

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
NORTHWEST MOUNTAIN REGION

FINDING OF NO SIGNIFICANT IMPACT  
RECORD OF DECISION

FOR THE

PROPOSED MODIFICATIONS TO THE BUSINESS PARK AT

COLORADO SPRINGS AIRPORT  
EL PASO COUNTY, COLORADO SPRINGS, COLORADO

May 7, 2009

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## I. INTRODUCTION AND BACKGROUND

Colorado Springs Airport (COS), located on the southeastern edge of Colorado Springs, is owned and operated by the City of Colorado Springs. The Airport is the region's primary air carrier airport. COS provides facilities for both commercial and general aviation activities. COS property consists of approximately 8,222 acres of land and includes two parallel runways, a cross-wind runway, parallel taxiway system, aircraft parking aprons, a passenger terminal building, vehicle parking, and a roadway system.

In 2005, COS adopted a Master Plan for the COS Business Park to fulfill the Airport's objectives of becoming more financially independent and promoting orderly growth of areas under its ownership. The study examined the market for and feasibility of developing approximately 1,500 acres of non-aviation use land at the south end of the Airport and created a Land Use Plan for the Business Park.

The elements of the Business Park include:

- Commercial/Office development
- Aviation/Military facility, with a "hazardous cargo" area located outside the business park
- 18-hole golf course
- Open space
- Roads, an overpass, and an interchange
- Associated utilities

During the master planning process COS also developed a Master Development Drainage Plan, Wastewater Master Facility Report, Traffic Impact Analysis Report, and Design Guidelines. These documents have been adopted by COS and approved by relevant City departments and service providers.

The Business Park Environmental Assessment (EA) was approved by the Federal Aviation Administration (FAA) on September 8, 2005. The FAA approved a Finding of No Significant Impact/Record of Decision (FONSI/ROD) on September 8, 2005. Two subsequent FONSI's have been approved for specific elements of the Business Park: by the US Air Force on September 30, 2005, and by the Federal Highway Administration (FHWA)/ Colorado Department of Transportation on February 21, 2008.

Construction of the business park began in 2006. Completed projects include the US Air Force and US Army Arrival/Departure Air Control Group (A/DACG) facilities; two office buildings (210,000 gross square feet); and roadway, utility, and drainage infrastructure to support their tenants. The remainder of the Business Park is to be developed over 20 years in response to market demand.

The Airport has proposed modifications to the Business Park roadway network and land use that were approved in the 2005 EA. The modifications include realigning Airbus Point north of Embraer Heights, which will be funded through FHWA's Defense Access Road program and be used to access the A/DACG facilities. The Airport and its master developer have concluded that the modifications would enhance the overall success of the business park.

A Supplemental EA was approved and signed by the FAA on May 7, 2009.

## **II. THE PROPOSED AGENCY ACTIONS AND APPROVALS**

The FAA actions, determinations, and approvals necessary for this project to proceed to completion include the determination under 49 U.S.C. Sections 47106 and 47107 pertaining to FAA approval, including the Airport Layout Plan (ALP) approval (see 49 U.S.C. §47107(a)(16)), environmental approval (see 42 U.S.C. §§4321-4347, and 40 CFR §§1500-1508), and determinations under other statutes and regulations discussed in this ROD.

## **III. ALTERNATIVES ANALYSIS**

The evaluation and conclusions of the alternatives analysis can be found in Section 3 of the Supplemental EA. The FAA determined that the assumptions and methodology used and the conclusions reached by the airport sponsor in the study were appropriate.

The alternatives analysis was undertaken to comply with the National Environmental Policy Act (NEPA). Two alternatives, including the No Action Alternative (which was the original proposed action from the 2005 EA), are outlined below.

**Alternative 1 - No Action Alternative.** This alternative includes developing approximately 1,500 acres of vacant

Airport property for commercial/industrial use. This alternative includes constructing a mixed-use Business Park on 454 acres, an aviation/military facility on 100 acres, and an 18-hole golf course on 232 acres. This alternative includes permanent dedication of approximately 474 acres of open space.

**Alternative 2 - Airbus Point Realignment (Preferred Alternative).** This alternative is the same as Alternative 1, except that roadways would be realigned, and some land uses changed, as described in Section 3 of the Supplemental EA. The primary change is shifting the segment of Airbus Point north of Embraer Heights to the west so that its connection to Milton E. Proby Parkway is approximately 1,200 feet west of the original alignment. This option is the preferred alternative as it is the least environmentally impacting alternative.

