

# ASE Vision

To: ASE Vision Community Participants  
From: John Bennett, Meg Haynes and Jackie Francis  
Date: September 30, 2019  
Re: Community Character Working Group Recommendation and Success Factors

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The ASE Vision Committee tasked the Community Character Working Group to answer the question *what is the big-picture role of the Airport in our community* and provide a “lens” for each working group to consider in developing their recommendation.

The following document details the Community Character Working Group’s (CCWG) narrative, success factors, recommendation and conclusion. The document was written by the CCWG and unanimously approved by all members present at the September 24<sup>th</sup> meeting.

At our October 2<sup>nd</sup> meeting, the CCWG will share their conclusions to all members from 4PM-5PM. The group has requested to share the information in advance of their presentation so they may answer any clarifying questions. We encourage all ASE Vision members to review the document and consider their recommendations as you work towards your recommendations.

Within the document, the group has identified the working groups that best match the success factors. For Example:

T= Technical Working Group

E = Experience Working Group

F = Focus Group

We would like to thank all the members of the Community Character Working Group for their time, commitment and valuable discussion to ensuring our community character.

ASE Vision  
Community Character Work Group  
Narrative, Success Factors and Recommendations  
**Approved 09.24.19**

**NARRATIVE**

The charge of the Community Character committee is to balance and incorporate the character of the valley while accommodating the future needs and safety of the airport. Our community has *created citizen-generated*, character-based plans since 1993. These plans represent abundant evidence of what citizen creativity, concern for our future, genuine soul searching, honest communication and collaboration can produce.

When any citizen generated plan is based on the maintenance and enhancement of the unique character of a place, it takes the work, thinking and cooperation of people who have connected with a place, who love a place, who love it enough to honestly grapple with the challenges. It calls for a look deep inside ourselves in order to protect what we know is vitally important. It would be shameful to do less.

A quote from the 1993 *character-based community-driven Aspen Area Community Plan* stands out for the CC ....“ ...to *build* character and a sense of community is far more difficult than to *erode* it.”

We are all aware that this place we call home is different, is quirky--its underlying character grabbed each of us and refused to let go. It is the details of what makes a place unique that we are now trying to recognize, honor and build upon. How does it appeal to our senses?

When people feel richly connected to the places where they live, work and play, they will invest more of themselves in those places. They will participate in civic life, engage in the issues that shape the future. The connection of people to a place- again to the land itself, to the cultures people have created there and of the buildings people have built there--is a form of social capital, perhaps the single most important factor in whether a real community exists in a place. (placesconsulting.org)

The 2000 AAMP states “recommendations on Economic Sustainability that endeavor to make our community *better without getting bigger*.” We rely on economic harvests of character, vibrant culture and active lifestyle, clean air, quiet (as compared to the rest of the world), open lands, and preserved history.

Bluntly, we make money on our unique character and environment--people pay to come here to enjoy it and bask in it. Maintaining character makes money as well as improving our quality of life. It is also conducive to both our physical and mental health. It's profitable to protect the goose that provides these golden eggs.

What's good for the community is what's good for the airport. It's a community airport.

**ASE Vision Consensus Principles / Continua votes**

- Target for Overall Airport Emissions: Reduce overall airport emissions (aircraft & facilities) by 30%. Additional request: add particulate and VOCs to “airport emissions”
- Target for Airport Noise Intensity: Reduce noise levels by 30%

- Airport Commercial Enplanement: Accommodate limited growth (target of 0.8%)

## **ASE COMMUNITY CHARACTER SUCCESS FACTORS**

(T=Technical Group, E=Experience Group, F=Focus Group)

### **Safety in the Air and on the Ground:**

- T Prioritize investments in policies, procedures and technology that minimize the risk of crashes, accidents, and hazardous materials spills.
- T Enhance the requirements for pilots flying into ASE Airport.
- T Develop a potential airspace zone
- T Maintain equal safety and security perimeter for commercial and GA operations (i.e. private vehicles on the tarmac.
- T Require that GA aircraft and pilots-for-hire adhere to the same safety and security requirements as commercial aircraft and are certified on US standards, not international.

