

D. Preliminary Development Concepts

The purpose of this chapter is to introduce preliminary terminal concepts for the terminal area. The chapter is divided into two separate sections, the first section focusing on the terminal building itself, while the second section focuses on the entire terminal area.

The existing terminal is located with ideal landside access via a minor arterial (Horizon Drive) with a direct connection to Interstate 70. With this ideal terminal location and adequate expansion opportunities within the terminal area, this analysis focused on utilizing the existing terminal area envelope and does not consider the option of assessing a new terminal site. Again, for the purposes of this study, the “terminal area” is defined as property that surrounds the terminal building including the vehicle and aircraft parking areas and the property inside of an adjacent to the terminal loop roadway system.

Existing Passenger Terminal Observations, Assessment and Conclusions

As the key component of the “Terminal Area”, decisions regarding the ultimate location and configuration of the passenger terminal building must first be resolved before other components of the terminal area improvement program can be examined and programmed. This process started with a detailed review and assessment of the functionality and relative “health” of the existing terminal building in consideration of current standard airport terminal building operational characteristics; building and safety codes; and, the physical condition of the building’s structural, mechanical and electrical systems.

Observations

The existing building’s functional and operational issues were initially reviewed as part of the inventory conducted by planners and engineers preparing this Study. Observations include the following:

- **Passenger Check-in.** Equipment (inspection tables, explosives trace detection units, etc.) and the manual movement of bags from each ATO position to the CT-80 feed conveyor can cause congestion behind the ATO counters. The position of the ATO counters and kiosks relative to the clerestory windows results in glare problems.
- **Baggage Claim.** The input side of the claim units does not function well. One of the

- units has limited weather protection with poor lighting and ramp apron drainage problems. This lead to icing conditions in winter where the airline personnel unload the bag carts. The addition of wind barriers to both claim units has limited the unload frontage to that of a single bag cart at each. When multiple arrivals occur, only one flight can unload at each claim and baggage delivery is often delayed.
- **Passenger Security Screening.** At just 28 feet wide, the two-lane security screening checkpoint (SSCP) is narrower than a typical configuration for its equipment and expansion is limited by the food/beverage kitchen and the exist corridor from the gates.
 - **Gates and Holdrooms.** The terminal currently has six total gates; however, only two gates have jet bridges and function optimally and in reality the terminal functions with four passenger loading gates. The total size of the holdrooms is adequate; however, because of the configuration and distribution of the holdroom space, crowding occurs when multiple departures are operating.
 - **Concessions.** Concession space is limited and there is no remote storage for the news/gift shop. All concessions supply and waste removal must go through public areas.
 - **Airline Operations and Baggage Handling.** While the total area of the ATO modules should be adequate, the space allocation is such that the ATO modules do not function optimally.
 - **Lobby and Rental Cars.** The lobby and rental car areas of the terminal are considered oversized.
 - **Maintenance.** The facility is well maintained and staff is knowledgeable of equipment and operating requirements. Critical improvements and repairs have been made to the building over its years of operation.
 - **Public Amenities.** The facility, as well as most of its physical infrastructure, is dated (constructed 1982) and is generally lacking in what would be considered “desirable” public amenities and features.
 - **Building Updates Required for Code Compliance.** The facility has several potentially significant life safety and fire protection deficiencies that will require detailed analysis to determine the appropriate and necessary actions to achieve compliance.

Building Assessment Summary

The following is a summary of the recommendations set forth in the BCER *Terminal Assessment Report* which was conducted as a companion study to this *Terminal Area Plan*:

- **Life Safety/Fire Protection.** When a major remodeling project takes place at the terminal, several deficiencies related to current codes and standards will need to be corrected.
- **Mechanical.** The main recommendation for mechanical systems is the complete redesign and replacement of the mechanical heating, ventilation, and cooling (air conditioning) or HVAC system serving the main building entrance area and atrium.
- **Electrical.** While the electrical distribution and lighting systems are in good overall working order, the following priority recommendations are provided: 1) Test the existing egress lighting to determine areas that need to be supplemented, repaired, adjusted, or modified. 2) Thermal Scan all switchboards, panel boards and large equipment disconnects to ensure that all electrical connections are in good condition. 3) Update electrical system documentation including electrical one-line, label all panels and disconnects, and update all panel schedules. 4) Perform a generator load test to determine if additional load can be connected to the system. 5) Repair stair landing in Main Electrical Room, relocate electrical equipment not meeting NEC working clearance requirements. 6) Construct a wall to separate the main telephone room from storage functions.
- **Structural.** The structural issues that were observed are not currently affecting life-safety nor do they place the structure of the building in violation of Code with the exception of the spalling and loose concrete at the overhead concrete beam in the lower level electrical room. The remainder of the structural issues observed could be characterized as either cosmetic or maintenance level distress at this point in time. Almost all of the structural issues observed are the result of ongoing slab-on-grade and foundation movement due to active soils supporting the building. Because of this, it is highly likely that some of the structural distress described in the BCER report could in the future become life-safety issues or impact the structural integrity of the building. Continued monitoring of the building distress is recommended.
- **Costs.** The BCER report provides detailed documentation in tabular for that summarizes the estimated costs for addressing the various deficiencies set forth in the building assessment. Overall the report identifies an estimated construction and engineering cost of \$1,144,000 related to code and standards compliance (the need to

comply with current codes and standards may represent a voluntary commitment by the facility, a prudent risk management decision, or a requirement imposed by the local jurisdiction).

