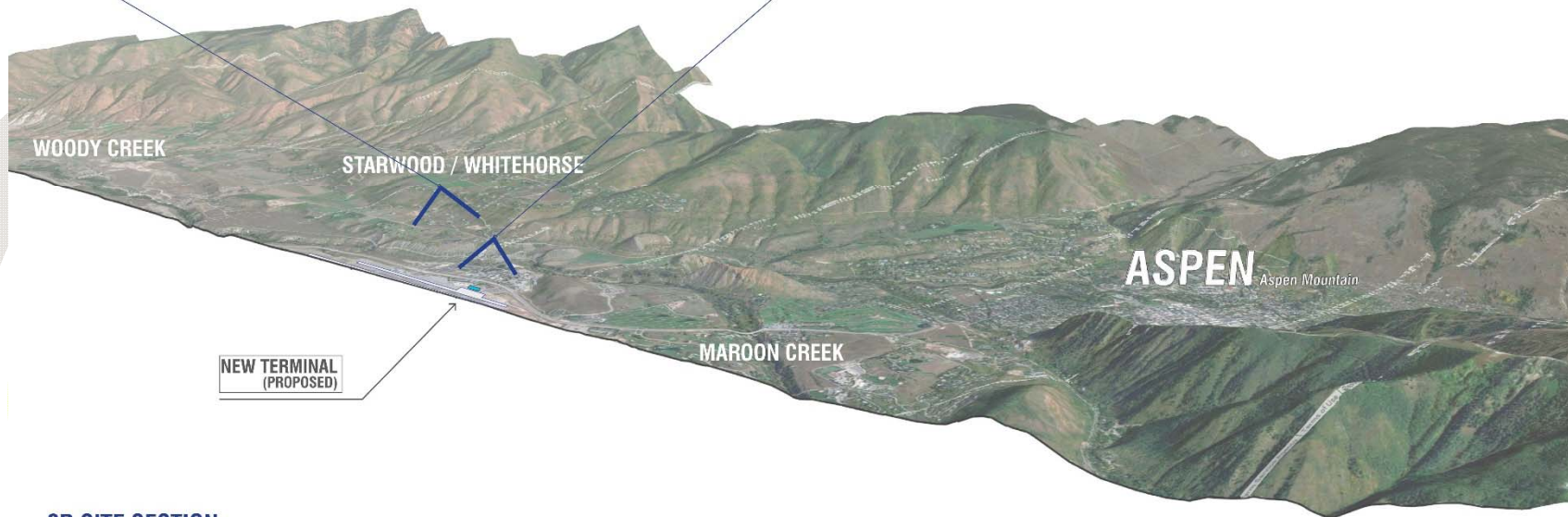
Visual Resources



(PRELIMINARY) VIEW 5 from Starwood

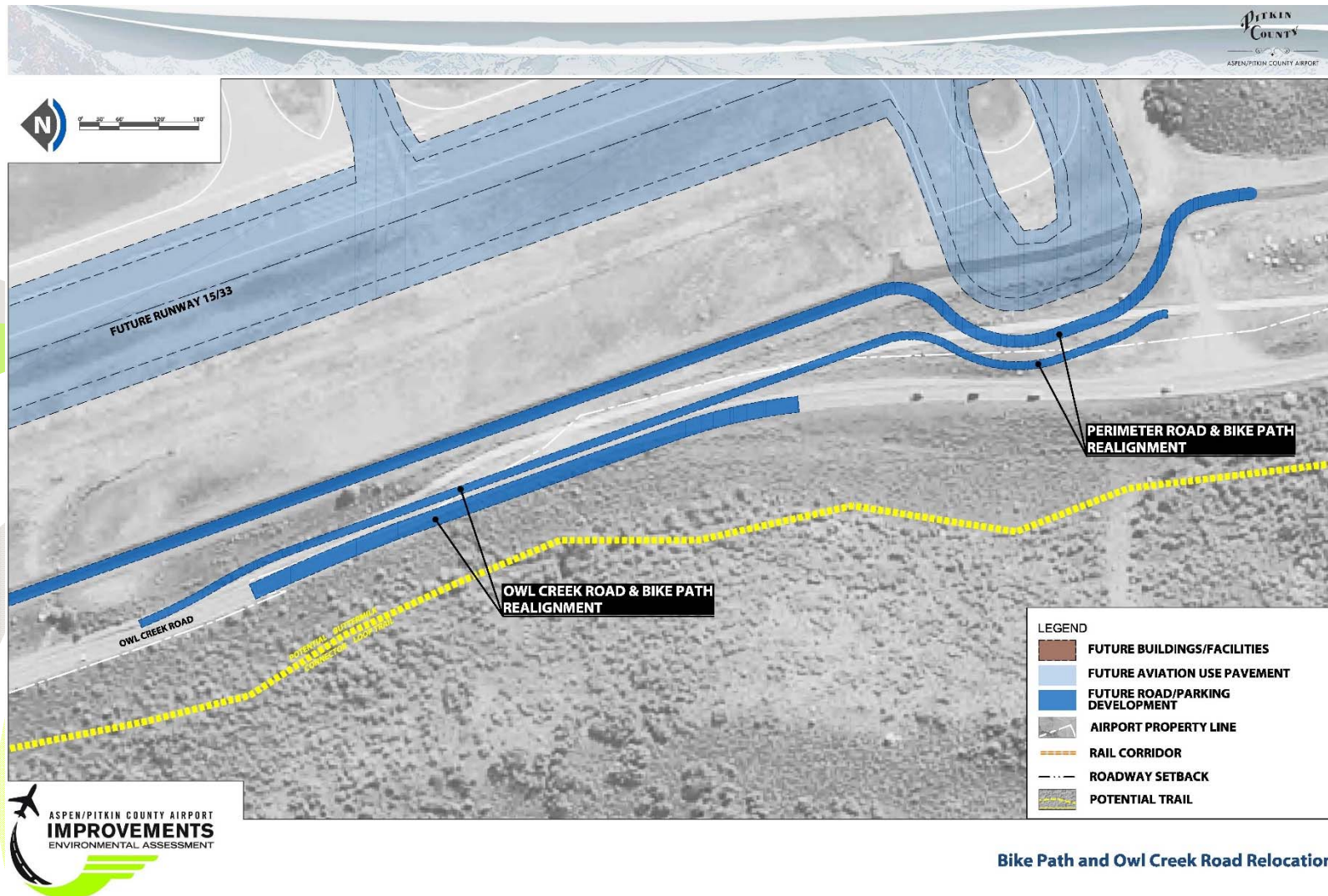


(PRELIMINARY) VIEW 6 from McClain Flats



3D SITE SECTION

Proposed Bike Path & Owl Creek Road Relocation



Bike Path and Owl Creek Road Relocation

Socioeconomic Impacts

- Examine pillow count analysis relative to proposed projects
- Examine positive and negative impacts
- Examine impacts of No Action (potential loss of commercial service)



City of Aspen
Community Development
Department

Aspen's Lodging Sector Lodging Demand & Lodging Economics

One of City Council's Top Ten Goals is to "examine the desirability and sustainability of preserving existing lodging and producing more lodging in Aspen." In 2012 the City released a Phase 1 Report outlining the existing conditions in Aspen's lodging sector. This report is a supplement to that work, focused on issues of lodging demand in Aspen. A separate supplemental report, completed by Economic and Planning Systems (EPS), focuses on lodging economics and is attached.

Understanding lodging demand and basic lodging economics is critical as the City's moves forward with implementing changes to preserve and protect the City's bed base.

This Supplemental Report is based on interviews with agents from Sky Aspen Snowmass and Ski.com, lodging occupancy data from the Rocky Mountain Lodging Report, and visitor survey data from the Aspen Chamber Resort Association's (ACRA) post-visitor surveys. These provide a snapshot of what kinds of lodging product Aspen visitors demand, as well as insights into what areas the City and community could focus on to continue attracting a diverse visitor base. The study is divided into four sections:

- **Interviews with Aspen Booking Agents - pg 2**
This section provides a brief summary of interviews with agents from Ski.com and Sky Aspen Snowmass who book lodging and vacations in Aspen for visitors.
- **Visitor Survey Data - pg 6**
This section provides an analysis of survey data gathered by ACRA during recent summer seasons.
- **Lodging Occupancy and Rate Analysis - pg 12**
This section updates information in the 2012 Phase 1 Report and outlines basic demand information for lodging. It covers lodging ranging from economy to luxury.
- **Aspen Lodging Economics Report - pg 15**
The Economic and Planning Systems Lodging Economics Report is attached.

