



**COLORADO SPRINGS
AIRPORT**

MASTER PLAN UPDATE

Project Advisory Committee

March 30, 2022

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Meeting Objectives

Today we will leave with:

- Knowledge of the facility requirements, development alternatives, and recommended development concept
- An understanding of the surface transportation and environment review work effort
- An awareness of next steps



Virtual Meeting Format

-
- There will be a presentation with 3 intermittent Q&A sessions during the presentation ***for clarifying questions***
 - There will be a general Q&A session at the conclusion of the presentation
 - The meeting will be recorded
 - Please mute your microphone when you are not speaking
 - Please use the “Raise Your Hand” function at the bottom of the screen if you wish to speak during the Q&A sessions
 - Please don’t use the Chat for public comment
 - We appreciate everyone’s patience!





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FACILITY REQUIREMENTS



Capacity Evaluation

Airside Capacity

- Airfield Layout and Configuration
- Weather Conditions
- Runway Usage
- Aircraft Fleet Mix
- Touch-and-Go Operations
- Peak Hour Activity
- Airfield Capacity Model

Landside Capacity

- Passenger Terminal
- General Aviation Facilities
- Automobile Parking

Airfield and Airspace Surfaces



Planning for Future Needs

Planning Activity Levels:

PALs help establish key development milestones based on activity levels rather than years. This provides the Airport with the flexibility to consider the expansion of facilities based on the actual timing that passenger demand levels are achieved rather than forecasted.



Facility Requirements Summary

Facility	Identified Requirement
Airfield Facility Requirements	
Airfield Demand Capacity	- No action required
Airport Design Standards	- Decouple Runway 17R-35L from Runway 13-31
Runways	- Move Runway 17R threshold 1,790 feet south, extend Runway 35L south
	- Separate Taxiway A from Runway 17R-35L to 500 feet
	- Shift high-speed exit Taxiway E4
Taxiways	- Realign a short section of Taxiway B
	- Add bypass taxiway to Runway 17L end
	- Revise connectors to the Runway 13 end
	- Realign taxiway connectors with Runway 17L-35R shift and Taxiway A separation
Airfield Pavement	- No action required
Airport Visual Aids	- No action required
Navigational Aids (NAVAIDS)	- ALSF-2 approach lighting system on Runway 35R
Obstruction Removal	- Recommendations to be incorporated into the ALP set
Airfield Marking, Lighting, Signage	- No action required
Passenger Terminal Requirements	
Terminal Space	- Reallocation of interior space to meet intermediate demands
	- Ultimate terminal expansion
Gates	- No intermediate requirements
	- Expansion of additional gates for ultimate development
Terminal Area Apron	- Development of deicing aprons to make room on existing apron
Auto Parking and Rental Car	- Develop CONRAC to add short-term parking capacity
	- Develop long-term/economy parking lot(s)

Facility Requirements Summary

Facility	Identified Requirement
General Aviation and Cargo Requirements	
FBO	- Preserve space for FBO expansion
Corporate Aviation	- Additional corporate and maintenance hangar facilities
Aircraft Storage	- Expand apron in Westside Development Area consistent with GA Area Plan. In-fill and hangar expansion throughout Westside Development Area.
Cargo	- Expand air cargo building and apron areas
Support Facility Requirements	
Regional Transportation Access	- Recommendations provided in Regional Transportation Access Study, see appendix
General Aviation Fuel Storage	- Construct consolidated general aviation fuel farm in Westside Development Area
Deicing Operations	- Construct deicing aprons on east and west sides of airfield
ATCT / ASR	- Relocate ATCT and ASR, coordinate with FAA
Airfield Maintenance Facility	- Relocate existing maintenance facility to a larger consolidated maintenance/storage facility

Clarifying Questions - Session #1



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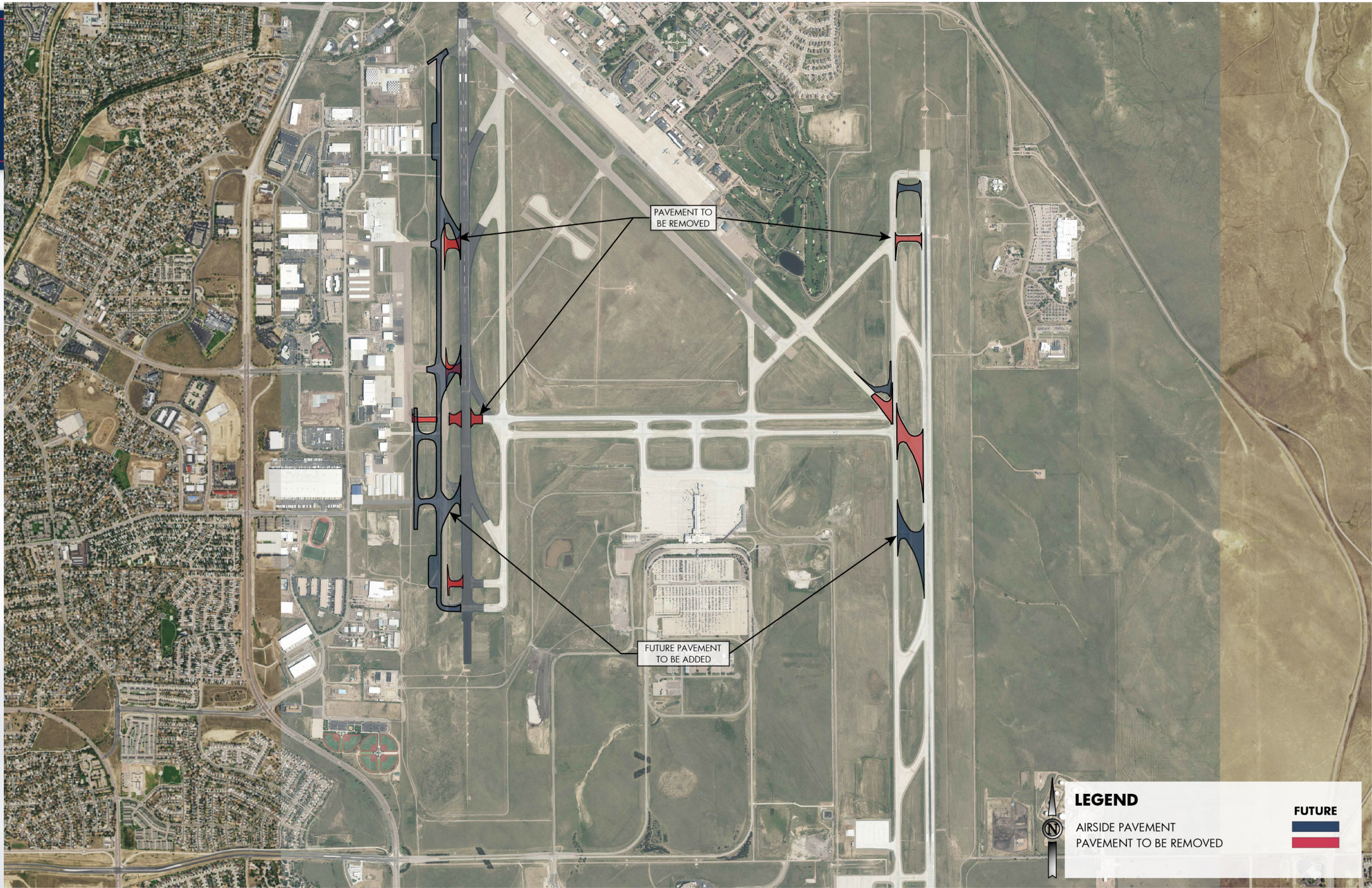
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ALTERNATIVES