The BCER report also identifies items that need to be fixed, repaired or maintained (outside of normal annual or scheduled maintenance) which will allow for continued uninterrupted operation of the building for the long-term. These “general upgrades and repairs” are estimated at \$4,312,000.

Conclusions and Recommendations

Conclusion 1. In consideration of current airport passenger terminal building operational requirements, the existing building has adequate total square footage; however, the arrangement of the functional space and the allocation of space for various functions is far from ideal. Furthermore, this is a situation which cannot be resolved with re-modeling/re-allocation of spaces within the existing structure.

Conclusion 2. Although some expenditure of funds is needed in the short-term to resolve code and standards deficiencies, the long-term costs of operating the building will continue to escalate.

Recommendations. With these conclusions in mind, it is prudent to examine the potential to replace the existing passenger terminal building with a new facility at some point in the future. The decision about when to construct a replacement terminal will be driven by funding feasibility and future passenger activity demands; however, it is critical that this Terminal Area Plan should identify the location for the new building along with its conceptual configuration/footprint. It is also critical that the phasing requirements necessary to ensure that the Airport will continue to provide efficient passenger services before, during and after the construction of the replacement terminal.

Site Opportunities and Constraints

Recent improvements to the airport entrance, arrival round-about, terminal roadway system, terminal area parking, rental car facilities, de-ice apron, and landscaped greenways form a wonderful framework for future improvements on the airport campus. Planned improvements and re-location of Runway 11/29 and taxiway system further north, away from the existing terminal, also create an opportunity for future airside improvements at the Airport. These existing site features and planned improvements should be protected and in conjunction with

the Design Intent Guidelines, inspire the form, layout, and aesthetic details of the Campus development.

Five study areas: Future Terminal, Future Terminal Parking, Future Administration Building, Future Rental Car Facilities, and Future Commercial Development, all overlap to accommodate more detailed analysis of the relationships between the various elements.

Future Terminal Study Area

- The existing terminal location is ideal for patron experience and relationship to airport facilities and should be maintained.
- A phased approach to terminal improvements should be explored to minimize interruptions to airport operations during terminal development.
- Architectural design strategies, consistent with the Design Intent Guidelines, should be explored. These include horizontal architectural forms and covered promenades to enhance the patron experience between the Terminal, Parking Area, and curbside drop off/pick-up.
- Landscaped spaces, outdoor plazas, and pedestrian connections within the entire campus should be maintained and enhanced to reflect "oasis theme" described in Design Intent Guidelines.
- The usable space on the airside of the terminal increases substantially with the planned relocation of the Runway 11/29 and taxiway system further north away from the terminal. This area should be considered in future development opportunities.

Future Terminal Parking Study Area

- The existing surface parking and roadway system is well sited creating a positive experience for patrons arriving, parking, walking to the terminal, and exiting the lot. The current parking layout and road system should be protected and maintained.
- Recent improvements to the landscaped spaces, pedestrian connections, and parking lot hardscape are well planned and executed. Future development should protect, enhance, and build upon these elements.
- Existing overflow parking west of the paved parking lot is in a desirable location and could be improved to match the layout, forms and materials of the main parking area.
- Recent improvements to the terminal entry road, curbside hardscape and landscaped

greenways create a welcoming entrance to the Airport and should be maintained. These elements define the north, east and west boundaries of the terminal parking area. Future expansion of surface parking would therefore need to be considered in a location south of the existing lot. This area is not ideal for surface parking because the walking distance to the terminal is too great. Surface parking in this area would decrease the land available for landscaped greenways and future commercial development areas.

- The potential for future structured parking should be analyzed. The location, size, height and architectural detailing should complement the campus plan, reflect the Design Intent Guidelines and work in conjunction with other site elements to form a welcoming entrance to the Terminal.

Future Administration Building Study Area

- The study area is located east of the terminal to create improved connections between the administration building, A.R.F.F. and other Airport facilities. Future connections between the terminal and administration building should also be analyzed in greater detail.
- The building placement, size, form and architectural features should reflect the Design Intent Guidelines, and re-enforce the primary importance of the terminal building.
- Employee and visitor parking should also be considered within the study area.
- The existing landscape space in the overlapping sections of the Terminal Study Area and Administration Building Study Area should be enhanced to form a welcoming arrival setting for the terminal and a green “oasis” for the campus.
- The opportunity to reconfigure or relocate the air cargo facilities should be analyzed in greater detail.

Future Rental Car Facilities Study Area

- The rental ready/return lot is in a desirable location relative to the terminal. Rental car customers have a short walk from the rental car counters to the lot. The lot is located west of the terminal and does not interfere with the aesthetic experience of patrons arriving to the terminal from the east and south along the terminal curbside plaza. This relative location should be maintained in future development.
- A future parking structure should be analyzed in this area to enhance the experience of rental car customers, create an option for airport patrons to park in a sheltered lot closer to the terminal and take advantage of the relatively hidden location west of the terminal.