June 2013 Lodging Study Supplemental Report | 1

2012 Aspen Area Community Plan

Managing Growth for Community & Economic Sustainability

Vision
We are committed to achieving sustainable land use practices that support a healthy year-round community and a thriving, vibrant value-based economy.

Philosophy
This community plan recognizes that managing growth and economic sustainability are closely related, and have therefore been combined into one chapter for the first time.

We have a long-standing history and strong will of growth management. Beginning in the mid-1970s, and as regulations were based on the desire to preserve the natural environment, a society-driven consensus, and the unique heritage of our built environment.

Both the City of Aspen and Pitkin County have a history of implementing growth management and other land use tools to preserve open space and rural character, encourage a diverse lodging base, and maintain a critical mass of permanent residents.

The City and County growth management systems are effective tools that can help the community reach development goals. Growth with a community needs to be like that of an individual, with the need to keep various functions balanced. The economic impact of growth management and other land use tools have been debated for many years, and should continue to be a focus of discussion and study.

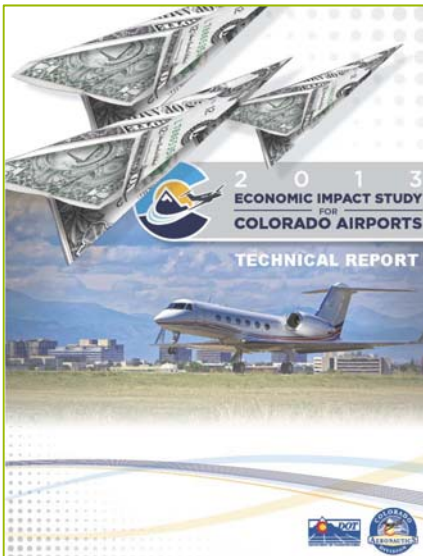
Since the mid-20th century, Aspen's primary economy has been tourism-based. Scenic views, historic areas and a pristine natural environment reflect the region's basic values. Preserving this natural capital has resulted in a highly attractive destination with a competitive advantage in the resort industry. This has contributed to substantial economic benefits, as well as continual development pressure.

But in many other ways we have fallen short of achieving important community goals. In the last 20 years, our economy has been eroded and surpassed by development-driven industries. Development has pushed a growth role in the community, but it does not fit the same growth that is inconsistent with the history, scale, density, and context of our built environment. The social diversity of our residents and visitors, the presence of local-serving business, the outdoor lifestyle,



Managing Growth for Community & Economic Sustainability

10



2013 ECONOMIC IMPACT STUDY FOR COLORADO AIRPORTS TECHNICAL REPORT

The report features a large image of a plane taking off, with dollar bills floating around it, symbolizing economic impact. The title is prominently displayed in the center.



DestiMetrics

Sky Aspen Snowmass Transient Inventory Study
May 2015

STAY ASPEN SNOWMASS

INTRODUCTION

An analysis of the number and type of rental units and pillows available for short-term rental in Aspen and Snowmass, Colorado, as of May 2015, was conducted on behalf of Sky Aspen Snowmass (DestiMetrics, LLC). This is the third such survey conducted for Sky Aspen Snowmass by DestiMetrics, Incorporated. The first two surveys, in 2011 and 2012, were conducted to measure the economic impact of the short-term rental market on the local economy. The third survey, conducted in 2015, was intended to provide a more comprehensive view of the market, including the impact of the new transient inventory study on the local economy.

Aspen and Snowmass have a transient bed base comprised of 3,000 units, which are accommodated by 12,000 pillows of transient inventory. This is a significant increase from the 2,000 units and 8,000 pillows of transient inventory in 2011. The increase in transient inventory is a result of the new transient inventory study, which was conducted in 2015.

