

**RESOLUTION OF THE PITKIN COUNTY PLANNING AND ZONING
COMMISSION
ADOPTING THE WEST OF MAROON CREEK MASTER PLAN (WOMP)**

Resolution No. PZ 2013- 12

RECITALS

1. The Pitkin County Planning and Zoning Commission has the final authority to adopt comprehensive plans for Pitkin County, pursuant to and in compliance with CRS 30-28-106 through 109.
2. Adopted plans are used by appointed and elected officials, and the public as a guide in consideration of future land use designations, planning issues and development proposals within the plan area boundaries.
3. The West of Maroon Creek Master Plan (WOMP) plan area boundary includes the area along the Highway 82 corridor from the Maroon Creek Bridge on Highway 82 to the end of the Pitkin County Airport. (See Exhibit "A," West of Maroon Creek WOMP Area Boundary Map.)
4. The WOMP is a Pitkin County sub-area master plan, written and adopted by the Pitkin County Planning and Zoning Commission with assistance from the Community Development Department and input from interested members of the public.
5. Within the WOMP area boundaries there are several parcels that are inside the City of Aspen city limits and/or owned directly by the City of Aspen. The WOMP does not bind the City of Aspen in any way unless adopted wholly or partially by its City Council.
6. The West of Castle Creek Chapter in the 2012 Aspen Area Community Plan (AACP) provides the fundamental basis for policy development in the WOMP. Land use, transportation and scenic quality policies in the WOMP are also the culmination of years of citizen work on the 2012 AACP and subsequent input from the West of Maroon Creek neighborhood.
7. The intent of the WOMP is to take the vision, philosophy and policies from the 2012 AACP, West of Castle Creek Chapter, and create clear land use guidance for future uses and decisions regarding the location and scale of development. Additionally, the WOMP seeks to preserve the scenic quality of development within the Planning area. Finally, the WOMP couples the previous Entrance to Aspen transportation decisions with future development patterns in order to ensure an improved experience as one travels through the area by bike, car or as a pedestrian.
8. The Pitkin County Planning and Zoning Commission reviewed the WOMP at public work sessions from April 2012 through September, 2013 and at a duly-noticed public hearing on October 8, 2013, at which time public comment was heard with respect to the WOMP.

NOW, THEREFORE, BE IT RESOLVED by the Pitkin County Planning & Zoning Commission that it does hereby adopt the WOMP, attached as Exhibit "B."

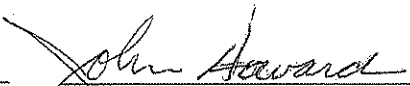
NOTICE OF PUBLIC HEARING PUBLISHED in The Aspen Times Weekly on the 5th day of September 2013.

APPROVED AND ADOPTED on the 8th day of October, 2013.

ATTEST:

PLANNING AND ZONING COMMISSION
OF PITKIN COUNTY, COLORADO

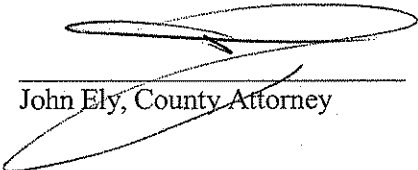

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Date

APPROVED AS TO FORM:

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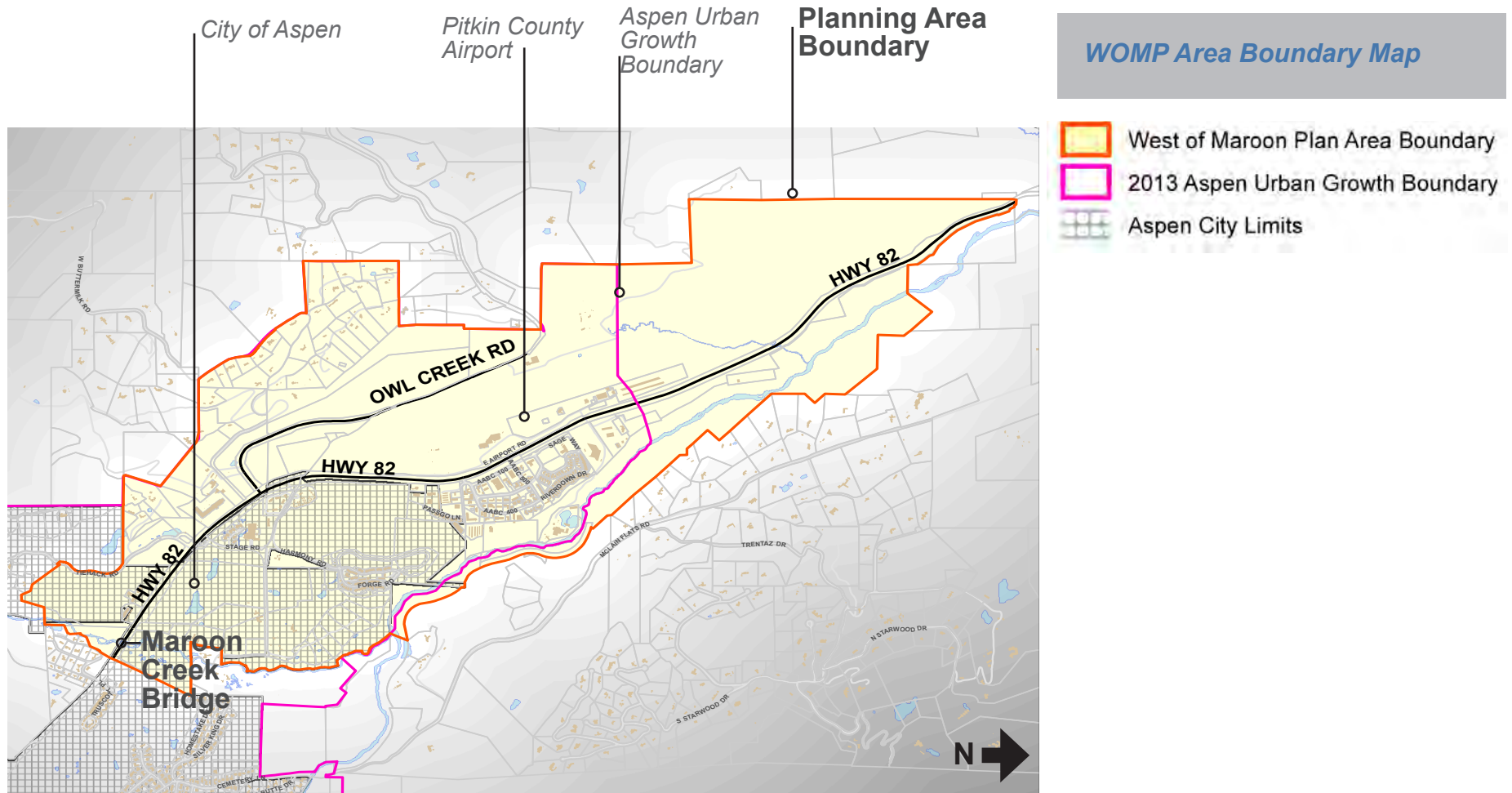


Exhibit A
West of Maroon Creek Plan (WOMP) 2013 Adoption Resolution

PITKIN
COUNTY



THE WEST OF MAROON CREEK PLAN

Pitkin County, Colorado
Adopted October 8, 2013



Acknowledgements

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Special thanks to the many business and community representatives who took the time to participate in development of the West of Maroon Creek Plan.

Contents

West of Maroon Creek Plan

INTRODUCTION	1
Plan Intent	2
Policy Direction from the 2012 Aspen Area Community Plan (AAPC)	4
Existing Land Uses and Current Zoning	6
How the WOMP is Organized	8
 CHAPTER 1: LAND USE AND TRANSPORTATION POLICIES AND IMPLEMENTATION STEPS BY SUB AREA	 9
Section 1: Highway 82 Corridor West of Maroon Creek	11
 Section 2: Planning Activity Nodes	23
Pitkin County Airport Activity Node	23
Airport Business Center Activity Node	27
Buttermilk/Inn at Aspen Activity Node	32
Pomegranate/Aspen Country Inn Activity Node	37
 Section 3: Outlying Developable Areas	41
Soldner	42
Sardy	43
Aspen Consolidated Sanitation District	44
 CHAPTER 2: FUTURE LAND USE MAP AND LAND USE DESIGNATIONS	 47
 CHAPTER 3: SCENIC GUIDELINES AND VIEWS	 53
Section 1: West of Maroon Creek Scenic Guidelines	54
 Section 2: Views and Viewplanes	68
 CHAPTER 4: WOMP AUTHORITY BACKGROUND INFORMATION	 101

FIGURES

1. WOMP Area Boundary Map	3
2. Activity Nodes Map	5
3. Existing Zoning Map	7
4. Highway 82 Corridor West of Maroon Creek	12
5. Map of Visual Buffer Lands	17
6. Map of Established Subdivisions	18
7. Map of Aspen Urban Growth Boundary Expansion	19
8. Highway 82 Access Control Plan	20
9. Trails Map	21
10. Transit Map	22
11. Pitkin County Airport Activity Node Location Map	24
12. Pitkin County Airport Activity Node - 2012 Zoning	25
13. ABC Activity Node Location Map	28
14. Buttermilk/Inn at Aspen Activity Node Location Map	33
15. Buttermilk/Inn at Aspen Activity Node - 2012 Zoning	34
16. Pomegranate/Aspen Country Inn Activity Node Location Map	38
17. Pomegranate/Aspen Country Inn Activity Node - 2012 Zoning	39
18. Soldner Property Location Map	42
19. Sardy Property Location Map	43
20. Aspen Consolidated Sanitation District Property Location Map	44
21. Future Land Use Map	48
22. Future Land Use Maps Insets A & B.	49
23. Area Subject to Scenic Guidelines	55
24. Scenic Views Photo Index Map	69
25. Mt. Daly and Buttermilk Viewplanes - Longitude & Latitude Detail.	98



INTRODUCTION

“Create a comprehensive Land Use Master Plan and Future Land Use Map for the West of [Maroon] Creek Corridor that ensures planning is coordinated and recognizes the need for improved transportation services in the corridor before significant growth is allowed to occur in the area. The Master Plan should preserve and improve existing uses to maintain their functionality, vitality and longevity.” - 2012 AACP

Plan Intent

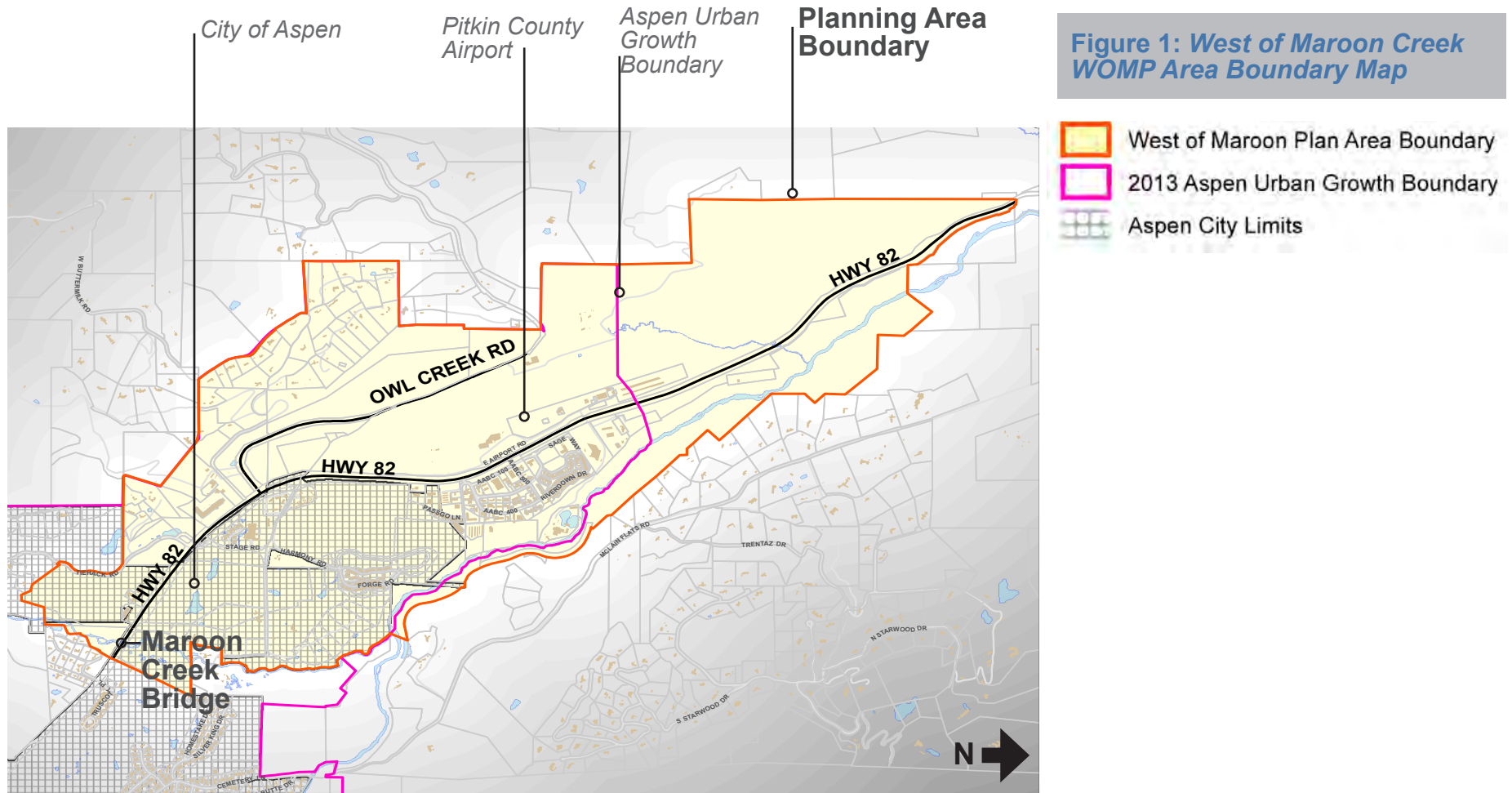
The area between the west bank of Maroon Creek and the northwest end of the Pitkin County Airport along the Highway 82 Corridor is the “gateway” to the Aspen Area Community (see Figure 1, WOMP Area Boundary Map). The vision for the West of Maroon Creek Plan (WOMP) is guided by the culmination of years of citizen work on the 2012 Aspen Area Community Plan (AAPC) and subsequent input from the West of Maroon Creek neighborhood. Land use, transportation and scenic quality choices for this area reflect the importance of thoughtful planning in our community.

The intent of the WOMP is to take the vision, philosophy and policies from the AAPC (West of Castle Creek Chapter¹) and create clear land use guidance for future uses and decisions regarding the location and scale of development. Additionally, the WOMP seeks to preserve the scenic quality of development within the planning area. Finally, the WOMP couples the previous Entrance to Aspen transportation decisions with future development patterns in order to ensure an improved experience as one travels through the area by bike, car or as a pedestrian.

Although the authority and usage of the WOMP is described in more detail in Chapter 4: WOMP Authority and Background Information, it should be noted at the start that, unlike the 2012 AAPC which was written jointly by the Pitkin County Planning Commission and the City of Aspen Planning & Zoning Commission, the WOMP is solely a Pitkin County Sub-Area Master Plan, written and adopted by the Pitkin County Planning and Zoning Commission.

Within the WOMP area boundaries there are several parcels that are inside the City of Aspen city limits and/or owned directly by the City of Aspen. While the WOMP does not bind the City of Aspen in any way unless adopted wholly or partially by its City Council at a later date, it is hoped that the comments and recommendations contained in this plan will be taken into consideration in future zoning, land use decisions, and development approvals.

¹ Since the 2012 AAPC was adopted, the name of the sub-area plan has been changed to “West of Maroon Creek” and the proposed Planning area boundary modified to eliminate the area between the Castle Creek and Maroon Creek bridges along Highway 82. The modification acknowledges that the area between bridges is unlikely to change over the course of the next ten years and the life of the WOMP. Regardless of the name change and minor boundary modification, the West of Castle Creek Chapter in the 2012 AAPC still provides the fundamental basis for policy direction in the WOMP.



WOMP Area Boundary : The WOMP covers the area along the Highway 82 Corridor from the Maroon Creek Bridge on Highway 82 to the end of the Pitkin County Airport. As depicted on Figure 1, WOMP Area Boundary Map, the WOMP area is located primarily within the jurisdiction of unincorporated Pitkin County (the “County”) within the Aspen Urban Growth Boundary area (UGB,) but contains some areas within the City of Aspen, (“Aspen,”) and some areas adjacent to, but outside of the UGB. The boundary includes 1) pockets of commercial, residential and lodging accommodations along the Highway 82 Corridor that have been termed “activity nodes”, 2) the open spaces between these activity nodes, 3) established subdivisions, and 4) outlying developable areas.

Policy Direction From the AACP

The WOMP carries forward the following three main areas of policy direction from the AACP:

1. Land Use: *“Planning for the West of [Maroon] Creek Corridor should support a well-defined visual and functional pattern for a series of distinctly different Nodes of activity supporting limited uses that are physically separated by open space”.²*

The West of Castle Creek Chapter in the AACP introduces the concept of Activity Nodes which are best-described as currently developed areas containing irreplaceable community functions within the Aspen Urban Growth Boundary (UGB,) in which re-development at some level is anticipated to occur within the next ten years. These Activity Nodes, as they are referred to in the WOMP and identified in Figure 2, Activity Nodes Map, are areas in which planning for future land use, scenic quality and the transportation function is focused.

2. Transportation: *“Improve the convenience, reliability, comfort, affordability, safety, capacity, and quality of experience of transit services and improve efficiency and coordination between all related aspects of transportation in the West of [Maroon] Creek Corridor.”*

“Ensure safe and efficient pedestrian and bike connections exist within the West of [Maroon] Creek Corridor and connect the area to the Aspen downtown.”³

Transportation implementation steps for all modes of transportation are found in Chapter 1, Land Use and Transportation Policies and Implementation Steps.

3. Scenic: *“The density, size and scale of all new development and redevelopment in the West of [Maroon] Creek Corridor should maintain, and if possible enhance, the views of the natural environment seen as one travels through this portion of the Highway 82 Corridor”.⁴*

Scenic policy, which is also integral to the planning concept for the area, is addressed in Chapter 3, which contains the West of Maroon Creek Scenic Guidelines and Scenic Views specifically developed for the WOMP area. These “Guidelines” address aspects of the visual appearance of the WOMP area, promoting comprehensive planning for design, landscaping, lighting and signage.