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Airfield



PAVEMENT TO
BE REMOVED

FUTURE PAVEMENT
TO BE ADDED

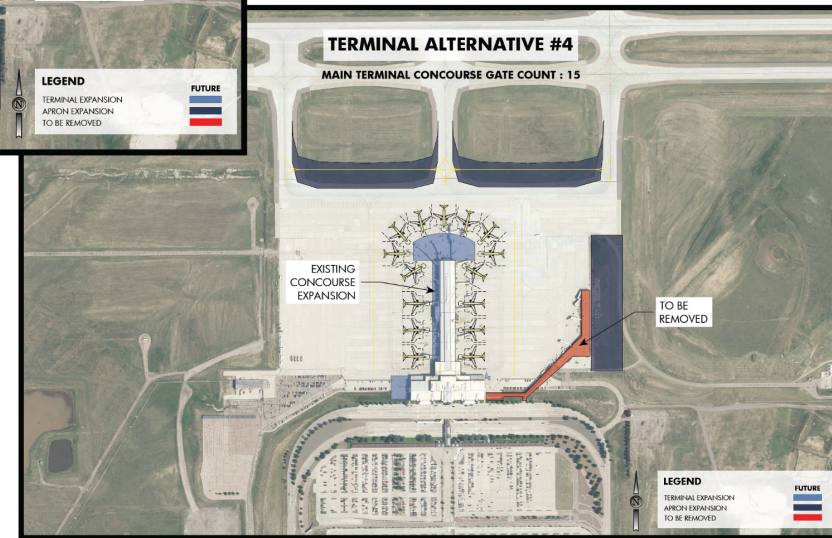
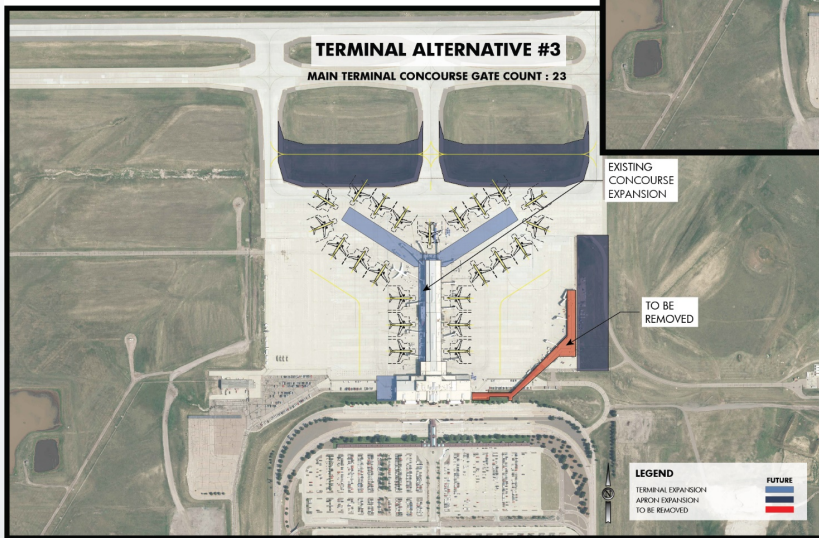
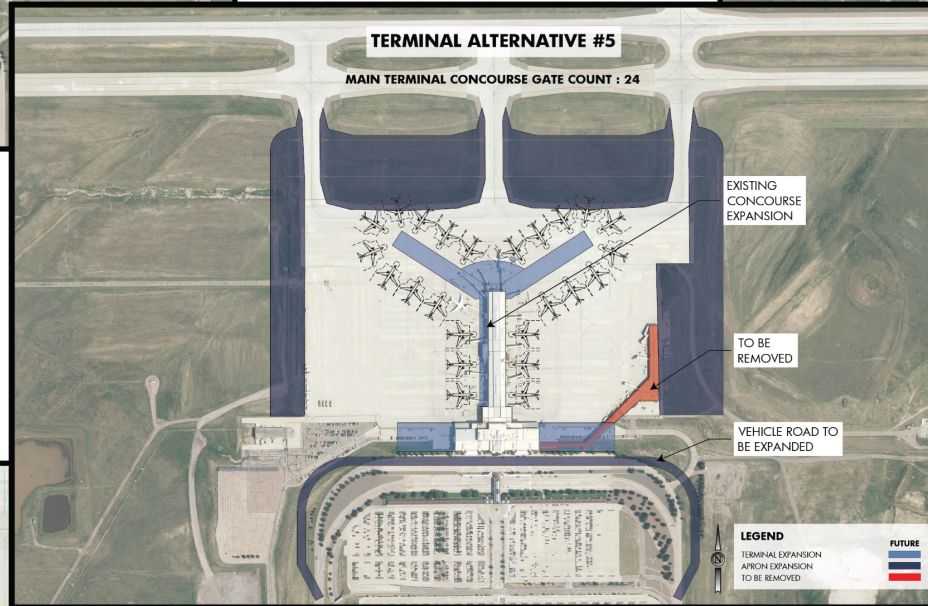
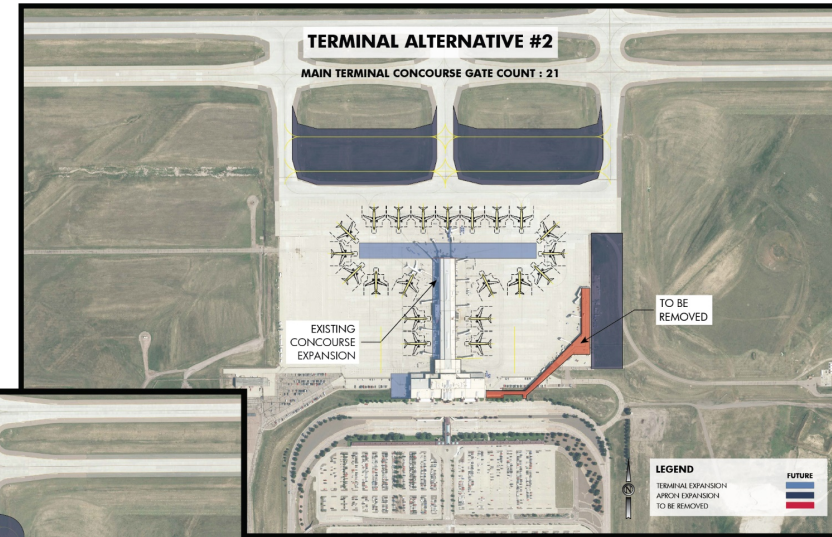
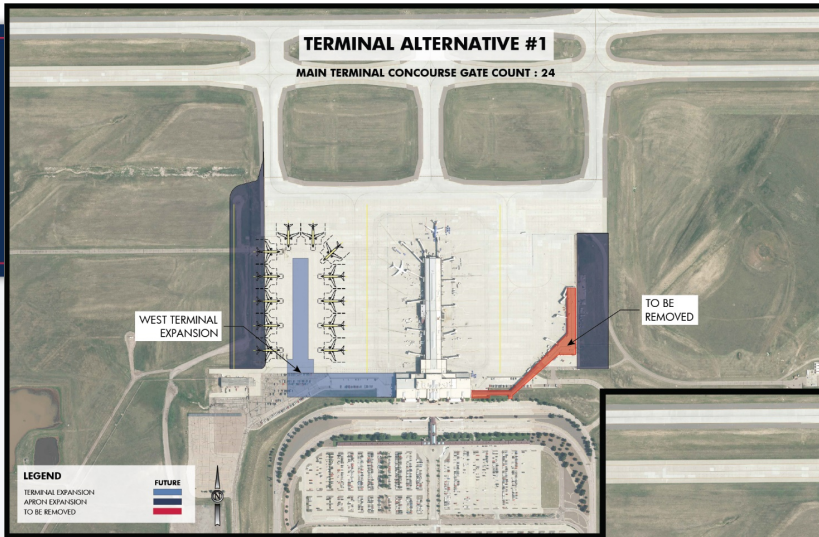
LEGEND