- An operations/construction plan should be developed to ensure that the rental car operations function smoothly during terminal area improvements.
- All potential development in this area should complement the Airport campus, preserve landscaped greenways and reflect the Design Intent Guidelines.
- Recent and ongoing improvements to the Rental Car facilities west of Falcon Way should be protected and maintained.

Future Commercial Development Study Areas

- These study areas are located on the southern edge of the terminal area adjacent to H Road, Horizon Drive, Walker Drive and Eagle Drive.
- Future development in these areas should reflect the Design Intent Guidelines, enhance the airport campus, protect the landscaped greenways and respect the views toward the terminal and from the terminal toward the Colorado National Monument.
- The relationship of commercial activity to Airport services should be analyzed in greater detail and guide the physical layout and design of potential future commercial development.

These constraints and opportunities are illustrated on the following figure entitled *SITE OPPORTUNITIES AND CONSTRAINTS*.

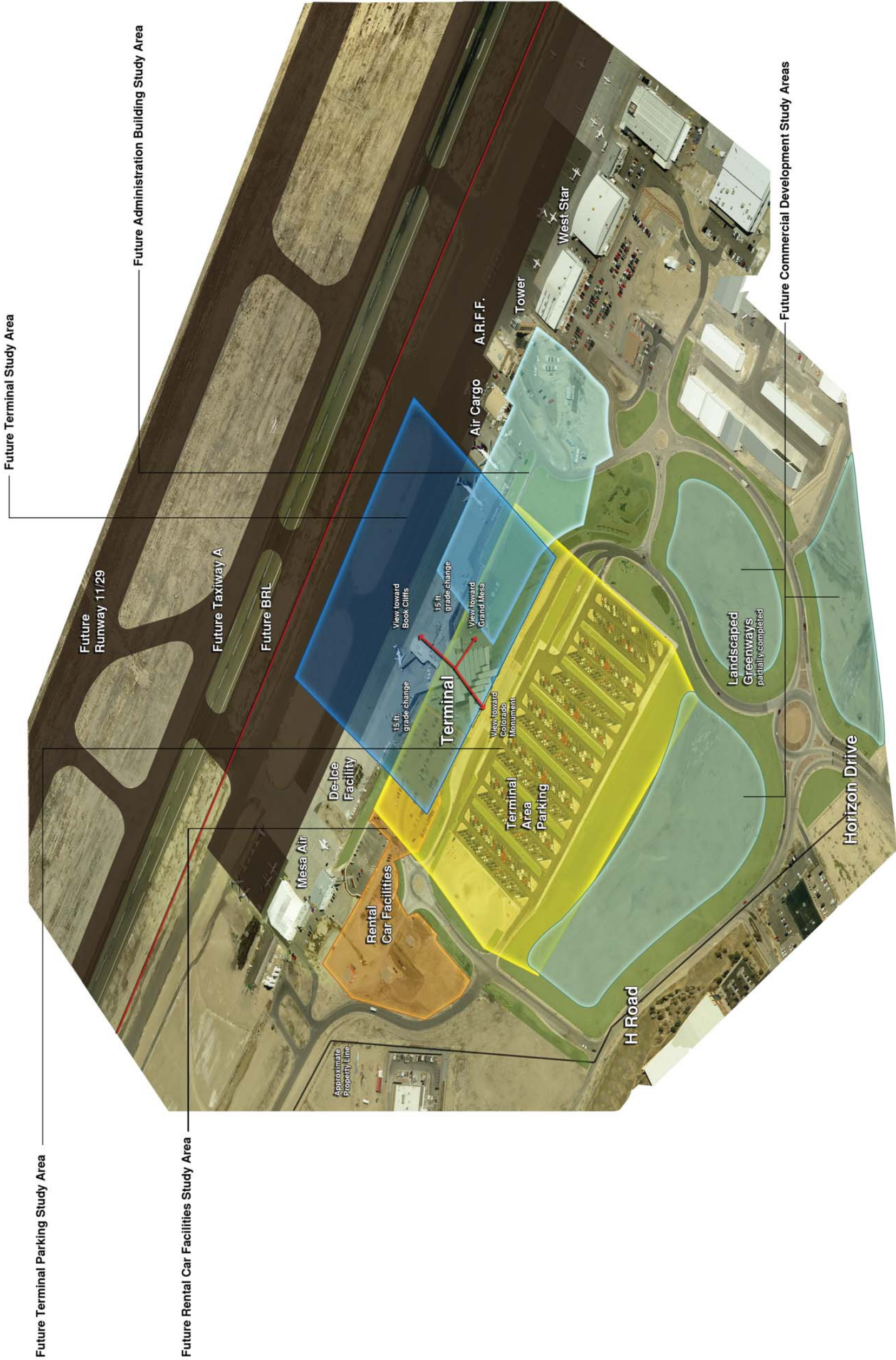


Figure D1 Site Opportunities & Constraints

Passenger Terminal Building Concepts

The purpose of these concepts is to explore alternative terminal locations and configurations which can be developed in a phased manner while minimizing the need for temporary facilities. The alternative terminal concepts address the same level of forecast activity and recognize the major constraints and opportunities of the terminal area. The terminal building concepts presented on the following pages delineate potential terminal footprint options for a future phased terminal building. Each option provides for at least 125,000 SF of terminal space as recommended in the facilities program in the previous chapter.