### **Airside Community Character:**

- T Encourage use of next generation regional aircraft (i.e. passenger capacity / 76 passengers / compliant with scope clause) as close as possible to those we have now that are more consistent with community character
- T Avoid the unintended consequences of a new class of general aviation aircraft

### **Adaptable and Flexible for the Present and Future:**

- E Phase terminal construction based on community need (leaving room for additional expansion down the road if needed).
- ET Allow terminal to feel “right-sized” at peak travel times but also not cavernous during slower periods.
- ET Design infrastructure for a carbon net-zero future (in all areas, with terminal and aircraft operations ready for electrification).
- ET Design any plane-to-terminal transition to convey arrival the in our mountain community

### **Environmental Responsibility**

- T Complete baseline emissions study, including particulates and VOCs and establish 30% (at minimum) reductions from those baseline emissions. Implement local monitoring for GHG, VOCs and particulates tied to airport operations.
- T Identify targets for both health impacts and also quality of life impacts (i.e. odors from emissions may be a lower threshold than the health impacts of emissions, but both are essential to our community character).
- T Incentivize and accommodate aviation innovation (clean emissions). Fully explore policies, local, state and federal to mitigate impacts (i.e. idling).
- T Reduce APU usage (electrical hook-ups and no idling similar to town idling ordinance)
- TEF Make environmental responsibility part of the airport culture for both commercial operations and passengers as well as GA. This should be in the airport’s mission statement.
- TEF Work with local partners to stay on the leading edge of environmentalism and sustainability.

TE Explore physical mitigation techniques (i.e. berms).

### Reflect the Local Culture and Values

- E Act as a portal to the Aspen/Snowmass/Roaring Fork Valley experience. Help guests quickly orient themselves to our community's pace, character, and values, cleansing them of whatever tensions and hurried expectations they may have arrived with. Display what the Aspen community is.
- F Improve and prioritize the accessibility and convenience of public transportation. Prioritize public/high volume transportation over private/low- or single-occupancy transportation.
- F Prioritize public transport (aviation and ground) as a "first-choice" solution for all users.
- E Sponsor exhibits, not ads to reflect a cultural experience. Sell character. Commercial experience should be local and low key.
- T Create models (scenarios) to test consequences of design options on the current character of the airport and surrounding areas (i.e., in any attempt to minimize large-jet GA impacts, make sure local small GA pilots can still function. E.g., The runway re-design moved the runway 1000' closer to buttermilk and created increased noise, air pollution and safety concerns
- T Require FBOs to convey community character values and culture in the same way as at the commercial terminal.
- TEF Reference Appendix 19 VII Airport policy goals from 2012 AACP (attached).

### Economic Vitality

- TE Take steps to ensure **affordable** flights for locals who currently represent 28% of enplanements.
- E The terminal should be initially big enough to support the current economy of the valley and flexible enough to accommodate the 0.8% growth.
- TEF Airport should match the economic growth of the Valley and not be a driver of the economy.
- EF Decouple airport business model from Rental Car revenues.

### Design Excellence

- E Build terminal spaces that can handle peak capacity but not feel built for peak capacity.
- E The terminal represents the area's history.
- E Create spaces that are peaceful with appealing dwell time.
- E Make an iconic/innovative building, a local landmark that will be recognized immediately as "Aspen's airport;" unique and reflective of a town that has hosted internationally renowned design conferences.
- E Locally source programming, food, engagement, education from local institutions.
- E Design around the arts and culture that we want in the terminal, not how to fit the exhibits within the terminal.
- E Integrate technology, but don't over accommodate it.
- E Design a terminal that accommodates all levels of mobility.

### Efficiency – an airport that works well

- T Decrease General Aviation operations.

- T Reduce impact of GA operations (i.e. limit excessive use of aircraft APUs / more parking and less idling / and passenger drop off and leave due to lack of parking).
- T Slot/reservation by plane registration (not owner or LLC).
- T By improving efficiency of commercial (over which we have more control) may have unintended consequence of increasing GA (over which we have less control).
- T Must file flight plan (GA) prior to flying.

