Environmental Assessment

Scoping Comments Summary

BOCC Presentation

April 2016
What we will discuss

- What is Scoping?
- Meetings held
- Community Input
- Update on Terminal
- Update on EA Process
- Define next steps
What is Scoping?

- An Open Process for determining the issues to be addressed in the Environmental Analysis (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 Proposed Projects

Map of proposed projects including:
- Future Intersection per CDOT Access Control Plan
- Commercial Service Aircraft Apron Expansion
- Future Road/Parking Development
- Reconfigured General Aviation Support Area
- Airport Property Line
- Sensitive Area
- Excessive Slope
- Visual/Noise Buffer
- Rail Corridor
- Roadway Setback
- Potential Trail

Legend:
- Future Buildings/Facilities
- Future Aviation Use Pavement
- Future Road/Parking Development
- Reconfigured General Aviation Support Area
- Airport Property Line
- Sensitive Area
- Excessive Slope
- Visual/Noise Buffer
- Rail Corridor
- Roadway Setback
- Potential Trail

Aspen/Pitkin County Airport Improvements Environmental Assessment

Proposed Projects
Meetings Held

- Agency Scoping Meeting
  - February 17, 2016

- Community Input Committee Meeting
  - February 17, 2016

- Public Meetings
  - Opportunities for the community to share their thoughts on potential environmental, historical, architectural, socioeconomic, and cultural concerns.
    - February 16, 2016 in Aspen
    - February 18, 2016 in Snowmass

- City of Aspen Scoping Meeting
  - March 21, 2016
Comment Breakdown

- Approximately 180 comments from Agency meeting, CIC meeting, and two Public meetings
  - Both written and “sticky notes”
- Approximately 20 comments from City of Aspen Meeting
  - All verbal
- Nine (9) comments from Pitkin Connect
Community Input: Proposed Projects

The comments are from the Agency and City Scoping Meetings, CIC Workshop and Public Open Houses. They are summarized below:

“Traffic”
- Please consider the impact of the intersection on traffic
- Interested to see how many parking spots will be included
- How do rental cars and their needs fit into the picture?
- Traffic is an issue for the Valley; parking alternatives need to be examined

“Jet Bridges”
- We should reconsider jet bridges
- Like not having jet bridges

“Just do it!”
- Don’t make it so small that it’s obsolete before finished
- Right size it! Don’t want to build it again in twenty years
- Gate lounge area should be larger
- No expansion to the south needed. Love the terminal as a split level
- Consider the “Aspen” experience
Community Input: Runway Reconfiguration, Terminal Replacement, and East Side Projects

The comments are from the Agency and City Scoping Meetings, CIC Workshop and Public Open Houses. They are summarized below:

“Noise Impacts”
- Noise at Hwy 82 and Harmony has increased
- How will a new apron mitigate noise impacts?
- Changes in expected noise from new planes versus current

“Runway”
- Make the runway wide enough now for future planes.
- Extend curfew 1 hour for pre-scheduled flights delayed from weather.
- The widened runway is essential. Do it.
Community Input: Visual Resources

The comments are from the Agency and City Scoping Meetings, CIC Workshop and Public Open Houses. They are summarized below:

“Appearance”
• Should blend and look nice
• Should fit in with the character of Aspen (small valley, historic town)
• Keeping character will be good for business; destroying character will be bad for business
• Good to see it’s not a big edifice
• Terminal building should be modern but understated
• Summer/winter open walls on roof terrace

“Future Growth”
• Room for U.S. Customs
• Build and plan for future growth appropriate for current and future needs

“View”
• Bleacher viewing of planes like at Stapleton
• Bright lights could be a hazard on the ground
• Keep view points so we can see arriving and departing flights
• Potential visual impact of larger aircraft
Community Input: Visual Resources continued....

The comments are from the Agency and City Scoping Meetings, CIC Workshop and Public Open Houses. They are summarized below:

“Make it the right size”
- Don’t make it too small or compromise needed space (but also not too big)
- Should fit in with the character of Aspen (small valley, historic town)
- Make it comfortable and have amenities for passengers
- Size and scale is not a problem at all

“Landscaping”
- Keep a landscape buffer and trees around the terminal
- Keep/replace trees to same quality standard
- Maintain a park like setting; inviting and fits into the environment
- Hybrid option is an appropriate response to site topography

“Terminal Appearance”
- Not too much glass on the east side please
- Observation deck, variation of roof lines
- Solar integration
- Not so many advertisements
Community Input: Socioeconomic Impacts

The comments are from the Agency and City Scoping Meetings, CIC Workshop and Public Open Houses. They are summarized below:

“Ground Transit and Parking Concerns”

- Fully integrate RFTA services into the terminal design
- Consider alignment of the project with AACP
- Examine the relationship of the airport to other ground transportation systems.
- Integration of RFTA into the design would create a better customer experience and reduce number of people who rent cars
- Increase in shuttles to resorts = a reduction in cabs/private vehicles.
- Integrate with mass transit to take advantage of the great public transit
- Build underground parking
- Reduce the number of available spots to force people into public transit

“Socioeconomic Impact”

- Would larger aircraft would create more economical travel options or do more people create high demand, lodging prices, costs in general?
- Will the new terminal generate more FTE’s than current?
Community Input: Proposed Noise Buffers & Monitors