² AACP, page 31

³ AACP, page 31

⁴ AACP, page 31

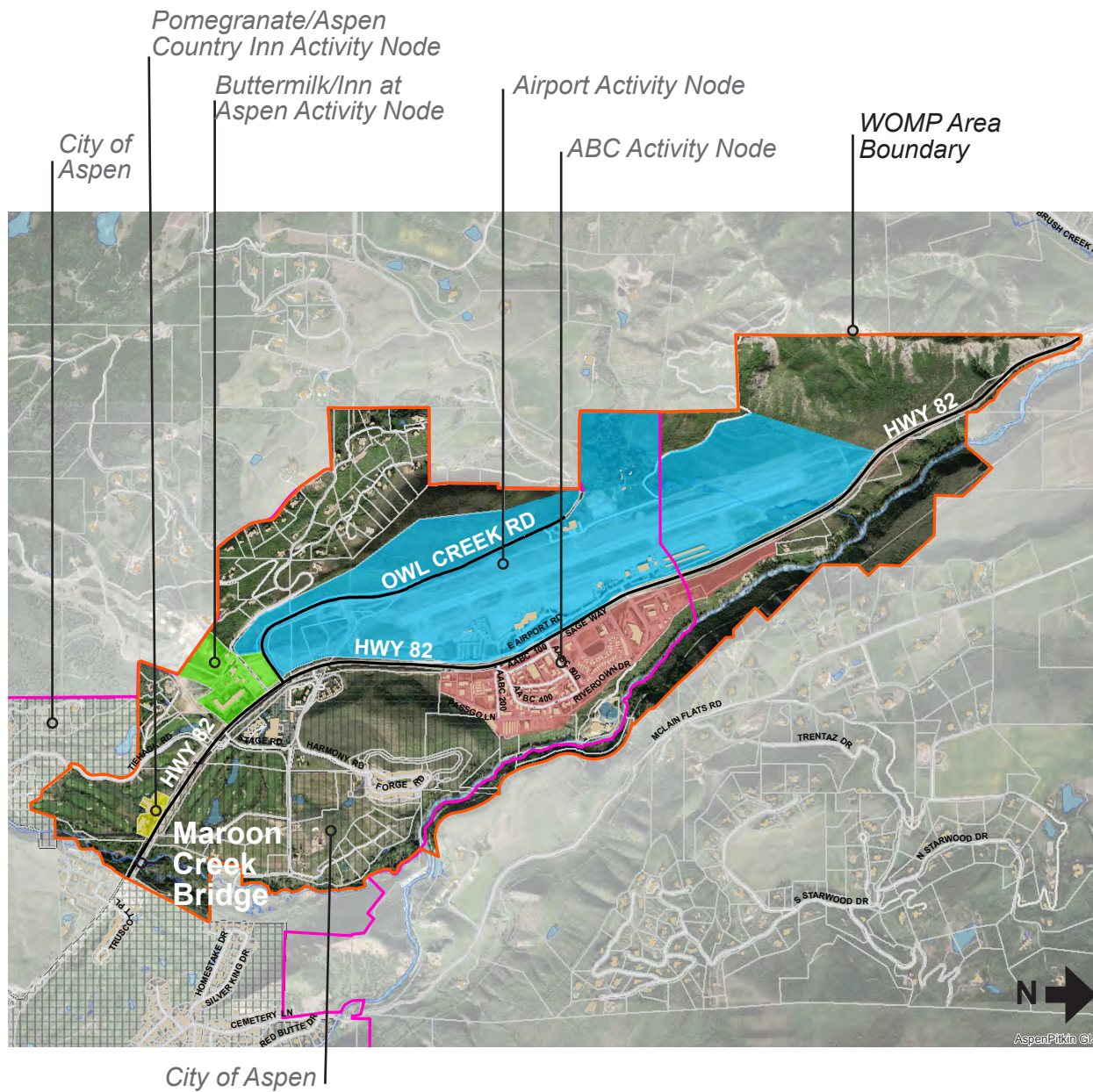


Figure 2: Activity Nodes Map

“The West of [Maroon] Creek Corridor is home to a wide variety of important uses that define the gateway experience - the Pitkin County Airport, a community college, a local business center, a ski area, community workforce housing, and golf courses - all of which are irreplaceable uses in our community. Each use is different in character and purpose, representing distinct, physically separated nodes of activity.” - 2012 AACP

Priorities include maintaining views of natural features as seen from the Highway 82 and Owl Creek Road corridors.

Existing Land Uses and Current Zoning

Existing Uses

As Highway 82 traverses its length, the West of Maroon Creek area is the main, year-round Entrance to Aspen. It contains several fundamental public uses serving the City and County, such as the Pitkin County Airport, North 40 Fire Station, Mountain Rescue, Pitkin County Public Works, the Roaring Fork Transit Authority (RFTA,) and the Aspen Snow Dump.

The Airport Business Center (ABC) is a commercial focal point which originated as a service commercial, light industrial center intended to provide services to Aspen. Due in part to favorable land cost and lease rates, the ABC has evolved to contain a broad mix of residential/commercial/ office/light industrial and public utility uses, with a growing residential component that has changed service needs and travel patterns in the area.

Commercial recreation and lodging exists at the base of Buttermilk (with residential use abutting the ski area). A combination of senior, deed-restricted and free-market residential use round out the mix at the southern end of the WOMP area.

While land within the WOMP planning area is not entirely built-out, future development, particularly in the commercial realm, is most likely to occur as the result of re-development.

Current Zoning

Current zoning in both Aspen and Pitkin County accommodates a broad mix of uses in the area as it transitions from the rural-urban fringe to Aspen. Currently, zoning allows for residential densities that range from one unit per 10 acres to multi-family lots; a mix of commercial, light industrial, public and residential uses in the ABC; ski/recreation at the base of Buttermilk and public use at the Pitkin County Airport, Colorado Mountain College and North 40 Fire Station. See Existing Zoning Map, Figure 3.

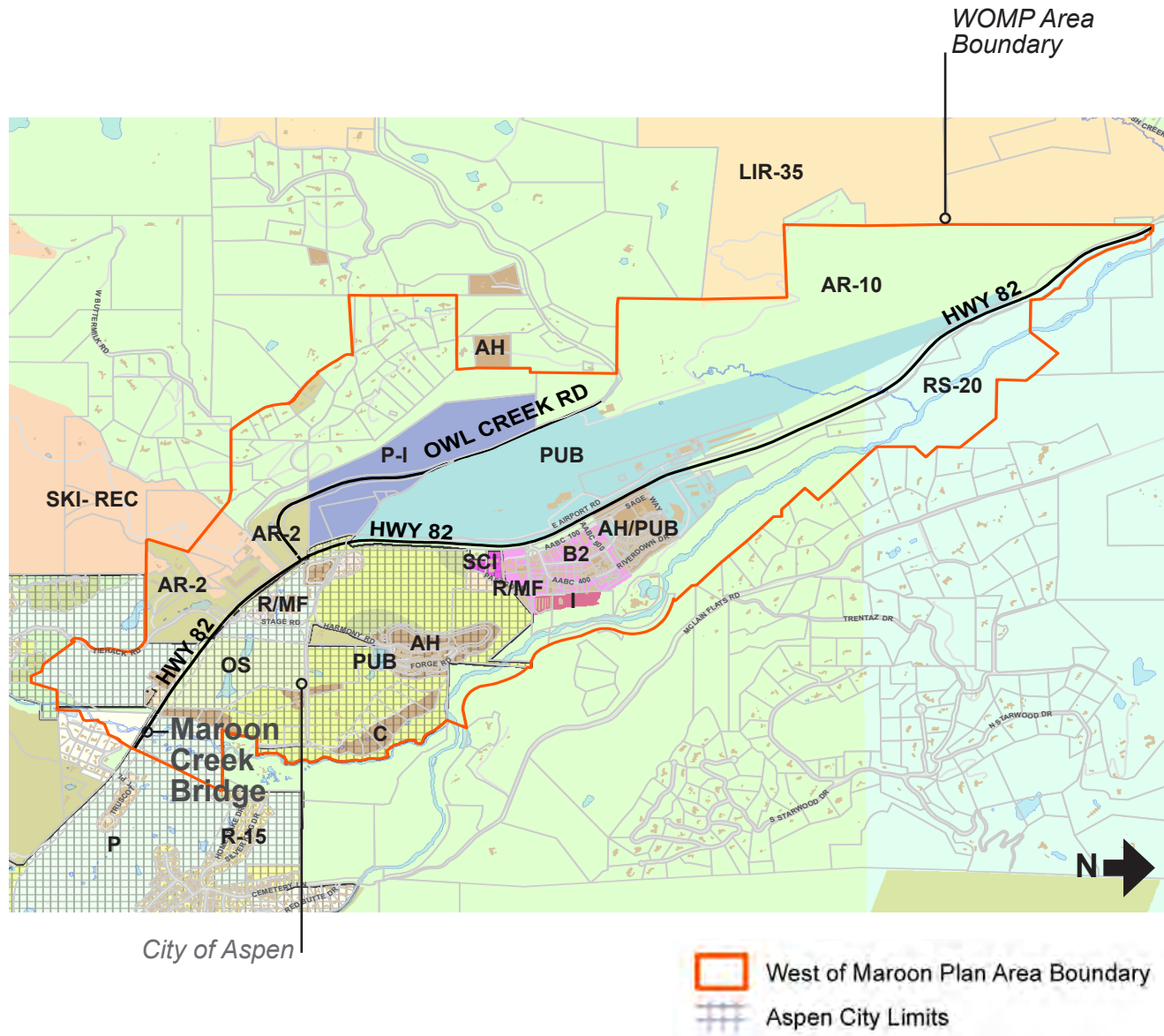


Figure 3: Existing Zoning Map (City & County)

Pitkin County Zoning

- AH Affordable Housing
- AR-10 Agricultural/Residential (10 Acre)
- AR-2 Agricultural/Residential (2 Acre)
- B-2 Business
- I Industrial
- LIR-35 Low Impact Residential (35 Acre)
- P-I Public-Institutional
- PUB Public
- R-15B Moderate Density Residential
- R-30 Suburban Density Residential
- RR Rural Remote
- RS-20 Resource (20 Acre)
- SKI-REC Ski Recreation

City of Aspen Zoning

- AH Affordable Housing
- R/MF Residential/Multi-Family
- R/MFA Residential/Multi-Family
- R-15 Moderate Density Residential
- R-15-A Moderate Density Residential
- R-30 Low Density Residential
- RR Rural Residential
- SCI Service Commercial Industrial
- C Conservation
- OS Open Space
- P Park
- WP Wildlife Preservation
- PUB Public

How the WOMP is Organized

The WOMP is organized into chapters as follows:

- Chapter 1 addresses the Land Use and Transportation policies and implementation direction for each geographic area within the WOMP
- Chapter 2 addresses the future land use map and land use designations.
- Chapter 3 addresses scenic guidelines and views.
- Chapter 4 contains background information regarding the WOMP planning process, other relevant plans and existing conditions.



CHAPTER

1

LAND USE AND TRANSPORTATION POLICIES AND IMPLEMENTATION STEPS BY AREA

Land Use and Transportation Policies and Implementation Steps by Area

The following chapter contains a series of recommended “Policies,” “Implementation Steps,” “Implementing Agencies” and “Priorities” for each of the following locations described in Sections 1-3.

Section 1: Highway 82 Corridor West of Maroon Creek

Section 2: WOMP Activity Nodes

Section 3: Outlying Developable Areas

Policies

“Policies” are intended to provide general direction for future land use and transportation decisions made by County elected and appointed officials, public agencies, professionals and private citizens. Based on “Policy” direction regarding land use and transportation, appropriate changes to zoning and/or other Land Use Code provisions may be desirable.

Recommended Implementation Steps

Recommended “Implementation Steps” are listed under each “Policy” in the following sections. These recommendations represent only a sampling of actions that could be taken in order to meet the intent of the “Policy.” It is highly probable that other steps not listed could be employed to achieve a desired outcome.

Implementing Agencies

The following sections identify “Agencies” responsible for taking action to implement policies. While many of the actions fall to government officials to implement, there are many other entities, parties and individuals who may be directly or indirectly involved. The WOMP in this regard is intended to be useful to all who are engaged in planning, design, governance and living in the area.

Priority

Finally, a “Priority” of 1 to 3 has been assigned to each “Implementation Step” in order to provide a recommended timeframe for initiating and completing the action. A priority of 1 suggests implementation within 1 to 3 years from WOMP adoption. A priority of 2 suggests implementation within 2 to 5 years from WOMP adoption. A priority of 3 suggests implementation within 5 to 10 years from WOMP adoption. “Ongoing” suggests continuous implementation and “In Progress” indicates that implementation is underway.

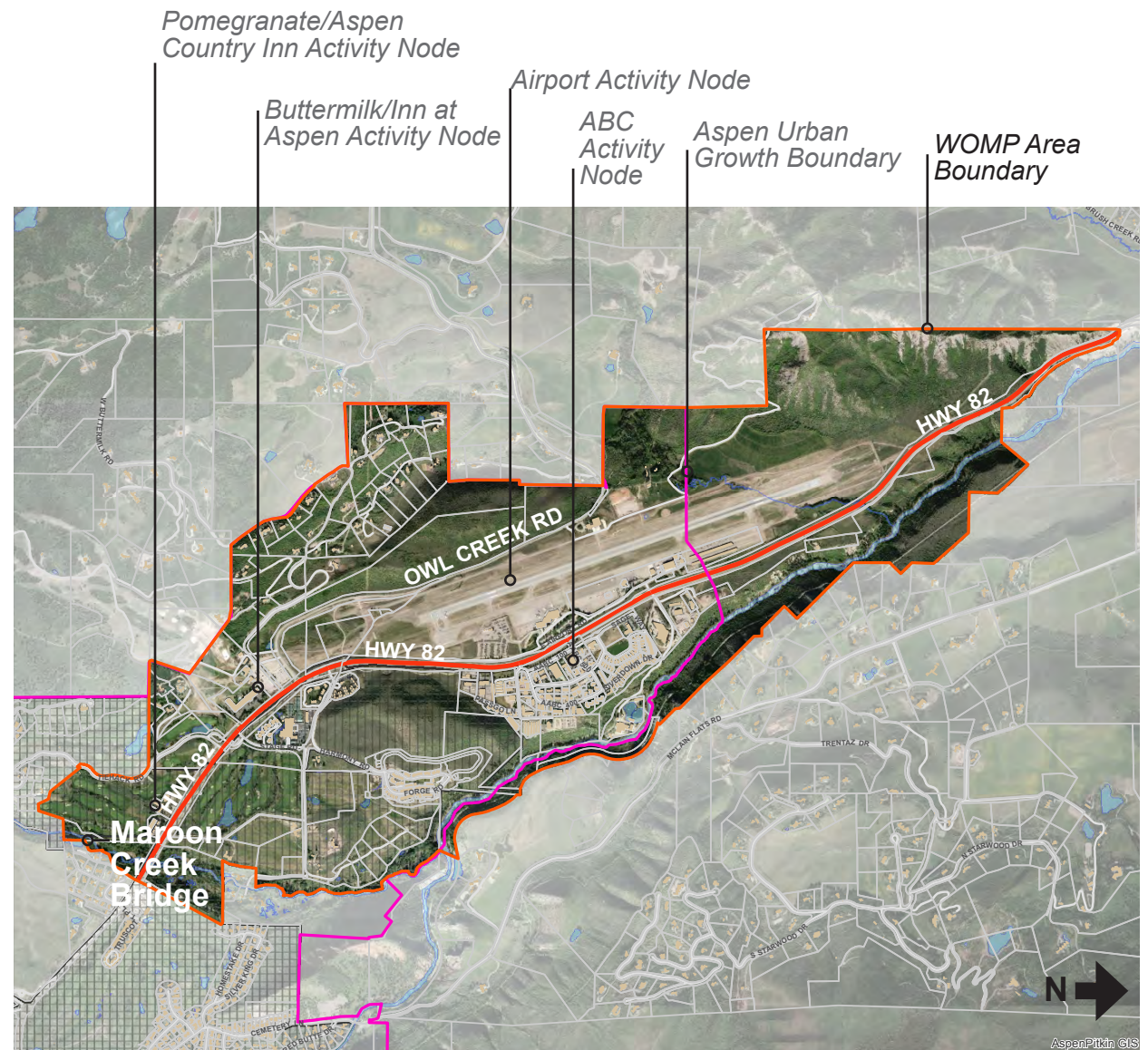
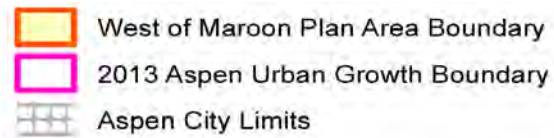
Section 1: Highway 82 Corridor West of Maroon Creek

State Highway 82 runs the entire length of the WOMP area from the Maroon Creek Bridge on the south to the end of the Pitkin County Airport on the north. The Highway functions as the main transportation corridor into and out of Aspen. In addition to supporting local residential and worker traffic, it provides access for tourists arriving by car and via the Pitkin County Airport to destinations up and down the Roaring Fork Valley. It is a portal for several bike and pedestrian trails that serve as both commuter trails and recreational access to surrounding Federal lands.

The Pitkin County Airport, ABC, Buttermilk/Inn at Aspen and Aspen Country Inn/Pomegranate Activity Nodes are accessed from, and located immediately adjacent to Highway 82. Specific land use and transportation related policies and implementation steps for these areas are provided under separate chapter headings in Section 2. The Scenic Guidelines that apply to the West of Maroon Creek and Highway 82 Corridor are found in Chapter 3.

The following section identifies land use and transportation direction for the Highway 82 Corridor West of Maroon Creek that is intended to be broadly applied to the WOMP area.

