



INFORMATION ITEM MEMORANDUM

TO: Mayor and Members of City Council

FROM: Nuria Rivera-Vandermyde, City Manager
Chris Meschuk, Deputy City Manager
Natalie Stiffler, Director of Transportation and Mobility
John Kinney, Boulder Airport Senior Manager
Allison Moore-Farrell, Senior Transportation Planner

DATE: February 1, 2024

SUBJECT: Information Item: Boulder Municipal Airport Community Conversation Update

EXECUTIVE SUMMARY

This Information Item provides an update to City Council regarding the Boulder Municipal Airport Community Conversation. The report summarizing the Airport Community Conversation is provided in Attachment A.

The City of Boulder (city) engaged in a community focused process to understand aspirational goals and desired outcomes for the future operation and/or development of the Boulder Municipal Airport (BDU). This process stems from recommendations in policy 6.23 in the Boulder Valley Comprehensive Plan, increased tensions between the airport user community and the broader Boulder community, the need to improve airport facilities, and preparation for a potential future Airport Master Plan Update. The City of Boulder, along with a consultant team, conducted community conversations with stakeholders and developed a range of potential long-term scenarios for the future of the airport site. This engagement process and resulting high-level scenario analysis is intended to provide a better understanding of the desired future for BDU for city leadership and City Council.

FISCAL IMPACT

When the project team presented to City Council in August 2023, City Council requested additional legal and financial analysis to better understand potential future scenarios for the Boulder Municipal Airport. The project team is in the process of performing this analysis and expects to share with City Council in Q3 2024.

BACKGROUND

The city owns and operates BDU, which is a general aviation airport that offers business, private, and recreational aviation services to the city and surrounding communities and supports emergency aviation services as needed.

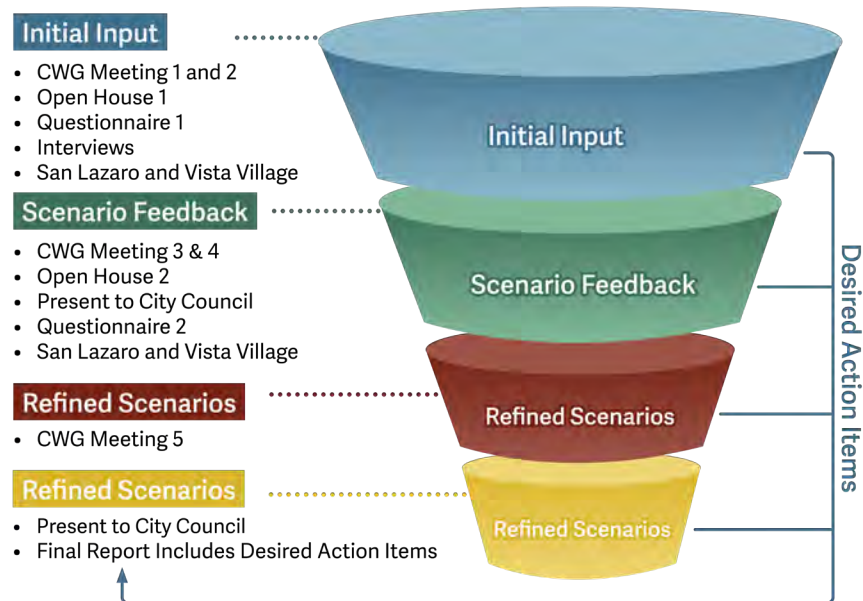
From December 2022 – September 2023, the project team held a variety of community engagement activities to better understand the aspirations of impacted stakeholders, residents, and traditionally underserved communities. The community engagement activities and events conducted by the project team are outlined in *Table 1: Schedule of Engagement Events*, and summaries of community input from these activities are provided in the attached report.

Table 1: Schedule of Engagement Activities

Engagement Activity	Date/Date Range
In-Depth Interviews	December 2022 – March 2023
City Council Presentation	January 12, 2023
Community Working Group (CWG) 1	March 14, 2023
CWG BDU Airport Tour	March 15, 2023
Questionnaire 1	April 6 – May 4, 2023
Public Open House 1	April 11, 2023
CWG Lunch Gathering at Airport	April 12, 2023
CWG 2	April 13, 2023
Vista Village Bilingual Community Meeting	April 19, 2023
San Lazaro Bilingual Community Meeting	April 24, 2023
CWG Virtual Gathering	May 31, 2023
CWG 3	June 7, 2023
Public Open House 2	July 18, 2023
CWG 4	July 20, 2023
Questionnaire 2	July 12 – August 2, 2023
Vista Village Bilingual Community Meeting	August 22, 2023
City Council Presentation	August 24, 2023
San Lazaro Bilingual Community Meeting	August 29, 2023
CWG 5	September 12, 2023

Throughout the engagement process, community members expressed a desire for near-term action items to have a likely time frame of 0-5 years and could be implemented independently from actions considered in the long-term scenarios. *Figure 1: Community Input and Feedback Process* details how community input was synthesized at each step of the project process to craft both near-term actions and long-term scenarios.

Figure 1: Community Input and Feedback Process



The project team then evaluated these scenarios based on how they align with city goals, as outlined in the [Sustainability, Equity, and Resilience Framework](#). The report details the potential economic, environmental, and social impacts of each long-term scenario.

NEXT STEPS

The project team will clarify any questions City Council has regarding the process, the final report and the requested legal and financial analysis. Later in 2024, staff will request direction from City Council on next steps for the future of Boulder Municipal Airport.

ATTACHMENTS

A. Boulder Airport Community Conversation Final Report

2023

Prepared by

Kimley»Horn

Boulder Municipal Airport Community Conversation



Table of Contents

Executive Summary	6
1 Introduction	8
2 Background	9
2.1 Community Perceptions: Key Issues	10
2.1.1 Noise	10
2.1.2 Air Quality.....	13
2.1.3 Enforcement of Rules.....	14
2.1.4 Infrastructure Maintenance	15
2.1.5 Expense.....	15
2.1.6 Organizational Oversight/Transparency.....	15
2.2 Purpose	16
3 Engagement	18
3.1 Airport Community Conversation Engagement Plan.....	18
3.2 Stakeholder Engagement.....	21
3.2.1 Community Working Group (CWG)	21
3.2.2 Public Open Houses & Community Questionnaires.....	23
4 Summary of Engagement by Project Phase	23
4.1 Phase 1 - Initial Outreach & Input.....	23
4.1.1 One-on-One Interviews.....	24
4.1.2 CWG Meeting #1	25
4.1.3 Public Open House #1	26
4.1.4 Questionnaire #1	29
4.1.5 CWG Meeting #2	30
4.1.6 Bilingual Community Meetings.....	31
4.2 Phase 2: Scenario Outreach and Feedback	32
4.2.1 CWG Meeting #3	32
4.2.2 Public Open House #2.....	33
4.2.3 CWG Meeting #4	33
4.2.4 City Council Presentation – August 2023.....	34

4.2.5 Questionnaire #2	35
4.2.6 Bilingual Community Meetings.....	36
5 Near Term Desired Action Items	36
6 Scenario Alternatives	42
6.1 Scenario 1 – Existing Airport with Enhanced Maintenance	43
6.2 Scenario 2 – Airport with Aviation Improvements	46
6.3 Scenario 3 – Airport with Neighborhood Serving Uses and Housing Lite	50
6.4 Scenario 4 – Decommission Airport and Create New Neighborhood	54
6.5 Evaluation of Scenarios	57
7 Summary and Next Steps.....	60
Appendix A Boulder Airport Forward	65
Appendix B City Council Memo: January 2023 Boulder Community Conversations	75
Appendix C Engagement and Communications Plan.....	82
Appendix D Interviews Summary	91
Appendix E BDUCC Interview Data	95
Appendix F CWG 1 Summary	97
Appendix G CWG 2 Summary	212
Appendix H CWG 3 Summary	241
Appendix I CWG 4 Summary	301
Appendix J CWG 5 Summary	340
Appendix K Questionnaire 1 Report	385
Appendix L Questionnaire 2 Report	516
Appendix M Public Open House 1 Meeting Summary.....	1007
Appendix N Public Open House 2 Meeting Summary.....	1122
Appendix O San Lazaro/Vista Village Meeting 1 Summary	1181

Appendix P	San Lazaro/Vista Village Meeting 2 Summary	1188
Appendix Q	City Council Memo: August 2023	1202
Appendix R	Scenario Evaluations	1242

TABLES

Table 1. Comparison of Airport Noise Abatement Programs	12
Table 2. Comparison of Airports Operation Hours Restrictions (Including takeoffs, landings, touch-and-go operations, and/or aircraft engine run-ups)	12
Table 3. Common Areas of Concern Expressed in Open House #1.....	26
Table 4. Desired Near-Term Action Item: Safety	37
Table 5. Desired Near-Term Action Item: Noise	39
Table 6. Desired Near-Term Action Item: Health & Environmental Impact	39
Table 7. Desired Near-Term Action Item: Community Relations	40
Table 8. Desired Near-Term Action Item: Airport Economics	41
Table 9. Scenario 1 - Goals and Technical Feedback	44
Table 10. Scenario 2 Goals and Technical Feedback.....	48
Table 11. Scenario 3 Goals and Technical Feedback.....	52
Table 12. Scenario 4 Goals and Technical Feedback.....	55
Table 13. Goals and Evaluation Considerations	58
Table 14. Overall Scenario Evaluation Matrix.....	59

FIGURES

Figure 1. Location of Boulder Municipal Airport (BDU)	9
Figure 2. BDU and City of Boulder Subcommunities	10
Figure 3. FAA Grant Assurances	17
Figure 4. Community Conversation Project Goals as outlined on January 12, 2023. City Council Meeting No 1.....	17
Figure 5. Community Conversations Project Phases	19
Figure 6. City of Boulder's Engagement Spectrum.....	20
Figure 7. Concept Sketch of Community-Informed Scenario 1 - Existing Airport with Enhanced Maintenance	44

Figure 8. Concept Sketch of Community-Informed Scenario 2 - Airport with Aviation
Improvements47

Figure 9. Concept Sketch of Community-Informed Scenario 3 – Airport with Neighborhood
Serving Uses and Housing Lite 51

Figure 10. Concept Sketch of Community-Informed Scenario 4 – Decommission Airport and
Create New Neighborhood.....55

Executive Summary

The Boulder Municipal Airport is a general aviation airport that has been in existence since 1928. The airport site is owned by the City of Boulder (city) and decisions about its operations and future are under the purview of City Council. The Boulder Valley Comprehensive Plan (BVCP) describes the community's desires for future development and preservation of the Boulder Valley, and the City Council uses it to guide long-range planning and other activities that shape the built and natural environments in the Boulder Valley. The City of Boulder has engaged in a community focused process to understand aspirational goals and desired outcomes for the future operation and/or development of the Boulder Municipal Airport (BDU). This process stems from the recommendations within the BVCP, increased tension between the airport community and the broader Boulder community, the need to improve airport facilities, and preparation for a potential future Airport Master Plan Update. Policy 6.23 of the BVCP, quoted below, describes the city's desire to work with the community to reassess the potential for developing a portion of the airport for housing and neighborhood-serving uses:

“The airport will continue to ensure it meets the needs of the community by providing a safe environment for aviation business and business-related travel, scientific and research flights, recreation and tourism, flight training and vocational education, aerial fire-fighting, emergency medical flights as well as flood and other disaster-related support for the city and county. The city will seek to mitigate noise, safety and other impacts of airport operation while assuring that new development in proximity will be compatible with existing and planned use of the airport. At the time of the next Airport Master Plan, the city will work with the community to reassess the potential for developing a portion of the airport for housing and neighborhood-serving uses.”

In January 2023, the city developed the BDU Community Conversation (BDUCC) project to create a dialogue and gain an understanding of the community's vision for the airport ahead of its planned Airport Master Planning process in the near future as described in BVCP policy 6.23. The city recognizes this depth of public engagement is not part of Airport Master Plans and as such, identified the importance of hosting a separate, inclusive process to understand community desires.

The BDUCC is a multi-faceted engagement effort that included the establishment of a Community Working Group (CWG) that met regularly throughout the year long process. The CWG worked together to evaluate scenarios of potential futures that ranged from closure of the airport, repurposing of the airport, or improving airport facilities. Engagement efforts included broad public outreach, online surveys, and reaching out to bilingual and underserved communities.

Community members helped to identify priorities, validate goals, and understand the varying perspectives of airport users and impacted community members. They also worked with the project team to create a list of near-term desired action items. This list identified near-term solutions to address compatibility between residential neighborhoods and aviation uses.

For long-term considerations, community members recognize that there are great challenges to expanding the types of land uses at the airport property and/or decommissioning the airport. Overall, community feedback indicates that the community desires to keep the airport and improve conditions in the near-term, while creating avenues for better coordination and compliance with the community's desire for less noise and pollution from airport operations. This report documents the details of the BDUCC process and next steps anticipated to address the future of BDU.

The Federal Aviation Administration (FAA) is the federal regulatory partner to the city in operations of BDU. As a result of receiving monies over the years to develop, improve, and maintain the airport, the city has obligations to the FAA to maintain the airport and its infrastructure. Questions remain about the duration of those obligations and City Council has requested that staff provide additional information regarding future use scenarios, including associated costs, so it can weigh options and risks in early 2024.

1 Introduction

Boulder Municipal Airport (FAA location identifier: BDU) is a city owned and operated general aviation airport. Located in the City of Boulder, Colorado within Boulder County. According to the U.S. Census Bureau's 2018 population estimates, Boulder County is home to approximately 327,000 residents and accounts for about 6% percent of Colorado's total population.

Airports play a critical role in the national, state, and local aviation systems. Therefore, various agencies at all levels of government participate in airport system planning to understand the relationship between airports within the system and airports' future requirements as they relate to the economy, population, geography, and projected demand. The below describes Boulder Municipal Airport's role within the national and state aviation systems as identified by the respective government agencies.

The FAA established the National Plan of Integrated Airport Systems (NPIAS) to maintain development plans for public-use airports. The NPIAS identifies airports included within the national airport system, the role of each airport, and the amount and types of airport development eligible for federal funding under the Airport Improvement Program (AIP) over a five-year period. The NPIAS categorizes the nation's airports based on the types of services provided and the quantity of passengers enplaned, which influences the level of federal funding for which each type of airport is eligible.

The 2019-2023 NPIAS Report classifies Boulder Municipal Airport as a general aviation (GA) airport. The FAA defines GA airports as public-use airports with no scheduled service or less than 2,500 annual passenger boardings. Approximately 88 percent of airports included in the NPIAS are classified as GA airports. The NPIAS also assigns categories to GA airports based on existing activity levels. Categorized as a "Local" GA airport, Boulder Municipal Airport links the community with the greater national airport system and supports a variety of GA activities.

Building on the Boulder Valley Comprehensive Plan (BVCP), and in preparation for a potential future Airport Master Plan Update, the city convened the Airport Community Conversation project to facilitate an intensive public engagement process with the Boulder community to understand their aspirational goals and desired outcomes for the future operation and/or development of BDU. The city seeks to balance community feedback with their obligations and commitments to the FAA in their selection of a preferred alternative This report aims to:

- *Understand the community's short-term goals and long-term aspirations for the airport site*
- *Identify key issues and opportunities for consideration*

- *Identify a range of possible scenarios for the airport site's future*

Upon meeting these objectives, city officials will be able to make an informed decision on a preferred scenario and proceed with the recommended next steps.

2 Background

Established in 1928, BDU covers 179 acres and is nestled at the base of the Rocky Mountain three miles northeast of downtown Boulder. Since its origin, the airport has played an important role in the City of Boulder's rich history. See Figure 2 for geographic context of the airport.

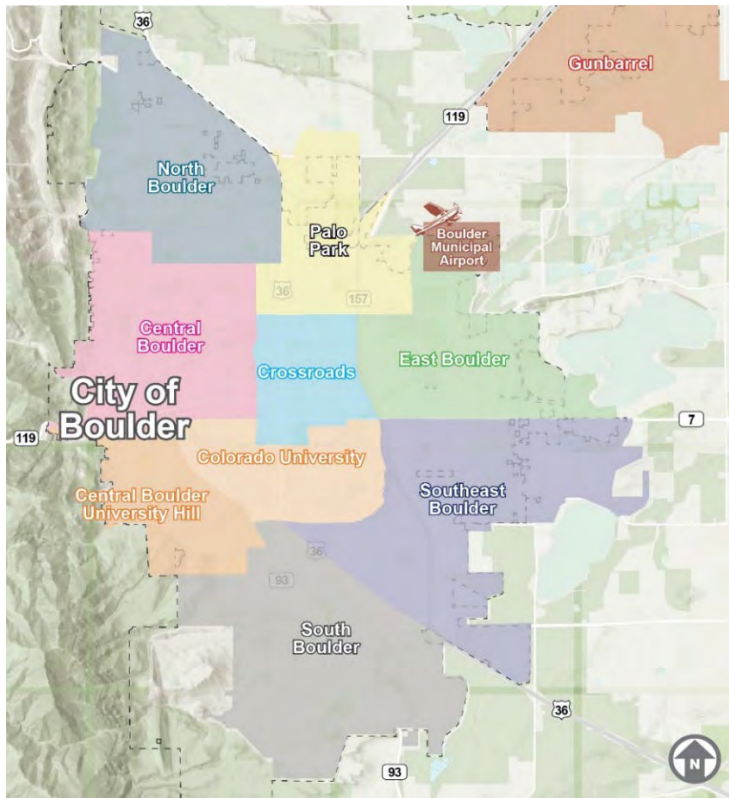
In May of 2022, the City of Boulder installed an Automatic Dependent Surveillance Broadcast (ADS-B) system that enables the city to obtain operations counts. From November 2022 through October 2023, approximately 48,000 operations were recorded at BDU. Approximately 70% of the recorded operations are from aircraft based at the airport or registered to one of the service providers at BDU.

Figure 1. Location of Boulder Municipal Airport (BDU)



Note: The two parcels west of Hayden Lake have historically been funded and stewarded by the City of Boulder's Open Space and Mountain Parks department. Before further planning, development, or funding applications occur identifying these as airport parcels, the city is undertaking further research to address the questions concerning management of these parcels.

Figure 2. BDU and City of Boulder Subcommunities



2.1 Community Perceptions: Key Issues

The BDU Community Conversation effort began with understanding the community's perception of challenges and opportunities at the airport. Community concerns surrounding the airport included: noise, air-quality (related to leaded fuel use and airport operations/proximity to residential development), enforcement of rules, infrastructure maintenance, expense, and organizational oversight/transparency. Community members indicated that there is a desire to see procedural infrastructure in place to hold airport users accountable and to increase transparency about airport decision-making.

2.1.1 Noise

In 1995, in collaboration with pilots and the larger airport community, BDU implemented a voluntary noise abatement program to mitigate airport noise. The program considers population areas and establishes voluntary aircraft routes and procedures that minimize noise while still

providing a safe airport operating environment both on the ground and in the air. However, community members are concerned that the program's recording and reporting procedures are lacking, and there are reports that some aircraft ignore the encouraged "quiet hours" of 11 PM – 7 AM¹. The Airport Noise and Capacity Act of 1990 (P.L. 101-508, title IX, Subtitle D) and other federal requirements generally prohibit airport operators from imposing mandatory noise or access restrictions on aircraft operations.

Table 1. Comparison of Airport Noise Abatement Programs and Table 2. Comparison of Airports Operation Hours Restrictions (Including takeoffs, landings, touch-and-go operations, and/or aircraft engine run-ups) reviews BDU's voluntary noise abatement program with similar programs at peer airports. According to airport documentation, approximately 1,100 noise complaints are received annually. Compared to other voluntary programs across the nation, additional elements could be added at BDU such as installing noise monitors, developing a committee around noise abatement for BDU, and providing public access to certain aircraft noise data. Beyond concerns for the nearby residential communities, the City of Boulder has also requested that aircraft avoid flying near nesting and roosting sites of raptor species (prairie falcons, peregrine falcons, bald eagles, golden eagles, and osprey).

¹ Based on the FAA Classification of BDU, the airport is currently open 24/7, however the City of Boulder encourages pilots to avoid touch-and-go landings drills before 8:00 AM and after 5 PM and to avoid flight operations between the hours of 11 PM – 7 AM.

Table 1. Comparison of Airport Noise Abatement Programs

Noise Abatement Program Elements	Boulder Municipal Airport (BDU)	Long Beach Airport (LGB) ¹	Hollywood Burbank Airport (BUR) ¹	John Wayne Airport (SNA) ¹	Santa Monica Airport (SMO) ¹	Centennial Airport (APA)	Westchester County Airport (HPN)	Reid-Hillview County Airport (RHV)
Voluntary	✓					✓	✓	✓
Noise Violation Enforcement		✓	✓	✓	✓			
Public Noise Reporting Resources	✓	✓	✓	✓	✓	✓	✓	✓
Avoid Noise-Sensitive Areas	✓	✓	✓	✓	✓	✓	✓	✓
Preferred Runway / Operational Direction	✓	✓		✓	✓	✓	✓	✓
Noise Monitors		✓	✓	✓	✓	✓	✓	
Noise Abatement Department/ Committee		✓	✓	✓	✓	✓	✓	
Public Access to Aircraft Noise Data		✓	✓	✓	✓	✓	✓	

¹ Indicates noise program established prior to the enactment of the Airport Noise and Capacity Act (ANCA) of 1990 (P.L. 101-508, title IX, Subtitle D).

Table 2. Comparison of Airports Operation Hours Restrictions (Including takeoffs, landings, touch-and-go operations, and/or aircraft engine run-ups)

Operation Hours Restrictions	Boulder Municipal Airport (BDU)	Long Beach Airport (LGB)	Hollywood Burbank Airport (BUR)	John Wayne Airport (SNA)	Santa Monica Airport (SMO)	Centennial Airport (APA)	Westchester County Airport (HPN)	Reid-Hillview County Airport (RHV)
Overnight	✓	✓	✓	✓	✓	✓	✓	✓
Weekends ²		✓		✓	✓			
Holidays ²		✓						

² Indicates operational restrictions on weekends and applicable holidays in addition to daily restrictions.

2.1.2 Air Quality

The Boulder community has messaged to the city through both airport planning processes and land planning processes their concern for use of leaded fuels for aviation operations at the airport and its effect on air quality especially for those living in proximity to the airport. Lead is a bioaccumulate, meaning that it does not disperse, but increases in concentration over time. The fuels released within the region compound *within* the local environment, including water, soil, plants, animals and, ultimately, human bodies. The area surrounding BDU is subject to impacts from aircraft emissions, increasing health risks for nearby human and wildlife populations, and according to the community, leading adjacent homeowners to relocate away from the airport. Further, increasing Greenhouse Gas Emissions (GHG) from airport uses has come up as topics of concern for the local community at City Council meetings.

Pursuant to the Clean Air Act, the U.S. Environmental Protection Agency (EPA) has established National Ambient Air Quality Standards (NAAQS) for six “criteria” air pollutants: carbon monoxide (CO); lead (Pb); nitrogen dioxide (NO₂), ozone (O₃), particulate matter (PM) for both PM₁₀ and PM_{2.5}, and sulfur dioxide (SO₂). Compliance with the NAAQS means the ambient outdoor levels of these air pollutants are safe for human health, the public welfare, and the environment. FAA guidance indicates that, generally, detailed analysis is needed for a project that, due to its size, scope, or location has the potential to affect the attainment and maintenance of established air quality standards. Pollutants that are considered greenhouse gases ² also affect air quality. Greenhouse gases include NOx, Hydrocarbons, and carbon dioxide

² Greenhouse gases refer to the sum of seven gases that have direct effects on climate change: carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), chlorofluorocarbons (CFCs), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF₆) and nitrogen trifluoride (NF₃).

(CO₂). The precise sources of these pollutants, their effects on human health and general welfare, as well as their final disposition in the atmosphere vary considerably.

Aviation emissions typically represent less than 5% of a region's criteria pollutant emissions, and 3% or less of US Greenhouse Gas emissions. No air quality analysis was conducted as a part of this study. Individual projects at the airport may be subject to air quality analysis pursuant to the Clean Air Act that will address community concerns for emissions and exposure, or the city may choose to advance special studies such as source attribution analyses to address specific concerns.

2.1.3 Enforcement of Rules

There are several voluntary Noise Abatement Approach and Landing Departure and Pattern Procedures at BDU. Generally, aircraft operators are requested to avoid flying above the more densely populated residential areas, and all downwind legs are requested to be south of Jay Road. Additionally, pilots are requested to avoid making touch and go landings at Boulder Municipal Airport before 8 AM, after 5 PM, and to avoid all flight operations between the hours of 11 PM - 7 AM. With 1,100 noise complaints received a year, community perceptions are that voluntary noise abatement procedures are not well followed. Community members speculate that the airport is not conducting proper documentation of the local noise complaints that it receives.

In order to reduce noise experienced in sensitive areas around the airport, some pilots have proposed expanding the "glider box" area (all glider training must be conducted inside this boundary to ensure the required proximity to the airport allowing tow planes to gain altitude in this area before it can depart from the vicinity of the airport) and the city's Airport Influence Zone³ due to expected residential development in East Boulder and existing noise sensitive areas.

³ Expanding the City's Airport Influence Zone would make future development subject to an aviation easement.
[APPENDIX F. - AVIGATION EASEMENT | Municipal Code | Boulder, CO | Municode Library](#)

In addition to noise effects on nearby residential areas, BDUCC participants perceive there is a lack of protection for raptor roosting sites.

Beyond noise enforcement concerns, the community perceives there are challenges with tenants that rent on-site hangers, including overdue rent and improper use of hangar facilities.

2.1.4 Infrastructure Maintenance

BDUCC participants also acknowledged that modernizing some of the glider and general aviation infrastructure, as part of the airport's capital improvements may inherently help in reducing site impacts and noise concerns. There are also some suggestions that improving facilities may attract additional revenue and aviation-related business options that may help with airport expenses.

2.1.5 Expense

Airports operate as both a public service and a business. Within the City of Boulder structure, expenses are held separately from other city funds. Sources of revenue for BDU include leases, rents and royalties, miscellaneous charges for service, and interest from pooled investments, including federal and state grants. Community criticism facing the City of Boulder in relation to the airport, includes lack of transparency in how BDU is funded.

Airport revenues are required to be spent on the airport per FAA grant obligations. Sources of revenue for BDU include leases, rents and royalties, and miscellaneous charges for service. Capital projects are typically funded through federal and state grants. Since 1982, BDU has accepted approximately twelve million dollars in federal grants. The airport does not accept funds from the city's General Fund. However, community perception in relation to the airport, includes lack of transparency in how BDU is funded.

2.1.6 Organizational Oversight/Transparency

Community perception is that the City of Boulder and BDU is not being forthcoming in their decisions regarding the airport's current challenges and the potential future. Community members indicate that there is a desire to see procedural infrastructure in place to hold airport users accountable and increasing transparency about airport realities.

The BDUCC efforts delved further into these key issues and other concerns to help the city define challenges, opportunities, and determine next steps for the airport site in coordination with the Boulder community.

2.2 Purpose

While the city owns BDU and as such, is an airport sponsor, the FAA administers the Airport Improvement Program (AIP), which provides grants to airport sponsors for development, planning and noise reduction programs. Receiving both state and federal funding requires that the airport remain open and maintained for public aviation. More information can be found in Appendix A Boulder Airport Forward.

The Airport Master Plan is a tool that assesses the needs of the Boulder Municipal Airport and provides a plan for facility and management improvements in the future. The City of Boulder updated its [Airport Master Plan](#) in 2007. The city is planning the next update in the near future. When accepting money from the FAA to support airport planning, engineering, construction, maintenance, safety enhancements, and development, the City of Boulder agrees to adhere to [39 FAA Grant Assurances](#)⁴. For capital improvements, the assurances, or the obligation to the FAA that BDU remains a viable and functioning airport, are in effect for twenty years after the grant is accepted (See Figure 3 FAA Grant Assurances). The last FAA AIP grant received for the airport was issued in 2021. While Airport Master Plan updates do not typically include extensive public outreach efforts associated with potential for alternate uses of the airport land, the city did commit to this consideration based on adopted policy language in Boulder Valley's Comprehensive Plan (2020) that states,

“At the time of the next Airport Master Plan, the city will work with the community to reassess the potential for developing a portion of the airport for housing and neighborhood-serving uses”⁵

In January 2023, City Council approved an expansion of outreach efforts to better understand the aspirations of directly impacted stakeholders to inform a range of alternatives for the future of BDU (Figure 4 Community Conversation Project Goals as outlined on January 12, 2023. City

⁴ Grant assurances is described in A. General. Term is defined in B. Duration and Applicability. FAA Airports: https://www.faa.gov/sites/faa.gov/files/airports/new_england/airport_compliance/assurances-airport-sponsors-2022-05.pdf.

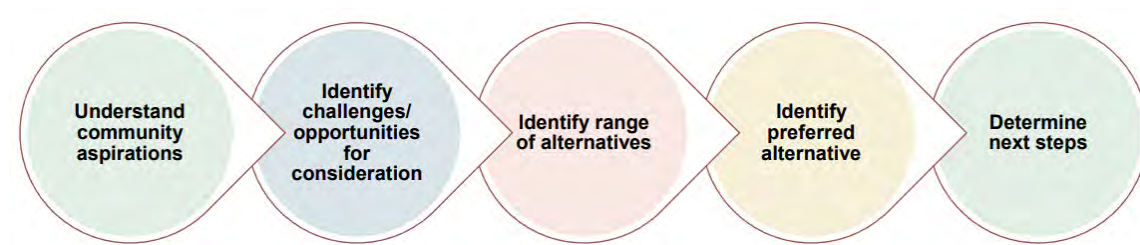
⁵ Boulder Valley Comprehensive Plan 2020 Midterm Update, Section 6.23. Page 80.

Council Meeting No 1.). Broadly, the city would consider alternatives that fall into three categories: closure of the airport, repurposing a portion of the airport, or improving airport facilities while also strengthening community relations. More information is detailed in Appendix B City Council Memo: January 2023 Boulder Community Conversations.

Figure 3. FAA Grant Assurances



Figure 4. Community Conversation Project Goals as outlined on January 12, 2023. City Council Meeting No 1.



In April 2023, the City of Boulder received a letter from the FAA that was prompted by a letter received by FAA from the Aircraft Owners and Pilots Association (AOPA) expressing concern that the city may close the airport. The FAA's stated position in its letter to the City of Boulder indicated the acceptance of AIP funds obligates the city to keep the airport open and make it

available for public use as an airport. The 2007 BDU Master Plan indicates FAA grants were used to acquire 49 acres of the airport's total acreage. The FAA has stated that the duration and applicability of grant assurances with respect to the acquisition of airport property with federal assistance are indefinite (Change 3 to the Airport Compliance Manual, FAA Order 5190.6B, Para. 4.3(a) (Dec. 9, 2022)). If the FAA were to agree to the sale of the land, the FAA would need to be reimbursed for the present-day fair market value of the land acquired with federal assistance. The city subsequently responded to FAA that the community conversation is necessary to determine the city's position on the airport versus other challenges the city faces, and that it will continue its dialog with the FAA throughout, cognizant of its obligations under the FAA grant.

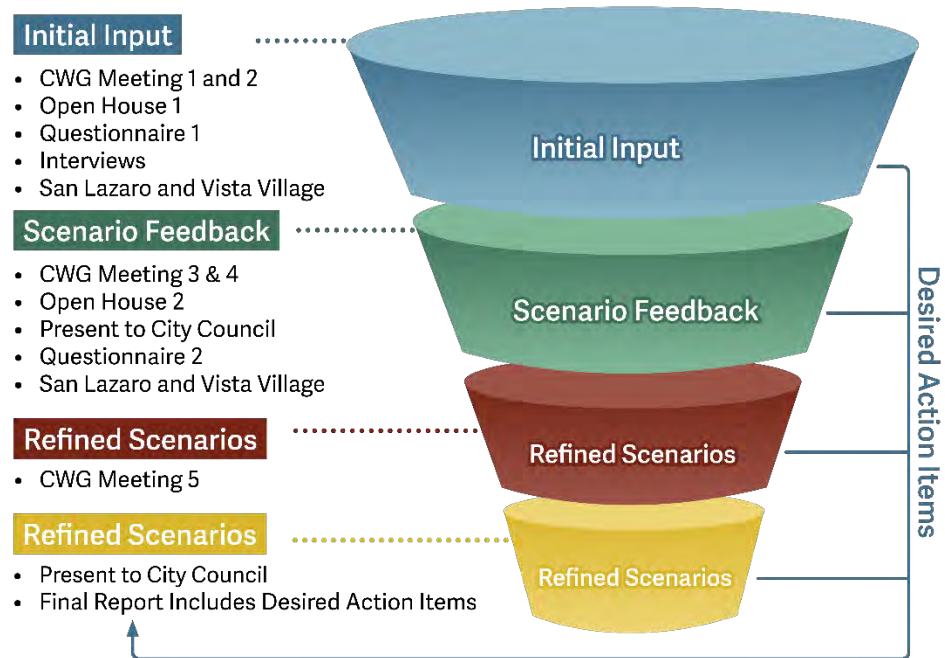
This report details the Community Conversation process and summarizes the resulting range of alternatives, so that City Council may determine next steps and continue its coordination with the FAA.

3 Engagement

3.1 Airport Community Conversation Engagement Plan

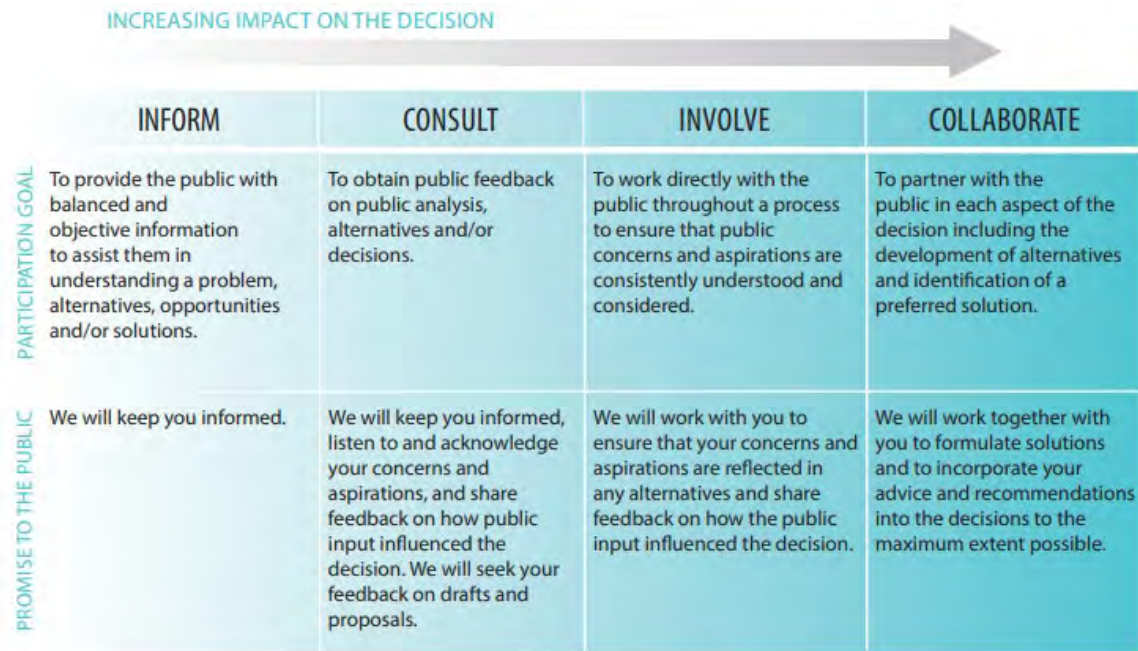
Based on [Boulder's Engagement Strategic Framework](#), (Figure 6 City of Boulder's Engagement Spectrum) a public engagement plan was developed to be comprehensive, inclusive, equitable, and transparent (Figure 5 Community Conversations Project Phases). Racial equity and engaging underserved communities were prioritized throughout the process. The project team worked closely with nearby community members of San Lazaro and Vista Village Mobile Home Parks.

Figure 5. Community Conversations Project Phases



A detailed description of the goals, approach, and strategies for engaging and collaborating with the public and key stakeholders can be found in Appendix C Engagement and Communications Plan. Throughout the engagement process, deliberate and consistent messaging was used to convey the need to collaborate with federal partners to understand how the range of alternatives, and some elements outside of the recommended alternatives, will stand up to the city's obligations to the FAA.

Figure 6. City of Boulder's Engagement Spectrum



Throughout the project, outreach was multi-pronged and included consultation with the broader Boulder community through:

- One-on-One Stakeholder Interviews
- Two Online Questionnaires
- Two Public Open House Meetings
- Five CWG Meetings
- Four Bilingual Community Meetings

Through various methods, the engagement plan sought to answer key questions:

- What are community goals, and key preferences for the future of the airport?
- What are the key issues, opportunities and challenges facing the airport?
- What should a community-informed vision for the airport include? (short term goals, long term goals, areas of improvements, challenges, studies that need to be conducted.)
- How can the airport improve in three main areas: Noise, Airport Economics, Environmental/Land Use?
- What is the range of community perspectives about the airport? What do a range of scenarios look like for the future of the airport and what should each scenario include?

- How can BDU help support the goals of related City of Boulder long range plans? (East Boulder Subcommunity Plan, Boulder Valley Comprehensive Plan, Transportation Master Plan)

3.2 Stakeholder Engagement

The Community Conversation project employed multiple public outreach strategies to hear from and engage as many members of the Boulder community as possible. These strategies were organized by two project phases:

- **Phase 1 – Initial Input**
 - City Council Presentation
 - One-on-One Interviews
 - CWG Meeting #1 & #2
 - Open House #1
 - Questionnaire #1
 - Bilingual Community Meetings
- **Phase 2 – Scenario Feedback**
 - CWG Meeting #3 & #4
 - Open House #2
 - City Council Presentation
 - Questionnaire #2
 - Bilingual Community Meetings

Beyond the two phases, a fifth CWG (#5) was held to reflect on the work of the Airport Community Conversation and determine project next steps.

3.2.1 Community Working Group (CWG)

The Community Conversations effort placed substantial emphasis on clarifying, organizing, and acting on the comments, concerns, and ideas of the Community Working Group (CWG). The CWG meetings were organized as design charrettes to envision potential futures for the airport

and inform the city's future Airport Master Planning effort.⁶ Typically, a timeline is placed on charrette exercises to establish collaborative urgency among selected participants. CWG participants were carefully selected to ensure that representation reflected as many community perspectives and lived experiences as possible.

Over the course of five meetings, the CWG provided input and recommendations to the project team in support of the Community Conversation effort. The CWG worked in collaboration with the project team to develop a range of scenarios and the evaluation considerations for the future of the airport. These scenarios are described in Section 6. While weighing scenarios, the group was mindful of FAA obligations, including preserving and enhancing safety.

CWG Members were selected through an application process that included over 120 submittals. Applications were evaluated based on stakeholder representation, geographic location, interest, capacity to attend and contribute to meetings, profession and/or lived experiences. More information about the application process can be found in Appendix F CWG 1 Summary. The first CWG meeting took place on March 14th, 2023, with 35 selected community members. This cohort was comprised of individuals that had on- and off-airport interests, and a diverse collection of backgrounds that include, but are not limited to: current and retired educators, current and retired aviation professionals, real estate and construction professionals, community advocates, community non-profit professionals, healthcare workers, wellness professionals, researchers, web developers, architects/urban design professionals, business owners, engineers, and tech industry professionals. There was a total of five in-person meetings, each held in the evenings and were two hours in duration.

The CWG worked alongside the project team to:

- *Understand the Existing Conditions:* The group laid out the current conditions of the airport site, the ongoing operations at the airport, FAA obligations and its role in the community.

⁶ <https://www.epa.gov/international-cooperation/public-participation-guide-charrettes>

- *Understand the Community's Vision for the Airport:* The group discussed goals and aspirations for the future of the airport site and incorporated community member feedback from a variety of engagement venues.
- *Inform Community Priorities for the Airport:* The group informed and evaluated a range of scenarios (short- and long-term) that are mindful of safety and FAA obligations. The group provided feedback and input from each person's perspective and incorporated broader community member feedback.

CWG meetings are detailed in Sections 4.1 and 4.2. and the summaries of each of the five meetings can be found in Appendix F CWG 1 Summary to Appendix J CWG 5 Summary.

3.2.2 Public Open Houses & Community Questionnaires

Beyond the CWG, two public open houses were held to workshop around a shared vision of BDU. The public open houses took place in April and July of 2023.

Other outreach tools allowed for more flexible and broader community dialogue; including two questionnaires, and four bilingual meetings with two manufactured home communities, San Lazaro and Vista Village, that are located adjacent to the Boulder Municipal Airport.

Activities of the described public engagement efforts are summarized in Sections 4.1 and 4.2 and are organized in respect to their project phases. Detailed information about these efforts can be found in Appendix D Interviews Summary and Appendix K Questionnaire 1 Report to Appendix P San Lazaro/Vista Village Meeting 2 Summary.

4 Summary of Engagement by Project Phase

4.1 Phase 1 - Initial Outreach & Input

On January 12th, 2023, a [City Council Study Session](#) was convened to review airport background, project goals, evaluate the public engagement strategy of the Community Conversations effort, and agree on next steps. This council meeting served as an official kick-off of the project's first phase: Initial Outreach & Feedback.

With the understanding that the CWG workshops and the other community visioning exercises were focused on developing longer-term scenarios for the future of BDU, it was during Phase 1 that the project team began to listen for short-term (5 – 10 years) desired action items that could be used to mitigate community concerns. Categories of the short-term desired action

items began to take shape concurrent with long-term scenario development. The near-term solutions proposed are outlined in Section 5.

The following section catalogs the various engagement efforts within the context of *Community Conversation Project Phase 1 – Initial Outreach & Feedback*. The community feedback was used to help inform and evaluate a range of scenarios that support both the city’s vision and their obligations to the FAA (Figure 7 The Boulder Municipal Airport Community Conversation Project Public Outreach Process).

4.1.1 One-on-One Interviews

In March 2023 in-depth, one-on-one interviews were conducted with 19 stakeholder participants. A summary of topics discussed in these interviews can be found in Appendix D Interviews Summary and details of interviews can be found in Appendix E BDUCC Interview Data. This group was selected by the City of Boulder and includes local residents and homeowners, pilots, members of the glider community, City of Boulder Open Space and Mountain Parks (OSMP) staff, a local researcher, a flight instructor, a local teacher, users of the airport facilities, and airport staff. Some individuals within this stakeholder group were also CWG participants.

The primary theme of these on-on-one interviews were related to the topic of noise or safety. The following concerns/perceptions were identified:

- Many flights are conducted by students / pilots with limited tenure, creating safety concerns
- Touch-and-go operations are repetitive and dramatically increase noise levels
- Noise and leaded fuel concerns have resulted in the displacement of residents
- Residents limit their time outdoors due to airport operations, which impacts quality of life
- Voluntary noise abatement policy is not regularly observed, and properly cataloging complaints is not being conducted by airport staff

A local teacher reiterated that the noise and leaded-fuel emissions over the area was problematic and suggested that two land uses were no longer compatible with each other.

Those affiliated with the airport often countered resident concerns by noting the historical legacy of the airport, the educational opportunities it provides, the emergency response programs that operate out of the airport, and by underscoring the reliance on the airport’s facilities by local research groups.

Airport stakeholders interviewed suggest that substantial noise levels are a result of tow planes. Several community members suggest that potential solutions to tow plane noise could include working toward self-launching gliders or electric aircraft. Implementation of the proposed solutions, at minimum, would require significant airport infrastructure upgrades. Local pilots and glider recreational users were more apt to suggest an expansion of land use overlays protecting the available area for aviation.

OSMP staff shared concerns about significant noise impacts to wildlife near the airport (especially between 75th Street and 95th Street), birding studies, nearby raptor nesting and monitoring, and existing OSMP educational programs. Staff identified the need to have better collaboration between two city resources – the airport and open space.

Most stakeholders agree that BDU operations and facilities need to improve safety, mitigate noise levels and foster positive community perception. One airport researcher recommends that the airport should move towards research-based operations, and away from recreational operations.

In depth, one-on-one interviews helped to clarify the community understanding of BDU operations and provided the community's perceptions of challenges and opportunities to potential changes in land use.

4.1.2 CWG Meeting #1

In March 2023, a Community Working Group (CWG), was convened as a visioning group, with individuals representing both on-airport and off-airport interests. The CWG members were engaged in one-on-one interviews, public open houses were held to capture the broader Boulder perspectives, and city-wide questionnaires were developed. These public engagement processes were broken up into two phases: Phase 1: Initial Outreach & Input, and Phase 2: Scenario Outreach & Feedback. Both phases informed the near-term desired action items and the range of scenarios and facilitated the city's understanding of community desires for BDU.

The first two-hour meeting provided the cohort of key airport stakeholders with the purpose of and need for the project and information on existing conditions. The priorities of CWG Members generally reflected those of the public. To conclude the two-hour workshop, members were

challenged to ask five people in their networks “How can the community and the airport coexist?”

A complete summary of the first CWG meeting can be found in Appendix F CWG 1 Summary.

***CWG Meeting #1** was a baseline-setting meeting that included discussion of:*

- *Available data related to noise-complaints*
- *Failure to reach Spanish speaking communities in previous public outreach approaches*
- *Conversation around the voluntary nature of enforcement programs*
- *Desired innovations and alternative uses*
- *Emphasis on the importance of remaining open to considering polarize perspectives*

4.1.3 Public Open House #1

The first public open house meeting was held on April 11th, 2023. This was attended by 202 community members. Community members had an opportunity to share their feedback through a sticky note activity. Common areas of concern are detailed in Table 3. Common Areas of Concern Expressed in Open House #1.

Table 3. Common Areas of Concern Expressed in Open House #1

Topic	Community Concern
Noise	<ul style="list-style-type: none"> • Lack of adherence to noise abatement procedures is the primary community frustration
Leaded Fuel	<ul style="list-style-type: none"> • Concerns about health and environmental impacts of leaded fuel • Some suggest that adoption of unleaded fuel is forthcoming in the near future

Topic	Community Concern
Rules and Regulations	<ul style="list-style-type: none"> Noise abatement programs and environmental protection recommendations lack enforcement BDU has obligations to the FAA that add a layer of procedural complexity
Economic Impact	<ul style="list-style-type: none"> Suggestions that airports have the potential to stimulate economic benefits Potential for BDU to capture that economic benefit in the future
Emergency Services	<ul style="list-style-type: none"> The airport serves several emergency service uses, including fire, flood, civic air patrol, and other general emergency groups and organizations
Alternative Uses	<ul style="list-style-type: none"> Primary discussion of alternative use of BDU relates to the idea of expanding the land use to allow for affordable housing
Training	<ul style="list-style-type: none"> Airport users see BDU as a valuable resource for pilot training Some members of the community perceive that there is a lack of training, and that future training should include informing trainees of rules and regulations
Land Use	<ul style="list-style-type: none"> Some members of the community would like to see the land use expanded to allow for affordable and mixed use housing Some suggestion that the City of Boulder should undertake a formal land use study of BDU
Environmental Impact	<ul style="list-style-type: none"> Concerns related to health and safety of people and wildlife
Safety	<ul style="list-style-type: none"> Forecasted future flight volumes and the growing popularity of glider operations posit growing safety concerns

Topic	Community Concern
Community Involvement and Relations	<ul style="list-style-type: none"> Members of the community suggest that by incorporating public events and engagement into airport activities, community perceptions may become less negative BDU currently operates as a public meeting-space for emergency service groups. Interest in potential to expand to broader educational and community activities Particular interest in expanding education activities to local youth programs
Airport Management	<ul style="list-style-type: none"> The airport is not staffed 24/7, which relates to community concern about rule enforcement In 2022, the airport implemented a flight tracking system

Community members also had the opportunity to fill out comment cards during the open house. Common themes in the public comments include:

- Community Involvement and Relations
- Community Resources
- Alternative Uses
- Noise
- Rules and Regulations
- Environmental Impact

Further details can be found in Appendix M Public Open House 1 Meeting Summary.

*At **Public Open House #1**, the project staff introduced the Airport Community Conversation engagement project and exchanged information about the airport's history, current uses, future opportunities, and constraints.*

4.1.4 Questionnaire #1

The purpose of the first questionnaire was to better understand the community's perception of the airport and gain an understanding of desires for the future of the airport. The first questionnaire took place over the course of four weeks (April 6, 2023 – May 4, 2023) and received 775 responses.

Key Highlights:

- When respondents were asked to rank the community values that they most aligned with, “Open space preservation” ranked the highest, followed by “great neighborhoods and public spaces.” Conversely, “compact, contiguous development...that supports sustainable urban form” and “a diversity of housing types and price ranges” ranked the lowest.
- When respondents were asked about the current operations / services at the airport, 50% of respondents indicated that either some or major improvements are needed, 23% desired no changes to the airport, 16% indicated that BDU should cease further operations / services, and the remaining sought more information about the project.

The objectives of Questionnaire #1 were to understand:

- *The level of awareness across the community about the airport*
- *The public perception of the airport*
- *The level of community desire to improve the airport*
- *The level of community desire to repurpose the airport*
- *Community desires for future land use at the airport*
- *Community preferences for staying informed and engaging in the process*

The questionnaire was one public engagement tool that the City of Boulder used to establish a high-level vision for BDU. The questionnaire is an engagement tool for collecting feedback from the public. It is not intended to express a scientific, statistically valid representation of all of the city's residents. In addition, staff is not interpreting the feedback as "votes" for or against options. The Be Heard Boulder questionnaire is just one of the tools the city uses to solicit input and the city acknowledges the limitations with this type of questionnaire. Nevertheless, it is a useful engagement tool to help identify trends and potential areas of commonality in the community's opinions on the subject and as a channel for people to provide anonymous feedback without attending a meeting. More details can be found in Appendix K Questionnaire 1 Report.

4.1.5 CWG Meeting #2

CWG Meeting #2 took place on April 13th, 2023. The meeting began by discussing the outcomes of the homework that was assigned as a conclusion to Meeting #1. Additionally, members were invited to share their experiences and observations from Public Open House #1 that took place two days prior (April 11th, 2023). The question of "how can the community and the airport coexist" yielded dialog that was consistent with values articulated through the city's Sustainability, Equity and Resiliency Framework, including having a safe, healthy, livable, environmentally sustainable, and responsibly governed airport. It also revealed the challenge of having residential uses adjacent to an airport in terms of incompatibilities: proximity to aviation noise and environmental concerns of leaded gas that are not likely to be overcome in any mixed-use scenario.

This dialogue was very useful in developing evaluation criteria by which the range of scenarios were measured, which was also the primary objective of Meeting #2. Planners from the project team provided a brief overview of how the scenarios would be developed by implementing ideas and feedback gathered from the CWG, the open houses and community questionnaires. The scenarios would be compatible with City of Boulder policies, including the [Sustainability, Equity and Resilience Framework](#), which guides the budgeting and planning processes by providing consistent goals necessary to achieve Boulder's Vision. A summary of the Evaluation Considerations Exercise can be found in Appendix G CWG 2 Summary. A key takeaway from the

*During **CWG Meeting #2** concerns were conveyed that revealed the need for near-term solutions in conjunction with developing the long-term vision for BDU. Near-term desired actions were incorporated into the Boulder Municipal Airport Community Conversation project.*

exercise was the need to address near-term concerns in conjunction with the long-term visioning. The near-term recommendations are presented in Section 5.

Based on the feedback from engagement activities, including CWG Meetings #1 and #2, the project team developed scenarios for the CWG to review during Meeting #3.

4.1.6 Bilingual Community Meetings

Important stakeholder groups within the Community Conversation effort include the nearby residents of San Lazaro and Vista Village. These are manufactured housing communities that are located directly southeast and southwest of Boulder Municipal Airport, respectively.

In April 2023, the city's Communications & Engagement Department and Transportation & Mobility Department held the first of two bilingual community meetings with the residents of each community. A bilingual facilitator was an integral part of this environment, as well as providing interpretation services, childcare services, and collaboration with community leaders.

The meetings echoed some similar concerns and some more focused concerns as well as and potential solutions, such as:

- Noise from flights, tow planes, touch-and-go activities, and helicopters
- Air pollution, carbon emissions, and decreased air quality due to airport activities
- Health impacts of leaded aviation fuel on children and residents
- Noise from early Sunday morning flights
- If affordable housing is built, there could be an increase of traffic and noise
- Impact of future airport expansion or addition of hangars

Potential solutions to increase positive local perception of the airport included:

- Increasing community involvement in airport activities, programming, developing an elevated public space at the airport

- Better communication and accountability between the community and pilots / airport tenants
- Conduct air quality and soil testing for lead
- Plane electrification

More details about Meeting #1 with San Lazaro and Vista Village can be found in Appendix O San Lazaro/Vista Village Meeting 1 Summary.

*The perspectives of nearby San Lazaro and Vista Village residents were captured during **Bilingual Community Meetings** where concerns mirrored those of the broader community voices.*

4.2 Phase 2: Scenario Outreach and Feedback

Categories of short-term desired action items were further refined, in concurrence with long-term scenario development. The results of BDU near-term solutions are outlined in Section 5.

The following section documents the various engagement efforts within the context of *Community Conversation Project Phase 2 – Scenario Outreach & Feedback*.

4.2.1 CWG Meeting #3

CWG Meeting #3 took place on June 7th, 2023. This two-hour meeting had two focus areas:

- Discuss the near-term Desired Action Items that have emerged throughout the Community Conversations Project (Detailed in Section 5)
- Present the draft scenarios to the CWG and request feedback

The draft scenarios were presented as the following options (described in detail in Section 6):

1. *Existing Airport with Enhanced Maintenance*
2. *Airport with Aviation Improvements*
3. *Airport with Neighborhood Serving Uses and Housing Lite*
4. *Decommission Airport and Create New Neighborhood*

*Four scenarios for the future of BDU were presented during **CWG Meeting #3** to stimulate group discussion.*

Ahead of requesting reactions, the cohort recapped that scenarios are high-level and inherently conceptual, including their relation to cost, feasibility, and affordability. The designs presented were a first draft that were developed with the intention of requiring significant refinements ahead of fully understanding feasibility and implementation. The working group then provided reactions based on what they liked, and what they did not like about each scenario.

A complete summary of the third CWG meeting can be found in Appendix H CWG 3 Summary.

4.2.2 Public Open House #2

The second public open house of the Community Conversations Project was held on July 18th, 2023. This was attended by 123 community members. The project team gave two presentations during the meeting that went over project background, process, near-term desired action items, and previewed the scenarios to the attendees. Participants were then invited to review the scenarios and provide feedback via sticky notes. A detailed summary of the open house can be found in Appendix N Public Open House 2 Meeting Summary.

***Public Open House #2** introduced the near-term desired action items and four scenario alternatives to the public.*

4.2.3 CWG Meeting #4

CWG Meeting #4 took place on July 20th, 2023. A majority of the meeting was dedicated to reviewing the Evaluation Considerations that were qualitative and subjective measures identified based on feedback from CWG Meeting #2 to help the project team understand how each scenario aligns with city goals.

Additionally, meeting time was allocated to address the Desired Near-Term Action Items (see Section 5). The project team reiterated that these near-term action items would not be resolved during the Community Conversations process but documented for consideration. To conclude, the project team guided the CWG through an exercise to narrow down the near-term action items.

*Discussion in **CWG Meeting #4** included evaluation considerations that were used to understand how each Scenario Alternative align with city goals.*

A complete summary of the fourth CWG meeting can be found in Appendix I CWG 4 Summary.