The comments are from the Agency and City Scoping Meetings, CIC Workshop and Public Open Houses. They are summarized below:

“Separation, landscaping and noise”
• Noise walls...Berms good ideas
• Maybe a noise buffer across from Harmony Road
• Tons of trees
• Apron buffer location?
• Consider starting this buffer before construction
• Noise concerns for area and music disturbances in town during summer

“Communication”
• Updates for neighbors with specifics about current and anticipated events
• Analysis for potential new aircraft as well as existing
Community Input: Air Quality & Climate

The comments are from the Agency and City Scoping Meetings, CIC Workshop and Public Open Houses. They are summarized below:

“Air Quality”

- Concern of larger/more aircraft and associated Greenhouse gases
- Better airport may reduce waste of fuel, decrease flights, decrease emissions
- Consider hazardous air pollutants and their effects on health and air quality - for tourists, residents, and neighbors – jet fuel odor
- Community updates about current particulate and air quality levels
- Plug-in to alleviate idling aircraft
- Look into air filter for the entire Airport
- Can you capture hazardous gases?
- Study and share results of air quality research at the local government level for more informed local conversation
- Manage general aviation and commercial air traffic to reduce
- Worse air quality in a dramatically increased apron buffer location
- Air quality must include pollutants and carcinogens such as jet fuel
- Off set additional carbon/air pollution with local conservation projects
Community Input: Existing Water Resources

The comments are from the Agency and City Scoping Meetings, CIC Workshop and Public Open Houses. They are summarized below:

“Water Quality Comments, Concerns and Potential Mitigation Ideas”

• 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?
• Consider spending wetland mitigation fees for local restoration projects
• Consider full containment wastewater of ramp
Community Input: Historical & Cultural

The comments are from the Agency and City Scoping Meetings, CIC Workshop and Public Open Houses. They are summarized below:

“Historic or Cultural Resources Comments and Concerns”

• Rather than all commercial advertising, consider informational signage about Aspen culture, arts, environment, impact of climate change, history, etc.
• How will the design take into consideration the communication of Aspen history and culture (e.g. the opposite of the ART museum)
• 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!
Community Input: Potential for Larger Aircraft

The comments are from the Agency and City Scoping Meetings, CIC Workshop and Public Open Houses. They are summarized below:

“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
• Do we really want to move this runway 80 ft. closer to the rocks?
Community Input: Comments on Other Resources

The comments are from the Agency and City Scoping Meetings, CIC Workshop and Public Open Houses. They are summarized below:

“Other Resources”

- Note any potential impact to Aspen water agreement via west Buttermilk
- Construction + demolition waste = big impact to landfill
- Consider relocation of FBO building to gain ramp space
- Consider support facilities across Hwy 82
- Drainage improvements?
- Happy that it will not infringe into Open Space
Terminal Planning Challenges

- Master Plan assumed continuation of 70 seat regional jets serving the community
- Assumptions have changed, 70 seat regional jets to be phased out of the fleet
- New regional jets to have greater seating capacity, 90 – 140 seats, resulting in more passengers per peak hour
- Intent of EA is to environmentally clear sufficient area to accommodate determined size of terminal and ancillary development—**NOT** to identify final terminal design or size
## Terminal General Parameters

<table>
<thead>
<tr>
<th></th>
<th>2012</th>
<th>2015</th>
<th>2027</th>
<th>2032</th>
</tr>
</thead>
<tbody>
<tr>
<td>Enplanements</td>
<td>229,984</td>
<td>235,860</td>
<td>275,877</td>
<td>310,457</td>
</tr>
<tr>
<td>Operations</td>
<td>12,123</td>
<td>8,986</td>
<td>10,349</td>
<td>11,242</td>
</tr>
</tbody>
</table>

### Commercial Aircraft/Peak Hour, Peak Day, Passengers

<table>
<thead>
<tr>
<th></th>
<th>2012</th>
<th>2015</th>
<th>2027</th>
<th>2032</th>
</tr>
</thead>
<tbody>
<tr>
<td>Small Regional Jet Aircraft at Gate (av. 75 seats)</td>
<td>6</td>
<td>6</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Large Regional Jet Aircraft at Gate (av. 100 seats)</td>
<td>0</td>
<td>0</td>
<td>9</td>
<td>0</td>
</tr>
<tr>
<td>Large Regional Jet Aircraft at Gate (av. 110 seats)</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>10</td>
</tr>
<tr>
<td>Total Regional Jet Aircraft at Gate</td>
<td>6</td>
<td>6</td>
<td>9</td>
<td>10</td>
</tr>
<tr>
<td>Peak Hour Passengers</td>
<td>450</td>
<td>450</td>
<td>900</td>
<td>1,100</td>
</tr>
</tbody>
</table>
Update on Progress

- Met with FAA to determine:
  - Years of analysis for EA
  - 2015 (existing); 2022 (year of implementation Terminal); 2027 (year of implementation runway/out year Terminal); 2032 (Out year runway)
  - Include a “what if” scenario in appendix to include potential increase in enplanements as a result of project
  - Continue using the INM model to be consistent with other analyses
Next Steps

- Air Carrier discussions to determine fleet mix
- Create detailed fleet mix for analysis
- Refine Purpose and Need, Alternatives and Affected Environment Chapters
- Start Environmental Consequences Analysis that hinges on fleet mix