### **Responsibility to preserve the high quality of life**

- TEF The 2000 AAMP states “endeavor to make our community better without getting bigger.” We rely on economic harvests of character, clean air, serenity, open lands, preserved history.
- T Maintain and strictly enforce the current curfew

### **Convenient, Reliable and Frequent Ground Transportation**

- F After prioritizing all public transit options, recognize that transit will not meet all the needs; many passengers will continue to arrive at the Airport from by car. Provide sufficient parking to accommodate the forecasted growth [0.8%] of airport users.
- F As a goal for all transportation initiatives, reduce overall number of vehicle trips to and from the airport
- F Increase signage/wayfinding of the transportation options to and from airport
- F Improve convenience and reliability for luggage transfer and delivery to hotel/end destination
- F Leverage the opportunity to change the interface between Airport and Highway 82
- F Strong partnership with EOTC and RFTA

## **CONCLUSION**

The Character Committee of the ASE strongly recommends that character considerations and the consequences of any decisions are thoroughly vetted to provide thresholds for the final product. We further recommend that the entire airport planning process use Character Committee recommendations as a first, and then as a final filter.

It is the responsibility of every ASE Vision committee to develop a plan

- which is "value based, data driven."
- which respects our citizen-based founding documents adopted since 1993
- which are not only character-based but also character-protective

## **RECOMMENDATIONS**

The CCC unanimously agrees that the terminal improvements are urgently needed at the airport. The group is comfortable moving forward with a new terminal, using the success factors as a guide. However, each group should also consider unintended consequences that may result from their recommendations and impacts such actions-may have to our community values.

On the question of airside improvements, the group has felt hampered by the absence of baseline data within areas of community concern. These include current conditions for air quality, noise levels, and

vehicle trips to and from the airport that are generated by both commercial and GA air service. Trying to predict the impacts of airside improvements—both positive and negative—without knowing where we are today devolves into speculation guided more by bias than fact. For those reasons, the group recommends the following approach:

- Prioritize terminal planning.
- Fast-track data collection to create a baseline understanding of community impacts of current airport configuration for air quality, local emissions, noise levels, vehicle trips, light pollution.
- Proceed with airside improvements only after the community has determined a baseline (to include air quality, local emissions, noise levels, vehicle trips), discussed their impacts, both positive and negative, and confirm targets.

**ADDENDUM**

Community Character Working Group addendum forthcoming.

**APPENDIX A: Section VII of 2012 Aspen Area Community Plan  
Airport Policies**

*2012 Aspen Area Community Plan*

## Transportation Policies

## Policy Categories

### VII. AIRPORT POLICIES

VII.1. Strengthen the Airport’s role in the valley-wide regional transportation system.

*Collaborative Initiative*

VII.2. Increase the quality and availability of information on travel options.

*Collaborative Initiative*

VII.3. Improve the efficiency and reliability of Airport services while reducing environmental impacts.

*Work Program for Airport*

VII.4. Improve the overall quality of the airport experience in a manner that is consistent with our community character.

*Work Program for Airport*

VII.5. Reduce the negative impacts of Airport operations on the surrounding area.

*Work Program for Airport*

VII.6. Improve the convenience, efficiency and environmental impacts of ground transportation options available at the Airport.

*Work Program for Airport*

### VIII. FUNDING

VIII.1. Increase funding for public transit so that service is consistent and reliable with a preference for stable and sustainable revenue sources.

*Collaborative Initiative*

### IX. DATA GATHERING

IX.1. Ensure that enough clear and understandable data is gathered and compiled for the purpose of well-informed public decision-making.