**Figure 4: Highway 82 Corridor
West of Maroon Creek**



Highway 82 Corridor West of Maroon Creek

Policy	Implementation Steps	Implementing Agency	Priority
Land Use			
<p>I.1 Planning for the West of Maroon Creek Corridor area should support a well-defined visual and functional pattern for a series of distinctly different Nodes of activity supporting limited uses that are physically separated by open space. To this end, identify “pockets” of land or parcels within the West of Maroon Creek area that should remain as open buffers between activity nodes, and zone as appropriate. (2012 AACP)</p>	<p>I.1a. Preserve open areas on existing conservation easements and County-owned parcels such as the Pitkin County Airport Ranch property. Provide incentives and/or change zoning and/or the Pitkin County Airport Master Plan as appropriate, to maintain the following areas as visual breaks between development (see Figure 5, Map of Visual Buffer Lands, for area locations and Figure 21, Future Land Use Map for recommended land use):</p> <p>1) Pitkin County Airport: The undeveloped areas immediately beyond the north and south ends of the Pitkin County Airport runway to function as a visual break between the Buttermilk Ski Area on the south and Shale Bluffs on the north, respectively, to the extent consistent with the Airport Layout Plan, Airport Master Plan, and the Airport Property Map.</p> <p>2) Burlingame Triangle property (Burlingame triangle property: small triangle of land on the Burlingame property adjacent to and south of the ABC at the base of Deer Hill): As an undeveloped native sage meadow at the toe of the slope of Deer Hill, this parcel is critical to providing wildlife habitat and a natural break from the dense development in the ABC and existing development associated with the Maroon Creek Club.</p> <p>Within the WOMP Area boundaries there are several parcels that are inside the City of Aspen and/or owned directly by the City of Aspen. While the WOMP does not bind the City of Aspen in any way, unless adopted wholly or in part by its City Council at a later date, it is hoped that the comments and recommendations contained in the WOMP will be taken into consideration in future zoning, land use decisions, and development approvals.</p> <p>Pitkin County wishes to serve as a referral agency in any land use review(s) for these properties and, specifically, to be afforded the opportunity to collaborate with the City of Aspen in exploring options for creative approaches to balancing open space and development density on this Burlingame Triangle parcel and the adjacent ProBuild parcel.</p> <p>3) The 20± Acre Parcel immediately north and west of the Aspen Snow Dump property on the east side of Highway 82 This parcel should continue to function as a rural, undeveloped transition area, providing an important open view plane and visual break from dense development in the ABC area before the highway corridor narrows in the Shale Bluffs area. The portion of this property purchased all or in part with FAA funds should be designated as “Airport” on the Future Land Use map and maintained as an unobstructed visual buffer between the Aspen Urban Growth Boundary and less dense areas to the north and west.</p>	<p>Pitkin County Community Development Department; Aspen and Pitkin County Open Space and Trails Departments.</p>	<p>1</p>
<p>I.2 Discourage additional development of new free-market single family and duplex homes in the Highway 82 Corridor (beyond development under existing approvals or in-kind replacement of existing homes.)</p>	<p>I.2.a. Review County zoning and amend as necessary to discourage development of new free-market single family and duplex homes in the Highway 82 Corridor.</p>	<p>Pitkin County Community Development Department.</p>	<p>1</p>

Highway 82 Corridor West of Maroon Creek

Policy	Implementation Steps	Implementing Agency	Priority
<p>I.3 Established Subdivisions: While the following properties are integral to maintaining the land use pattern that defines the Entrance to Aspen, existing zoning and/or land use approvals exist for each respective property or area, and significant changes to entitlements are not anticipated within the 10 year life of the WOMP. Overall policy direction from both the WOMP and the 2012 AACP applies, but beyond that, no specific recommendations are included for these properties in the WOMP:</p> <ul style="list-style-type: none"> o Burlingame PUD o Maroon Creek Club PUD o Stage Road PUD o Pfeiffer PUD o Crown Lots adjacent to Buttermilk Ski Area o Residential Subdivisions accessing from West Buttermilk Road <p>(See Figure 6, Established Subdivisions)</p>	<p>I.3.a. Except as may be noted in the WOMP, allow development to occur based upon existing entitlements for noted subdivision and land use approvals, as may be amended pursuant to applicable Land Use Codes. Any amendments approved should be consistent with the WOMP.</p>	Aspen & Pitkin County Community Development Departments.	Ongoing
Urban Growth Boundary (UGB)			
<p>I.4 With the exception of modifications to accommodate existing public facilities referenced in policies I.5 & I.6, below, maintain the Aspen UGB line established in 2000 to minimize development sprawl.</p>	<p>I.4.a With the exception of actions necessary to modify the UGB to accommodate policies I.5 and I.6, maintain the Aspen UGB line established in 2000.</p>	Aspen & Pitkin County Community Development Departments.	3
<p>I.5 Modify the Aspen UGB line established in 2000 to include the area on the Pitkin County Airport zoned "Public" as an outcome of the 2004 Pitkin County Airport Master Plan. Limit uses to those allowed within the Public zone in the 2004 or subsequently approved Pitkin County Airport Master Plan. (See Figure 7, Aspen UGB Expansion)</p>	<p>I.5.a Take action necessary to formally revise the Aspen UGB line established in 2000 to reflect direction in Policy I.5.</p>	Aspen & Pitkin County Community Development Departments	1

Highway 82 Corridor West of Maroon Creek			
Policy	Implementation Steps	Implementing Agency	Priority
I.6 Modify the Aspen UGB line established in 2000 to include the entire Aspen Snow Dump property immediately north of the Pitkin County Public Works facility. Limit uses to accommodate Snow Dump use or other related public purpose. See Figure 7, Aspen UGB Expansion	I.6.a Take action necessary to formally revise the Aspen UGB line established in 2000 to reflect direction in Policy I.6.	Aspen & Pitkin County Community Development Departments	1
Transportation			
II.1 Facilitate a level of service on Highway 82 that is highly efficient, integrated and effective in terms of public safety and quality of life relating to vehicular travel.	II.1.a. Set a standard/level of service on Highway 82 that's acceptable in terms of safety and quality of life relating to vehicular travel. Consider the Highway 82 Access Control Plan, RFTA Bus Rapid Transit improvements, the Pitkin County Airport Master Plan and the Entrance to Aspen Record of Decision as part of an analysis to determine acceptable carrying capacity for the Highway within the WOMP area.	Pitkin County Public Works & Community Development Departments	2
	II.1.b. Develop and implement standards that require timing of new development to concur with any transportation improvements identified as necessary to maintain acceptable carrying capacity on Highway 82.	Pitkin County Public Works & Community Development Departments	2
	II.1.c. Coordinate and improve all aspects of auto, air, transit, parking and trail function in the context of planned development or redevelopment of activity nodes in the corridor.	Pitkin County Airport, Colorado Department of Transportation, Pitkin County Public Works & Community Development & Open Space Departments	Ongoing
	II.1.d. Obtain updated data regarding daily traffic levels, including volume and time of day, between the edge of the Urban Growth Boundary (Pitkin County Airport area) and the Castle Creek bridge.	Colorado Department of Transportation, Pitkin County Public Works & Community Development Departments	2
II.2 Ensure that development pays its proportional share of transportation improvements in the corridor.	II.2.a. Explore the creation of a special district to support transportation in the West of Maroon Creek corridor area. In addition to addressing the greater transportation issues, the special district should also address multi-modal transportation connectivity to pedestrian and bicycle trail systems, including safe road/highway crossings. Ensure that both new and existing development participate in the creation of this special district and the means to fairly allocate its start-up and on-going operational costs.	Colorado Department of Transportation, Pitkin County Public Works & Community Development Departments	2
II.3 Improve efficiency and coordination between all related aspects of transportation in the WOMP area.	II.3.a. Reduce entry points to Highway 82, consistent with the Highway 82 Access Control Plan (Figure 8.)	Pitkin County Public Works & Community Development Departments	1

Highway 82 Corridor West of Maroon Creek

Policy	Implementation Steps	Implementing Agency	Priority
	II.3.b. Coordinate transportation planning between Local, State and Federal transportation related agencies.	Colorado Department of Transportation , Pitkin County Public Works, RFTA, Elected Officials Transportation Committee, Federal Transportation Agencies, Pitkin County Airport, FAA	Ongoing
II.4 Improve the convenience, reliability, comfort, affordability, safety, capacity, and quality of experience of transit services.	II.4.a. Find funding for and create a transit shuttle in the WOMP corridor, connecting Aspen to Burlingame, Truscott, ProBuild, the ABC and North 40, Colorado Mountain College and the Pitkin County Airport (See Figure 10, Transit Map).	Pitkin County Public Works, RFTA, Elected Officials Transportation Committee, Aspen Transportation Department, Aspen and Pitkin County Community Development Departments	2
	II.4.b. Design street layout within the ABC and on the Pitkin County Airport to accommodate the loop transit shuttle referenced in II.4.a, above.	Pitkin County Airport & Public Works, & Community Development Departments, RFTA,	Underway
II.5 Ensure safe and efficient pedestrian and bike connections exist within the WOMP area and connect the area to downtown Aspen. Identify needs for new trails, where necessary to achieve policy.	II.5.a. Coordinate City and County trail planning and construction to readily accommodate bicycle and pedestrian access between residential and other uses in the WOMP area, to local recreation and commuter trails, and to Aspen and downvalley communities. (See Figure 9, Trails Map.)	Pitkin County & Aspen Community Development & Open Space & Trails Departments	Ongoing
II.6 Maintain and enforce Highway 82 setbacks, rights of way and easements where necessary to preserve and maintain flexibility for location of future transit and/or trail alignment alternatives.	II.6.a Ensure that Highway 82 setbacks, rights-of-way and easements within the WOMP Highway Corridor are included on Pitkin County GIS system as reference for planners and those seeking development in the area.	Pitkin County Community Development, Open Space & Trails & GIS Departments	2
II.7 Implement the signage guidelines in the WOMP Scenic Guidelines to facilitate way-finding, user-friendly access and circulation guidance for residents and guests, pedestrian and vehicular traffic – particularly in the immediate vicinity of the ABC.	II.7.a. Collaborate with the Colorado Department of Transportation and the U.S. Forest service where applicable, to determine the appropriate number and location of signs on Highway 82 necessary to improve way-finding without clutter. Investigate appropriate signage options.	Colorado Department of Transportation , Pitkin County Public Works & Community Development Departments	1
	II.7.b. Amend the Pitkin County Sign Code to reflect changes necessary to improve sign effectiveness and appearance within the WOMP area.	Pitkin County Community Development Department	1
	II.7.c. Collaborate with the City and County Open Space & Trails Departments to develop a sign plan for trails throughout the WOMP area.	Aspen & Pitkin County Community Development Department & Aspen & Pitkin County Open Space & Trails Departments	1

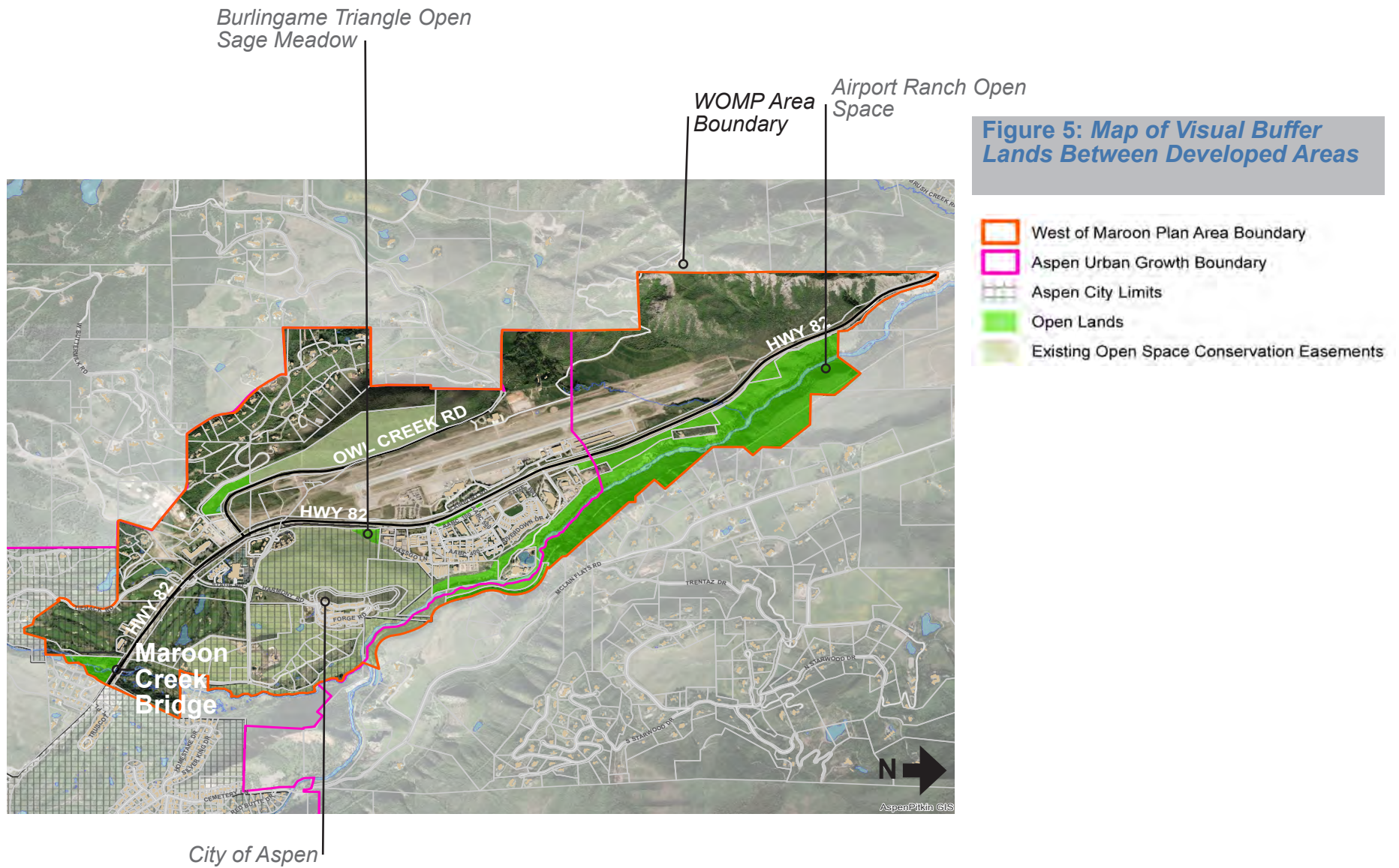



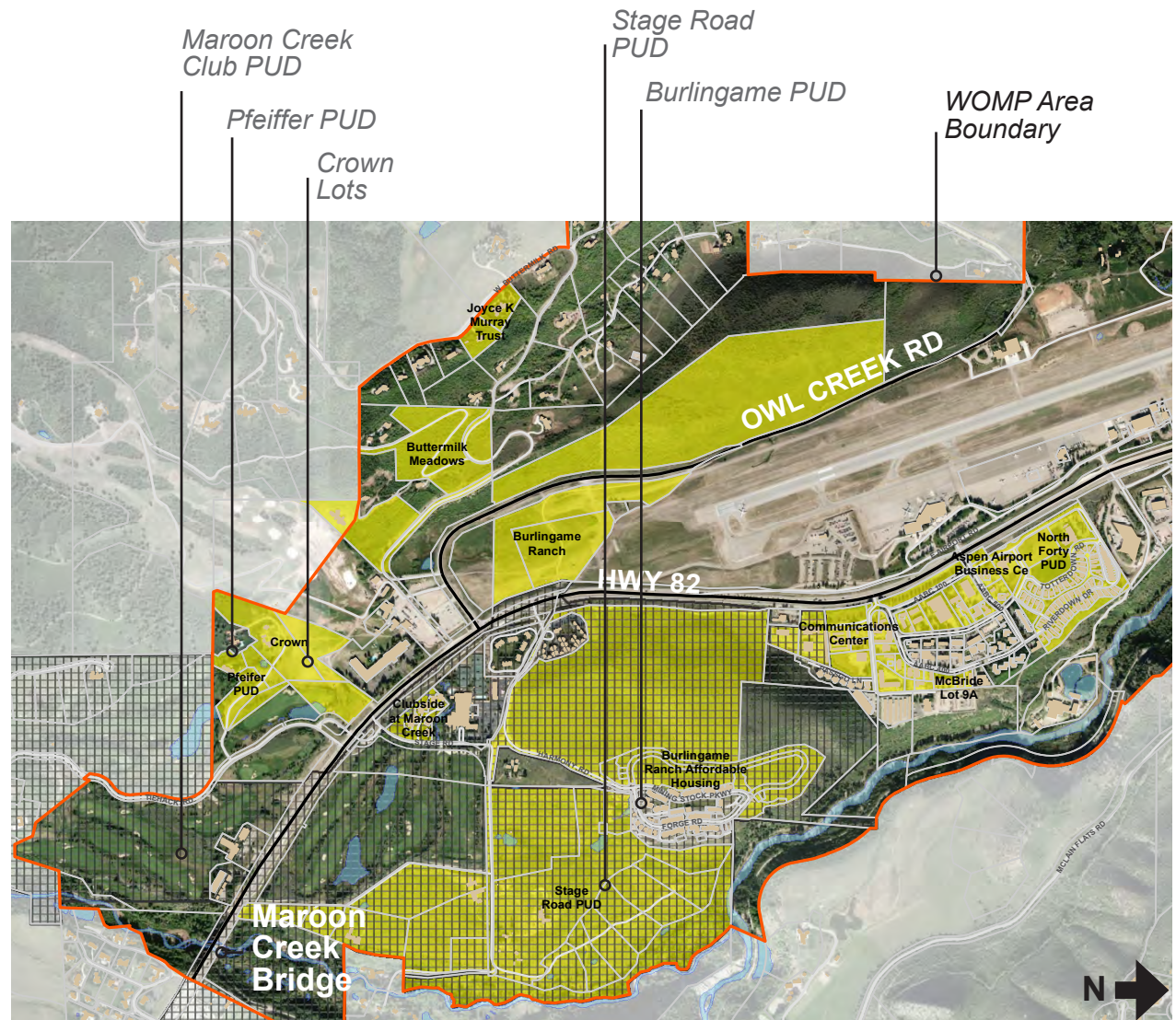


Figure 6: Map of Established Subdivisions

-  West of Maroon Plan Area Boundary
-  Aspen City Limits
-  Existing Subdivisions