4.2.4 City Council Presentation – August 2023

The project team presented a project update to City Council on August 24, 2023 that detailed:

- Engagement efforts that had occurred
- Community-informed scenarios
- Desired Action Items that had developed

The city has an ongoing obligation under its current grant assurances to the FAA to keep the airport open for a minimum of 20 years from its last grant agreement. The most recent FAA Capital Improvement Funding, which stipulates that the airport remain open for 20-years, was received in 2021. By these FAA obligations it could require BDU function as an airport until 2041. However, the FAA has also stated that the city is obligated to keep the airport open “in perpetuity” as a result of the acquisition of property with federal assistance. City Council has directed staff to further investigate this claim.

There was conversation around the potential for air traffic to increase upon closure of BDU. This was explained as the potential for a closure to induce demand, a phenomenon whereby an increased supply, results in a decline of cost, and therefore an increase of consumption. Induced demand is a typical consideration in surface transportation planning, but its origins are rooted in simply supply and demand economics, and therefore would reasonably apply to aviation. The surrounding air-traffic from neighborhood airports, such as Rocky Mountain Airport, would consume the freed-up airspace. In short, this consideration would indicate that closing BDU, would not abate the noise and air-quality concerns of the community.

*During the **August 2023 City Council Meeting**, an update of the Community Conversation project engagement efforts was provided, Scenario Alternatives for BDU were introduced, along with the near-term Desired Action Items.*

Further conversation was held to determine what options the City of Boulder has with respect to grant obligations with the FAA and understanding [FAA Order 5190.6B](#), which lays out compliance requirements for the airport. Ultimately, the Council decided that more information and research was required. Council then discussed the feasibility of the near-term Desired Action Items. More information relating to this council meeting can be found in Appendix Q City Council Memo: August 2023.

4.2.5 Questionnaire #2

The purpose of the second public questionnaire was to gain a better understanding of the community's reactions to the four draft scenarios. The second questionnaire took place over the course of three weeks (July 12, 2023 – August 2, 2023) and received 961 responses.

Respondents were asked to rank the long-term, community-informed scenarios to their preferences. The form also sought likes and dislikes about each scenario, inquired about the physical and programmatic elements have been floated as potential long-term improvements, and provided an avenue for respondents to share desired short-term action items for the airport site.

More details can be found in Appendix L Questionnaire 2 Report.

***Questionnaire #2** was one tool that the City of Boulder used to develop high-level Scenario Alternatives for BDU.*

4.2.6 Bilingual Community Meetings

In August 2023, the city's Communications & Engagement Department, and Transportation & Mobility Department held the second of two bilingual community meetings with each with the residents of San Lazaro and Vista Village. As with the first meeting with these communities, the city provided interpretation services, a bilingual facilitator, childcare services, and collaboration with community leaders. Participants were asked to provide feedback on the four, community-informed, long-term scenarios (detailed in Section 6).

*Recorded concerns from August 2023 **Bilingual Community Meeting** included:*

- *Remaining concerns about noise increases*
- *Housing affordability and displacement*
- *Increases in vehicle traffic if land uses change*
- *request to be intentional about providing free or affordable community resources*

San Lazaro and Vista Village residents were also invited to provide feedback on the near-term Desired Action Items. Recorded input includes:

- Limit the times that pilots fly
- Reduce aircraft noise
- Transition away from leaded fuel

More details about the second Community Conversations Meeting with the residents of San Lazaro and Vista Village can be found in Appendix P San Lazaro/Vista Village Meeting 2 Summary.

5 Near Term Desired Action Items

The Community Conversations Project has recommended a series of Desired Action Items that were derived organically from a need to develop near-term solutions in conjunction with the longer-term, community informed scenarios. Within the context of the project, “near-term” is defined as having a planning horizon that would begin implementation within the next 0-5

years. The desired actions took shape as a result of feedback during all engagement efforts and were refined by the CWG. The topic areas that evolved from both project phases were:

- Increase the margin of safety at BDU
- Decrease noise for surrounding community
- Detail health & environmental impact
- Improve community relations
- Consider airport economics

The near-term desired action items were considered alongside their topic areas and were presented to the Boulder City Council in August 2023. Council directed staff to determine the feasibility, including costs of these near-term action items. The Desired Action Items are listed with their respective Topic Areas in Table 4 Desired Near-Term Action Item: **Safety** through Table 8 Desired Near-Term Action Item: **Airport Economics**.

Key take aways from CWG feedback included:

- Disagreement with implementing or not implementing airport landing fees.
- Desire to study noise abatement procedures and consider changes.
- Request to evaluate the runways in use and evaluate their compliance with FAA standards.
- Request to analyze the potential impact of development on open space and the surrounding environment.

Table 4.Desired Near-Term Action Item: **Safety**

Action Item	Initial Recommendation
Introduce real time messaging to pilots and geofencing	City to investigate aircraft tracking software solutions to be used at BDU and procure system. City to explore options to integrate real-time messaging, geofence boundaries, into existing pilot tools and/or establish tools for pilots to use when operating at BDU.
Comply with Airport Design Standards and FAA Compliance Standards	City to update Airport Design Standards and provide additional resources to enforce compliance with FAA standards. Non-standards conditions will be studied, and a recommended plan developed.
Commit to regular publication of safety data	Airport Manager to report out to the City Council on a quarterly basis providing key facts, statistics, revenues, expenses, noise complaints/compliance, maintenance and capital projects, accidents/incidents, and lease/rules/regulations violations.

Action Item	Initial Recommendation
Collect and make available to the public information about crashes and “prop strikes”	City to provide quarterly reports to council on airport operation statistics including, accidents/incidents, and lease/rules/regulations violations.
Eliminate non-conforming runway or enforce no simultaneous use with other runways	Future planning efforts will analyze conformance of the runways with FAA standards. City to provide additional resources to enforce BDU’s Operational Procedures.
Remove the “striped fields” training ground flanking Gunbarrel to the east	City to coordinate with flight schools along the Front Range to remove the striped fields training area or reduce the frequency of use. Should striped fields be removed, city to coordinate with Colorado Pilots Association to remove the area from their maps and inclusion in the overlay used in pilot’s electronic flight bag.
Investigate requiring pilot insurance of over \$100K	City to investigate insurance coverage requirements with FAA, legal counsel, and insurance providers.
Mitigation of known hazards/risks	City to conduct a safety assessment for BDU and develop a risk-based mitigation plan that is in alignment with revenues and funding capabilities.
Update Airport Rules and Regulations and share with the community at large	City to procure services of a third party to develop Airport Rules and Regulations and Minimum Standards and update contracts and fee structure and make available to the public.

Table 5.Desired Near-Term Action Item: **Noise**

Action Item	Initial Recommendation
Enforcement/encouragement of noise procedures; explore ways to encourage compliance with noise abatement procedures	City to explore legality of noise enforcement/encouragement procedures and update Voluntary Noise Abatement Procedures (VNAP), policies, and leases, as appropriate. and potentially incentivizing pilots.
Include South Boulder and Boulder Reservoir in Voluntary Noise Abatement	City to explore updating the VNAP collaboratively.
Update voluntary noise procedures to discourage touch and go, low passes, training, and pilot building hours after 5 PM	City to explore updating the VNAP collaboratively.
Hours of operations should be updated to 9-5 PM on weekdays and 9-4 PM on weekends	City to explore updating the VNAP collaboratively.
Limit touch-and-go activity/training flights; explore options with voluntary limits on start and end times	City to explore updating the VNAP collaboratively.
Create glider training area modifications	City to hire an airspace consultant to explore options to modify local training areas and airspace usage over city limits.
Identify ways to limit overflights from adjacent airports	City to hire an airspace consultant to explore options to modify local training areas and airspace usage over city limits.
Regularly publish noise complaint data	City to establish an Airport Noise Office responsible for receiving noise complaints, tracking noise complaint data, and providing regular noise complaint reports to city management and be available for public to see. Reported data shall protect all parties involved from potential retaliation.
Investigate ways to better measure and report noise	City to investigate noise monitoring systems, purchase, and install.
Rework helicopter flight paths to avoid flying over homes	City to hire an airspace consultant to explore options to modify local training areas and airspace usage over city limits.
Explore feasibility of mandating quieter muffler/exhaust systems for based aircraft	City to explore legality and feasibility of mandating mufflers on aircraft and FAA certification availability.

Table 6.Desired Near-Term Action Item: **Health & Environmental Impact**

Action Item	Initial Recommendation
Expedite the delivery of unleaded aviation fuel to BDU – establish timeline for discontinuing use of leaded fuel	City to explore feasibility of becoming fuel service provider at BDU. City to procure fuel supplier(s) to expedite delivery of unleaded aviation gas and establish timeline for discontinued use of unleaded aviation gas at BDU and report leaded fuel sales until leaded aviation gas is discontinued at BDU. City to hire a third-party to track flights of aircraft using BDU that use

Action Item	Initial Recommendation
	100LL Avgas and prepare regular estimates of lead emissions of aircraft using BDU to the city.
Evaluate proximity to other natural features/wildlife habitats	City to commission an environmental study to determine potential environmental impacts of BDU flights on nearby natural features and wildlife habitats. Specific areas of focus may include noise, air quality, greenhouse gases, and lead pollution.
Incentivize the use of electric airplanes/ electric vertical take-off and landing (eVTOL) aircraft (does not need runway) at BDU	City to explore the legality and potential mechanisms to incentivize electric and eVTOL aircraft being based/using BDU.
Investigate impacts of leaded aviation fuel emissions in Boulder, specifically relating to children's health	City to commission a health impact study to determine potential environmental effects on the natural and human environment.
Publish regular estimates of lead emissions from BDU operations	City to explore lead emission data collection options.
Investigate greenhouse gas (GHG) impact of operations, based on flight data from flights originating/landing at BDU	City to explore GHG emission data collection options.
Report leaded fuel sales and consumption	City to explore feasibility of becoming fuel service provider at BDU. City to procure fuel supplier(s) to expedite delivery of unleaded aviation gas and establish timeline for discontinued use of unleaded aviation gas at BDU and report leaded fuel sales until leaded aviation gas is discontinued at BDU. City to hire a third-party to track flights of aircraft using BDU that use 100LL Avgas and prepare regular estimates of lead emissions of aircraft using BDU to the city.

Table 7. Desired Near-Term Action Item: **Community Relations**

Action Item	Initial Recommendation
Modify and strengthen the influence zone coordination for construction and implement a mandatory disclosure program	City to investigate updating the Airport Influence Zone to reflect existing/updated BDU aircraft flight paths and training areas and to mandate aviation easements and disclosure programs for new development within the Airport Influence Zone.
Coordinate the Airport Land Use Compatibility Planning with FAA regulatory requirements and compatible land uses	City to investigate updating the Airport Influence Zone to reflect existing/updated BDU aircraft flight paths and training areas and to mandate aviation easements and disclosure programs for new development within the Airport Influence Zone.

Action Item	Initial Recommendation
Comply with Airport Design Standards and FAA Compliance Standards	City to procure services of a third party to determine FAA non standard conditions and to develop alternatives and recommendations for how to comply with FAA standards to the extent practicable.
Develop and invest in a flight management system/program to educate pilots and community members about actual performances and program awareness	City to investigate aircraft tracking software solutions to be used at BDU and procure system.
Commit to ongoing coordination between pilots and neighbors	City to investigate potential for an airport and community relationship committee to be established.
Promote community events and programs	City to explore opportunities to host community events and programs at the airport that are family friendly and target traditionally underserved communities.
Deliver quarterly noise complaint summary memo to City Council	Airport Manager to report out to the City Council on a quarterly basis providing key facts, statistics, revenues, expenses, noise complaints/compliance, maintenance and capital projects, accidents/incidents, and lease/rules/regulations violations.
Deliver quarterly summary memo to City Council/CDOT/public detailing tenant violations, late fees, improvements, crashes, fuel farm updates	Airport Manager to report out to the City Council on a quarterly basis providing key facts, statistics, revenues, expenses, noise complaints/compliance, maintenance and capital projects, accidents/incidents, and lease/rules/regulations violations.
Cease offering flying events at BDU	City to enforce proper permitting, rates and charges, and coordination with the FAA for any potential fly-in events at BDU.
Introduce community programs for traditionally underserved communities at the airport	City to explore opportunities to host community events and programs at the airport that are family friendly and target traditionally underserved communities.
Host family-friendly events at the airport with aviation focused activities	City to explore opportunities to host community events and programs at the airport that are family friendly and target traditionally underserved communities.

Table 8.Desired Near-Term Action Item: **Airport Economics**

Action Item	Initial Recommendation
Implement landing fees for both based and non-based aircraft	City to explore feasibility and determine fee structure, equipment needs, and staffing needs. to enhance airport revenues.
Update contract/leasing structure and fees to cover costs	City to procure services of a third party to develop Airport Rules and Regulations and Minimum Standards and update contracts and fee structure and make available to the public.

Action Item	Initial Recommendation
Create a maintenance plan for aging infrastructure	City to procure the services of a third party to assess current infrastructure needs and develop a plan to upgrade the existing facilities to a state of good repair and to develop a long-term maintenance plan with associated projected costs and budget needs.
Administer an Economic Impact Study for the airport	City to procure the services of a third party to prepare a focused Economic Impact Study for BDU.
Make airport economic and budgetary data easily accessible	Airport Manager to report out to the City Council on a quarterly basis providing key facts, statistics, revenues, expenses, noise complaints/compliance, maintenance and capital projects, accidents/incidents, and lease/rules/regulations violations.
Investigate the potential for transport aviation	This would be part of a future Airport Master Plan.
Share information about funding sources for BDU – including FAA grants	City to provide quarterly reports to council on airport operation statistics including funding sources and uses.

6 Scenario Alternatives

Scenario Planning was deployed to develop a range of options to help support the decision-making process and to navigate the nuances of an uncertain future. The scenarios were born from community engagement input and were then developed by the project team to provide a range of potential land use options with different outcomes. This allowed the community to understand comprehensively the constraints of the property and weigh in on its future use. The city and Boulder community needed to understand all considerations for planning and developing any changes to the airport property and consistency with the community's vision and goals. The project team used the feedback gathered from the Open Houses, Community Working Group Meetings, Bilingual Community Meetings, and results from the questionnaire to develop four conceptual scenarios to illustrate the community's aspirations. The various avenues of engagement helped to create a broad range of perspectives to ensure the four scenarios provided as much design variety as possible while remaining true to the community's vision and goals. The scenarios identify design elements that reflect the community's feedback. The scenarios are conceptual and serve to provide a high-level range of options for what might be possible at the airport; this includes their relationship to realities such as cost, feasibility, and affordability. Each scenario provides a blueprint to the possibilities at the BDU while remaining market relevant and feasible in conceptualizing the built environment and the impacts each element has on the airport and surrounding communities.

The following preliminary scenarios were developed:

1. *Existing Airport with Enhanced Maintenance*
2. *Airport with Aviation Improvements*
3. *Airport with Neighborhood Serving Uses and Housing Lite*
4. *Decommission Airport and Create New Neighborhood*

The following subsections (6.1– 6.4) detail the elements of the four scenarios.

6.1 Scenario 1 – Existing Airport with Enhanced Maintenance

Scenario 1 is centered around maintaining the status quo of BDU with additional safety and maintenance efforts. This scenario reflects the current operations of the airport while focusing on enhancing both the facilities and procedures that would make BDU a better neighbor to the Boulder Community and a more efficient airport. Although not much is proposed in this scenario, it provides a quick and inexpensive way of maintaining operations while maintaining compliance with the FAA grant assurances the City of Boulder is obligated to uphold.

Community feedback collected on Scenario 1 included the following highlights:

Pros of Scenario 1

- *Improves maintenance, bringing facilities up to state of good repair*
- *Makes investments in the airport*
- *Introduces less change than other scenarios*
- *Maintains emergency response*
- *Maintains current operations*
- *Supports flight training*
- *Maintains and enhances safety*

Cons of Scenario 1

- *Does not advance city goals as much as other scenarios*
- *Does not include implementation plans*
- *Seen as a Band-Aid on current issues*
- *Does not address need for housing*
- *Does not address feedback about flight patterns*
- *Further perception that BDU serves select groups*

Ahead of documenting potential scenario feasibility, further investigation is required to gain a comprehensive understanding of area economics, noise, environmental impacts, and flight patterns. Figure 7 illustrates and Table 9 compares Scenario 1's alignment with the city's sustainability, equity and resilience goals, as outlined in [the City of Boulder's Sustainability & Resilience Framework](#).

Figure 7. Concept Sketch of Community-Informed Scenario 1 - Existing Airport with Enhanced Maintenance

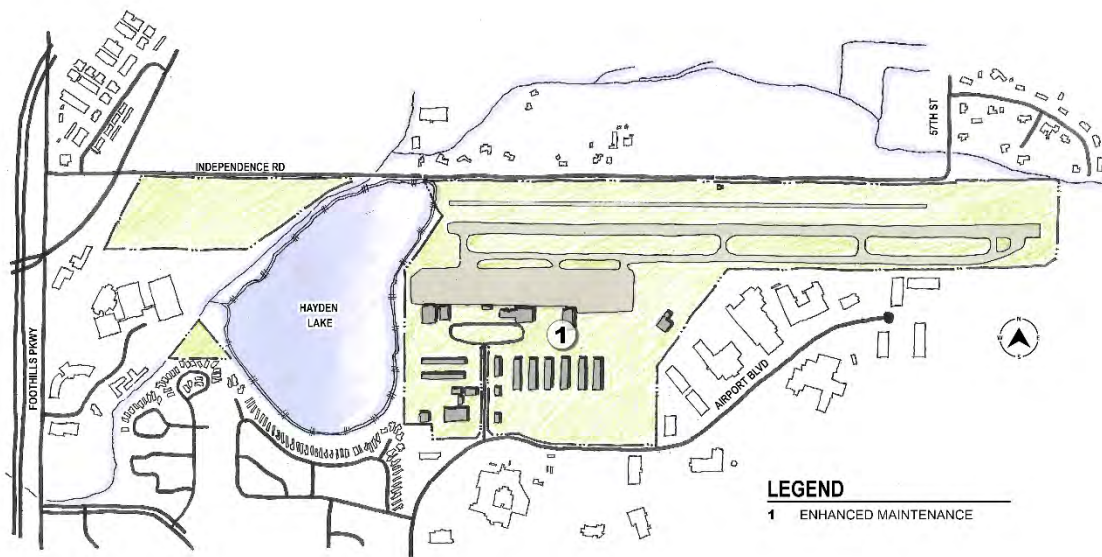


Table 9. Scenario 1 - Goals and Technical Feedback

GOALS	TECHNICAL FEEDBACK	ALIGNMENT WITH CITY OF BOULDER SUSTAINABILITY, EQUITY, AND RESILIENCE GOALS
Safe	<ul style="list-style-type: none"> Scenario maintains and enhances personal and community safety Airport to maintain its current emergency response services Airport to develop local rules and regulations and may comply with Boulder Fire Department standards 	Neutral

GOALS	TECHNICAL FEEDBACK	ALIGNMENT WITH CITY OF BOULDER SUSTAINABILITY, EQUITY, AND RESILIENCE GOALS
Healthy & Socially Thriving	<ul style="list-style-type: none"> • No new or additional community/public spaces proposed • Airport maintains existing current operations • Existing educational opportunities to remain 	Unfavorable
Livable	<ul style="list-style-type: none"> • No new or additional community/public spaces proposed • Airport maintains existing current operations • Existing educational opportunities to remain 	Unfavorable
Accessible & Connected	<ul style="list-style-type: none"> • No additional transportation options proposed • No open space, bicycle or trail connections proposed • No developments proposed 	Unfavorable
Environmentally Sustainable	<ul style="list-style-type: none"> • Airport maintains current operations while enhancing safety • Airport maintains current operations, allowing for transition to unleaded aviation fuel to occur naturally • Airport maintains current operations 	Unfavorable
Responsibly Governed	<ul style="list-style-type: none"> • Airport maintains current operations • Provide leases, regulations, and plans for the airport to remain open • Airport maintains current operations while enhancing safety 	Neutral

GOALS	TECHNICAL FEEDBACK	ALIGNMENT WITH CITY OF BOULDER SUSTAINABILITY, EQUITY, AND RESILIENCE GOALS
	<ul style="list-style-type: none"> Revised leasing structure enables long-term ability to be self-funded. 	
Economically Vital	<ul style="list-style-type: none"> Current operations do not provide diverse tax base No additional proposed business option 	Unfavorable

6.2 Scenario 2 – Airport with Aviation Improvements

Scenario 2 builds upon Scenario 1, providing similar enhancements to aviation procedures while also introducing additional green space, enhanced aviation facilities, and redeveloping key areas within the airport. This scenario would introduce a more community-focused green space to allow for picnics and plane watching for the Boulder community. The enhanced aviation facilities could include improvements to the aircraft viewing area, parking area, and runway environment. These improvements could enhance the visual appeal of BDU from adjacent properties by improving landscaped areas and signage. This scenario also identifies key areas of redevelopment. These areas could include improvements to existing hangar spaces or additional hangar spaces/aviation-related facilities. These improvements could enhance the overall operations of BDU while enhancing airport safety.

Community feedback collected about Scenario 2 included the following highlights:

Pros of Scenario 2

- Focuses on Science, Technology, Engineering, Math (STEM) education*
- Utilizes technology*
- Advances use of unleaded fuel*
- Has potential to make the airport more inclusive*

Cons of Scenario 2

- Use of leaded fuel is not fully addressed*

- *Does not mitigate issues relating to equity*
- *Aviation traffic is not addressed*
- *Sources of funding are unclear*
- *Growth may increase traffic to and around airport*
- *Vehicle and air traffic within area may increase*

A comprehensive understanding of how BDU is funded will be crucial to this potential scenario's feasibility. Figure 8 illustrates and Table 10 lists Scenario 2's alignment with the city's sustainability, equity and resilience goals as outlined in [the City of Boulder's Sustainability & Resilience Framework](#).

Figure 8. Concept Sketch of Community-Informed Scenario 2 - Airport with Aviation Improvements

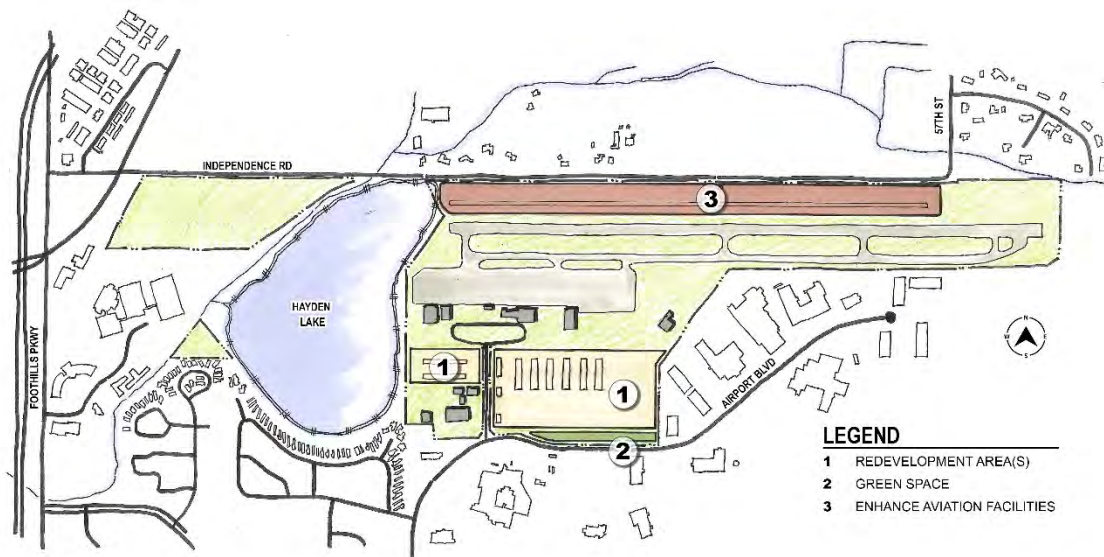


Table 10. Scenario 2 Goals and Technical Feedback

GOALS	TECHNICAL FEEDBACK	ALIGNMENT WITH CITY OF BOULDER SUSTAINABILITY, EQUITY, AND RESILIENCE GOALS
Safe	<ul style="list-style-type: none"> Upgraded glider facilities and modernization of general aviation. Enhance personal and community safety Enhanced existing and additional aviation facilities to help increase current emergency response services Airport will develop local rules and regulations and comply with Boulder Fire Department codes, and will comply with FAA standards. 	Favorable
Healthy & Socially Thriving	<ul style="list-style-type: none"> Upgraded public viewing area Enhanced aviation facilities and modernization to reduce site impacts and noise Existing educational opportunities to remain 	Neutral
Livable	<ul style="list-style-type: none"> Current site uses are improved. No additional site uses proposed Existing educational opportunities to remain Airport operations remain and no new community uses Potential enhancements to airport operations and compatible surrounding land uses 	Unfavorable

GOALS	TECHNICAL FEEDBACK	ALIGNMENT WITH CITY OF BOULDER SUSTAINABILITY, EQUITY, AND RESILIENCE GOALS
	<ul style="list-style-type: none"> Upgraded public viewing area 	
Accessible & Connected	<ul style="list-style-type: none"> No additional transportation options proposed No open space, bicycle or trail connections proposed (Limited potential for additional open space areas) No enhancements proposed 	Neutral
Environmentally Sustainable	<ul style="list-style-type: none"> Enhanced aviation facilities and modernization to encourage future clean technology Enhanced aviation facilities and modernization to encourage use of unleaded aviation fuel Noise mitigation measures to reduce impact on wildlife and natural environment Airport expansion would have a negative impact on wildlife and natural environment 	Neutral
Responsibly Governed	<ul style="list-style-type: none"> Enhanced airport facilities (public and private) to increase customer experience throughout airport 	Neutral

GOALS	TECHNICAL FEEDBACK	ALIGNMENT WITH CITY OF BOULDER SUSTAINABILITY, EQUITY, AND RESILIENCE GOALS
	<ul style="list-style-type: none"> • Current leases and plans for the airport to remain. • Enhanced regulations • Regulation improvements and enhanced facilities • Enhanced airport facilities may bring in additional revenue to help remain autonomous 	
Economically Vital	<ul style="list-style-type: none"> • Enhanced airport facilities to diversify tax base and provide reliable tax stream • Enhanced airport facilities may expand aviation-related business options 	Favorable

6.3 Scenario 3 – Airport with Neighborhood Serving Uses and Housing Lite

Scenario 3 focuses on elevating BDU to become an efficient, well organized, and valued airport within the Boulder community. This scenario includes additional enhancements to aviation facilities to the north, aviation redevelopment areas, and neighborhood/community redevelopment areas. The additional aviation redevelopment areas could include a variety of improvements and redevelopment opportunities to strengthen the operations of the airport by providing supporting uses such as maintenance facilities, viewing areas, or retail components. While this scenario includes aviation improvements, it also identifies an area for community/neighborhood-focused redevelopment opportunities. These opportunities could have a variety of design elements including activated green spaces, enhanced landscaping, a STEM learning center, pedestrian/bicycle connections, or a multi-use community center to better serve the community of Boulder.

Pros of Scenario 3

- *Seen as a good “middle ground” option*
- *May be more inclusive of community than other scenarios*

- *Could improve community relations*

Cons of Scenario 3

- *Airport expansion may lead to more aviation traffic*
- *May be too expensive to implement*
- *Concerns about land use compatibility*
- *Environmental impacts are unknown*
- *Noise impacts are unknown*
- *Continued noise and safety impacts due to continued glider operations*
- *Does not provide enough housing*

Figure 9 illustrates and Table 11 lists Scenario 2's alignment with the city's sustainability, equity and resilience goals as outlined in [the City of Boulder's Sustainability & Resilience Framework](#).

Figure 9. Concept Sketch of Community-Informed Scenario 3 – Airport with Neighborhood Serving Uses and Housing Lite

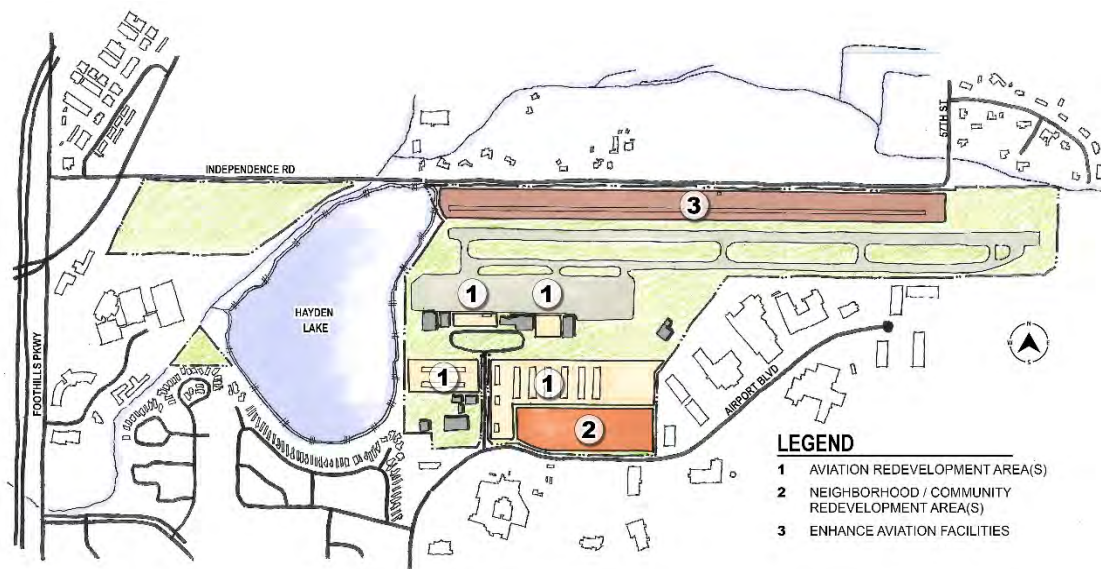


Table 11. Scenario 3 Goals and Technical Feedback

GOALS	TECHNICAL FEEDBACK	ALIGNMENT WITH CITY OF BOULDER SUSTAINABILITY, EQUITY, AND RESILIENCE GOALS
Safe	<ul style="list-style-type: none"> • Additional facilities and robust neighborhood serving uses may provide high level of safety for the community • Enhanced existing and additional aviation facilities to provide highest level of mitigation, response, and recovery for emergency services • Airport will develop local rules and regulations and comply with Boulder Fire Department standards, and will comply with FAA standards. 	Favorable
Healthy & Socially Thriving	<ul style="list-style-type: none"> • Community Center to provide space for public gatherings/events • Enhanced aviation facilities and modernization to reduce site impacts and noise • STEM learning center for local youth • Aviation Museum 	Favorable
Livable	<ul style="list-style-type: none"> • Neighborhood serving uses • Enhanced airport operations and facilities with neighborhood serving uses • Community Center and STEM learning center 	Favorable
Accessible & Connected	<ul style="list-style-type: none"> • Potential pedestrian/bicycle connections to existing facilities • No enhancements proposed 	Neutral

GOALS	TECHNICAL FEEDBACK	ALIGNMENT WITH CITY OF BOULDER SUSTAINABILITY, EQUITY, AND RESILIENCE GOALS
Environmentally Sustainable	<ul style="list-style-type: none"> Enhanced aviation facilities and modernization to encourage use of unleaded aviation fuel Noise mitigation measures to reduce impact on wildlife and natural environment Airport expansion would have a negative impact on wildlife and natural environment. 	Neutral
Responsibly Governed	<ul style="list-style-type: none"> Enhanced airport facilities (public and private) to increase customer experience throughout airport Additional non-aviation uses to help increase experience for the public Current leases and plans for the airport to remain. Regulation improvements and enhanced facilities Enhanced airport facilities may bring in additional revenue to help remain autonomous Enhanced opportunity for non-aviation generated revenues 	Favorable
Economically Vital	<ul style="list-style-type: none"> Enhanced airport facilities (public and private) to diversify tax base and provide reliable tax stream Enhanced airport facilities may expand aviation-related business options Enhanced opportunity for non-aviation uses which may contribute to local taxes. (Eg. Restaurant/Café) 	Favorable

6.4 Scenario 4 – Decommission Airport and Create New Neighborhood

This scenario takes a contrasting approach from Scenarios 1-3 and focuses on decommissioning BDU and redeveloping the land to incorporate a variety of character areas and land uses such as Housing, Activity Centers, Employment Hubs, Green Space, and a helicopter pad. Activity Centers and Employments Hubs are character areas which reflect various development scales and land uses. These character areas could include residential units, retail-focused areas, office/flex space, and green space to fill the needs of the Boulder community. This scenario would involve the partnership of private developers, the city, and the community to develop a Master planned community. Although BDU would be decommissioned, this scenario includes space for an emergency service and commercial use helicopter pad. This helipad could provide a space for first responders during major emergency related events.

Community feedback collected about Scenario 4 included the following highlights:

Pros of Scenario 4

- *Includes the entire community*
- *Supports reduction of leaded fuel impacts on community*
- *Provides additional housing*

Cons of Scenario 4

- *May not meet FAA obligations*
- *May not provide affordable living*
- *Could be a very costly option*
- *Airspace would be utilized by others*
- *Does not provide open space*
- *Airport is considered vital to the area*

Figure 10 illustrates and Table 12 lists Scenario 4's alignment with the city's sustainability, equity and resilience goals as outlined in [the City of Boulder's Sustainability & Resilience Framework](#).

Figure 10. Concept Sketch of Community-Informed Scenario 4 – Decommission Airport and Create New Neighborhood

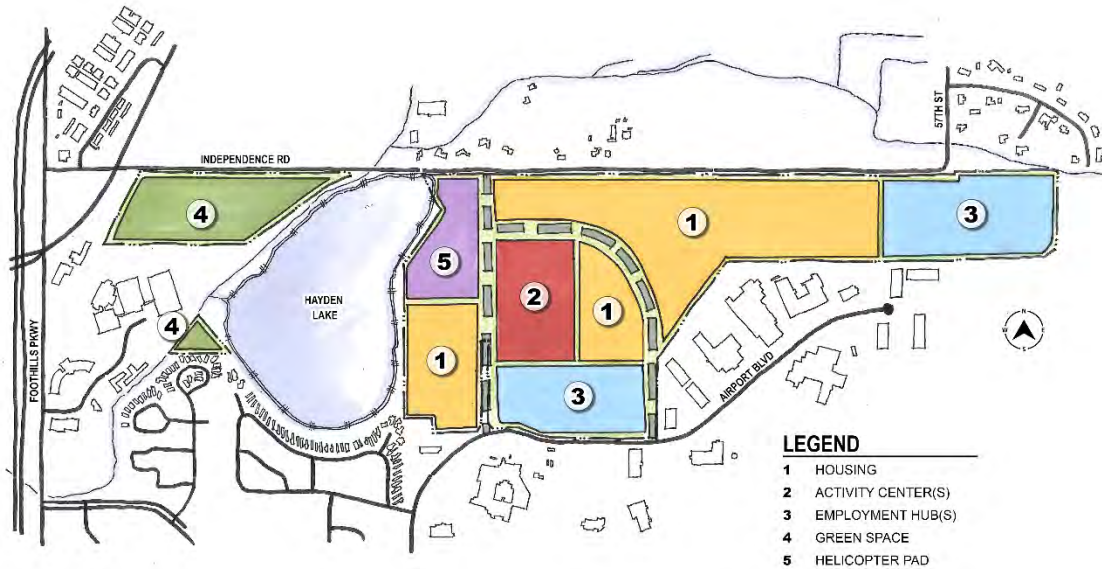


Table 12. Scenario 4 Goals and Technical Feedback

GOALS	TECHNICAL FEEDBACK	ALIGNMENT WITH CITY OF BOULDER SUSTAINABILITY, EQUITY, AND RESILIENCE GOALS
Safe	<ul style="list-style-type: none"> New neighborhood may provide safety to residents and surrounding community Reduces potential for aircraft accidents in the vicinity of Boulder Municipal Airport Proposed space for Helipad offers limited emergency services capabilities Potential helipad/vertiport facilities will comply with FAA standards 	Favorable
Healthy & Socially Thriving	<ul style="list-style-type: none"> Public Open/Green/Art space Integrated and amenitized spaces within Activity Center 	Favorable

GOALS	TECHNICAL FEEDBACK	ALIGNMENT WITH CITY OF BOULDER SUSTAINABILITY, EQUITY, AND RESILIENCE GOALS
	<ul style="list-style-type: none"> • Minimal locally generated aviation related noise/impacts • Increased ground traffic to surrounding uses • No educational facilities proposed 	
Livable	<ul style="list-style-type: none"> • Range of uses from residential, office, retail, and open space • Airport ceases operations • Proposed land uses are compatible with surrounding land uses • Proposed land uses may provide various amenities 	Favorable
Accessible & Connected	<ul style="list-style-type: none"> • May provide pedestrian/bicycle connections to existing surrounding facilities • May provide a walkable Town Center • Enhanced Open spaces • May provide pedestrian/bicycle connections to existing surrounding facilities • Enhanced roadway network 	Favorable
Environmentally Sustainable	<ul style="list-style-type: none"> • Proposed land uses to promote walkability • No use of aviation leaded fuel • Proposed land uses to promote walkability • Aircraft originating from, going to a city facility will be minimal (helipad) minimizing impacts from local aircraft operations. • Expanded growth to edge of Boulder city limits 	Favorable

GOALS	TECHNICAL FEEDBACK	ALIGNMENT WITH CITY OF BOULDER SUSTAINABILITY, EQUITY, AND RESILIENCE GOALS
Responsibly Governed	<ul style="list-style-type: none"> Proposed land uses to provide excellent experience throughout Town Center Airport plans and leases to be broken Land purchase may require public funding 	Neutral
Economically Vital	<ul style="list-style-type: none"> Mix of land uses provides most diverse tax base and revenue stream Mix of land uses provides most diverse options for business and residences 	Favorable

6.5 Evaluation of Scenarios

Evaluation considerations helped to analyze the elements within each scenario. These evaluation considerations expanded upon the city's goals of promoting a Safe, Healthy and Socially Thriving, Livable, Accessible and Connected, Environmentally Sustainable, Economically Vital, and Responsibly Governed community that are outlined in the City of Boulder's Sustainability, Equity, and Resilience Framework and then refined based on feedback from the CWG and the broader community. With the help of the CWG, the project team tailored these evaluation considerations to BDU, the feedback gathered from the initial Open House, and discussions from the first CWG. Based on feedback from CWG Meeting #2 (Section 4.1.5), the project team developed these qualitative considerations to help ensure that each scenario aligns with city goals (Table 13). The ratings that take into account these evaluation considerations and city goals by scenario are provided in Table 14. Overall Scenario Evaluation Matrix.

Table 13. Goals and Evaluation Considerations

City of Boulder Sustainability, Equity, and Resilience Goals	EVALUATION CONSIDERATIONS
Safe	<ul style="list-style-type: none"> • Enhance personal and community safety • Increase resiliency through mitigation, response, and recovery • Comply with airport rules and regulations, FAA standards, and Boulder Fire Department
Healthy & Socially Thriving	<ul style="list-style-type: none"> • Create community programming and gathering spaces • Minimize community exposure to site impacts and noise • Provide educational opportunities
Livable	<ul style="list-style-type: none"> • Diversify site uses • Balance the needs of airport operations and compatible surrounding land uses • Provide amenities for residents
Accessible & Connected	<ul style="list-style-type: none"> • Increase current and future multi-modal transportation options • Enhance Open Space, bicycle, and trail connectivity • Accommodate goods movement
Environmentally Sustainable	<ul style="list-style-type: none"> • Encourage the integration of future clean technology • Incentivize unleaded fuel for aircraft • Minimize impact to wildlife and natural environment and support environmental compatibility
Responsibly Governed	<ul style="list-style-type: none"> • Provide transparency, equity, and uniformity with compliance in all leases, regulations, and plans for the airport • Integrating community input (e.g. Community Advisory Committee, Noise Committee) • Maintain financial autonomy from city general fund subsidies
Economically Vital	<ul style="list-style-type: none"> • Provide diverse tax base and stable tax stream • Foster diverse business options

Table 14. Overall Scenario Evaluation Matrix

Goals and Evaluation Considerations	Alignment with City of Boulder Sustainability, Equity, and Resilience Goals			
	SCENARIO 1: Existing Airport with Enhanced Maintenance	SCENARIO 2: Airport with Aviation Improvements	SCENARIO 3: Airport with Neighborhood Serving Uses and Limited Housing	SCENARIO 4: Decommission Airport and Create New Neighborhood
Safe	Neutral	Favorable	Favorable	Favorable
Healthy & Socially Thriving	Unfavorable	Neutral	Favorable	Favorable
Livable	Unfavorable	Unfavorable	Favorable	Favorable
Accessible & Connected	Unfavorable	Neutral	Neutral	Favorable
Environmentally Sustainable	Unfavorable	Neutral	Neutral	Favorable
Responsibly Governed	Neutral	Neutral	Favorable	Neutral
Economically Vital	Unfavorable	Favorable	Favorable	Favorable

The scenarios were measured based on whether each evaluation consideration actively contributed or detracted from the goals on a qualitative basis: favorable, neutral, or unfavorable. Scenario rating results can be found in Appendix R Scenario Evaluations and listed

in Table 9. Scenario 1 - Goals and Technical Feedback to Table 12. Scenario 4 Goals and Technical Feedback, and consolidated in Table 14. Overall Scenario Evaluation Matrix. Since the August 2023 City Council presentation, the rating for Environmentally Sustainable under Scenario 2 and Scenario 3 changed from “Favorable” to “Neutral” due to further understanding of environmental effects. The city is currently preparing capital cost estimates that will help inform its next steps for the Boulder Airport.

The CWG and other public engagement efforts revealed a desire to keep the airport in the near-term with state of good repair improvements and bolstered conversations with the adjacent communities to reduce impacts to the natural and human environments as much as possible. The moderate mixed-use opportunities (neighborhood serving uses) in Scenario 3 were also more favorable to community members for the future of the airport than aviation only improvements (Scenario 1), trending toward the community’s desire to get benefits from BDU as a close neighbor to its operations. Decommissioning the airport at a future date (Scenario 4), rated as favorable as it aligns with city values but doing so involves high financial risk to the city and unknowns associated with FAA grant obligations.

Conflicts between the communities most affected by tow plane noise associated with the recreational glider use and training became clear in the scenario discussions. Tradeoffs associated with extending the glider box and limiting development v. limiting tow plane operations and more of an emphasis on voluntary noise abatement measures were polar opposite points expressed as part of the scenario evaluations. These discussions are likely to continue into any future Airport Master Planning effort and demonstrate the challenges associated with compatibility of residential land uses adjacent to an aviation hub.

7 Summary and Next Steps

The purpose of the BDUCC Project was to engage with the community, document the range of community perspectives about BDU, establish community goals and key preferences for the airport, and based on that community input, develop high level scenarios for the future vision of the airport site. Community goals and preferences included a desire for more efforts toward mitigating noise levels and environmental impacts associated with the use of leaded fuels and other environmental implications of airport operations, increasing transparency around the airport’s funding and operations, and potentially reassessing land use and aviation overlays at and around the airport.

The establishment of the CWG created community connections and helped to define the Boulder community's vision for the airport site in the future. Feedback from CWG members also made clear the importance of pursuing near-term positive changes to try to address compatibility of residential development adjacent to BDU. CWG members were encouraged by the dialogue, shared perspectives from both pilots/aviation and regional transportation as well as local community concerns about the impacts of airport operations. The concept of developing a technical group to continue refining the near-term Desired Action Items and a group focused on the community and noise abatement, while taking into consideration the larger, longer-term vision for the airport site also came out of the CWG recommendations and Council discussion. This longer-term vision included a continued focus on bolstering community relations through noise reduction programs, expanding educational programming through public events and offerings, and investigating the suitability of alternative uses on the airport property.

Rather than selecting a Preferred Scenario as a conclusion of the BDUCC process, all four scenarios were brought to City Council to weigh in on in August 2023. Equipped with the community's perspectives of key issues, opportunities, and challenges facing the airport, City Council requested more information from staff to make a decision about next steps for the future of the airport site. As a result, staff will return to City Council in Q3 2024 to seek further direction. Coordination with the FAA, as the federal regulatory agency, will also be necessary. The city will continue exploring the cost-benefit and high-level feasibility of potentially repurposing the airport in the future but will do so informed by risks and opportunities.

Boulder Municipal Airport Community Conversations

Appendix A

Foreword

City Master Plans provide planning for the delivery and funding of city services, programs, and facilities. The city's comprehensive plan, sub-community plans, and the long-range Financial Plan provide the overall policy direction for the plans.

The Boulder Valley Comprehensive Plan provides the overall policy framework for future development in the Boulder Valley. The city's master plans are developed consistent with the policies, plans, and population and employment projects provided by the comprehensive plan. They provide planning for the delivery and funding of specific services, facilities and programs, and identify the costs associated with current deficiencies and replacement needs, and those associated with growth. The master plans establish the policies, priorities, service standards, and facility and system needs for the delivery of specific services. The facility and service priorities and funding plan established through the master planning process provide the basis for capital improvement programming and annual budgeting. Following completion of master plans, revised policies, a master plan summary and update maps are incorporated into the comprehensive plan.

The purpose of master plans is to:

- Provide consistency of facility and service planning with overall city policies and plans;
- Provide financial and programmatic planning for facility and service provision;
- Provide integration and coordination of service provision between departments;
- Guide capital improvement programming and city budgeting; and
- Identify costs associated with current system deficiencies and replacement needs, and growth-related costs.

It should also be noted that the Federal Aviation Administration (FAA) administers the Airport Improvement Program (AIP) which provides grants to airport sponsors for airport development, airport planning, and noise compatibility programs. In order to receive a grant from the AIP or an earlier federal program, the airport sponsor must

provide a written grant assurance (i.e., a contract) to comply with the current 37 individual grant assurances and all applicable federal statutes, executive orders, federal regulations, and Office of Management and Budget (OMB) circulars. The majority of the grant assurances are tied directly to requirements in Federal law and have been developed to ensure that the investments made with both federal and local funding are able to be utilized by the public and airport users. In general, the assurance specifies that the airport will remain open, be maintained for public use, and reserve the use of airport property and revenues for the benefit of aviation.

Contents

Foreword	<i>i</i>
Contents	<i>iii</i>
Tables	<i>vi</i>
Illustrations	<i>viii</i>
Inventory	
Introduction	A.1
Airport History	A.3
Airport Role and Facilities	A.5
Airport System/Navigation and Communication Aids	A.10
Airport Environs	A.19
Financial Inventory	A.26
Airport Lease Review	A.28
Evaluation of Rates, Fees, and Charges	A.29
Issues Inventory	A.31
Forecasts of Aviation Activity	
Introduction	B.1
Historical and Existing Aviation Activity	B.8
Aviation Activity Forecast	B.12
Based Aircraft Forecast	B.18
Summary	B.20
Capacity Analysis and Facility Requirements	
Introduction	C.1
Airfield Capacity Methodology	C.1
Airfield Capacity Analysis	C.11
Ground Access Capacity	C.13
Capacity Summary	C.14
Facility Requirements	C.14

Capacity Analysis and Facility Requirements (Cont.)

Landside Requirements	C.26
Planning Issues Identification/Verification	C.29
Summary	C.33

Planning Concepts and Alternatives Analysis

Introduction	D.1
Planning Goals	D.1
Airside Planning Alternatives	D.3
Landside Development Concepts	D.14
Summary	D.20

Airport Plans

Introduction	E.1
Airport Sponsor Grant Assurances	E.2
Airport Layout Plan	E.3
Airspace Plan	E.8
Inner Portion of the Approach Surface Plans	E.11
Landside Area Plan	E.15
Airport Property Map	E.19
Land Use Drawing	E.21
General Aviation Security	E.24
Airport Management Plan	E.25

Environmental Overview

Introduction	F.1
Existing Conditions Summary	F.1
Environmental Analysis	F.3

Planning Program

Introduction	G.1
Implementation Schedule and Project List	G.1
Cost Estimates	G.5

Planning Program (Cont.)

Capital Improvement Program (CIP)	G.5
Financial Plan	G.7
Summary - Master Plan Capital Improvement Program Financial Implications	G.9

Appendix One

Glossary of Common Terms and Acronyms	---
---------------------------------------	-----

Appendix Two

National Center for Atmospheric Research (NCAR) Wind Data	---
---	-----

Appendix Three

Annual Service Volume (ASV) Worksheets	---
--	-----

Appendix Four

2003 Pavement Management Plan Summary	---
---------------------------------------	-----

Appendix Five

Integrated Noise Model (INM) Echo Reports	---
---	-----

Appendix Six

State and Federal Agency Coordination Letters	---
---	-----

Appendix Seven

2005 Base Year Aviation Activity Forecast Addendum	---
--	-----

Tables

Table	A1	Revenue and Expense Summary, 1999-2002	A.27
Table	A2	Summary of Existing Airport Fees	A.30
Table	B1	Population Projections, 2000-2025	B.3
Table	B2	Airports within 30-Mile Radius	B.5
Table	B3	Historical Aviation Activity, 1990-2003	B.8
Table	B4	Existing Operations by Aircraft Type, 2003	B.10
Table	B5	Summary of Based Aircraft, 1990-2003	B.11
Table	B6	General Aviation Operations Forecast Scenarios, 2003-2023	B.15
Table	B7	Summary of Operations by Aircraft Type, 2003-2023	B.16
Table	B8	Summary of Local and Itinerant Operations Forecast, 2003-2023	B.17
Table	B9	Peak Period Aircraft Operations, 2003-2023	B.18
Table	B10	Based Aircraft Forecast, 2003-2023	B.19
Table	B11	Based Aircraft Forecast by Type, 2003-2023	B.20
Table	B12	Summary of Aviation Activity Forecasts, 2003-2023	B.21
Table	B13	Summary of Operations by Airport Reference Code, 2003-2023	B.22
Table	C1	All Weather Wind Coverage Summary	C.5
Table	C2	IFR Wind Coverage Summary	C.7
Table	C3	Aircraft Class Mix Forecast, 2002-2023	C.9
Table	C4	Airfield Capacity Forecast Summary, 2003-2023	C.13
Table	C5	ARC B-II Dimensional Standards For Runway 8/26 (In Feet)	C.16
Table	C6	ARC B-I Small Aircraft Only Dimensional Standards For Runway 8G/ 26G (In Feet)	C.17
Table	C7	Runway Takeoff Length Requirements	C.21
Table	C8	Runway Protection Zone Dimensions	C.25
Table	C9	General Aviation Facility Requirements, 2003-2023	C.28
Table	C10	Fuel Storage Requirements, 2003-2023	C.29
Table	C11	Facility Requirements Summary, 2003-2023	C.34
Table	D1	Airside Planning Alternatives Summary	D.14
Table	F1	Existing and Future Operations by Aircraft Type, 2003 & 2023	F.4
Table	F2	Comparative Noise Levels	F.5
Table	G1	Phase I (Short-Term) Airport Plan Project Costs	G.2
Table	G2	Phase II (Mid-Term) Airport Plan Project Costs	G.3

Table	G3	Phase III (Long-Term) Airport Plan Project Costs	G.4
Table	G4	Capital Improvement Expenditures by Phase	G.10

Illustrations

Figure	A1	Airport Location Map	A.2
Figure	A2	Airport Vicinity Map	A.7
Figure	A3	Existing Airport Layout	A.8
Figure	A4	Airspace/NAVAIDS Summary	A.12
Figure	A5	Airport Traffic Patterns	A.16
Figure	A6	Seasonal Raptor Closure Areas	A.18
Figure	A7	Airport Influence Overlay Zone Map	A.20
Figure	A8	Generalized Existing Zoning Map	A.22
Figure	A9	Generalized Future Land Use Map	A.24
Figure	C1	All Weather Wind Rose: 13 & 10.5-Knot Crosswind Components	C.6
Figure	C2	IFR Weather Wind Rose: 13 & 10.5-Knot Crosswind Components	C.8
Figure	C3	Existing Runway Dimensional Criteria Map	C.18
Figure	C4	Airport Planning Issues Map	C.31
Figure	C5	Existing Airport East Flow Traffic Patterns Map	C.32
Figure	D1	Alternative One	D.4
Figure	D2	Alternative Two	D.10
Figure	D3	Optional Airport East Flow Traffic Pattern Map	D.17
Figure	E1	Airport Layout Plan	E.4
Figure	E2	Airport Airspace Drawing/Plan View Conical Surface	E.9
Figure	E3	Runway 8/26 & Runway 8G/26G Profile Views	E.10
Figure	E4	Inner Approach Surface Drawing/Runway 8 Plan & Profile	E.12
Figure	E5	Inner Approach Surface Drawing/Runway 26 Plan & Profile	E.13
Figure	E6	Inner Approach Surface Drawing/Runway 8G & 26G Plan & Profile	E.14
Figure	E7	Terminal Area Plan	E.16
Figure	E8	Airport Property Map	E.20
Figure	E9	Land Use Drawing	E.22
Figure	E10	Airport Influence Overlay Zone Map with Flight Tracks	E.23
Figure	F1	Land Use Compatibility Matrix	F.8
Figure	F2	2003 Existing DNL Noise Contours with Generalized Existing Land Use	F.9

Figure	F3	2023 Future DNL Noise Contours with Generalized Existing Land Use	F.10
Figure	G1	Phasing Plan	G.6

Boulder Municipal Airport Community Conversations

Appendix B



STUDY SESSION MEMORANDUM

TO: Mayor and Members of City Council

FROM: Nuria Rivera-Vandermyde, City Manager
Chris Meschuk, Deputy City Manager
Natalie Stiffler, Interim Director of Transportation & Mobility
John Kinney, Boulder Airport Senior Manager
Allison Moore-Farrell, Senior Transportation Planner

DATE: January 12, 2023

SUBJECT: Boulder Airport Community Conversation

EXECUTIVE SUMMARY

The City of Boulder (city) will conduct community conversations with both on and off airport stakeholders and develop a range of alternatives for the future of Boulder Municipal Airport (BDU). This engagement process and resulting alternatives analysis will provide a better understanding of the desired future for BDU.

This study is expected to achieve the following:

- Understand community goals and aspirations for the airport
- Identify key issues and opportunities for consideration
- Identify a range of alternatives
- Identify preferred alternative
- Determine the next steps

Building on the Boulder Valley Comprehensive Plan, and in preparation for a future Airport Master Plan Update, the city has contracted with Kimley-Horn and their subconsultants to facilitate a series of community conversations with the Boulder community to understand their aspirational goals and desired outcomes for the future operation and/or development of BDU.

QUESTIONS FOR COUNCIL

Transportation & Mobility Department staff request that Boulder City Council offer general feedback on the proposed Boulder Airport Community Conversation process. Specific questions include:

1. Are there any additional stakeholder groups not already identified that should be included in the process?
2. Does Council have additional feedback about the process defined here for the Airport Community Conversation?
3. Are there additional considerations that the project team should be aware of?

BACKGROUND

The city owns BDU, which is a general aviation airport that offers business, private, recreational, and emerging aviation services to the city and surrounding communities. It has two published runways and supports heavy glider operations.

The city has expressed interest in holding in-depth community conversations to better understand the aspirations of directly impacted stakeholders, residents, and traditionally underserved communities.

This memo provides the Boulder City Council an overview of the purpose of the project, initial themes from stakeholder interviews, and next steps. The project team plans to present the range of alternatives and the preferred alternative at the conclusion of the community conversations effort in June 2023.

CONSULTANT SCOPE OF WORK

Overview

The scope of this project is to carry out a community engagement process that identifies community goals and desired outcomes, a range of alternatives and the selection of a preferred alternative. The city is working to develop a deeper understanding of the desired future for BDU by engaging directly with the greater Boulder community, while being mindful of current obligations and commitments to the Federal Aviation Administration (FAA).