AIRSIDE PAVEMENT
PAVEMENT TO BE REMOVED

FUTURE



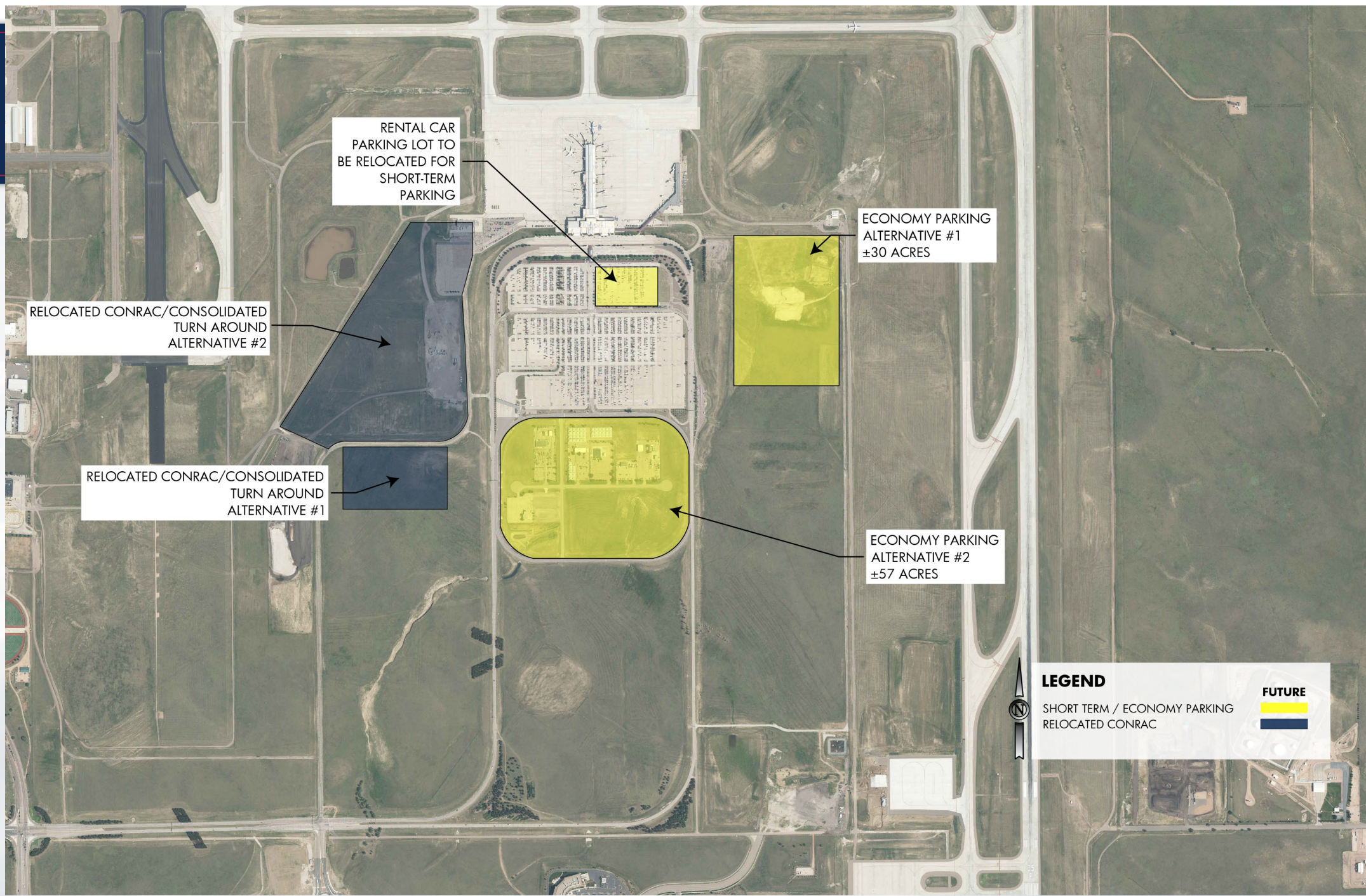
Passenger Terminal





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Automobile Parking and Rental Cars



RENTAL CAR
PARKING LOT TO
BE RELOCATED FOR
SHORT-TERM
PARKING

ECONOMY PARKING
ALTERNATIVE #1
±30 ACRES

RELOCATED CONRAC/CONSOLIDATED
TURN AROUND
ALTERNATIVE #2

RELOCATED CONRAC/CONSOLIDATED
TURN AROUND
ALTERNATIVE #1

ECONOMY PARKING
ALTERNATIVE #2
±57 ACRES



LEGEND

SHORT TERM / ECONOMY PARKING
RELOCATED CONRAC

FUTURE





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Westside Development





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Airport Traffic Control Tower