On an ongoing basis, property management companies, representing a variety of property types, are required to submit transient inventory data to the transient inventory study. This data is used to calculate the transient inventory study, which is a key component of the transient inventory study.

In order to ensure property management companies represent both condominium and private home units, the management companies were asked to self-disclose based on their primary business and marketing efforts.

Included in this study but not in the transient inventory study are:

- An analysis of rent by owner (RBO) units, which are units that are not managed by a property management company. RBO units are units that are not managed by a property management company, but are still managed by the owner. RBO units are units that are not managed by a property management company, but are still managed by the owner.
- Fractional ownership units, which are units that are owned by multiple owners. Fractional ownership units are units that are owned by multiple owners, but are not managed by a property management company. Fractional ownership units are units that are owned by multiple owners, but are not managed by a property management company.

This study has been created as a baseline, from which periodic updates can be provided, the results of which would show the evolution of transient bed base inventory, going forward.

1. METHODOLOGY

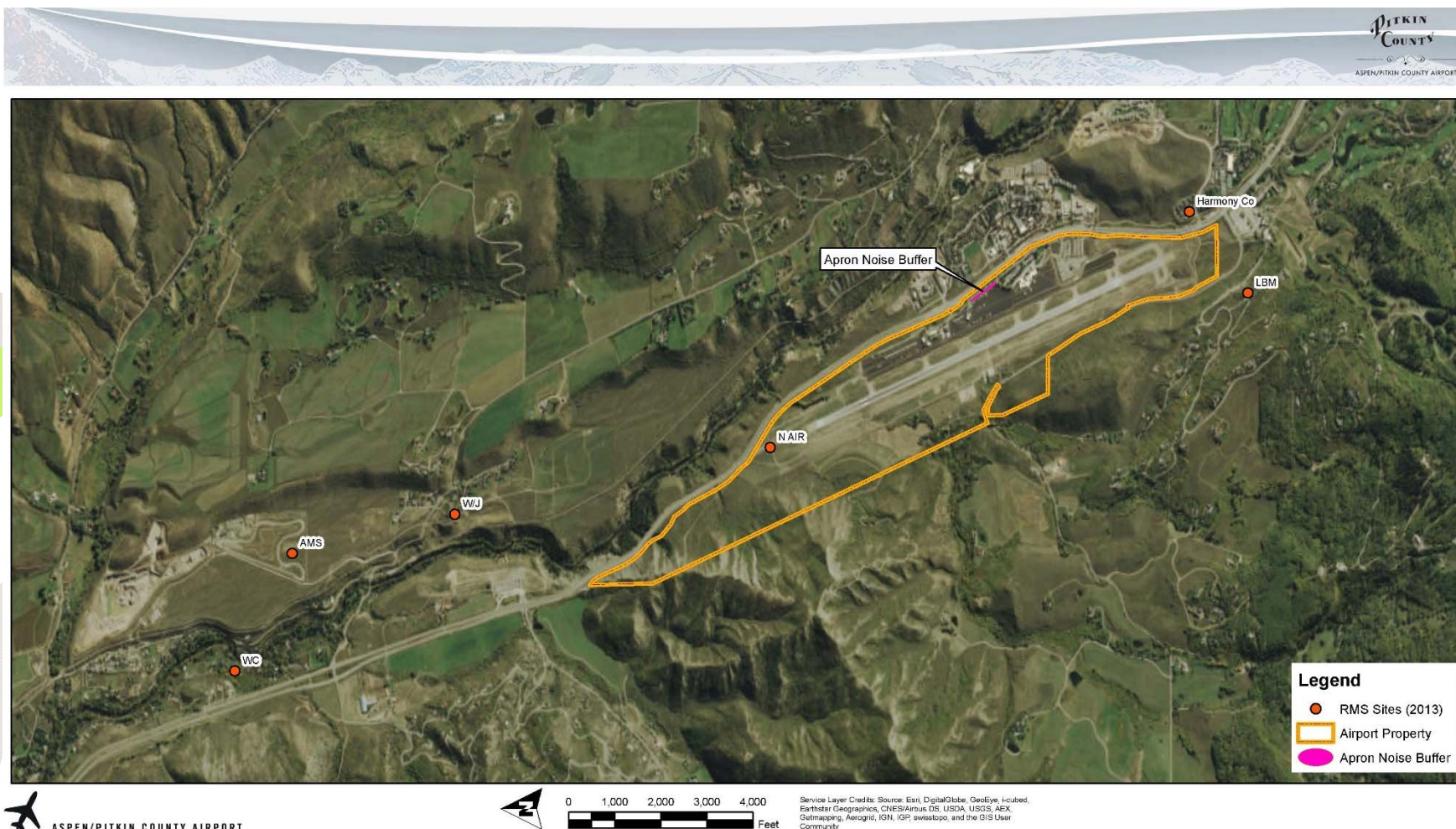
1.1. Data Collection: The data were collected by a team of researchers from Sky Aspen Snowmass and DestiMetrics, Incorporated. The data were collected from a variety of sources, including property management companies, property owners, and the transient inventory study. The data were collected from a variety of sources, including property management companies, property owners, and the transient inventory study.