Kimley-Horn and their subconsultants have begun connecting with various community members to understand common interests, challenges, opportunities, and potential alternatives through facilitating community conversations. Each conversation will aim to understand the stakeholders' points of view about the benefits of the airport, airport operations, how the airport affects community members, and determine what alternatives might be preferred. Following the in-depth interviews, the project team will form a Community Working Group (CWG) comprised of both on and off airport stakeholders which will meet three times over the course of the project. The project team will host two public open houses to engage the broader public in the community conversation about the future of the airport.

These community conversations and the CWG will help shape the development of a preferred alternative for the future of the airport and guide a future FAA Airport Master Plan Update should the City Council decide to pursue. Using the information gathered in these conversations, the project team will develop a range of up to four alternatives. The analysis of these alternatives will include goals, objectives, evaluation criteria and a high-level estimated cost of implementation. From these alternatives, the team will optimally identify a preferred alternative.

The preferred alternative presented may not be representative of all comments and concerns gathered during the community conversation process. There will likely be elements outside the alternatives that warrant additional quantification or discussion (including conversations with regulatory agencies) which will be addressed through a separate process complimentary to the alternatives. While mindful of the community recommendations, the project team will work with federal partners to understand how the recommendations will stand up to the continuing FAA obligations. The outcome of this additional study will be shared with the City Council for review, input, and further staff direction and guidance.

Community Conversation Strategy

Purpose

The purpose of this strategy is to facilitate community conversations about aspirations and desired outcomes for the future of the airport. These conversations will help the project team understand and

contextualize the relationship between directly impacted communities and airport operations.

By speaking directly to stakeholders, the city will foster relationships between city and airport leadership and key stakeholder groups to meaningfully apply community input and desires into the future of the airport. Consistent with the City's Racial Equity Plan, the project team will engage directly with underserved community members and will collaborate with the city's Community Connectors to solicit feedback on the engagement strategy, process, and issues at hand. Staff and the project team will employ the city's Racial Equity Instrument to further refine the community engagement activities for this effort, with a focus on underrepresented communities including the San Lazaro Mobile Home Community and the Vista Village Mobile Home Community. Outreach to these communities will be used to inform the decisions for the future of the airport that prioritize community experiences and allow for diverse representation.

The desired outcome for this effort is for the city to gain a better understanding of the community's desires for the future operations and development of the airport and how it integrates into the community. Additionally, the city aims to identify common understanding among impacted stakeholders about the information gathering process and ensure that all parties and the broader community feel that their input was accurately and equitably considered.

Stakeholder Interviews

The community conversations kick off with one-on-one stakeholder interviews. These interviews provide key stakeholders who are directly impacted or have direct involvement with the airport an opportunity to discuss topics of primary interest and concern.

The project team received initial interview participant recommendations from airport and city staff. During the stakeholder interviews conducted so far, the project team asked participants if they had additional recommendations about other stakeholders to contact for this effort. In addition to this stakeholder list, city staff recommended names and groups to ensure this effort includes traditionally underserved communities. To facilitate broader participation, the project team is providing interpretation services for the interviews upon request.

Aviation safety is of the highest priority for the city and the FAA, both in air and on ground. As the regulatory agency, the FAA has vested interest in what occurs at the airport. There are some comments that occurred in which additional context is available:

- Several times it was requested that the city remove leaded fuel from BDU
 - On September 2, 2022, General Aviation Modifications, Inc. (GAMI) received a functional fleet wide approval through FAA's Supplemental Type Certificate process for an unleaded 100 octane fuel. While this fuel is compatible with all existing infrastructure (airplane engines, fuel tanks, fuel pumps, fuel trucks, etc.) it will take some time to ramp up production of the G100UL fuel for distribution to all general aviation airports.
- Airport repurposing, alternative uses of airport land, and/or access restrictions:
 - A separate process quantified by legal reviews consistent with existing Grant Obligations with the FAA with cost benefit analysis is suggested
 - Land purchased with FAA grant monies in the past may preclude reuse of the airport land as anything other than an airport as a viable alternative
 - The FAA will require the airport sponsor to maintain compliance with all 39 grant assurances until federal obligations expire
 - Future development and the character of the airport will be part of the future Airport Master Plan

- As a federally obligated airport, the city must “...make the airport available as an airport for public use on reasonable terms and without unjust discrimination to all types, kinds and classes of aeronautical activities...” (FAA Grant Assurance 22).

The common comments, aspirations and desired outcomes heard during the initial stakeholder interviews can be categorized as follows:

- Further restrictions beyond today’s voluntary noise procedures:
 - Engage congressional delegations given similar themed proposed legislation
 - Enhance flight tracking software capabilities
 - Update rules, regulations, and leasing policies to incentivize compliance with the noise program
- Greater citizen involvement and accountability through restructured governance
 - Citizen board with biannual updates to City Council
 - Airport expenses better delineated in the transportation budget
 - Provide web-based real time flight data
- Remove leaded fuel from BDU
- Enhance safety, reduce risks, implement a Traffic Management Program for use of runways:
 - Introduce traffic pattern modifications
 - Evaluate touch and go activity
 - Enforcement for individuals/companies who deactivate collision avoidance systems
- Landing fees for non-based aircraft to recoup facility operation and maintenance expenses:
 - Implement technology solutions
- Implement rules, regulations, and leasing policies for tenant accountability
- Airport repurposing or alternative uses, or access restrictions:
 - Economic benefit and cost of having an airport versus other potential uses requires additional study, outside of the scope of this process.
- Reduce from two to one runways:
 - Only allow FAA compliant runways

Community Working Group (CWG)

After the initial interviews, the project team will convene a CWG which will consist of key stakeholders who will remain engaged throughout the project. The project team will use their input to create a series of three meetings, which will further refine stakeholder input, identify alternatives, and establish a setting for discourse between all impacted stakeholders. A key element of discussion will be education of all stakeholders as to what elements are allowed or precluded from implementing by the FAA and or the City of Boulder as the airport sponsor.

Members of the CWG are expected to include (but are not limited to):

1. Interview participants
2. Other key stakeholders to represent the broader community including residents geographically located near the airport
3. Aviation community members such as pilots and tenants
4. Underserved community members who may be directly impacted by the current operations and future alternatives and may include Community Connectors

The CWG will meet three times throughout the course of the project to collaborate with city to develop a range of alternatives for the future of the BDU. The first meeting will be a vision workshop in February 2023 where members will talk about the future of the airport, their role as a CWG and determine what a successful project will look like. In April 2023, the CWG will meet to establish community priorities and

begin to outline a range of alternatives for consideration. The third and final CWG meeting will establish the preferred alternative to be shared with the project team.

Public Open House Meetings

One-on-one interviews and establishing the CWG will help identify a range of alternatives and define the Preferred Alternative. In order to allow the wider community to participate in the process, the project team will plan and execute two public open house meetings.

Immediately following the first CWG meeting, the project team will host the first public open house meeting to inform the community about the history of the airport and provide a snapshot about what the city has heard from the interviews and CWG group so far. A community survey will coincide with this meeting to solicit initial feedback from the community to aid in the development of the range of alternatives.

The second public open house meeting will coincide with the second CWG. This will allow the public to learn about the alternatives identified for evaluation, solicit initial feedback on the alternatives and encourage continued engagement throughout the project and beyond.

The consultant will prepare informational content for the city to execute. These materials will include: one community survey to gather initial community feedback, one community survey to gather community feedback on the range of alternatives, two informational fliers (English and Spanish) and a digital resource package (website text, images and social media graphics with supporting text).

Alternatives Analysis

Using the information gathered through this process the project team will develop up to four alternatives. The analysis of these alternatives will include goals, objectives, evaluation criteria and estimated cost of implementation. From these four alternatives, the team will identify a single preferred alternative.

The evaluation criteria developed to assess alternatives will be based on applicable city and project requirements; State, Division of Aeronautics, and FAA considerations; and community and stakeholder perspectives garnered through the robust outreach previously described. The evaluation criteria are a lens to consider the alternatives for BDU.

Tasks and Schedule

Engagement/Outreach	
Develop Engagement Plan	Within two weeks of notice to proceed (NTP)
Develop Stakeholder List to be used for interviews and Community Working Group (CWG)	Within two weeks of NTP
Conduct a Situation Analysis/Community Conversations	NTP through February 2023
Conduct up to 10 total meetings with airport stakeholders and community at-large to develop goals, objectives, evaluation criteria, and resulting alternatives	Ongoing throughout project
Prepare for and present an initial report to the City Council	NTP through January 12, 2023
Prepare for and conduct CWG #1 to discuss the community vision for BDU.	January/February 2023

Prepare for and conduct a Public Open House #2	Immediately following CWG #1
Prepare for and conduct CWG #2 to develop community priorities and present the range of alternatives	April 2023
Prepare for and conduct a Public Open House #2	Immediately following CWG #2
Prepare for and conduct CWG #3 to develop the community recommendations	May 2023
Prepare for and present range of alternatives considered, evaluation criteria and the preferred alternative to the City Council	June 2023
Develop communication materials for City to execute	Ongoing throughout the project
Develop the Range of Alternatives	NTP –through April 2023
Develop goals, objectives, evaluation criteria, and a range of alternatives (up to four), recommendations going forward and estimated cost of implementation	
Identify a Preferred Alternative	
Determine and prepare presentation of the Preferred Alternative integrating CWG, broader community, city and project team recommendations	May 2023
Prepare for and present range of alternatives and preferred alternative to the City Council	June 2023
Report Preparation	Ongoing throughout project – completed June 30, 2023
Prepare Draft Report and Executive Summary	
Prepare Final Report and Executive Summary	

NEXT STEPS

- Continue stakeholder interviews and refine CWG member list – January 2023
- Conduct CGW meetings
 - Vision workshop – February 2023
 - Community priorities and range of alternatives – April 2023
 - Community recommendations – May 2023
- Hold Public Open House #1 – February 2023
- Hold Public Open House #2 – April 2023
- Develop range of alternatives and optimally identify a preferred alternative – ongoing – May 2023
- City Council presentation – June 2023
- Final report – June 2023

Optimally, a preferred alternative will be presented at the conclusion of this study for the City Council's review, consideration, and potential budgetary impacts.

Boulder Municipal Airport Community Conversations

Appendix C



Boulder Municipal Airport Community Conversations Engagement Plan

February 2023



Overview

Boulder Municipal Airport (BDU) is a general aviation airport that offers business, private and recreational aviation services to the city and surrounding communities.

In preparation for a future Airport Master Plan Update, the city is working to develop a deeper understanding of the community's desired future for the airport, while being mindful of long-term commitments to the Federal Aviation Administration (FAA).

These community conversations will result in a deeper understanding of the vision of directly impacted stakeholders, community members and traditionally underserved communities. At the end of the study in **January 2024**, the project team will present the range of future scenarios to City Council.

Community engagement will be comprehensive, inclusive, equitable, and transparent, shaped by Boulder's Engagement Strategic Framework. Racial equity will be prioritized throughout the engagement process. There will be a focus on specifically engaging traditionally underserved communities. The project team will work closely with community members from the San Lazaro and Vista Village Mobile Home Park communities, which are situated near BDU.

Outreach will be multi-pronged and include consulting with the broader Boulder community through surveys and open houses, soliciting focused input through one-on-one interviews with from key stakeholders; and collaborating with community connectors, city staff and key stakeholders through the formation of a diverse Community Working Group. The project team will engage the broader Boulder community by public Open Houses throughout the project. The Engagement and Communications Plan identifies the goals, approach, and strategies for engaging and collaborating with the general public and key stakeholders.

This project will include:

A series of community conversations with the Boulder community to understand and establish the goals and desires for the future of BDU.

Level of Engagement

Per the Boulder Engagement Strategic Framework, the city follows a modified version of the International Association for Public Participation's (IAP2's) engagement spectrum to help identify the role of the community in the project planning and decision-making processes. This includes the spectrum of involvement shown in **Figure 1**. will include a mix of **consult, involve, and collaborate** throughout the community conversations process.

The project team will provide education about this history of the airport and the project background to foster meaningful engagement. The project team will consult with the broader Boulder community through public open houses and online surveys, involve the key



stakeholders through one-on-one interviews and collaborate with the CWG to develop a range of scenarios ~~developed through community designed evaluation criteria~~ to submit to city council for consideration.



Figure 1: IAP2 Engagement Spectrum

Key Messages

To provide consistent messaging about this project both internally and externally, this section provides a summary of the plan, goals, and process.

- While mindful of the community recommendations, the project team will work with federal partners to understand how the recommendations will stand up to the continuing FAA obligations. The outcome of this additional study will be shared with the City Council for review, input, and further staff direction and guidance.
- There will likely be elements outside the alternatives that warrant additional quantification or discussion (including conversations with regulatory agencies) which will be addressed through a separate process.
- The City of Boulder (city) is hosting community conversations with airport stakeholders and the community at large to determine a range of scenarios for the future of Boulder Municipal Airport (BDU).
- The engagement process aspires to identify community goals and desired outcomes, and develop a range of future scenarios.
- The city is working to develop a deeper understanding of the desired future for BDU by engaging directly with the greater Boulder community, while being mindful of current obligations and commitments to the Federal Aviation Administration (FAA).
- This engagement process and resulting analysis will provide a better understanding of the desired future for BDU.
- Using the information gathered in these conversations, the project team will develop a range of up to four future airport scenarios.
- The analysis of these alternatives will include goals, objectives, evaluation criteria and a high-level estimated cost of implementation.
- From these alternatives, the team will optimally identify a preferred scenario

Primary Questions:

The community engagement process will help answer several key questions:



1. *What are community goals, aspirations and key preferences for the future of the airport?*
2. *What are the key issues, opportunities and challenges facing the airport?*
3. *What should a community-informed vision for the airport include? (short term goals, long term goals, areas of improvements, challenges, studies that need to be conducted.)*
4. *How can the airport improve in three main areas: Noise, Airport Economics, Environmental/Land Use?*
5. *What is the range of community perspectives about the airport? What do a range of scenarios look like for the future of the airport and what should each scenario include?*
6. *How can the BDU help support the goals of related City of Boulder long range plans? (East Boulder Community Subplan, Boulder Valley Comprehensive Plan, Transportation Master Plan)*

Stakeholders

The project team will connect with a wide variety of stakeholders who may have an interest in the future of BDU. These stakeholders may include:

- Members of the San Lazaro Mobile home community
- Members of the Vista Village Mobile home community
- Airport tenants
- Pilots
- Scientific community
- Residents living in the City of Boulder
- Residents living in noise sensitive areas
- Residents living in Boulder County
- Developers
- Business owners
- Public safety professionals
- Nearby airports
- Land planners or individuals with knowledge of land use
- Boulder chamber members
- Community Connectors



Communications Plan

The project team will support the city in developing content for communication efforts. All deliverables and communications should follow the city's brand standards which can be found at: <https://bouldercolorado.gov/brand>.

Communications Framework

- External Communications
 - The consultant team will support the city in creation of materials needed for external communications.
 - Development of the BeHeard Boulder page
 - Project informational updates
 - Project Launch press release
 - Open House Publicity Social media content
 - Website text
 - Project graphics
 - Meeting summary published after each CWG and Public Open House
 - Shared via social media, stakeholder list and email list serve
 - Progress Press Releases and News Coverage (Media Relations)
 - Story Placement with local papers
 - Editorial coverage in English and Spanish
 - Direct publicity media buy for advertising Open Houses and surveys
- Internal Communications
 - The consultant team will support the city in creation of materials needed for internal communication
 - Project information in employee newsletter or something similar
 - Updates to City Council and City Departments

Strategies and Tools

A diverse set of strategies and tools will be deployed to engage the community and key stakeholders to ensure the project team is collecting meaningful feedback.

- One-on-one interviews
- Community Working Group (5 meetings)
 - **Meeting 1:** Establish ground rules, present baseline facts, communicate constraints, provide summary of in-depth interviews
 - **Meeting 2:** Develop vision for the airport (big ideas, areas of improvements and challenges)



- **Meeting 3:** Develop criteria for a range of airport scenarios, discuss the range of scenarios (menu of future solutions)
- **Meeting 4:** Prioritize airport scenarios
- **Meeting 5:** Determine preferred scenario and conduct reflection
- Public Open House Meeting (3 meetings)
 - **Meeting 1:** Present baseline facts, communicate constraints, share community feedback, invite community feedback
 - **Meeting 2:** Midway project check in, preview of range of scenarios, illicit community feedback
 - **Meeting 3:** Preferred scenario presentation and reflection, illicit feedback on the project and process
- Online surveys through BeHeardBoulder.org
 - March Survey: *Boulder Airport Community visioning*
 - May/June Survey: *Community priorities and preferences on four specific range of future airport scenarios*
 - August Survey: *Feedback on project and Community Conversations process*
- Project Collateral
 - Graphics
 - Fliers
 - Presentation materials
 - Maps
 - Social media content
- Meeting summary
 - Publish after each CWG and Public Open House
 - Share via social media, stakeholder list and email list serve
- Communication update on the project “Community Conversation Updates”
 - Project progress emails
 - Distributed to email subscribes and e-newsletter recipients
- Project Website
 - Project updates
 - Project information

Suggested Tools for City Implementation



- Progress Press Releases and News Coverage
 - Story Placement with local papers
 - Editorial coverage in English and Spanish
 - Direct publicity media buy for advertising Open Houses
 - Advertising for survey and open houses
- Daily Camera: Paid advertising and story placement
 - Pitch: Three Part Story Series that follows the project
 - Launch – the engagement mission, why this is an important process to inform future planning efforts
 - Middle – progress we have made, what we have heard
 - End – the preferred scenario and how we got there
- Weekly social media calendar: Facebook branded BDU campaign / Weekly Airport Facebook Posts
 - “Get to Know BDU” [One post a week]
 - Stories
 - Outreach Opportunities
 - Open House
 - Noise Complaint Process
- Community Conversation Clips
 - Instagram Takeover for the week leading up to the Open House
 - Series of short videos of people expressing their desires, hopes and dreams for the future of the airport – with a call to action to participate
- Public comment diary recorded via the Boulder webpage
 - Recorded record of public comments, emails and written comments
 - Summary of themes developed out of the public comments
- Internal Communications
 - Project information in employee newsletter or something similar
 - Updates to City Council and City Departments
- Community Meetings
 - Small group discussions with San Lazaro and Vista Village Mobile Home Park Communities lead by City of Boulder Engagement team.
 - Coincide with Public Open House meetings in February and April
 - Potential strategies



-
- Community Coffees –Roundtable meetings with smaller groups
 - Spanish and English sessions

Boulder Municipal Airport Community Conversations

Appendix D

Boulder Municipal Airport Community Conversation One-on-One Interview Summary

This interview summary is a high-level overview of the perspectives, comments and recommendations the project team heard and documented in our one-on-one interviews. This summary is a snapshot of feedback to consider as part of the project. As a member of the CWG, you are encouraged to consider perspectives that may differ from your own and be prepared to discuss your lived experiences and perspectives at the first CWG meeting.

- Understand what options the city would consider
 - Close the airport
 - Repurpose the airport
 - Improve airport facilities and community relations
- Further restrictions beyond today's voluntary noise procedures
 - Engage congressional delegations given similar themed proposed legislation
 - Enhance flight tracking software capabilities
 - Update rules, regulations, and leasing policies to incentivize compliance with the noise program
- Noise abatement procedures are stricter at Boulder than most airports
 - Is the noise of a plane louder than other environmental factors? (cars, lawn mowers etc)
- Airport noise impacts the wildlife and environment surrounding Boulder
- Greater citizen involvement and accountability through restructured governance
 - Citizen board with biannual updates to City Council
 - Airport expenses better delineated in the transportation budget
 - Provide web-based real time flight data
- Remove leaded fuel from BDU
 - Concern about flight traffic over schools and recreation areas
 - Residents have reported finding lead in the soil in their homes
 - Impact on overall air quality
- Enhance safety, reduce risks, implement a Traffic Management Program for use of runways:
 - Introduce traffic pattern modifications
 - Evaluate touch and go activity
 - Enforcement for individuals/companies who deactivate collision avoidance systems
- Update Voluntary Noise Abatement Procedures at the airport
 - Technical Noise Committee made up of airport tenants to address community complaints and buy-in
 - Improve signage at the airport to educate departing pilots on noise abatement procedures
 - Communicate to the public the steps the group is taking to address noise complaints
- Landing fees for non-based aircraft to recoup facility operation and maintenance expenses:
 - Implement technology solutions

- Implement rules, regulations, and leasing policies for tenant accountability
 - Tenants need to understand long term plan for airport
- Airport repurposing or alternative uses, or access restrictions:
 - Economic benefit and cost of having an airport versus other potential uses requires additional study, outside of the scope of this process.
- Reduce from two to one runway:
 - Only allow FAA compliant runways
- Prioritize new technology at Boulder airport
 - Electric aircraft
 - Self-launching gliders
 - Urban air mobility
- FAA Rules and regulations
 - FAA does not enforce liability insurance rules
- Improve community involvement and perception
 - Community movie nights
 - Open a restaurant or café
 - Airport supports crucial environmental research, brings grant funding to Boulder
 - Airport operations support innovation
 - Share ways tenants are improving and abiding by Voluntary Noise Abatement Procedures
 - Pilots and tenants need to be good neighbors, but community members should strive to understand the role of the airport
- Increase investment in the airport
 - Change lease structure so business can invest in new hangars and facilities
 - Update building code to enable tenants to develop hangars without facility requirements of storage units
 - Support the development of new hangars
 - Improve FBO facilities to improve reputation and service
- Training facilities are crucial to the industry
 - New pilot training support nationwide aviation
 - Youth outreach provides access to those who might not otherwise
 - Training operations are the cornerstone of some airport tenant's businesses
- Tow planes and glider operations
 - Safety concerns about gliders sharing airspace with motorized aircraft
 - Tow planes are noisy and tend to fly over residences
- Privacy and retaliation
 - Tenants concerned that citizens have access to their personal information through noise complaints
 - Citizens are concerned with pilots and airport users retaliating against them
- Airport closure will endanger scientific research based at Boulder
 - Some research operations are deeply tied to the airport and cannot easily move

- Even if the operation moved to a different airport, all research is calibrated for Boulder – aircrafts may come back and fly over for calibration flights
- Boulder is a hub for scientific research an innovation and research, these operations support it
- Research operations receiving federal grants have strict internal noise abatement procedures
- BDU needs to be a better neighbor
 - Some pilots and users live in neighborhood adjacent to the airport
 - Adhering to voluntary noise abatement procedures is important some users and pilots
- There are land use and city planning conflicts
 - Density is increasing in areas around the airport, increasing the numbers of people impacted by the airport
 - Schools were approved to operate near the airport and are impacted by noise and other environmental factors
 - The city has affordable housing goals to meet
- Housing in a pressing issue in the city
 - Growth in areas around the airport is increasing the numbers of individuals impacted
 - Affordable housing is needed in Boulder and the airport site is a interesting opportunity for meeting those needs
- Inflammatory individuals worsen complaints and relations
 - “Noise crusaders” who would like to see the airport close
 - A handful of cities file repeated complaints
 - Quiet skies group organize online to file complaints
 - One tenants has been identified as a root cause of the problems by several people at the airport

Boulder Municipal Airport Community Conversations

Appendix E

BDUCC Interview Data					Categories		Stakeholder Categories
Participant (Anonymized)	Stakeholder Category	Comment(Raw)	Category	Subcategory	Noise	Noise	
Participant 1	Glider Pilot - SSB President	Constant noise complaints within a .25 sq mile radius , mostly from the tow plane on the west end of the glider box (Walnut and Arapahoe). Potential to change flight patterns or work toward self-launching gliders. Wants airport to be bigger with running water and electrical outlets to support glider operations. Wants to keep the airport, scholarships/memberships, and programs community focused. Mentions a preference to have safety devices (ex: FLARM) even if not mandatory.	Noise, Safety	Glider, Noise, Tow Box, Improving airport, Fuel	Airport Economics	Airport Economics	
Participant 2	Homeowner	Sees/hears planes every couple of minutes with a lot of rookies in the air over the neighborhood. Doesn't like being outside because of the number of airports that use	Noise	Noise, Flight Training, Emergency response, Retaliation	Environmental and Land Use	Environmental and Land Use	
Participant 3	Hanger owner/developer	Has never received noise complaints and has concerns with restricting touch and go activities that would limit the number of people training at the airport. Also wanting to see more community/young people involvement. Wants the airport to be expanded and enhanced to include more energy efficient and quieter facilities.	Airport Economics, Noise	Noise abatement, Improving airport, fuel	Safety	Safety	
Participant 4	Homeowner	Airplane noise is unbearable, feels some pilots go out of their way to harass the community. Has experienced harassment, retaliation etc. from the Journey Aviation at	Noise, Safety	Noise, retaliation, FAA, Glider, fuel, ADSB	Passion	Passion	
Participant 5	Homeowner	Increased flights every 1-2 minutes in early morning hours and increased touch and go maneuvers. Concerned with the use of leaded gas to nearby neighborhoods. Be	Noise, Environment: Fuel, FAA, Glider, Touch and Go				
Participant 6	Airport Maintenance	The airport is tired and neglected. There is a lack of pride from the city and its users. Lacking adequate management, but sees value in the airport multiuse (small	Airport Economics, Noise	Improving airport, Flight Training, Noise Abatement			
Participant 7	Local Teacher	Largest concern is noise and lead fuel usage over the school areas. The two land uses are no longer compatible with each other. Supports the airport, but would like to mitigate the noise and air pollution. Does not see the economic benefit of the airport and thinks the airport benefits pilots more than the community.	Noise, Environment: Noise, Fuel , FAA		Subcategories - Open for Additions		
Participant 8	Pilot - former City Council member	The airport is sleepy and needs better safety and community support to continue to serve students etc. Would like to see upgraded facilities at the airport. There is no flight tower in the region which is a big safety issue. Supports the airport for education, research, emergencies and sees the economic value of the airport. Feels that downsides of noise and safety have been addressed. Noise complaints seem like people are just finding things to complain about, because noise complaints are the result of pilots complying to certain flight tests/tasks (ex: touch and go maneuvers)	Safety, Airport Economics	Improving airport, Flight Training, Noise, Touch and Go	Touch and Go		
Participant 9	Hanger owner - Member of NAC	Noted noise complaints from: tow planes, pilots unaware of the noise abatement policy, the WWII Ball. Community relations are poor but could be improved by sharing noise mitigation progress, inviting the community to the airport, getting better staff to improve FBO services. The airport could benefit from the high tech business in the areas for executives, athlete arrivals, and enforcing evictions for people who are diligent on their lease payments (month to month) and not compliant to noise abatements.	Noise, Airport Economics	Noise Abatement, Leases, FBO, 1940s Ball/Special Events	Leases		
Participant 10	Airport User	Would like to see more hangars and improved facilities, believes people are paying more for lower quality facilities. Noted the website could be better for pilots. Also wants the airport to remain community centered and work toward strengthening that relationship instead of becoming a large corporate airport. Sees the value in a niche recreational airport. Acknowledges that noise may be an issue as the community changes and new land uses, but believes its due to repetitive pattern work. Interested in innovative/electric aircraft and ending the use of leaded fuel, but does not believe ceasing fuel sales till unleaded fuel is available is sustainable for the airport. The airport has an unusual reputation because of the variety of user but also the lacking facilities (hangars, runway length). The airport needs development. It's hard to find hanger space or develop new hangars. Recognizes noise issues as the community has encroached on the airport, but believes electric planes may be less loud and are actively investigating complaints with pilots to fix the problems. Notes it can be a challenge to get flight schools, recreational, and professional users on the same page about noise abatements.	Airport Economics	Improving airport, Fuel	Flying		
Participant 11	Pilot		Environmental and Land Use	Improving airport, Leases, Noise Abatement, FBO, Fuel	1940s Ball/Special Events		
Participant 12	Flight instructor/President - SSB	Sees the airport as an important place for emergency first responders, scientific research, supporting the local community in STEM, children's programs, tourism, and recreation. Thinks there is opportunity to increase rents to improve airport financials and calls for improved management. There has been several airport and flight school managers in recent years, so the buildings and facilities are not up to code as the city is not in a position to be an effective manager for the airport. Noted issues with the city planning and zoning conflicting with the airplane operations. The people of the city don't feel heard in their complaints and sees Journey Flight School as the main issue (not paying rent, not addressing complaints)	Environmental and Land Use	Improving airport, Flight Training, Glider, Emergency Response	FAA		
Participant 13	Researcher - airport based	Works in research that would not be feasible to move out of the airport. Is not involved with the community but would like to build that relationship so the community is more understanding about what they do. Has a rigorous noise complaint response process, reviewing flight plans, including employees and pilots in the discussion and believes airplane noise is not worse than traffic or lawn noise. Would like to see more improvement in airport facilities and more focus on research and not recreational.	Airport Economics	Noise Abatement	Noise Abatement		
Participant 14	Retired engineer - Homeowner	Noise has become unbearable as there has been an uptick in flights. Would like flight schools shut down and a stop to recreational activities. Does not feel the community	Noise	Noise, Fuel, FAA, Flight Training	Retaliation		
Participant 15	Homeowner	Noise has been increasing since 2017 and has caused some neighbors to move. Wants better noise contours, ban lead fuel, ban touch and go or repetitive maneuvers, Noise, Environment: Noise Contours, Fuel, Touch and Go, FBO, FAA	Noise, Environment: Noise	Noise Contours, Fuel, Touch and Go, FBO, FAA	Close Call		
Participant 16	Homeowner	Also noted noise began to get bad enough to get themselves involved. Notes that close flying planes disrupt the environment and bird reproduction. The noise and vibration	Noise, Environment: Noise	Noise, Touch and Go, Gliders, Flight Training	Tow Box		
Participant 17	Homeowner	Noise has gradually gotten worse and was most likely amplified while people were working from home during covid and noticing the noise more. Concerned with the	Noise, Safety	Noise, Fuel, Gliders	Glider		
Participants 15, 16, 17		Feel that the community is dismissed, made fun of, and verbally abused when trying to communicate complaints. Bad experiences with Journey's Flight School. Notes	Noise, Land Use	Noise, Fuel, FAA, Flight Training, Fuel- basically everything	Noise Contours		
					ADSB		
					Glider		
					Flight Training		
					FBO		
					Improving airport		Facilities: hangars, restaurants, Wi-Fi, electrical stations
					Fuel		Leaded vs. unleaded or fuel sales
					Emergency response		

Boulder Municipal Airport Community Conversations

Appendix F

Boulder Municipal Airport Community Conversation: Community Working Group (CWG)

Meeting 1 Summary

March 14, 2023

Table of Contents

Introduction	3
CWG Meeting 1	3
Summary of Meeting and Breakout Discussions	5
Introductions.....	5
Breakout 1: Data Deep Dive Discussion.....	5
Breakout 2: Community Feedback Discussion.....	6
Breakout 3: Community Building Discussion.....	7
Meeting Wrap-Up.....	9

Appendices

Appendices	13
Appendix A. CWG Solicitation and Selection	13
Appendix B. Meeting Notification	14
Appendix C. CWG Meeting 1 Pre-Work	15
Appendix D. CWG Introduction PowerPoint.....	16
Appendix E. CWG Data Breakout PowerPoint	17
Appendix F. Meeting Boards	18

Introduction

Meeting overview

This summary has been prepared to detail the notifications efforts and outcomes of the public meeting. Public comments and further details about the Community Conversation project can be found on the [project website](#).

CWG Members were selected through an application process. Applications opened on the project website on February 28 and closed on Monday, March 6. The team received over 120 applications. Applications were evaluated based on stakeholder representation, geographic representation, interest, availability and capacity to contribute, profession or lived experiences and specific expertise. The team convened a 35 member CWG.

CWG Meeting 1

Meeting information

- Location: City of Boulder Municipal Service Center, 5050 Pearl Street, Boulder, CO 80301
- Date: Tuesday, March 14, 2023
- Time: 4:30 – 6:30 pm
- Number of Attendees: 31 CWG members, 10 project team members

Project Team Attendees

John Kinney, COB
Allison Moore-Farrell, COB
Kathleen King, COB
Ryan Hanschen, COB
Danielle Furuichi, COB
Amalia Andrews, Kimley-Horn
Olivia Perez, Kimley-Horn
Casey Matern, Kimley-Horn
Kathleen Wanatowicz, PR Studio
Jeffrey Range, CDR Associates

CWG Members

32 of the 35 member CWG attended the first meeting. The complete member list is included below.

Name	Email	
Andrew McKenna	andrew@journeysaviation.com	In Attendance
Ariana Garcia	arianagarcia0757@gmail.com	In Attendance
Ben Molk	bmolk@crescent.com	In Attendance
Bret Heidkamp	bret@crosstac.com	In Attendance
Bri Lehman	bri.lehman@gmail.com	In Attendance
Bronson MacDonald	Bronson.macdonald1972@gmail.com	In Attendance
Carl Lawrence	Carl@EnergySense.com	In Attendance
Carol Ciufolo	cciufolo@aol.com	In Attendance
Clemens Ceipek	clemens.ceipek@gmail.com	In Attendance
Elise Edson	elise.edson@gmail.com	In Attendance
Elliot Dickerson	elliott.dickerson@gmail.com	In Attendance
Glen Marshman	glenm@1bfit.com	In Attendance
Glenn Brillinger	glennb@brungardaviation.com	In Attendance
Guy Kenny	guy@gkennybuilders.com	In Attendance
Harry Ross	harryrosstemp+CWG@gmail.com	In Attendance
Hep Ingham	hep@igc.org	In Attendance
Jan Burton	jan.burton111@yahoo.com	In Attendance
Janet Heimer	janetheimer48@gmail.com	In Attendance
Jill Grano	jill@jillgrano.com	In Attendance
Julie Heins	itnotpa@comcast.net	In Attendance
Keith Stagg	staggkm@gmail.com	In Attendance
Lisa Morzel	lisamorzel@gmail.com	In Attendance
Lonnie Hilkemeier	lonnie@specialtyflight.com	Not In Attendance
Rachel Stanton	Rachel.stanton327@gmail.com	In Attendance
Robert Murphy	bob@bcmurphy.me	In Attendance
Rob Range	rob@boulder-air.com	In Attendance
Sheila S	Westernskyhiker@gmail.com	In Attendance
Taran Volckhausen	tvolckhau@gmail.com	In Attendance
Marda Kirn	info.ecoarts@gmail.com	In Attendance
Laura Kaplan	laura.kaplan.pb@gmail.com	In Attendance
Ryan Schuchard	ryanbouldertab@gmail.com	Not In Attendance
Philip Ogren	philip.ogren@outlook.com	In Attendance
Virginia (Ginger) Zukowski	zukowsk1@msn.com	In Attendance
Whitney Park	whitneyfpark@gmail.com	In Attendance
William (Bill) Shaffer	cmaxshaff@gmail.com	Not In Attendance

Meeting Notifications

- Welcome email
- Calendar appointment
- Reminder email - day of meeting

Presentation Topics

- Discuss purpose and need of the project
- CWG Introductions and Charter
- Breakout Discussions
 - Data Deep Dive
 - Community Feedback Discussion
 - Community Building Discussion

Summary of Meeting and Breakout Discussions

Introductions

CWG members were invited to introduce themselves to the group. In addition to their name, they were asked to share what excites them about the future of Boulder. Participants shared the following:

- Innovation
- Small city that does big things
- Inclusivity and accessibility
- Best place to live – keep it that way
- The people
- Responsibility for the environment
- Opportunities for the outdoors
- Addressing the missing middle
- Keep it weird

Breakout 1: Data Deep Dive

Breakout goals: Establish a baseline understanding and information about the airport and understand what CWG members would like to learn more about.

Discussion question:

1. Is there anything you would like to learn more about?

CWG members were presented with baseline airport data. The presenters in this breakout shared airport history and information about the current airport operations. Understanding that it was a lot of material, the presenters asked participants to ask questions and make note of things they would like to learn more about.

Summary of Breakout Discussion and Questions

- Can we differentiate airport operations between science, business training, etc?
- Do sales taxes charged at the airport stay at the airport?
- Desire to learn more about airport contracts and leases.
- What percentage of airport land was purchased by the city and what portion was purchased using FAA Grants?
- Desire to learn more about the breakdown for airport funding sources.
- Has the city council (or just some council members) made a statement on their position on the airport?
- Did the FAA introduce a new tiered funding program that uses the number of operations to determine an airport's funding level? If so, when? Does this have a relationship with increased touch and go traffic at area on airports?
- One participant noted that they see fewer planes these days, there is a downward trend.
- Desire to learn more about FAA grants and CDOT Grants.
- Surprise that the airport doesn't take money from the city general fund.
- In response to tenant data and data that shows a decline in airport use, one participant commented that they have been on the waitlist for a hangar for five years.

Breakout 2: Community Feedback Discussion

Breakout goals: Understand people's reactions to initial community feedback.

Discussion questions:

1. What is important to you?
2. Do you see those values reflected in the community feedback so far? Is anything missing?

CWG members were asked to react to initial community feedback. Facilitators wanted to understand what topics high priorities for CWG members are. Members shared similar concerns over noise, environment, alternative use and community relations.

Priorities identified by participants:

- Trust
- Noise
- Safety
- Environmental – Air Quality, Public Health
- Outreach/Inclusion/ Community Involvement
- Misunderstanding – clear up character
- Demand – Pilot training
- Emergency Management Services

- Master Plan Implementation – More hangar space
- Methods for data gathering
- Community Education
- Alternative Uses
- Affordable housing

Summary of Breakout Discussion and Questions

- The state representative over the airport gets a lot of comments about the airport, and they are all about noise.
- Outreach in the past has failed to reach Spanish speaking communities.
 - Residents expressed desire to learn more about outreach efforts to Spanish speaking communities.
- Resident expressed surprise that members of the public can get pilot information. They asked: How can people get a pilot's information?
 - Pilots shared that people could find them on the FAA site through their tail number. Some pilot's addresses have been shared by a disgruntled resident.
 - Residents shared they have the same concerns of privacy and retaliation from airport users and pilots.
- One airport user shared that air traffic is set to double in 20 years. They want the airport to be a resource for training and workforce development.
- Safety is the number one issue to many airport users. This is in service to the airport and to the surrounding communities.
- One person was concerned that affordable housing was on the table. As a nearby resident, they felt that it is not a good alternative for the site and felt that that discussion would lead to a failure of the process.
 - Another person felt that the issue of affordable housing isn't prominent enough and any discussion of alternative uses must include affordable housing.
- Airport users shared their technical noise committee efforts. They also agree that some pilots follow it, and some don't.
- How do we hold airport users accountable?
- One pilot shared that he wants to find better way to get data – sometimes the complaints they get are highly personal and contain no information that will tell them how to fix it.

Breakout 3: Community Building Discussion

Breakout goals: Identify common high-level goals, talk about the “why” of this engagement process

Discussion questions:

1. Why is what's important to you, important to you?
2. Have you seen programming or community relationships at other airports that you think City of Boulder could emulate?

CWG members discussed values that are important to them. This station conducted conversation to understand alternative perspectives and start to understand similarities and differences. During the source of conversation, the following themes emerged:

Align with community values

- Airport should be more compatible with what Boulder aspires to be – right now it doesn't do a good job representing Boulder
 - Aesthetically – so it's more appealing to users and visitors
 - Energy Efficiency – to align with community values
- FAA stronghold over the future of the airport – don't like the lack of local control over a city-owned asset

Innovation

- Want to see the site/airport used to support the Innovation culture of the area –
 - Is the airport the highest and best use for an innovation center of the town?
 - Does the airport possess the opportunity to implement broader city goals of energy and innovation?
- Excited about potential for advancements to on-site facilities that could move climate goals forward
- Would like to see a STEAM (Science, Tech, Engineering, Arts, Math) learning space at the airport
 - More opportunities to engage community members, kids in activities at the airport
- Support for eco-friendly aviation
 - Make sure that electric aircraft and tow planes (for gliders) could come to Boulder in the next five years

Alternative uses

- Affordable Housing as an option at the airport – ethnic and income diversity; doesn't see Boulder as being very inclusive or as living up to its value of inclusivity
- Worried that there are voices missing in the process – potential future residents
- Newcomers vs. Incumbents: Often in discussions of building new housing, the people who feel threatened show up and advocate and are heard; however, the people (potential residents) who would benefit from it don't necessarily know that they would have the opportunity to benefit from it and don't know to show up to advocate for it so they're typically not heard from
 - Want to see opportunities for shared input to guide the future of a public asset
- If the airport closes – how does that impact our ability to control our airspace – suggested that without the presence of the airport, all air traffic has free reign over the city
- Site has potential for many homes and businesses

- Perception that this is the only place we have left to create “off market” housing
 - Want future of site to be inclusive and serve a “higher and greater” use than as
- “Do we have to sacrifice an airport to address housing?” – is that the right trade-off?
- Want to make sure that whatever happens here is connected to the city’s broader plans and goals
- Want to introduce multiple uses at the airport to make it more inclusive – right now it feels like an exclusive space. What are other neighborhood serving uses that could align with airport uses?

Community relations

- Get a better understanding of how the airport can work together with surrounding neighborhoods- how could Boulder be a model for a community approach to managing an airport, a model COMMUNITY AIRPORT
- Would like airport users to be better educated on community interests
- Would like airport to have a more active presence in the community – it’s a tool for people to obtain a career path
- Would like users to better understand the HOAs who are directly impacted
- Want to bring the airport to the community and the community to the airport
- Are there other airports we can look to regarding successful community relations?

Noise

- Noise Pollution – is there any technology that can reduce noise pollution
- Want to see better data collection for noise issues/complaints

Environment and Emissions

- Lead pollution and increase of leaded flights – health risks
 - Hoping to create more dialog around this issue to elevate concerns from community members
- Ambivalent about the future of the airport site but want to manage lead exposure to families under flight paths
- Would like to see lead/heavy metal survey of neighborhoods under flight paths to understand:
 - Do we have a lead problem?
 - Where do we have it?
 - How can we address/remediate this?
 - Incentives for low/no lead fuel

Airport Closure

- What’s Boulder’s responsibility to surrounding communities? If you close the airport, how does that impact families living near other airports (as their air traffic increases because they can no longer go to Boulder)

- Concerns about the sustainability of the airport (and threat of closure)

Meeting Wrap Up

Is there anything you would like to learn more about or additional information you would like to have?

- FAA – Roles and responsibilities
- Steps to repurpose an airport
- City council statements about the future of the airport
- Demographic information about stakeholder involved in this process
- Actives that require sales tax – does that revenue stay at the airport?
- What can/can't happen at the airport
- Influence zone map
- More detail on revenue and expenses at airport
- Did FAA introduce a new tiered funding program that uses the number of operations to determine an airport's funding levels? If so, when? Does this have a relationship with increase tough and go traffic at area GA airports?

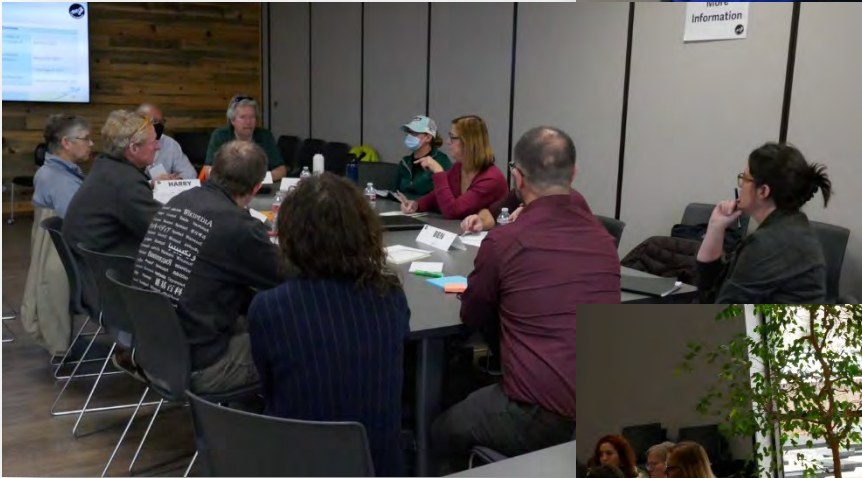
Take Aways

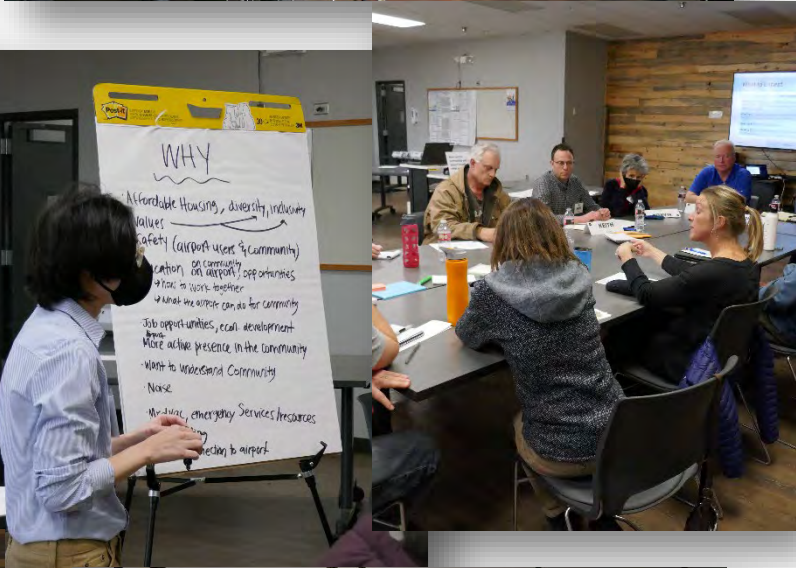
- It is enlightening to hear other perspectives.
- There are polar Perspectives.
- Can we do both? Affordable housing and keep airport operating?
- We need to look at ALL scenarios.

Homework

- Talk to 5 people, not in the CWG and ask this question:

"How can the community and the airport coexist?"





Appendices

Appendix A. CWG Solicitation and Selection

Call for Community Working Group Members

Thank you for your interest in becoming a Community Working Group (CWG) member for the Boulder Municipal Airport Community Conversation public engagement process.

Para llenar el formulario en español y expresar su interés, haga [clíc aquí](#).

The application closes on March 6, 2023.

In preparation for a future Airport Master Plan Update, the city is working to develop a deeper understanding of the community's desired future for the airport, while being mindful of long-term commitments to the Federal Aviation Administration (FAA).

The community's ideas, aspirations and lived experiences will help inform a range of possibilities for the airport's future. Through inclusive engagement, the city will collaborate with the public to identify which of these possible scenarios best contributes to the community's vision for the City of Boulder.

What is the CWG?

The CWG are key airport stakeholders from a variety of backgrounds who will remain engaged throughout the project. CWG meetings provide a setting for dialogue between impacted community members to refine stakeholder input and identify a range of possible scenarios for the future of the airport.

The CWG will contribute to the community conversation process to help develop a deeper understanding of the vision of directly impacted stakeholders, community members and traditionally underserved communities.

The city and CWG will evaluate possible scenarios for the future of the airport depending on:

- City and project requirements
- State, Division of Aeronautics, and FAA considerations
- Community and stakeholder perspectives
- Alignment with community goals, including the Boulder Valley Comprehensive Plan, the Sustainability, Equity and Resilience Framework and the Transportation Master Plan.

What can you expect if you participate?

The CWG will meet five times throughout the course of the project to develop a range of possible future scenarios for the airport. CWG meetings are anticipated to be 2-hour meetings on a weekday.

The CWG will collaborate with the city to discuss:

- **Where we are:** the group will discuss the current situation of the airport and its community role

- **Community Vision:** the group will discuss the future of the airport and begin creating a range of possible scenarios for its future
- **Community Priorities:** the group will evaluate the range of scenarios and narrow the possibilities down to two to three preferred scenarios.
- **Recommendations:** the group will decide on a preferred future scenario for the airport

In addition to the meetings, CWG members will be encouraged to participate in two 2-hour public open house meetings to share the project progress with the broader Boulder community.

The following groups are especially encouraged to apply:

- Community members who live near the airport and/or are impacted by aircraft noise
- Aviation community members such as pilots and airport tenants
- Underserved community members who may be directly impacted by the airport
- Have knowledge of local land use, development and aviation impacts

CWG Application:

1. First Name
2. Last Name
3. Phone
4. Email
5. Please select all answers that describe you:
 - a. I live in the City of Boulder
 - b. I live in Boulder County
 - c. I am directly impacted by the Boulder Municipal Airport
 - d. I use the Boulder Municipal Airport
 - e. I own a business at the Boulder Municipal Airport
6. I consider myself to be (select all that apply):
 - a. A local business advocate
 - b. An educator
 - c. A student
 - d. An advocate for language access
 - e. A climate initiatives or sustainability advocate
 - f. An equity advocate
 - g. An affordable housing advocate
 - h. An advocate for people living with disabilities
 - i. An advocate for youth
 - j. A parks and open space advocate
 - k. A designer, engineer or advocate for transportation and mobility
 - l. A developer
 - m. A land use or design professional (e.g. architect, landscape architect, planner, etc.)

7. Please list all the companies or organizations you are employed with:
8. Please list all the organizations, groups or non-profits you either volunteer for or are a member of:
9. Can you commit to attending five 2-hour evening meetings in March 2023, April 2023 and May 2023? Meetings will be in-person. *
 - a. Yes
 - b. No
10. The first CWG meeting is anticipated to be on Tuesday, March 14 from 4:30 p.m. to 6:30 p.m. Are you available to attend at that time?
 - a. Yes
 - b. No
11. Do you need or prefer interpretation and translation for the CWG meetings?
 - a. Yes
 - b. No
 - c. Other:
 - d. If yes, what language:
12. Do you need childcare to participate in the in-person meetings?
 - a. Yes
 - b. No
13. What excites you the most about participating in the Community Working Group? (This is an open-ended question)

Optional Demographic Questions

We'd like to know a little more about you! The following questions are optional, but we highly encourage you to answer them. All information provided will remain confidential and will not be used for any other purpose.

Do you own or rent your home?

- Own
- Rent
- Other
- I do not have stable housing right now
- Prefer not to say

What is your gender?

- Woman
- Man
- Gender non-conforming
- Prefer not to answer
- Other:

What is your age range?

- Under 18
- 18 to 24
- 25 to 34
- 35 to 54
- 55 to 64
- 65 and over
- I prefer not to say

Which race or ethnicity do you identify with most?

- American Indian or Alaska Native
- Asian
- Black or African-American
- Hispanic or Latinx
- Native Hawaiian or other Pacific Islander
- White
- Two or more races
- I prefer not to say
- Other:

How would you describe your annual household income?

- Less than \$25,000 a year
- \$25,000 to \$49,999 a year
- \$50,000 to \$99,999 a year
- \$100,000 to \$149,999 a year
- \$150,000 a year or more
- I prefer not to say

Thank you for your interest!

Convocatoria para miembros del Grupo de Trabajo Comunitario (CWG)

Gracias por su interés en convertirse en miembro del Grupo de Trabajo Comunitario (CWG) para el proceso de participación pública de la Conversación Comunitaria del Aeropuerto Municipal de Boulder.

La aplicación se cierra el día 06 de marzo de 2023.

En preparación para una futura actualización del Plan Maestro del Aeropuerto, la ciudad está trabajando para desarrollar Un entendimiento más profundo de lo que la comunidad desea para el futuro del aeropuerto, teniendo en cuenta los compromisos a largo plazo con la Administración Federal de Aviación (**FAA**).

Las ideas, aspiraciones y experiencias vividas de la comunidad ayudarán a informar un rango de posibilidades para el futuro del aeropuerto. A través de un compromiso inclusivo, la ciudad colaborará con el público para identificar cuál de estos posibles escenarios contribuyen de la mejor manera a la visión que la comunidad tiene para la Ciudad de Boulder.

¿Qué es el CWG?

El CWG son partes interesadas clave del aeropuerto de una variedad de orígenes que permanecerán comprometidos durante todo el proyecto. Las reuniones del CWG proporcionan un entorno para el diálogo entre los miembros de la comunidad afectados para refinar los aportes de las partes interesadas e identificar una variedad de posibles escenarios para el futuro del aeropuerto.

El CWG contribuirá al proceso de conversación comunitaria para ayudar a desarrollar una comprensión más profunda de la visión de las partes interesadas directamente afectadas, los miembros de la comunidad y las comunidades tradicionalmente desatendidas.

La ciudad y CWG evaluarán posibles escenarios para el futuro del aeropuerto en función de:

- Requisitos de la ciudad y del proyecto
- Consideraciones del Estado, la División de Aeronáutica y la FAA
- Perspectivas de la comunidad y las partes interesadas
- Alineación con los objetivos de la comunidad, incluido el Plan Integral del Valle de Boulder, el Marco de Sostenibilidad, Equidad y Resiliencia y el Plan Maestro de Transporte.

¿Qué puede esperar si participa?

El CWG se reunirá cinco veces a lo largo del proyecto para desarrollar una serie de posibles escenarios futuros para el aeropuerto. Se prevé que las reuniones del CWG serán reuniones de 2 horas en un día laborable.

El CWG colaborará con la ciudad para discutir:

- **Dónde estamos:** el grupo discutirá la situación actual del aeropuerto y su papel comunitario
- **Visión de la comunidad:** el grupo discutirá el futuro del aeropuerto y comenzará a crear una gama de posibles escenarios para su futuro.
- **Prioridades de la comunidad:** el grupo evaluará la gama de escenarios y reducirá las posibilidades a dos o tres escenarios preferidos.
- **Recomendaciones:** el grupo decidirá sobre un escenario futuro preferido para el aeropuerto

Además de las reuniones, se alentará a los miembros del CWG a participar en dos reuniones públicas de puertas abiertas de 2 horas para compartir el progreso del proyecto con el resto de la comunidad de Boulder.

Se alienta especialmente a los siguientes grupos a aplicar:

- Miembros de la comunidad que viven cerca del aeropuerto y/o se ven afectados por el ruido de los aviones
- Miembros de la comunidad de aviación, como pilotos e inquilinos de aeropuertos
- Miembros desatendidos de la comunidad que pueden verse directamente afectados por el aeropuerto
- Aquellos con conocimiento del uso local de la tierra, el desarrollo y los impactos de la aviación

Aplicación CWG :

1. Nombre
 - a. Primer Nombre
 - b. Apellido
2. Teléfono
3. Correo electrónico
4. Por favor, seleccione todas las respuestas que le describan:
 - a. Vivo en la ciudad de Boulder
 - b. Vivo en el condado de Boulder
 - c. Estoy directamente afectado por el Aeropuerto Municipal de Boulder
 - d. Utilizo el Aeropuerto Municipal de Boulder
 - e. Tengo un negocio en el Aeropuerto Municipal de Boulder
5. Me considero a mí mismo (seleccione todas las respuestas que apliquen):
 - a. Defensor/a de Defensor/defensora de negocios locales
 - b. Educador/educadora
 - c. Estudiante
 - d. Defensor/Defensora del acceso lingüístico
 - e. Defensor/Defensora de las iniciativas climáticas o la sostenibilidad
 - f. Defensor/Defensora de la equidad
 - g. Defensor/Defensora de la vivienda asequible

- h. Defensor/Defensora de las personas que viven con discapacidades
 - i. Defensor/Defensora de la juventud
 - j. Defensor/Defensora de parques y espacios abiertos
 - k. Diseñador/diseñadora, ingeniero/ingeniera o defensor/defensora del transporte y la movilidad
 - l. Desarrollador/desarrolladora
 - m. Un/Una profesional del uso de la tierra o del diseño (por ejemplo, arquitecto/arquitecta, arquitecto/arquitecta paisajista, planificador/planificadora, etc.)
6. Por favor, enumere todas las empresas u organizaciones con las que trabaja:
 7. Enumere todas las organizaciones, grupos u organizaciones sin fines de lucro para las que participa como voluntario o de las que es miembro:
 8. ¿Puede comprometerse a asistir a tres reuniones nocturnas de 2 horas en marzo de 2023, abril de 2023 y mayo de 2023? Las reuniones serán en persona. *
 - a. Sí
 - b. No
 9. Se anticipa que la primera reunión **del CWG** sea el martes, **14 de marzo de 4:30 pm a 6:30 pm. ¿Está disponible para asistir a esa hora y fecha?**
 - a. Sí
 - b. No
 10. ¿Necesita o prefiere interpretación y traducción para las reuniones del CWG?
 - a. Sí
 - b. No
 - c. Otro:
 - d. En caso que necesite, qué idioma prefiere:
 11. ¿Necesita guardería infantil para participar en las reuniones en persona?
 - a. Sí
 - b. No
 12. ¿Qué es lo que más le emociona de participar en el Grupo de Trabajo Comunitario (CWG)? (Esta es una pregunta abierta)

Preguntas demográficas opcionales

¡Nos gustaría saber un poco más sobre usted! Las siguientes preguntas son opcionales, pero le recomendamos que las responda. Toda la información proporcionada permanecerá confidencial y no se utilizará para ningún otro propósito.