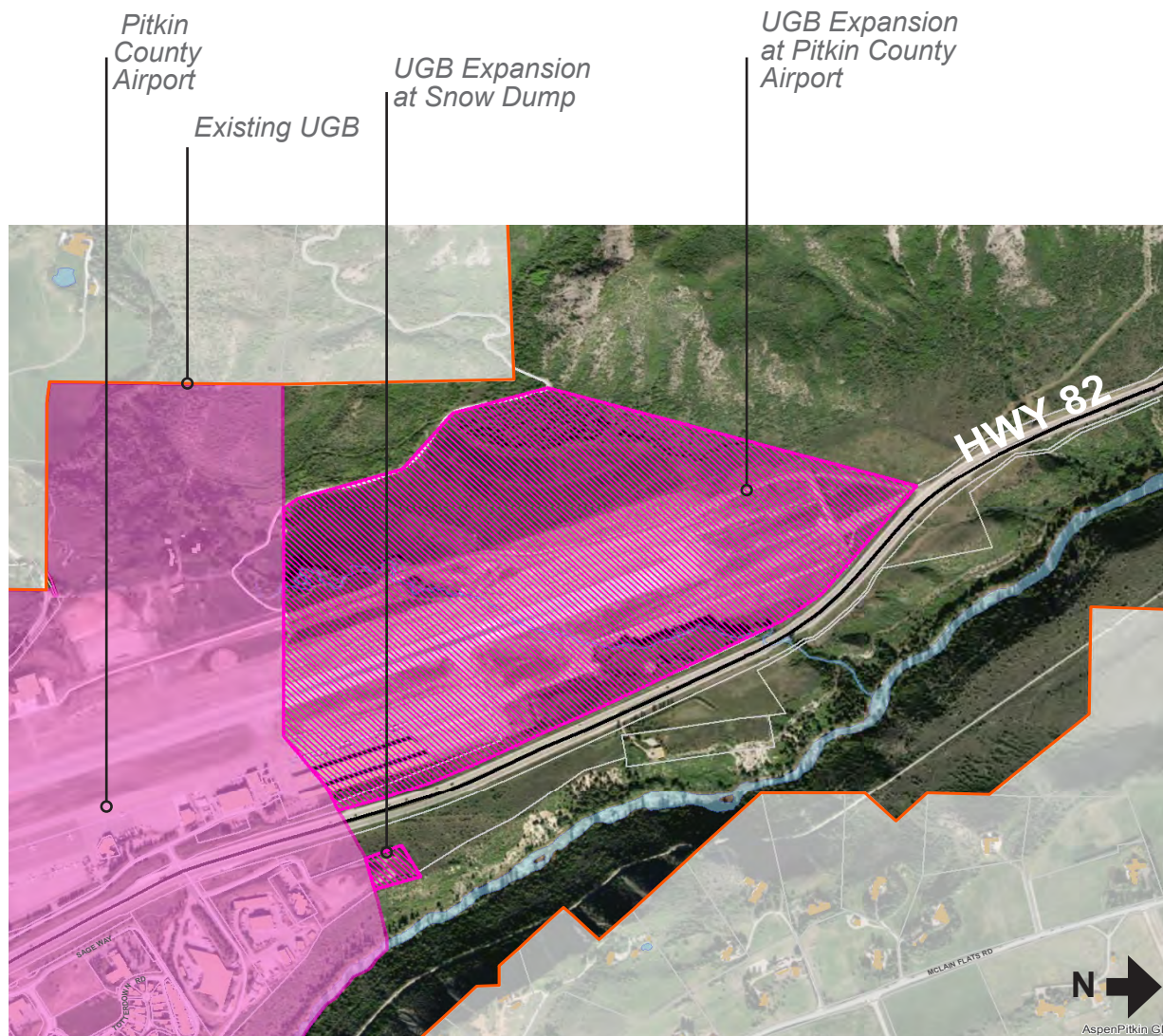


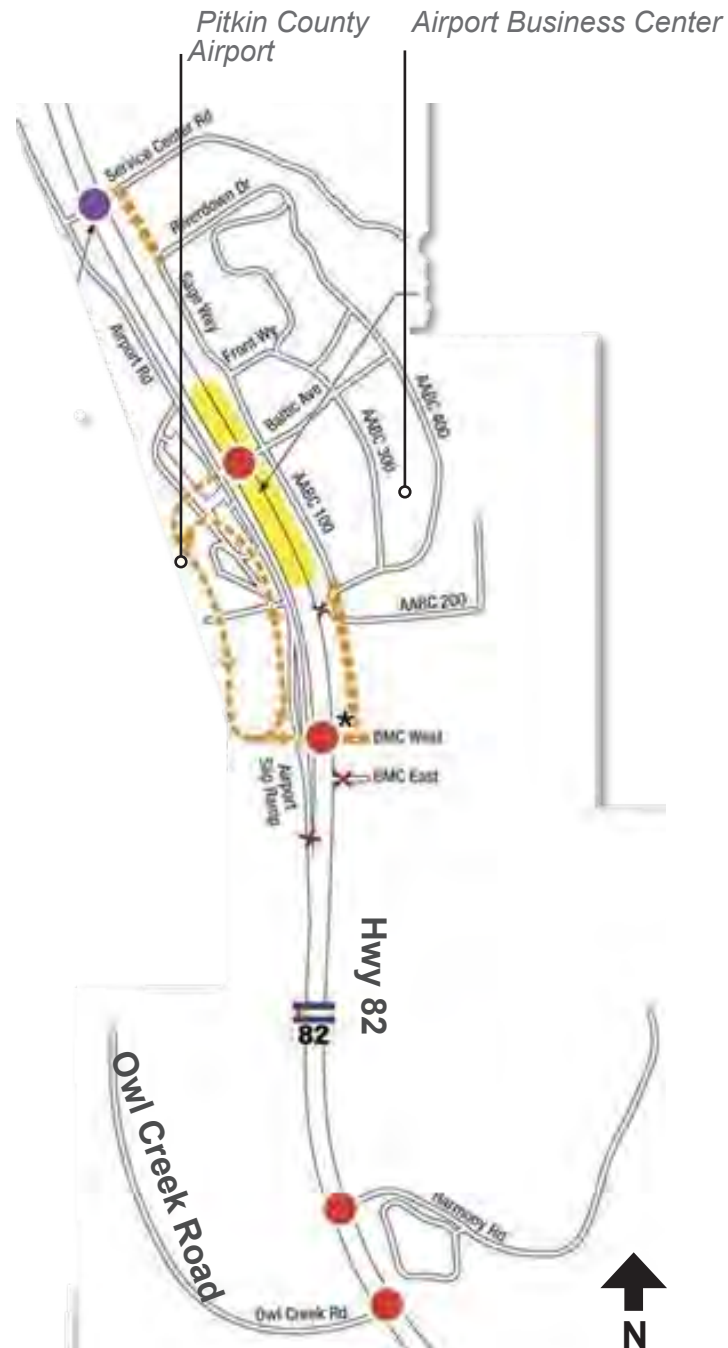
Figure 7: Map of Aspen Urban Growth Boundary Expansion to Include Pitkin County Airport and Aspen Snow Dump

- West of Maroon Plan Area Boundary
- Existing Aspen Urban Growth Boundary
- Expanded Aspen Urban Growth Boundary

Figure 8: Colorado Department of Transportation Highway 82 Access Control Plan



Note: BMC is also known as ProBuild



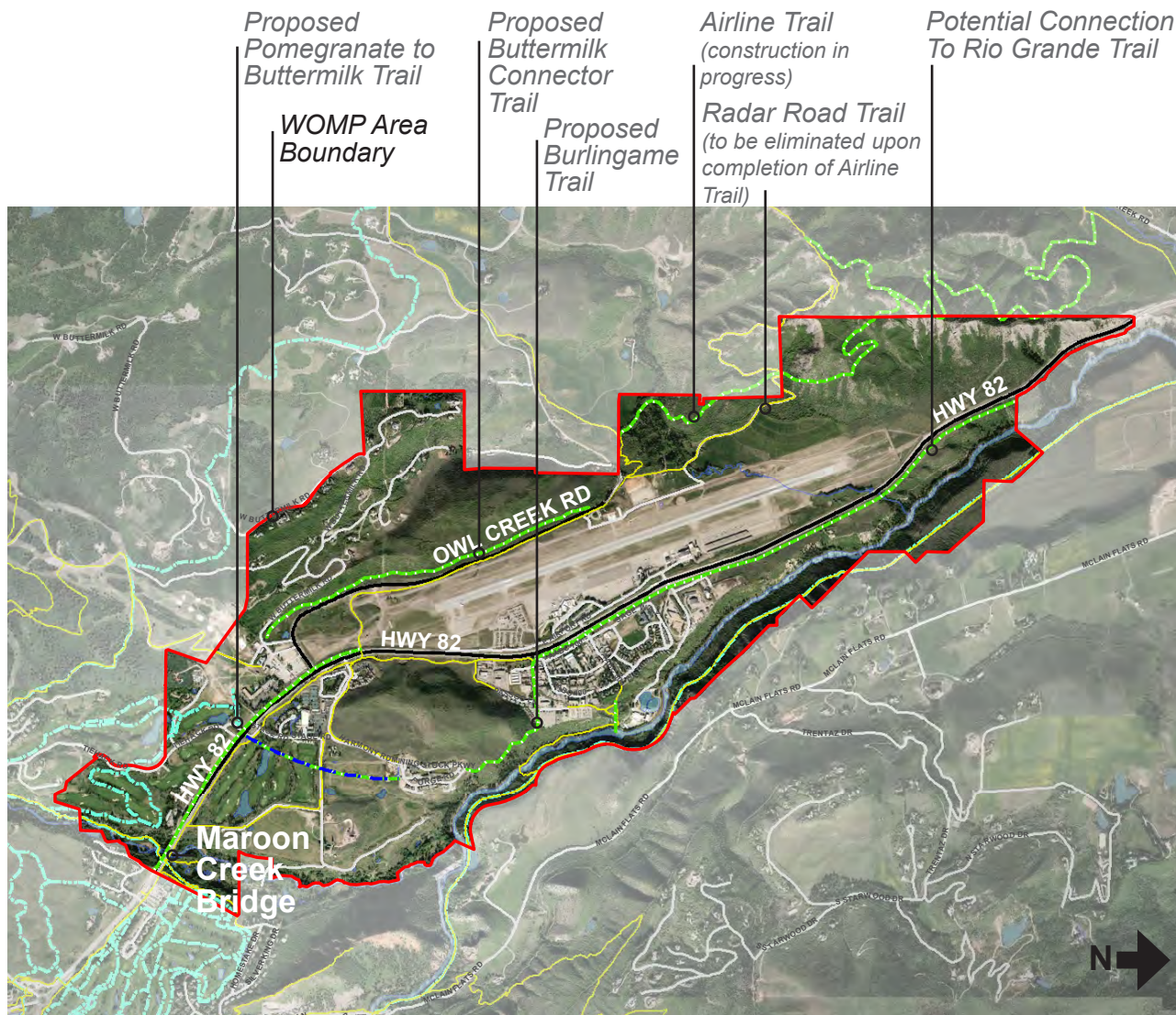







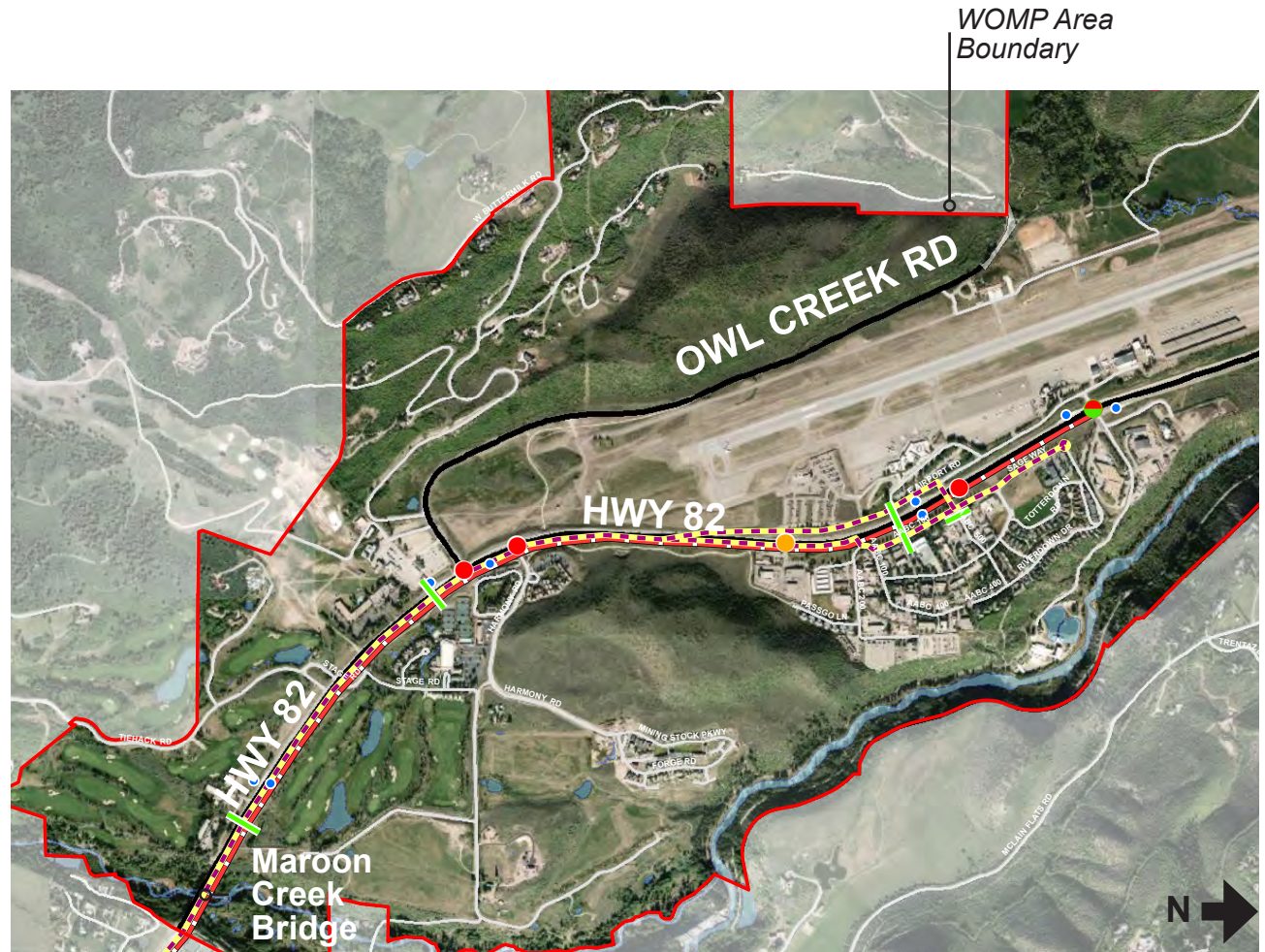


Figure 9: Bicycle, Pedestrian & Nordic Ski Trails Map

-  West of Maroon Plan Area Boundary
-  Primary Roads
-  Roads
-  Existing Nordic Trails
-  Proposed Nordic Trails
-  Existing Trails
-  Proposed Trails

Note: Any trail, including proposed trails as depicted on this map, which traverse Airport property (see Airport designation on Figure 21 – Future Land Use Map) must be consistent with the Airport Layout Plan, Airport Property Map, and the current version of the Airport Master Plan.

Figure 10: *Transit Map*



NOTE: The preferred alternative in the 1998 CDOT Entrance to Aspen Record of Decision delineates a Light Rail Transit (LRT) corridor that follows the Highway 82 alignment through the WOMP area.

Section 2: Planning Activity Nodes

Pitkin County Airport Activity Node





The Pitkin County Airport is owned by Pitkin County and operated by the Pitkin County Board of County Commissioners. Though the Pitkin County Airport includes property located on both sides of Highway 82, all of the improvements and facilities are situated on the west side of the highway.

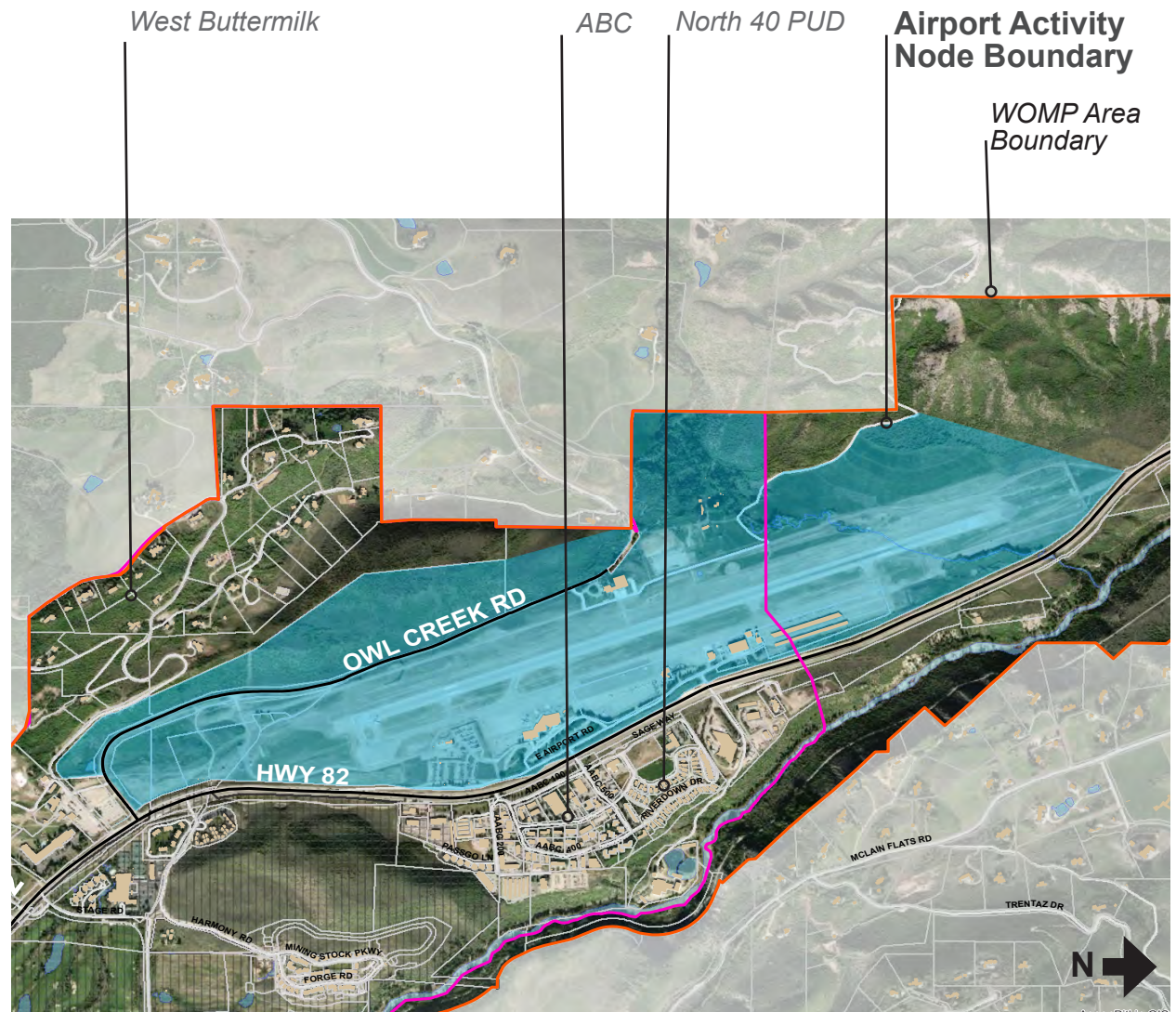
The Pitkin County Airport includes both commercial and general aviation terminals and associated support facilities. The commercial passenger terminal is the largest structure, containing approximately 38,000 square feet, and is located directly across Highway 82 from the ABC subdivision. The general aviation terminal is located to the north along the service road that runs parallel to Highway 82.

Other structures on the Pitkin County Airport property include the Air Traffic Control Tower, several maintenance and storage hangars, two open-sided patio shelters and the Pitkin County Airport Operations Facility located on the west side of the runway. There are also several vehicle parking lots located on the east side of the Pitkin County Airport property including long-term and short-term parking for commercial airline passengers, employee parking, rental car storage, rental ready lot and general aviation parking.

Based on the 2012 Pitkin County Airport Master Plan, future improvements to the commercial passenger terminal and other facilities on the Pitkin County Airport are anticipated subject to further review and public scrutiny.