1.2. Data Analysis: The data were analyzed using a variety of statistical methods, including regression analysis, correlation analysis, and time series analysis. The data were analyzed using a variety of statistical methods, including regression analysis, correlation analysis, and time series analysis.

1.3. Data Interpretation: The data were interpreted in the context of the transient inventory study, which is a key component of the transient inventory study. The data were interpreted in the context of the transient inventory study, which is a key component of the transient inventory study.

DestiMetrics, Inc. 10000 E. Highway 100, Suite 100, Aspen, CO 81611
Phone: 970.925.1234 | Email: info@destimetrics.com

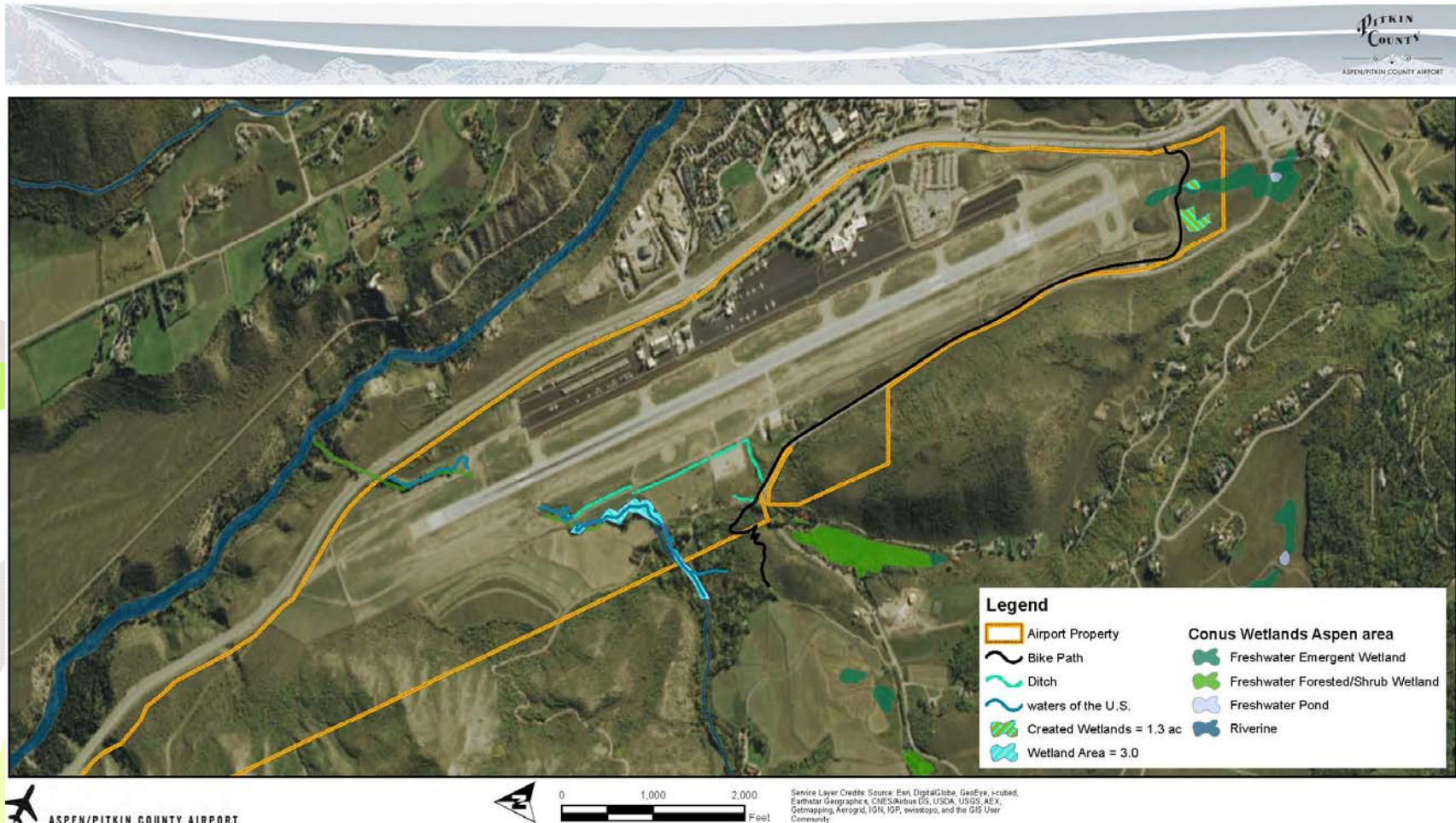
Proposed Noise Buffer & Monitors



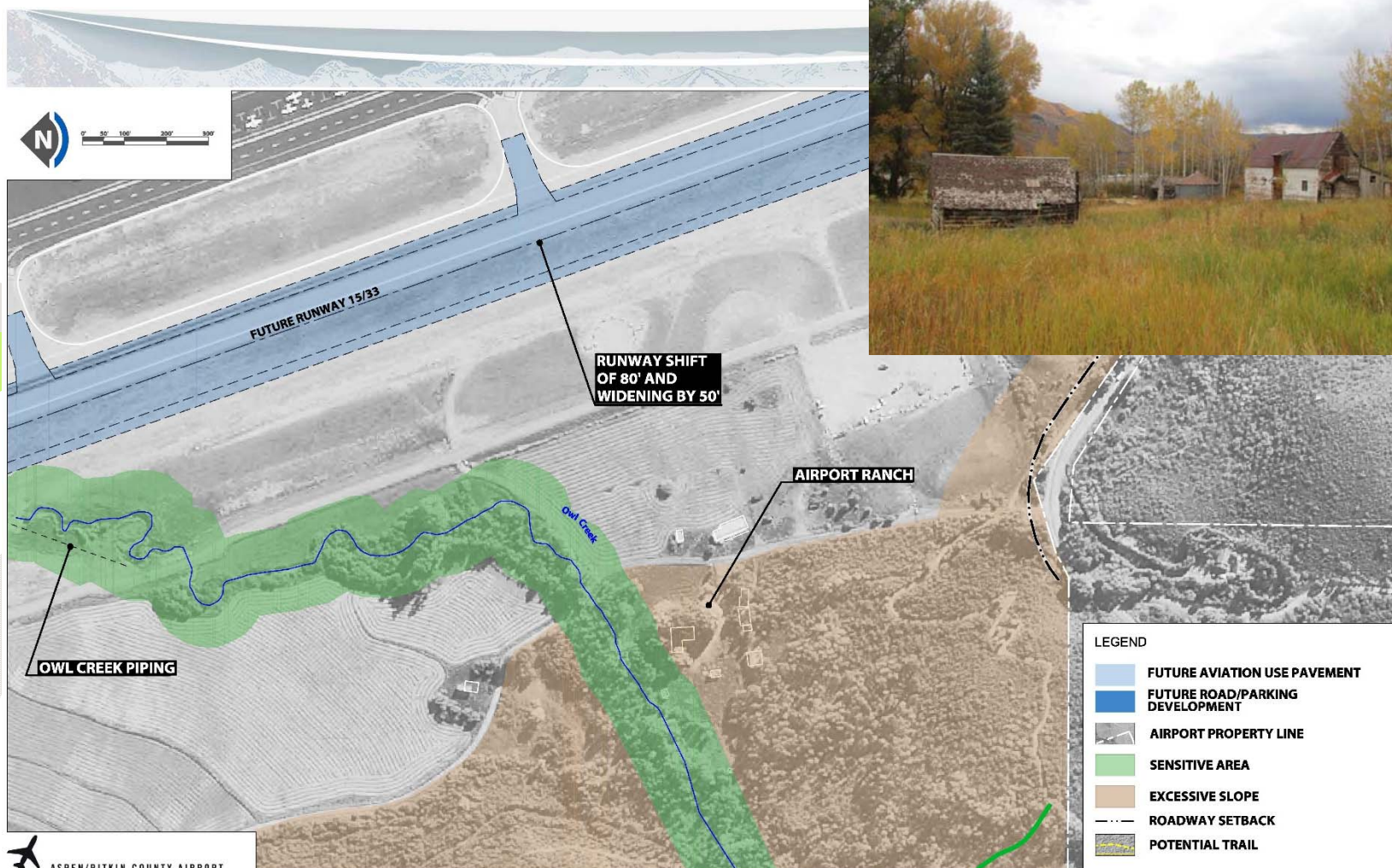
Air Quality & Climate

- **Aspen/Pitkin County is in attainment for all National Ambient Air Quality Standard (NAAQS)**
- **Currently in maintenance for Particulate Matter-10**