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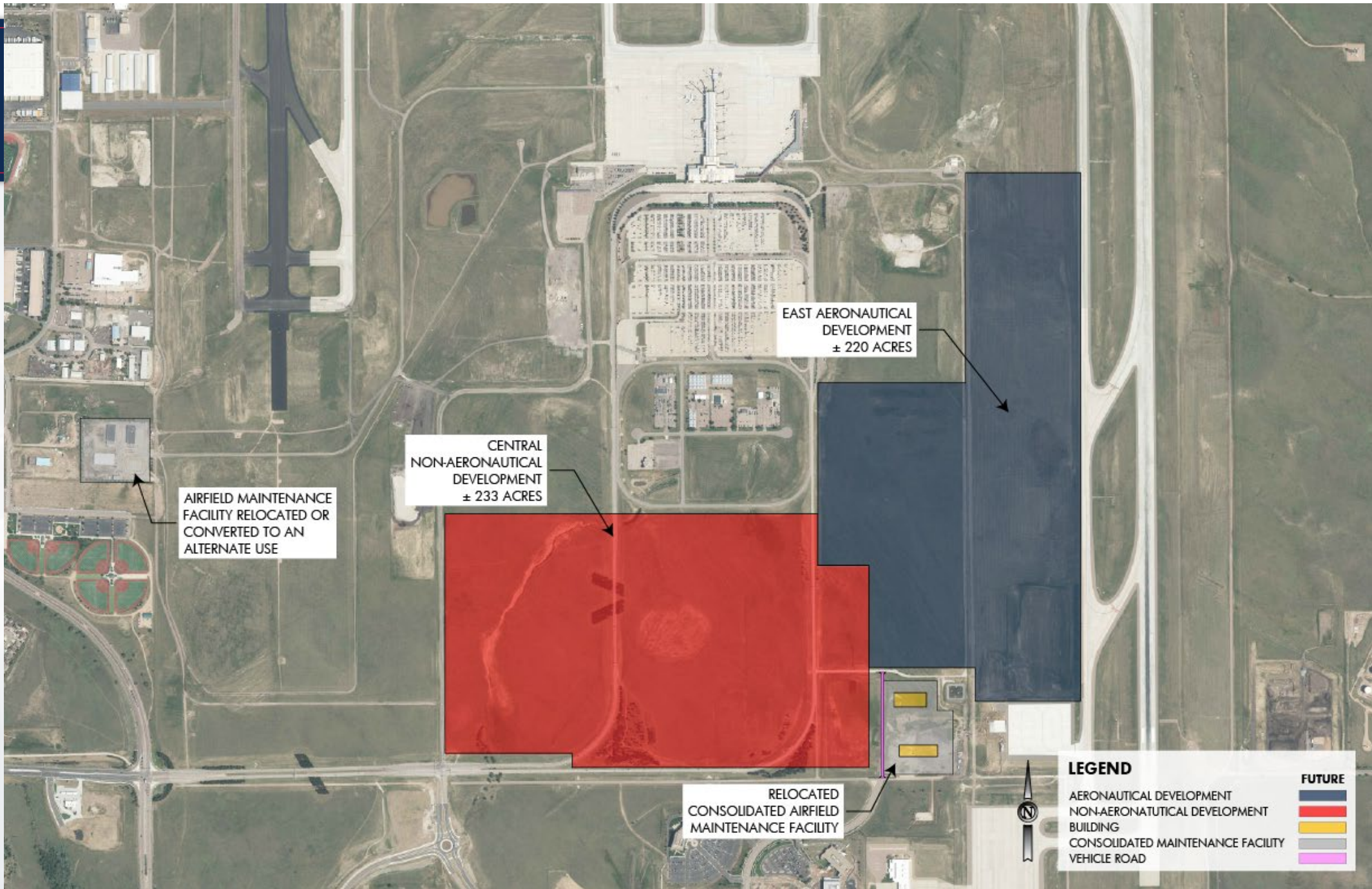
Airport Surveillance Radar & East Deicing Apron



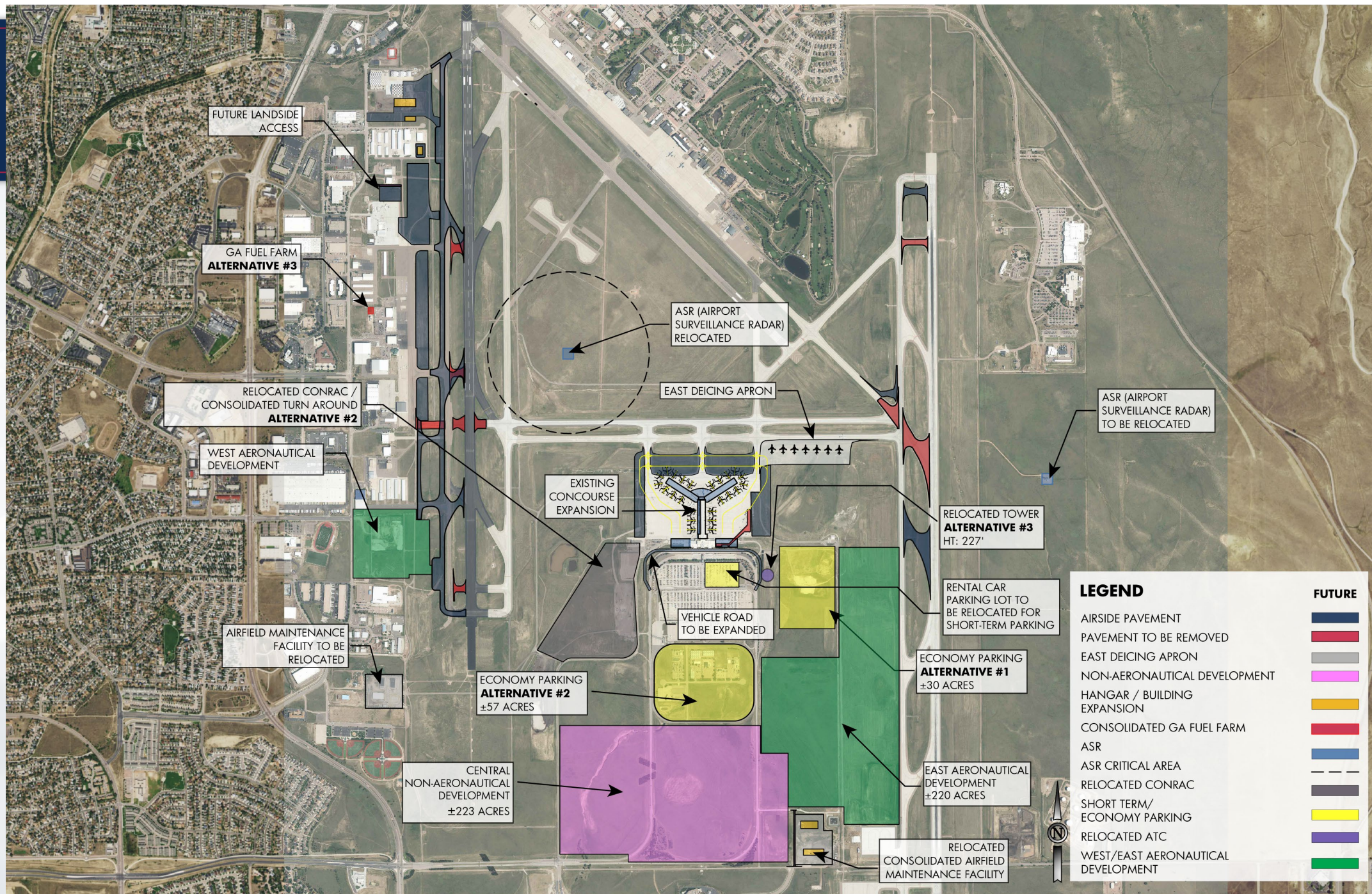


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Consolidated Airfield Maintenance & East Hangar Development