Figure 11: Pitkin County Airport Activity Node Location Map

-  West of Maroon Plan Area Boundary
-  Aspen Urban Growth Boundary
-  Aspen City Limits
-  Airport Activity Node



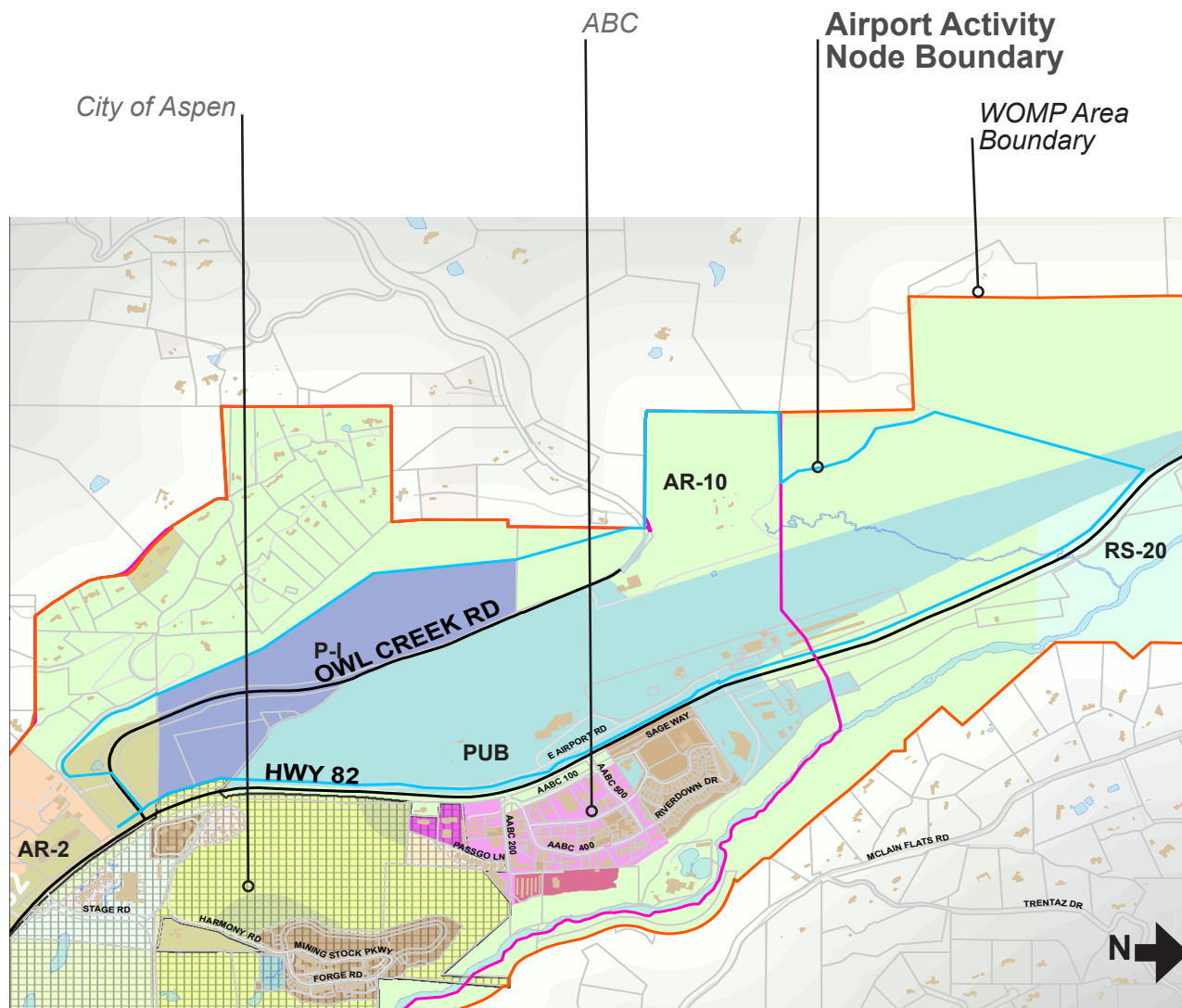


Figure 12: Pitkin County Airport Activity Node - 2012 Zoning

- AH Affordable Housing
- AH/PUD Affordable Housing/PUD
- AR-10 Agricultural/Residential (10 Acre)
- AR-2 Agricultural/Residential (2 Acre)
- B-2 Business
- I Industrial
- LIR-35 Low Impact Residential (35 Acre)
- P-I Public-Institutional
- PUB Public
- RS-20 Resource (20 Acre)
- SKI-REC Ski Recreation
- AH Affordable Housing
- R/MF Residential/Multi-Family
- R/MFA Residential/Multi-Family
- RR Rural Residential
- SCI Service Commercial Industrial
- C Conservation
- OS Open Space
- P Park
- PUB Public

- Aspen Urban Growth Boundary
- West of Maroon Plan Area Boundary
- Airport Activity Node
- Aspen City Limits

Pitkin County Airport Activity Node			
Policy	Implementation Steps	Implementing Agency	Priority
Land Use			
I.1 Limit uses on the Pitkin County Airport to those that are primary, supporting and transportation-related, customarily associated with commercial airports - excluding hotels, motels and lodging as these terms are defined in the Pitkin County Land Use Code.	I.1.a Incorporate the direction of Policy I.1 as part of any long term improvement plan for the Pitkin County Airport, and in the preparation and review of location and extent review(s) for the Pitkin County Airport.	Pitkin County Airport, Pitkin County Community Development Department, Planning & Zoning Commission, BOCC	1
Transportation			
II.1 Improve efficiency and coordination between all related aspects of transportation in the WOMP area.	II.1.a Develop the "Airline Trail" through the Pitkin County Airport property to Sky Mountain Park, and connect to trailhead parking at the Stapleton lot (See Figure 9, Trails Map).	Pitkin County Airport, Pitkin County Open Space and Trails	Underway
	II.1.b Accommodate and develop a potential future trail connection for a "Buttermilk Connector" single track trail on the west side of Owl Creek Road that would link Sky Mountain Park and Buttermilk. (See Figure 9, Trails Map).	Pitkin County Airport, Pitkin County Open Space and Trails	3
	II.1.c Coordinate the location of RFTA Bus Rapid Transit stations at Buttermilk and at the Pitkin County Airport with safe pedestrian access across Highway 82.	Pitkin County Airport, Pitkin County Engineer, RFTA, CDOT	Underway
	II.1.d Examine best practices found to be effective at other airports and implement appropriate measures to improve conditions for travel from and to the Pitkin County Airport.	Pitkin County Airport, RFTA	3
	II.1.e Encourage the use of alternative modes of transportation and diminish reliance upon rental vehicles and parking. As one option, explore the feasibility of final-destination bag delivery for Pitkin County Airport arrivals to make it more feasible for arriving airline passengers to utilize public transportation.	Pitkin County Airport, Aspen Commercial Core & Lodging Commission (CCLC)	2
	II.1.f Preserve the dedicated transit corridor that runs the length of the Pitkin County Airport property to accommodate a future mass transit system. Any future trail alignment in this vicinity should be designed to be compatible with the transportation corridor as defined in the Entrance to Aspen Record of Decision.	Pitkin County Airport, RFTA, CDOT	Ongoing
	II.1.g Provide/maintain a Pitkin County Airport terminal/transit interface adjacent to Highway 82 and the RFTA Bus Rapid Transit station.	Pitkin County Airport, RFTA, CDOT	1





Airport Business Center (ABC) Activity Node

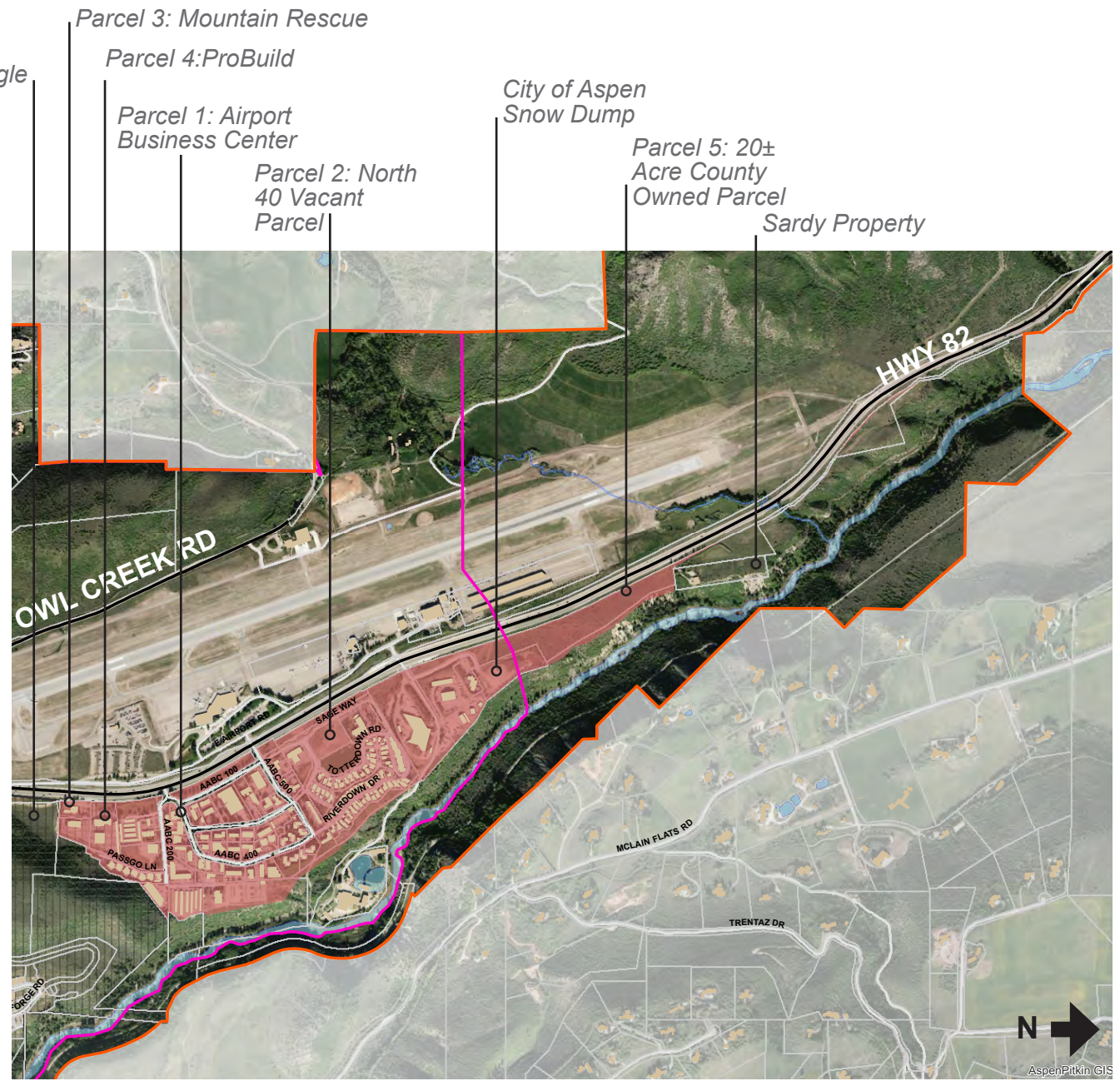
The ABC Activity Node is a commercial center consisting primarily of locally serving businesses. It also contains a mix of affordable single family and multi-family housing, free-market multi-family housing, and several public and institutional uses such as the North 40 Fire Station, the Pitkin County Animal Shelter, Mountain Rescue and Colorado Mountain College. It has historically provided services to the Aspen community and fundamental, local services to those who live and work there.

Policies and Implementation Steps are identified on the following pages for five distinct areas within the ABC activity node:

- Parcel 1, Airport Business Center (ABC)
- Parcel 2, Vacant Parcel Adjacent to the North 40 Soccer Field, known as Block 2 on the North 40 Plat
- Parcel 3, Mountain Rescue Property
- Parcel 4, ProBuild Parcel
- Parcel 5, 20± Acre Parcel immediately north and west of the City of Aspen snow dump property on the east side of Highway 82

Figure 13: ABC Activity Node Location Map

-  West of Maroon Plan Area Boundary
-  Aspen Urban Growth Boundary
-  Aspen City Limits
-  Airport Business Center Activity Node



ABC Activity Node			
All Areas Within the ABC Activity Node			
Policy	Implementation Steps	Implementing Agency	Priority
Land Use			
I.1 Given proximity to residences and high visibility from Highway 82, development should be designed as a collection of small scale buildings designed to be compatible in terms of mass and height, with adjacent residential structures and use.	I.1.a Adopt West of Maroon Creek Scenic Guidelines and modify Land Use Code provisions as necessary to implement policy.	Pitkin County Community Development Department, Planning & Zoning Commission, BOCC	1
Transportation			
II.1 Ensure safe and efficient pedestrian and bike connections exist within the WOMP area and connect the area to downtown Aspen.	II.1.a. Improve existing and create new trail connection(s) where warranted, between the Rio Grande Trail and the ABC and between the ABC and Burlingame (See Figure 9, Trails Map).	RFTA, Pitkin County Public Works & Community Development Departments & Pitkin County & Aspen Open Space & Trails Departments	2
	II.1.b. Improve summer and winter pedestrian access from the ABC, North 40 and CMC to RFTA bus stops on Highway 82.	RFTA, Pitkin County Public Works, Open Space & Trails, Pitkin County Community Development Department	1
II.2 Improve efficiency and coordination between all related aspects of transportation in the WOMP area.	II.2.a. Trails & Transit Departments meet quarterly to review and coordinate project activity.	RFTA, Pitkin County Public Works, Open Space & Trails, Pitkin County Community Development Department	1
II.3 Connect all WOMP area residential development within walking distance or bicycling distance by trail to the ABC.	II.3.a. Complete trail construction between Burlingame and the ABC. (See Figure 9, Trails Map.)	Aspen & Pitkin County Open Space & Trails	1
	II.3.b. Inventory trail connections between residential development and the ABC; identify areas where connections and/or new trail links are necessary to facilitate safe pedestrian/bike travel; establish a phased plan for improvements; fund and build them.	Pitkin County Open Space & Trails, Pitkin County Public Works, Aspen Open Space and Trails	2
II.4 Improve trail connections from the ABC and the immediate environs to the Highway 82 bike path, the Roaring Fork River and the downvalley area.	II.4.a. Ensure trail connection projects are included in Pitkin County Open Space & Trails Management plans and funding.	Aspen & Pitkin County Open Space & Trails Departments	1
II.5 Require future development to be designed at a density and intensity that does not exacerbate the constrained parking and circulation infrastructure in the ABC.	II.5.a. Modify Pitkin County Land Use Code as necessary to modify subdivision, growth management, density and/or intensity standards to relate to constrained parking and circulation infrastructure in the ABC.	Pitkin County Community Development Department	1
II.6 Improve pedestrian safety and circulation within the ABC.	II.6.a. Fund and construct the ABC Road Improvement Project	Pitkin County Public Works, BOCC	Underway
II.7 Provide a safe pedestrian crossing at Baltic Avenue where it intersects the 100 Road.	II.7.a. Obtain funding for, design and construct a safe pedestrian crossing - phasing ultimate design solution with interim solutions to address safety issue until such time as a final design may be funded and built.	Pitkin County Public Works, BOCC	2

ABC Activity Node (continued)			
Parcel 1 - ABC			
Policy	Implementation Steps	Implementing Agency	Priority
Land Use			
I.1 Ensure that zoning maintains the existing integrity of the ABC as a service commercial, light industrial business center that provides services to the Aspen community and fundamental, local services to those who live and work there.	I.1.a Evaluate zoning, and modify if necessary to preclude additional inventory of free-market and deed-restricted affordable housing, office space and retail commercial uses in the ABC (except as specified in the WOMP for the vacant parcel adjacent to the North 40 Soccer Field (Parcel 2) & the ProBuild parcel (Parcel 4), below.	Pitkin County Community Development Department, Planning & Zoning Commission, BOCC	1
	I.1.b. Modify zoning as necessary to allow and/or provide incentives for service commercial and light industrial uses at the ABC.	Pitkin County Community Development Department, Planning & Zoning Commission, BOCC	1
I.2 Improve way-finding signs at the entrance to and within the ABC.	I.2.a. Collaborate with business owners in the ABC to establish an effective sign plan for County Roads and business locations within the ABC. Amend ABC covenants if necessary to accommodate needed improvements.	Pitkin County Community Development Department, ABC Owner(s)	2
Parcel 2 - Vacant Parcel Adjacent to North 40 Soccer Field, known as Block 2 on the North 40 PUD Plat			
Policy	Implementation Steps	Implementing Agency	Priority
Land Use			
I.1 Ensure that development of this highly visible parcel is compatible with respect to the overall mix and balance of uses within the ABC Activity Node.	I.1.a. Designate for the following future land uses subject to required rezoning, land use reviews and approval: <ul style="list-style-type: none"> ▪ Deed restricted affordable housing and/or; ▪ Mixed-use including accessory service commercial uses as a component (with minimum possible visual impacts as viewed from North 40 residences and Highway 82), and minimum possible traffic generation; and/or; ▪ Public Institutional use for purposes such as expansion of existing higher education facilities. 	Pitkin County Community Development Department	1
	I.1.b. Prohibit lodging as a use.	Pitkin County Community Development Department	1
	I.1.c. Allow development on Block 2 as described on the North 40 PUD Plat, to incorporate the acreage of the adjacent soccer field to determine allowable floor area.	Pitkin County Community Development Department	Ongoing

ABC Activity Node (continued)			
Parcel 3 - Mountain Rescue Parcel			
Policy	Implementation Steps	Implementing Agency	Priority
Land Use			
I.1 Ensure that development of this highly visible parcel is compatible with respect to the overall mix and balance of uses within the ABC Activity Node. (Note that the variance granted on this site for a forty-foot tower is an exception to the height standard that is not envisioned as appropriate elsewhere in the Node.)	I.1.a. Rezone from AR-10 to B-2 or P-I to accommodate Public Institutional and/or Incubator Business use(s).	Pitkin County Community Development Department	Underway
Parcel 4 - ProBuild Parcel			
Policy	Implementation Steps	Implementing Agency	Priority
Land Use			
I.1 Ensure that development is compatible in mass and scale with respect to the overall mix and balance of uses within the ABC Activity Node.	I.1.a. Designate for service, commercial, industrial use and/or for affordable housing PUD and/or for mixed service commercial/affordable housing use; and/or incubator business use.	City of Aspen Community Development Department	1
Parcel 5 - 20 Acre Parcel Immediately North & West of City of Aspen Snow Dump Property on East Side of Highway 82			
Policy	Implementation Steps	Implementing Agency	Priority
Land Use			
I.1 This parcel should continue to function as an undeveloped transition area, providing an important open viewplane and visual break from dense development in the ABC area before the highway corridor narrows in the Shale Bluffs area.	I.1.a. A plat showing surveyed boundary lines and ownership of this parcel should be recorded with the Pitkin County Clerk and Recorder. The portion of this property purchased all or in part with FAA and/or Pitkin County Airport funds should be designated as "Airport" on the Future Land Use map, and to the extent consistent with the Airport Layout Plan, Airport Master Plan, and the Airport Property Map, the property will serve as an unobstructed visual buffer between the Aspen Urban Growth Boundary and less dense areas to the north and west. Any portions of the property not purchased with FAA and/or Pitkin County Airport funds should be designated as Open Space.	Pitkin County Community Development Department, Planning & Zoning Commission and BOCC	1
	I.1.b. Maintain the status of this parcel's location outside of the Aspen Urban Growth Boundary.	Pitkin County Community Development Department, Planning & Zoning Commission and BOCC	Ongoing

Buttermilk/Inn at Aspen Activity Node

Policies and Implementation Steps are identified for the following three parcels contained within the Buttermilk/Inn at Aspen activity node:

- Buttermilk
- Inn at Aspen
- Stapleton Lot

Of the four ski mountains in the Aspen area, Buttermilk serves as a “beginner” mountain with a restaurant facility at the base, and as a venue for special events and activities ranging from the X-Games in the winter to a fruit stand in the summer.

The Inn at Aspen, initially developed as a Holiday Inn motel, was later converted to 122 condominiums which are primarily rented for short-term use. A restaurant and conference space are also on-site.

The Stapleton Lot is undeveloped land adjacent to State Highway 82, located north of the Buttermilk Ski Area and south of the Pitkin County Airport. As the result of a condemnation action by the Colorado Department of Transportation and Pitkin County, it currently serves a variety of public purposes including parking for recreational users, access to public transportation and access to public lands.

Topography across the Activity Node is generally flat from Highway 82 to the base of the Buttermilk Ski slope, where the grade steepens, accommodating skiing.