¿Es usted dueño o alquila su casa?

- Dueño
- Alquilo
- Otro
- No tengo vivienda estable en este momento

- Prefiero no decir

¿Cuál es su género?

- Mujer
- Hombre
- Género no conforme
- Prefiero no responder
- Otro:

¿Cuál es su rango de edad?

- Menor de 18 años
- 18 a 24
- 25 a 34
- 35 a 54
- 55 a 64
- 65 años o más
- Prefiero no decir

¿Con qué raza o etnia se identifica más?

- India americana o nativa de Alaska
- Asiática
- Negra o afroamericana
- Hispana o Latinx
- Nativa de Hawai u otro isleña del Pacífico
- Blanca
- Dos o más razas
- Prefiero no decir
- Otra:

¿Cómo describiría el ingreso anual de su hogar?

- Menos de \$25,000 al año
- \$25,000 a \$49,999 al año
- \$50,000 a \$99,999 al año
- \$100,000 a \$149,999 al año
- \$150,000 al año o más
- Prefiero no decir

¡Gracias por su interés!

Appendix B. Meeting Notification

Subject: Welcome! Boulder Municipal Airport Community Conversation – Community Working Group (CWG)

Dear _____,

You have been selected to volunteer as a Boulder Municipal Airport Community Working Group (CWG) member. Thank you for being interested in supporting and serving on the CWG committee. You were selected utilizing a selection criterion that demonstrated a diversity of represented stakeholders, connection to the local area, expressed interest in the project goals, availability, and attendance, lived experience, and specific experience with the issues at hand.

The CWG is a key working group that will remain engaged throughout the Community Conversations engagement process by actively participating in five meetings, attending and supporting our community Open Houses, and serving as a representative voice in this process.

The first CWG meeting will be held on:

Tuesday, March 14
4:30 – 6:30 pm
City of Boulder Municipal Service Center
5050 Pearl Street, Boulder, CO 80301

The first meeting will focus on establishing a working group charter and ground rules, presenting baseline facts, and listening to your perspectives, interests, and desires in supporting this outreach initiative.

You will soon receive a packet of information that includes pre-work for your reference and research. We will provide all CWG members with materials to read before the first meeting. In addition, the project team is offering a tour of the Boulder Municipal Airport on **Wednesday, March 15, at 8:00 am**. If you would like to join the tour of the airport, please email Amalia Andrews (Amalia.andrews@kimley-horn.com) by 12:00 pm on Monday, March 13. If you are unable to make this tour date, please let us know, and we will identify alternate timing.

We are thrilled you have volunteered to support the following project goals, and we look forward to meeting you in person:

- Understanding the community's short-term goals and long-term aspirations for the airport
- Identifying key issues and opportunities for consideration
- Identifying a range of possible scenarios and a preferred scenario for the airport's future
- Recommended next steps

CWG Meeting #1 – Meeting Information

Tuesday, March 14
4:30 – 6:30 pm
City of Boulder Municipal Service Center
5050 Pearl Street, Boulder, CO 80301

CWG Airport Tour – Tour Information

Wednesday, March 15
8:00 – 9:00 am
Boulder Municipal Airport Office
3327 Airport Rd., Boulder, Colorado 80301

Please contact Allison Moore-Farrell with any questions or concerns ahead of the first meeting.

Welcome and Thank You,

The Boulder Municipal Airport Community Conversation Team

Subject: BDUCC CWG 1 - Looking forward to seeing you!

Date: 3/14/2023

We are looking forward to seeing you all in person this afternoon at 4:30 for the first CWG meeting. The details are below. As a reminder, there is not a virtual option. Please call or text with any questions. Thank you!

Tuesday, March 14

4:30 – 6:30 pm

City of Boulder Municipal Service Center

5050 Pearl Street, Boulder, CO 80301

Appendix C. CWG Meeting 1 Pre-Work

Boulder Municipal Airport Community Conversation Community Working Group (CWG) Participation Charter

Purpose of the BDU Community Conversation Project

The purpose of the Community Conversations project is to learn what the community's aspirations and goals are for the future of the airport and provide city leadership with a community-supported scenario and next steps to guide future planning of the airport. The city will hold in-depth community conversations to better understand the aspirations for the future of the airport from directly impacted stakeholders, residents, and traditionally underserved communities. The community conversation process includes three major elements: in depth interviews, CWG meetings and Public Open Houses.

The process will include:

- Identification of community goals and aspirations for the future of the airport
- Identification of key issues and opportunities for consideration in future planning of the airport
- Identification of a community preferred scenario for the airport's future
- Determination of the next steps to move towards that preferred scenario

This process will not include

- A change to the Boulder Valley Comprehensive Plan Land Use Map or the City of Boulder Zoning Map
- Detailed site planning or modelling for the airport site

CWG Purpose and Goals

The purpose of the CWG is to provide input and recommendations to the project team to support the community conversation effort. The CWG will collaborate with the project team to develop a range of scenarios for the future of BDU. The CWG will be mindful of FAA obligations, preserving and enhancing safety. The CWG will meet five times throughout the project.

The CWG will collaborate with the project team to:

- Understand the Existing Conditions: The group will discuss the current conditions of the airport site, the ongoing operations at the airport, FAA obligations and its role in the community.
- Understand the Community's Vision for the Airport: The group will discuss goals and aspirations for the future of the airport and incorporate community member feedback from a variety of engagement venues.
- Inform Community Priorities for the Airport: The group will help inform and evaluate a range of scenarios (short term and long-term) that are mindful of safety and FAA

obligations. The group will provide feedback and input from each person's perspective and lived experience and incorporate community member feedback.

CWG Member Commitments to the Community

- Members are encouraged to participate in the public open houses.
- Members are encouraged to share the project progress and details with people in their neighborhood and network.
- Members are expected to participate in each CWG meetings as they are scheduled.

Project Team Commitments to the CWG

- There is no pre-determined future scenario for the airport.
- Team members will host a transparent process.
- Team members will represent CWG feedback to boards and council with integrity.

Decision Making

The CWG will work together to help inform a range of future scenarios while being mindful of safety and FAA obligations. The project team will use this input as well as the input from other engagement opportunities to present a recommendation to the City Council for review and consideration of next steps. The CWG will seek to create consensus-based scenarios, however, in events where consensus cannot be reached, the project team will represent the range of viewpoints to decision-makers.

Decision Making Process:

- Community will provide feedback, input, and inform the process through a variety of engagement opportunities.
- The project team will develop the final range of scenarios based on community feedback.
- Staff will provide recommendation to City Council.
- City Council will make final decision on the preferred scenario and next steps.

Commitment

I have read and understand the purpose and goals of the CWG. I understand that respect and active listening are crucial to the success of the CWG.

As a member of the CWG, I understand that this agreement is a commitment to work together in good faith and fairness. To ensure the objectives of the CWG are met, I will work with others, collectively and individually, in a spirit of trust and cooperation. With a positive commitment to the group and community, I agree:

- To respect others, being considerate to neighbors and others affected
- To listen actively to diverse perspectives and lived experiences
- To encourage, promote and practice civility in conversation
- To share concerns and resolve issues in the spirit of respect
- To develop scenarios with the best interests of all community members in mind...

I understand that if any member violates the commitments in this charter, they may be asked to leave the CWG.

Name

Signature

Date



Boulder Municipal Airport (BDU)

Fact Sheet

History

1928
Hayden Field
opens as dirt
landing strip

1943
Boulder
Municipal
Airport
founded

1958
First Federal
Grant

1976
Boulder
Aerobatic
Club female
pilot ranked in
U.S. top 5

1976
High altitude
record of
44,100' above
sea level

2004
Record-breaking
1000km flight
by glider

1953 – 1969
Numerous
improvements

1964 – 1969
Additional
land bought

1977
Pete Bartoe Jr.
builds the
Jet Wing

1994
Boulder County
fires contained
thanks to
BDU single
engine air tanker

Key Features

Approximately
65,000
operations in
2022

BDU is a
non-towered
airport

Airport is
not manned
24/7/365

Spring 2022
BDU implemented
flight tracking
system

171
based
aircraft

40
gliders

129
fixed-wing

2
helicopters

Federal Aviation Administration (FAA) Roles and Responsibilities

- ➔ Regulates civil aviation to promote safety
- ➔ Encourage and develop civil aeronautics, including new technology
- ➔ Air traffic control and navigation of both civil and military aircraft
- ➔ Research and develop the National Airspace System
- ➔ Develop and carry out programs to control aircraft noise and other environmental effects of civil aviation

FAA Grant Obligations



When accepting money from the FAA to support maintenance at the airport, the City agrees to adhere to 39 Grant Assurances. The assurances are in effect for twenty years after the money is accepted. Please scan the code for more information or visit the following link: [faa.gov grant obligations](https://www.faa.gov/grant-obligations).

Key Grant Assurances

Eight of the 39 FAA Grant assurances are highlighted below.

- | | |
|---|---|
| <p>19 ▶ Operation and Maintenance – airport shall be operated at all times in a safe and serviceable manner</p> | <p>23 ▶ Exclusive Rights – no exclusive use rights permitted</p> |
| <p>20 ▶ Hazard Removal and Mitigation – air space protection</p> | <p>24 ▶ Fee and Rental Structure – self-sustaining as possible</p> |
| <p>21 ▶ Compatible Land Use – restrict the use of land adjacent to or in the immediate vicinity of the airport to those that are compatible with normal airport operations</p> | <p>25 ▶ Airport Revenues – all revenues generated by the airport must be expended at the airport</p> |
| <p>22 ▶ Economic Nondiscrimination – cannot unjustly discriminate against airport users or tenants</p> | <p>31 ▶ Disposal of Land – identifies how to dispose of land that is no longer needed for airport purposes</p> |



Boulder Municipal Airport Community Conversation One-on-One Interview Summary

This interview summary is a high-level overview of the perspectives, comments and recommendations the project team heard and documented in our one-on-one interviews. This summary is a snapshot of feedback to consider as part of the project. As a member of the CWG, you are encouraged to consider perspectives that may differ from your own and be prepared to discuss your lived experiences and perspectives at the first CWG meeting.

- Understand what options the city will and will not consider
 - Close the airport
 - Repurpose the airport
 - Improve airport facilities and community relations
- Further restrictions beyond today's voluntary noise procedures
 - Engage congressional delegations given similar themed proposed legislation
 - Enhance flight tracking software capabilities
 - Update rules, regulations, and leasing policies to incentivize compliance with the noise program
- Noise abatement procedures are stricter at Boulder than most airports
 - Is the noise of a plane louder than other environmental factors? (cars, lawn mowers etc)
- Airport noise impacts the wildlife and environment surrounding Boulder
- Greater citizen involvement and accountability through restructured governance
 - Citizen board with biannual updates to City Council
 - Airport expenses better delineated in the transportation budget
 - Provide web-based real time flight data
- Remove leaded fuel from BDU
 - Concern about flight traffic over schools and recreation areas
 - Residents have reported finding lead in the soil in their homes
 - Impact on overall air quality
- Enhance safety, reduce risks, implement a Traffic Management Program for use of runways:
 - Introduce traffic pattern modifications
 - Evaluate touch and go activity
 - Enforcement for individuals/companies who deactivate collision avoidance systems
- Update Voluntary Noise Abatement Procedures at the airport
 - Technical Noise Committee made up of airport tenants to address community complaints and buy-in

- Improve signage at the airport to educate departing pilots on noise abatement procedures
 - Communicate to the public the steps the group is taking to address noise complaints
- Landing fees for non-based aircraft to recoup facility operation and maintenance expenses:
 - Implement technology solutions
- Implement rules, regulations, and leasing policies for tenant accountability
 - Tenants need to understand long term plan for airport
- Airport repurposing or alternative uses, or access restrictions:
 - Economic benefit and cost of having an airport versus other potential uses requires additional study, outside of the scope of this process.
- Reduce from two to one runway:
 - Only allow FAA compliant runways
- Prioritize new technology at Boulder airport
 - Electric aircraft
 - Self-launching gliders
 - Urban air mobility
- FAA Rules and regulations
 - FAA does not enforce liability insurance rules
- Improve community involvement and perception
 - Community movie nights
 - Open a restaurant or café
 - Airport supports crucial environmental research, brings grant funding to Boulder
 - Airport operations support innovation
 - Share ways tenants are improving and abiding by Voluntary Noise Abatement Procedures
 - Pilots and tenants need to be good neighbors, but community members should strive to understand the role of the airport
- Increase investment in the airport
 - Change lease structure so business can invest in new hangars and facilities
 - Update building code to enable tenants to develop hangars without facility requirements of storage units
 - Support the development of new hangars
 - Improve FBO facilities to improve reputation and service
- Training facilities are crucial to the industry
 - New pilot training support nationwide aviation
 - Youth outreach provides access to those who might not otherwise

- Training operations are the cornerstone of some airport tenant's businesses
- Tow planes and glider operations
 - Safety concerns about gliders sharing airspace with motorized aircraft
 - Tow planes are noisy and tend to fly over residences
- Privacy and retaliation
 - Tenants concerned that citizens have access to their personal information through noise complaints
 - Citizens are concerned with pilots and airport users retaliating against them
- Airport closure will endanger scientific research based at Boulder
 - Some research operations are deeply tied to the airport and cannot easily move
 - Even if the operation moved to a different airport, all research is calibrated for Boulder – aircrafts may come back and fly over for calibration flights
 - Boulder is a hub for scientific research and innovation and research, these operations support it
 - Research operations receiving federal grants have strict internal noise abatement procedures
- BDU needs to be a better neighbor
 - Some pilots and users live in neighborhood adjacent to the airport
 - Adhering to voluntary noise abatement procedures is important some users and pilots
- There are land use and city planning conflicts
 - Density is increasing in areas around the airport, increasing the numbers of people impacted by the airport
 - Schools were approved to operate near the airport and are impacted by noise and other environmental factors
 - The city has affordable housing goals to meet
- Housing is a pressing issue in the city
 - Growth in areas around the airport is increasing the numbers of individuals impacted
 - Affordable housing is needed in Boulder and the airport site is a interesting opportunity for meeting those needs
- Inflammatory individuals worsen complaints and relations
 - "Noise crusaders" who would like to see the airport close
 - A handful of cities file repeated complaints
 - Quiet skies group organize online to file complaints
 - One tenants has been identified as a root cause of the problems by several people at the airport

Boulder Municipal Airport Community Conversation Boulder Planning Document Summary

[Boulder Valley Comprehensive Plan – 6.23](#)

Municipal Airport: Boulder Municipal Airport is a general aviation airport that has been in existence since 1928. The airport will continue to ensure it meets the needs of the community by providing a safe environment for aviation business and business-related travel, scientific and research flights, recreation and tourism, flight training and vocational education, aerial fire-fighting, emergency medical flights as well as flood and other disaster-related support for the city and county. The city will seek to mitigate noise, safety and other impacts of airport operation while assuring that new development in proximity will be compatible with existing and planned use of the airport. At the time of the next Airport Master Plan, the city will work with the community to reassess the potential for developing a portion of the airport for housing and neighborhood-serving uses.

2022 Sustainability, Equity and Resilience Framework

Safe: A welcoming and inclusive community that fosters positive neighborhood and community relations and ensures that all residents are secure and cared for during emergencies and natural disasters. Public infrastructure is well-maintained and reliable, and natural resources like water, air, and land are protected.

Healthy and socially thriving: All Boulder residents are able to meet their critical needs, enjoy high levels of social, physical, and mental well-being, and have access to abundant recreational, cultural and educational opportunities in an environment that respects and celebrates human rights.

Livable: High-performing, safe, and well-maintained buildings and infrastructure that accommodate a diverse set of community needs for working, learning, playing, and living.

Accessible and connected: A safe, accessible, and sustainable multimodal transportation system that connects people with each other and where they want to go. Open access to information is provided both physically and digitally to foster connectivity and promote community engagement.

Environmentally sustainable: A sustainable, thriving, and equitable community that benefits from and supports clean energy; preserves and responsibly uses the earth's resources; and cares for ecosystems.

Responsibly governed: A local government that provides an excellent customer experience, responsibly manages the city's assets, and makes data-driven decisions informed by community engagement inclusive of those who have been historically excluded from government programs and services. The city organization exemplifies an employer of choice with policies and programs to support employee inclusion and well-being.

Economically vital: A healthy, accessible, resilient, and sustainable economy based on innovation, diversity, and collaboration that benefits all residents, businesses, and visitors.

2007 Airport Master Plan Plan Highlights

- Goals of Boulder Municipal Airport
 - Operate in a safe and efficient manner
 - Continue to serve the needs of the Boulder Aviation community
 - Maximize compatibility with the community with regard to aircraft noise impacts
 - Maintain financial self-sustainability
- The airport is self-sustaining and does not receive subsidies from the city of Boulder General Fund or Transportation Fund.
- Boulder Municipal Airport has received several FAA grants that help pay 90-95% of the costs associated with airport upkeep and capital improvement projects.
- Maintain an appealing appearance of the airport, using the same high standard of quality and condition used for other city-owned buildings. Bring grounds and buildings, both city-owned and non city-owned, up to this standard of condition.
- FAA grants were also used to acquire 49 of the airport's 179 acres.

[2019 Boulder Transportation Master Plan](#)

Transportation Vision and Goals

A safe, accessible and sustainable multimodal transportation system connecting people with each other and where they want to go. Our transportation system will:

- Be safe
- Be equitable
- Be reliable
- Provide travel choices
- Support clean air and our climate commitment

Boulder Valley Comprehensive Plan Core Values

The TMP reflects long-standing community values contained in the Boulder Valley Comprehensive Plan (BVCP) and is meant to implement those values in transportation. The transportation system is our largest public asset and should reflect community values and support citywide initiatives. BVCP values that are particularly important to transportation are:

- Sustainability as a unifying framework to meet environmental, economic and social goals
- Strong city and county cooperation
- Great neighborhoods and public spaces
- Environmental stewardship and climate action
- A vibrant economy based on Boulder's quality of life and economic strengths
- An all-mode transportation system to make getting around without a car easy and accessible to everyone
- Physical health, safety and well-being

East Boulder Subcommunity Plan – Vision Statements

Access & Mobility: People and goods will easily and safely travel to, from, and through East Boulder by a variety of efficient, practical and affordable transportation modes, employing advanced transportation technology where appropriate.

Arts & Culture: The city will support the development of art spaces and experiences, installations, businesses and venues for professional and amateur creatives that enhance the subcommunity's local culture.

Design Quality & Placemaking: East Boulder will include walkable neighborhoods, for all ages and abilities, whose aesthetic character reflect the subcommunity's industrial identity. Experimentation in design and construction to build enduring and engaging places will be encouraged.

Housing Affordability & Diversity: East Boulder will be home to new and affordable housing that complements existing uses, includes a diverse mix of housing types and ownership models and extends live-work-play choices in the community.

Local Business: The city will support affordable business space, support a wide variety of businesses and help deliver attractive neighborhoods so local businesses can thrive in East Boulder

Resilience & Climate Commitment: Development, redevelopment and transportation systems in East Boulder will support the city's climate action plan to reduce emissions, become net-zero and carbon-positive. They will be designed to respect and enhance the area's natural resources and minimize impacts of natural disruptions, including flood events. The subcommunity's numerous public and health care facilities will provide a strong network for resilience in the face of future health crises.



STUDY SESSION MEMORANDUM

TO: Mayor and Members of City Council

FROM: Nuria Rivera-Vandermyde, City Manager
Chris Meschuk, Deputy City Manager
Natalie Stiffler, Interim Director of Transportation & Mobility
John Kinney, Boulder Airport Senior Manager
Allison Moore-Farrell, Senior Transportation Planner

DATE: January 12, 2023

SUBJECT: Boulder Airport Community Conversation

EXECUTIVE SUMMARY

The City of Boulder (city) will conduct community conversations with both on and off airport stakeholders and develop a range of alternatives for the future of Boulder Municipal Airport (BDU). This engagement process and resulting alternatives analysis will provide a better understanding of the desired future for BDU.

This study is expected to achieve the following:

- Understand community goals and aspirations for the airport
- Identify key issues and opportunities for consideration
- Identify a range of alternatives
- Identify preferred alternative
- Determine the next steps

Building on the Boulder Valley Comprehensive Plan, and in preparation for a future Airport Master Plan Update, the city has contracted with Kimley-Horn and their subconsultants to facilitate a series of community conversations with the Boulder community to understand their aspirational goals and desired outcomes for the future operation and/or development of BDU.

QUESTIONS FOR COUNCIL

Transportation & Mobility Department staff request that Boulder City Council offer general feedback on the proposed Boulder Airport Community Conversation process. Specific questions include:

1. Are there any additional stakeholder groups not already identified that should be included in the process?
2. Does Council have additional feedback about the process defined here for the Airport Community Conversation?
3. Are there additional considerations that the project team should be aware of?

BACKGROUND

The city owns BDU, which is a general aviation airport that offers business, private, recreational, and emerging aviation services to the city and surrounding communities. It has two published runways and supports heavy glider operations.

The city has expressed interest in holding in-depth community conversations to better understand the aspirations of directly impacted stakeholders, residents, and traditionally underserved communities.

This memo provides the Boulder City Council an overview of the purpose of the project, initial themes from stakeholder interviews, and next steps. The project team plans to present the range of alternatives and the preferred alternative at the conclusion of the community conversations effort in June 2023.

CONSULTANT SCOPE OF WORK

Overview

The scope of this project is to carry out a community engagement process that identifies community goals and desired outcomes, a range of alternatives and the selection of a preferred alternative. The city is working to develop a deeper understanding of the desired future for BDU by engaging directly with the greater Boulder community, while being mindful of current obligations and commitments to the Federal Aviation Administration (FAA).

Kimley-Horn and their subconsultants have begun connecting with various community members to understand common interests, challenges, opportunities, and potential alternatives through facilitating community conversations. Each conversation will aim to understand the stakeholders' points of view about the benefits of the airport, airport operations, how the airport affects community members, and determine what alternatives might be preferred. Following the in-depth interviews, the project team will form a Community Working Group (CWG) comprised of both on and off airport stakeholders which will meet three times over the course of the project. The project team will host two public open houses to engage the broader public in the community conversation about the future of the airport.

These community conversations and the CWG will help shape the development of a preferred alternative for the future of the airport and guide a future FAA Airport Master Plan Update should the City Council decide to pursue. Using the information gathered in these conversations, the project team will develop a range of up to four alternatives. The analysis of these alternatives will include goals, objectives, evaluation criteria and a high-level estimated cost of implementation. From these alternatives, the team will optimally identify a preferred alternative.

The preferred alternative presented may not be representative of all comments and concerns gathered during the community conversation process. There will likely be elements outside the alternatives that warrant additional quantification or discussion (including conversations with regulatory agencies) which will be addressed through a separate process complimentary to the alternatives. While mindful of the community recommendations, the project team will work with federal partners to understand how the recommendations will stand up to the continuing FAA obligations. The outcome of this additional study will be shared with the City Council for review, input, and further staff direction and guidance.

Community Conversation Strategy

Purpose

The purpose of this strategy is to facilitate community conversations about aspirations and desired outcomes for the future of the airport. These conversations will help the project team understand and

contextualize the relationship between directly impacted communities and airport operations.

By speaking directly to stakeholders, the city will foster relationships between city and airport leadership and key stakeholder groups to meaningfully apply community input and desires into the future of the airport. Consistent with the City's Racial Equity Plan, the project team will engage directly with underserved community members and will collaborate with the city's Community Connectors to solicit feedback on the engagement strategy, process, and issues at hand. Staff and the project team will employ the city's Racial Equity Instrument to further refine the community engagement activities for this effort, with a focus on underrepresented communities including the San Lazaro Mobile Home Community and the Vista Village Mobile Home Community. Outreach to these communities will be used to inform the decisions for the future of the airport that prioritize community experiences and allow for diverse representation.

The desired outcome for this effort is for the city to gain a better understanding of the community's desires for the future operations and development of the airport and how it integrates into the community. Additionally, the city aims to identify common understanding among impacted stakeholders about the information gathering process and ensure that all parties and the broader community feel that their input was accurately and equitably considered.

Stakeholder Interviews

The community conversations kick off with one-on-one stakeholder interviews. These interviews provide key stakeholders who are directly impacted or have direct involvement with the airport an opportunity to discuss topics of primary interest and concern.

The project team received initial interview participant recommendations from airport and city staff. During the stakeholder interviews conducted so far, the project team asked participants if they had additional recommendations about other stakeholders to contact for this effort. In addition to this stakeholder list, city staff recommended names and groups to ensure this effort includes traditionally underserved communities. To facilitate broader participation, the project team is providing interpretation services for the interviews upon request.

Aviation safety is of the highest priority for the city and the FAA, both in air and on ground. As the regulatory agency, the FAA has vested interest in what occurs at the airport. There are some comments that occurred in which additional context is available:

- Several times it was requested that the city remove leaded fuel from BDU
 - On September 2, 2022, General Aviation Modifications, Inc. (GAMI) received a functional fleet wide approval through FAA's Supplemental Type Certificate process for an unleaded 100 octane fuel. While this fuel is compatible with all existing infrastructure (airplane engines, fuel tanks, fuel pumps, fuel trucks, etc.) it will take some time to ramp up production of the G100UL fuel for distribution to all general aviation airports.
- Airport repurposing, alternative uses of airport land, and/or access restrictions:
 - A separate process quantified by legal reviews consistent with existing Grant Obligations with the FAA with cost benefit analysis is suggested
 - Land purchased with FAA grant monies in the past may preclude reuse of the airport land as anything other than an airport as a viable alternative
 - The FAA will require the airport sponsor to maintain compliance with all 39 grant assurances until federal obligations expire
 - Future development and the character of the airport will be part of the future Airport Master Plan

- As a federally obligated airport, the city must “...make the airport available as an airport for public use on reasonable terms and without unjust discrimination to all types, kinds and classes of aeronautical activities...” (FAA Grant Assurance 22).

The common comments, aspirations and desired outcomes heard during the initial stakeholder interviews can be categorized as follows:

- Further restrictions beyond today’s voluntary noise procedures:
 - Engage congressional delegations given similar themed proposed legislation
 - Enhance flight tracking software capabilities
 - Update rules, regulations, and leasing policies to incentivize compliance with the noise program
- Greater citizen involvement and accountability through restructured governance
 - Citizen board with biannual updates to City Council
 - Airport expenses better delineated in the transportation budget
 - Provide web-based real time flight data
- Remove leaded fuel from BDU
- Enhance safety, reduce risks, implement a Traffic Management Program for use of runways:
 - Introduce traffic pattern modifications
 - Evaluate touch and go activity
 - Enforcement for individuals/companies who deactivate collision avoidance systems
- Landing fees for non-based aircraft to recoup facility operation and maintenance expenses:
 - Implement technology solutions
- Implement rules, regulations, and leasing policies for tenant accountability
- Airport repurposing or alternative uses, or access restrictions:
 - Economic benefit and cost of having an airport versus other potential uses requires additional study, outside of the scope of this process.
- Reduce from two to one runways:
 - Only allow FAA compliant runways

Community Working Group (CWG)

After the initial interviews, the project team will convene a CWG which will consist of key stakeholders who will remain engaged throughout the project. The project team will use their input to create a series of three meetings, which will further refine stakeholder input, identify alternatives, and establish a setting for discourse between all impacted stakeholders. A key element of discussion will be education of all stakeholders as to what elements are allowed or precluded from implementing by the FAA and or the City of Boulder as the airport sponsor.

Members of the CWG are expected to include (but are not limited to):

1. Interview participants
2. Other key stakeholders to represent the broader community including residents geographically located near the airport
3. Aviation community members such as pilots and tenants
4. Underserved community members who may be directly impacted by the current operations and future alternatives and may include Community Connectors

The CWG will meet three times throughout the course of the project to collaborate with city to develop a range of alternatives for the future of the BDU. The first meeting will be a vision workshop in February 2023 where members will talk about the future of the airport, their role as a CWG and determine what a successful project will look like. In April 2023, the CWG will meet to establish community priorities and

begin to outline a range of alternatives for consideration. The third and final CWG meeting will establish the preferred alternative to be shared with the project team.

Public Open House Meetings

One-on-one interviews and establishing the CWG will help identify a range of alternatives and define the Preferred Alternative. In order to allow the wider community to participate in the process, the project team will plan and execute two public open house meetings.

Immediately following the first CWG meeting, the project team will host the first public open house meeting to inform the community about the history of the airport and provide a snapshot about what the city has heard from the interviews and CWG group so far. A community survey will coincide with this meeting to solicit initial feedback from the community to aid in the development of the range of alternatives.

The second public open house meeting will coincide with the second CWG. This will allow the public to learn about the alternatives identified for evaluation, solicit initial feedback on the alternatives and encourage continued engagement throughout the project and beyond.

The consultant will prepare informational content for the city to execute. These materials will include: one community survey to gather initial community feedback, one community survey to gather community feedback on the range of alternatives, two informational fliers (English and Spanish) and a digital resource package (website text, images and social media graphics with supporting text).

Alternatives Analysis

Using the information gathered through this process the project team will develop up to four alternatives. The analysis of these alternatives will include goals, objectives, evaluation criteria and estimated cost of implementation. From these four alternatives, the team will identify a single preferred alternative.

The evaluation criteria developed to assess alternatives will be based on applicable city and project requirements; State, Division of Aeronautics, and FAA considerations; and community and stakeholder perspectives garnered through the robust outreach previously described. The evaluation criteria are a lens to consider the alternatives for BDU.

Tasks and Schedule

Engagement/Outreach	
Develop Engagement Plan	Within two weeks of notice to proceed (NTP)
Develop Stakeholder List to be used for interviews and Community Working Group (CWG)	Within two weeks of NTP
Conduct a Situation Analysis/Community Conversations	NTP through February 2023
Conduct up to 10 total meetings with airport stakeholders and community at-large to develop goals, objectives, evaluation criteria, and resulting alternatives	Ongoing throughout project
Prepare for and present an initial report to the City Council	NTP through January 12, 2023
Prepare for and conduct CWG #1 to discuss the community vision for BDU.	January/February 2023

Prepare for and conduct a Public Open House #2	Immediately following CWG #1
Prepare for and conduct CWG #2 to develop community priorities and present the range of alternatives	April 2023
Prepare for and conduct a Public Open House #2	Immediately following CWG #2
Prepare for and conduct CWG #3 to develop the community recommendations	May 2023
Prepare for and present range of alternatives considered, evaluation criteria and the preferred alternative to the City Council	June 2023
Develop communication materials for City to execute	Ongoing throughout the project
Develop the Range of Alternatives	NTP –through April 2023
Develop goals, objectives, evaluation criteria, and a range of alternatives (up to four), recommendations going forward and estimated cost of implementation	
Identify a Preferred Alternative	
Determine and prepare presentation of the Preferred Alternative integrating CWG, broader community, city and project team recommendations	May 2023
Prepare for and present range of alternatives and preferred alternative to the City Council	June 2023
Report Preparation	Ongoing throughout project – completed June 30, 2023
Prepare Draft Report and Executive Summary	
Prepare Final Report and Executive Summary	

NEXT STEPS

- Continue stakeholder interviews and refine CWG member list – January 2023
- Conduct CGW meetings
 - Vision workshop – February 2023
 - Community priorities and range of alternatives – April 2023
 - Community recommendations – May 2023
- Hold Public Open House #1 – February 2023
- Hold Public Open House #2 – April 2023
- Develop range of alternatives and optimally identify a preferred alternative – ongoing – May 2023
- City Council presentation – June 2023
- Final report – June 2023

Optimally, a preferred alternative will be presented at the conclusion of this study for the City Council's review, consideration, and potential budgetary impacts.

Boulder Airport Community Conversation

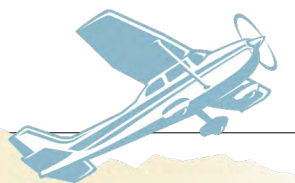
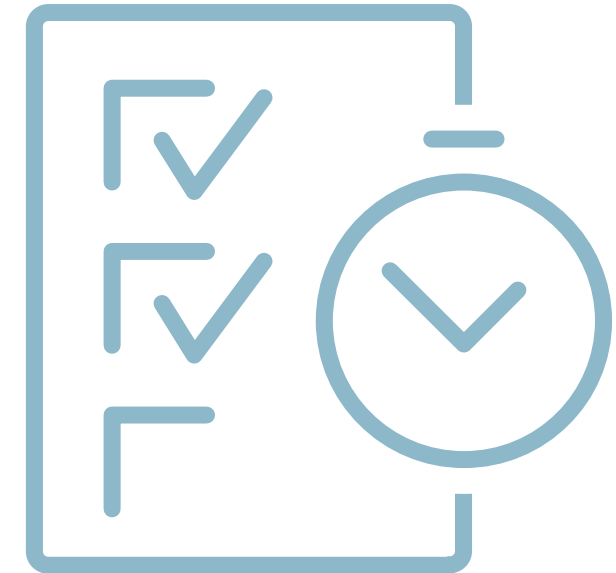
City Council Study Session
January 12, 2023

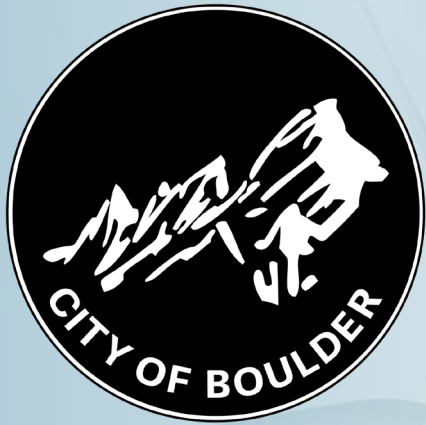




Presentation Outline

- Background and Goals
- Community Conversation Strategy
- Schedule and Next Steps
- Questions for Council



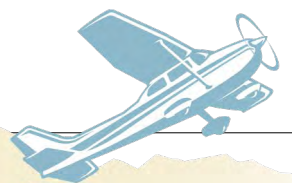
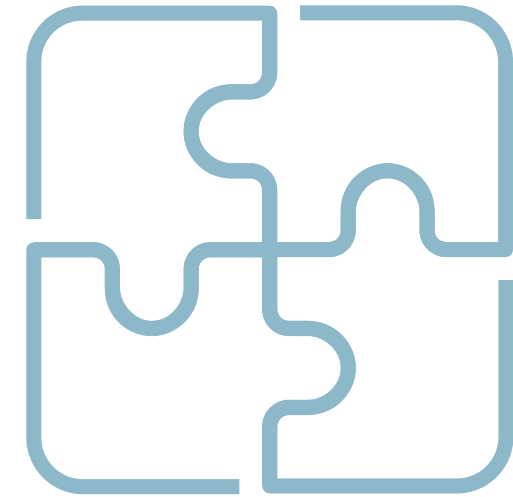


Background and Goals



Background

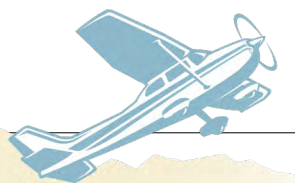
- Owned by City of Boulder in partnership with FAA
- General aviation facility with two published runways
- Offers business, private, recreational, and emergency response and recovery services
- Training flight schools
- Robust glider operations





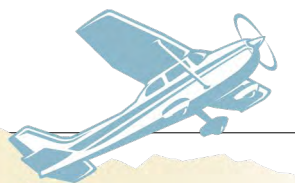
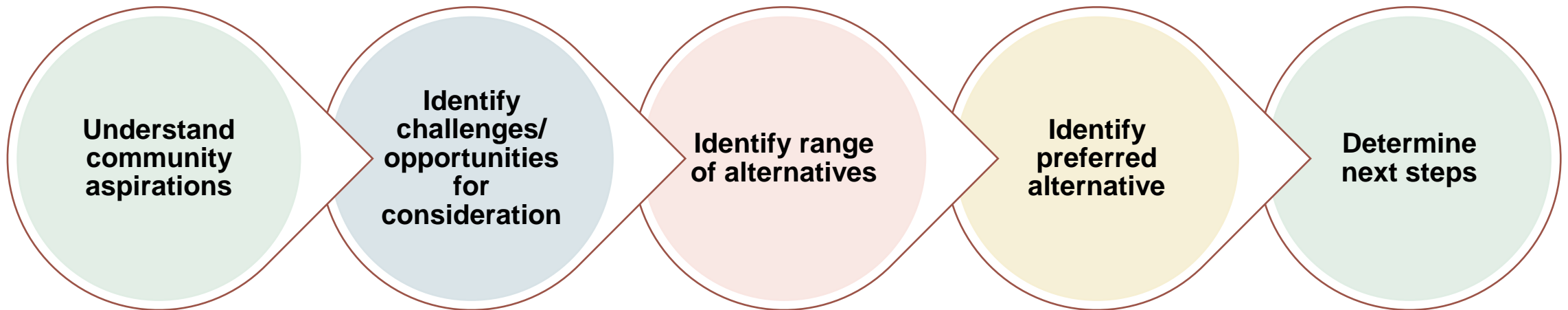
Noise Technical Committee

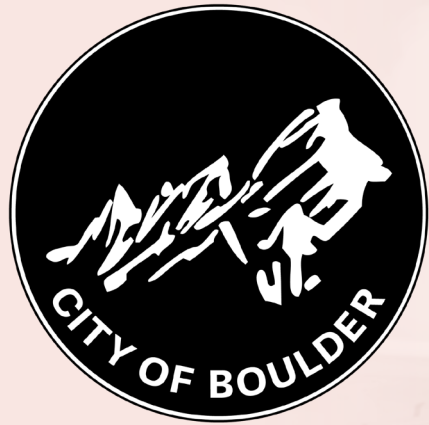
- First meeting held in November 2022
- Formed group to review and improve the existing voluntary noise abatement program (NAP)
- Aim to address noise complaints and establish positive relationship with surround residents
- Concurrent effort with Community Conversations





Project Goals



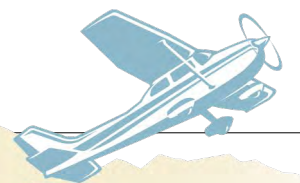


Community Conversation Strategy



Purpose

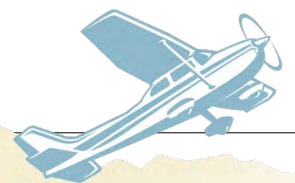
- Facilitate community conversations with on and off airport stakeholders
- Listen to community and understand impacts on surrounding communities
- Recognize desired outcomes for future airport operations
- Consistently apply the city's Racial Equity Plan
 - Employ Racial Equity Instrument
 - Focus on underrepresented communities





Stakeholder Interviews

- Participants include a diverse set of on and off airport stakeholders suggested by airport and city staff and interview participants
- Allow participants to discuss topics of their primary concern
- Project team to provide simultaneous interview interpretation services





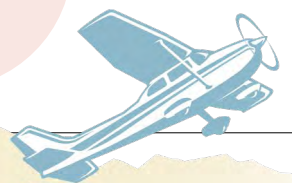
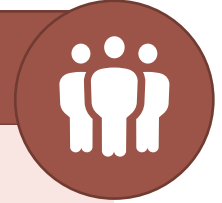
Initial Interview Feedback

Accountability Airport repurposing Real-time data
 Collision avoidance systems Update economic benefits
 Airport expense tracking Reduced runways
 Restructured governance Rules and regulations
 Remove leaded fuel
 Citizen involvement Flight tracking software
 Accessible information
 Citizen board
 FAA compliance Landing fees Enhance safety
 Incentivize compliance
 Leasing policies
 Alternative uses Access restrictions



Community Working Group (CWG)

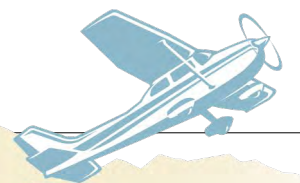
Meeting themes





Public Open House Meetings

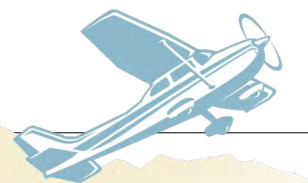
- Meeting #1 - Share history and gather feedback
- Meeting #2 - Share developing alternatives and gather feedback





Alternatives Analysis

- Stakeholder conversations lead to developed range of alternatives
- Evaluation criteria considers
 - Community feedback
 - State/local requirements
 - FAA obligations
 - Emergency support services
- Identify preferred alternative





Schedule and Next Steps



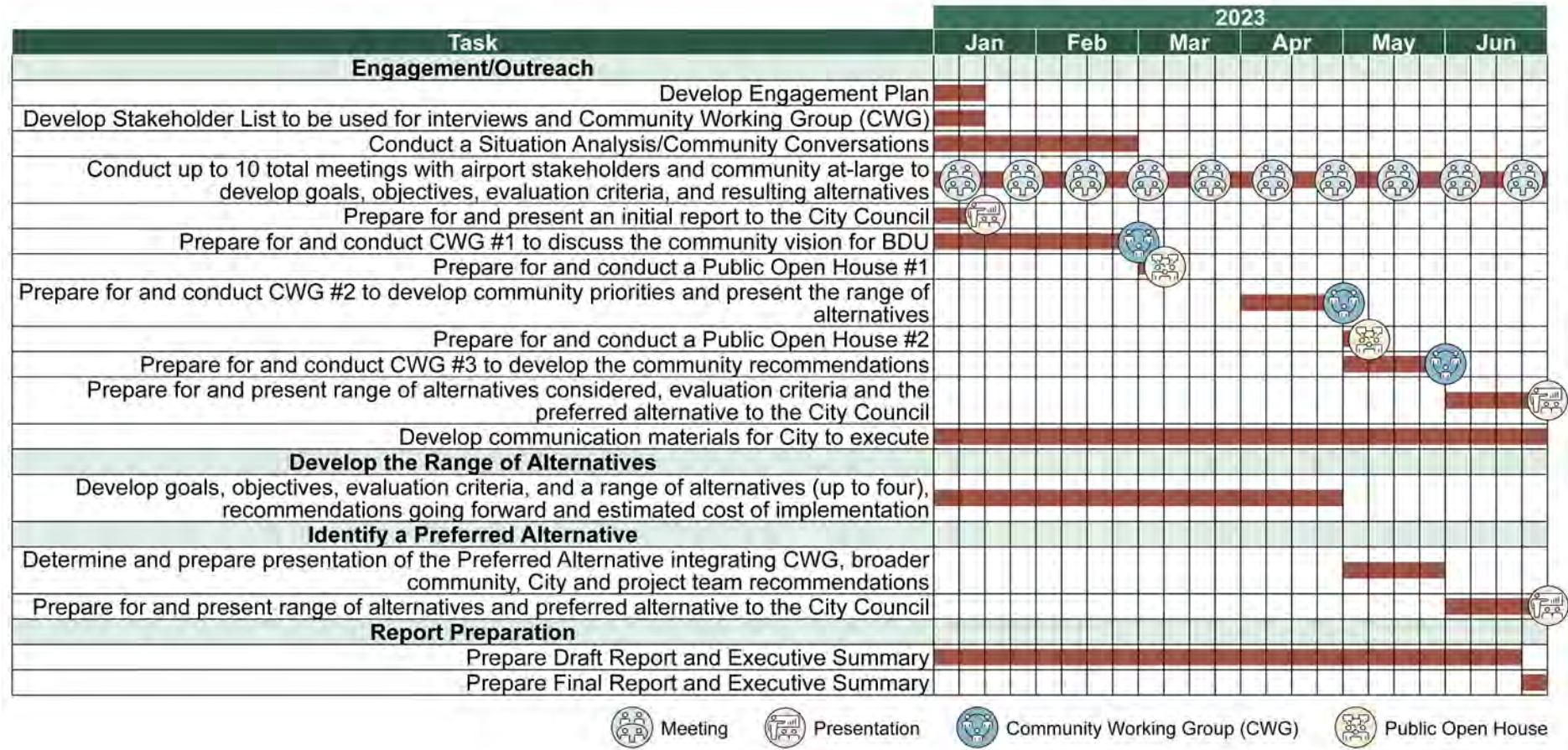


Schedule



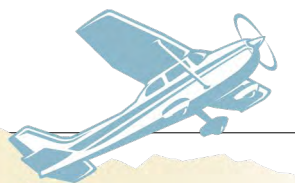
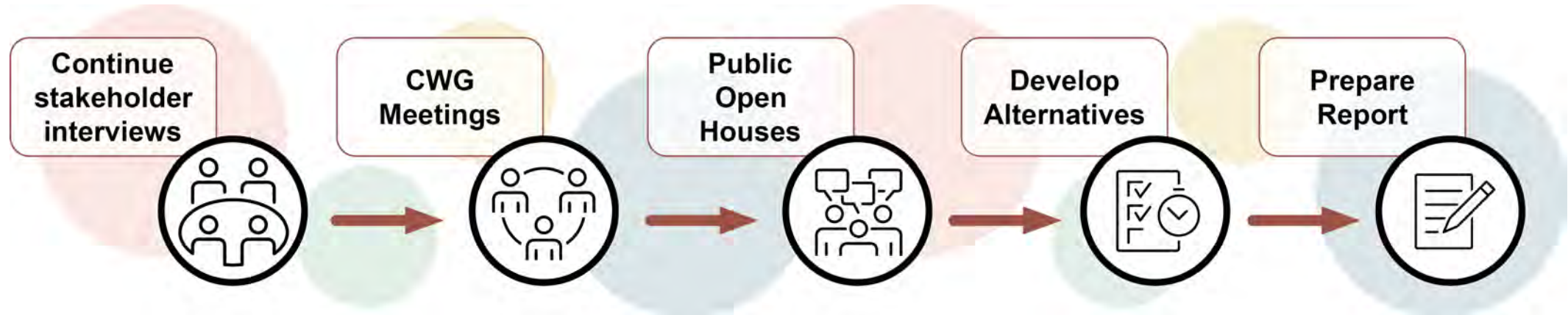


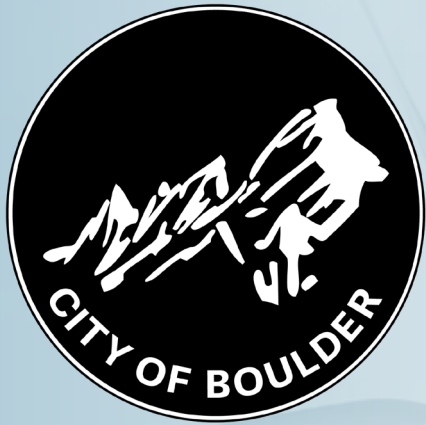
Schedule





Next Steps



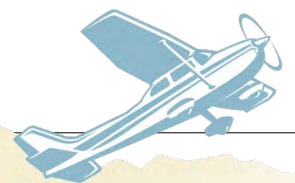


Questions



Council Questions

- Are there any additional stakeholder groups not already identified that should be included in the process?
- Do you have additional feedback about the Community Conversation process?
- Are there additional considerations that the project team should be aware of?



Boulder Municipal Airport

Boulder Municipal Airport
3327 Airport Road
Boulder, CO 80301

Airport Administration

Phone: 303-441-3108
E-mail: BMA@bouldercolorado.gov
Website: www.bouldercolorado.gov/airport

Airport Noise and Safety Reporting

Airport Manager: 303-441-3108
Online Noise Complaint Form:
www.bouldercolorado.gov/airport

Federal Aviation Administration

Denver Flight Standards District Office: 303-342-1100
Aviation Noise Ombudsman (Washington, DC): 202-493-5047

Tiedown Rental

Airport Manager: 303-441-3108
Journeys Aviation: 303-449-4210
Specialty Flight Training, Inc.: 303-550-0550

Hangar Rental

Airport Manager: 303-441-3108
Online Information: www.bouldercolorado.gov/airport

Aircraft Maintenance

Brungard Aviation: 303-440-4791

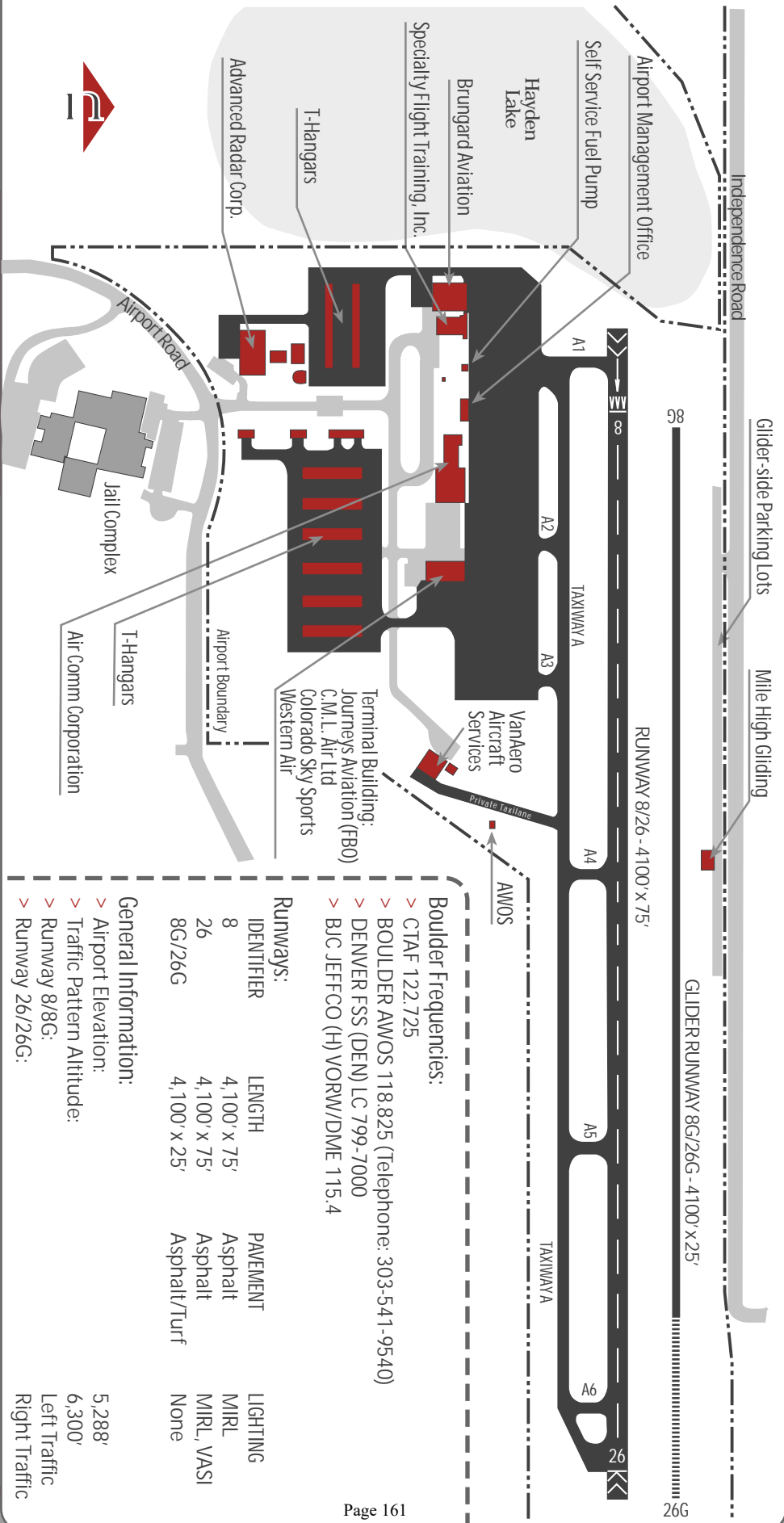
Glider Training and Tie-down Rental

Mile High Gliding: 303-527-1122

Flight Training

Journeys Aviation: 303-449-4210
Specialty Flight Training: 303-530-0550

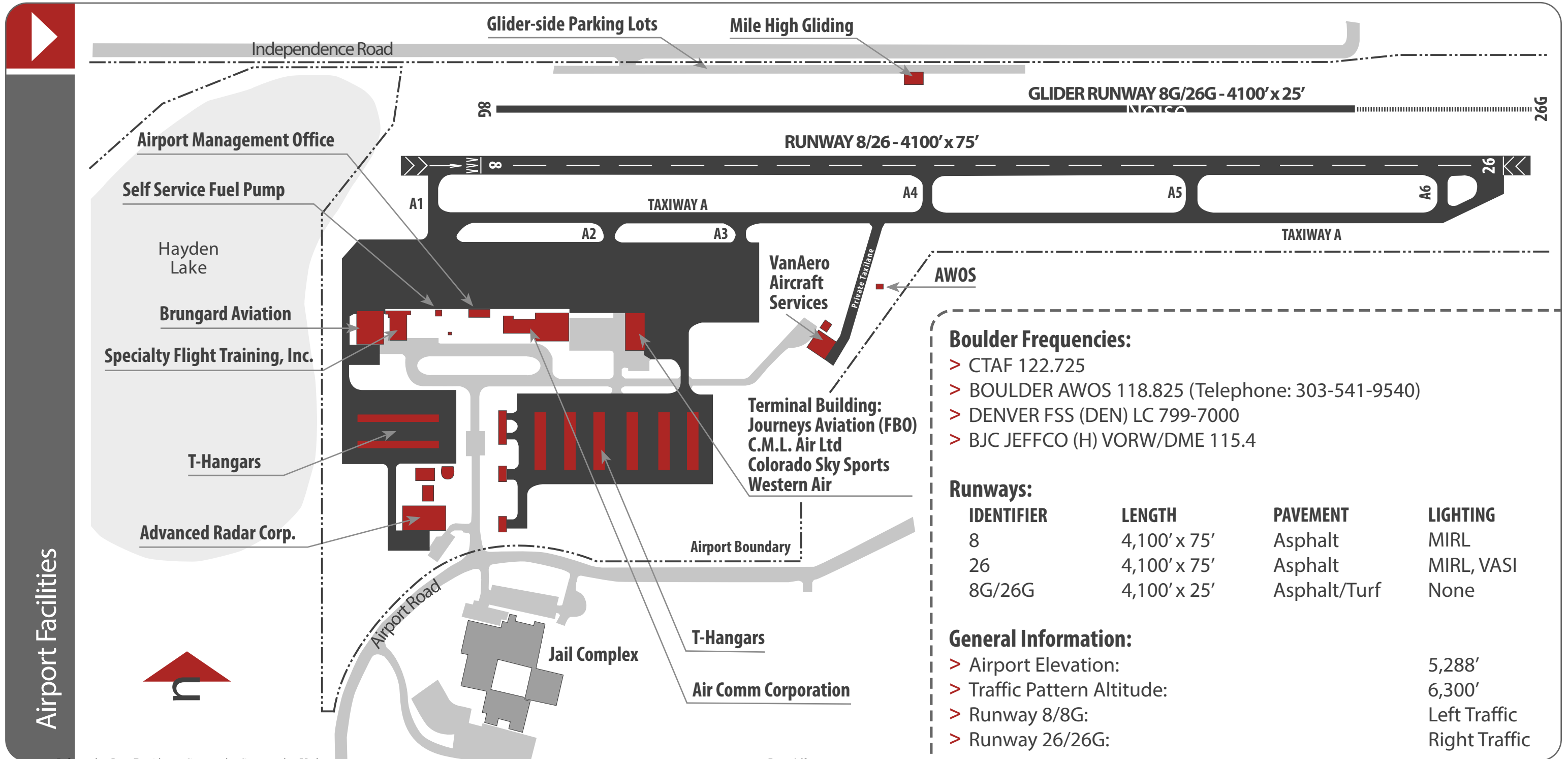
Airport Facilities



Noise Abatement Procedures and Traffic Patterns



Noise Abatement Procedures and Traffic Patterns



Noise Abatement Procedures and Traffic Pattern Information

Your compliance with the following procedures is requested, unless otherwise required by FARs, weather conditions or aircraft limitations.