General Terminal Characteristics

Although three different concepts have been developed to locate the replacement terminal, there are a number of common elements. Each concept has three terminal elements:

- **Landside Building.** A landside building containing check-in facilities, bag claim, airline operations, and vertical circulation;
- **Airside Building.** An airside building containing gates, holdrooms and concessions; and
- **Building Connector.** A connector element which links the landside and airside buildings. This would include the Security Screening Checkpoint (SSCP) and concessions or support spaces in some concepts. The connector element also serves to address the physical gradient different between the terminal curb front and the aircraft parking apron.
- **Vehicle Parking Structure.** In order to accommodate estimated parking demand, it is recommended that a future parking structure be considered with connectivity to the future terminal building.

A conventional single level landside terminal configuration - check-in, vertical circulation, and bag claim - oriented along the terminal curb has been used in all concepts. This spreads out the terminal entrances along the curb and also provides the design opportunity for views from the terminal to the Colorado National Monument to the southwest. The orientation of the landside building would also be consistent with the Airport's Design Intent Guidelines. Although the main terminal functions would be on one level, vertical circulation is required to move passengers up to the airside building. The difference in elevation between the terminal roadway and the aircraft parking apron is approximately 12 feet.

The location of the face of the landside building would be set back approximately 25 feet from the north edge of the existing 10-foot wide sidewalk. This would allow adequate space for a 25-foot wide sidewalk and a fourth vehicle lane on the frontage roadway if required in the future.

The facilities were programmed for Planning Activity Levels (PALs) as described in the previous chapter. The following preliminary concepts would accommodate PAL III (350,000 enplanements) with expansion to PAL IV/V (450,000 enplanements). Given the small differences in the landside terminal facilities, the landside terminal would initially have a 120-foot long check-in lobby for PAL III, expanding to 150 feet for PAL IV/V. Two bag claim units are required at both levels of development. The airside component would initially have six contact gates and three additional remain-over-night (RON) parking positions. Growth would be incremental beyond that to eight contact gates and three RON positions.

The full landside building would be approximately 330 feet long for PAL III, expanding to 360 feet for PAL IV/V. The building depth is approximately 135 feet. In addition to the building, additional depth is required for ground service equipment (GSE) parking, bag tug/cart access to the baggage make-up and baggage claim facilities, and a vehicle ramp to the aircraft apron.

As noted in Table C11 on page C39 of the previous chapter, the vehicle parking demand to accommodate passengers at PAL IV was estimated to be 1,450 spaces for public parking, 250 spaces for rental car ready return (RAC), 140 spaces for terminal employee parking and another 60 spaces for airport and TSA employee parking. For airport and TSA staff, parking demand will likely be accommodated in a separate lot adjacent to a separate office building within the terminal area. This means that total demand for future public, RAC and terminal employee parking is estimated at approximately 1,840 total spaces by PAL IV.

The total existing surface parking spaces include approximately 650 spaces in the public lot with expansion potential of an additional 160 spaces and in addition to approximately 260 spaces in the existing RAC lot. This totals to 1,070 total surface spaces. Consequently, it is recommended that the Airport consider a parking structure/garage to adequately accommodate parking demand up to at least PAL IV. The most likely location for this parking structure is shown in each of the following concepts illustrations. It is also important to note that the future parking structure will likely occupy at least 130 spaces in either the existing public surface lot or in the existing RAC lot. This would reduce the existing total surface parking spaces from 1,070 to 940. So for planning purposes, the future parking structure should accommodate approximately 900 spaces (1,840 total required spaces minus 940 existing surface spaces). An industry standard for parking structure square feet per space is 325, meaning that the parking structure of at least

292,500 SF would be needed to accommodate PAL IV levels of passengers. This 292,500 SF could potentially be accommodated by a three level parking structure with 97,500 SF per level.

For simplicity of description, plan *north* has been used in the following concept descriptions. This puts the existing frontage roadway and runway system in an east/west orientation.

Development of the concepts has focused on the issues of phasing while maintaining terminal operations, as well as meeting the forecasted terminal facilities requirements.

Concept A

Concept A locates the replacement landside building on the east side of the existing terminal with as centralized a final location as possible. The phasing allows the final terminal footprint to overlap the existing terminal while maintaining full operations during each construction phase.

The airside of Concept A is a linear, single loaded concourse. The concourse footprint is 40-foot wide to allow a 25-foot deep holdroom and 15-foot wide corridor. Six contact gates are shown with loading bridges and holdrooms. The additional RON positions would also be in a linear configuration east and west of the concourse accessed by 10-foot wide covered walkways. These can be converted to contact gates as needed and additional RONs added. It is assumed that the concourse would be at, or slightly above, grade similar to the holdroom for existing Gates #2-5.

The second level connector would have a concessions/restroom/support facility node at the airside end to centralize these functions near the gates. At the ground level of the connector would be terminal support functions and a public side loading dock accessed from the west. The GSE vehicle ramp would be relocated to the east of its present location. The proposed phasing is as follows:

Landside

- **Phase 1.** Construct the check-in lobby, airlines operations/offices/bag make-up, vertical core, and connector. The existing terminal would remain in operation during construction. Airline vehicle access to aircraft continues via existing west ramp.