#### IV. AGENCY FINDINGS

The FAA makes the following determinations for this project, based upon the appropriate information and analysis set for in the Supplemental EA.

a. The project is consistent with existing plans of public agencies for development of the area surrounding the airport. [49 U.S.C. 47106(a)(1)].

The determination prescribed by this statutory provision is a precondition to agency approval of project grant funding applications. Appropriate coordination regarding this proposed project and modifications has taken place between Federal, state and local agencies. Evidence of public and agency coordination can be found in Appendix A of the Supplemental EA.

b. The interests of the community in or near which the project may be located have been given fair consideration. [49 U.S.C. 47106(b)(2)].

The determination prescribed by this statutory provision is a precondition to agency approval of airport development project grant funding applications. The Supplemental EA demonstrates that the proposed business park will neither disrupt nor divide the community, nor impede its orderly development, and it is not in conflict with the comprehensive planning and goals of the City or Colorado Springs, or El Paso County. This is shown in Section 4 of the Supplemental EA. COS staff advised stakeholders

that participated in the original 2005 EA of these proposed modifications, and have met with stakeholders, and public and governmental agencies.

c. Finding of No Significant Environmental Impact. [40 CFR 1508.13].

After careful and thorough consideration of the discussions set forth in the Supplemental EA and this ROD, it is found that the proposed Federal action (FAA approval for the modifications to roadways and land use) is consistent with existing national environmental policies and objectives, as set forth in Section 101(a) of NEPA, and that such development will not significantly affect the quality of the human environment or otherwise include any condition requiring consultation pursuant to Section 102(2)(C) of NEPA.

#### V. MITIGATION

Based on the impact thresholds used for the analysis, no significant impacts result from the Proposed Action and no mitigation is required.

#### VI. DECISION AND ORDER

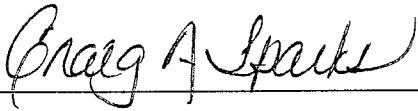
The "No Action" alternative has more developmental impacts than the Preferred Alternative. For the reasons summarized earlier in this ROD, and supported by detailed discussion in the Supplemental EA, the FAA has determined that the Preferred Alternative is the only practicable alternative.

Having made this determination, the FAA must approve or not approve the agency actions necessary for the project's implementation. Approval would signify that applicable Federal requirements relating to the airport development planning have been met, and would permit COS to proceed with the proposed development. Not approving these agency actions would prevent COS from proceeding with these supported development in a timely manner.

I have carefully considered the FAA's goals and objectives in relation to various aeronautical aspects of the proposed project discussed in the Supplemental EA, including the purposes and needs to be served by the project, the alternative means of achieving them, and environmental impacts

of these alternatives, and the costs and benefits of achieving these purposes and needs in terms of effective and fiscally responsible expenditure of Federal funds.

Therefore, under the authority delegated to me by the Administrator of the FAA, I find that this project is reasonably supported, and I therefore direct that action be taken to carry out the agency actions discussed more fully in Section II of this Record of Decision.



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Manager, Denver Airports District Office  
Northwest Mountain Region

Date 5-22-09



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

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26805 E. 68<sup>th</sup> Avenue, Room 224  
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May 7, 2009

Karla Petty  
Attention: Donna Harmelink  
Colorado Division Administrator  
Federal Highway Administration  
12300 W. Dakota Avenue, Suite 180  
Lakewood, CO 80228

Dear Karla:

In 2005, the Federal Aviation Administration approved an Environmental Assessment and Finding of No Significant Impact for a Business Park at the Colorado Springs Airport. The Federal Highway Administration approved a Finding of No Significant Impact in February 2008 for using Department of Defense – Defense Access Road funds to develop roads in the business park that serve a rapid deployment facility used by Fort Carson and Peterson Air Force Base.

The Colorado Springs Airport has proposed modifications to roadways and land use in the business park to enhance traffic flow and promote the overall success of the business park. The FAA has evaluated these proposed modifications and determined that our Finding of No Significant Impact remains valid. With this letter I have enclosed a copy of our re-evaluation documentation for your use.

If you have questions or require additional information, please contact me at 303-342-1265.

Sincerely,

Hans Anker, P.E.  
Civil Engineer/Environmental Specialist  
FAA Denver Airports District Office