NOISE ABATEMENT

- > Avoid overflying noise sensitive and residential areas.
- > If you must overfly shaded noise sensitive areas, please maintain 7,500' MSL or higher.
- > Avoid high RPM prop settings.
- > Do not fly north of Jay Road on downwind leg.
- > Traffic pattern altitude 6,300' MSL.
- > Use Runway 8 in calm wind conditions.
- > Pilots are requested to avoid making touch-and-go landings before 8:00 a.m. and after 5:00 p.m.
- > Pilots are requested to avoid flight operations between 11:00 p.m. and 7:00 a.m.

GENERAL OPERATIONS & GLIDERS

- > Left traffic for Runway 8 or 8G.
- > Right traffic for Runway 26 or 26G.
- > Heavy glider and tow plane operations on parallel glider strip, with occasional "no radio" operations.
- > Runway 8/26 and 8G/26G are only separated by 197 feet, centerline to centerline.
- > No Simultaneous Approaches -- Pilots should treat the main runway and the glider strip as ONE runway.
- > Powered aircraft must yield right-of-way to glider aircraft, in accordance with FARs.
- > Gliders and tow planes arrive from the south, cross over mid-field and then enter a modified pattern inside the powered pattern.
- > Aircraft conducting a go-around should maintain below 500' AGL until departure end.
- > Use caution for gliders and tow planes maneuvering south and east of the airport.

Runway 8

Runway 8 Preferred Under Calm and Light Wind Conditions.

APPROACH & LANDING

- > No Straight-Ins to Runway 8.
- > Rwy 8: Base Entries Discouraged.
- > No Approaches West of 28th Street.
- > Avoid Flying West of 30th Street.
- > Fly Close Steep Approach (Avoid "Dragging It In").

DEPARTURE

- > No Turn Below 5,800' MSL for Closed Traffic.
- > Depart Straight Out. Turn North Only After Passing Residential Area.

Runway 26

Westerly Winds Only.

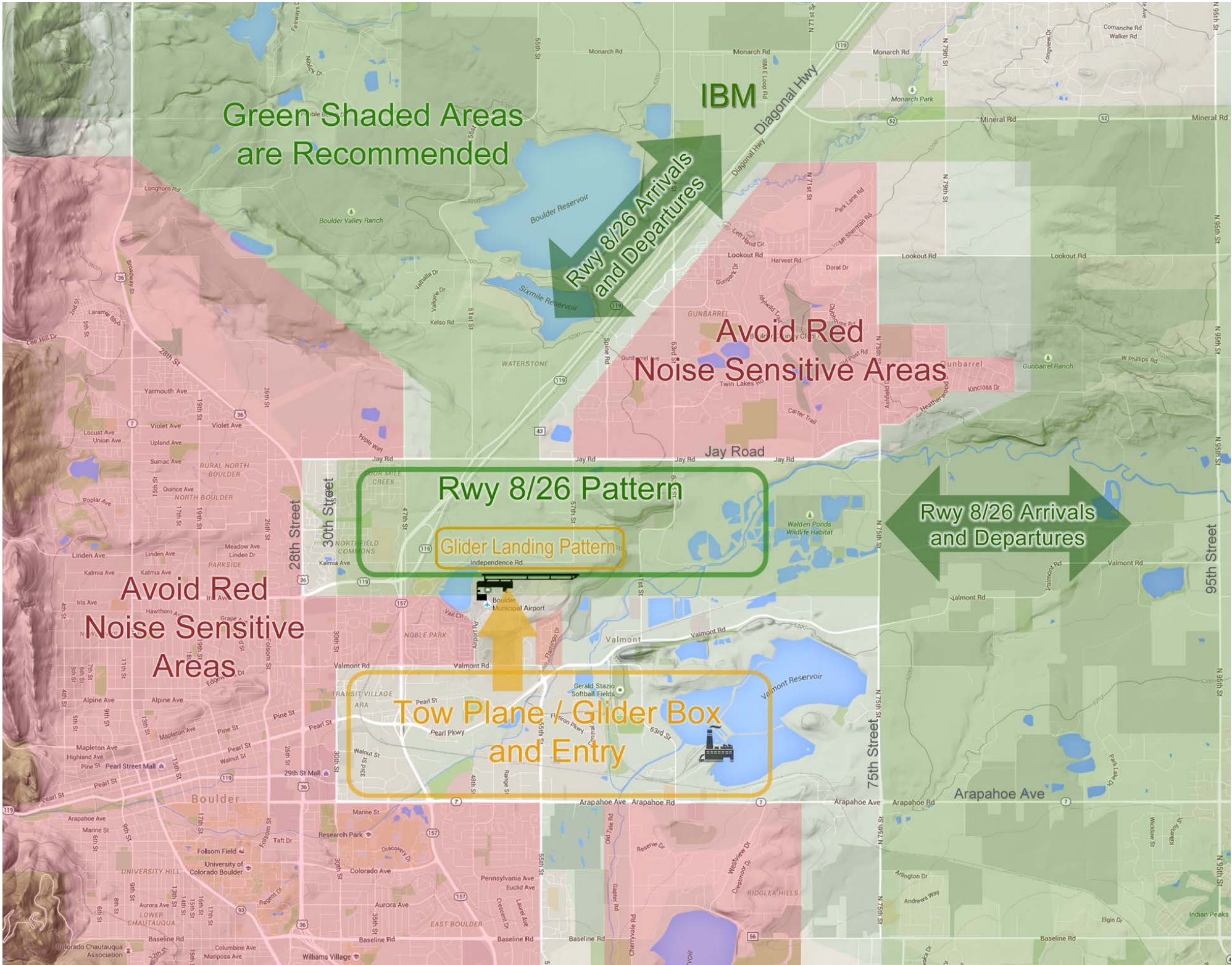
CAUTION — Severe Turbulence and Down Draft May Occur During Strong Westerly Winds.

APPROACH & LANDING

- > 6,300' MSL and 1,000' AGL.
- > Rwy 26: Crosswind and Base Entries Discouraged.
- > RIGHT HAND TRAFFIC!

DEPARTURE

- > Crosswind Leg East of 30th Street. Depart via Downwind.




Boulder Municipal Airport Noise Abatement Procedure and Traffic Patterns Map


Appendix D. CWG Introduction PowerPoint



Boulder Airport Community Conversation



Community Working Group
Meeting 1
March 14, 2023





Presentation Outline

- Introductions
- History
- Airport Information
- Planning Documents Highlights
- Breakout Discussions
- Closing



3/14/2023

CWG Meeting 1

2





Introductions





Welcome





History





Community Planning Documents

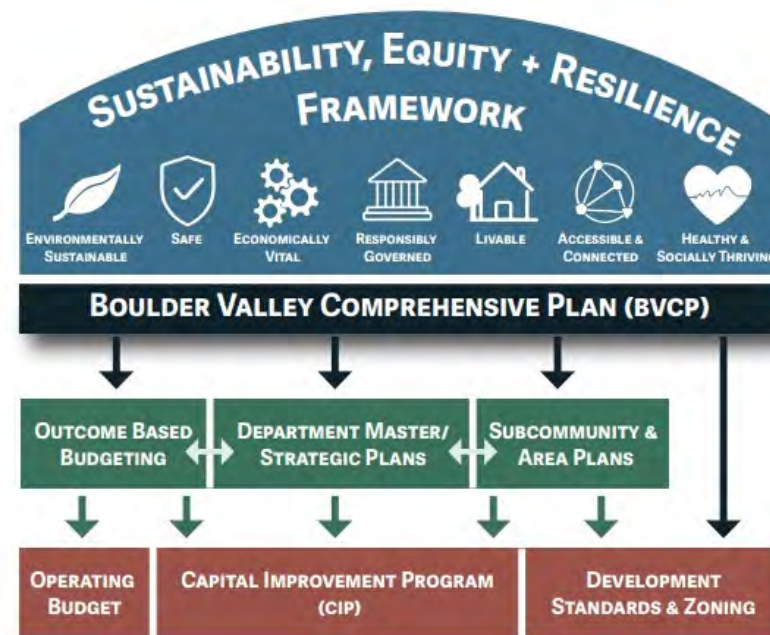




Related City Plans

- ➔ Boulder Valley Comprehensive Plan
- ➔ East Boulder Subcommunity Plan
- ➔ Transportation Master Plan
- ➔ Airport Master Plan

Figure 2-1: Relationship Between BVCP, Sustainability Framework & Implementation



3/14/2023

CWG Meeting 1

12



Next Steps





Next Meeting

- Open House #1 – April 11, 2023
- CWG #2 – April 13, 2023

3/14/2023

CWG Meeting 1

31





What to Expect

Meeting Schedule Overview

Meeting 2: Develop vision for the airport (big ideas, areas of improvements and challenges), develop criteria for a range of airport scenarios	April 13, 2023
Meeting 3: Develop criteria for a range of airport scenarios, discuss the range of scenarios (menu of future solutions)	May/June 2023
Meeting 4: Prioritize airport scenarios	July/August 2023
Meeting 5: Review preferred scenario and conduct reflection, share next steps	August/September 2023

3/14/2023

CWG Meeting 1

32



Appendix E. CWG Data Breakout PowerPoint

Boulder Airport Community Conversation

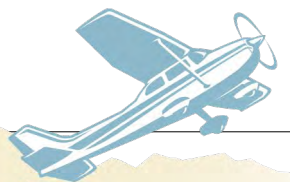
Community Working Group
Detailed Airport Data Breakout Session
March 14, 2023

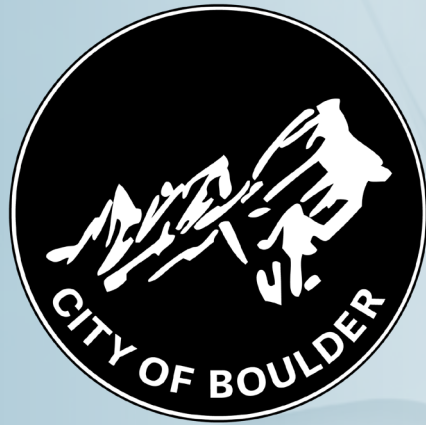




Presentation Outline

- Tenant Information
- Airport Revenues and Expenses
- Aircraft Operations Data
- Flight Patterns
- Airport Closure Information





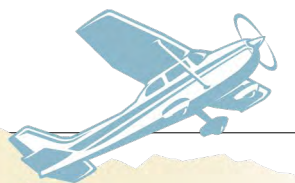
Tenant Information



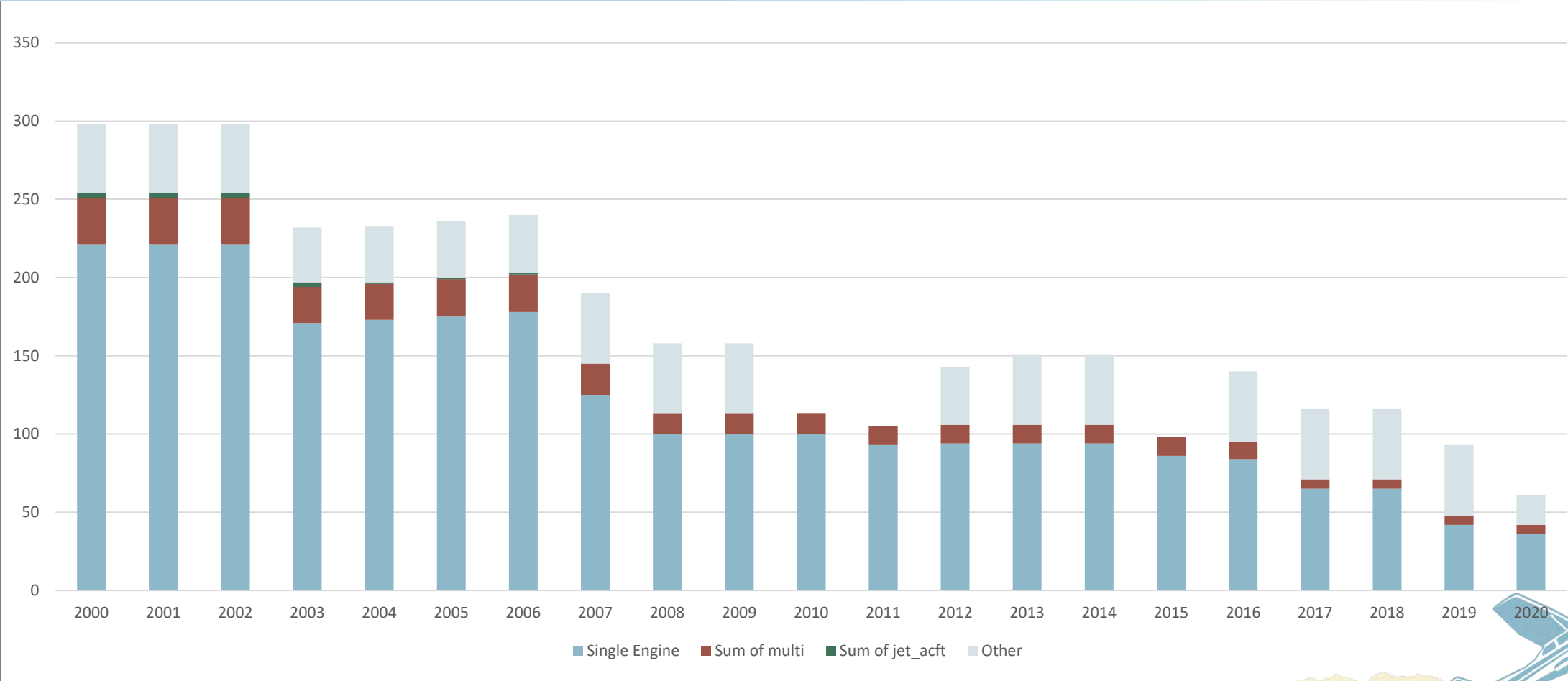
Tenants

- ➔ 171 based aircraft
 - 129 fixed wing
 - 40 gliders
 - 2 helicopters
- ➔ Recreational
- ➔ Business owners

- ➔ Businesses based at BDU
 - Advanced Radar Corporation
 - AirComm Corporation
 - Big Heated Hangar
 - Brungard Aviation
 - Journeys Aviation
 - Mile High Gliding
 - NBI Inc.
 - Rad Brands Aviation
 - Ravens Roost
 - Scientific Aviation/National Ecological Observatory Network (NEON)
 - Soaring Society of Boulder
 - Specialty Flight School
 - Tango Aviation



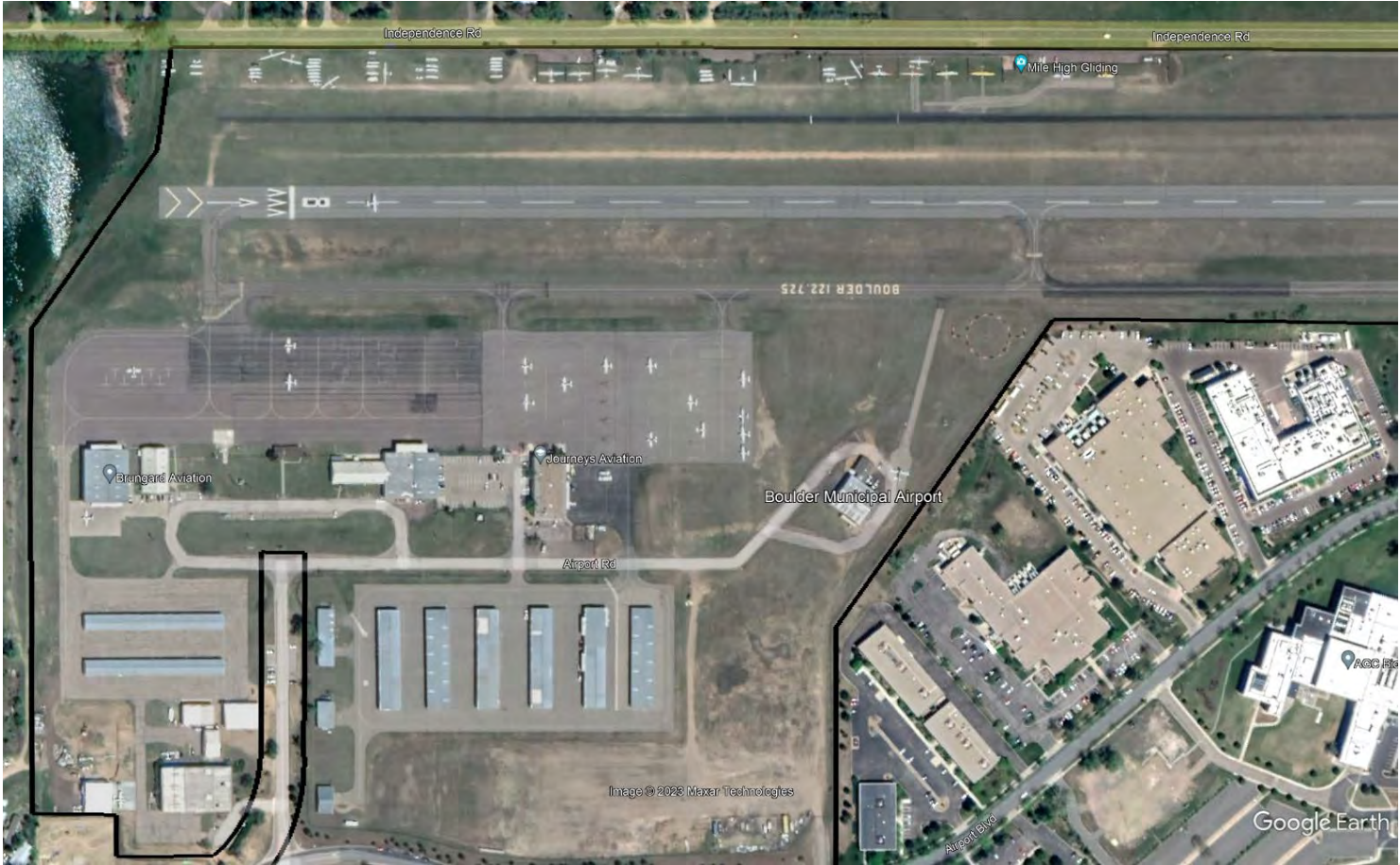
Historical Based Aircraft at BDU

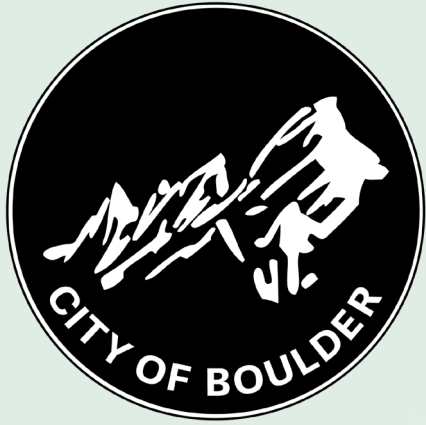


December 31, 2001



May 21, 2020





Operating Expenses and Revenues





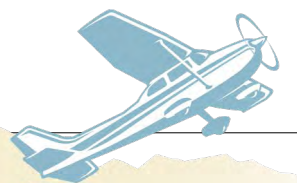
Airport Expense and Revenue Sources

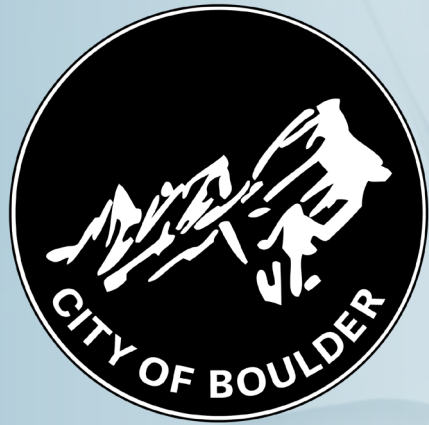
Revenue

- Land leases
- Hangar rents
- Aviation Fuel Sales
- Miscellaneous
- Interest on Investments
- Grants

Expenses

- Airport administration
- Airport operations and maintenance
- Capital projects
- Cost allocation and interfund transfers



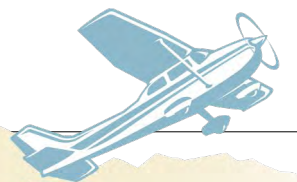


Aircraft Operations Data

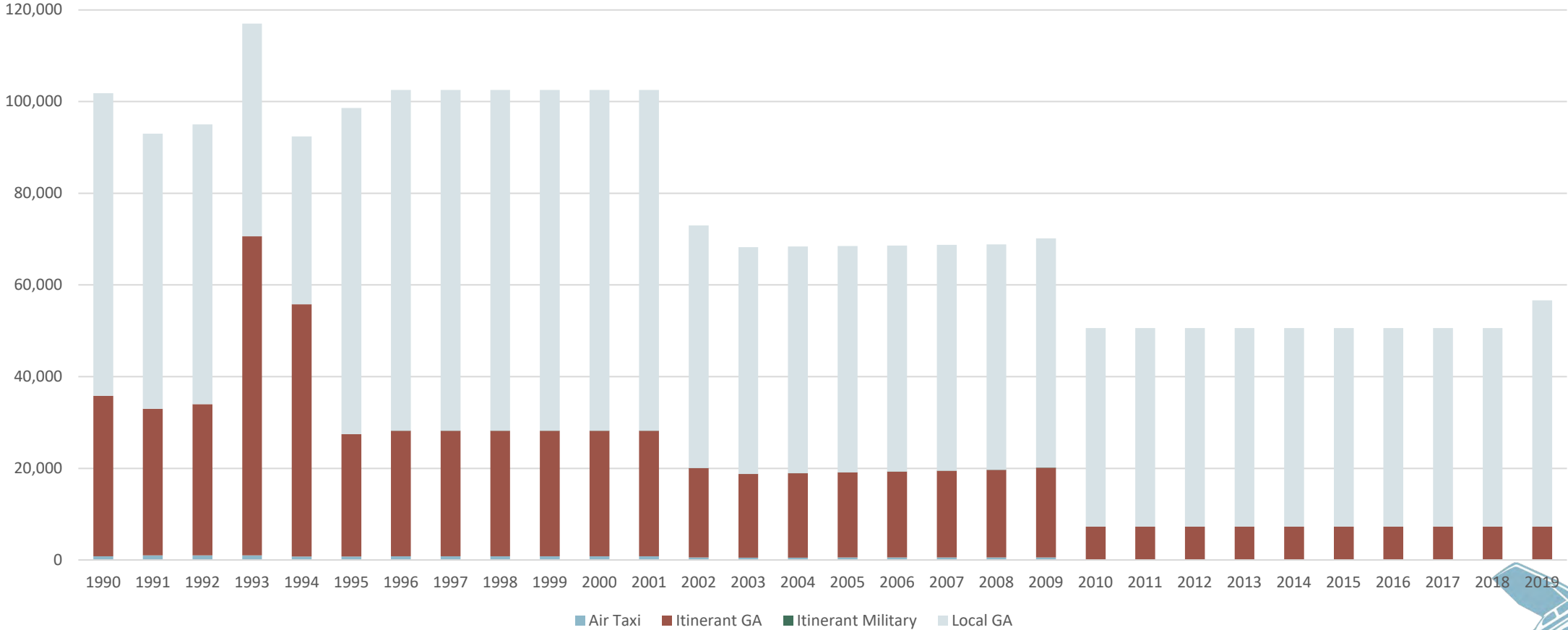


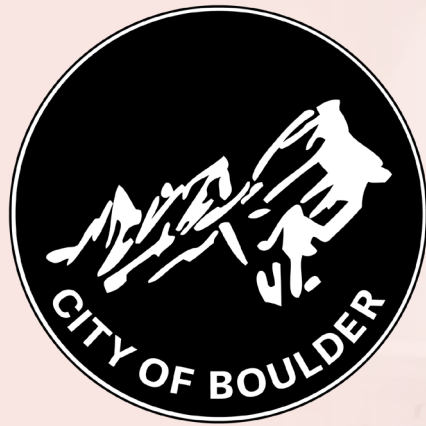
Current Aircraft Operations Data

- An operation is a takeoff or a landing
 - A Touch and Go counts as 2 operations
- Generally, more activity on clear days, during hours when the sun is out
- About 150 operations a day
- About 55,000 operations annually
- Airport is not staffed 24/7/365
- Until May 2022, there had not been a way to track operations data



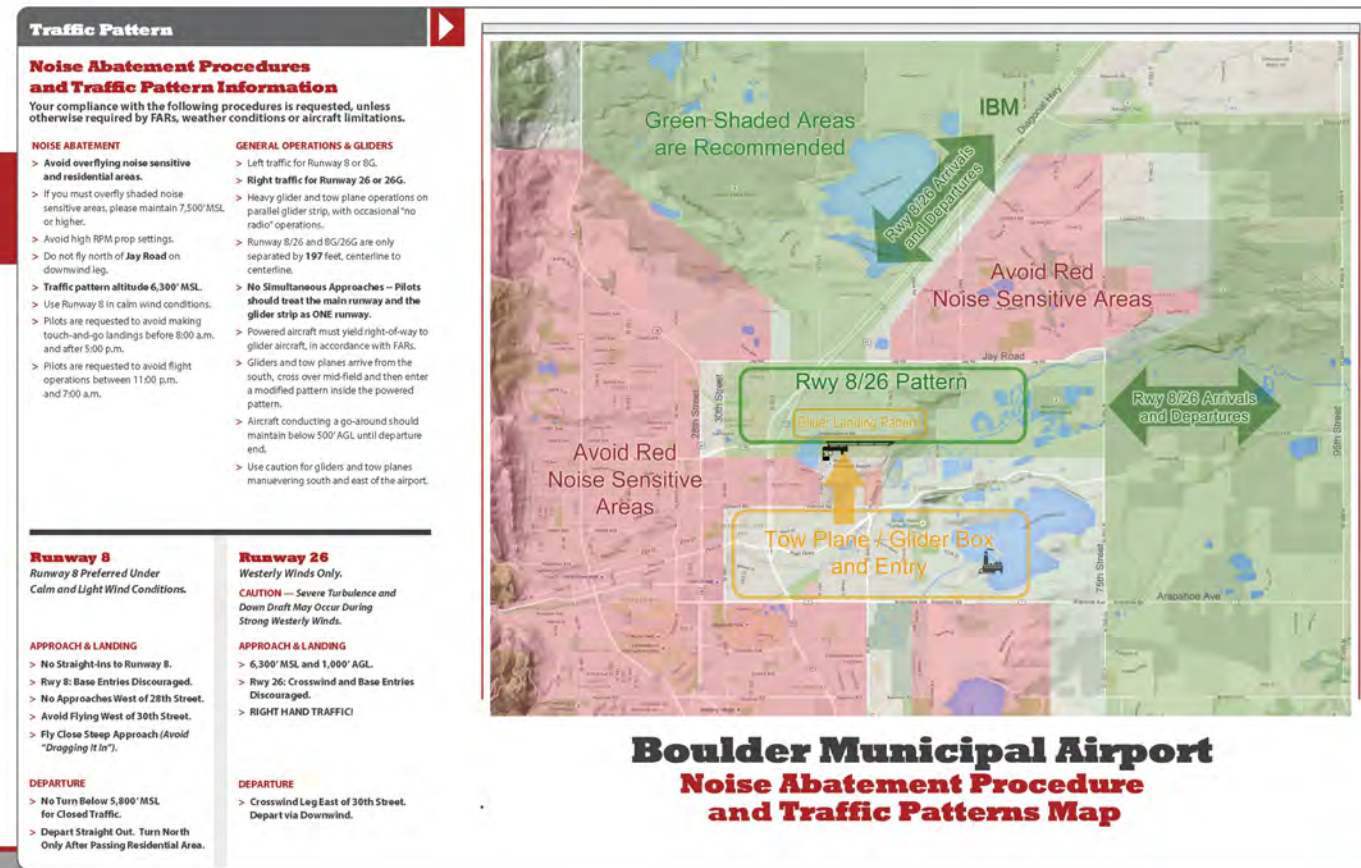
Historical Aircraft Operations at BDU





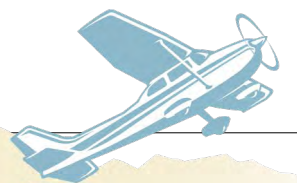
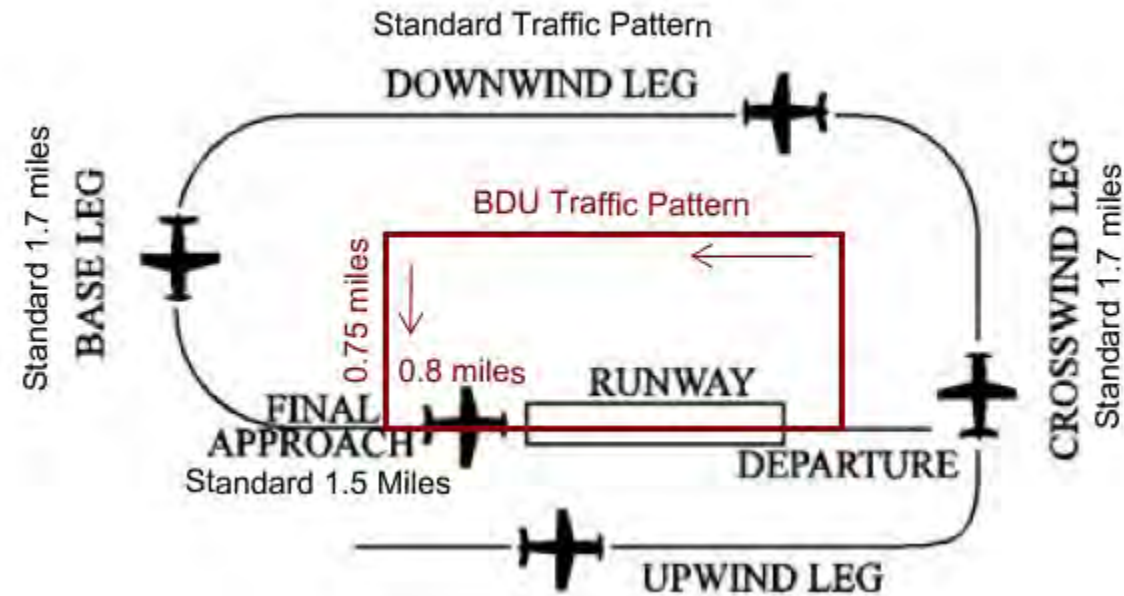
Flight Patterns

Voluntary Noise Abatement Procedure

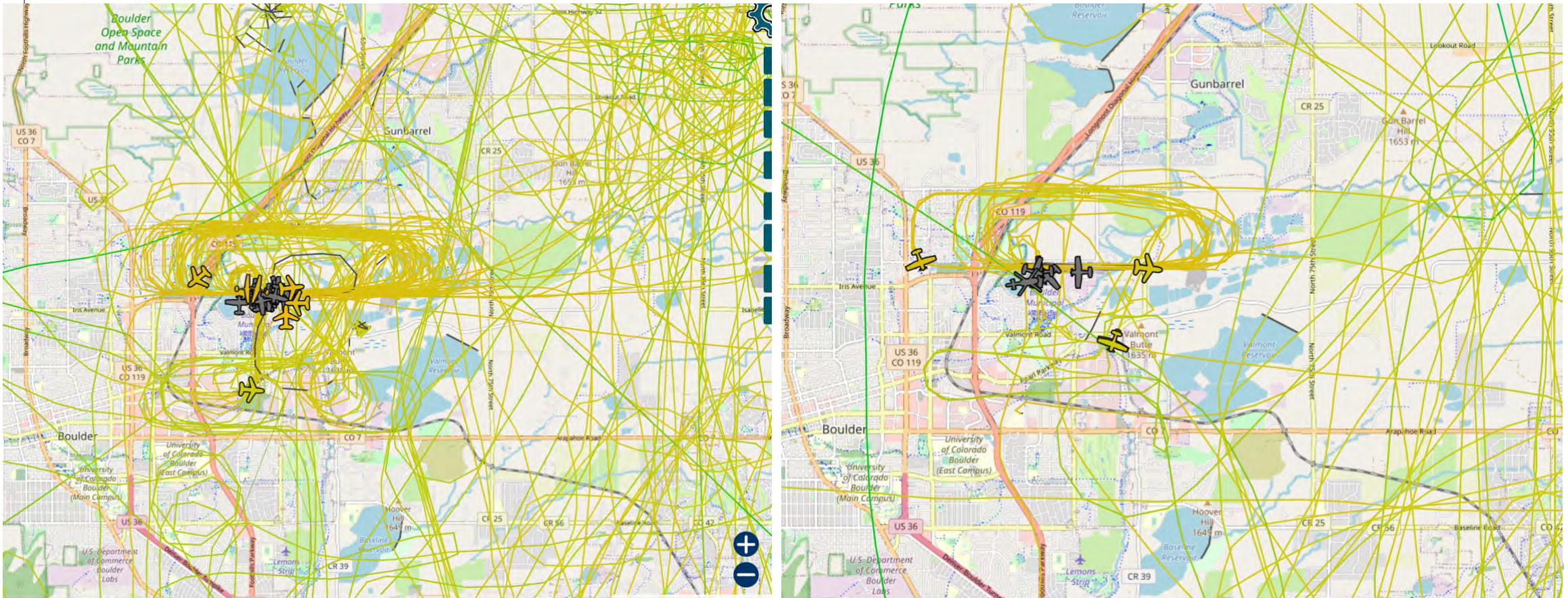




Standard Traffic Pattern vs BDU Traffic Pattern



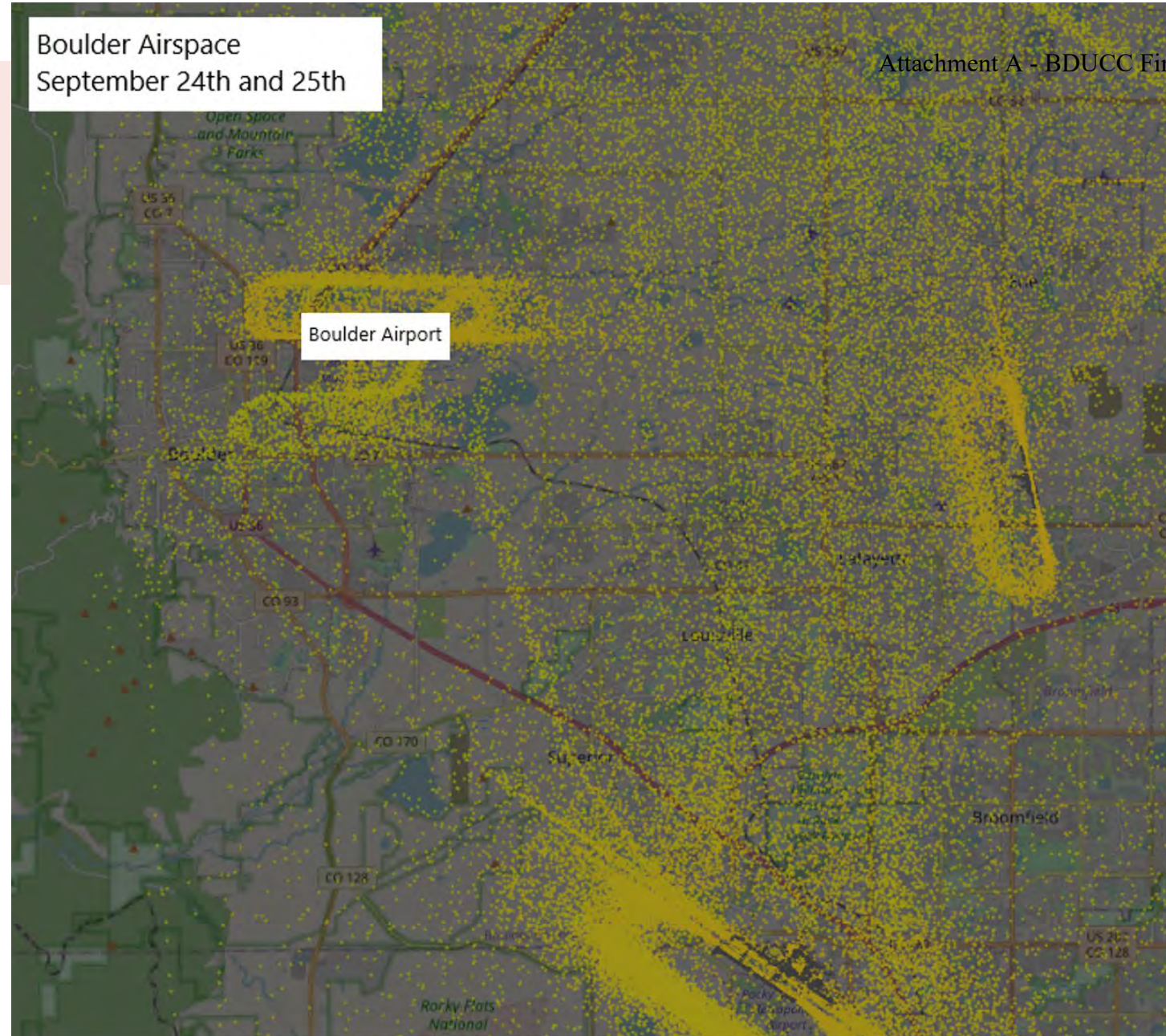
Traffic Over Boulder Busy and Non-Busy Comparison

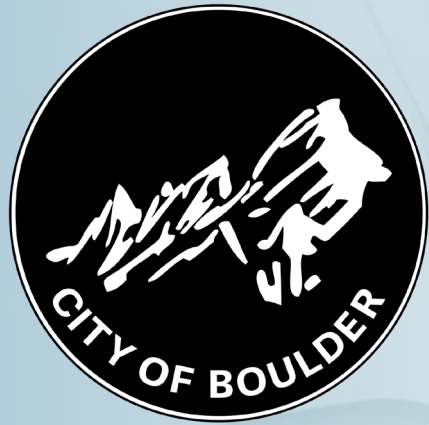


Traffic in Region

Boulder Airspace
September 24th and 25th

Attachment A - BDUCC Final Report





Aircraft Using BDU



General Aviation



Piper Warrior



Beechcraft Bonanza 35



Cessna 337





General Aviation – Turbine Aircraft



De Havilland
Twin Otter



Cessna Citation II



Embraer Phenom 100

Military Aircraft



1940s Ball





Firefighting

At Boulder Municipal Airport



At Rocky Mountain Metro



C-130



P-3



Bae-146



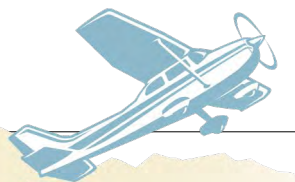
Airport Closure Information





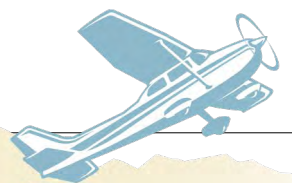
Process

- Not easy; long process
- Requires FAA Headquarters level of approval
- FAA will apply FAA Order 5190.6B
- Will need to repay all FAA Airport Improvement Program (AIP) grants
 - Approximately \$11.7 million
- Land was purchased with FAA grant money
 - Reimburse the FAA at Fair Market Value





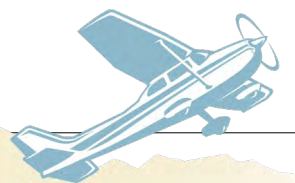
Land Purchased with FAA Grants





Land Purchased with FAA Grants

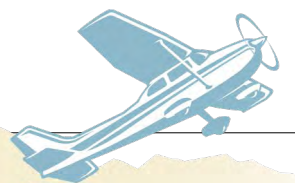
- FAA and legacy agencies, has had three grant programs since 1946
- Federal Aid to Airports Program (FAAP)
 - Airport Development Aid Program (ADAP)
 - Airport Improvement Program (AIP)





Per FAA Order 5190.6B

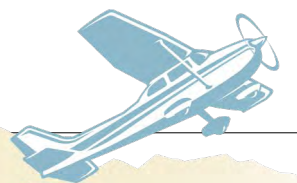
- Section 4.3.a. “Federal obligations on the acquired land remain in effect until released by the FAA”
- Section 4.3.a.5. Disposal of land must conform to Grant Assurance 31
- Section 4.3.a.5. “...airport sponsor would have to reimburse the FAA for the Fair Market Value of the real property acquired with FAA’s FAAP and ADAP grants, if the airport land is no longer used for airport purposes.”





Per FAA Order 5190.6B (continued)

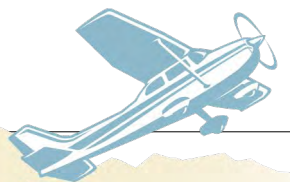
→ Section 4.3.a.6. “The FAAP and ADAP grant assurances provide that they shall not exceed 20 years with respect to facilities developed with the grants. However, the 20-year limitation arguably applies only to ‘facilities developed under this Project’ - not to the underlying land - (which always has had an unlimited useful life.)”



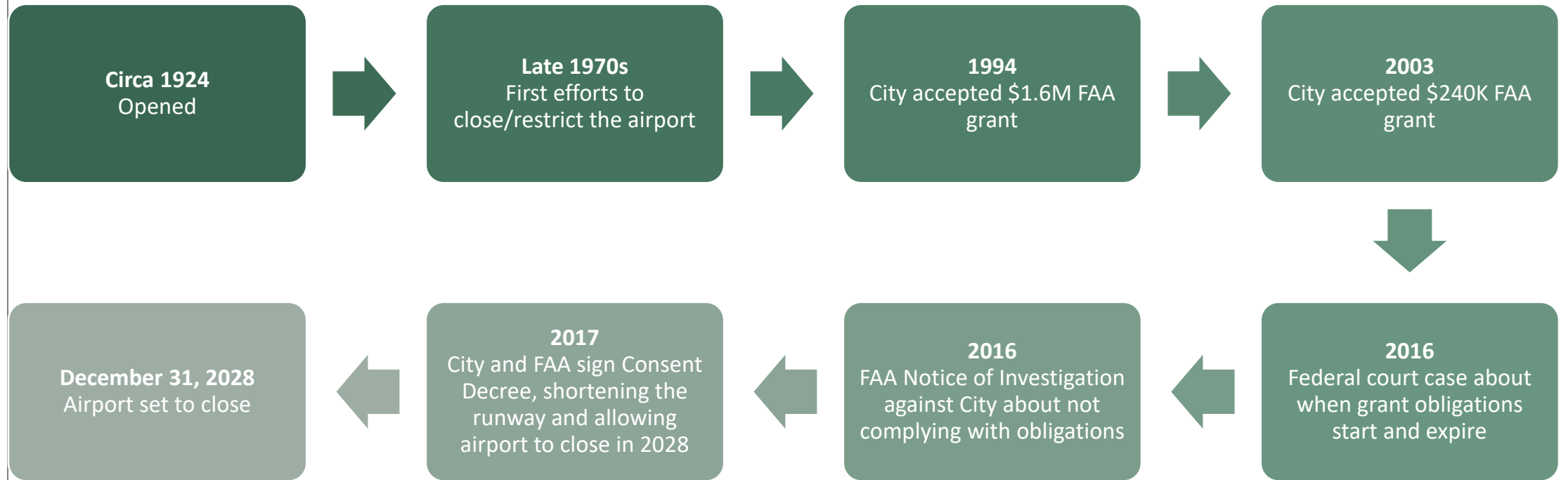


Case Studies

- ➔ Santa Monica Airport, Santa Monica, CA
 - Set to close in 2028
- ➔ Rialto Municipal Airport, Rialto, CA
 - Closed in September 2014
- ➔ East Hampton Airport, East Hampton, NY
 - Closed in May 2022

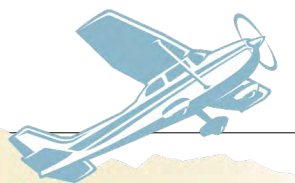
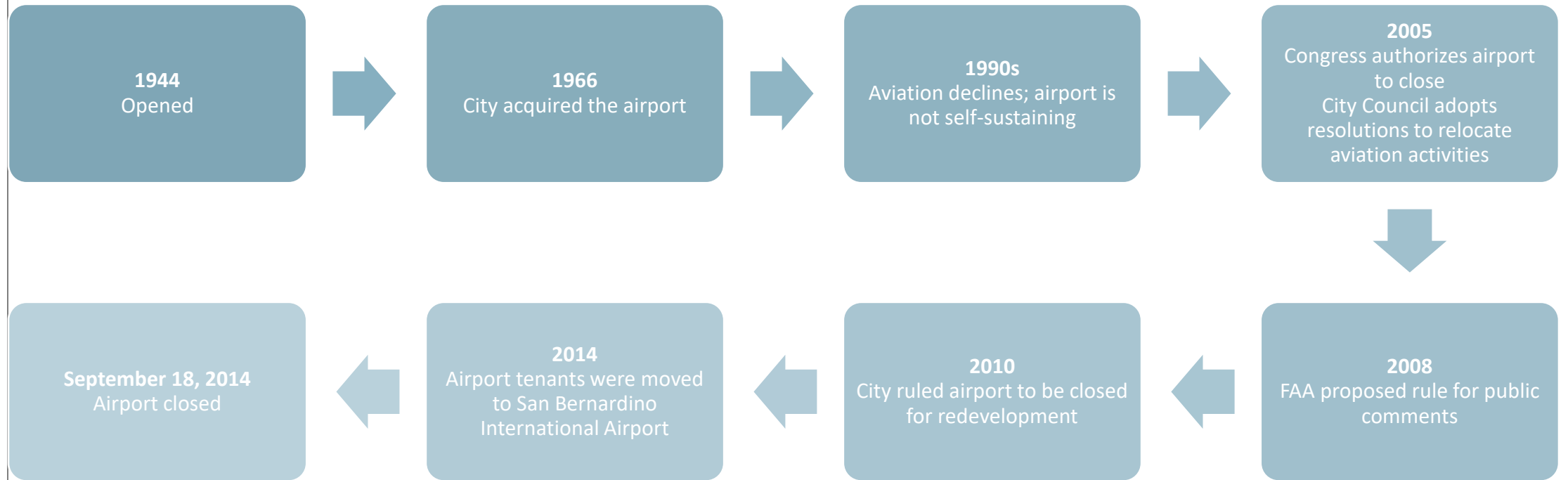


Santa Monica Airport (Reliever Airport)



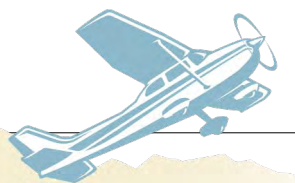
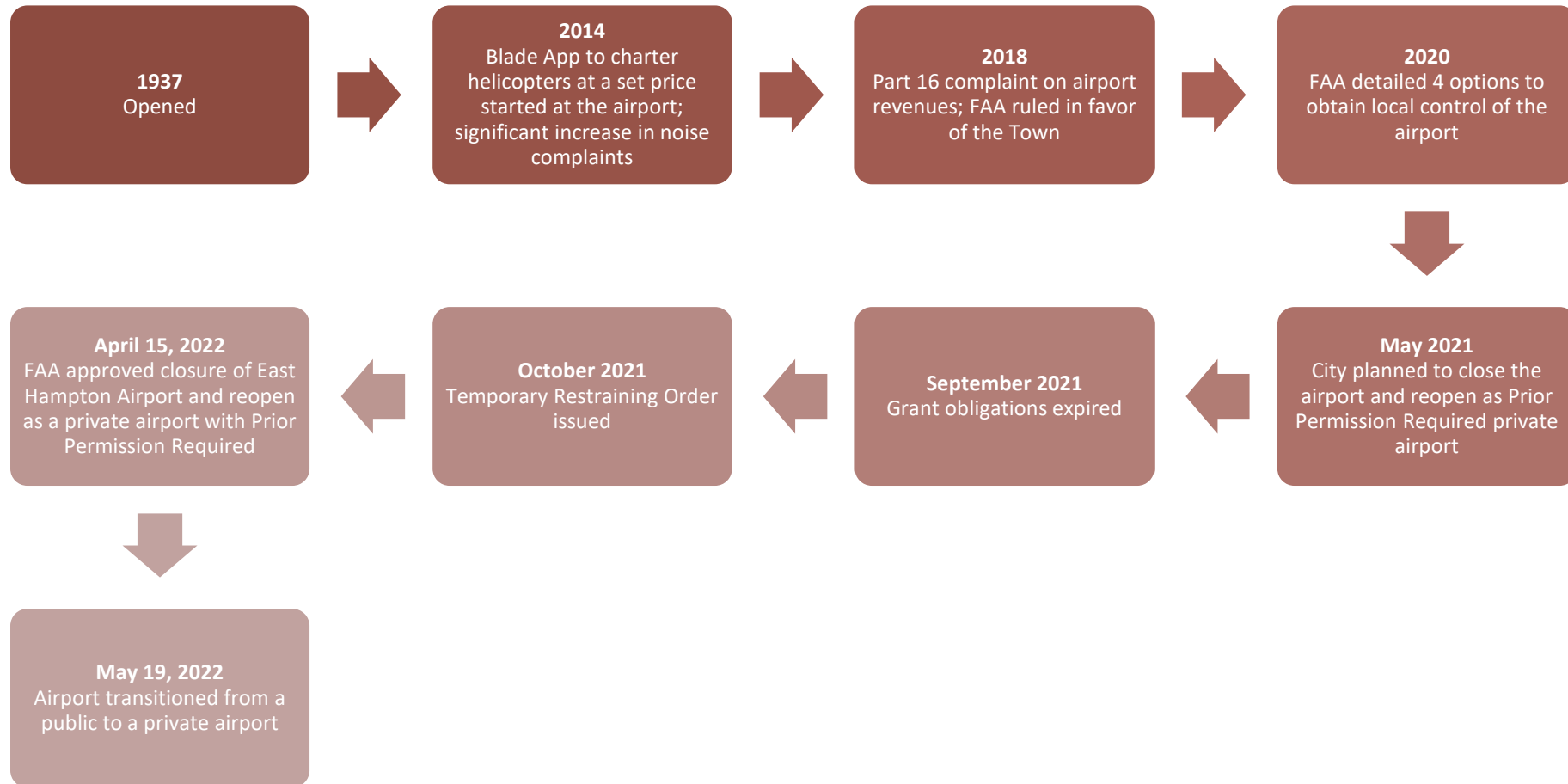


Rialto Municipal Airport (Reliever Airport)





East Hampton Airport (General Aviation - Regional)



Appendix F. Meeting Boards



CWG Purpose and Goals

The purpose of the CWG is to provide input and recommendations to the project team to support the community conversation effort. The CWG will collaborate with the project team to develop a range of scenarios for the future of BDU. The CWG will be mindful of FAA obligations, preserving and enhancing safety. The CWG will meet five times throughout the project.

The CWG will collaborate with the project team to:

- ➔ **Understand the Existing Conditions:** The group will discuss the current conditions of the airport site, the ongoing operations at the airport, FAA obligations and its role in the community.
- ➔ **Understand the Community's Vision for the Airport:** The group will discuss goals and aspirations for the future of the airport and incorporate community member feedback from a variety of engagement venues.
- ➔ **Inform Community Priorities for the Airport:** The group will help inform and evaluate a range of scenarios (short term and long-term) that are mindful of safety and FAA obligations. The group will provide feedback and input from each person's perspective and lived experience and incorporate community member feedback collected by the project team.

CWG Member Responsibilities

Members are encouraged to participate in the public open houses.



Members are encouraged to share the project progress and details with people in their neighborhood and network.



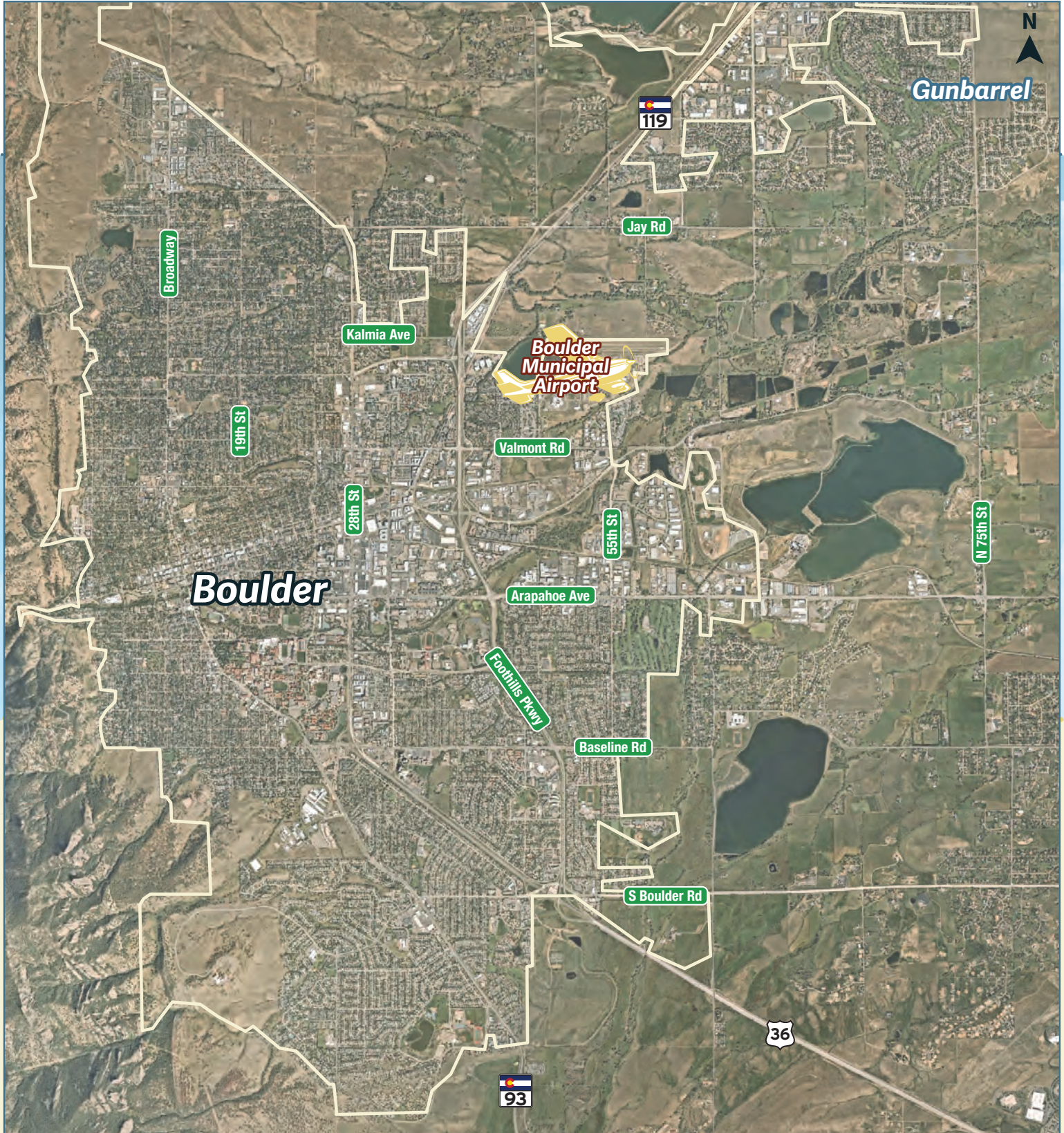
Members are expected to participate in each CWG meeting as they are scheduled.