Figure 14: Buttermilk/Inn at Aspen Activity Node Location Map




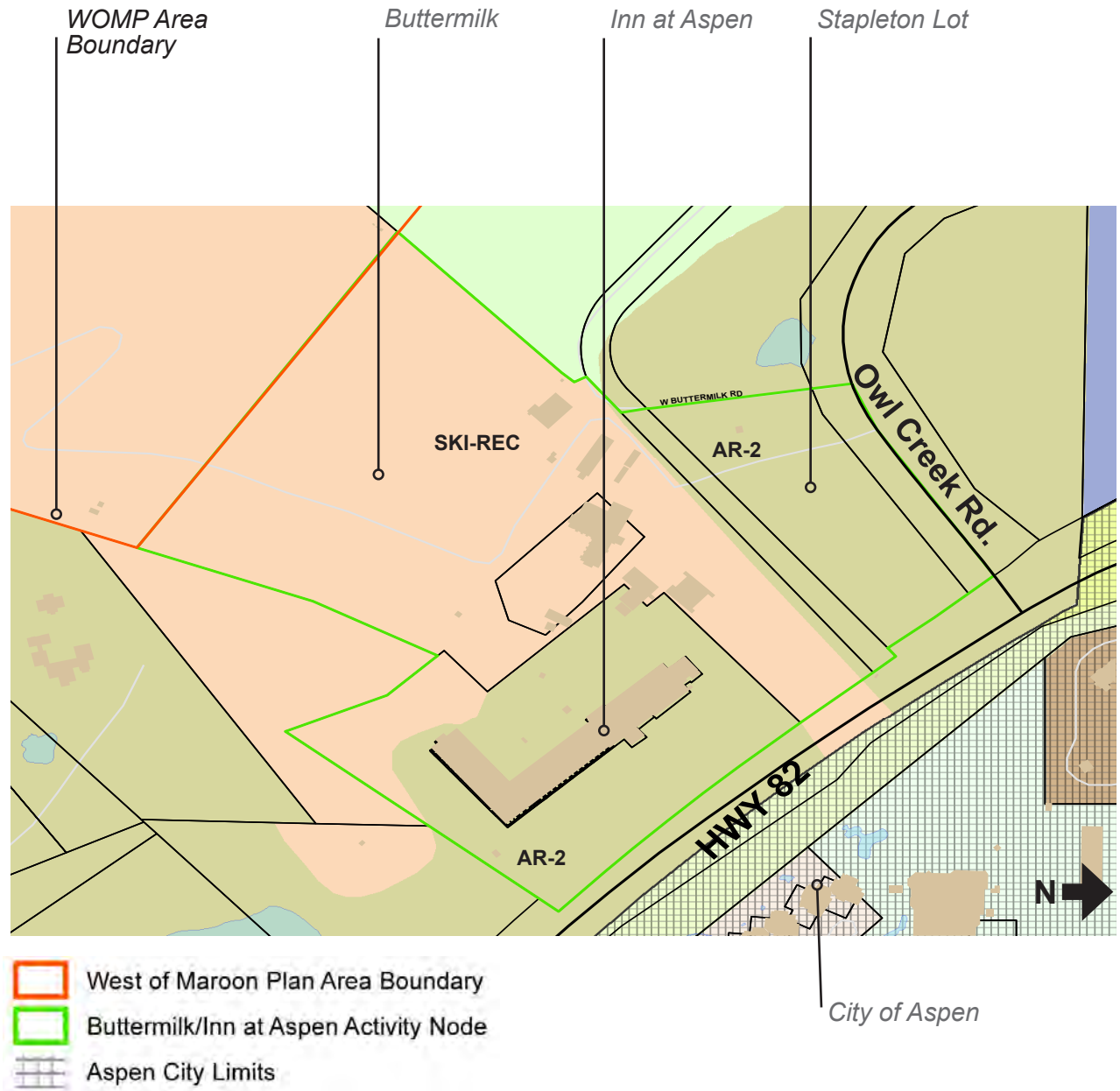
-  West of Maroon Plan Area Boundary
-  Buttermilk/Inn at Aspen Activity Node
-  Aspen City Limits

Figure 15: Buttermilk/Inn at Aspen Activity Node - 2012 Zoning

- AR-10 Agricultural/Residential (10 Acre)
- AR-2 Agricultural/Residential (2 Acre)
- P-I Public-Institutional
- SKI-REC Ski Recreation
- AH Affordable Housing
- R/MFA Residential/Multi-Family
- C Conservation
- OS Open Space
- P Park



Buttermilk/Inn at Aspen Activity Node			
All Areas Within the Buttermilk/Inn at Aspen Activity Node			
Policy	Implementation Steps	Implementing Agency	Priority
Land Use			
I.1 Maintain and encourage the Buttermilk/Inn at Aspen Activity Node as a lodge/ski/recreation area. Encourage lodging options here that address the needs of Buttermilk visitors, especially families and beginning skiers	I.1a. Rezone to accommodate lodge use on the Inn at Aspen parcel if such change can be accomplished in conformance with WOMP Scenic Guidelines.	Pitkin County Community Development Department, Planning & Zoning Commission, BOCC	1
	I.1.b. Encourage joint planning between owners of the Inn at Aspen and Buttermilk if/when redevelopment of either or both properties is proposed.	Owners of respective properties	Ongoing
Transportation			
II.1 Ensure connectivity with Buttermilk and the Inn at Aspen internally and externally relative to pedestrians, vehicular traffic, mass transit and utilities.	II.1.a. Require redevelopment of either property to incorporate a transportation plan that facilitates use of public transit and development and/or use of trails to access public lands and Aspen. Diminish the need for use of the automobile.	City & County Open Space & Trails Departments, Pitkin County Public Works, RFTA, City of Aspen Parks Department	1
II.2 Ensure safe and efficient pedestrian and bike connections exist within the West of Maroon Creek Corridor area and connect the area to downtown Aspen.	II.2.a. Explore feasibility of funding and constructing an improved Highway 82 pedestrian crossing at Buttermilk to allow safe access to and from the downvalley RFTA bus stop.	City & County Open Space & Trails, Pitkin County Public Works, EOTC, RFTA, City of Aspen Parks Dept.	2
	II.2.b. Fund and construct a sidewalk/trail on the south side of Highway 82 to connect the Pomegranate/Aspen Country Inn to Buttermilk and the Stapleton Lot (See Figure 9, Trails Map).	City & County Open Space & Trails, Pitkin County Public Works, RFTA, City of Aspen Parks Dept.	1
Buttermilk Parcel			
Policy	Implementation Steps	Implementing Agency	Priority
Land Use			
I.1 Allow use of Buttermilk as a special event venue;	I.1.a. Amend the Buttermilk Ski Area Master Plan to address special events as a use including, but not limited to, standards for number of events per year and level of intensity allowed.	Pitkin County Community Development Department, Planning & Zoning Commission, BOCC	Ongoing
I.2 Allow for seasonal agricultural/produce sales in the Buttermilk parking lot subject to Pitkin County permitting and/or review standards;	I.2.a. Modify Land Use Code, as necessary, to develop standards to accommodate use.	Pitkin County Community Development Department	Ongoing

Buttermilk/Inn at Aspen Activity Node (continued)

Buttermilk Parcel

Policy	Implementation Steps	Implementing Agency	Priority
Transportation			
I.3 Address long term vehicular storage and/or staging at the base of Buttermilk.	I.3.a. Amend the Land Use Code and/or the County-approved Buttermilk Master Plan to prohibit long term vehicular storage or long term staging at the base of Buttermilk; with the exception of storage or staging expressly allowed for in the Buttermilk Master Plan to accommodate ski area/recreation activities associated with the Buttermilk Ski Area.	Pitkin County Community Development Department	Ongoing
II.1 Incorporate transit in planning for special events.	II.1.a. Require special events to develop and implement a transportation plan that facilitates use of public transit and safe pedestrian and bicycle access, diminishing the need for use of the automobile.	Pitkin County Community Development Department	1
II.2 Improve signage for Buttermilk and Tiehack Ski Areas as one approaches the areas on Highway 82.	II.2.a. Coordinate Colorado Department of Transportation, U.S. Forest Service and Aspen Skiing Company signs providing Buttermilk and Tiehack location information along Highway 82.	Pitkin County Community Development Department & Public Works, Colorado Department of Transportation, United States Forest Service.	1

Inn at Aspen Parcel

Policy	Implementation Steps	Implementing Agency	Priority
Land Use			
I.1 Ensure preservation of the short-term lodging function of the Inn at Aspen.	I.1.a Explore development of a <i>lodge preservation</i> zone to preserve the short-term lodging function of the Inn at Aspen, consistent with general requirements set forth in the West of Maroon Creek Scenic Guidelines;	Pitkin County Community Development Department, Planning & Zoning Commission, BOCC	1
	I.1.b. Explore other options to incentivize the short-term lodging function of the Inn at Aspen	Pitkin County Community Development Department, Planning & Zoning Commission, BOCC	1

Stapleton Lot

Policy	Implementation Steps	Implementing Agency	Priority
Land Use/Transportation			
I.1 Use this parcel for one or more of the following uses: <ul style="list-style-type: none"> • open space preservation; • access to public lands; • parking for recreational users; • to facilitate use of public transportation. Limit development that may negatively impact the runway at the Pitkin County Airport.	I.1.a. Explore use of the Stapleton Lot as a link in the transit system (for example, structure parking to facilitate multi-modal transfers.)	Pitkin County Community Development & Public Works & Open Space & Trails Departments, RFTA	3
	I.2.a. As the Stapleton Lot provides parking for recreation, including trailhead parking for Sky Mountain Park and adjacent Aspen-owned property, ensure that special events and/or other uses at Buttermilk do not preclude access to trailhead parking.	City & County Open Space & Trails, Pitkin County Community Development Department	1

Pomegranate/Aspen Country Inn Activity Node



The Pomegranate/Aspen Country Inn Activity Node consists of two parcels. Existing structures on the parcels include the Pomegranate East Condominiums which contain free-market residential condominiums, and the Aspen Country Inn which contains deed-restricted senior housing and deed-restricted affordable housing provided by the Maroon Creek Club as mitigation when the club was originally approved for development.

The Activity Node is adjacent to Highway 82 on the north, the Maroon Creek Club golf course property on the south and west, and the banks of Maroon Creek on the east. Grade is generally flat. The eastern-most edge of the Activity Node sits on a bench above Maroon Creek located on the valley floor below.

With the exception of the southeastern-most portion of the Activity Node in which the Pomegranate East Condominium building is located, the remainder of the Activity Node, including the garages for the Pomegranate East Condominiums, lies within the City of Aspen Municipal boundary.

Policies and Implementation Steps on the following pages are identified for both the Aspen Country Inn and the Pomegranate East Condominium parcels.

Figure 16: Pomegranate/Aspen Country Inn Activity Node Location Map

-  Aspen City Limits
-  Country Inn/Pomegranate Activity Node



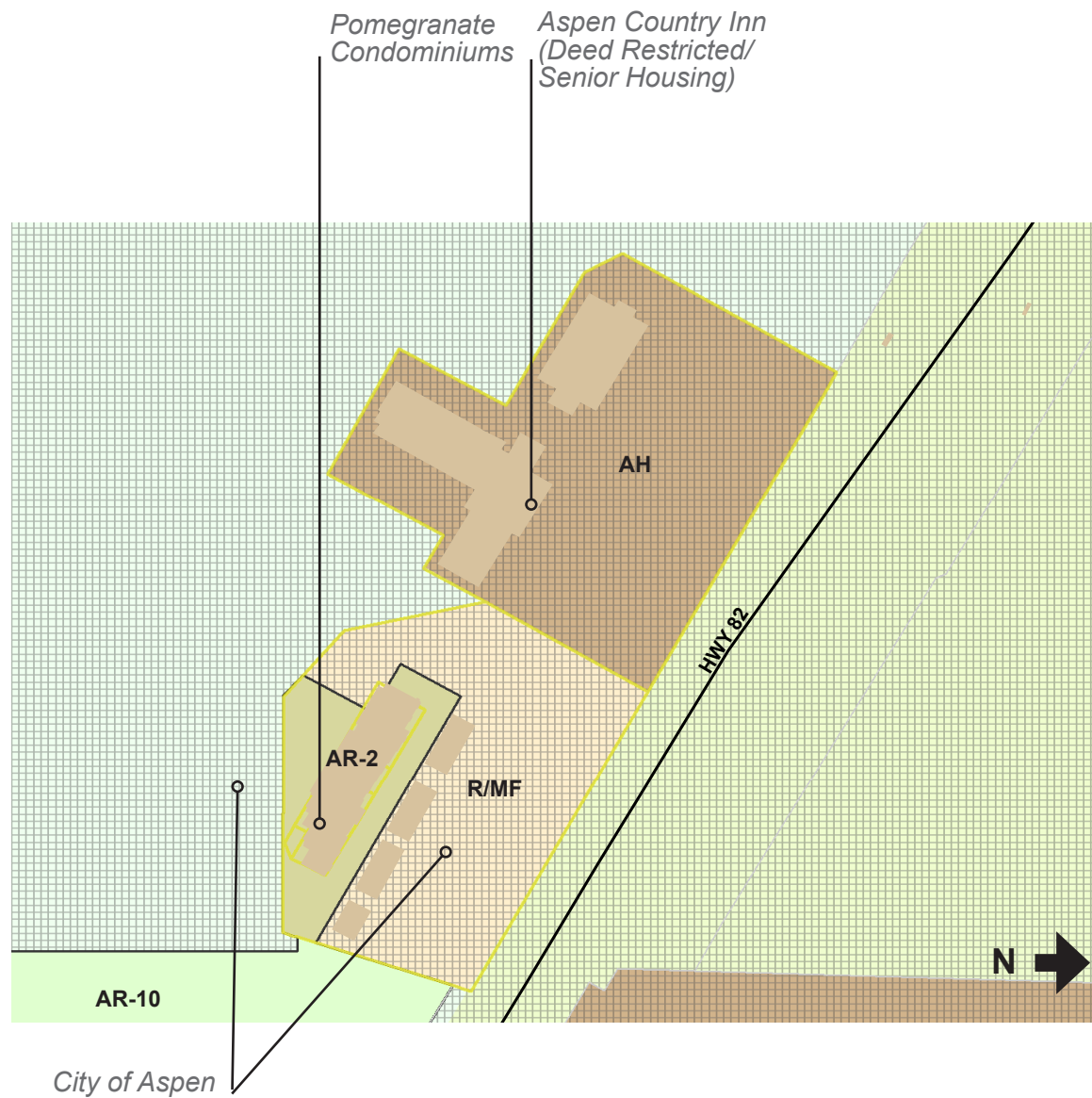


Figure 17: Pomegranate/Aspen Country Inn Activity Node - 2012 Zoning

- AR-10 Agricultural/Residential (10 Acre)
- AR-2 Agricultural/Residential (2 Acre)
- AH Affordable Housing
- R/MF Residential/Multi-Family
- OS Open Space
- P Park
- Aspen City Limits

Pomegranate/Aspen Country Inn Activity Node

All Areas Within the Pomegranate/Aspen Country Inn Activity Node

Policy	Implementation Steps	Implementing Agency	Priority
Land Use/Transportation			
I.1 Development of a safe pedestrian crossing at Highway 82 is a prerequisite to any renovation or redevelopment within this Activity Node. If/when a safe pedestrian access solution is implemented, then redevelopment of deed-restricted housing and/or free-market multi-family residential use may be appropriate here.	I.1a. Obtain funding for and complete development of a safe pedestrian crossing at Highway 82 in the context of comprehensive Highway 82 and sidewalk/trails improvements in the WOMP and Aspen area.	Pitkin County Public Works Department, City of Aspen and Pitkin County Open Space and Trails Departments, City & County Community Development Departments, EOTC	2
	I.1.b. Change zoning to allow for multi-family residential as a use subject to review on the Pomegranate East Condominium parcel.	Pitkin County Community Development Department	1
I.2 Until such time as an alternative location is available, existing deed-restricted senior housing on the Aspen Country Inn parcel should continue to be allowed as a use.	II.2.a. Encourage relocation of senior housing to a more pedestrian-friendly location if improvements to the pedestrian crossing at Highway 82 and a sidewalk or trail connection cannot be accomplished.	Pitkin County & City of Aspen Community Development Departments, Aspen Pitkin County Housing Authority	3

Section 3: Outlying Developable Areas

There are three parcels of land that do not directly relate to identified Activity Nodes or Established Subdivision areas within the WOMP area. They are the Soldner, Sardy and Aspen Consolidated Sanitation District properties.

The Soldner and Sardy properties each contain a single family residence and accessory structure(s). Both properties warrant recommendations for future land use. The Soldner property is surrounded by existing development and potentially subject to development pressure, and the Sardy property, located adjacent to Highway 82 on a bench above the Roaring Fork River, is visually prominent.

The Aspen Consolidated Sanitation District property is situated on the Roaring Fork River well below the elevation of the ABC and the rest of the WOMP area, and its use is not anticipated to change significantly within the life of the WOMP.

Nonetheless, all three properties are part of the fabric of the WOMP area, and the following pages recommend land use for each property going forward.

Figure 18: Soldner Property Location Map

The Soldner property is located in unincorporated Pitkin County but adjacent to the City of Aspen on all sides.



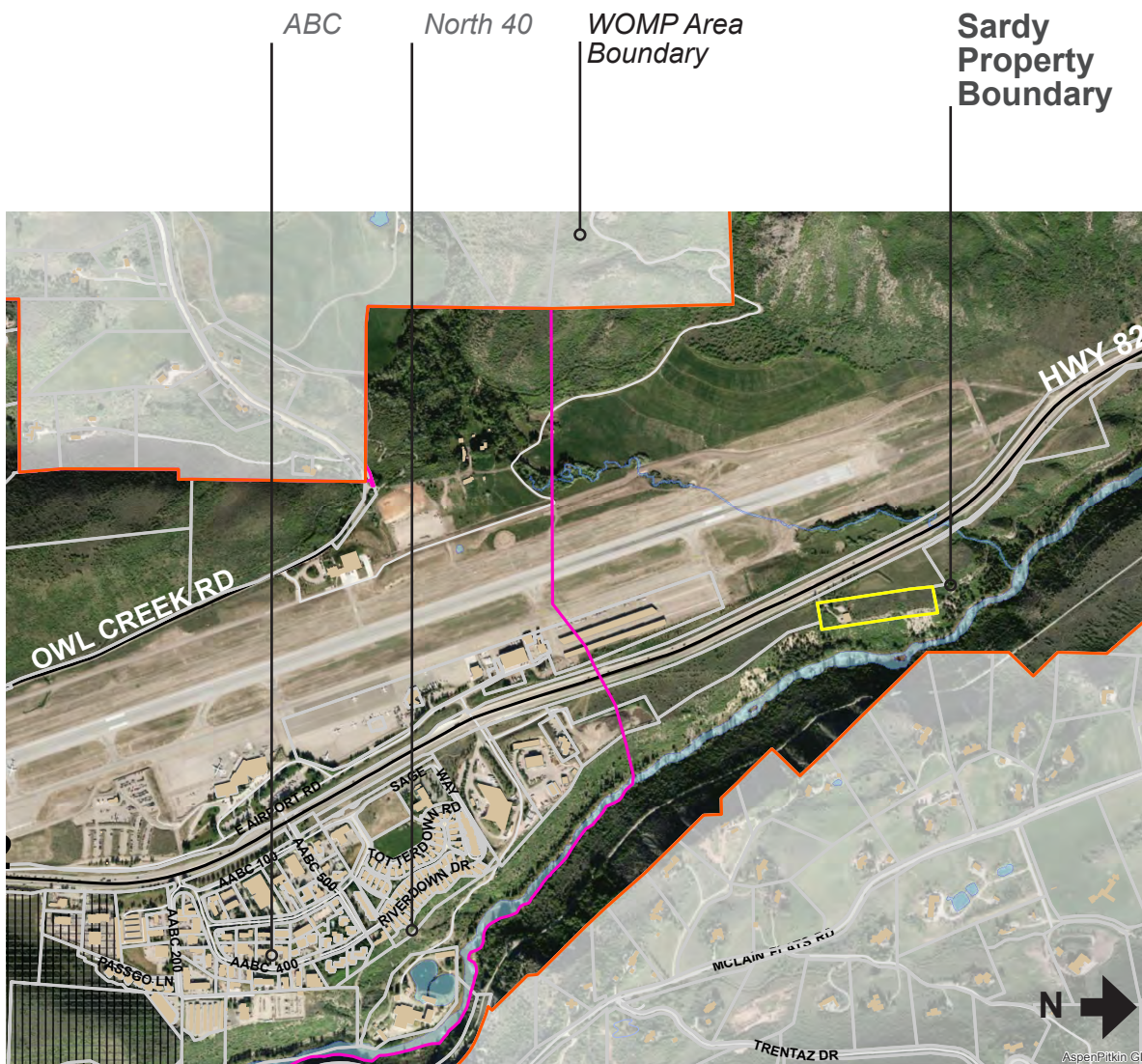


Figure 19: Sardy Property Location Map




-  West of Maroon Plan Area Boundary
-  Aspen Urban Growth Boundary
-  Aspen City Limits