Open phase 1 building for departing passenger functions. Continue to use existing bag claims.

- **Phase 2.** Demolish the single story airline operations portion of the existing terminal. Construct first replacement bag claim unit and partial RAC counters. This would require some sharing of RAC counters on temporary basis.

Open replacement bag claim unit #1. All terminal functions are now in the replacement building.

- **Phase 3.** Demolish remainder of existing terminal. Construct second bag claim and finish out the replacement landside building.

In phase 3, a revenue producing vehicle parking structure is constructed to the west of the new terminal building. This parking structure would likely impact the existing RAC ready return parking area, however, RAC parking and possibly even RAC counter functions could potentially be accommodate within this parking structure.

- **Post-Planning.** Longer term expansion of the check-in lobby for PAL IV/V or beyond would occur as needed on the east side of the terminal. Additional bag claims beyond the forecast period can occur as needed on the west side of the terminal.

Airside

- **Phase 1.** Construct the eastern four gates of the replacement concourse, and a temporary connection to the existing terminal through Gate #6. Gate #4 would continue to be used during construction.

Open new gates. These would be accessed from the replacement terminal for departures but use existing bag claim units via the temporary connection to Gate #6.

- **Phase 2.** Use four replacement gates and continue to use existing Gates #1-3 until replacement bag claim unit is completed (Phase 2 landside). Close Gate #4, and extend concourse to the west.

Open fifth gate.

- **Phase 3.** Continue replacement linear concourse to the west. There is an option of either replacing existing holdroom (Gates #2-4), or continuing to use this space and connecting to the replacement concourse. A replacement concourse is shown on the plan.
- **Post Planning.** Concourse expansions to the east and west could be constructed as needed.

A preliminary evaluation of Concept A is as follows:

Pros

- Location of the landside building is relatively close to the center of the existing auto parking and access road system.
- Landside building would be very visible from the approach roads.

- Airside configuration can take advantage of the near term apron reconstruction since the flight line is similar to existing conditions.
- Airside expansion can be symmetric to the connector element/concession node.
- Existing terminal site can be converted to parking.
- Recent investments in RAC parking would not be affected.
- Provides an opportunity to construct a vehicle parking structure west of the new terminal building that does not obstruct the terminal building as drivers approach the facility. The parking structure would also not block views from the terminal building to the Colorado National Monument.

Cons

- Multiple construction phases for both landside and airside.

Concept A is illustrated in the following figure entitled *TERMINAL PHASING CONCEPT A*.