Where do you like to go?

Place a sticker where you live, work, and recreate!



Boulder Municipal Airport Community Conversations

Appendix G

Boulder Municipal Airport Community Conversation: Community Working Group (CWG)

Meeting 2 Summary

April 13, 2023

Table of Contents

Introduction 3

CWG Meeting 2 3

Summary of Meeting and Breakout Discussions..... 5

 Introductions, Homework Report and Open House Observations5

 Evaluation Considerations Development Discussion7

 Meeting Wrap-Up.....8

Appendices

Appendices 11

 Appendix A. Sustainability and Resilience Framework 11

 Appendix B. Suggested Evaluation Considerations 12

 Appendix C. CWG Evaluation Considerations Comments 13

Introduction

Meeting overview

This summary has been prepared to detail the notifications efforts and outcomes of the second CWG meeting. Additional details about the Community Conversation project can be found on the [project website](#).

CWG Meeting 2

Meeting information

- Location: City of Boulder Open Space & Mountain Parks (2520 55th St, Boulder, CO 80301)
- Date: Thursday, April 13, 2023
- Time: 4:00 – 6:00 pm
- Number of Attendees: 23 CWG members, 11 project team members

Project Team Attendees

John Kinney, COB
Allison Moore-Farrell, COB
Kathleen King, COB
Ryan Hanschen, COB
Dylan Swanson, COB
Danielle Furuichi, COB
Amalia Andrews, Kimley-Horn
Andrew Scanlon, Kimley-Horn
Olivia Perez, Kimley-Horn
Anthony Pratt, Kimley-Horn
Blake Young, Kimley-Horn
Kathleen Wanatowicz, PR Studio
Jeffrey Range, CDR Associates

CWG Members

23 of the 38 member CWG attended the second meeting. The complete member list is included below.

Name	Email
Andrew McKenna	andrew@journeysaviation.com
Ariana Garcia	arianagarcia0757@gmail.com
Ben Molk	bmolk@crescent.com
Bill Shaffer	cmaxshaff@gmail.com
Bret Heidkamp	bret@crosstac.com
Bri Lehman	bri.lehman@gmail.com
Bronson MacDonald	Bronson.macdonald1972@gmail.com
Carl Lawrence	Carl@EnergySense.com
Carol Ciufolo	cciufolo@aol.com
Clemens Ceipek	clemens.ceipek@gmail.com
Elise Edson	elise.edson@gmail.com
Elliot Dickerson	elliott.dickerson@gmail.com
Ginger Zukowski	zukowsk1@msn.com
Glen Marshman	glenm@1bfit.com
Glenn Brillinger	glennb@brungardaviation.com
Guy Kenny	guy@gkennybuilders.com
Harry Ross	harryrosstemp+CWG@gmail.com
Hep Ingham	hep@igc.org
Jan Burton	jan.burton111@yahoo.com
Janet Heimer	janetheimer48@gmail.com
Jill Grano	jill@jillgrano.com
Julie Heins	itnotpa@comcast.net
Keith Stagg	staggkm@gmail.com
Laura Kaplan	laura.kaplan.pb@gmail.com
Lisa Morzel	lisamorzel@gmail.com
Lonnie Hilkemeier	lonnie@specialtyflight.com
Magali Botello	magalibotello2012@gmail.com
Marda Kirn	info.ecoarts@gmail.com
Mark Crossen	mark@raynemark.com
Philip Ogren	philip.ogren@outlook.com
Rachel Stanton	Rachel.stanton327@gmail.com
Rob Range	rob@boulder-air.com
Robert Murphy	bob@bcmurphy.me
Ryan Schuchard	ryanbouldertab@gmail.com
Sheila S	Westernskyhiker@gmail.com
Taran Volckhausen	tvolckhau@gmail.com
Tulia Flores	tuliaff@gmail.com
Whitney Park	whitneyfpark@gmail.com

Meeting Notifications

- Email invite to CWG members
- Email reminder and pre-work

Presentation Topics

- Welcome and introductions
- Homework and Open House Discussion
- Evaluation Criteria Development Discussion

Summary of Meeting and Breakout Discussions

Introductions, Homework Report and Open House Observations

CWG members were invited to report on their homework from the previous meeting. The question posed to the CWG was “how can the airport and the community coexist?” Those who attended the open house were invited to share their experience and observations. CWG members shared the following:

- Environmental Questions and Goals
 - There is concern about leaded fuel and the environmental impact. Interest in studying this impact if the airport is to remain in operation
 - A neighbor who lives within the flight path shared that their kids enjoy watching the airplanes. In their view, the city has limited growth intentionally through strong open space boundaries and should aim to stay on that path.
 - Some community members were surprised to learn that the aircraft at the airport uses leaded fuel.
 - Questions about the environmental needs of developing the site, there are fuel farms and other potential contamination of the site. Is alternative use possible?
- Community Relations
 - If the airport is repurposed, there is interest in making sure the community is involved the development of the future uses.
 - There needs to be compromise on both sides, for example, removing unleaded fuel could be a compromise for environmental impact, but noise will remain a concern.
 - Neighbors in a community close to the airport reported that they would like to see community members work on more respectful communications. Residents should be prepared for airplane noise if they live near and airport.
 - Neighbors in a community near Jay Road did not want to see the airport close. They like the emergency services and scientific research operations at the airport. Some suggestions were opening a community center or café on the site.
 - An airport tenant and business owner reported that they spoke to their clients about the question of coexisting. They expressed frustration about being asked to coexist – they felt they already do as residents and businesses in the city.

- One member reported concerns about the future. They expressed worry that the desire for development will never end – wanted to instead focus on community involvement.
- Concerns about retaliation from the aviation community, which has made some people resistant to share their opinion.
- Interest from the community in learning about the community working group and the community conversation project.
- The airport should find way to be more involved in the community.
- It is important that the community work together to keep the ball rolling to implement changes and the vision.
- Airport Economics
 - A CU Boulder student was surprised to learn there was an airport in Boulder. Would like to see if there is potential for commercial flights.
 - Neighbors expressed concern with the impact closing the airport would have on businesses that operate on the site.
 - Questions about what impact nearby GA airports would experience if BDU were closed.
 - Questions about the severity of the pilot shortage. Is commercial pilot training the purpose of the airport? If so, why is the city subsidizing this cost?
- Alternative Use
 - Interest in exploring multi-modal solutions including bicycle access, transit-oriented development, and affordable transportation solutions in the area.
 - Individuals who do not live near the airport felt that the site should be re-purposed.
 - One member expressed interest in seeing housing studied at the site. They also reported hearing concerns about leaded fuel, noise and safety on the site.
 - Interest in addressing missing middle housing and affordable housing.
 - Neighbors didn't mind the airport, but also expressed interest in affordable housing in Boulder.
 - Concern that any development would not be affordable housing and would instead be a luxury development that appeals to wealthy buyers.
 - This piece of land is interesting for the potential of affordable housing because it is owned by the city.

- **Airport Operations**
 - Do we need the touch and go's at the airport? Are there different ways the airport can support training?
 - One member expressed interest in learning more about the potential of electric aircraft and providing space for emergency response training.
 - The community used to coexist with the airport, but something in the operations has changed in the last few years. Concerned with airport noise that goes on late into the evening hours.
 - Enjoy aviation activities but acknowledged that the airport needs to improve.
 - There are technological innovations possible in the future that may address noise and environmental solutions.
 - Concern with how the airport is being used, not with the airport itself.
- **Noise**
 - One member spoke to people in their subdivision. Others agree that the noise from the airport has increased the last few years.
 - A neighbor close to the airport reports they are more bothered by traffic noise than airplane noise.
 - Implementing time limits on airport operations to address noise concerns.
- **Open House**
 - There were many passionate people who attended the open house who shared interesting ideas on re-purposing and maintaining the airport.
 - It was interesting to see people's comments real time through the post-it notes.
 - Encouraged to see how many people turned out to the open house.
 - Enjoyed being able to connect with new people who are not connected with the airport and hear perspectives of the community.
 - One member reported that attending the open house opened their mind to the perspectives and concerns of the broader community.
 - Encouraged that young people who are in flight training attended the open house. They were enthusiastic about aviation and had a positive attitude.
 - Encouraged by the turnout, reported that it was the best attended open house they have been to.

Evaluation Considerations Development Discussion

In the second part of the meeting, planners provided a brief overview of how the scenarios would be developed for this project. The scenarios will be developed by implementing ideas and feedback gathered from the CWG, the open houses and community questionnaires. To develop these scenarios to be compatible with city of Boulder policy, all scenarios must be built in alignment with the Sustainability and Resilience Framework. This framework guides budgeting and planning processes by providing consistent goals necessary to achieve Boulder's vision of a great community and the actions required to achieve them. This framework is included in its entirety in **Appendix A**.

The city will accomplish the vision of the Sustainability and Resilience Framework by building a community that is:

- Safe
- Healthy and socially thriving
- Livable
- Accessible and connected
- Environmentally sustainable
- Responsibly governed
- Economically vital

The CWG was invited to think about what actions might be necessary to make sure the scenarios meet Boulders goals. CWG members were asked to rank which values are most important to them and think about criteria that would be important to use to evaluate the airport scenarios. From the feedback provided by the CWG, the project team crafted some suggested evaluation considerations. The suggested evaluation considerations are attached in **Appendix B**. The feedback provided by the CWG is included as **Appendix C**.

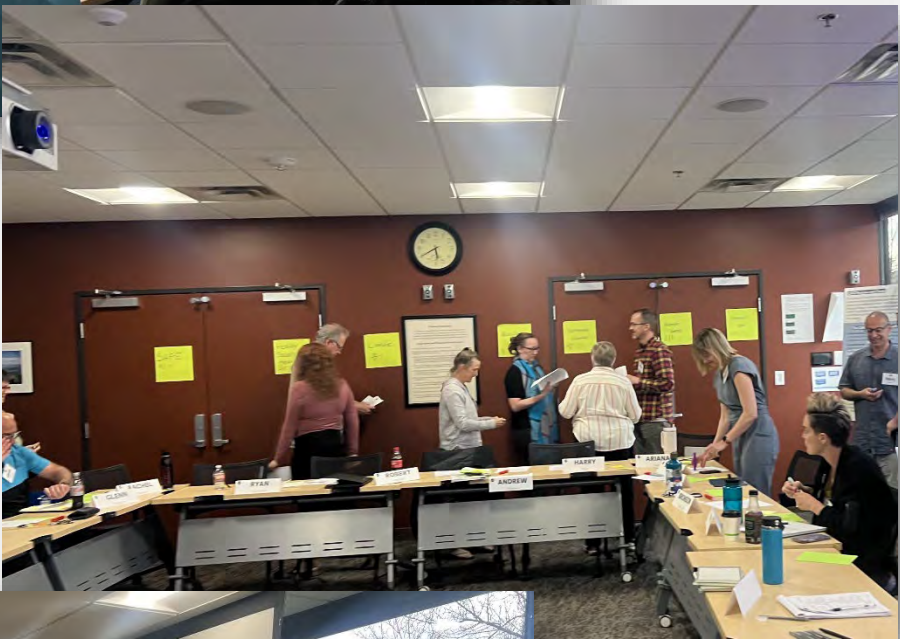
Meeting Wrap Up

Before the next CWG meeting, the project team will begin working on summarizing community feedback and developing scenarios. CWG 3 will be a workshop dedicated to feedback and comments on the draft scenarios.

- The third CWG meeting will be **Thursday, June 7, 2023**.
- The project team will begin drafting the initial scenarios for the CWG to review.
- The project team will summarize comments from the open house and questionnaire for the CWG to review.
- The project team will host a casual CWG get-together in May. The details will be shared with the group soon.

Take Aways

- In addition to developing the long-term vision for the airport, we need to find ways to address near-term concerns.



Appendices

Appendix A. Sustainability and Resilience Framework



SUSTAINABILITY + RESILIENCE FRAMEWORK

PURPOSE STATEMENT: The City of Boulder continuously works to provide service excellence for an inspired future. This framework guides budgeting and planning processes by providing consistent goals necessary to achieve Boulder's vision of a great community and the actions required to achieve them.

VISION: A future with equitable access to health, prosperity and fulfillment; where our community adapts and thrives in response to emerging, and sometimes urgent, social, economic and environmental challenges.

We accomplish this purpose and vision by supporting and further building a community that is:



SAFE

A welcoming and inclusive community that fosters personal and community safety and ensures that all residents are secure and cared for during emergencies and natural disasters.



HEALTHY & SOCIALLY THRIVING

All Boulder residents enjoy high levels of physical and mental well-being and abundant recreational, cultural and educational opportunities in an environment where human rights are respected.



LIVABLE

High-performing, safe, well-maintained and attractive buildings and infrastructure that accommodate a diverse set of community needs for working, playing and living.



ACCESSIBLE & CONNECTED

A safe, accessible and sustainable multi-modal transportation system that connects people with each other and where they want to go. Innovation, inclusivity and open access to information fosters connectivity and promotes community engagement.



ENVIRONMENTALLY SUSTAINABLE

A sustainable, thriving and equitable community that benefits from and supports clean energy; preserves and responsibly uses the earth's resources; and cares for ecosystems.



RESPONSIBLY GOVERNED

A local government that provides an excellent customer experience, responsibly manages the city's assets and makes data-driven decisions informed by community engagement.



ECONOMICALLY VITAL

All residents and businesses can access and benefit from a healthy and sustainable economy that is innovative, diverse and collaborative.



SUSTAINABILITY + RESILIENCE FRAMEWORK OBJECTIVES



SAFE

- Enforces the law while considering the needs of individuals and community values.
- Plans for and provides equitable, timely and effective services and responses to emergencies and natural disasters.
- Fosters a climate of safety for individuals in homes, businesses, neighborhoods, streets, sidewalks, bike lanes and public places.
- Encourages shared responsibility, provides education on personal and community safety and fosters an environment that is welcoming and inclusive.



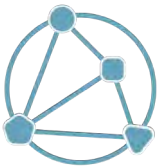
HEALTHY & SOCIALLY THRIVING

- Cultivates a wide-range of recreational, cultural, educational, civic and social opportunities for all socio-economic and age groups.
- Supports the physical and mental well-being of its community members.
- Fosters inclusion, diversity and equity.



LIVABLE

- Promotes and sustains a secure, clean and attractive place to live, work and play.
- Provides a variety of housing types with a full range of affordability.
- Provides appropriate regulation of development and high-performing, well-maintained public infrastructure.
- Encourages sustainable development of infrastructure and buildings supported by reliable, affordable city services.
- Supports and enhances neighborhood livability and walkability for all members of the community.



ACCESSIBLE & CONNECTED

- Offers and encourages a variety of safe, comfortable, affordable, reliable, convenient and clean mobility options.
- Supports a balanced transportation system that reflects effective land use, manages congestion and facilitates strong regional multimodal connections.
- Provides effective infrastructure and services that will encourage diverse populations to connect to nature and the larger community.
- Provides open access to information, encourages innovation, enhances communication and promotes community engagement.



ENVIRONMENTALLY SUSTAINABLE

- Rapidly transitions from fossil fuels to clean, renewable energy.
- Ensures the efficient use of natural resources in a manner that does not deplete them over time.
- Protects and enhances the biodiversity and productivity of ecological systems.
- Enhances the ability of urban, wildland and agricultural ecosystems to capture and stabilize atmospheric carbon and provide critical buffering against climate extremes.



RESPONSIBLY GOVERNED

- Models stewardship and sustainability of the city's financial, human, information and physical assets.
- Supports strategic decision-making with opportunities for engagement and timely, reliable and accurate data and analysis.
- Enhances and facilitates transparency, accuracy, efficiency, effectiveness and quality customer service in all city business.
- Supports, develops and enhances relationships between the city and community/ regional partners.
- Provides assurance of regulatory and policy compliance.



ECONOMICALLY VITAL

- Supports an environment for creativity, innovation and entrepreneurship.
- Promotes a well-educated, skilled and diverse work force that meets employers' needs.
- Fosters a collaborative and resource rich regional business climate.
- Attracts, sustains and retains a diverse mix of businesses, entrepreneurs and jobs that support the needs of all community members.
- Supports financial security, economic opportunity and social mobility for all.

Appendix B. Suggested Evaluation Considerations

CWG Meeting 2 Evaluation Considerations Exercise**Sustainability And Resilience Framework Category**

Priority

Safe

10

Evaluation Considerations

Evaluation Considerations	Emergency response operation
Evaluation Considerations	Sustainable practice and water management
Evaluation Considerations	Other

CWG Comment	Suggested Evaluation Consideration
Facilities for natural disaster response	Emergency response operation
help with natural disasters	Emergency response operation
Medivac/Fire and rescue presence at the airport. Making people aware of the help to the community	Emergency response operation
Well lit and more pedestrian and bike oriented. No cars	Sustainable practice and water management
Keeping water at a sustainable rate	Sustainable practice and water management
who holds the liability for negative outcomes? Can the harm or help that it causes be quantified?	Other
Gun free zone	Other

CWG Meeting 2 Evaluation Considerations Exercise

Sustainability And Resilience Framework Category
Priority

Healthy & Socially Thriving
13

Evaluation Considerations	
Evaluation Considerations	Community Gathering Space and Places for Art
Evaluation Considerations	Diversify Site Uses
Evaluation Considerations	Integrating with Surrounding Uses
Evaluation Considerations	Provide Educational Opportunities
Evaluation Considerations	Other

CWG Comment	Suggested Evaluation Consideration
Opportunities for public art and gathering spaces	Community gathering space and places for Art
Pro-social, community oriented, a place where people belong	Community gathering space and places for Art
Safe gathering place for everybody- children friendly	Community gathering space and places for Art
consider the expanded benefits of extended uses of the land	Diversify site uses
care for others around the site/usage	Diversify site uses
Access to local businesses	Diversify site uses
promotes and provides activities that don't impact surrounding neighborhoods (not a conc	Diversify site uses
The site enhances well-being for a broad cross section of the community	Diversify site uses
invite access and activities beyond one niche that might be open year round	Integrating with surrounding Uses
diverse	Integrating with surrounding Uses
Invites community activities that are cohesive with the other neighborhoods	Integrating with surrounding Uses
Promotes enjoyment and likelihood of all types of users to the area and not one kind of activity	Integrating with surrounding Uses
Serves broader community	Integrating with surrounding Uses
amount of public open space, multi-use paths, parklets	Integrating with surrounding Uses
education opportunities	Provide educational opportunities
Respecting and understanding each others needs	Provide educational opportunities
Provide scholarships/local school for ASP and Flying	Provide educational opportunities
Move toward net zero energy consumption	Other
racial equity instrument	Other
diverse community	Other
Is it making the community less healthy	Other
Contributes to more people being able to affordably live in Boulder	Other
people space separated from regional travel	Other

CWG Meeting 2 Evaluation Considerations Exercise

Sustainability And Resilience Framework Category
Priority

Livable
11

Evaluation Considerations

Evaluation Considerations	Balance the needs of air travel and surrounding uses
Evaluation Considerations	Opportunity to support residential uses
Evaluation Considerations	Provide amenities (both transportation and recreation) for residents
Evaluation Considerations	Other

CWG Comment	Suggested Evaluation Consideration
takes into account current "flavor" or characteristics of neighborhood	Balance the needs of air travel and surrounding uses
Assess impact of other communities (airports) on our airspace and airport	Balance the needs of air travel and surrounding uses
Something for all Boulder residents	Balance the needs of air travel and surrounding uses
Proper balance between a few individuals (pilots) and 1,000s of residents	Balance the needs of air travel and surrounding uses
Paramount that communities can be free of noise	Balance the needs of air travel and surrounding uses
serves a broad cross section of the community	Balance the needs of air travel and surrounding uses
Affordable housing to? If the land was to be use for housing?	Opportunity to support residential uses
# of housing units #of jobs	Opportunity to support residential uses
Accessible to the public via bikes	Provide amenities (both transportation and recreation) for residents
Quality of life/work	Provide amenities (both transportation and recreation) for residents
amenities and recreation for residents	Provide amenities (both transportation and recreation) for residents
Mutual respect	Other
does it support a Boulder workforce that doesn't have to come from outside the community	Other
# of Boulder residents who will use the site	Other
Self sustainable, space not requiring additional tax dollars for community	Other
what s the quality of life for those who live around the site?	Other

CWG Meeting 2 Evaluation Considerations Exercise

Sustainability And Resilience Framework Category
Priority

Accessible & Connected
3

Evaluation Considerations

Evaluation Considerations	
	Advance Multi-modal transportation goals
CWG Comment	Suggested Evaluation Consideration
Sidewalks to the airport	Advance Multi-modal transportation goals
Can it put people within a 15-minute neighborhood? Or facilitate its development	Advance Multi-modal transportation goals
Makes tangible, significant contribution to city's transport goals of -build/shift to transit+biikeways less car travel less climate pollution	Advance Multi-modal transportation goals
Bike accessible	Advance Multi-modal transportation goals
Multi-modal travel	Advance Multi-modal transportation goals
Future of transportation/innovation	Advance Multi-modal transportation goals
Vision zero multi-modal all ages all-abilities	Advance Multi-modal transportation goals
Can't those who don't "buy in" use the publicly funded facility?	Advance Multi-modal transportation goals

CWG Meeting 2 Evaluation Considerations Exercise

Sustainability And Resilience Framework Category
Priority

Environmentally Sustainable
12

Evaluation Considerations

Evaluation Considerations	Allow for the integration of future aviation tech
Evaluation Considerations	Minimize impact to wildlife and natural environment
Evaluation Considerations	Further Boulder's sustainability goals
Evaluation Considerations	Other

CWG Comment	Suggested Evaluation Consideration
Adopt unleaded when it becomes available. Keep prices low so people fill-up vs going to other airports and getting leaded fuel	Allow for the integration of future aviation tech
Cutting edge/future looking, model and test bed for sustainability	Allow for the integration of future aviation tech
Increase awareness of grates available to airport users (future aviators) by coordination with our learning institutions	Allow for the integration of future aviation tech
unleaded fuel how long realistically until it is delivered?	Allow for the integration of future aviation tech
Be the leader in electric planes and research	Allow for the integration of future aviation tech
impact of space on existing osprey water fowl and prairie dog populations	Minimize impact to wildlife and natural environment
Is the use best compatible with wildlife and cohabitation	Minimize impact to wildlife and natural environment
Regenerative aspects, what helps promote pollinators for example?	Minimize impact to wildlife and natural environment
Does this contribute to city's sustainability?	Further Boulder's sustainability goals
green-minded	Further Boulder's sustainability goals
Promotes environmental health	Further Boulder's sustainability goals
Carbon footprint	Further Boulder's sustainability goals
Water quality impact	Further Boulder's sustainability goals
Significant contribution to deep decarbonization in short and long term?	Further Boulder's sustainability goals
Needs to be environmentally sustainable and ready to help with extreme events	Further Boulder's sustainability goals
The site serves the highest and best use to meet Boulder's sustainability goals	Further Boulder's sustainability goals
Impact on vehicle miles traveled	Further Boulder's sustainability goals
Future net zero energy	Further Boulder's sustainability goals
Least pollution and most responsive to air and water quality needs	Further Boulder's sustainability goals
Does the property best serve healthy air and water quality, or harm it?	Further Boulder's sustainability goals
Climate impact	Further Boulder's sustainability goals
Long range visions and equity in end result	Other
Do some lead testing both at the airport and throughout the valley to see if levels are truly elevated or heresy	Other
a model for other cities. What if everyone does what we do?	Other

CWG Meeting 2 Evaluation Considerations Exercise

Sustainability And Resilience Framework Category
Priority

Responsibly Governed
5

Evaluation Considerations

Evaluation Considerations	Ensure the Airport provides The best service possible
Evaluation Considerations	Balance the needs for regulation (easements, utilities etc...) with the the need for broad uses
Evaluation Considerations	Provide clarity an consistency in all plans for the airport
Evaluation Considerations	Other

CWG Comment	Suggested Evaluation Consideration
Provide basic services before dreaming	Ensure the Airport provides The best service possible
How does space remain a city assets using it to extend resources	Ensure the Airport provides The best service possible
Not too much regulation/rules. Therefore allowing broad use	Balance the needs for regulation (easements, utilities etc...) with the the need for broad uses
Logical thinking in regards to traffic and impact on neighbors	Balance the needs for regulation (easements, utilities etc...) with the the need for broad uses
Appropriate easements place per usage (including surrounding area)	Balance the needs for regulation (easements, utilities etc...) with the the need for broad uses
Are all stakeholders considered?	Provide clarity an consistency in all plans for the airport
Who is ultimately responsible? Who is in charge? Who makes the decisions?	Provide clarity an consistency in all plans for the airport
Responsive government, careful, deliberate planning	Provide clarity an consistency in all plans for the airport
Evidence based decisions	Provide clarity an consistency in all plans for the airport
Does it provide a use of the community that can't be found/located elsewhere?	Other
Does it do the most good for the most number of people?	Other
Assurance of diversity	Other
Open houses/recuring days for firms to find candidates interested in aviation careers?	Other

CWG Meeting 2 Evaluation Considerations Exercise

Sustainability And Resilience Framework Category
Priority

Economically Vital
13

Evaluation Considerations	
Evaluation Considerations	Job creation and job growth
Evaluation Considerations	Provide diverse business options
Evaluation Considerations	Provide stable tax base/revenue
Evaluation Considerations	Other
CWG Comment	Suggested Evaluation Consideration
Does it provide jobs or future jobs	Job creation and job growth
# of jobs	Job creation and job growth
Provides jobs and job training	Job creation and job growth
Jobs and job training	Job creation and job growth
creates jobs and revenue	Job creation and job growth
Primary employment	Job creation and job growth
Year round employment open to young and old that provide livable wages, healthiness, steady work	Job creation and job growth
Local biz and jobs open to all of and a variety of skills of the community and not just a niche	Provide diverse business options
Jobs that provide goods and services to the entire community, like a hair salon, shops or other community need s	Provide diverse business options
Mixed use housing and businesses	Provide diverse business options
Serves our workforce	Provide diverse business options
Draws more people/community to participate or at lease be able to participate	Provide diverse business options
Business incubator space/focus on aeronautics programs	Provide diverse business options
Opportunity to support more/other businesses that aren't aviation-dependent	Provide diverse business options
Included in attracting new investment (jobs) long term for Boulder	Provide diverse business options
Does it pay for itself?	Provide stable tax base/revenue
Self sustaining	Provide stable tax base/revenue
Economically sustains itself without additional city money	Provide stable tax base/revenue
Taxes paid to city	Provide stable tax base/revenue
Is making money	Provide stable tax base/revenue
Property taxes, business taxes	Provide stable tax base/revenue
self-sustaining economics that generate benefits broadly and equitably with subsidies accounted for and transparent *subsidies include value and opportunity cost of use of public resources	Provide stable tax base/revenue
Access economic impact of airport - real data	Provide stable tax base/revenue
Accessible to grant money for airport	Other
Is this for making money at the expense of people lives or can it be making money to benefit the community?	Other
Employment	Other
Illegible	Other
Benefits community	Other
can people plan far into the future	Other
long term assets	Other

Appendix C. CWG Evaluation Considerations Comments

CWG Meeting 2 Evaluation Considerations Exercise: Comment Data

The following feedback was provided by the CWG during the sticky note exercise. These comments provided the project team information about how to use the Boulder Sustainability and Resilience Framework when evaluating the forthcoming scenarios.

Category: Safe

Priority: 10

- Gun free zone
- Well lit and more pedestrian and bike oriented. No cars
- Keeping water at a sustainable rate
- who holds the liability for negative outcomes? Can the harm or help that it causes be quantified?
- Facilities for natural disaster response
- help with natural disasters
- Medivac/Fire and rescue presence at the airport. Making people aware of the help to the community

Category: Healthy & Socially Thriving

Priority: 13

- Opportunities for public art and gathering spaces
- consider the expanded benefits of extended uses of the land
- Move toward net zero energy consumption
- care for others around the site/usage
- invite access and activities beyond one niche that might be open year round
- racial equity instrument
- diverse
- diverse community
- Access to local businesses
- Is it making the community less healthy
- Pro-social, community oriented, a place where people belong
- Contributes to more people being able to affordably live in Boulder
- Safe gathering place for everybody- children friendly
- education opportunities
- Respecting and understanding each others needs
- Provide scholarships/local school for ASP and Flying
- Invites community activities that are cohesive with the other neighborhoods
- people space separated from regional travel
- promotes and provides activities that don't impact surrounding neighborhoods (not a concert venue or racecar speedway)
- Promotes enjoyment and likelihood of all types of users to the area and not one kind of activity
- The site enhances well-being for a broad cross section of the community
- Serves broader community
- amount of public open space, multi-use paths, parklets

Category: Livable

Priority: 11

- Mutual respect
- does it support a Boulder workforce that doesn't have to come from outside the community?
- takes into account current "flavor" or characteristics of neighborhood
- Affordable housing to? If the land was to be use for housing?
- Accessible to the public via bikes
- Assess impact of other communities (airports) on our airspace and airport
- Something for all Boulder residents
- # of Boulder residents who will use the site
- Proper balance between a few individuals (pilots) and 1,000s of residents
- "# of housing units
- #of jobs"
- Paramount that communities can be free of noise
- Quality of life/work
- Self sustainable, space not requiring additional tax dollars for community
- serves a broad cross section of the community
- what is the quality of life for those who live around the site?
- amenities and recreation for residents

Accessible & Connected

Priority: 3

- Sidewalks to the airport
- Can it put people within a 15-minute neighborhood? Or facilitate its development
- "Makes tangible, significant contribution to city's transport goals of
- -build/shift to transit+biikeways
- less car travel
- less climate pollution"
- Bike accessible
- Multi-modal travel
- Future of transportation/innovation
- Vision zero multi-modal all ages all-abilities
- Can't those who don't "buy in" use the publicly funded facility?

Category: Environmentally Sustainable

Priority: 12

- Does this contribute to city's sustainability?
- Adopt unleaded when it becomes available. Keep prices low so people fill-up vs going to other airports and getting leaded fuel
- green-minded
- Cutting edge/future looking, model and test bed for sustainability
- impact of space on existing osprey water fowl and prairie dog populations
- Promotes environmental health
- Do some lead testing both at the airport and throughout the valley to see if levels are truly elevated or heresy
- a model for other cities. What if everyone does what we do?
- Carbon footprint
- Increase awareness of grates available to airport users (future aviators) by coordination with our learning institutions
- Long range visions and equity in end result
- Is the use best compatible with wildlife and cohabitation
- Water quality impact
- unleaded fuel how long realistically until it is delivered?
- Significant contribution to deep decarbonization in short and long term?
- Needs to be environmentally sustainable and ready to help with extreme events
- The site serves the highest and best use to meet Boulder's sustainability goals
- Impact on vehicle miles traveled
- Future net zero energy
- Regenerative aspects, what helps promote pollinators for example?
- Least pollution and most responsive to air and water quality needs
- Be the leader in electric planes and research
- Does the property best serve healthy air and water quality, or harm it?
- Climate impact

Category: Responsibly Governed

Priority: 5

- Does it provide a use of the community that can't be found/located elsewhere?
- Does it do the most good for the most number of people?
- Assurance of diversity
- Provide basic services before dreaming
- Not too much regulation/rules. Therefore allowing broad use
- Are all stakeholders considered?
- Logical thinking in regards to traffic and impact on neighbors
- Who is ultimately responsible? Who is in charge? Who makes the decisions?
- Responsive government, careful, deliberate planning
- How does space remain a city assets using it to extend resources
- Appropriate easements place per usage (including surrounding area)
 - Avigation
 - right of way
 - utilities
 - ??
- Open houses/recuring days for firms to find candidates interested in aviation careers?
- Evidence based decisions

Category: Economically Vital

Priority: 13

- Does it pay for itself?
- Self sustaining
- Economically sustains itself without additional city money
- Taxes paid to city
- Is making money
- Property taxes, business taxes
- Accessible to grant money for airport
- Is this for making money at the expense of people lives or can it be making money to benefit the community?
- self-sustaining economics that generate benefits broadly and equitably with subsidies accounted for and transparent *subsidies include value and opportunity cost of use of public resources
- Does it provide jobs or future jobs
- # of jobs
- Provides jobs and job training
- Jobs and job training
- creates jobs and revenue
- Primary employment
- Employment
- Local biz and jobs open to all of and a variety of skills of the community and not just a niche
- Year round employment open to young and old that provide livable wages, healthiness, steady work
- Jobs that provide goods and services to the entire community, like a hair salon, shops or other community needs
- Mixed use housing and businesses
- Illegible
- Benefits community
- can people plan far into the future
- long term assets
- Serves our workforce
- Access economic impact of airport - real data
- Draws more people/community to participate or at lease be able to participate
- Business incubator space/focus on aeronautics programs
- Opportunity to support more/other businesses that aren't aviation-dependent
- Included in attracting new investment (jobs) long term for Boulder

Boulder Municipal Airport Community Conversations

Appendix H

Boulder Municipal Airport Community Conversation: Community Working Group (CWG)

Meeting 3 Summary June 7, 2023

Table of Contents

Introduction	3
CWG Meeting 3.....	3
Summary of Meeting and Discussion	5
Welcome Introduction and Opening Remarks	5
Desired Action Items.....	5
Draft Scenarios.....	5
Meeting Wrap Up	6

Appendices

Appendices	8
Appendix A. Presentation Slides	9
Appendix B. Desired Action Items.....	10
Appendix C. Desired Action Items Feedback	11
Appendix D. Draft Scenarios	12
Appendix E. Draft Scenarios Feedback	13
Appendix F. Evaluation Considerations.....	14

Introduction

Meeting overview

This summary has been prepared to detail the notification efforts and outcomes of the third CWG meeting. Additional details about the Community Conversation project can be found on the [project website](#).

CWG Meeting 3

Meeting information

- Location: City of Boulder Open Space & Mountain Parks (2520 55th St, Boulder, CO 80301)
- Date: Wednesday, June 7, 2023
- Time: 4:30 – 6:30 pm
- Number of Attendees: 14 CWG members, 9 project team members

Project Team Attendees

John Kinney, COB
Allison Moore-Farrell, COB
Kathleen King, COB
Danielle Furuichi, COB
Amalia Andrews, Kimley-Horn
Andrew Scanlon, Kimley-Horn
Blake Young, Kimley-Horn
Kathleen Wanatowicz, PR Studio
Jeffrey Range, CDR Associates

CWG Members

14 of the 38 member CWG attended the second meeting. The complete member list is included below.

Name	Email
Andrew McKenna	andrew@journeysaviation.com
Ariana Garcia	arianagarcia0757@gmail.com
Ben Molk	bmolk@crescent.com
Bill Shaffer	cmaxshaff@gmail.com
Bret Heidkamp	bret@crosstac.com
Bri Lehman	bri.lehman@gmail.com
Bronson MacDonald	Bronson.macdonald1972@gmail.com
Carl Lawrence	Carl@EnergySense.com
Carol Ciufolo	cciufolo@aol.com
Clemens Ceipek	clemens.ceipek@gmail.com
Elise Edson	elise.edson@gmail.com
Elliot Dickerson	elliott.dickerson@gmail.com
Ginger Zukowski	zukowsk1@msn.com
Glen Marshman	glenm@1bfit.com
Glenn Brillinger	glennb@brungardaviation.com
Guy Kenny	guy@gkennybuilders.com
Harry Ross	harryrosstemp+CWG@gmail.com
Hep Ingham	hep@igc.org
Jan Burton	jan.burton111@yahoo.com
Janet Heimer	janetheimer48@gmail.com
Jill Grano	jill@jillgrano.com
Julie Heins	itnotpa@comcast.net
Keith Stagg	staggkm@gmail.com
Laura Kaplan	laura.kaplan.pb@gmail.com
Lisa Morzel	lisamorzel@gmail.com
Lonnie Hilkemeier	lonnie@specialtyflight.com
Magali Botello	magalibotello2012@gmail.com
Marda Kirn	info.ecoarts@gmail.com
Mark Crossen	mark@raynemark.com
Philip Ogren	philip.ogren@outlook.com
Rachel Stanton	Rachel.stanton327@gmail.com
Rob Range	rob@boulder-air.com
Robert Murphy	bob@bcmurphy.me
Ryan Schuchard	ryanbouldertab@gmail.com
Sheila S	Westernskyhiker@gmail.com
Taran Volckhausen	tvolckhau@gmail.com
Tulia Flores	tuliaff@gmail.com
Whitney Park	whitneyfpark@gmail.com

Meeting Notifications

- Email invite to CWG members
- Email reminder and pre-work

Presentation Topics

- Welcome and Introductions
- Desired Action Items
- Draft Scenarios

Summary of Meeting and Breakout Discussions

Desired Action Items

Before presenting the draft scenarios to the CWG, the project team discussed Desired Action Items that have emerged throughout the various engagement opportunities. These Desired Action Items are near-term concerns that the city could begin implementing in the next 0-5 years. These are included in **Appendix B**. The project team asked the CWG the following questions on the Desired Action Items:

- Did we miss anything?
- What else should be considered?

This feedback is included as **Appendix C**.

Draft Scenarios

During the meeting, the project team presented the draft scenarios to the CWG for their feedback and comment. These draft scenarios are included as **Appendix D**. The participants provided their feedback and comments on each scenario with sticky notes. The project team asked the CWG the following questions:

- What elements do you like?
- What elements don't you like?
- Is a hybrid scenario using elements from scenarios 1-4 needed?

This feedback is included as **Appendix E**.

Meeting Wrap Up

Before the next CWG meeting, the project team will begin working on refining the draft scenarios and scoring each scenario using the established Evaluation Considerations. CWG #4 will be a workshop dedicated to feedback and comments on the refined scenarios.

- The project team will begin refining the draft scenarios based on CWG feedback.
- There will be an opportunity to provide additional feedback on the draft scenarios. The project team will take additional comments on draft scenarios until Wednesday, June 21, 2023.
- There will be an optional virtual meeting in July. The project team will share details about this gathering soon.
- The next public open house will take place on **Tuesday, July 18, 2023**. The details about this meeting will be available soon.
- The fourth CWG meeting will be **Thursday, July 20, 2023**.
- Feedback on the Desired Action Items will be taken until the next CWG meeting on July 20, 2023.



Appendices

Appendix A. Presentation Slides

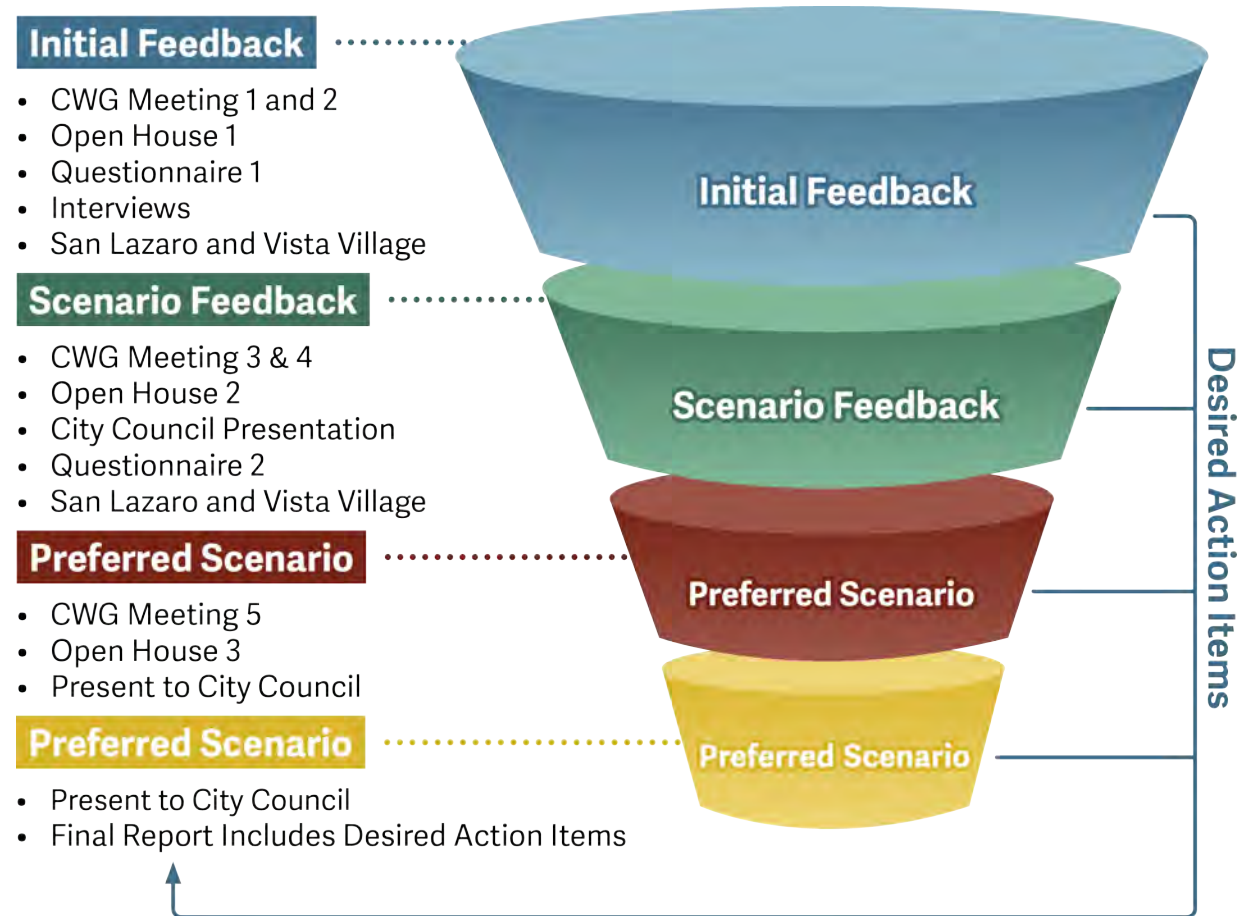
Boulder Airport Community Conversation

Community Working Group #3
June 7, 2023

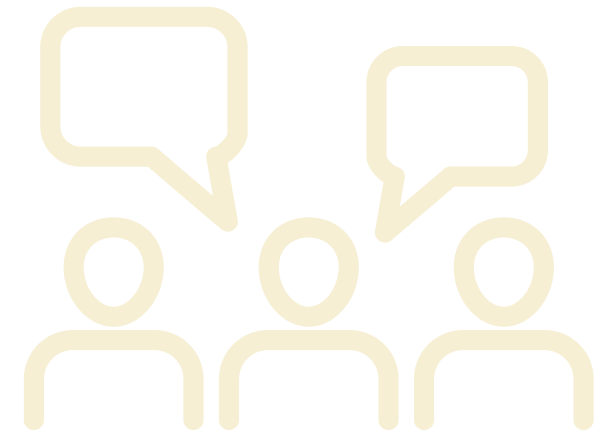




Input and Feedback

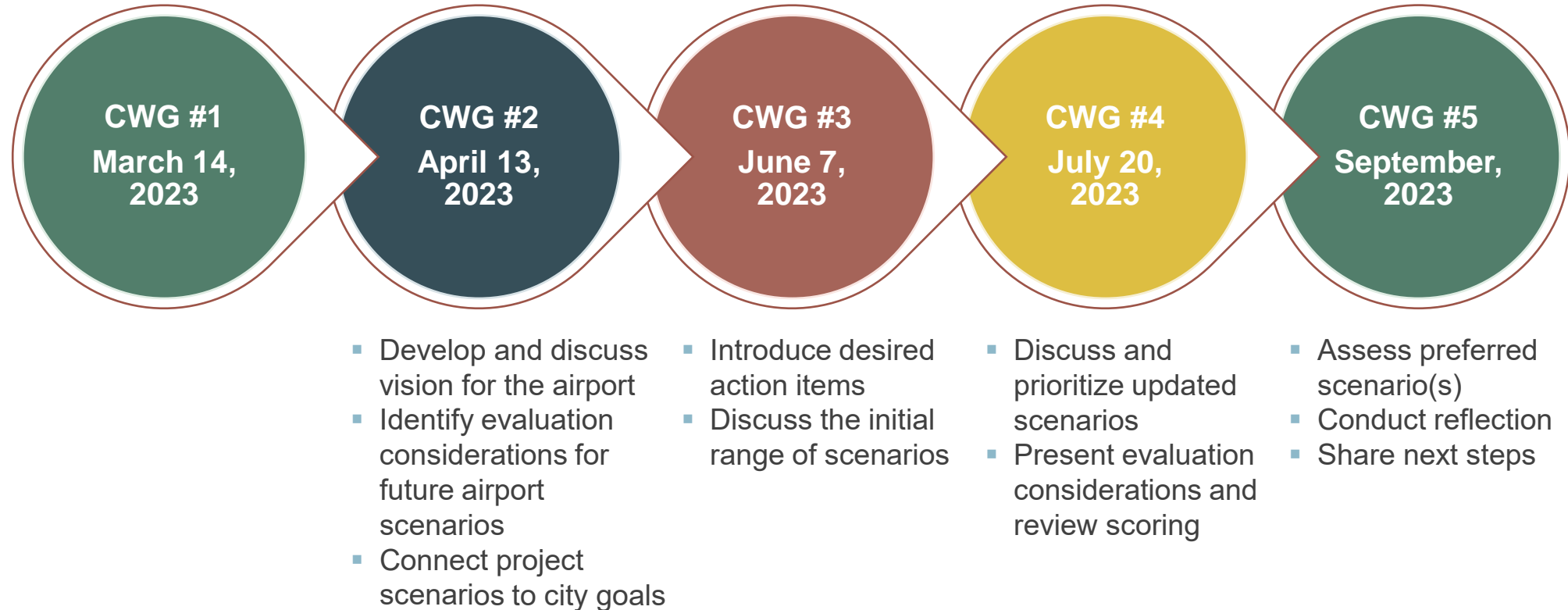


CWG Purpose and Goals





CWG Meeting Purpose





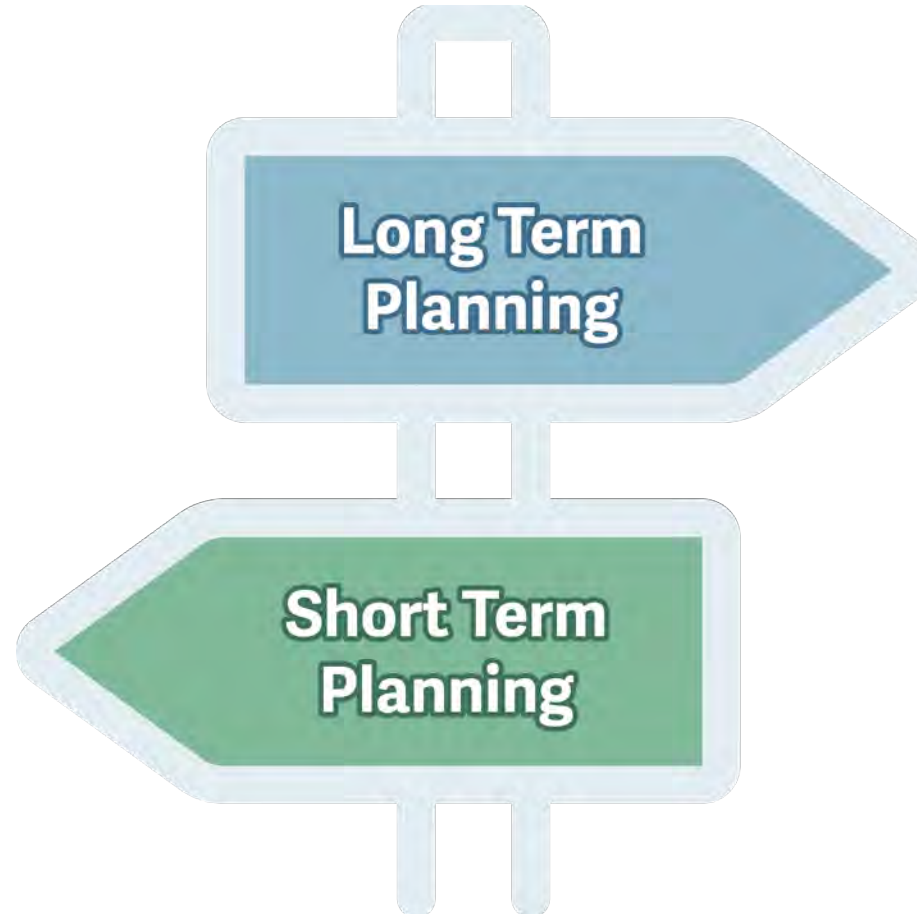
Meeting Overview

- Desired Action Items
- Draft Scenarios Presentation
- Discussion, Feedback and Closing





CWG #3 Meeting Outcomes

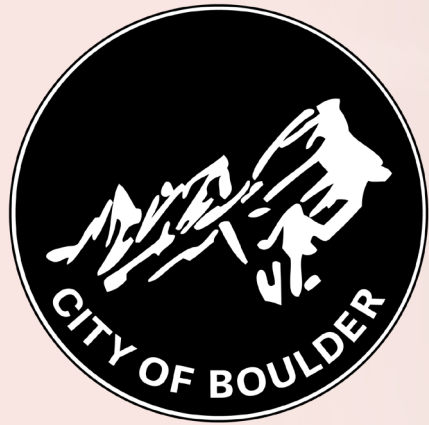




Desired Action Items

- Feedback received to date
- Themes, issues and/or concerns from stakeholders
- Planning horizon to begin implementation within next 0-5 years
- Homework: How would you like to provide feedback
- Decision: How do you want to work as a group or sub-group to address Desired Action Items?





Scenarios



Scenario Development

- Draft scenarios
 1. Existing Airport with Enhanced Maintenance
 2. Airport with Aviation Improvements
 3. Airport with Neighborhood Serving Uses and Housing Lite
 4. Decommission Airport and Create New Neighborhood
- Exercise
 - What elements do you like?
 - What elements don't you like?

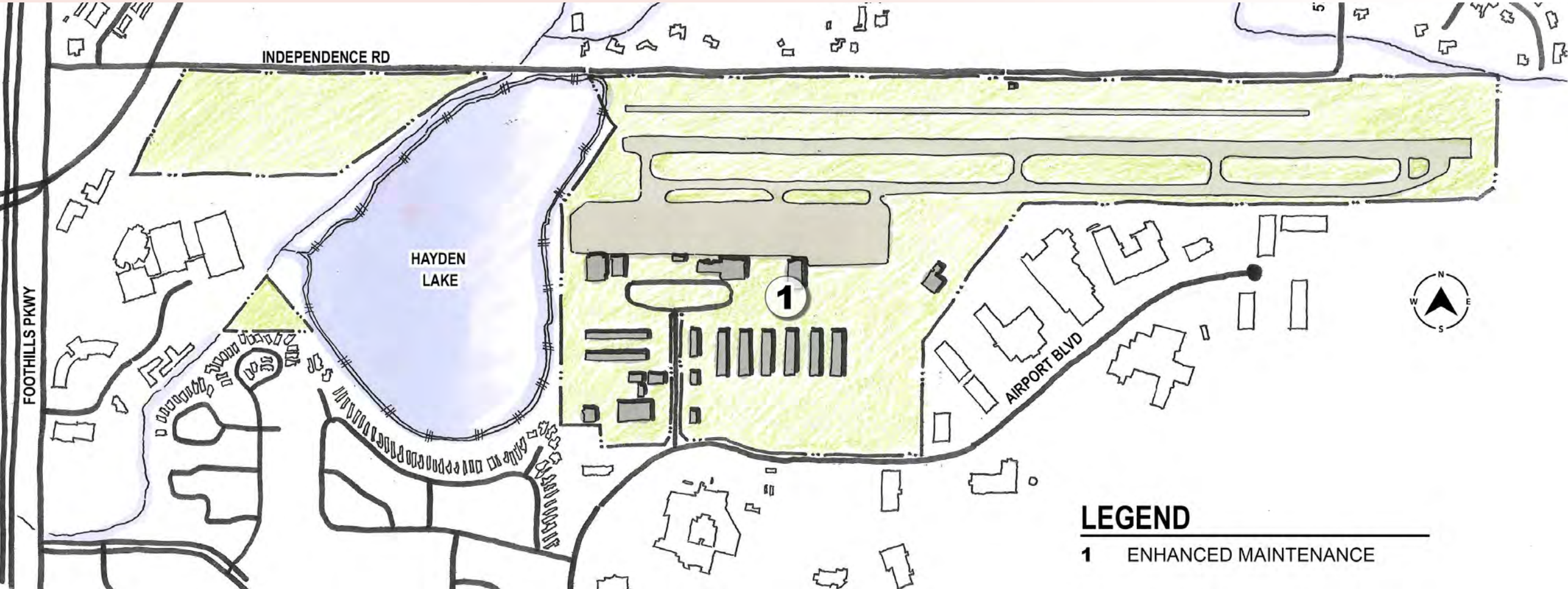




Scenario Development

- Scenarios are conceptual in nature
- Scenarios are a high-level view for what might be possible at the airport
- Scenarios represent a range of options
- Scenarios have a range of cost, feasibility and affordability
- Scenarios are first draft, together we want to modify and build






LEGEND


1 ENHANCED MAINTENANCE

Scenario 1

Existing Airport with Enhanced Maintenance



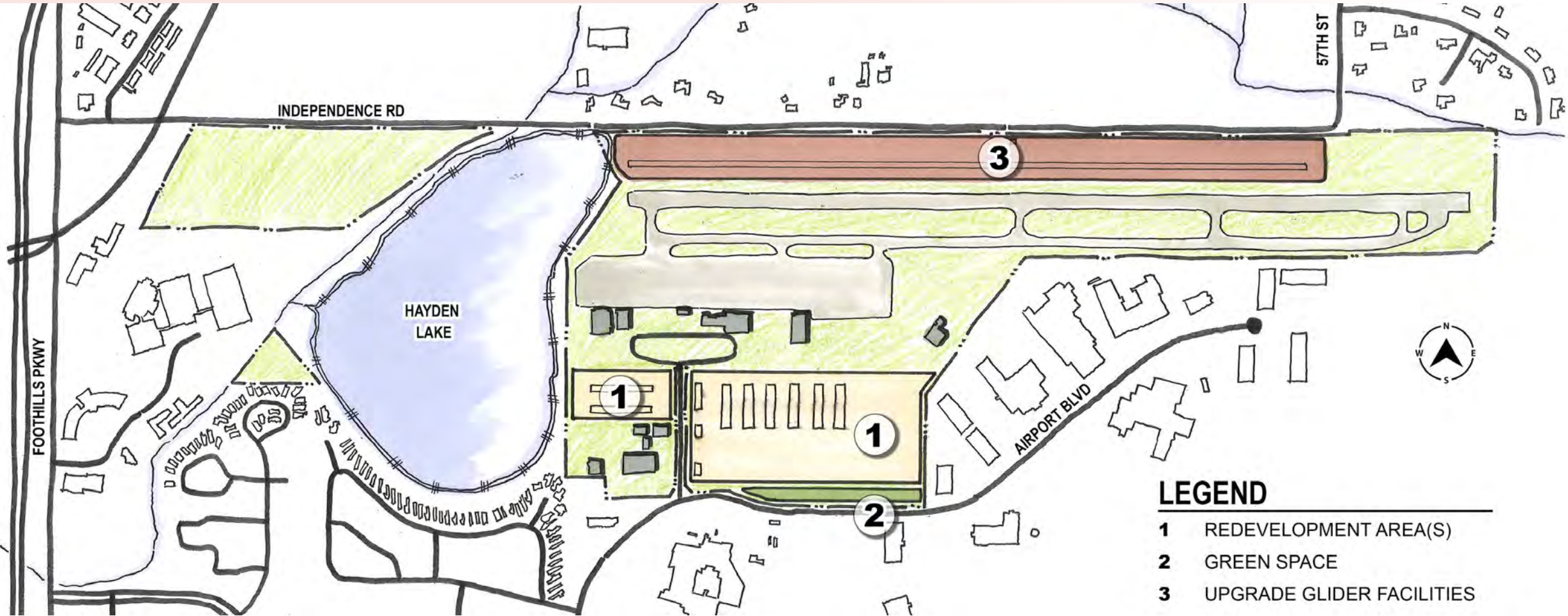






Scenario 2

Airport with Aviation Improvements





- LEGEND**
- 1 REDEVELOPMENT AREA(S)
 - 2 GREEN SPACE
 - 3 UPGRADE GLIDER FACILITIES

Scenario 2

Airport with Aviation Improvements









Scenario 3

Airport with Neighborhood Serving Uses and Housing Lite



- LEGEND**
- 1 AVIATION REDEVELOPMENT AREA(S)
 - 2 NEIGHBORHOOD / COMMUNITY REDEVELOPMENT AREA(S)
 - 3 UPGRADE GLIDER FACILITIES

Scenario 3

Airport with Neighborhood Serving Uses and Housing Lite



Description

This scenario would foster aviation development and community development that compliment each other. Includes modernization of general aviation and hangar improvements and live/work hangars. Includes a wide range of neighborhood serving uses such as a restaurant or cafe, STEM learning center and vocational opportunities for local youth, and a community center that houses meeting spaces and an aviation museum.