Recommended Development Plan



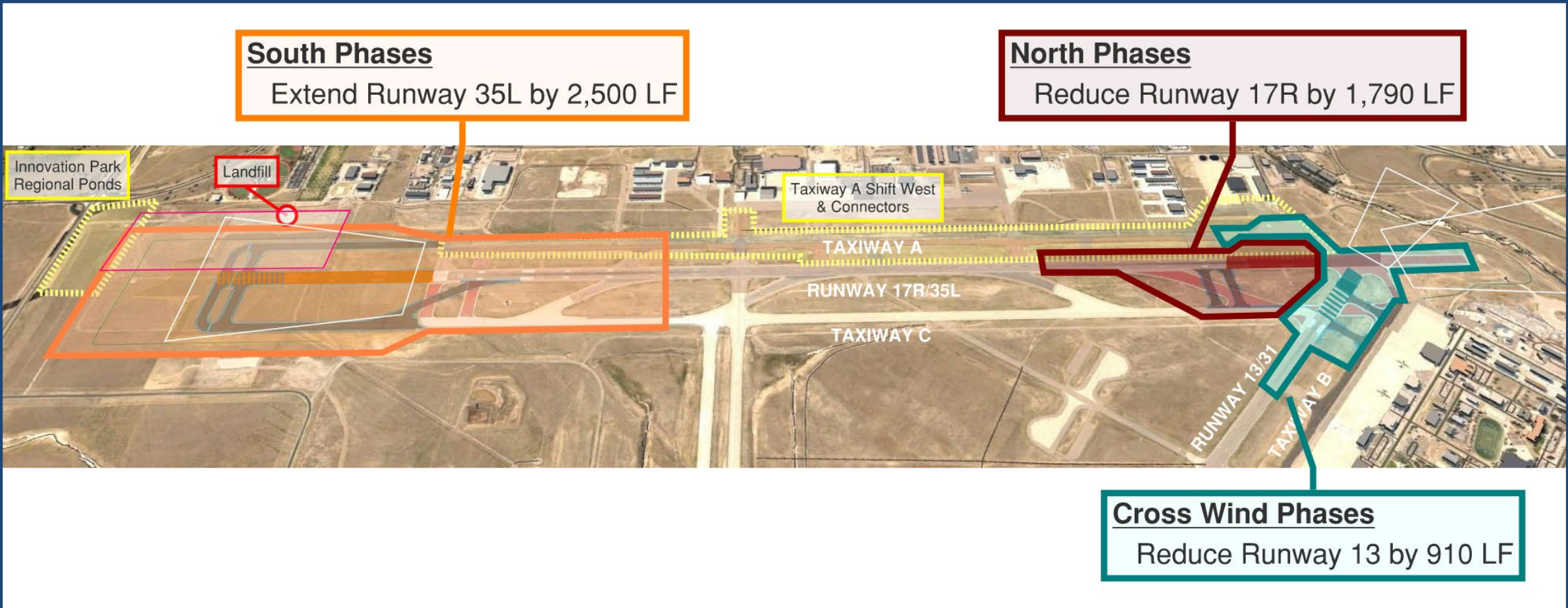
LEGEND

AIRSIDE PAVEMENT		FUTURE
PAVEMENT TO BE REMOVED		
EAST DEICING APRON		
NON-AERONAUTICAL DEVELOPMENT		
HANGAR / BUILDING EXPANSION		
CONSOLIDATED GA FUEL FARM		
ASR		
ASR CRITICAL AREA		
RELOCATED CONRAC		
SHORT TERM/ ECONOMY PARKING		
RELOCATED ATC		
WEST/EAST AERONAUTICAL DEVELOPMENT		

Hot Spot Analysis

- Primary focus is to address decoupling of **Runway 13/31** and **17R/35L**
- Decoupling will result in a shift of the runway to the south to maintain operational aspects of 17R/35L
- Additional hot spots and modifications to standards, directly impacted by this work will also be improved





Runway 17L/35R

- Current work effort is focused on Hot Spot mitigation, preliminary earthwork, and phasing concepts

Clarifying Questions - Session #2



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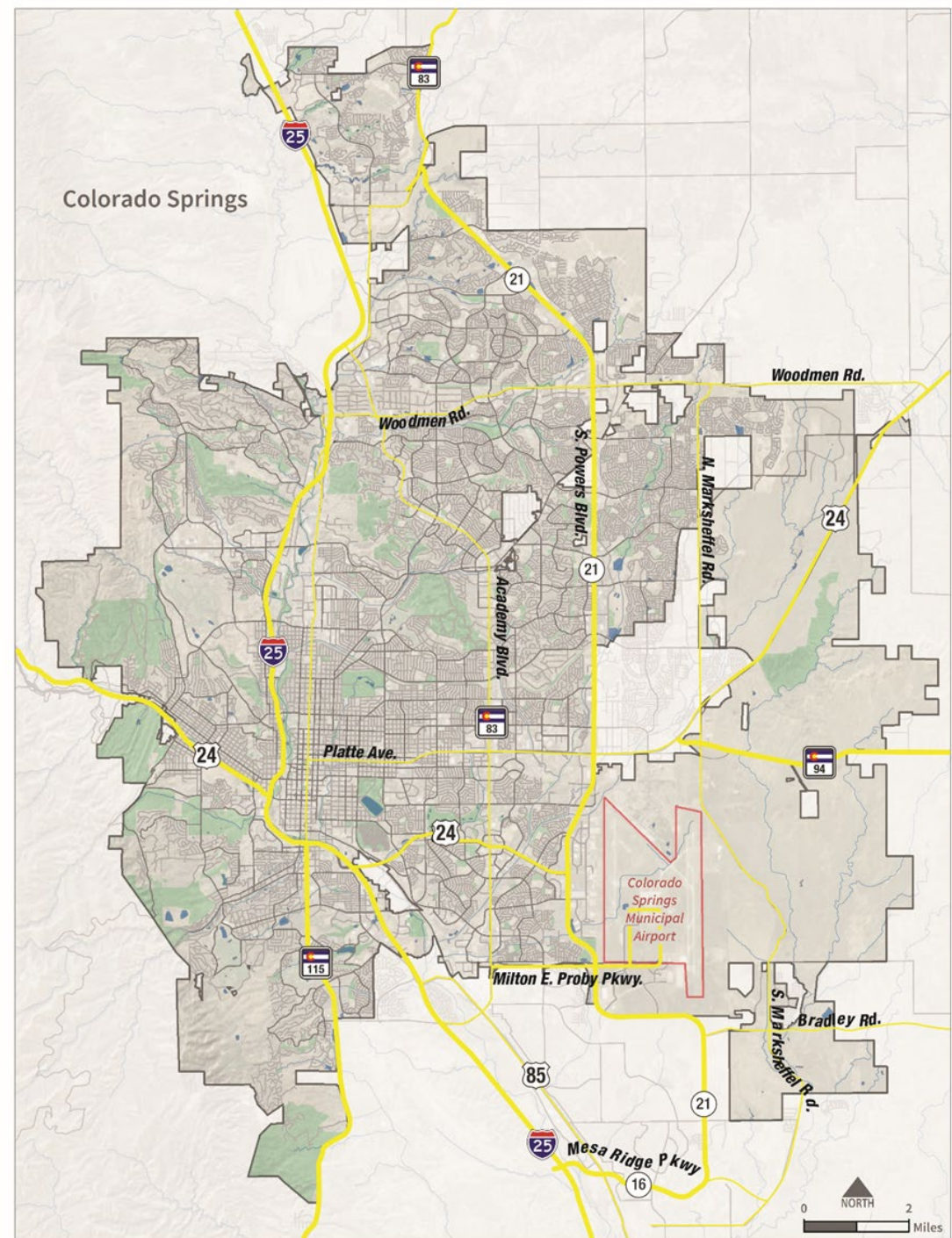
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SURFACE TRANSPORTATION