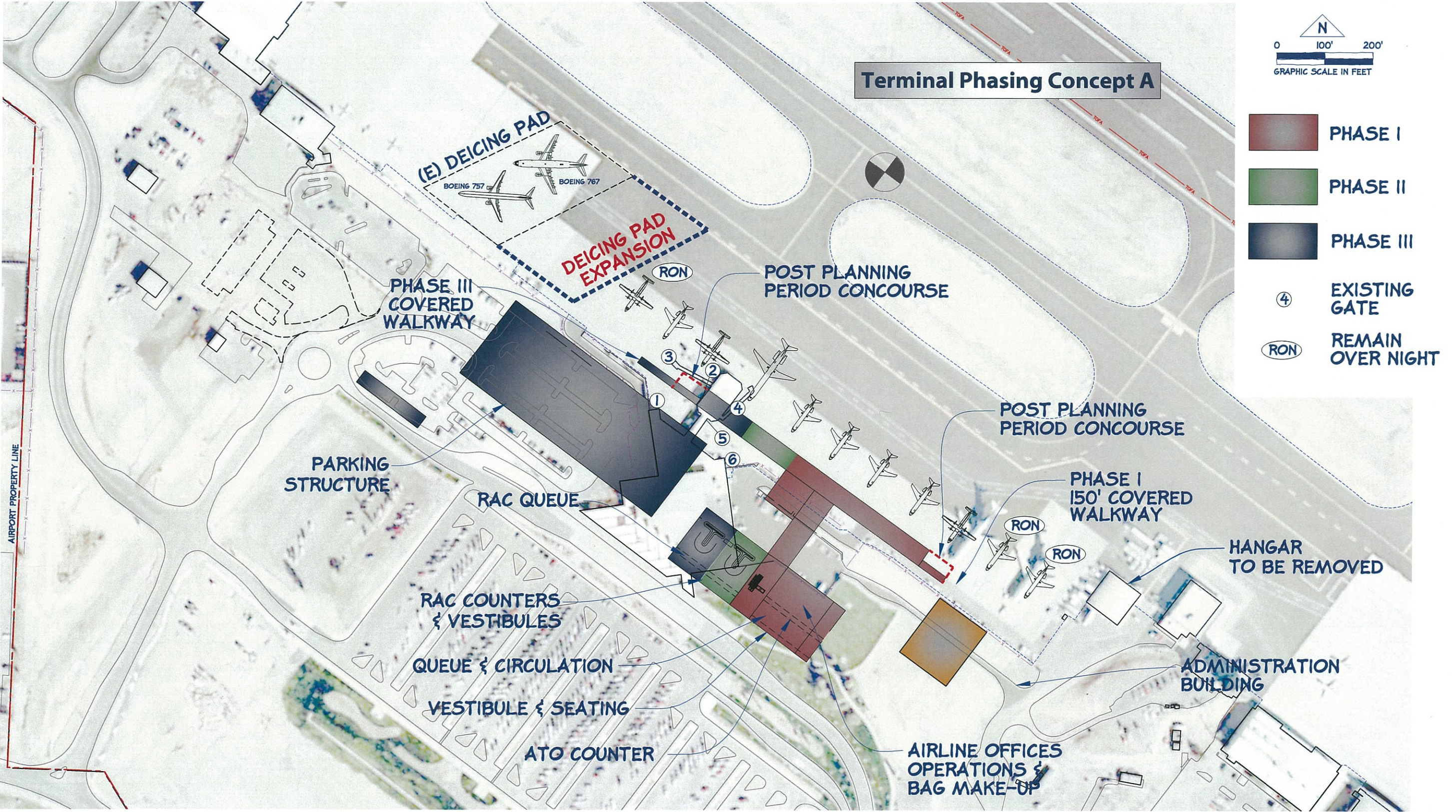


Figure D2 Terminal Phasing Concept A

Concept B

Concept B has the same landside building as Concept A, with the replacement landside building on the east side of the existing terminal with as centralized a final location as possible. The phasing allows the final terminal footprint to overlap the existing terminal while maintaining full operations during each construction phase.

The airside concept takes advantage of the increased apron depth provided by the relocated runway and taxiways by using a double loaded concourse. Six contact gates with loading bridges and holdrooms are shown as the initial development. Longer term expansion would be to the north continuing the double loaded concourse. Aircraft parking and loading bridges would be configured in the initial development so as to not be impacted by the northward expansion. The additional RON positions would be in a linear configuration east and west of the concourse accessed by 10-foot wide covered walkways.

The concourse would be approximately 80 feet wide to allow 30-foot deep holdrooms plus a 20-foot wide central corridor. Concessions and restrooms would be centralized within the concourse or at the node with the connector building. It is assumed that the concourse would be at or slightly above grade similar to the holdroom for existing Gates #2-5. The second level connector would be limited to SSCP and related functions. At the ground level of the connector would be terminal support functions and a public side loading dock accessed from the west.

The proposed phasing is as follows:

Landside

- Same as Concept A.

Airside

- **Phase 1.** Construct the new six gate concourse. Gate #4 would continue to be used during construction. A temporary connection to the existing terminal through Gate #6 would use a portion of the covered walkway for the future RON positions. Covered walkways to the east RON positions can be built in this or later phases.

Open five of the new gates. These would be accessed from the replacement terminal for departures but use existing claim units via the temporary connection to existing Gate #6.

- **Phase 2.** Demolish existing Gates #2-5 holdroom, complete any additional apron paving necessary, and open sixth gate. Continue to use temporary Gate #6 connector until claim unit is completed (Phase 2 landside).

- **Phase 3.** Continue covered walkway to west RON position.

In phase 3, a revenue producing vehicle parking structure is also constructed to the west of the new terminal building similar to the vehicle parking structure shown in Concept A. This parking structure would likely impact the existing RAC ready return parking area, however, RAC parking and possibly even RAC counter functions could potentially be accommodate within this parking structure.

- **Post Planning.** Concourse expansion to the north and toward the runway could be constructed as needed.

A preliminary evaluation of the concept is as follows:

Pros

- Location of the landside building is relatively close to the center of the existing auto parking and access road system.
- Landside building would be very visible from the approach roads.
- Terminal wayfinding is very direct and locates all concessions adjacent to holdrooms.
- Airside expansion takes advantage of relocated runway and has most long term potential.
- RON parking positions in the long term would be closer to the holdrooms and concessions than in other concepts.
- Existing terminal site can be converted to parking.
- Recent investments in RAC parking would not be affected.
- Provides an opportunity to construct a vehicle parking structure west of the new terminal building that does not obstruct the terminal building as drivers approach the facility or obstruct views from the terminal building to the Colorado National Monument.

Cons

- Multiple construction phases for landside building.
- Airside configuration would require more new apron beyond what is programmed for the near term apron reconstruction.
- The majority of the concrete apron adjacent to the existing terminal building is failing and will be replaced over the next few years. The pier type concourse extending toward the runway would require much of this newly contracted concrete apron to be removed and/or replaced. In addition, new terminal apron pavement would be required to

facilitate aircraft circulation near the pier type concourse.

- The Phase 1 concourse would likely require the expansion of the existing aircraft parking apron to the north, towards the runway.

Concept B is illustrated in the following figure entitled *TERMINAL PHASING CONCEPT B*.