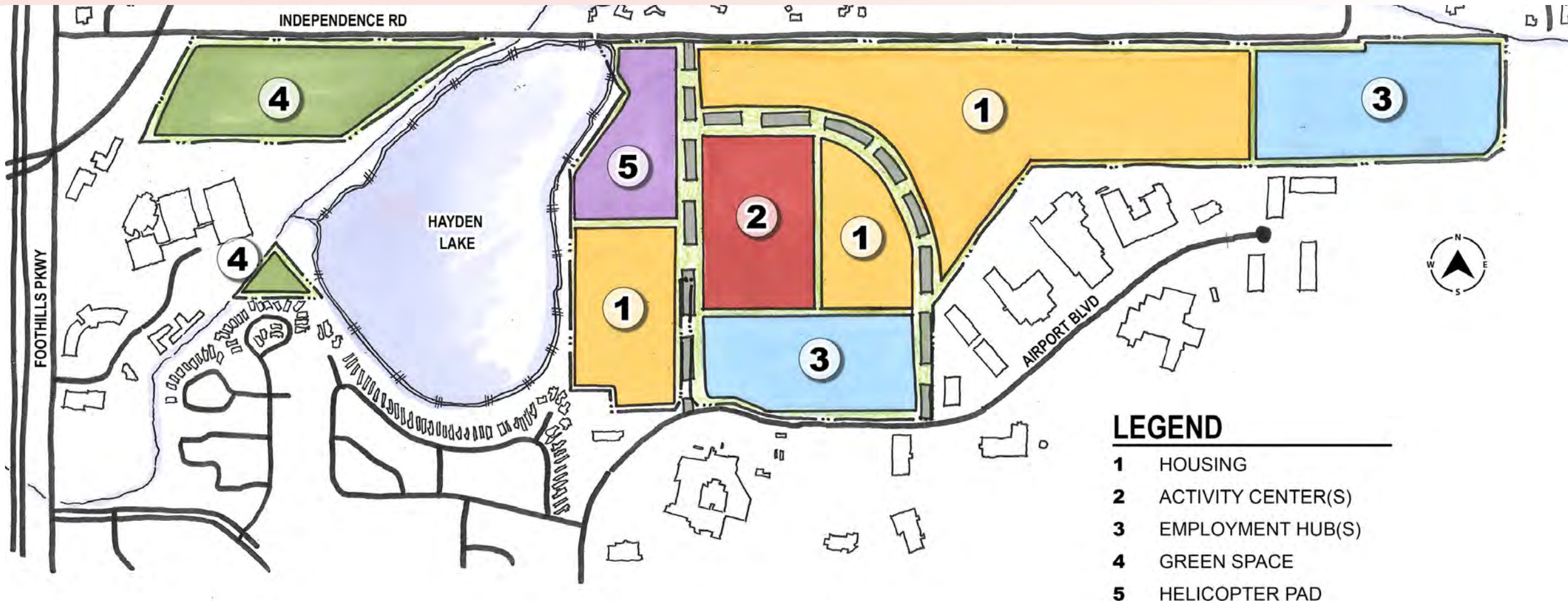
Elements that Remain

- Existing runways and taxiways
- Existing apron areas
- Existing hangar facilities
- Existing support buildings



Scenario 4

Decommission Airport and Create New Neighborhood





Scenario 4

Decommission Airport and Create New Neighborhood



Description

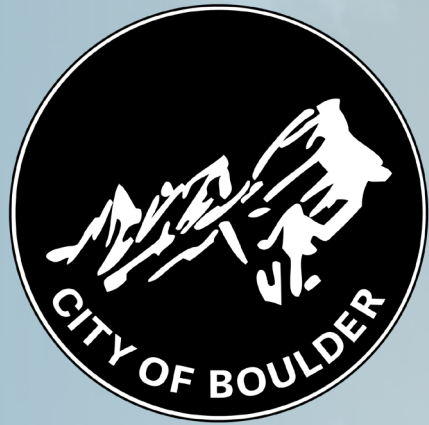
This scenario would decommission the airport and create a new, mixed-use neighborhood that may include housing, activity centers, employment hubs, and green space. A portion of land would be set aside for helicopter emergency services that would support resiliency of the region.



Elements that Remain

- Landing area for emergency support services



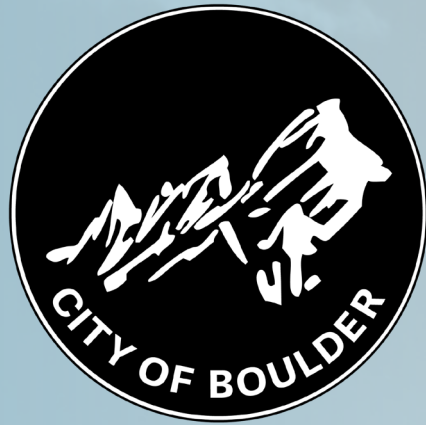


Exercise



Scenario Feedback Exercise

1. What questions do you have on each scenario?
2. What elements do you like?
3. What elements don't you like?
4. Is a hybrid scenario using elements from 1-4 needed?



Next Steps



Next Steps

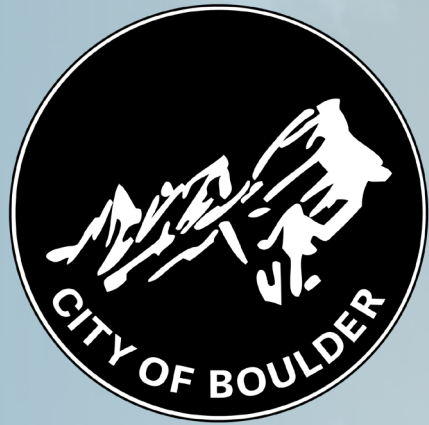




Homework

- Virtual survey on scenario options - preferences
- Provide comments on Desired Action Items
- Attend Open House - July 18





Questions

Appendix B. Desired Action Items

BOULDER MUNICIPAL AIRPORT DESIRED ACTION ITEMS

TOPIC AREA

DESIRED ACTION ITEMS



NOISE

Develop and regulate noise abatement strategies to reduce the impact of noise from aircraft



Implement landing fees for non-based aircraft



Enforcement/encouragement of noise procedures; compliance with noise abatement procedures



Explore options to strengthen beyond "voluntary" actions, including incentivizing



Limit touch-and-go activity/training flights; explore options with voluntary limits on hours of start and end times



Create glider training area modifications



Identify ways to limit overflights from adjacent airports



HEALTH AND ENVIRONMENTAL IMPACT

Incorporate carbon reduction strategies into airport policies and future developments/improvements



Expedite the delivery of unleaded aviation fuel to BDU



Evaluate proximity to other natural features/wildlife habitats



Incentivize the use of electric airplanes/eVTOL at BDU



Investigate health impacts of leaded aviation fuel



COMMUNITY RELATIONS

Increase opportunities for community involvement at the airport



Land use compatibility – modify and strengthen the influence zone coordination for construction and a mandatory disclosure program



Coordinate the Airport Land Use Compatibility Planning with FAA regulatory requirements and compatible land uses



Update Airport Rules and Regulations and share with the community at large



Comply with Airport Minimum Standards and FAA Compliance Standards



Develop and invest in a Flight Management system/program to educate pilots and community members about actual performances and program awareness



AIRPORT ECONOMICS

Develop economic activities for financial sustainability



Update contract/leasing structure and fees to cover costs and create long term leases



Create a maintenance plan for aging infrastructure



Administer an Economic Impact Study for the airport

Appendix C. Desired Action Items Feedback

Desired Action Items Feedback
Add to Community Relations: programs, events and communication
More communication between the community and the city with regards to the airport
Food trucks!
Determine actions based on findings. Remove that 4th bullet [from Health and environmental impact] (want action not investigation)
Better/more transparent data
Dislike landing fees
Technology leads to decreased noise
Idea: Better bike access to the airport
Keep the airport in commission
Some of the noise action items are very unrealistic.
Food trucks
Idea: Bike facilities
Add safety
Be data driven
What's missing? -industrial function/uses (non-aviation) -city functions/offices (ex. Emergency services, transportation, bus depot) -Can we think about 50+ years from now? Are there spaces to preserve as undeveloped for the future? Imagine an alternative transportation future -bike infrastructure
Upgrades to the airport
More community spaces
Non-vehicular access between north and south side of airport
Better bike path access to the airport
Idea: want better non-vehicular access from the north to the south (especially if there is a restaurant)

+
More communication between the community and the city with regard to the airport

Better / more transparent data

-
Dislike
landing
fees

food
trucks

ID Bkr
facilities

- food trucks!

technology
to ↓
noise

Add
Safety

be data
driven

determine
actions
based on
findings

Some of the noise action items are very unrealistic, hikes: neighborhood is getting involved w/ Airport Assn. Can they recommend?
- Can someone share facts about distrib of unleaded fuel (timeline)
- Let's share our actions from the noise abatement group.

⊗ /
remove
that 4th
bullet
(want action
not investigation)

IDEA:
Better bike
access to
the airport

+/-
Keep the airport
in commission.

FROM #

What's Missing?

① Industrial functions/uses (non aviation)

② City functions/offices

(ex. emergency services, transportation (bus depot))

- can we think about 50+ years from now? Are there spaces to ~~the~~ preserve as undeveloped for the future? Imagine an alternative transportation future

③ bike infrastructure

+

Upgrades to the airport

+ More community spaces

Non-Vehicular
access between
North + South
side of
Airport

Better Bike
Path
Access to
Airport

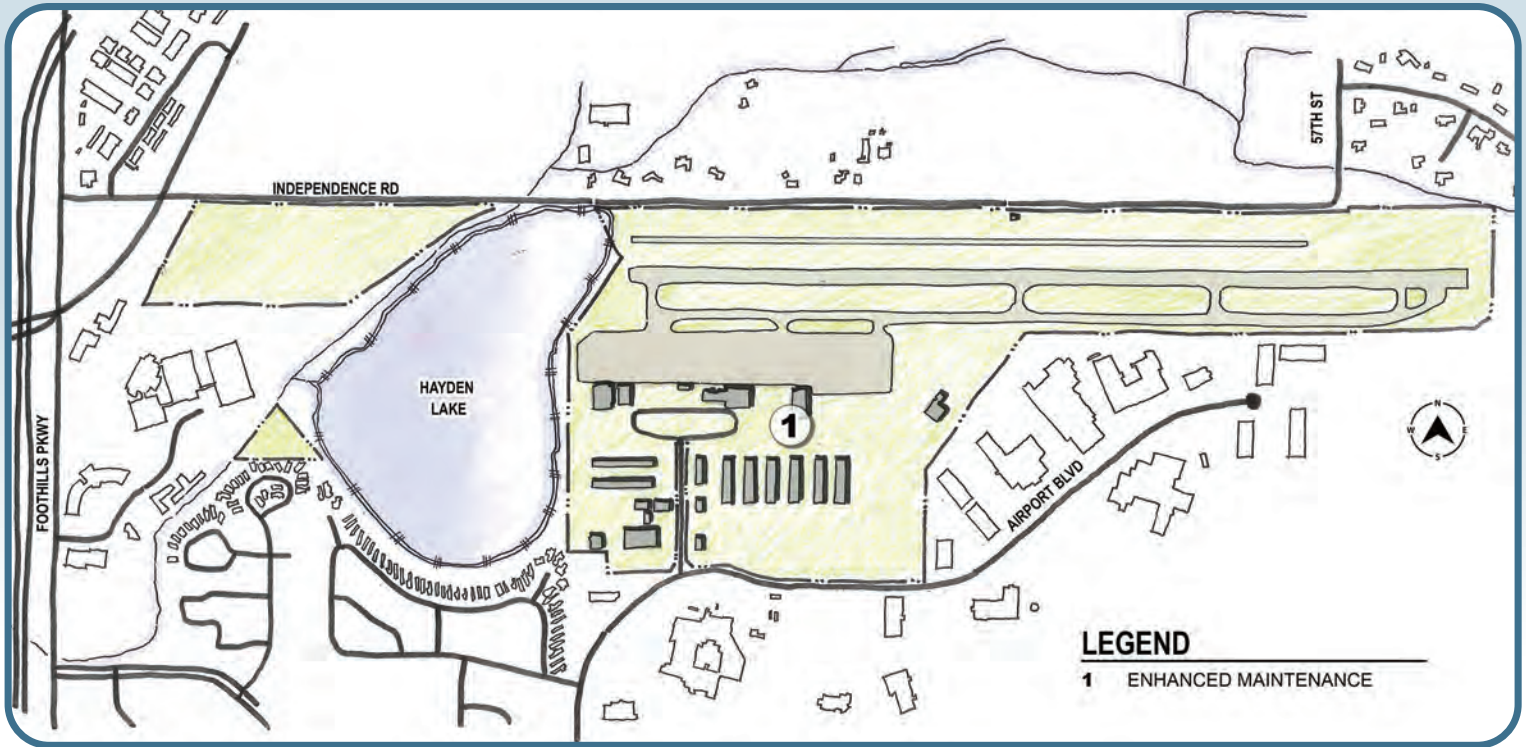
IDEA:

Want non-vehicular access from the North to the South (esp. if there is restaurant)

Appendix D. Draft Scenarios

Scenario 1

Existing Airport with Enhanced Maintenance



This scenario would bring the current facilities up to a state of good repair. No new facilities would be built.

Elements that Remain:

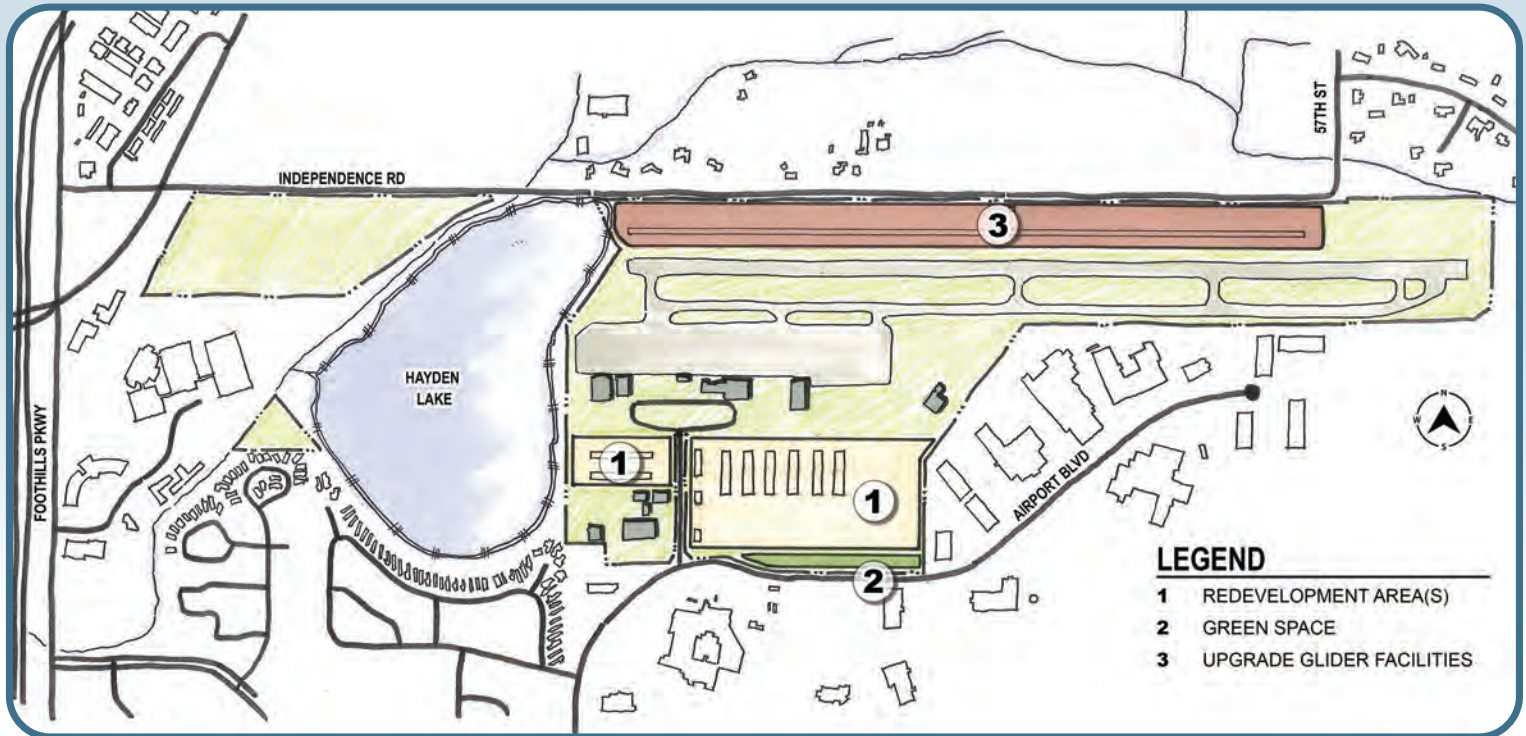
- Existing runways and taxiways
- Existing apron areas
- Existing hangar facilities
- Existing support buildings

Elements that Change

- No physical changes outside of necessary maintenance of existing facilities

Scenario 2

Airport with Aviation Improvements



This scenario would foster aviation development that is responsive to market and community demand. Includes modernization of general aviation, hangar improvements, and implementing the most recent Airport Master Plan.

Elements that Remain:

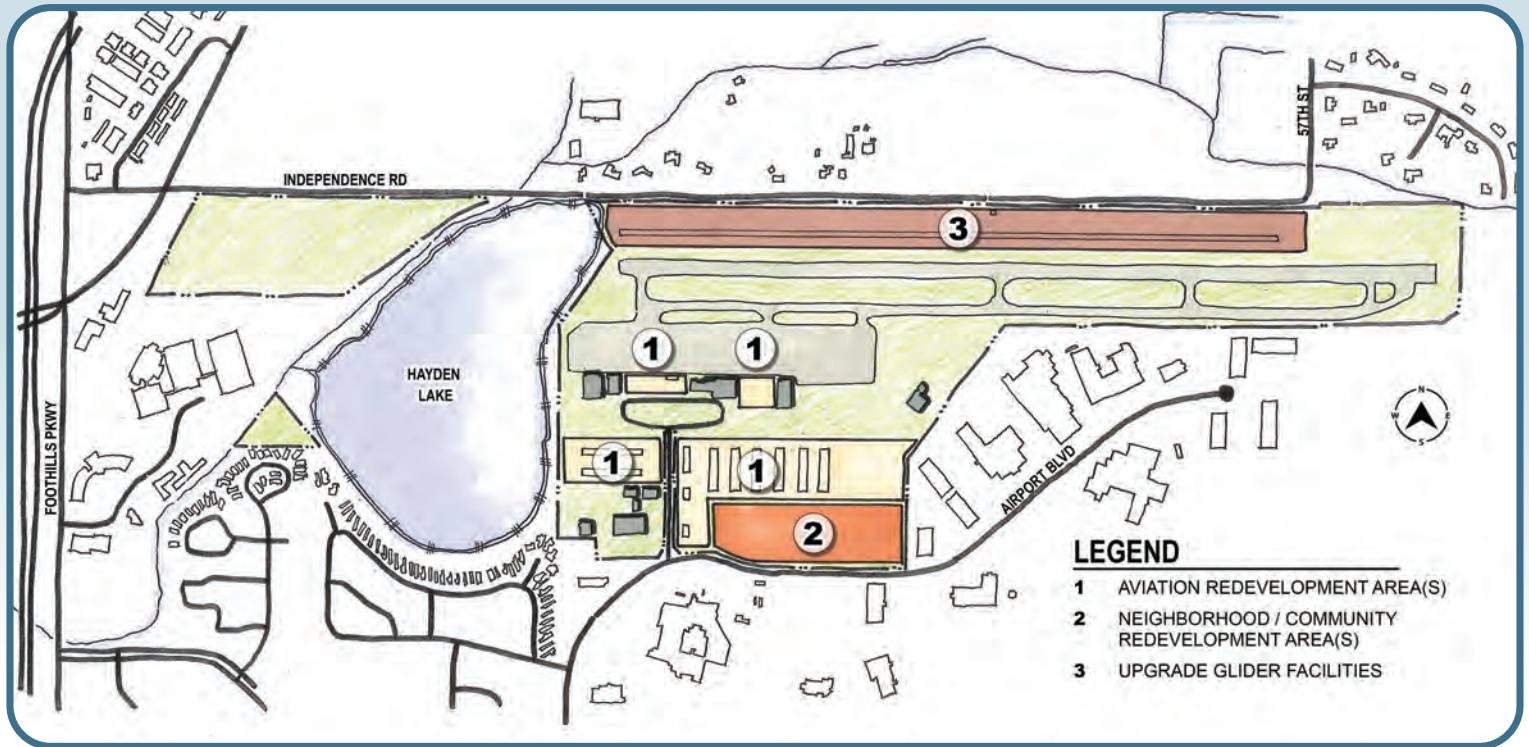
- Existing runways and taxiways
- Existing apron areas
- Existing hangar facilities
- Existing support buildings

Elements that Change

- Upgrade existing hangars
- Development of additional hangars
- Upgrade glider facilities
- Preserve options to accommodate future modes of travel and good movement
- Upgrade public aviation viewing area

Scenario 3

Airport with Neighborhood Serving Uses and Housing Lite



This scenario would foster aviation development and community development that compliment each other. Includes modernization of general aviation and hangar improvements and live/work hangars. Includes a wide range of neighborhood serving uses such as a restaurant or cafe, STEM learning center and vocational opportunities for local youth, and a community center that houses meeting spaces and an aviation museum.

Elements that Remain:

- Existing runways and taxiways
- Existing apron areas
- Existing hangar facilities
- Existing support buildings

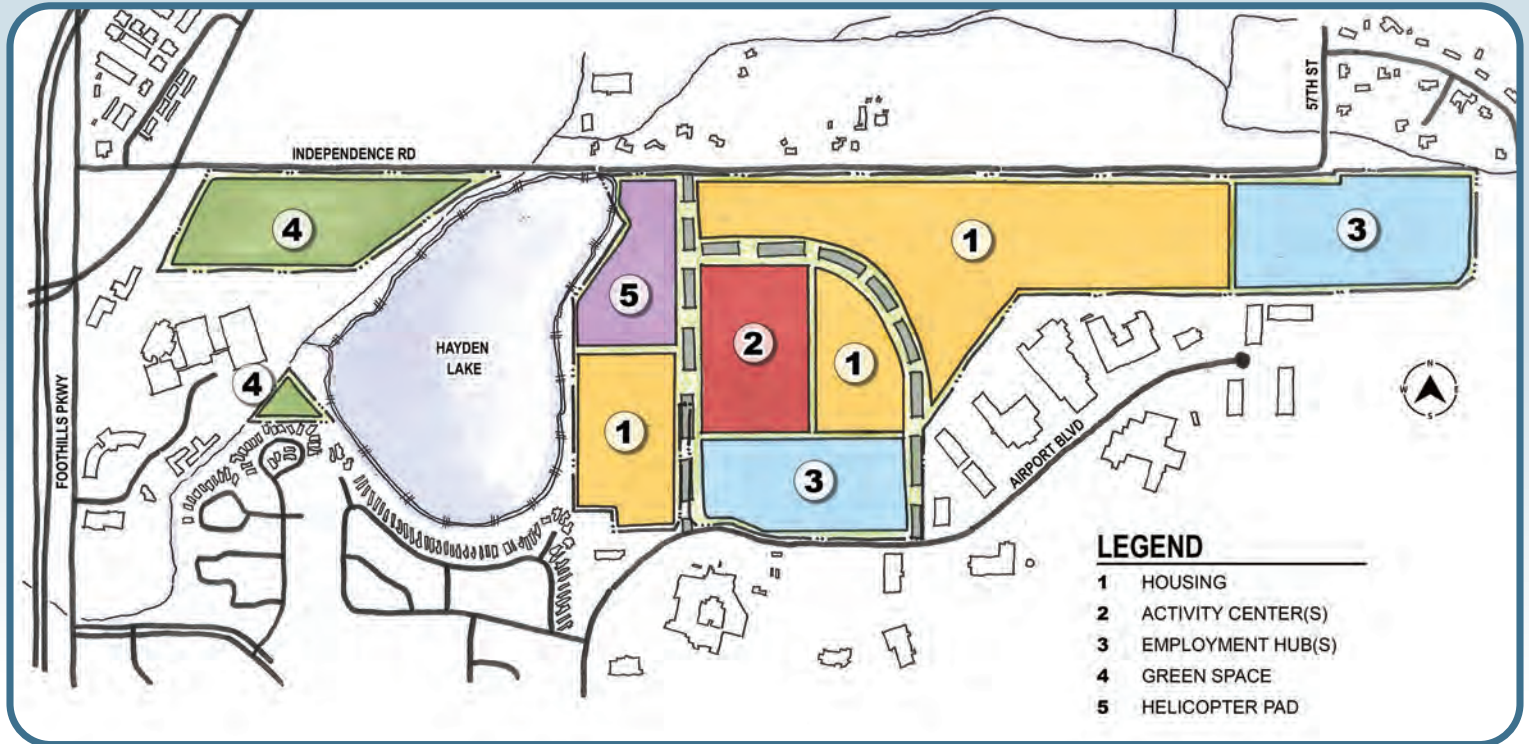
Elements that Change

- Upgrade existing hangars
- Develop live/work hangars
- Build a restaurant or cafe
- Create a STEM learning center and vocational opportunities for local youth
- Upgrade glider facilities
- Build a community center that houses meeting spaces and an aviation museum



Scenario 4

Decommission Airport and Create New Neighborhood



This scenario would decommission the airport and create a new, mixed-use neighborhood that may include housing, activity centers, employment hubs, and green space. A portion of land would be set aside for helicopter emergency services that would support resiliency of the region.

Elements that Remain:

- Landing area for emergency support services

Elements that Change

- Build a range of housing types
- Create activity centers
- Create employment hubs
- Allocate green space for the needs of native plants and animals

Appendix E. Draft Scenarios Feedback

Scenario 1 Feedback
Not enough community engagement
What did we miss?
-Unleaded fuel
-Electric plane charging
Minimizes city spending on a misunderstood asset
Nothing good about this scenario
Like infrastructure remains
expedite use of unleaded fuel
Scenario 1 Nothing new to offer
Prevents expansion of operations
Improves existing services
Without noise control/lead control, does not solve problems
Dislike status quo will create safety concerns
Lame! Lets do better!
Likes:
-low cost
-Balanced against other city priorities
Dislikes:
-We're already behind other area airports
Def. need improved maintenance (snow removal)
Don't like:
Will do nothing for airport \$\$ wise or mitigate noise, pollution, safety

Not enough
Community
Engagement

What did we miss?
- Unleaded fuel
- Electric plane
charging

+ Minimizes city
spending on a
misunderstood
asset

Nothing
good about
this scenario

Like
Infrastructure
Remains

expedite
use of
unleaded
fuel. #1

Scenario 2
Nothing new to
offer

+ prevents expansion of
operations
+ improves existing services
- without noise control / lead
control, does not solve problems

(1)

DISLIKE
Status Quo
will create
Safety
Concerns

—
LAME!
LET'S DO
BETTER!

Likes: Scenario 1
- Low cost
- Balanced against
other city priorities

Dislikes:
- We're already
behind other
area airports
- Need improved
maintenance (Show
removal)

Don't like: Scene #1
will do nothing
for airport & wise
or mitigate noise,
pollution, safety

Scenario 2 Feedback
Like: electricity for electric gliders. Future electric tow-airplanes
Glider area needs electricity, flattened parking, running water
Still not welcoming to members of public/people who want to interact with airport activities
Likes: -better option than scenario 1
Missing: -FBO improvement (financial help)
Expedite use of unleaded fuel
Dislike: -likely to exacerbate conflicts/impacts to neighbors-no clear incentive for better relationship with community
Like: restaurant for community engagement
Dislikes: not enough community
Likes: -more community -reserve for future transport modes -Airport improves safety goes up
Concerns that this scenario with additional hangars will increase the traffic at the airport -Add bike paths
Better but overall, there are better way to use the airport
Do not increase/upgrade glider
Doesn't really do enough to satisfy all stakeholders
Community area
Like: electricity for electric gliders and tow p
Scenario 2 is a minimum starting point from which we can build upon

glider area
roads
electricity
flat-topped parking
running water

Still not welcoming
to members of
public/people
who want to
interact with
airport activities.

Scenario 2:
Likes:
- Better options than
Scenario 1

Missing: FBO improvement
(financial help)

expedite #2
use of
unleaded
fuel.

Like:

Electricity for

electrify glider,
future
electrify
air planes

Dislike -

Likely to exacerbate
conflicts/impacts to
neighbors -
No clear incentive
for better relations
with community

Like:
Resistant
for community
engagement

Dislikes

• not enough
community

Concerns that
this scenario with
additional hangars
will increase the
traffic at the
airport.

Add bike paths.

LIKES

• More community
• Reserve for
future transport
modes
• Airport improves
Safety goes up

Better, but
Overall,
there are
better ways
to use the
airport.

- Do Not Increase/Upgrade Glider

- Doesn't really do enough
to satisfy all stakeholders

2

+ COMMUNITY AREA

Like:

Electricity for
electric slides
+ how P

SCENARIO 2 is a MINIMUM
STARTING POINT FROM WHICH
WE CAN BUILD UPON

Scenario 3 Feedback
Love the idea of a community center and STEM learning center
Concerns that additional hangars will increase the traffic at the airport -Add bike lanes
Don't like: -this is 'aviation' renamed 'community' -too much ambiguity as to who/how it benefits
Dislike: -adoption by community -length of time to activate
What's missing? -what about distribution facilities in new models?
Likes: -Fosters education -Fosters commerce -Fosters housing
What other housing opportunities are possible that are compatible with the airport?
No concept of how with impacts climate, wildlife or community. Self-policing has not proven to work
Increase opportunities for youth
Housing for emergency response
Like: [illegible], park, education for community
Scenarios 2+3 are best
Scenario 3: Like: -like STEM learning (but must validate need w/ BVSD or CU) -Like restaurant...but need to validate Dislike: -Aviation museums don't work without LOTS of private philanthropy
Not everyone wants cafe/restaurant. Its a draw for pilots = more air traffic
As long as it genuinely compliments airport uses
Expedite use of unleaded fuel
See vision document for soaring society
Like: Lots of good community benefits + outreach ?: Is there really a market for much community activity such as meetings, museum, broader education efforts?

Will need investment in infrastructure for electrical aircraft and advanced mobility. The city needs to [illegible] what it wants +invest accordingly
Boulder could be a leader in the future of sustainable aviation
Consider repurposing existing building such as the ARC building for a STEM/community purpose vs take up land needed for hangar development
Community area
Do not increase/upgrade glider
Scenario 2 would be the best for Boulder
If we keep the airport this is the best plan
Scenario 3: I like the idea of creating STEM learning center and vocational opportunities for local youths available to all youths
Glide upgrade: area not much needed: -electricity -flattened parking -perhaps running water
Would like spaces to draw community in
Like: -electricity for electric gliders, future electric tow-craft

Scenario #3

Love the idea of a community center and STEM learning center.

Scenario #3

Concerns that additional hangars will increase the traffic operations at the airport.

Add Bike Paths

Scene #3

Don't like =

this is ~~not~~ "aviation" renamed "community"
too much ambiguity as to who/how it benefits

Dislike

- Adoption by Community
- Length of time to activate

What's missing?
- What about distribution facilities in new models?

Likes

- Fosters EDUCATION
- Fosters Commerce
- Fosters housing

③ What other housing opportunities are possible that are compatible with the airport?

No ~~is~~ concept of how this impacts climate, wildlife or community. Self-policing has not proven to work.

+ increase opportunities for youth

+ housing for Emergency Response!

Like:

restaurant, park, education for community

Scenarios 2 + 3 are best

Scenario 3:

- Like STEM learning (but must validate need w/ BVS or CU)
- Like restaurant... but need to validate

Dislike:

- Aviation museums don't work w/out LOTS of private philanthropy

Not everyone wants cafe/restaurant. It's a draw for pilots = more air traffic. ~~Community~~

(+) As long as it genuinely Compliments Airport Uses

Expedite #3 use of unleaded fuel.

See vision
document from
Soaring Society

WILL NEED INVESTMENT IN
INFRASTRUCTURE FOR ELECTRICAL
AIRCRAFT + ADVANCED
MOBILITY. THE CITY NEEDS
TO INCENT WHAT IT WANTS
+ INVEST ACCORDINGLY

BOULDER COULD BE
A LEADER IN THE FUTURE
OF SUSTAINABLE AVIATION

CONSIDER REPURPOSING
EXISTING BUILDINGS SUCH AS
THE A.R.C. BUILDING FOR A
STEM/COMMUNITY PURPOSE
VS TAKE UP LAND NEEDED
FOR HANGAR DEVELOPMENT

+ COMMUNITY AREA

+ Lots of good community
benefits + outreach

? Is there really a market for
much community activity such
as meetings, museum, broader
educational efforts?

Scenario 3

I like the idea of
creating a STEM learning
center and vocational
opportunities for local
youth available to all
youths

SCENARIO 3
WOULD BE THE BEST
USE FOR BOULDER

+ - if we
keep the airport
this is the best
plan.

- Do Not Increase/Upgrade Glider

+ GLIDER UPGRADE:
AREA

not much needed:

- x electricity
- x flattened parking
- x perhaps running water

+ Would like
spaces to draw
community in

Like:
Electricity for
electric gliders,
future electric
tow-craft

Scenario 4 Feedback
Like! Unique opportunity for middle income affordable housing
Like the helipad suggest putting it on land purchased with FAA funding. Good compromise that allows emergency use
This area already lacks schools and retail. Potential to meet current + future needs of residents
Dislikes: Housing incompatible with existing heavy industry on Airport Blvd
Dislike: Transportation & emergency hub gone forever
Bring airport up to "Boulder" Standards Sustainable Alt transport Great Looking
Likes: Employment hub
Best option for the overall community and city needs
Other than emergency service, the front range does not need this airport. Other uses are more pressing
Solves noise and lead issues
Like: -if you're going to do it build 13 floors very high density Dislike: -City doesn't have capacity to evaluate or "action" - look at Alpine-Balsm on Planning reserve -Food and shopping desert -City will not like "employment hub"
Can support climate and environment. Is the safest option and most community benefit option. Can do pollinator plots.
Middle income housing needed for city and people
Opportunity for integrated transportation housing and mixed use
Employment hubs? We need more housing!
Current neighbors have spent \$ improving city infrastructure to reduce traffic. This #4 exponentially explodes traffic and resource requirements
This whole plan changes entire character of current rural neighborhoods
Scenario #4 Does not consider other Boulder owned property for redevelopment
More neighborhoods like Holiday or Vauban
I believe this is the best and highest use of the land
Housing will benefit the community, business and will reduce carbon

Like !!!
Unique opportunity
for middle
income affordable
housing.

Like the helipad.
Suggest putting
it on land purchased
w/ FAA funding.
Good compromise that
allows emergency use.

This area
already lacks
schools + retail.
Potential to meet
current + future
needs of residents

DISLIKES

Housing incompatible
with exist heavy
industry on
Airport Blvd

DISLIKE

Transportation
+ emergency
hub
gone
forever

Bring airport
up to
"Boulder"
standards
Sustainable
Alt transport
Great looking

LIKES

Employment
Hub

+ Best option for the overall
community and city needs
+ Other than emergency service,
the front range does not need
this airport. Other uses are
more pressing
+ Solves noise + lead issues (4)

Like:
- If you're going to do
it build 13 floors
+ very high density
Dislike:
- City doesn't have
capacity to evaluate
or "action" - look
at Alpine - Balsom or
Planning Reserve
- food + shopping
- desert
- "city" will not like
"employment hub"

Scenario 4
can support climate
+ environment,
Is the safest option
+ most community benefiting
option.
can do pollinator plots

middle income
housing
needed
for city + people

+ opportunity
for integrated
transportation
housing +
MIXED USE

EMPLOYMENT
HUBS?
WE NEED MORE
HOUSING!

— CURRENT NEIGHBORS
HAVE SPENT \$
IMPROVING CITY
INFRASTRUCTURE
TO REDUCE TRAFFIC. THIS #4
EXPONENTIALLY EXPLODES
TRAFFIC + RESOURCE REQUIREMENTS

— THIS WHOLE PLAN
CHANGES ENTIRE
CHARACTER OF
CURRENT RURAL
NEIGHBORHOODS

— WHY IS THE AIRPORT THE
ONLY OPTION BEING CONSIDERED
FOR REPURPOSING? WHY NOT
THE PLANNING RESERVE OR
GOLF COURSE? AIRPORT LAND
HAS FAA ENCUMBRANCES THAT
OTHER LAND DOES NOT HAVE

+ MORE NEIGHBOR-
HOODS LIKE
HOLIDAY OR
VAUBAN

+ I believe
this is the
highest & best
use of this
land. →

+ housing
will benefit
the community
businesses, and
will reduce
carbon.








Scenario #4

Does not consider
other Boulder owned
property for redevelopment

Appendix F. Evaluation Considerations

BOULDER MUNICIPAL AIRPORT EVALUATION CONSIDERATIONS

Attachment A - IDUCO Final Report

GOAL	EVALUATION CONSIDERATIONS
 SAFE	<p>Enhance personal and community safety</p> <p>Increase resiliency through mitigation, response, and recovery</p> <p>Comply with airport rules and regulations, Federal Aviation Administration Standards, and Boulder Fire Department</p>
 HEALTHY & SOCIALLY THRIVING	<p>Create community programming and gathering spaces</p> <p>Minimize community exposure to site impacts and noise</p> <p>Provide educational opportunities</p>
 LIVABLE	<p>Diversify site uses</p> <p>Balance the needs of airport operations and compatible surrounding land uses</p> <p>Provide amenities for residents</p>
 ACCESSIBLE & CONNECTED	<p>Increase current and future multi-modal transportation options</p> <p>Enhance open space, bicycle, and trail connectivity</p> <p>Accommodate goods movement</p>
 ENVIRONMENTALLY SUSTAINABLE	<p>Encourage the integration of future clean technology</p> <p>Incentivize unleaded fuel for aircraft</p> <p>Minimize impact to wildlife and natural environment and support environmental compatibility</p>
 RESPONSIBLY GOVERNED	<p>Provide excellent customer experience</p> <p>Provide transparency, equity and uniformity with compliance in all leases, regulations, and plans for the airport</p> <p>Integrate community input regularly (e.g. Formation of Community Advisory Committee, Noise Committee)</p> <p>Maintain financial autonomy from city general fund subsidies</p>
 ECONOMICALLY VITAL	<p>Provide a diverse tax base and stable tax stream</p> <p>Foster diverse business options</p>



Boulder Municipal Airport Community Conversations

Appendix I

Boulder Municipal Airport Community Conversation: Community Working Group (CWG)

Meeting 4 Summary July 20, 2023

Table of Contents

Introduction 3

CWG Meeting 4 3

Summary of Meeting and Discussion 5

 Open House Review 5

 Public Process Roadmap 6

 Evaluation Considerations Review 6

 Desired Near-Term Action Items Exercise 6

Meeting Wrap Up 7

Appendices

Appendices 9

 Appendix A. Presentation Slides 9

 Appendix B. Desired Near-Term Action Items 11

 Appendix C. Desired Near-Term Action Items Exercise 12

Introduction

This summary has been prepared to detail the notifications efforts and outcomes of the fourth CWG meeting. Additional details about the Community Conversation project can be found on the [project website](#).

CWG Meeting 4

Meeting Information

- Location: City of Boulder Open Space & Mountain Parks (2520 55th St, Boulder, CO 80301)
- Date: Wednesday, July 20, 2023
- Time: 4:30 – 6:30 pm
- Number of Attendees: 18 CWG members, 7 project team members

Project Team Attendees

Allison Moore-Farrell, COB
Kathleen King, COB
Dylan Swanson, COB
Amalia Andrews, Kimley-Horn
Blake Young, Kimley-Horn
Kathleen Wanatowicz, PR Studio
Jeffrey Range, CDR Associates

CWG Members

18 of the 38 member CWG attended the second meeting. The complete member list is included below.

Name	Email
Andrew McKenna	andrew@journeysaviation.com
Ariana Garcia	arianagarcia0757@gmail.com
Ben Molk	bmolk@crescent.com
Bill Shaffer	cmashaff@gmail.com
Bret Heidkamp	bret@crosstac.com
Bri Lehman	bri.lehman@gmail.com
Bronson MacDonald	Bronson.macdonald1972@gmail.com
Carl Lawrence	Carl@EnergySense.com
Carol Ciufolo	cciufolo@aol.com
Clemens Ceipek	clemens.ceipek@gmail.com
Elise Edson	elise.edson@gmail.com
Eliot Dickerson	elliott.dickerson@gmail.com
Ginger Zukowski	zukowsk1@msn.com
Glen Marshman	glenm@1bfit.com
Glenn Brillinger	glennb@brungardaviation.com
Guy Kenny	guy@gkennybuilders.com
Harry Ross	harryrosstemp+CWG@gmail.com
Hep Ingham	hep@igc.org
Jan Burton	jan.burton111@yahoo.com
Janet Heimer	janetheimer48@gmail.com
Jill Grano	jill@jillgrano.com
Julie Heins	itnotpa@comcast.net
Keith Stagg	staggkm@gmail.com
Laura Kaplan	laura.kaplan.pb@gmail.com
Lisa Morzel	lisamorzel@gmail.com
Lonnie Hilkemeier	lonnie@specialtyflight.com
Magali Botello	magalibotello2012@gmail.com
Marda Kirn	info.ecoarts@gmail.com
Mark Crossen	mark@raynemark.com
Philip Ogren	philip.ogren@outlook.com
Rachel Stanton	Rachel.stanton327@gmail.com
Rob Range	rob@boulder-air.com
Robert Murphy	bob@bcmurphy.me
Ryan Schuchard	ryanbouldertab@gmail.com
Sheila S	Westernskyhiker@gmail.com
Taran Volckhausen	tvolckhau@gmail.com
Tulia Flores	tuliaff@gmail.com
Whitney Park	whitneyfpark@gmail.com

Meeting Notifications

- Email invite to CWG members
- Email reminder

Presentation Topics

- Open House Review
- Public Process Roadmap
- Evaluation Considerations Review
- Desired Near-Items Action Items Exercise

Summary of Meeting and Breakout Discussions

Open House Review

Before reviewing the Evaluation Considerations, the project team asked the CWG to share their thoughts and experiences from the Open House. The project team asked the following question to start the conversation.

- What strengths and weaknesses did you hear for each scenario at the Open House?

The CWG shared the following highlights:

- Heard skepticism from open house attendees on the costs of scenario 4.
- One heard a city council member express that they did not want an adversarial relationship with the FAA.
- Heard attendees express that they want the airport to be the best version of itself.
- Many attendees expressed that they were not in favor of Scenario 4. The details on this scenario seem light and its not clear if this proposal could be implemented.
- Some attendees mentioned that they do not want to see more hangars built.
- One attendee asked about the difference between near-term and long-term action items and what the time component of each would be.
- Open house revealed some gaps in the process and revealed myths and misunderstanding about developing middle-income housing – these gaps may be addressed in future plans.
- Many attendees had comments and questions related to unleaded fuel and noise.
- Some expressed concern that Scenarios 2 and 3 do not address lead pollution.
- One attendee did not like the STEM options
- Many attendees liked the idea of a restaurant or food trucks – however, another attendee mentioned that such a proposal may fail like it did at the reservoir.
- Scenario 3 doesn't seem possible under FAA regulations.
- There is some confusion about the role of the FAA in this process and in future steps.

Public Process Roadmap

The project team shared the next steps in the Community Conversation process with the CWG. The CWG presentation slides are included as **Appendix A**. The next steps include:

- City Council – August 24, 2023
 - All four scenarios advance to City Council
 - Desired Near-Term Action Items
- CWG 5 – September 12, 2023
 - Sharing refined scenarios
 - Seeking consensus on each scenarios' strengths and weaknesses
 - Seeking consensus on alignment with city goals

Evaluation Considerations Review

The project team previewed the evaluation considerations and an initial analysis for the scenarios. The evaluations considerations are included in the presentation slides in **Appendix A**. These evaluation considerations were produced based on feedback gathered from the CWG in meeting #2. The evaluation considerations help the project team understand how each scenario aligns with city goals. The considerations are qualitative and subjective measures. The project team asked the following question of the CWG:

- How well do these scenarios align with City of Boulder goals?
 - Favorable
 - Neutral
 - Unfavorable

The project team will be sending these considerations and a short questionnaire out as homework after the CWG. Initial feedback includes:

- Do the evaluation consider that the airport is not part of city general fund
- Safety is a complicated and can encompass many things, including EMS, flooding, fires, disaster response, safety for neighbors, pilots
- Desire to address lead issue once additional data is available

Desired Near-Term Action Items Exercise

The desired near-term action items are attached as **Appendix C**. The project team reiterated that the near-term action items will not be resolved during the Community Conversations process but will be included in the final report.

The project team guided the CWG through an exercise to narrow down the near-term action items. The responses are included as **Appendix D**.

Meeting Wrap Up

Before the next CWG meeting, will work on refining the scenarios, the evaluation considerations and presenting preliminary findings to the City Council. CWG #5 will focus on previewing the strength and weaknesses of each scenario, consensus building, reflection on the community conversation process and sharing next steps.

- The final report may contain:
 - Community Conversation Process
 - Four Airport Scenarios
 - Strengths and Weaknesses
 - Alignment with City Goals
 - Renderings and Elements
 - Near Term Action Items
- On August 8, 2023, the project team shared a questionnaire with the CWG to gather more feedback on the evaluation considerations shared during the meeting. Members of the CWG are encouraged to share additional feedback.
- The project team will hold additional stakeholder meetings with Vista Village and San Lazaro in August.
- The project team will host an interim gathering for CWG meetings before the final CWG. These details will be shared in the coming weeks.
- The final CWG meeting will be on September 12, 2023.



Appendices

Appendix A. Presentation Slides

Boulder Airport Community Conversation

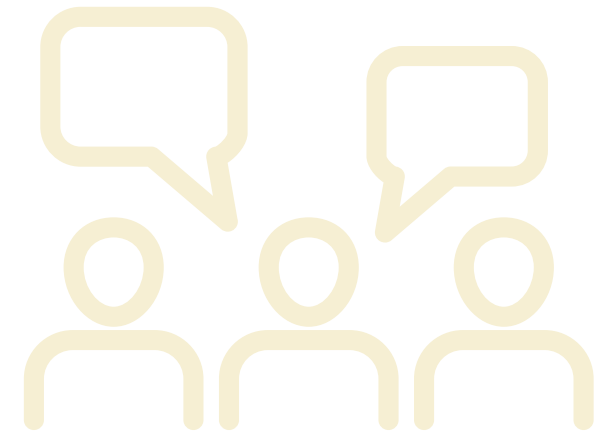
Community Working Group #4
July 20, 2023





CWG Purpose and Goals

The purpose of the CWG is to **provide input and recommendations to the project team to support the community conversation effort**. The CWG will collaborate with the project team to develop a range of scenarios for the future of BDU. The CWG will be mindful of FAA obligations, preserving and enhancing safety. The CWG will meet five times throughout the project.





CWG Meeting Purpose



- Establish rules and sign participation charter
 - Present baseline facts
 - Share the “why” behind this project
 - Communicate known opportunities and constraints
 - Provide summary of one-on-one interviews
- Develop and discuss vision for the airport
 - Identify evaluation considerations for future airport scenarios
 - Connect project scenarios to city goals
- Introduce desired action items
 - Discuss the initial range of scenarios
- Refine scenarios
 - Share how well scenarios align with city goals
 - Refine desired action items
- Consensus building
 - Conduct reflection
 - Share next steps



Meeting Objectives

- Collect CWG feedback on Open House
- Garner recommendations on the elements of each scenario
- Share how each scenario aligns with City of Boulder goals
- Prioritize and narrow down the Desired Action Item list

These objectives will help inform City Council



Meeting Overview

- Open House Review
- Public Process Roadmap
- Evaluation Considerations Review
- Desired Near-Items Action Items Exercise
- Closing, Remarks and Comments



Open House Review





Open House Review

- Question: What strengths and weaknesses did you hear for each scenario at the Open House?