Figure 20: Aspen Consolidated Sanitation District Property Location Map







Outlying Developable Areas			
Soldner Property			
Policy	Implementation Steps	Implementing Agency	Priority
Land Use			
I.1 Maintain this parcel which contains the home and art studio of long-time resident Paul Soldner and his family, as a part of the cultural heritage of Aspen, worthy of recognition.	I.1.a. Ensure zoning accommodates use as a single family residence and art studio; and/or a “cultural center for art,” with public access.	Pitkin County Community Development Department	1
I.2 Allow the parcel to continue to function as a low density oasis between more dense development in the Maroon Creek Club, the Stage Road residential subdivision and the Burlingame affordable housing development.	I.2.a. Maintain two acre zoning to allow up to two homes (subject to applicable land use provisions.)	Pitkin County Community Development Department	1
Sardy Property			
Policy	Implementation Steps	Implementing Agency	Priority
I.1 Recognize the transitional nature of this property as the last developed parcel on the Highway 82 downvalley drive before entering the Shale Bluffs area and the more rural portion of the County. Given its close proximity to Highway 82, any development here is prominent and should be maintained at a low density and intensity.	I.1.a. To ensure low density and intensity, zoning should continue to allow for no more than one single family residence, subject to the West of Maroon Creek Scenic Guidelines.	Pitkin County Community Development Department	1
	I.1.b. Maintain parcel’s location outside of the Aspen Urban Growth Boundary to ensure low density and intensity of use.	City & County Community Development Departments	3
I.2 Because it is surrounded by undeveloped County-owned open space, and may be in close proximity to future County trails, the parcel may also be appropriate as undeveloped open space.	I.2.a. Explore incentives to maintain low intensity and/or encourage open space as a use on the property.	Pitkin County Community Development Department	1
Aspen Consolidated Sanitation District Property			
Policy	Implementation Steps	Implementing Agency	Priority
Land Use			
I.1 Maintain the use of the Aspen Consolidated Sanitation District Property as a public facility.	I.1.a. Rezone to “Public-Institutional” to accommodate existing use, as the current AR-10 zoning does not reflect the current or anticipated use.	Pitkin County Community Development Department, Planning & Zoning Commission, BOCC	1
	I.1.b. Subsequent to WOMP adoption, expand West of Maroon Creek Scenic Guidelines to address the public perspective of the Aspen Consolidated Sanitation District Property and any other properties in the ABC area that are highly visible from the Rio Grande Trail. Subject development in this area to the West of Maroon Creek Scenic Guidelines.	Pitkin County Community Development Department, Planning & Zoning Commission, BOCC	3

CHAPTER 2

FUTURE LAND USE MAP AND LAND USE DESIGNATIONS

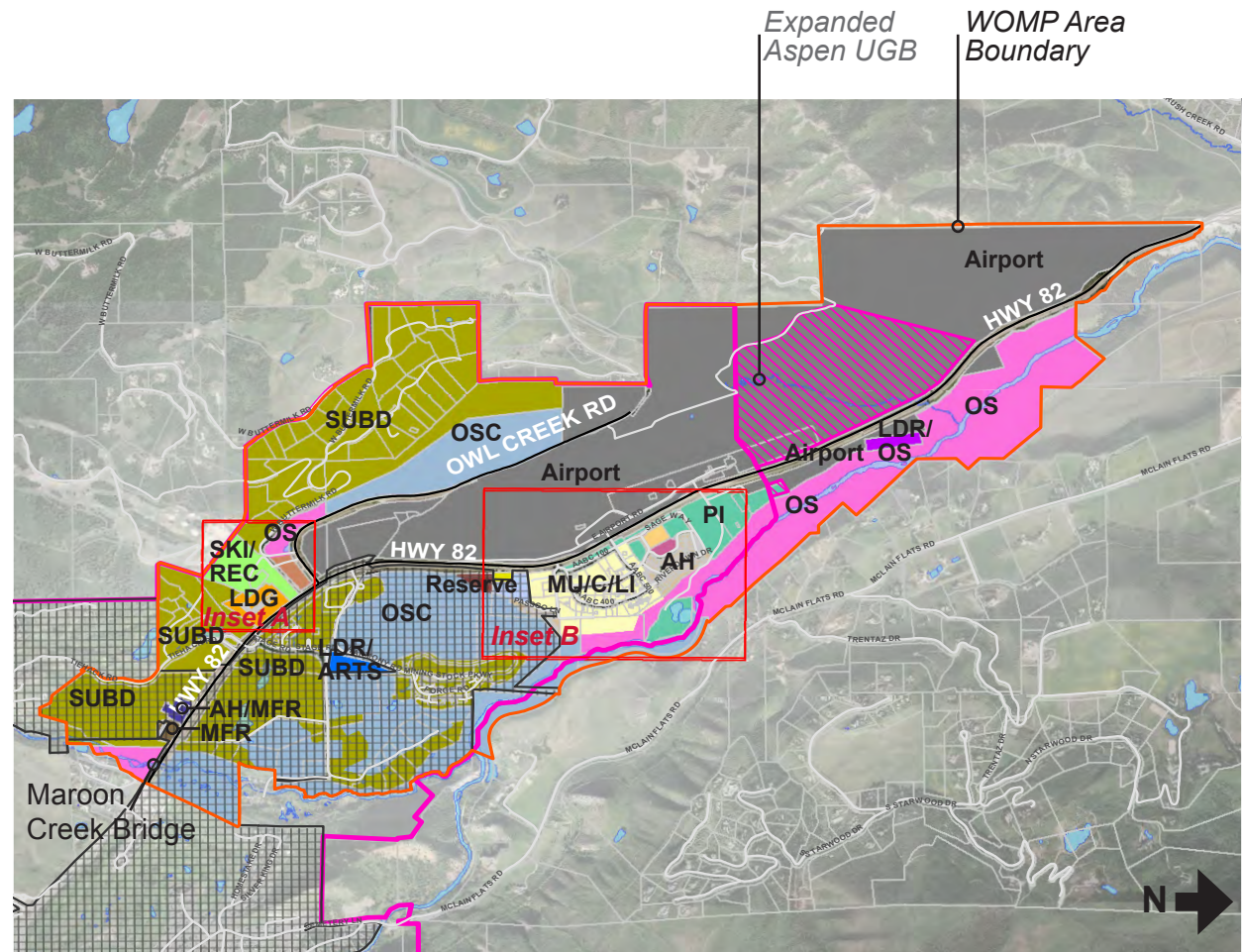


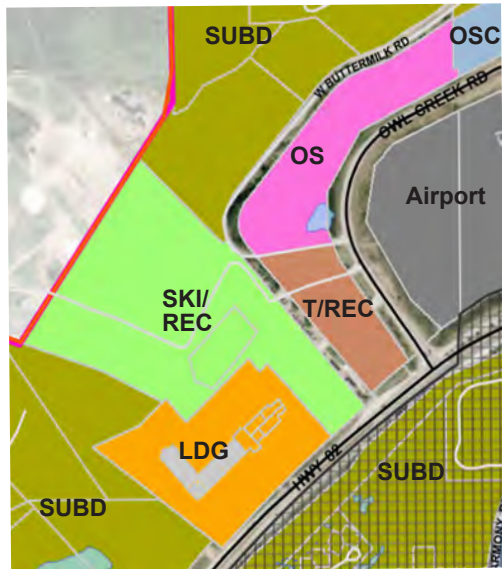
Figure 21: Future Land Use Map

-  West of Maroon Plan Area Boundary
-  Expanded Aspen Urban Growth Boundary
-  2013 Aspen Urban Growth Boundary
-  Aspen City Limits

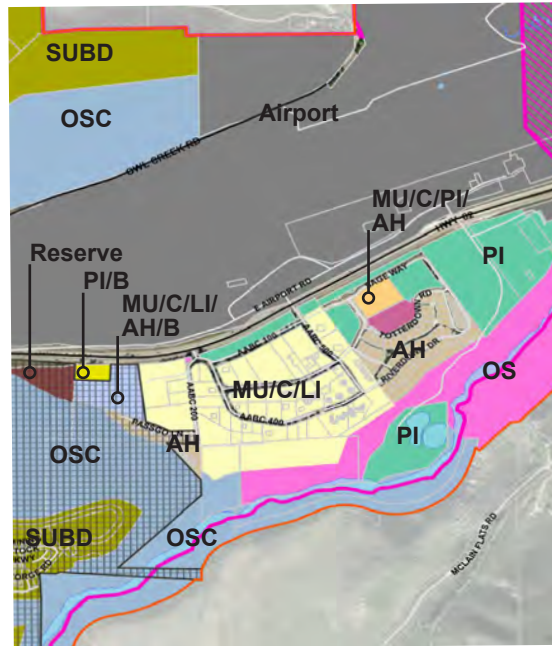
Future Land Use Categories

-  AH
-  AH MFR
-  AIRPORT
-  LDG
-  LDR ARTS
-  LDR OS
-  MFR
-  MU C LI
-  MU C LI AH B
-  MU C PI AH
-  OS
-  OSC
-  PI
-  P REC
-  PI B
-  RESERVE
-  SKI REC
-  SUBD
-  T REC









***Inset A - Buttermilk/
Inn at Aspen Area***



Inset B - ABC Area

**Figure 22: Future Land Use Map
Insets A & B**

-  West of Maroon Plan Area Boundary
-  Expanded Aspen Urban Growth Boundary
-  2013 Aspen Urban Growth Boundary
-  Aspen City Limits

Future Land Use Categories

-  AH
-  AH MFR
-  AIRPORT
-  LDG
-  LDR ARTS
-  LDR OS
-  MFR
-  MU C LI
-  MU C LI AH B
-  MU C PI AH
-  OS
-  OSC
-  PI
-  P REC
-  PI B
-  RESERVE
-  SKI REC
-  SUBD
-  T REC

“The Airport Business Center (ABC) should remain a business service and limited light industrial area for Aspen residents and businesses. The ABC should include basic commercial services for residents that reduce the need for unplanned trips into Aspen. The Base of Buttermilk should continue to function as a vital recreational and lodging component of the Aspen resort community.” - 2012 AACP

Future Land Use Map and Descriptions

The following acronyms are used on the WOMP Future Land Use Map (Figure 21) to describe recommendations for future land use on parcels within the WOMP area. Following each acronym below is an explanation of the land use associated with it. Land Use recommendations that may warrant zoning changes are found within Land Use and Transportation Policies and Implementation recommendations for WOMP areas throughout Chapter 1.

OSC	Open Space Conservation Properties subject to conservation easements intended to preserve open space values.
OS	Open Space Undeveloped Open Space including parcels that function as buffers between developed portions within the WOMP area.
SUBD	Established Subdivision Area Existing zoning and/or PUD approvals in these areas are considered to adequately address existing and/or future development, and changes to existing use and/or approvals within the ten year life of the WOMP are not anticipated.
P/Rec	Park/Recreation Park for developed outdoor recreation.
LDR	Low Density Residential (Sardy, Soldner) Single Family Residential use at less than or equal to 1 DU/10 Acres for Sardy Property and less than or equal to 1 DU/2 Acres for Soldner property.
MFR	Multi-Family Residential (Pomegranate, Aspen Country Inn) Residential use at density/floor area to be determined subject to applicable City/County Land Use Code.

<i>AH</i>	Deed Restricted Affordable Housing PUD Residential use with density subject to Planned Unit Development (PUD) review and approval.
<i>ART</i>	Non-Commercial Art Studio/Cultural Center (Soldner)
<i>Ski/Rec</i>	Ski/Recreation Ski, Recreation, Special Event Venue (Buttermilk).
<i>LDG</i>	Lodging (Inn at Aspen) Short-term tourist accommodation associated with the base of Buttermilk.
<i>P/I</i>	Public/Institutional Use Public & institutional uses as defined in the Pitkin County Land Use Code (Colorado Mountain College, Aspen Consolidated Water and Sanitation District, Pitkin County Public Works).
<i>MU-C/LI</i>	Mixed Use (ABC) Local-serving service commercial, light Industrial and utility uses (AH, free-market residential, and office uses are intentionally not included).
<i>MU-C/AH/PI</i>	Mixed Use (Vacant Parcel Adjacent to North 40 Soccer Field) Local-serving service commercial to accompany AH, deed restricted affordable housing, public institutional use (such as expansion of the Colorado Mountain College campus).
<i>MU-C/LI/AH/B</i>	Mixed Use (ProBuild) Local-serving service commercial, light industrial, deed-restricted affordable housing, incubator business uses.
<i>B</i>	Incubator Business Use

Airport

Pitkin County Airport

Intended for airport uses and others that are primary, supporting and transportation-related, customarily associated with commercial airports - excluding hotels, motels and lodging as these terms are defined in the Pitkin County Land Use Code.

T/Rec Prkg/Access

Transit/Recreation/Parking/Access (Stapleton Lot)

Parking for public transit/recreation purposes and access to public lands.

Reserve

Reserve (Burlingame triangle property: small triangle of land on the Burlingame property adjacent to and south of the ABC at the base of Deer Hill): As an undeveloped native sage meadow at the toe of the slope of Deer Hill, this parcel is critical to providing wildlife habitat and a natural break from the dense development in the ABC and existing development associated with the Maroon Creek Club.

Although the authority and usage of the WOMP will be described in more detail in Chapter 4: WOMP Authority and Background Information, it should be noted at the start that, unlike the 2012 AACP which was written jointly with the City of Aspen Planning & Zoning Commission, the WOMP is solely a Pitkin County Sub-Area Master Plan, written and adopted by the Pitkin County Planning & Zoning Commission.

Within the WOMP Area boundaries there are several parcels that are inside the City of Aspen and/or owned directly by the City of Aspen. While the WOMP does not bind the City of Aspen in any way, unless adopted wholly or in part by its City Council at a later date, it is hoped that the comments and recommendations contained in the WOMP will be taken into consideration in future zoning, land use decisions, and development approvals.

Pitkin County wishes to serve as a referral agency in any land use review(s) for these properties and, specifically, to be afforded the opportunity to collaborate with the City of Aspen in exploring options for creative approaches to balancing open space and development density on this Burlingame Triangle parcel and the adjacent ProBuild parcel.

CHAPTER 3

SCENIC GUIDELINES AND VIEWS



“The West of [Maroon] Creek Corridor is the “gateway” to Aspen, providing both the physical Entrance to Aspen and the transition from a rural landscape to the more urban townsite. The visual experience of this gateway corridor is of critical importance, and the many different views of our natural surroundings are paramount when it comes to future Planning. Density, size and scale of the built environment must complement rather than detract from the natural setting. We should preserve and prioritize views of ski areas and open space in order to maintain the transitional character of the area.” - 2012 AACP

Section 1: West of Maroon Creek Scenic Guidelines

Introductory Statement:

The emphasis of the West of Maroon Creek Scenic Guidelines is on maintaining natural vistas, ridgelines, hillsides, sage meadows and riparian corridors. The open spaces between designated Activity Nodes are equally important features to be maintained in order to prevent sprawl and continuous development within the WOMP area. Throughout the WOMP area, structures are intended to be low scale and transition from the height and massing of the urban core of Aspen to the rural open spaces along the Highway 82 Corridor as one travels downvalley (north). As one travels south, toward Aspen, a distinct visual transition from low scale, non-continuous development within the WOMP area to the more urban levels of development within Aspen should be maintained. Architecture should reflect the design objectives for the activity nodes within the WOMP area.

Landscaping, lighting and signage within the WOMP area should be minimal, based on appropriate design and placement of development within the designated Activity Nodes.

When applications are submitted for development within the WOMP area, all aspects of the visual appearance including design, landscaping, lighting and signage should be comprehensively planned. Priorities include maintaining views of natural features along the Highway 82 and Owl Creek Road corridors as described in the attached photographs. Attached photographs also depict the two protected “view planes” for Mount Daly and for the Buttermilk Ski Area with mountain views of Aspen Mountain and Highlands Mountain in the background.

The West of Maroon Creek Scenic Guidelines supplement the scenic, landscaping, lighting and signage regulations found in the Pitkin County Land Use Code.

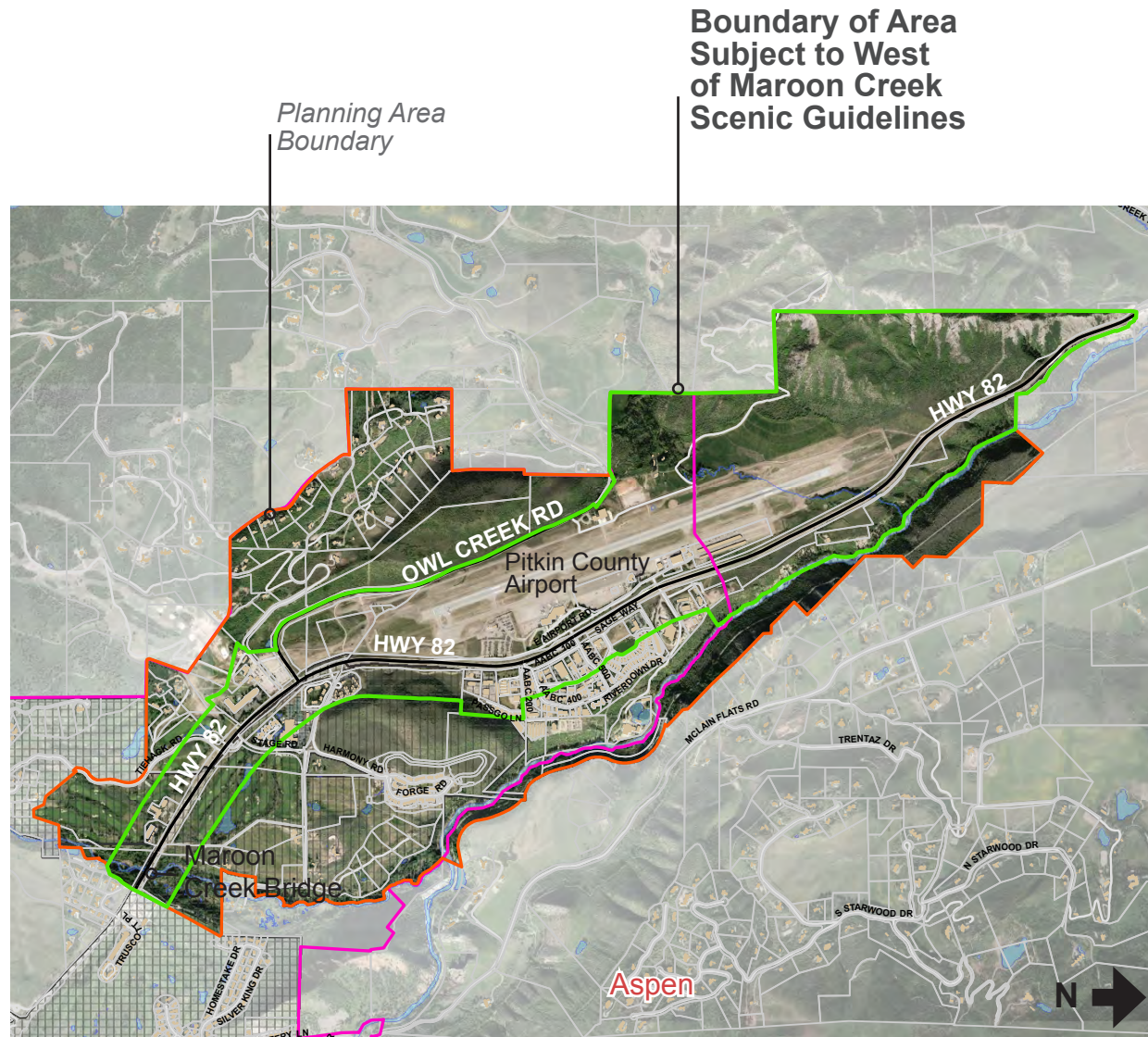


Figure 23: Area Subject to Scenic Guidelines

- West of Maroon Plan Area Boundary
- Aspen Urban Growth Boundary
- Scenic Guidelines Area
- Aspen City Limits

General Guidelines that Apply to the Entire WOMP Area

Design:

1. The density, size and scale of development should be designed to complement rather than obstruct the natural environment as seen from Highway 82.
2. Ridgelines should be unobstructed.
3. The appropriate design of development should minimize the need for “man-made” land forms used as tools for screening development or in order to protect a view or designated view plane (see Section 2). Man-made landforms as part of a structure (such as a buried or partially buried parking garage) on the Pitkin County Airport are excepted from this guideline.
4. Where existing or natural topography allows, structures should be lowered in the ground to minimize height as seen from Highway 82 and Owl Creek Road and pedestrian trails.
5. Maintain a 200 foot setback throughout the corridor except as has been explicitly varied by previous land use approvals. For example, the 2004 Pitkin County Airport Master Plan allows for a 100 foot setback from Highway 82.
6. All utilities should be buried underground.