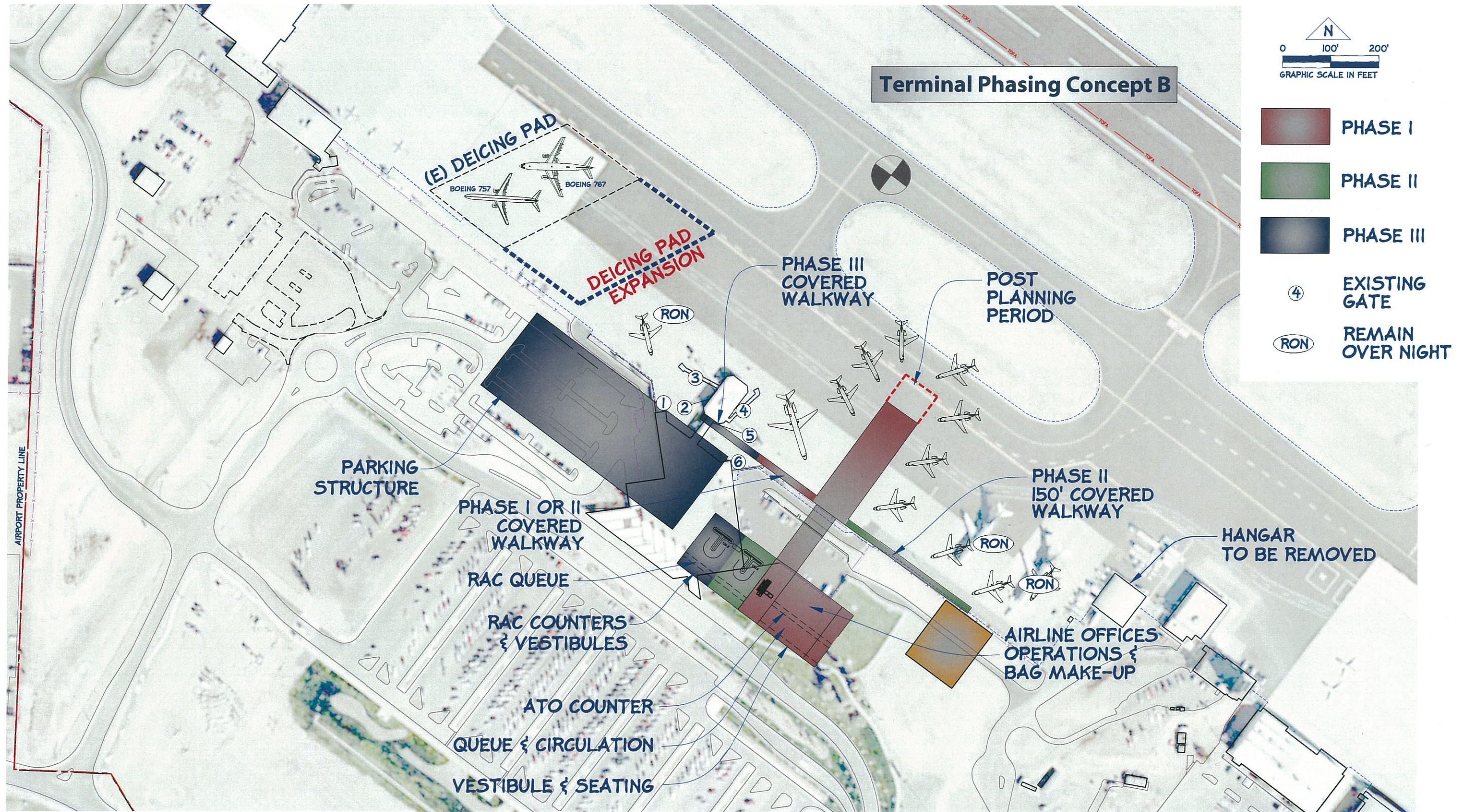


Figure D3 Terminal Phasing Concept B

Concept C

Concept C locates the replacement landside building to the west of the existing terminal. The footprint of the replacement terminal is as close as possible to the existing building while maintaining full operations during construction.

The airside of Concept C is a linear, single loaded concourse. The concourse footprint is 40 feet wide to allow a 25-foot deep holdroom and 15-foot wide corridor. Six contact gates are shown with loading bridges and holdrooms. The additional RON positions would also be in a linear configuration east of the concourse accessed by 10-foot wide covered walkways. These can be converted to contact gates as needed and additional RONs added. Westward expansion of the concourse is limited to avoid the de-icing pad, and particularly the potential future expansion of the de-ice pad. It is assumed that the concourse would be at or slightly above grade similar to the holdroom for existing Gates #2-5.

The second level connector would have a concessions/restroom/support facility node at the airside end to centralize these functions. At the ground level of the connector would be terminal support functions and a public side loading dock accessed from the west. The GSE vehicle ramp would be located to the east of the connector.

The proposed phasing is as follows:

Landside

- **Phase 1.** Relocate a portion of the RAC ready/return parking. Construct the full PAL III terminal. The east end of the replacement terminal would be approximately 30-feet from the corner of the existing terminal to allow a construction zone. Existing terminal remains in operation. Airline vehicle access to aircraft continues via existing east ramp.

Open Phase 1 building for all functions.

- **Phase 2.** Demolish existing terminal building.

In phase 2, a revenue producing vehicle parking structure is constructed in the existing parking area.

- **Post Planning.** Longer term expansion of the check-in lobby for PAL IV/V or beyond would occur as needed on the east side of the terminal. Additional bag claims beyond the forecast period can occur as needed on the west side of the terminal.

Airside

- **Phase 1.** Close Gates #1-3. Construct the western three gates of the replacement

concourse. Gates #4-6 would continue to be used during construction.

Open replacement gates, accessed from replacement terminal.

- **Phase 2.** Continue replacement linear concourse to the east for the initial six gates. There is an option of either replacing the existing holdroom (Gates #2-4) or continuing to use this space and connecting to the replacement concourse. A replacement concourse is shown on the plan.