Regional Access Routes

Regional Routes

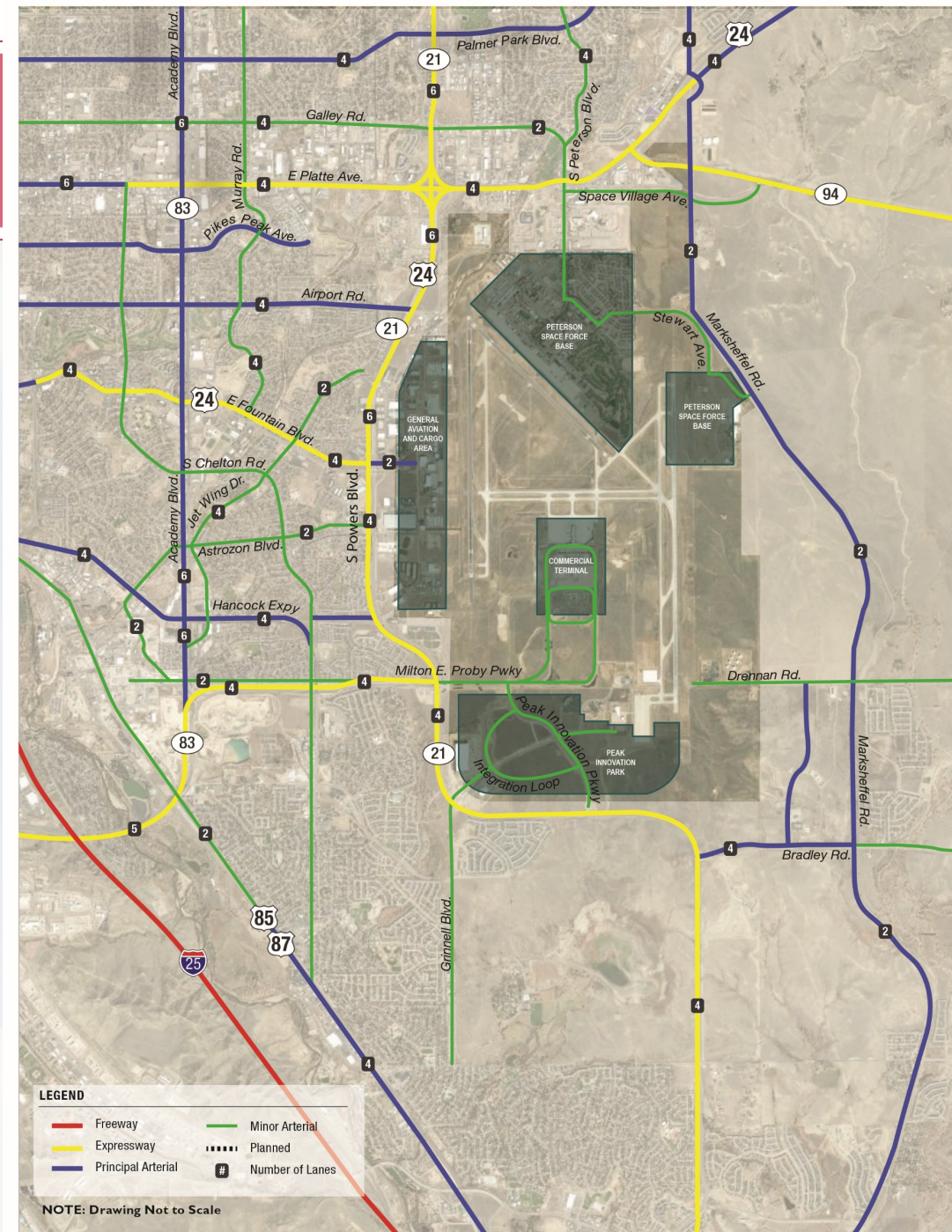
- I-25
- US 24, US 85
- State Highways (SH) 16, 21, 83, 94
- Local Corridors (East-West):
 - Milton E Proby Pkwy, Platte Ave, Woodmen Rd, Bradley Rd
- Local Corridors (North-South):
 - Academy Blvd, Marksheffel Rd