- **Examine Greenhouse Gases**
- **Planned analysis includes:**
 - Modeled NAAQS emissions related to the project
 - Modeled Greenhouse Gas emissions related to the project

Existing Water Resources



Historical & Cultural



Potential for Larger Aircraft



Aircraft Technical Specifications - ASE				
Aircraft Type	Wingspan		ASE Performance Capable	Meets/Does Not Meet ASE Operational Restrictions
	Feet/Inches	Meter		
Current Regional Aircraft				
CRJ-700	76' 3"	23.2	Yes	Meets
Q-400	93' 3"	28.4	Yes	Meets
CRJ-900	81' 7"	24.9	No	Meets
CRJ-1000	85' 11"	26.2	No	Meets
E-170	85' 4"	26	No	Meets
E-175	85' 4"	26	No	Meets
E-190	94' 3"	28.7	No	Meets
E-195	94' 3"	28.7	No	Meets
Future Regional Aircraft				
E-175 E2	101' 7"	31.0	Yes*	Does not meet
E-190 E2	110' 6"	33.7	Yes*	Does not meet
E-195 E2	115'	33.7	TBD*	Does not meet
MRJ-70 Standard	95' 9"	29.2	TBD	Does not meet
MRJ-90 Standard	95' 9"	29.2	TBD	Does not meet
CS100 Base	115' 1"	35.1	Yes	Does not meet
CS300 Base	115' 1"	35.1	Yes	Does not meet
Comparison Non-Regional Aircraft				
Airbus A319	111' 11"	34.1	Yes**	Does not meet
Boeing 737-700	117' 5"	35.7	Yes**	Does not meet
Boeing 717	93' 5"	28.5	Yes**	Does not meet

Source: Air Service Study, Manufacturers Coordination, Aviation, 2014

*Data on E-Jets E-2 are preliminary

** Potentially performance capable, but likely limited during hotter summer months. Pending airline coordination will help determine if these aircraft could meet airline safety requirements for performance.

Comments on Other Resources

- Biological Resources (fish, wildlife and plants)
- Farmlands
- Hazardous Materials, Pollution Prevention, and Solid Waste
- Land use
- Natural Resources and Energy Supply

Additional Comments

- ➔ We are collecting additional scoping comments after the meeting, at Kate.Andrus@meadhunt.com by end of March or on Pitkin Connect (www.pitkincountyconnect.com)

Environmental Assessment

Welcome to the Scoping Workshop

February 2015



ASPEN/PITKIN COUNTY AIRPORT
IMPROVEMENTS
ENVIRONMENTAL ASSESSMENT



OWNED AND OPERATED BY PITKIN COUNTY