Public Process Updates

■ CWG 5

- Sharing refined scenarios
- Seeking consensus on each scenarios' strengths and weaknesses
- Seeking consensus on alignment with city goals

■ City Council

- All four scenarios advance to City Council
- Desired Near-Term Action Items



Evaluation Considerations

- Question: How well do these scenarios align with City of Boulder goals?
 - ✓ Favorable
 - ✓ Neutral
 - ✓ Unfavorable

Scenario 1: EXISTING AIRPORT WITH ENHANCED MAINTENANCE

Attachment A - BDUCC Final Report

Goals	Evaluation Considerations	City of Boulder Community Goals
Safe	<ul style="list-style-type: none"> Enhance personal and community safety Increase resiliency through mitigation, response, and recovery Comply with airport rules and regulations, Federal Aviation Administration Standards, and Boulder Fire Department 	<ul style="list-style-type: none"> Neutral
Healthy & Socially Thriving	<ul style="list-style-type: none"> Create community programming and gathering spaces Minimize Community Exposure to Site Impacts and Noise Provide Educational Opportunity 	<ul style="list-style-type: none"> Unfavorable
Livable	<ul style="list-style-type: none"> Diversify Site Uses Balance the needs of airport operations and compatible surrounding land uses Provide amenities for residents 	<ul style="list-style-type: none"> Unfavorable
Accessible & Connected	<ul style="list-style-type: none"> Increase current and Future Multi-modal transportation options Enhance Open Space, Bicycle, and Trail Connectivity Accommodate Goods Movement 	<ul style="list-style-type: none"> Unfavorable
Environmentally Sustainable	<ul style="list-style-type: none"> Encourage the integration of future clean technology Incentivize unleaded fuel for aircraft Minimize impact to wildlife and natural environment and support environmental compatibility 	<ul style="list-style-type: none"> Unfavorable
Responsibly Governed	<ul style="list-style-type: none"> Provide transparency, equity, and uniformity with compliance in all leases, regulations, and plans for the airport Integrating Community Input (e.g. Community Advisory Committee, Noise Committee) Maintain financial autonomy from city general fund subsidies 	<ul style="list-style-type: none"> Neutral
Economically Vital	<ul style="list-style-type: none"> Provide diverse tax base and stable tax stream Foster diverse business options 	<ul style="list-style-type: none"> Unfavorable

Scenario 2: AIRPORT WITH AVIATION IMPROVEMENTS

Goals	Evaluation Considerations	City of Boulder Community Goals
Safe	<ul style="list-style-type: none"> Enhance personal and community safety Increase resiliency through mitigation, response, and recovery Comply with airport rules and regulations, Federal Aviation Administration Standards, and Boulder Fire Department 	<ul style="list-style-type: none"> Favorable
Healthy & Socially Thriving	<ul style="list-style-type: none"> Create community programming and gathering spaces Minimize Community Exposure to Site Impacts and Noise Provide Educational Opportunity 	<ul style="list-style-type: none"> Neutral
Livable	<ul style="list-style-type: none"> Diversify Site Uses Balance the needs of airport operations and compatible surrounding land uses Provide amenities for residents 	<ul style="list-style-type: none"> Unfavorable
Accessible & Connected	<ul style="list-style-type: none"> Increase current and Future Multi-modal transportation options Enhance Open Space, Bicycle, and Trail Connectivity Accommodate Goods Movement 	<ul style="list-style-type: none"> Neutral
Environmentally Sustainable	<ul style="list-style-type: none"> Encourage the integration of future clean technology Incentivize unleaded fuel for aircraft Minimize impact to wildlife and natural environment and support environmental compatibility 	<ul style="list-style-type: none"> Favorable
Responsibly Governed	<ul style="list-style-type: none"> Provide transparency, equity, and uniformity with compliance in all leases, regulations, and plans for the airport Integrating Community Input (<u>e.g.</u> Community Advisory Committee, Noise Committee) Maintain financial autonomy from city general fund subsidies 	<ul style="list-style-type: none"> Neutral
Economically Vital	<ul style="list-style-type: none"> Provide diverse tax base and stable tax stream Foster diverse business options 	<ul style="list-style-type: none"> Favorable, but would not increase diversity significantly and/or opportunities

Scenario 3: AIRPORT WITH NEIGHBORHOOD SERVING USES & HOUSING LITE

Goals	Evaluation Considerations	City of Boulder Goals
Safe	<ul style="list-style-type: none"> Enhance personal and community safety Increase resiliency through mitigation, response, and recovery Comply with airport rules and regulations, Federal Aviation Administration Standards, and Boulder Fire Department 	<ul style="list-style-type: none"> Favorable
Healthy & Socially Thriving	<ul style="list-style-type: none"> Create community programming and gathering spaces Minimize Community Exposure to Site Impacts and Noise Provide Educational Opportunity 	<ul style="list-style-type: none"> Favorable
Livable	<ul style="list-style-type: none"> Diversify Site Uses Balance the needs of airport operations and compatible surrounding land uses Provide amenities for residents 	<ul style="list-style-type: none"> Favorable
Accessible & Connected	<ul style="list-style-type: none"> Increase current and Future Multi-modal transportation options Enhance Open Space, Bicycle, and Trail Connectivity Accommodate Goods Movement 	<ul style="list-style-type: none"> Neutral
Environmentally Sustainable	<ul style="list-style-type: none"> Encourage the integration of future clean technology Incentivize unleaded fuel for aircraft. Minimize impact to wildlife and natural environment and support environmental compatibility 	<ul style="list-style-type: none"> Favorable
Responsibly Governed	<ul style="list-style-type: none"> Provide transparency, equity, and uniformity with compliance in all leases, regulations, and plans for the airport Integrating Community Input (<u>e.g.</u> Community Advisory Committee, Noise Committee) Maintain financial autonomy from city general fund subsidies 	<ul style="list-style-type: none"> Favorable
Economically Vital	<ul style="list-style-type: none"> Provide diverse tax base and stable tax stream. Foster diverse business options 	<ul style="list-style-type: none"> Favorable

Scenario 4: DECOMMISSION AIRPORT & CREATE NEW NEIGHBORHOOD

Goals	Evaluation Criteria	City of Boulder Goals
Safe	<ul style="list-style-type: none"> Enhance personal and community safety Increase resiliency through mitigation, response, and recovery Comply with airport rules and regulations, Federal Aviation Administration Standards, and Boulder Fire Department 	<ul style="list-style-type: none"> Favorable
Healthy & Socially Thriving	<ul style="list-style-type: none"> Create community programming and gathering spaces Minimize Community Exposure to Site Impacts and Noise Provide Educational Opportunity 	<ul style="list-style-type: none"> Favorable
Livable	<ul style="list-style-type: none"> Diversify Site Uses Balance the needs of airport operations and compatible surrounding land uses Provide amenities for residents 	<ul style="list-style-type: none"> Favorable
Accessible & Connected	<ul style="list-style-type: none"> Increase current and Future Multi-modal transportation options Enhance Open Space, Bicycle, and Trail Connectivity Accommodate Goods Movement 	<ul style="list-style-type: none"> Favorable
Environmentally Sustainable	<ul style="list-style-type: none"> Encourage the integration of future clean technology Incentivize unleaded fuel for aircraft Minimize impact to wildlife and natural environment and support environmental compatibility 	<ul style="list-style-type: none"> Favorable
Responsibly Governed	<ul style="list-style-type: none"> Provide transparency, equity, and uniformity with compliance in all leases, regulations, and plans for the airport Integrating Community Input (e.g. Community Advisory Committee, Noise Committee) Maintain financial autonomy from city general fund subsidies 	<ul style="list-style-type: none"> Neutral
Economically Vital	<ul style="list-style-type: none"> Provide diverse tax base and stable tax stream Foster diverse business options 	<ul style="list-style-type: none"> Favorable



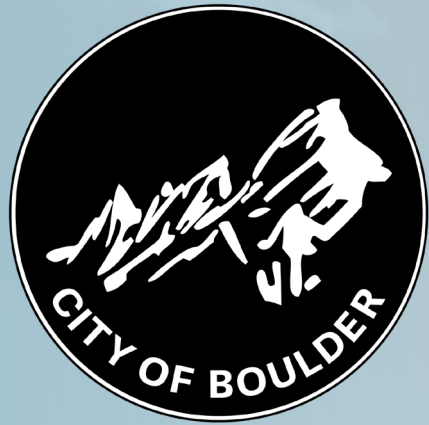
Exercise



Desired Near-Term Action Items

- Noise committee update
- Exercise to narrow down items
 - Instructions





Next Steps



Homework

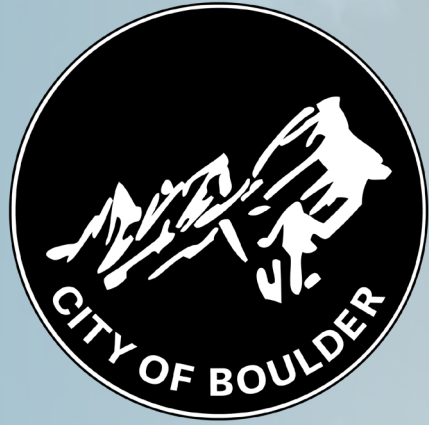
- Review the evaluation considerations
- Interim activity TBD
- **Final Meeting is September 12th**





Next Steps

- Questionnaire closes August 2nd
- Bilingual meetings in August
- City Council August 24th
- CWG 5, September 12th
 - Refined Scenario Discussion
 - Consensus on the Strengths and Weaknesses of each scenario



Closing Remarks and Clarifications



Final Report

- Community Conversation Process
 - Dialogue
- Four Airport Scenarios
 - Strengths and Weaknesses
 - Alignment with City Goal
 - Renderings and Elements
- Near Term Action Items
 - Priorities



Appendix B. Desired Near Term-Action Items

Boulder Municipal Airport Desired Near-Term Action Items

CWG #4 | July 20, 2023



<p>Noise <i>Develop and regulate noise abatement strategies to reduce the impact of noise from aircraft</i></p>	<p>Action Items</p> <ul style="list-style-type: none"> • Increase compliance with noise abatement procedures • Increase noise sensitive areas for Noise Abatement (e.g., S. Boulder and Boulder Res) • Updated compatible hours of operations (e.g., 9-5pm M-F, 9-4pm Sat-Sun) • Limit touch/gos and training flights • Update and modify glider box • Limit overflights from adjacent airports • Regularly publish noise complaint data (e.g., Quarterly) • Automate noise complaint and operational data • Update helicopter flight paths • Explore mandates of quieter muffler/exhaust systems • Use geofencing to support noise abatement • Reduce club and aviation events
<p>Health and Environmental Impact <i>Incorporate carbon reduction strategies into airport policies and future developments/improvements</i></p>	<p>Action Items</p> <ul style="list-style-type: none"> • Expedite use of unleaded aviation fuel • Evaluate natural features/wildlife habitats • Expedite the delivery of electric airplanes/eVTOL • Investigate impacts of leaded fuel • Publish estimates of BDU lead emissions • Investigate GHG impact of BDU operations • Report leaded fuel sales and consumption

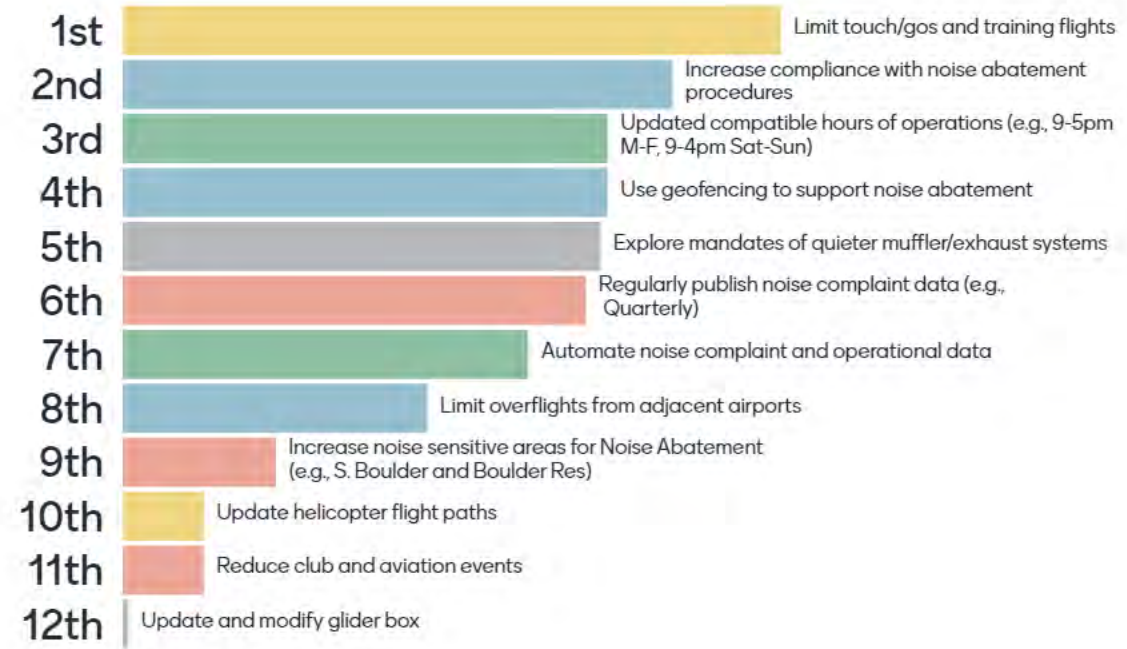
Community Relations <i>Increase opportunities for community involvement at the airport</i>	Action Items <ul style="list-style-type: none"> • Expand airport influence zone and enhance relevance • Invest in a Flight Management system/geo fencing • Support ongoing coordination between pilots and neighbors • Promote community events and aviation programs • Deliver quarterly noise complaint and operational summary to City Council • Cease offering special events with flying at BDU • Introduce programs for underserved communities at the airport • Create educational space for aircraft mechanic training
Airport Economics	Action Items <ul style="list-style-type: none"> • Implement landing fees for both based and non-based aircraft • Update contract/leasing, rates and fees to cover operational and capital costs • Create and administer a maintenance plan for aging infrastructure • Administer an Economic Impact Study for the airport • Make airport economic and budgetary data easily accessible • Investigate the potential for transport aviation • Explore ways to stimulate businesses associated with aeronautics
Safety	Action Items <ul style="list-style-type: none"> • Update and administer the Primary Management Compliance documents and mitigate risk • Comply with FAA Standards • Eliminate non-conforming runway or enforce no simultaneous use with other runways • Remove the "Striped fields" training ground flanking Gunbarrel to the East • Consider requiring pilot insurance of over \$100k • Modernize runway 8G/glider runway to full FAA compliance, paid by FAA funds, or deactivate/close 8G runway

Appendix C. Desired Near-Term Action Items Exercise

Join at menti.com use code 9227 0993



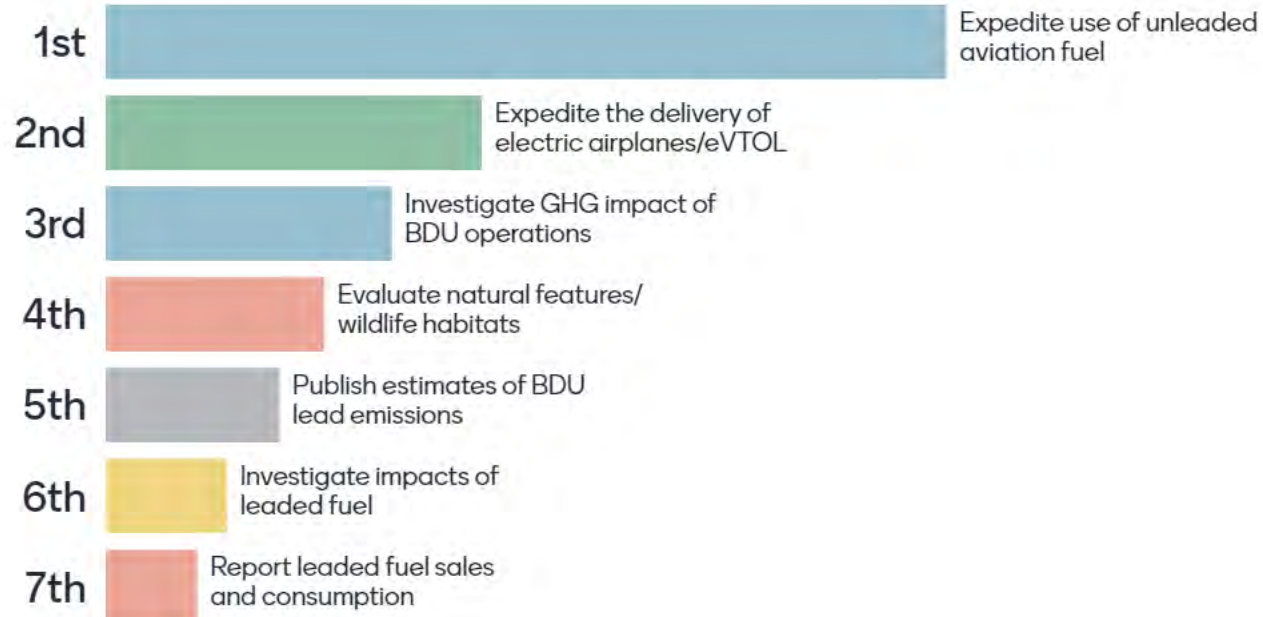
Noise



Join at menti.com use code 9227 0993



Health and Environmental Impact



Join at menti.com use code 9227 0993



Community Relations



×

Join at [menti.com](#) use code 9227 0993

Open Mentimeter

Airport Economics

1st

Implement landing fees for both based and non-based aircraft.

2nd

Update contract/leasing, rates and fees to cover operational and capital costs

3rd

Make airport economic and budgetary data easily accessible

4th

Create and administer a maintenance plan for aging infrastructure

5th

Administer an Economic Impact Study for the airport

6th

Explore ways to stimulate businesses associated with aeronautics

7th

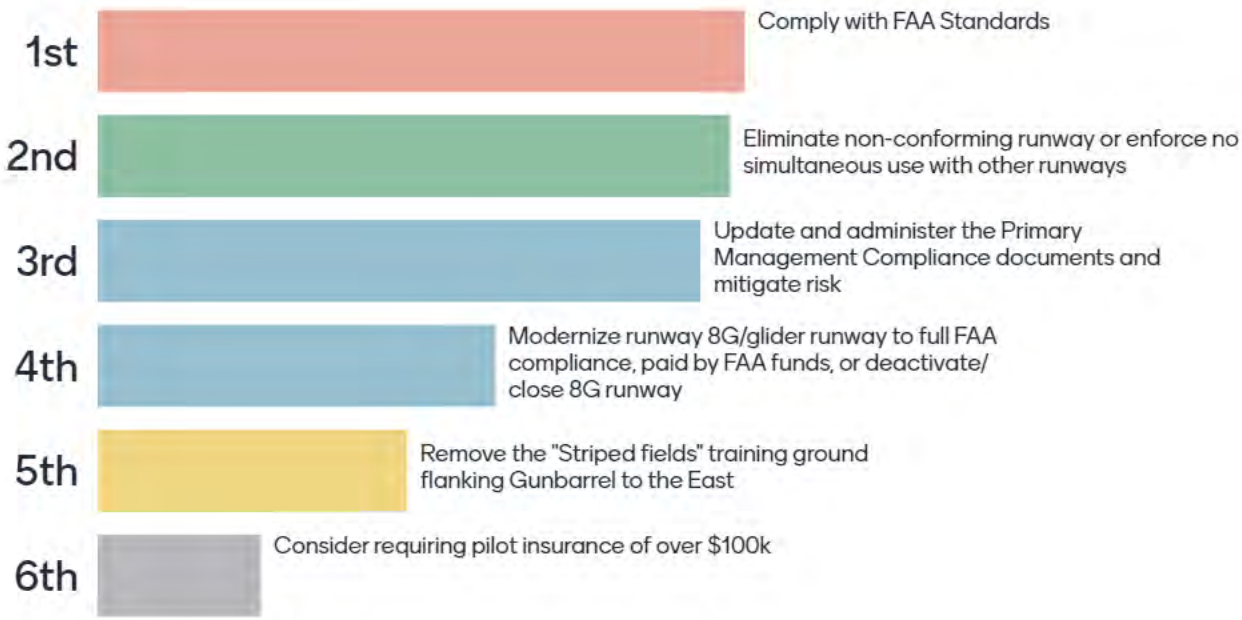
Investigate the potential for transport aviation

17

Join at menti.com use code 9227 0993



Safety



Boulder Municipal Airport Community Conversations

Appendix J

Boulder Municipal Airport Community Conversation: Community Working Group (CWG)

Meeting 5 Summary September 12, 2023

Table of Contents

Introduction 3

CWG Meeting 5 3

Summary of Meeting and Discussion 5

 Questionnaire #2 Feedback Summary5

 City Council Study Sessions.....6

 Bilingual Meetings.....7

 CWG Accomplishments8

Meeting Wrap Up..... 9

Appendices

Appendices 10

 Appendix A. Presentation Slides 10

 Appendix B. Questionnaire 2 Feedback Summary 11

 Appendix C. Bilingual Meeting Summaries.....12

Introduction

This summary has been prepared to detail the notifications efforts and outcomes of the fifth CWG meeting. Additional details about the Community Conversation project can be found on the [project website](#).

CWG Meeting 5

Meeting Information

- Location: City of Boulder Open Space & Mountain Parks (2520 55th St, Boulder, CO 80301)
- Date: Tuesday, September 12, 2023
- Time: 4:30 – 6:30 pm
- Number of Attendees: 18 CWG members, 7 project team members

Project Team Attendees

Natalie Stiffler, COB
Allison Moore-Farrell, COB
John Kinney, COB
Dylan Swanson, COB
Amalia Andrews, Kimley-Horn
Kathleen Wanatowicz, PR Studio

CWG Members

18 of the 38 member CWG attended the second meeting. The complete member list is included below.

Name	Email
Andrew McKenna	andrew@journeysaviation.com
Ariana Garcia	arianagarcia0757@gmail.com
Ben Molk	bmolk@crescent.com
Bill Shaffer	cmaxshaff@gmail.com
Bret Heidkamp	bret@crosstac.com
Bri Lehman	bri.lehman@gmail.com
Bronson MacDonald	Bronson.macdonald1972@gmail.com
Carl Lawrence	Carl@EnergySense.com
Carol Ciufolo	cciufolo@aol.com
Clemens Ceipek	clemens.ceipek@gmail.com
Elise Edson	elise.edson@gmail.com
Elliot Dickerson	elliott.dickerson@gmail.com
Ginger Zukowski	zukowsk1@msn.com
Glen Marshman	glenm@1bfit.com
Glenn Brillinger	glennb@brungardaviation.com
Guy Kenny	guy@gkennybuilders.com
Harry Ross	harryrosstemp+CWG@gmail.com
Hep Ingham	hep@igc.org
Jan Burton	jan.burton111@yahoo.com
Janet Heimer	janetheimer48@gmail.com
Jill Grano	jill@jillgrano.com
Julie Heins	itnotpa@comcast.net
Keith Stagg	staggkm@gmail.com
Laura Kaplan	laura.kaplan.pb@gmail.com
Lisa Morzel	lisamorzel@gmail.com
Lonnie Hilkemeier	lonnie@specialtyflight.com
Magali Botello	magalibotello2012@gmail.com
Marda Kirn	info.ecoarts@gmail.com
Mark Crossen	mark@raynemark.com
Philip Ogren	philip.ogren@outlook.com
Rachel Stanton	Rachel.stanton327@gmail.com
Rob Range	rob@boulder-air.com
Robert Murphy	bob@bcmurphy.me
Ryan Schuchard	ryanbouldertab@gmail.com
Sheila S	Westernskyhiker@gmail.com
Taran Volckhausen	tvolckhau@gmail.com
Tulia Flores	tuliaff@gmail.com
Whitney Park	whitneyfpark@gmail.com

Meeting Notifications

- Email invite to CWG members
- Email reminder

Presentation Topics

- Summary of Community Questionnaire #2
- Summary of Bilingual Community Meetings
- Evaluation Considerations Feedback Summary
- CWG Accomplishments and Outcomes
- City Council Meeting Report Out
- Next Steps
- Closing Remarks and Comments

Summary of Meeting

The presentation slides are included in this document as **Appendix A**. The project team reviewed Questionnaire #2 highlights. A detailed summary of the Questionnaire feedback is included as **Appendix B**.

Please note: The Be Heard Boulder questionnaire is an engagement tool for collecting feedback from the public. It is not intended to express a scientific, statistically valid representation of all of the city's residents. In addition, staff is not interpreting the feedback as "votes" for or against future scenarios. The Be Heard Boulder questionnaire is just one of the tools the city uses to solicit input and the city acknowledges the limitations with this type of questionnaire. Nevertheless, it is a useful engagement tool to help identify trends and potential areas of commonality in the community's opinions on the subject and as a channel for people to provide anonymous feedback without attending a meeting."

- The most favored City **of Boulder goals and objectives** (as identified in the Sustainability, Equity and Resilience Framework) were:
 - Environmentally Sustainable
 - Safe
 - Responsibly Governed
- The most favored **physical and programmatic elements** were:
 - Bike path and/or nature trail
 - Restaurant and/or café
 - A range of housing types
 - Improved aviation facilities
 - Community Park
- When asked which **near-term action items** should be implemented at the airport, respondents most frequently identified the following items:
 - Facilities improvements
 - Community serving uses

- Community relations
- Update noise abatement procedures
- Better roads connected to the airport
- Address the use of leaded fuel
- Landing fees
- Eliminate recreational flights
- Most Common Vision Words:
 - House/Home
 - Airport/Aviation
 - Neighborhood
 - Communal
 - Quiet
 - Thriving
 - Vibrant
 - Inspire
 - Nature
 - Peace
- Scenario Feedback:
 - **Scenario 3: Airport with Neighborhood Serving Uses and Limited Housing is the most preferred option** and scenario 4 is the least preferred option.

According to public feedback, the scenarios are ranked in the following order:

 1. Scenario 3: Airport with Neighborhood Serving Uses and Limited Housing
 2. Scenario 2: Airport with Aviation Improvements
 3. Scenario 1: Existing Airport with Enhanced Maintenance
 4. Scenario 4: Decommission Airport and Create New Neighborhood

CWG Comments on Questionnaire #2 include:

- It's important to caveat this feedback by sharing it is not statistically valid.
- One CWG member mentioned that noise issues near his home are a bit more granular, he sees more traffic than other areas.
- There is concern that adding more planes or facilities will increase noise.
How many more hangars could the airport add?
 - Capacity to add maybe 100 more in addition to the current 80. But this will depend on style and needs.
- The project team should be clearer about grant assurances and what the obligations mean. One CWG member feels that the project team does not understand what it would take to close the airport.
 - The project team shared that working with the FAA is not black and white. If the city were to pursue closing the airport, it is a policy decision. The City Council can choose to challenge the FAA.
 - Some stakeholders expressed they did not see flexibility in recent communications from the FAA.

City Council Study Session

The Project team shared some highlights from their presentation to City Council on August 24, 2023.

- The project team shared that the City Council wanted the team to investigate the feasibility of the near-term action items.
- One CWG member mentioned that she heard the city council members express a desire for additional background into aviation and case law.
 - The project team shared that the city has outside council who will study the case law.
 - Additional near-term action items include:
 - Additional legal analysis.
 - More discussion with FAA.
 - Financial analysis on closing the airport.
- One CWG member asked why we continue to talk about the possibility of closing the airport in meetings and with City Council if it is an unlikely option.
 - The project team reiterated that this project is intended to gauge if that was the desire of the community. Some community members expressed interest in this and this option must be discussed.
- One CWG member expressed concern that the participants in this process are only those who care about what it is happening at the airport. The City Council needs to take into consideration the full community of Boulder.
- The four scenarios offered have difficult tradeoffs, it makes it hard to see the best option and choose the best scenario.
- One CWG member felt that housing advocates should look for other opportunities for housing that don't require taking on the FAA.
- One CWG member felt that the uncertainty of the future of the airport make investing in new equipment difficult.
- One CWG member expressed a desire to share the outcome of the noise abatement meetings with the public and CWG.

Bilingual Meetings

The project team held two bilingual meetings with the residents of the Vista Village and San Lazaro communities. These meetings go into similar detail as the CWG. The meeting summaries are included as **Appendix B**. Highlights from the meetings include:

- Desire to keep airport but reduce noise, especially on Sundays.
- Desire for the airport to provide job opportunities for near-by residents.
- Is an airport needed in Boulder? Discussion of pros and cons for neighbors.
- Concern about displacement if/when land uses changes occur nearby.
- Concern about increase in vehicle traffic.
- Concern that community improvements in scenario 3 and 4 would be too expensive and not benefit the manufactured home communities.

Comments from the CWG:

- CWG member wanted to know if similar meeting have been organized for other nearby neighborhoods.
- One CWG member shared that she has lived in a mobile home community for 30 years. She often finds it hard to have a conversation with someone 10-20 feet away. However, noise is not always the biggest concern in a conversation like this where changes may not benefit the current residents.
- Feedback from the meetings was really focused on how to improve the neighborhood for those who live there now.
 - There is fear that changes at the site will impact housing affordability.
- One CWG member reiterated that we should focus on getting rid of lead, improving the noise and find ways to engage the community.
 - Several CWG members expressed that they had ideas on how to accomplish this.
 - New near-term action item:
 - Find ways to connect the community to employment and aviation opportunities.
- One CWG member requested that the project team should add the mobile home communities to the scenario drawings.

CWG Accomplishments

The project team shared the following accomplishments with the CWG:

- Airport facts, history and character.
- Identification of airport areas of improvements.
- Listening and understanding neighborhood concerns.
- Incorporate community feedback to develop scenario programmatic elements.
- Developing goals and evaluation criteria to inform each scenario.
- Near term action items and prioritization.
- Feedback and recommendations for each scenario.
- Established a new culture for community involvement.

The project team asked the CWG to share what they think the group accomplished.

- Opened a dialogue. There is a lot left to be done and unsure if anything got accomplished in this phase but looking forward to the future.
- Learned from others.
- Identified things that can be address immediately.
- Making connections with the community. Would like more dialogue about noise and actionable improvements.
- Fostered respect towards one another and for the concerns of the community.
- Encouraged by the sensitivity to concerns of community.
- Learned there is an active noise abatement group but has yet to see improvement.
- The city and community would benefit from understanding how we got to this point.
- Good to hear both sides of the conversation.

- The pilot community should spend more time getting to know the community and listening to concerns.
- We have identified a separate path for near-term and long-term actions, but there is still a lot left to be done.
- There has been some great dialogue but some misconceptions that have crept into the process.
- Has learned a lot from the pilots and the community.
- Has a deeper understanding of the perspective of the mobile home communities nearby.
- There has been an increased awareness about the airport and concerns.
- Desire to keep the group going and work with council.
- Developed interest in the overall condition of aviation on the front range.
- Desire to see more diversity of voices involved in the community.

Meeting Wrap Up

- Next Steps for staff:
 - FAA discussions and clarification
 - High-Level Feasibility of Scenarios
 - Technical work on the Near-Term Action Items
 - Formation of Community + Airport Noise Group
 - Final City Council meeting in early 2024 to provide staff direction
- The airport masterplan update is anticipated to begin in 2025.
- The final city council study session will be in early 2024.
- The project team thanked the CWG for participating. These conversations would have been unimaginable a year ago, but the group made momentum in the process by having tough conversations.
- This meeting is the conclusion of the CWG.

Appendices

Appendix A. Presentation Slides

Boulder Airport Community Conversation

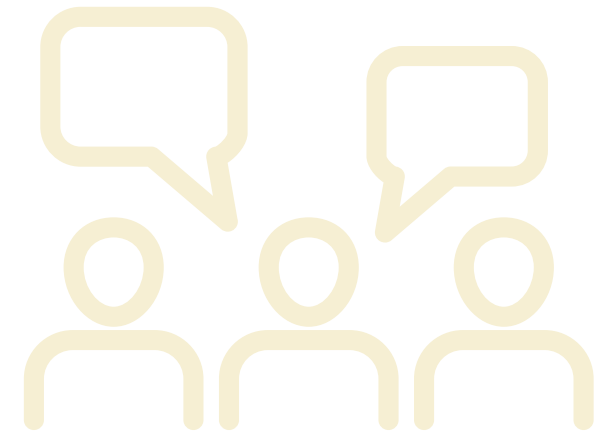
Community Working Group #5
September 12, 2023





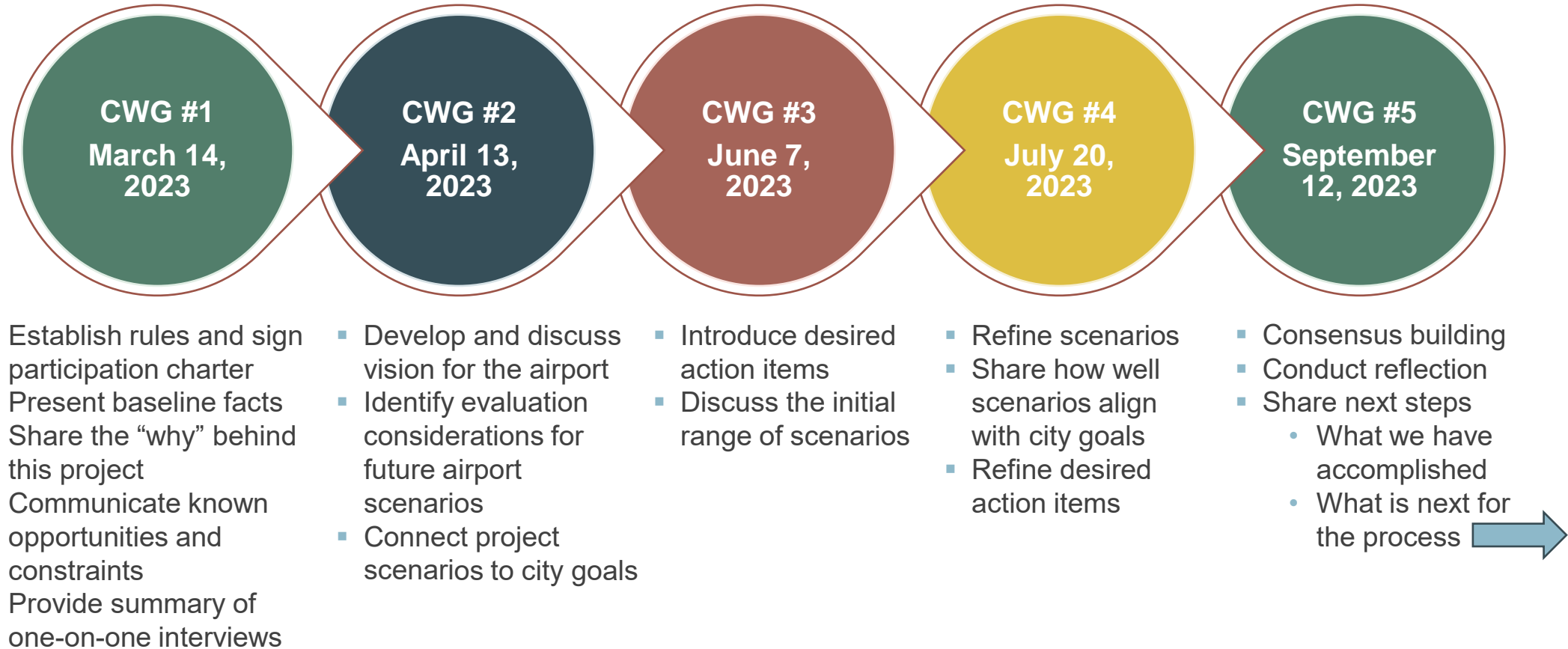
CWG Purpose and Goals

The purpose of the CWG is to **provide input and recommendations to the project team to support the community conversation effort**. The CWG will collaborate with the project team to develop a range of scenarios for the future of BDU. The CWG will be mindful of FAA obligations, preserving and enhancing safety. The CWG will meet five times throughout the project.





CWG Meeting Purpose





Meeting Objectives

- Review accomplishments, share perspectives and debrief
- Provide overview of next steps in the engagement process, discuss opportunities for further engagement
- Formal closure to CWG, group acknowledgements



Meeting Agenda

- Summary of Community Questionnaire #2
- Summary of Bilingual Community Meetings
- Evaluation Considerations Feedback Summary
- CWG Accomplishments and Outcomes
- City Council Meeting Report Out
- Next Steps
- Closing Remarks and Comments



Questionnaire #2 Summary

- Demographics of questionnaire participants
- Key findings
- Scenario ranking and feedback
- Common themes throughout comments
- Top ten to envision words

Summary of Bilingual Community Meetings – Vista Village & San Lazaro



- Near-Term:
 - Desire to keep airport but reduce noise, especially on Sundays
 - Desire for the airport to provide job opportunities for near-by residents
- Long Term:
 - Is an airport needed in Boulder? Discussion of pros and cons for neighbors
 - Concern about displacement if/when land uses changes occur nearby
 - Concern about increase in vehicle traffic
 - Concern that community improvements in scenario 3 and 4 would be too expensive and not benefit the manufactured home communities

Evaluation Considerations Feedback Summary



Boulder Sustainability and Resiliency Goals

- Safety
- Healthy and Socially Thriving
- Livable
- Accessible and Connected
- Environmentally Sustainable
- Responsibility Governed
- Economically Vital



CWG Accomplishments

- Airport facts, history and character
- Identification of airport areas of improvements
- Listening and understanding neighborhood concerns
- Incorporate community feedback to develop scenario programmatic elements
- Developing goals and evaluation criteria to inform each scenario
- Near term action items and prioritization
- Feedback and recommendations for each scenario
- Established a new culture for community involvement



CWG Accomplishments

Group Question:

What do you recognize as an accomplishment and what is left to be done?



City Council Study Session

- Staff shared the community engagement that was conducted
- Staff shared the ideas, issues, and visions that were shared by the community
- Council requested more information from the FAA
- Some council members are interested in exploring the cost benefit analysis and feasibility of repurposing the airport
- Some interested in a statistically significant survey, some not
- Desire to explore high-level feasibility of each scenario
- Desire to explore feasibility and pursue the near-term action items



Next Steps Public Process

- Formation of Community + Airport Noise Group
- Final City Council meeting in early 2024 to provide staff direction



Next Steps Staff Work

- FAA discussions and clarification
- High-Level Feasibility of Scenarios
- Technical work on the Near-Term Action Items
- Formation of Community + Airport Noise Group
- Final City Council meeting in early 2024 to provide staff direction



Closing

Appendix B. Questionnaire 2 Feedback Summary

Boulder Municipal Airport Community Conversation Questionnaire #2 Key Findings

Please note: *The Be Heard Boulder questionnaire is an engagement tool for collecting feedback from the public. It is not intended to express a scientific, statistically valid representation of all of the city's residents. In addition, staff is not interpreting the feedback as "votes" for or against future scenarios. The Be Heard Boulder questionnaire is just one of the tools the city uses to solicit input and the city acknowledges the limitations with this type of questionnaire. Nevertheless, it is a useful engagement tool to help identify trends and potential areas of commonality in the community's opinions on the subject and as a channel for people to provide anonymous feedback without attending a meeting.*

Questionnaire #2 opened on July 12, 2023 and closed on August 2, 2023. The purpose of this questionnaire was to gain a better understanding of the community's preferences on four draft scenarios for the future of the airport site that were developed as part of the Boulder Municipal Airport Community Conversation.

The four draft scenarios were developed from wide-scale community input through multiple engagement activities over the past several months, including the first questionnaire, the first open house, Community Working Group meetings and bilingual community meetings. Feedback informs the further development of these scenarios:

Scenario 1: Existing Airport with Enhanced Maintenance

Scenario 2: Airport with Aviation Improvements

Scenario 3: Airport with Neighborhood Serving Uses and Limited Housing

Scenario 4: Decommission Airport and Create New Neighborhood

Summary of Survey

- The project team received **961 responses** on Questionnaire #2.
- The survey was advertised through a press release, social media, email, and word of mouth. Opportunities to take the survey were available at the second Public Open House, which took place on July 11, 2023 and the Bilingual Community Meetings on August 22 and 29, 2023.
- Most questionnaire respondents indicated they are from East Boulder (163), North Boulder (159) and outside the City of Boulder but within Boulder County (155).

Key Findings

When asked which **City of Boulder goals and objectives** (as identified in the Sustainability, Equity and Resilience Framework) were most important, respondents selected the following:

- Environmentally Sustainable (410)
- Safe (373)
- Responsibly Governed (365)

When asked which **physical and programmatic elements** were important, questionnaire respondents selected the following five elements with the most frequency:

1. Bike path and/or nature trail (575)
2. Restaurant and/or café (499)
3. A range of housing types (461)
4. Improved aviation facilities (451)
5. Community Park (426)

When asked which **near-term action items** should be implemented at the airport, respondents most frequently identified the following items:

- Facilities improvements
 - Meeting space
 - Hangers
 - Restrooms
 - Create a maintenance plan
 - Better equipment: radios, ADSB, approach equipment
 - More security/fences at airport
- Community serving uses
 - Events
 - Scholarships
- Community relations
 - Educate about why airports are important
 - Opportunities for the public and airport users to discuss noise and other areas of concern
- Update noise abatement procedures
 - Limit hours of operations (there were comments for and against this option)
 - Clarify which activities the airport can regulate
- Better roads connected to the airport
 - Bike infrastructure
 - Walking paths
 - Connect Airport Road to the north
- Address the use of leaded fuel
 - Ban the use of leaded fuel
 - Subsidize electric aircraft through unleaded fuel sales
- Landing fees
 - There were comments against and in support of this option
- Eliminate recreational flights

Respondents were asked to submit a one-word summary of their vision for Boulder Airport. The ten **most common vision words** submitted are:

1. House/Home
2. Airport/Aviation
3. Neighborhood
4. Communal
5. Quiet

6. Thriving
7. Vibrant
8. Inspire
9. Nature
10. Peace

Scenario Feedback

Scenario 3: Airport with Neighborhood Serving Uses and Limited Housing is the most preferred option. Scenario 4 is the least preferred option. According to public feedback, the scenarios ranked in the following order:

1. Scenario 3: Airport with Neighborhood Serving Uses and Limited Housing
2. Scenario 2: Airport with Aviation Improvements
3. Scenario 1: Existing Airport with Enhanced Maintenance
4. Scenario 4: Decommission Airport and Create New Neighborhood

Scenario 1: Existing Airport with Enhanced Maintenance

Many commenters were against this option. Some noted that the airport as-is is not an acceptable outcome. This option does little to optimize the potential for aviation and recreation. Many commenters argued that this option would not change anything about the airport, while some found this option favorable because it would bring the airport to a state of good repair. In addition to this, it would enable the airport to continue with emergency response capabilities. Some commenters suggested that this scenario may be the lowest cost option. However, some comments noted that any improvements may not be possible without City funding. There were some comments in favor of this option, as some commenters are happy with the airport as it is now and would like to see the airport continue to operate.

Many comments did not like this option because it did not address the stated issue about noise, lead emissions and land-use compatibility. There was concern that this scenario would not lead to improved relationships between the airport and nearby residents. This option serves the interests of a small set of the Boulder population. Some comments also argued that this continued use of the site is not the highest and best use for the property. Commenters also noted that this scenario would allow recreational aviation to continue, which may lead to increased environmental impact and noise.

Scenario 2: Airport with Aviation Improvements

Many commenters noted that improvements and upgrades at the airport are long overdue. There were some positive responses to this option with some observing this could improve operations at the airport. These upgrades will address the hangar shortage and ultimately implement improvements that were identified in the Airport Master Plan. Some noted that improving facilities and creating a more professional airport improve the culture of the airport and lead to better outcomes for transportation, emergency response and training.

Many commenters noted that this solution would not address the stated issues from neighbors and nearby residents such as noise, pollution and hours of operations. Other comments observed that this solution does nothing to address the housing availability and affordability issues in Boulder. This option may encourage expansion of the airport site, which could lead to increased plane traffic. Increased operations may lead to more noise and pollution. Some comments wondered if the solution was economically viable, when the economic impact of the airport is unknown. There were also comments that did not support spending city and tax money at the airport in favor of a small number of the population. These commenters would prefer to see transportation funds spent on roads, sidewalks and alternative transportation, not improving the airport.

Scenario 3: Airport with Neighborhood Serving Uses and Limited Housing

The majority of the comments were in favor of this option. Many comments suggest skepticism on the airport coexisting with neighborhood uses. Allowing housing to develop in the area may exacerbate land compatibility issues and lead to more noise complaints. There were also some comments that were concerned about increased congestion and traffic in the area with the expansion of the site. In addition to more exposure to noise, this option would not address the stated concerns around lead pollution at the airport. Commenters were concerned this may place more at risk if the plan were put forward while the airport is using leaded fuel.

While there were some comments expressing opposition to housing, many comments were supportive of the proposal to develop community-serving uses such as meeting space, vocational space or café. Mixed uses may encourage more businesses, which may increase revenue streams at the airport. Many comments were supportive of proposals to develop STEM facilities. This proposal is in line with the Boulder trend toward being a tech hub. Comments in support of these types of uses noted that options seem more compatible with aviation operations and would be more suitable than housing. Another common theme in the comments was support for favoring community relations and programming. These types of developments would create more spaces for the community to make use of the airport site, which may improve the culture and public perception. Many comments suggested that this is the most favorable option to weigh community needs and aviation needs.

Scenario 4: Decommission Airport and Create New Neighborhood

Most of the comments were against this option. Commenters expressed skepticism that the FAA would allow this option to move forward, suggesting clarification that this option would require grant assurances to elapse before implementation. This plan would also involve high costs and might set unrealistic expectations for housing goals, in addition to likely requiring environmental cleanup before development. This could increase the cost of redevelopment, in addition to the costs required to pay back FAA loans or maintain the airport until grant assurances lapse.

Many comments are supportive of the proposal to repurpose the airport for housing and community needs, with many commenting that it would serve the most people. Housing availability and affordability is an issue in the area, and this option could help address the

problem. In addition to housing, many commenters noted that Boulder needs more community spaces like parks, open space, trails and live-work neighborhoods. Commenters suggested this is the best option to address the state pollution and noise concerns from neighbors and nearby residents. Some comments were against the possibility of building more housing for rent. Many comments against this option stated that they did not want to see more growth in Boulder, expressing concerns about congestion, traffic and the airport being located far from services. Increased growth might take away from the city offerings such as views and diverse recreation options.

Many comments were against this option, arguing that the airport is a vital resource and that the city should not dissolve this asset. This option would sacrifice facilities for emergency operations. Some comments noted that many business owners will be displaced and pushed out if the site is repurposed. General aviation airports are at the center of conflict in many areas. Some commenters were concerned that this proposal would take away industries Boulder is known for and sacrifice the area's history.

Appendix C. Bilingual Meeting Summaries

Boulder Municipal Airport Community Conversation: San Lazaro and Vista Village Bilingual Community Meetings

Meeting 2 Summary

August 22, 2023 and August 29, 2023

Table of Contents

Introduction and Purpose3

San Lazaro and Vista Village Meeting Details3

Meeting Notes4

Meeting Questions5

Noise Complaints6

Next Steps6

Introduction and Purpose

The purpose of the bilingual community meetings was to share updates on the Airport Community Conversation project, share the four long-term scenarios that have been developed, and share the list of near-term action items. The purpose was to seek feedback on these community-informed items.

The intention was to collaborate with both Spanish speaking and English speaking community members at Vista Village and San Lazaro, two manufactured home communities that are located adjacent to the Boulder Municipal Airport. They city's Communications and Engagement Department and the Transportation and Mobility Department worked to provide an inclusive environment by providing simultaneous interpretation services, a bilingual facilitator, childcare services, and collaboration with community leads.

San Lazaro and Vista Village Meeting Details

Meeting information

- Vista Village: August 22, 2023, 6:00 – 8:00pm
 - 34 adult attendees + children
 - English first presentation with Spanish interpretation
- San Lazaro: August 29, 2023, 6:00 – 8:00pm
 - 50 adult attendees + children
 - Spanish first presentation with English interpretation

Project Team Attendees and Support

- Angela Maria Ortiz Roa (City of Boulder)
- Manuela Sifuentes (City of Boulder)
- Allison Moore-Farrell (City of Boulder)
- John Kinney (City of Boulder)
- Dylan Swanson (City of Boulder)
- Leticia Abajo Torrijos (Consultant)
- Danielle Furuichi (Consultant)

Meeting Notifications

- Bilingual flyers distributed at Vista Village and San Lazaro
- Bilingual email invite to residents
- Verbal and email invitations from Community Connectors, Community Leaders and partners

Meeting Notes

Long-Term Scenario and Near-Term Action Item Feedback

- Scenario 1
 - Concern expressed about the low number of people that currently use the airport (approximately 200 people).
- Scenario 2
 - Concern about need for expanded airport when multiple general aviation airports are already nearby.
 - Concern about noise increases.
- Scenario 3
 - If this scenario is chosen, please work to make the new community resources free or affordable for nearby neighborhoods.
 - Concern about noise increases.
- Scenario 4
 - Concern about vehicle traffic on Airport Road or Independence Road if land uses change.
 - Concern about displacement if land uses change.
 - If this scenario is chosen, please work to make the new community resources free or affordable for nearby neighborhoods.
- Near-Term Action Items Feedback
 - Limit the days/hours that pilots fly.
 - Reduce the noise from aircraft.
 - Transition away from using lead fuel.

Meeting Questions

- Does funding from the airport come from the city's general fund?
 - No.
- What days and hours is the airport open?
 - The airport is open 24 hours a day, 7 days a week.
- Can the city limit the days/hours that pilots fly? Specifically, can they avoid flying on Sunday mornings?
 - No, the city cannot restrict flying hours. However, the city can inform pilots of days/hours that are very impactful on the neighboring communities.
- How necessary is the airport?
 - The airport provides business, private, and recreational services and sometimes serves as a location for emergency aviation services.
- Can an airport tour for Vista Village and San Lazaro be organized?
 - City staff will work with Vista Village and San Lazaro on a future bilingual airport tour.
- Will there be more flights in any of the scenarios?
 - Scenario 2 and 3 may lead to increased flights.
- If there are more flights, will the community benefit?
 - There would likely be both advantages and disadvantages for each scenario, including the scenarios that could lead to more flights.
- Who responds to noise, pollution, and safety issues?
 - Airport city staff respond to these issues.
- What businesses are at the airport?
 - Current businesses at the airport include flight schools, scientific research, aircraft maintenance, and others.
- How will the growth of the airport impact Vista Village and San Lazaro?
 - There would likely be both advantages and disadvantages for each scenario.
- How important is Boulder Airport given that there are multiple general aviation airports nearby? (Rocky Mountain Metropolitan, Longmont, Erie, etc)
 - The Boulder airport serves the needs of the local aviation community.
- Would the airport move elsewhere?
 - No, that was not an idea widely raised by community members.
- If housing were to replace the airport, who would that housing be built for? Would it be affordable housing?
 - Future housing in Boulder is intended to be mixed income – this would include affordable housing and market rate housing.
- Would there be increased vehicle traffic along Airport Road if Scenarios 3 or 4 were chosen?
 - With an increase in activity and a variety of land uses, there would likely be more vehicle traffic.

Noise Complaints

To file airport-related noise complaints, please call (303) 441-4000. This number will take you to a voicemail in English. We are working on additional languages. You may leave a message in English or Spanish. When calling, please provide:

- The date and time of the incident
- If known, the direction of the aircraft (for example: to or away from the airport)

You can find additional information about airport noise complaints on this webpage:

<https://bouldercolorado.gov/services/aircraft-noise>

Next Steps

The project team will bring the community's feedback on the long-term scenarios and the near-term action items to City Council in early 2024. The team will ask for Council's direction on how to move forward.

For more information, please visit the City of Boulder Airport Community Conversation website:

English: <https://bouldercolorado.gov/projects/airport-community-conversation>

Spanish: <https://bouldercolorado.gov/es/projects/airport-community-conversation>

If you have additional comments or questions, please contact:

Allison Moore-Farrell, Project Manager

moorefarrella@bouldercolorado.gov

John Kinney, Airport Manager

kinneyj@bouldercolorado.gov

You may send your email or message in your preferred language (English or Spanish) and we will ensure that it is translated.

Thank you!

Conversaciones comunitarias sobre el aeropuerto municipal de Boulder: Reuniones comunitarias bilingües de San Lázaro y Vista Village

**Resumen de la segunda reunión
22 de agosto de 2023 y 29 de agosto de 2023**

Tabla de contenido

Introducción y propósitos3

Detalles de la reunión de San Lázaro y Vista Village.....3

Notas de la reunión.....4

Preguntas de la reunión5

Quejas de ruido7

Próximos pasos7

Introducción y propósito

El propósito de las reuniones comunitarias bilingües fue compartir actualizaciones sobre el proyecto del Aeropuerto Municipal de Boulder, los cuatro escenarios a largo plazo que se han desarrollado y la lista de elementos de acción a corto plazo. El propósito era buscar comentarios sobre estos elementos informados por la comunidad.

La intención era colaborar con miembros de la comunidad de habla hispana e inglesa en Vista Village y San Lázaro, dos comunidades de casas manufacturadas ubicadas junto al Aeropuerto Municipal de Boulder. El Departamento de Comunicaciones y Participación Comunitaria de la ciudad y el Departamento de Transporte y Movilidad trabajaron para brindar un entorno inclusivo brindando servicios de interpretación simultánea, un facilitador bilingüe, servicios de cuidado infantil y colaboración con líderes comunitarios.

Detalles de la reunión de San Lázaro y Vista Village

Información de la reunión

- Vista Village: 22 de agosto de 2023. 6:00 – 8:00 p.m.
 - 34 asistentes adultos + niños
 - Presentación en inglés con interpretación en español.
- San Lázaro: 29 de agosto de 2023. 6:00 – 8:00 p.m.
 - 50 asistentes adultos + niños
 - Presentación en español con interpretación en inglés.

Asistentes y soporte del equipo del proyecto

- Angela María Ortiz Roa (Ciudad de Boulder)
- Manuela Sifuentes (Ciudad de Boulder)
- Allison Moore-Farrell (Ciudad de Boulder)
- John Kinney (Ciudad de Boulder)
- Dylan Swanson (Ciudad de Boulder)
- Ryan Hanschen (Ciudad de Boulder)
- Leticia Abajo Torrijos (Consultora)
- Danielle Furuichi (Consultora)

Notificaciones de reuniones

- Folletos bilingües distribuidos en Vista Village y San Lázaro
- Invitación bilingüe por correo electrónico y mensaje de texto a los residentes
- Invitaciones verbales y por correo electrónico de conectores comunitarios, líderes comunitarios y socios

Notas de la reunión

Comentarios de los diferentes escenarios

- Escenario 1
 - Se expresa preocupación por el bajo número de personas que actualmente utilizan el aeropuerto (aproximadamente 200 personas).
- Escenario 2
 - Preocupación por la necesidad de ampliar el aeropuerto cuando ya hay varios aeropuertos de aviación general cerca.
 - Aumenta la preocupación por el ruido.
- Escenario 3
 - Si se elige este escenario, por favor trabajen para que los nuevos recursos comunitarios sean gratuitos o asequibles para los vecindarios cercanos.
 - Aumenta la preocupación por el ruido.
- Escenario 4
 - Preocupación por el tráfico de vehículos en Airport Road o Independence Road si cambian los usos del suelo.
 - Preocupación por el desplazamiento si cambian los usos del suelo.
 - Si se elige este escenario, por favor, trabajen para que los nuevos recursos comunitarios sean gratuitos o asequibles para los vecindarios cercanos.

Elementos de acción a corto plazo: comentarios de la comunidad

- Limitar los días/horas que los pilotos vuelan.
- Reducir el ruido de los aviones.
- Hacer la transición para dejar de utilizar combustible con plomo.

Preguntas de la reunión

- ¿La financiación del aeropuerto proviene del fondo general de la ciudad?
 - No.
- ¿Qué días y horarios está abierto el aeropuerto?
 - El aeropuerto está abierto las 24 horas del día, los 7 días de la semana.
- ¿Puede la ciudad limitar los días/horas en que los pilotos vuelan? En concreto, ¿pueden evitar volar los domingos por la mañana?
 - No, la ciudad no puede restringir las horas de vuelo. Sin embargo, la ciudad puede informar a los pilotos sobre los días/horas que tienen un gran impacto en las comunidades vecinas.
- ¿Qué tan necesario es el aeropuerto?
 - El aeropuerto ofrece servicios comerciales, privados y recreativos y, en ocasiones, sirve como lugar para servicios de aviación de emergencia.
- ¿Se puede organizar un recorrido por el aeropuerto de Vista Village y San Lázaro?
 - El personal de la ciudad trabajará con Vista Village y San Lázaro en un futuro recorrido bilingüe por el aeropuerto.
- ¿Habrá más vuelos en alguno de los escenarios?
 - Los escenarios 2 y 3 pueden dar lugar a un aumento de vuelos.
- Si hay más vuelos, ¿se beneficiará la comunidad?
 - Probablemente habría ventajas y desventajas para cada escenario, incluidos los escenarios que podrían conducir a más vuelos.
- ¿Quién responde a los problemas de ruido, contaminación y seguridad?
 - El personal de la ciudad del aeropuerto responde a estos problemas.
- ¿Qué negocios hay en el aeropuerto?
 - Los negocios actuales en el aeropuerto incluyen escuelas de vuelo, investigación científica, mantenimiento de aeronaves y otros.
- ¿Cómo podría el crecimiento potencial del aeropuerto impactar a Vista Village y San Lázaro?
 - Probablemente habría ventajas y desventajas para cada escenario (por ejemplo , aumento del tráfico por carretera, mayores oportunidades de empleo, aumento de vuelos).
- ¿Qué importancia tiene el aeropuerto de Boulder dado que hay varios aeropuertos de aviación general cercanos? (Metropolitano de las Montañas Rocosas, Longmont, Erie, etc.)
 - El aeropuerto de Boulder satisface las necesidades de la comunidad de aviación local.
- ¿Se trasladaría el aeropuerto a otra parte?
 - No, esa no fue una idea ampliamente planteada por los miembros de la comunidad.
- Si las viviendas reemplazaran al aeropuerto, ¿para quién se construirían? ¿Sería una vivienda asequible?
 - Se pretende que las viviendas futuras en Boulder sean de ingresos mixtos: esto incluiría viviendas asequibles y viviendas a precio de mercado.
- ¿Habrá un mayor tráfico de vehículos a lo largo de Airport Road si se eligieran los escenarios 3 o 4?
 - Con un aumento de la actividad y una variedad de usos del suelo, probablemente habría más tráfico de vehículos.

Preguntas sobre la zonificación de parques de casas manufacturadas

¿San Lázaro y Vista Village serán rezonificados en alguno de los escenarios?

En general, sería muy difícil rezonificar un parque de casas móviles existente para otro uso. Existen capas de protecciones locales y estatales para los parques existentes:

- Existe una ley estatal que protege a los inquilinos de viviendas manufacturadas existentes. Esto se llama Ley de parques de casas móviles, que se adoptó en 2019. Este sitio de HUD (por sus siglas en inglés, *Housing and Urban Development*) ofrece un buen resumen: <https://www.huduser.gov/portal/rbc/in Depth/interior-061121.html> (recurso federal solo disponible en inglés)
- A nivel local, el Plan Integral del Valle de Boulder designa el uso futuro de la tierra. Si el propietario de una propiedad desea rezonificar, su propuesta de zonificación debe alinearse con el [mapa de uso de la tierra](#). Tanto Vista Village como San Lázaro están designados como viviendas manufacturadas en el mapa de uso de suelo, por lo que una rezonificación para un uso diferente no cumpliría con los criterios establecidos en el código de la ciudad (Sección [9-2-19](#)).
- Otro criterio enumerado en el código es que la rezonificación debe ser consistente con las políticas y objetivos del [Plan Integral del Valle de Boulder](#) (recurso listado solo en inglés). La Política 7.09 describe la intención de la ciudad de preservar los parques de casas móviles existentes, por lo que esto ofrece otra capa de protección. Para San Lázaro (que está cubierto por el Plan Integral del Valle de Boulder), ubicado en el condado, el [Plan Integral del Condado de Boulder](#) (recurso listado solo en inglés) también ofrece una política similar en la sección HO 3.07 Casas móviles y viviendas manufacturadas.

Quejas de ruido

Para presentar quejas por ruido relacionado con el aeropuerto, llame al (303) 441-4000. Este número lo llevará a un correo de voz en inglés. Estamos trabajando en ofrecer idiomas adicionales. Puede dejar un mensaje en inglés o español. Al llamar, proporcione:

- La fecha y hora del incidente.
- Si se conoce, la dirección de la aeronave (por ejemplo: hacia o desde el aeropuerto)

Puede encontrar información adicional sobre quejas por ruido en aeropuertos en esta página web: [Ruido de las aeronaves | Ciudad de Boulder \(bouldercolorado.gov\)](#)

Próximos pasos

El equipo del proyecto traerá los comentarios de la comunidad sobre los escenarios a largo plazo y los elementos de acción a corto plazo al Concejo Municipal a principios de 2024. El equipo solicitará la dirección del Concejo sobre cómo avanzar.

Para obtener más información, visite el sitio web de conversación comunitaria sobre el aeropuerto de la ciudad de Boulder:

Inglés: <https://bouldercolorado.gov/projects/airport-community-conversation>

Español: <https://bouldercolorado.gov/es/projects/airport-community-conversation>

Si tiene comentarios o preguntas adicionales, comuníquese con:

Allison Moore-Farrell, directora de proyectos

moorefarrella@bouldercolorado.gov

John Kinney, director del aeropuerto

kinneyj@bouldercolorado.gov

Puede enviar su correo electrónico o mensaje en su idioma preferido (inglés o español) y nos aseguraremos de que esté traducido.

¡Gracias!