*Data Needs*

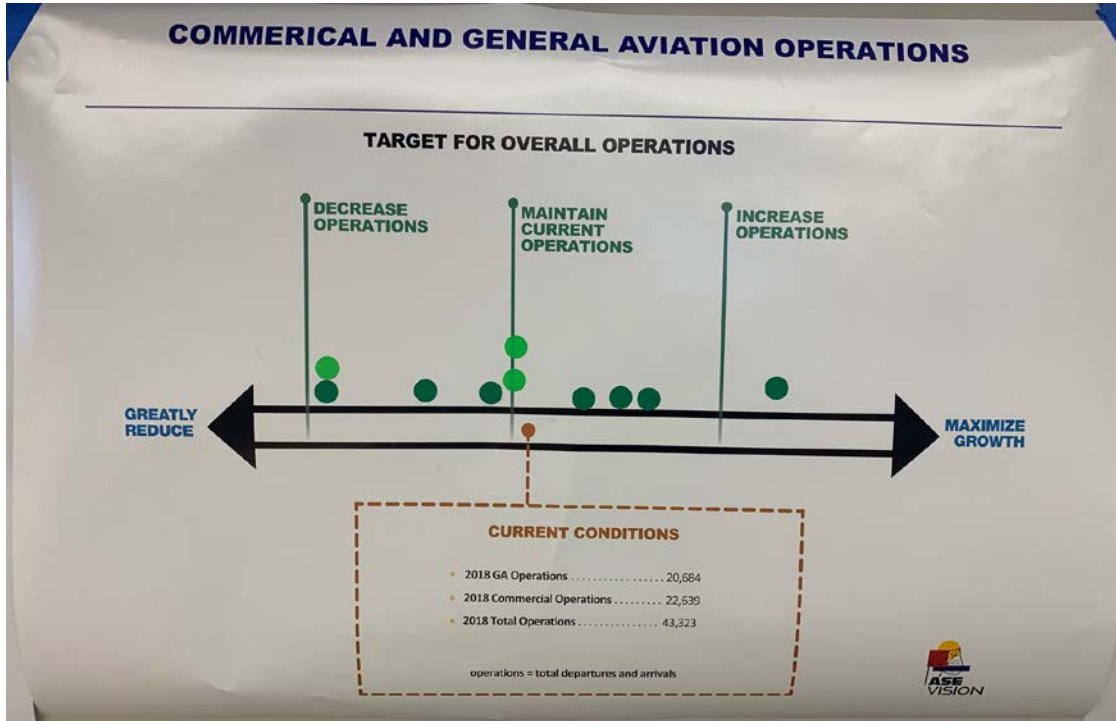
IX.2. Quantify user groups of the transportation network to better customize TDM strategies.