Airport Area Roadway Network

Access Routes

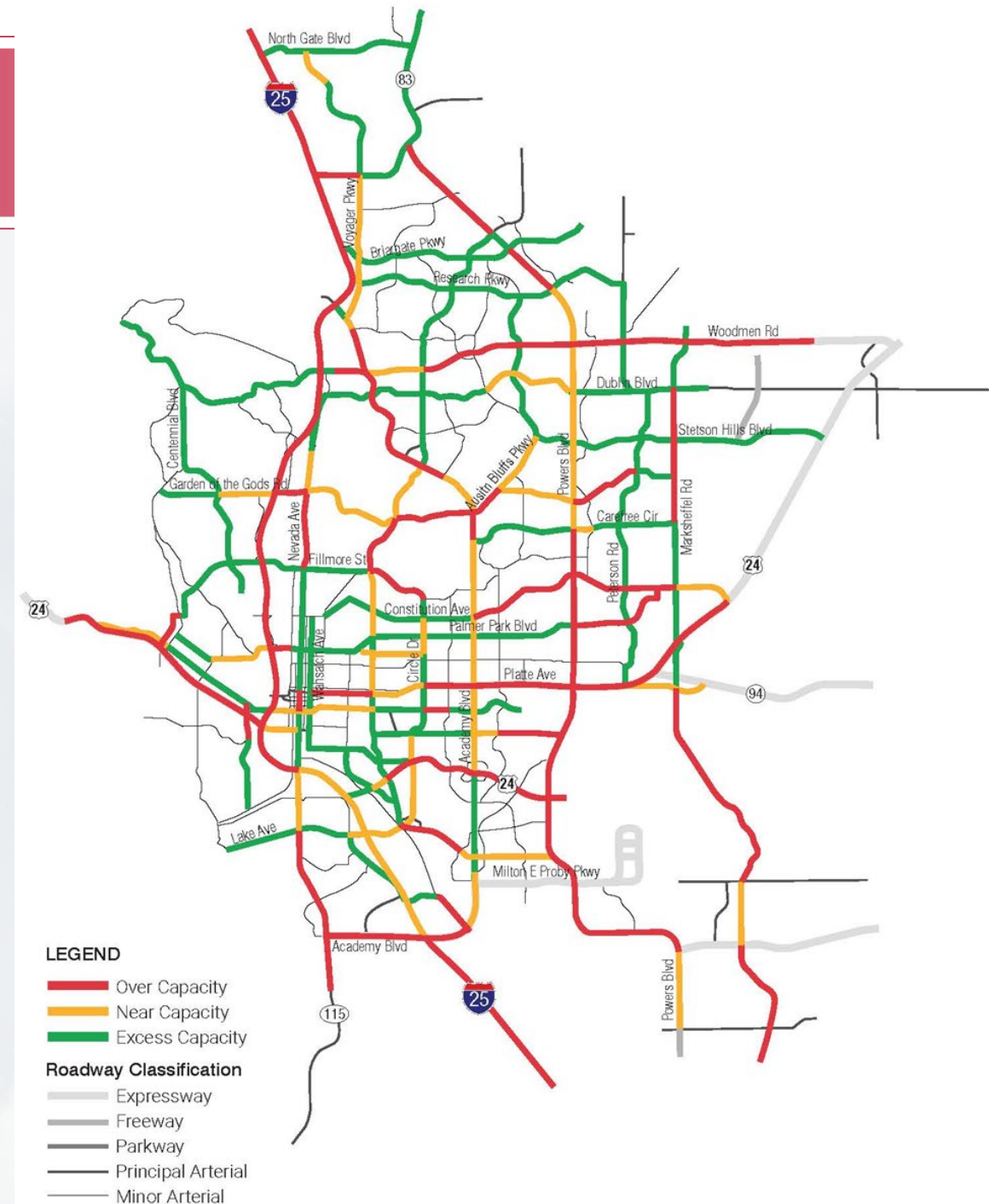
- Milton E Proby Pkwy
- Hancock Expwy
- Astrozon Blvd
- Fountain Blvd
- Aeroplaza Dr
- Airport Rd
- Peterson Blvd
- Marksheffel Rd
- Peak Innovation Pkwy
- Integration Loop
- Grinnell Blvd



2045 Forecasts

Segments of the Following Roads
Forecasted to be Over Capacity without
Improvements:

- US 24
- Platte Ave
- Powers Blvd
- Marksheffel Rd
- S. Academy @ I-25
- Airport Rd



Transportation Challenges & Issues

- **Airport Access to the East**
 - Need to provide effective access to growing parts of Colorado Springs and El Paso County to the east
- **Address Congestion**
 - Need improvements to address future congestion on key Airport access routes (Power, Marksheffel, Academy, US 24, Airport Rd)
- **Improved Connection & Wayfinding from I-25**
 - Improve wayfinding and traffic flow via Academy Blvd/Proby Pkwy and US 24
- **Improved Public Transit Connections**
 - Provide additional public transit options beyond current Route 37
- **Improved Bike Access**
 - Provide additional opportunities for commuting and recreational biking for Airport employees and other surrounding employment sites

Clarifying Questions - Session #3



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ENVIRONMENTAL ANALYSIS



Environmental Review

- Local, state and federally regulated natural resources exist on and around the Airport and need to be taken into consideration for future planning
- Information about 15 environmental categories were reviewed and summarized including such things as air quality, noise, biological resources, light emissions, etc.
- An analysis of environmental resiliency and a Recycling, Reuse, and Waste Reduction Plan are being developed and will be included as an appendix

Environmental Summary

Summary of existing environmental resources on and near the Airport

Environmental Category	Summary
Air Quality	In maintenance for carbon monoxide, in attainment for other pollutants
Biological Resources	No critical habitats present at the Airport, some species may be present on Airport property
Climate	Operational and construction related emissions may contribute to GHG's
Department of Transportation Act, Section 4(f)	Numerous public parks and the Bluestem Prairie Open Space are located in proximity to the Airport. Historic resources are also present on Peterson SFB
Farmlands	Limited amount of prime farmland is present but is already developed and is unlikely to be farmland due to lack of irrigation
Hazardous Materials, Solid Waste, and Pollution Prevention	Storage tanks for hazardous materials are located on the Airport, as well as usage for ARFF and deicing practices. A former landfill is also present near Runway 35L.
Historical, Architectural, Archeological, and Cultural Resources	A Historic District is located on Peterson SFB with four buildings included on the NRHP
Natural Resources and Energy Supply	The Airport uses energy typical of its size and anticipates a similar level of consumption in the future
Noise and Noise-Compatible Land Use	Land Use Compatibility Study to include updated noise contours was completed in 2020. Residential areas exist to the west, north, and south
Socioeconomic Impacts, Environmental Justice, and Children's Environmental Health and Safety Risks	Community demographics should be reviewed prior to projects with potential impacts to ensure negative socioeconomic impacts are mitigated
Light Emissions, Visual Resources, and Visual Character	The Airport uses lighting systems, although with minimal impact to the community. Lights are located away from residential communities and are screened by buildings in most instances
Wetlands	Limited presence to the north and west, primarily located just off Airport property
Floodplain	Limited presence to the north as part of the East Fork Sand Creek
Surface and Ground Waters	Three surface water features are included as part of the Peterson SFB Golf Course
Wild and Scenic Rivers	The nearest wild and scenic river to the Airport is the Rio Grande River located over 100 miles to the south

Resiliency and Sustainability

Airport resiliency addresses how well an airport can respond and continue to operate in the face of unexpected challenges such as:

- Natural disasters
- Climate changes
- Pilot strikes
- Air traffic control (ATC) strikes
- Fuel/energy crises
- National security incidents (like September 11, 2001) and their aftermath
- Recessions
- COVID-19 and other medical crises

This Master Plan discusses resiliency in terms of the ***natural environment***

Resiliency: “The ability of communities to rebound, positively adapt to, or thrive amidst changing conditions or challenges—including human-caused and natural disasters—and to maintain quality of life, healthy growth, durable systems, economic vitality, and conservation of resources for present and future generations.”