A preliminary evaluation of the concept is as follows:

Pros

- Location of the landside building is relatively close to the center of the existing auto parking and access road system.
- Landside building can be completed in a single phase. Operations can relocate to the replacement terminal in an 'overnight' move. No temporary construction is required.
- Existing terminal site can be converted to parking.

Cons

- Landside building would be less visible from the approach roads than other concepts. If existing terminal site is converted to parking, the new parking area would dominate the view as drivers approached the terminal building.
- First airside phase yields fewer new contact gates than other concepts.
- Gates would all be to the east of the connector element/concession node. Walking distances to concessions would be longer than in other concepts.
- Longer distance between landside terminal and gates/parking positions which is not ideal from an airline operations standpoint.
- RAC ready/return parking would need to be relocated and affect recent investments in parking.
- The vehicle parking structure would potentially block the views of the Colorado National Monument from the new terminal building.

Concept C is illustrated in the following figure entitled *TERMINAL PHASING CONCEPT C*.

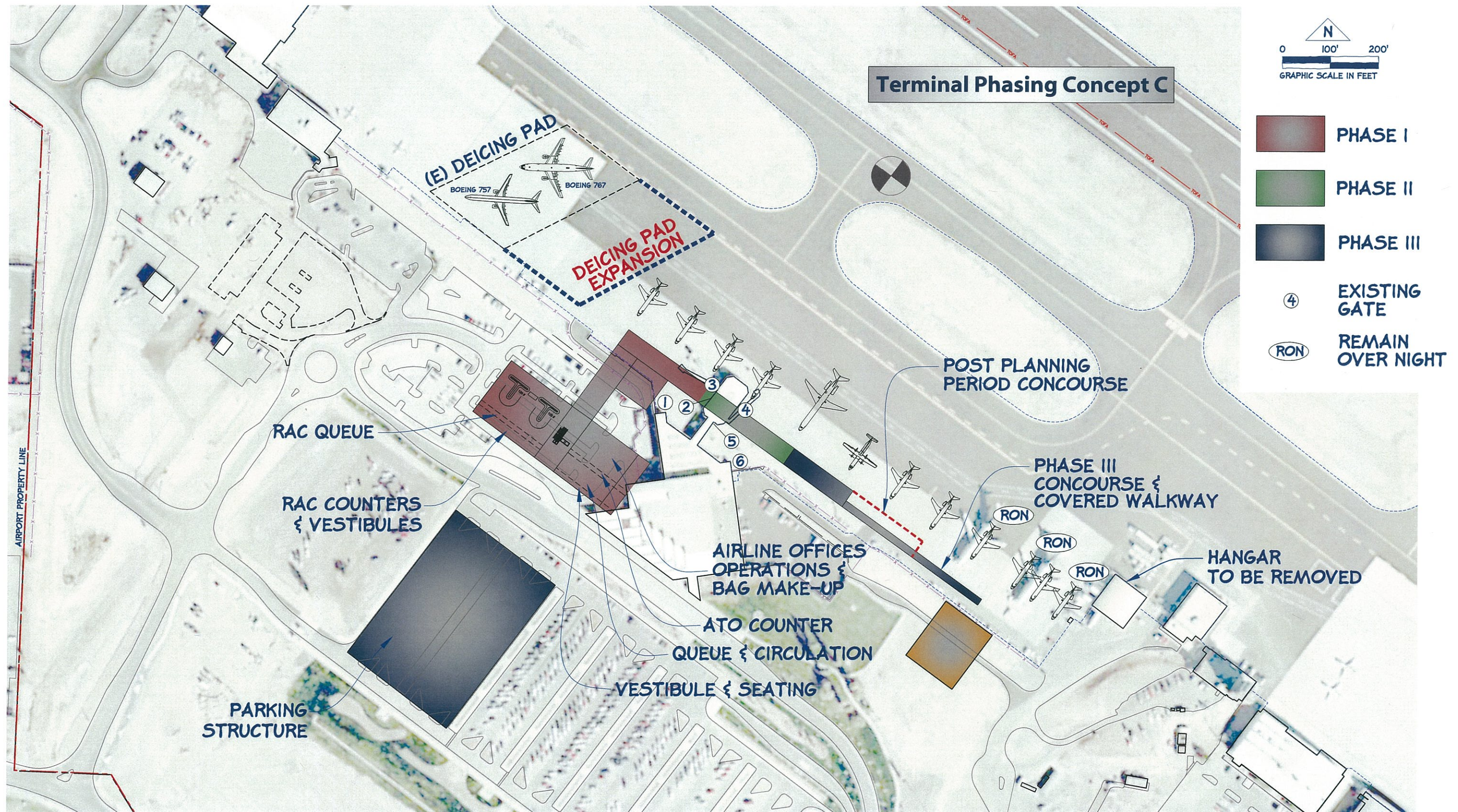


Figure D4 Terminal Phasing Concept C

Formulation of Conceptual Development Plan for Terminal Area

Following discussions with the Study Committee, Airport Staff and the Airport Authority Board, evaluation criteria were developed to rank the alternative concepts. The evaluation criteria and a selected concept are presented in the following chapter entitled *Refined Development Concept*.