*Data Needs*

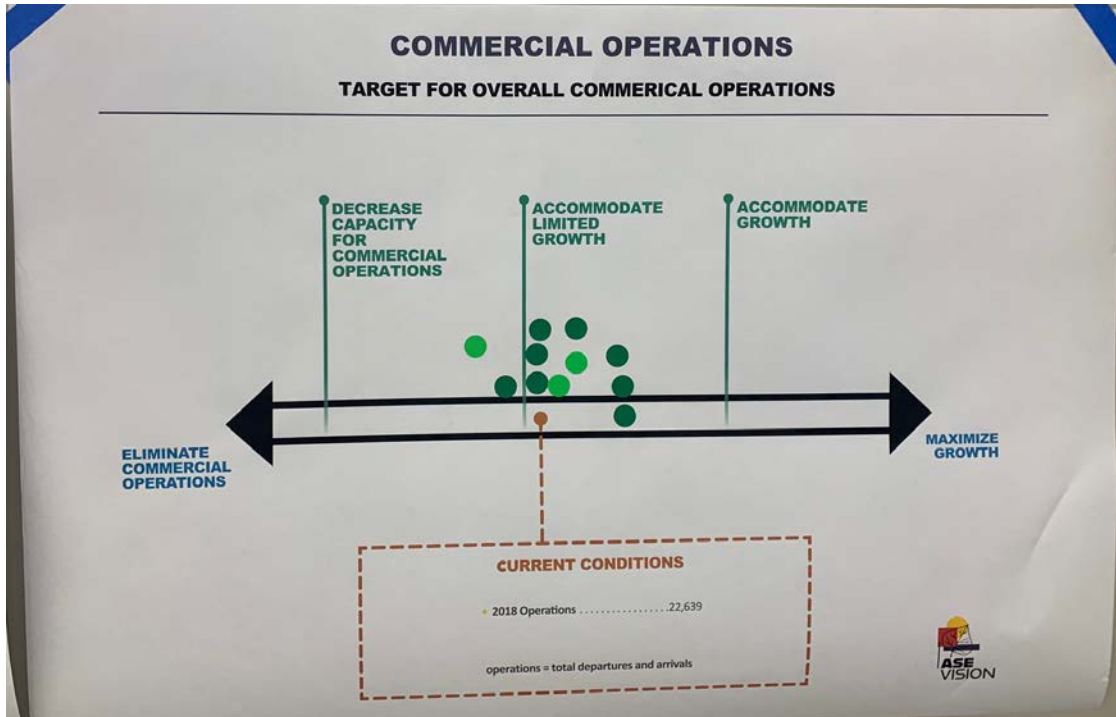


## APPENDIX B: CONTINUA EXERCISES

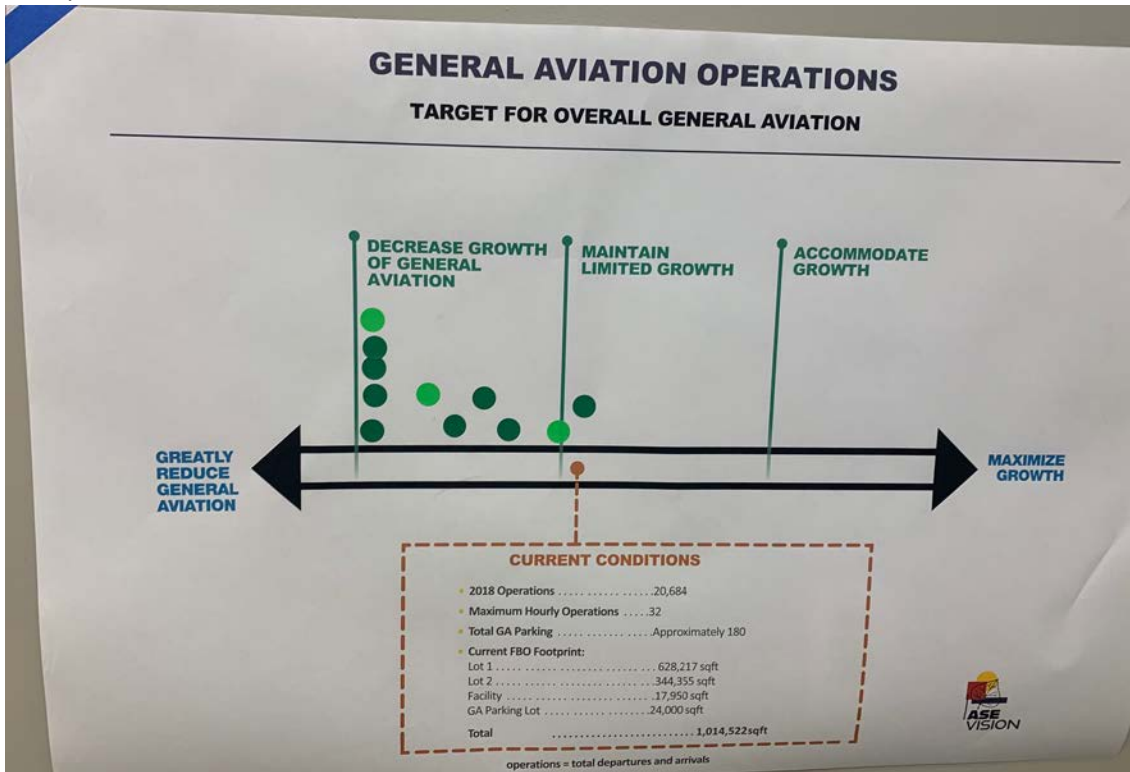
### 1. Total Operations



### 2. Commercial Operations – Use this one



3. GA Operations – Use this one

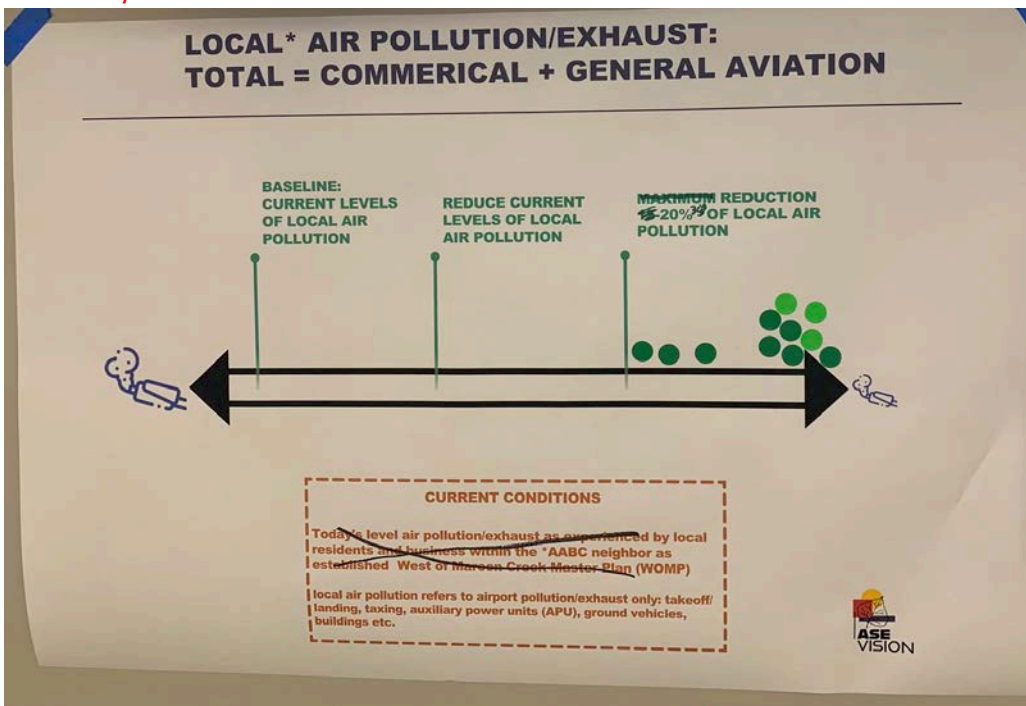


The GA and Commercial separated are much more important than the Total operations