Colorado House Bill 18-1394

- Temperature changes
 - Higher average spring and summer temperatures and very hot days
 - Decreased number of very cold nights
- Snowpack variability resulting in drought and flooding
- Severe weather – thunderstorms, hail, flash floods, blizzards (bomb cyclone), tornadoes
- Drought resulting in increased wildfire risks
- Projections show changes in precipitation patterns, rising temperatures, and increased areas of drought





Airport Resiliency

- **Energy resilience** - ensures a reliable, steady supply of energy, and contingency measures in place in the event of a power failure
 - Reduction of energy needs
 - Emergency plan in place for utility outages
 - Back-up generators and batteries in place
- **Water resilience** – ability to continually provide safe drinking water and properly treated wastewater during and after an emergency
 - Reduced consumption
 - Develop emergency response plan for water inaccessibility
- **Climate resilience** - ability to anticipate, prepare for, and respond to hazardous events, trends, or disturbances related to the changing climate
 - Buildings are equipped for emergencies
 - Prepare a resiliency management plan

Recycling, Reuse, and Waste Reduction Plan

Per the FAA Modernization and Reform Act, new or updated master plans must address issues relating to solid waste recycling at the Airport including:

- The feasibility of solid waste recycling at the airport
- Minimizing the generation of solid waste at the airport
- Operation and maintenance requirements
- Review of waste management contracts
- The potential for cost savings or the generation of revenue





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NEXT STEPS

Be A Part of the Plan!

- ✓ Review and comment on draft chapters by ***April 22, 2022***
- ✓ Chapters and presentation will be available online today at www.coloradospringsairportmasterplan.com (or by clicking on the **About** tab on the *flycos.com* website)
- ✓ Submit comments directly through the Master Plan website (**Contact** tab)

Today's Meeting Schedule:

- Tenant/User/Stakeholder Open House – 2-4pm
- Community Open House – 6-8pm

Check the project website for updates and meeting announcements/links

Project Schedule

COS MASTER PLAN SCHEDULE

TASK 1: STUDY DESIGN

TASK 2: PUBLIC ENGAGEMENT

TASK 3: DATA COLLECTION/INVENTORY OF EXISTING DATA

TASK 4: AVIATION ACTIVITY FORECASTS

TASK 5: DEMAND/CAPACITY ANALYSIS & FACILITY REQUIREMENTS

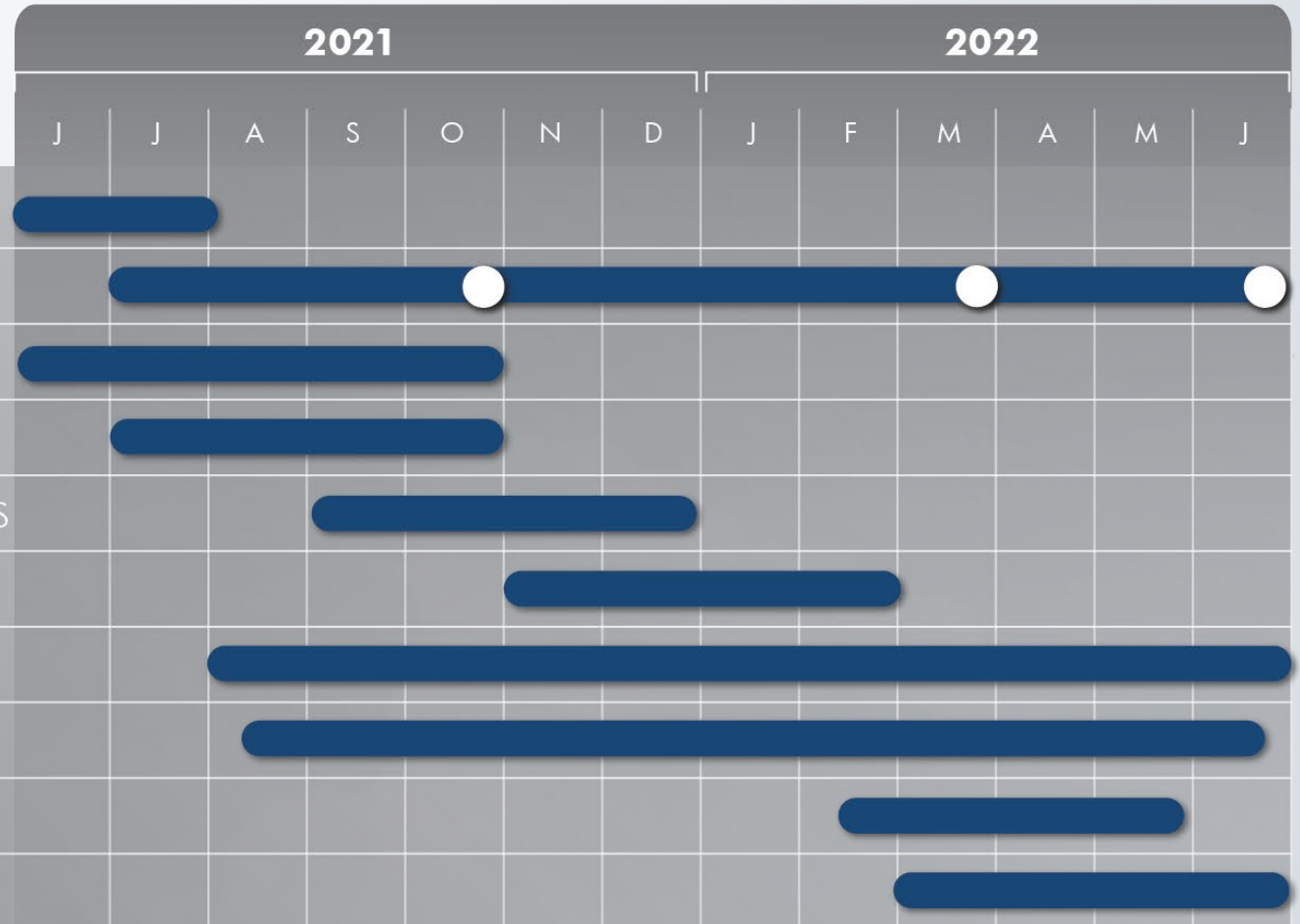
TASK 6: DEVELOP ALTERNATIVES & RECOMMENDED PLAN

TASK 7: HOT SPOT 1 ANALYSIS & EVALUATION DESIGN

TASK 8: AIRPORT LAYOUT PLAN

TASK 9: PROGRAM IMPLEMENTATION PLAN

TASK 10: PROJECT DOCUMENTATION



Question & Answer Session



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