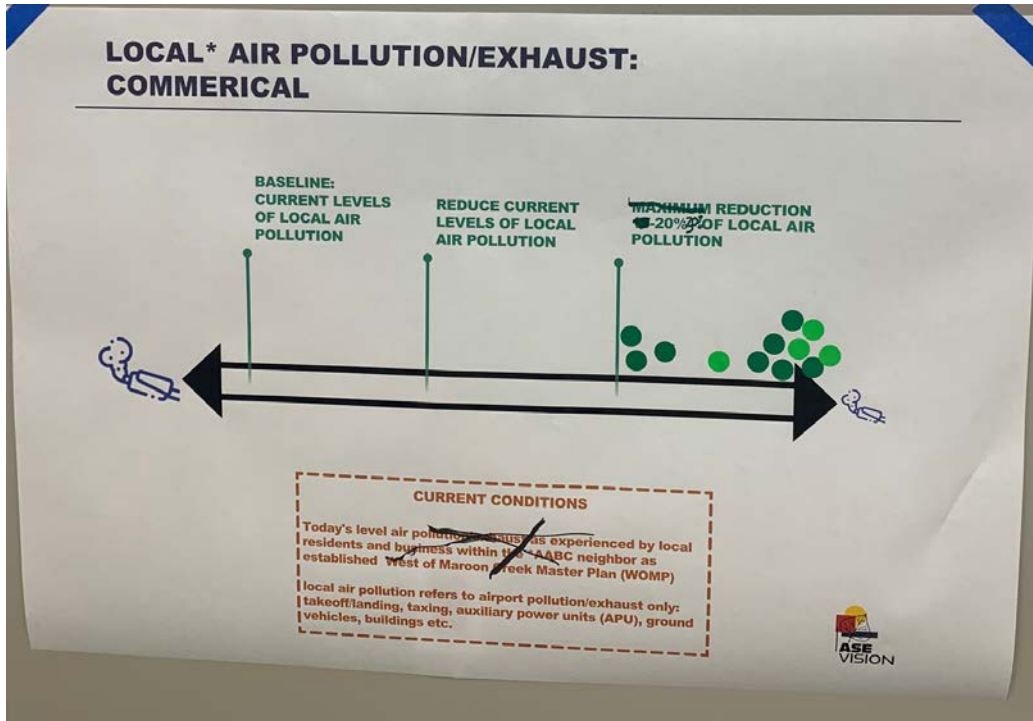
4. Total Local Pollution/Exhaust

Group agreed no specific definition of "local"

Should say at least 30% reduction – strive for more



- 5. Commercial Local Pollution/Exhaust  
Should say at least 30% reduction – strive for more



- 6. GA Local Pollution/Exhaust  
Should say at least 30% reduction – strive for more