Landscaping:

1. Only native species should be allowed within the WOMP area.
2. Planting arrangements should mirror natural dispersion of plant groupings in the surrounding natural landscape.
3. When landscaping between Activity Nodes is altered, it should be subject to review; Green areas between nodes are critical for maintaining the scenic objectives of these guidelines and the WOMP in general.
4. Disturbance of native vegetation should be minimized when developing sites during construction.
5. All riparian corridors (including ditches,) and native vegetation and natural plant groupings contained within those corridors, should remain undisturbed.

For Airport-specific guidelines, see “Pitkin County Airport Activity Node” Landscaping section of these Guidelines. Note that this guideline is not intended to preclude normal and appropriate ditch maintenance.

6. Native vegetation should be used to break up the visual impact of continuous impervious surfaces such as parking areas.
7. No replacement trees should mature to a height that would obstruct identified views and view planes (see Section 2). The purpose of this provision is to preserve views for the long term; however, to maintain variation and balance in a landscape, up-to one quarter of the trees or shrubs installed per property may be of a native variety that matures at a height that may obstruct views.
8. Drip and low flow irrigation should be utilized in order to conserve water usage.

Lighting:

1. Exterior lighting should be minimized. There should be a balance between the safety and security needs for lighting and the desire to preserve the night sky.
2. All outdoor lighting for new development should be full cutoff fixtures installed in a fixed down direction and 100% shielded. This will ensure that light trespass and glare have a negligible impact on surrounding property.
3. No light source (bulb) from an outdoor light fixture of a new development should be visible beyond the property line. Shielding should be required to reduce glare so that neither the light source nor its image from a reflective surface should be directly visible from any place along the designated activity or building envelope. If no building envelope or activity envelope has been designated the property line should be used. Shielding the source (bulb) of light should consist of a metal housing (cap) which directs the light downward or a covering with frosted glass or colored glass with a dense enough consistency to hide the light bulb. The complete shielding with a metal cap is the preferred method.
4. In order to minimize light trespass on abutting property, illumination should be measured with a light meter using a foot-candle light measurement scale. The light should be measured at:
 - a. The edge of the activity or building envelope at 4 feet measured vertically from grade and should not exceed 0.1 foot-candles of light.
 - b. Directly under the light source at grade and should not exceed 2.5 foot-candles of light.

- c. Between outdoor light sources and should not exceed 0.5 foot-candles of light.
 - d. On the property line of a subject parcel and should not exceed 0.1 foot-candles, measured at four feet (4') above grade. If no activity or building envelope has been established the property line should be used.
- 5. The maximum height of a freestanding outdoor light fixture for new multi-family residential development and nonresidential development should be twelve feet (12'). This includes fixtures for parking areas, which should be placed far enough apart that the illumination between fixtures is 0.5 foot-candles.
- 6. All new outdoor lighting fixtures should be energy efficient. Energy efficient lights include all high intensity discharge (HID) lamps; high pressure sodium and low pressure sodium. Metal Halide and Mercury vapor bulbs are not allowed.
- 7. Outdoor light fixtures used to illuminate flags should use a very narrow cone of light for the purpose of confining the light to the flag and minimize light trespass and glare.
- 8. Lighting controls that automatically extinguish all outdoor lighting when sufficient daylight is available using a control device or system such as a photoelectric switch, astronomical time switch or equivalent functions from a programmable lighting controller, building automation system or lighting energy management system, should be utilized whenever possible.
- 9. The outdoor light fixtures listed below should be prohibited. Existing light fixtures legally permitted or authorized prior to adoption hereof may be maintained.
 - a. Uplighting/backlit canopies.
 - b. Neon tubing or band lighting along building structures as articulation.
 - c. Flashing lights.
 - d. Illumination of entire building or illumination of building facades.
 - e. Floodlighting, up lighting.
 - f. Any light that imitates or causes visual interference with a traffic signal or other necessary safety or emergency light.
 - g. Driveway lighting.
 - h. Mercury vapor lights and metal halide lights.
- 10. Walk way and path lighting must not exceed two (2) feet in height, must be fixed in a down directed direction, must be less than 0.5 foot-candles between each fixture and less than 0.1 foot-candles six (6) feet from the fixture, at the edge of the activity envelope and/or the property line.

(Note: For lighting standards applicable to Pitkin County Airport, see “Pitkin County Airport Activity Node” Lighting section of these guidelines.)

Signage:

1. Prohibit Canopy, Projecting, and Roof signs. An identification sign should only be a free standing or a wall sign.
2. Replacement or new signs should be limited to one sign per business; either a wall sign or a free-standing sign, but not both (except as may be modified under specific guidelines outlined for the Airport Activity Node.)
3. On the west side of Highway 82, allow one identification sign per primary entrance, except as may be modified under specific guidelines outlined for the Airport Activity Node.
 - a. Maintain a setback of 10’ from all property boundaries.
 - b. Sign placement should not impede traffic or obstruct views.
 - c. No off-site signs should be permitted unless approved by the County.
4. Signs at intersections should only indicate the road name and not uses located further along that road. For example, Stage Rd., Harmony Rd., Tiehack Rd.
5. Only identification signs should be lit. Lighting shall be compliant with Section 7-20-140 of the Pitkin County Land Use Code.
6. Ranch gates should not be used as sign structures or located at any entrance drive or roadway along the Highway 82 Corridor within the WOMP area. Ranch gates are prohibited at entrances/exits onto Highway 82.
7. Address numbers should comply with Pitkin County Board of County Commissioner Ordinance 31-2012 pertaining to addressing.
8. Agricultural stands should be allowed one sign no greater than 6 square feet in addition to any other signs approved for the site.
9. Two sided, back-to-back free standing identification signs are encouraged.

Additional Specific Guidelines that Apply to Activity Nodes:

ABC Activity Node Except where noted specifically for application to the ABC Subdivision, the following guidelines apply to all properties within the Activity Node:

Design:

1. The following height limits should apply:
 - a. No structures within the ABC Subdivision should exceed twenty eight (28) feet to the midpoint and thirty (30) feet to the peak of the roof; or twenty eight (28) feet for a flat roof.
 - i. Within two hundred (200) feet of the Highway 82 Right of Way, structures within the ABC Subdivision are limited to fifteen (15) feet to the peak of the roof, or to the high point of a flat roof, as measured from existing grade.
 - ii. Within a perimeter of thirty (30) feet of the boundary of the ABC Subdivision, structures should not exceed fifteen (15) feet to the peak of the roof, or to the high point of a flat roof, as measured from existing grade.
 - b. Outside of the ABC Subdivision and within the two hundred (200) foot setback from the Highway 82 Right of Way, all structures are limited to fifteen (15) feet to the peak of the roof, or to the high point of a flat roof, as measured from existing grade; buildings should incorporate design features that make the structure appear as one story as seen from the Highway 82 Corridor and from pedestrian paths.
 - c. Outside of the ABC Subdivision and outside of the two hundred (200) foot setback from the Highway 82 Right of Way, structures are limited to heights allowed in the underlying zone district.
2. Development within 200 feet of the Highway 82 Right of Way should be lowered in the ground whenever possible.
3. Articulated rooflines should be utilized. A roofline should not appear as a continuous linear plane.

Landscaping:

1. Landscaping should be native mixed species with varying heights and setbacks of plantings in order to soften and complement the facades of buildings.
2. Along the 100 Road in the ABC subdivision and along the frontage roads within the WOMP area, native vegetation should be used to break up the visual impact of continuous impervious surfaces such as parking areas.
3. Plantings along Highway 82 should not create or contribute to a vegetative tunnel effect.

Signage:

1. Only wall signs should be allowed along the frontage road and the 100 Road within the ABC.
2. No signs should be located between Highway 82 and the Frontage Road and/or the 100 Road except:
 - a. Those related to the rights-of-way.
 - b. One free standing Identification sign per ABC entrance.
3. One, back-to-back, two sided free-standing identification sign per ABC entrance is encouraged.
 - a. Sign should be “anchored” on the ground with a base and/or landscaped area.
 - b. Base and landscaping will be included as part of total sign structure height.
 - c. Downward lighting is preferred.

Pitkin County Airport Activity Node:**Design:**

1. The appearance of any new development in the terminal area, as viewed from Highway 82 and Owl Creek Road should be similar to the current facilities which include relatively low structures that are complemented by landscaping.
2. Development on the east and west side of the Pitkin County Airport runway should include low structures which appear to be one story in height, while serving their intended purpose.
3. The rooflines and mass of structures should be articulated and should not appear as continuous (as viewed from Highway 82 and Owl Creek Road), unless such configuration is a necessary aspect of their intended purpose.
4. Use of architectural techniques such as partially buried, earth-bermed and/or earth covered roof and structures such as the Pitkin County Airport Operations Center (AOC), are a desirable means of limiting visual impacts.

5. While serving their intended purpose, structures, buildings and landscaping on the Pitkin County Airport should be designed so as not to obstruct views of Mt. Daly and/or the Buttermilk Ski Area Mountain as viewed from Highway 82.
6. To the extent possible, undeveloped areas immediately beyond the ends of the Pitkin County Airport runway should remain undeveloped as a visual break between Buttermilk to the south and shale bluffs to the north.
7. Maintain existing setback of 100 feet from property line along Highway 82.
8. Ensure that development, including structures, landforms and landscaping does not create a tunnel effect along Highway 82 or Owl Creek Road.

Landscape:

1. Maintain weed control.
2. Maintain the south and north ends of the runway as unobstructed areas vacant of tall plantings and containing native grasses and shrubs.
3. On the west side of the Pitkin County Airport near the Airport Operations Center (AOC), maintain native plantings that mimic the surrounding Owl Creek corridor landscape vegetation, which could include cottonwoods and aspens behind the development contemplated to the north of the existing AOC structure.
4. Maintain the Owl Creek riparian corridor with native, natural vegetation where consistent with the Aspen-Pitkin Airport Wildlife Hazard Management Plan.

Lighting:

1. Lighting associated with the airside facilities at the Airport (runway/taxiway system, deice pad, aircraft parking areas and other facilities located inside the security fence) is regulated by the Federal Aviation Administration (FAA) for safety and shall be exempt from these standards. Wherever the terms “outdoor fixtures” and “exterior lighting” are used in this section, it shall be understood to exclude fixtures or lighting associated with airside facilities. All other exterior lighting at the Airport shall be designed to achieve a balance between the safety and security needs of airport users and the desire to preserve the night sky.
2. Outdoor fixtures other than those associated with the runway/taxiway system and deice pad shall be installed in a fixed down direction, shall be full cutoff fixtures and 100% shielded. Shielding shall be required to reduce glare so

that neither the light source nor its image from the reflective surface shall be directly visible from beyond the property line.

3. The maximum height of a freestanding outdoor light fixture shall be twelve feet (12'). This includes fixtures for parking areas, which shall be spaced so as to achieve an average illumination no greater than 0.5 foot-candles.
4. All new outdoor lighting fixtures shall be energy efficient. Energy efficient lights include all high intensity discharge (HID) lamps (high pressure sodium and low pressure sodium) and any other fixtures of equal or greater efficiency subject to approval by the Community Development Department.
5. Outdoor light fixtures used to illuminate flags shall use a very narrow cone of light for the purpose of confining the light to the object of interest and minimize light trespass and glare.
6. Lighting controls that automatically extinguish all outdoor lighting when sufficient daylight is available using a control device or system such as a photoelectric switch, astronomical time switch or equivalent functions from a programmable lighting controller, building automation system or lighting energy management system, shall be utilized whenever possible.
7. The outdoor light fixtures listed below shall be prohibited. Existing light fixtures legally permitted or authorized prior to adoption hereof may be maintained.
 - a. Uplighting/backlit canopies.
 - b. Neon tubing or band lighting along building structures as articulation.
 - c. Flashing lights.
 - d. Illumination of entire building or illumination of building facades.
 - e. Floodlighting, up lighting.
 - f. Any light that imitates or causes visual interference with a traffic signal or other necessary safety or emergency light.
 - g. Walkway and path lighting must not exceed three (3) feet in height (as measured from the light source to existing grade) and must be down-directed and shielded. LED lighting is encouraged.

Signage:

1. Signage at the Pitkin County Airport should be consistent with the Pitkin County Airport Master Plan sign plan for exterior signs. If visual conflicts exist with the intent of the body of these Scenic Guidelines along the highway corridor, the Pitkin County Airport should work with Community Development

to resolve conflicts and amend the Pitkin County Airport Master Plan signage plan where appropriate.

- a. One two-sided back-to-back free standing identification sign per entrance is encouraged.

Buttermilk/ Inn at Aspen Activity Node:

Buttermilk

Design:

1. The placement, height and massing of structures at the base of the Buttermilk ski area should maintain open views of the ski mountain.
2. Roof lines should be articulated so as not to appear as one continuous linear plane;
3. Maintain setback of 200 feet from Highway 82 Right of Way.

Landscaping:

1. Landscaping should be native mixed species with plantings of varying heights and setbacks to soften and complement the facades of buildings;
2. The parking area provides views of the ski mountain and continues to provide a sense of open landscape. This area should include native, low shrubs and grasses in designated islands throughout the lot. Native plantings will provide needed drainage areas while limiting water usage, and provide green coverage throughout the hard surface parking area.
3. Existing intermittent tree placement along Owl Creek Road and the Buttermilk parking lot should be maintained, and replacement trees should be of a variety that is limited to a height at maturity that will continue to provide views of the mountain. To maintain mountain views, the density of the trees in this location should not be increased.

Lighting:

See General guidelines above.

Signage:

1. Limit free-standing identification signs to one per primary entrance.
 - a. Sign should be “anchored” on the ground with a base and/or landscaped area.
 - b. Base and landscaping will be included as part of total sign structure height.
 - c. Downward lighting is preferred.
2. One back-to-back, two-sided free standing identification sign per primary entrance is encouraged.

Inn at Aspen

Design:

1. Maintain a setback of a minimum of 110 feet from the Highway 82 Right of Way.
2. Maintain height of 19 feet within the first 200 feet from the Highway 82 Right of Way. Allow height to increase to underlying zone district height standard when located more than 200 feet from the Highway 82 Right of Way.
3. Design structures using building materials and colors that blend with the landscape.

Landscaping:

1. Landscaping should balance the need to complement development and maintain background views of ridgelines.
2. A variety of native species should be used as landscaping is replaced.
3. Allowed height of replacement trees at maturity should be determined based on siting of development and compliance with #1 above.

Signage:

1. Limit free-standing identification signs to one per primary entrance.
 - a. Sign should be “anchored” on the ground with a base and/or landscaped area.
 - b. Base and landscaping will be included as part of total sign structure height.
 - c. Downward lighting is preferred.
2. One back-to-back, two-sided free standing identification sign per primary entrance is encouraged.

Pomegranate / Aspen Country Inn

Design:

1. To maintain views of backdrop ridgelines from Highway 82, maintain the height of structures at no higher than the current level. A reduction in building height is encouraged as redevelopment occurs.
2. Maintain setback from the Highway 82 right of way as follows:
 - a. Pomegranate: 180 feet to condominium building. Setback for the Pomegranate garages are subject to City of Aspen zoning and land use approvals.
 - b. Aspen Country Inn senior housing: 195 feet to hip roof structure.
 - c. Aspen Country Inn housing (west building): 200 feet.

Landscaping:

1. Maintain vegetation to screen development until such time as redevelopment occurs.
2. Maintain the continuous creekside native vegetation as viewed from Highway 82 when heading downvalley.
3. Landscaping should compliment architecture and maintain background views of ridgelines; specifically the ridgeline views of Aspen Mountain, Highland Mountain, Buttermilk/Tiehack Mountains should not be blocked by vegetation.
4. Replacement landscaping should be comprised of a variety of native species.
5. Allowed height of replacement trees at maturity should be determined based on siting of development and compliance with #3, above.

Lighting:

See General guidelines above.

Signage:

1. Limit free-standing identification signs to one per primary entrance.
 - a. Sign should be “anchored” on the ground with a base and/or landscaped area.
 - b. Base and landscaping will be included as part of total sign structure height.
 - c. Downward lighting is preferred.
2. One back-to-back, two-sided free standing identification sign per primary entrance is encouraged.

Section 2: Views and Viewplanes

When applications are submitted for development within the WOMP area, all aspects of the visual appearance including design, landscaping, lighting and signage should be comprehensively planned. Priorities include maintaining views of natural features along the Highway 82 and Owl Creek Road corridors as described in the attached photographs. Attached photographs also depict the two protected “view planes” for Mount Daly and for the Buttermilk Ski Area with mountain views of Aspen Mountain and Highlands Mountain in the background.

Definitions:

Views: The public scenic perspective along Highway 82 and Owl Creek Road that should be preserved to the greatest extent possible if development occurs. These perspectives are in place to help influence development decisions including height, mass, scale, setbacks, building materials and color choices.

Photographs in this Section address specific Activity-Nodes and broader perspectives, which may include portions of other Activity Nodes and areas outside of Activity Nodes.

Viewplanes: Areas from which prominent features can be seen from public rights of way and where no future visual obstructions or distractions should occur.

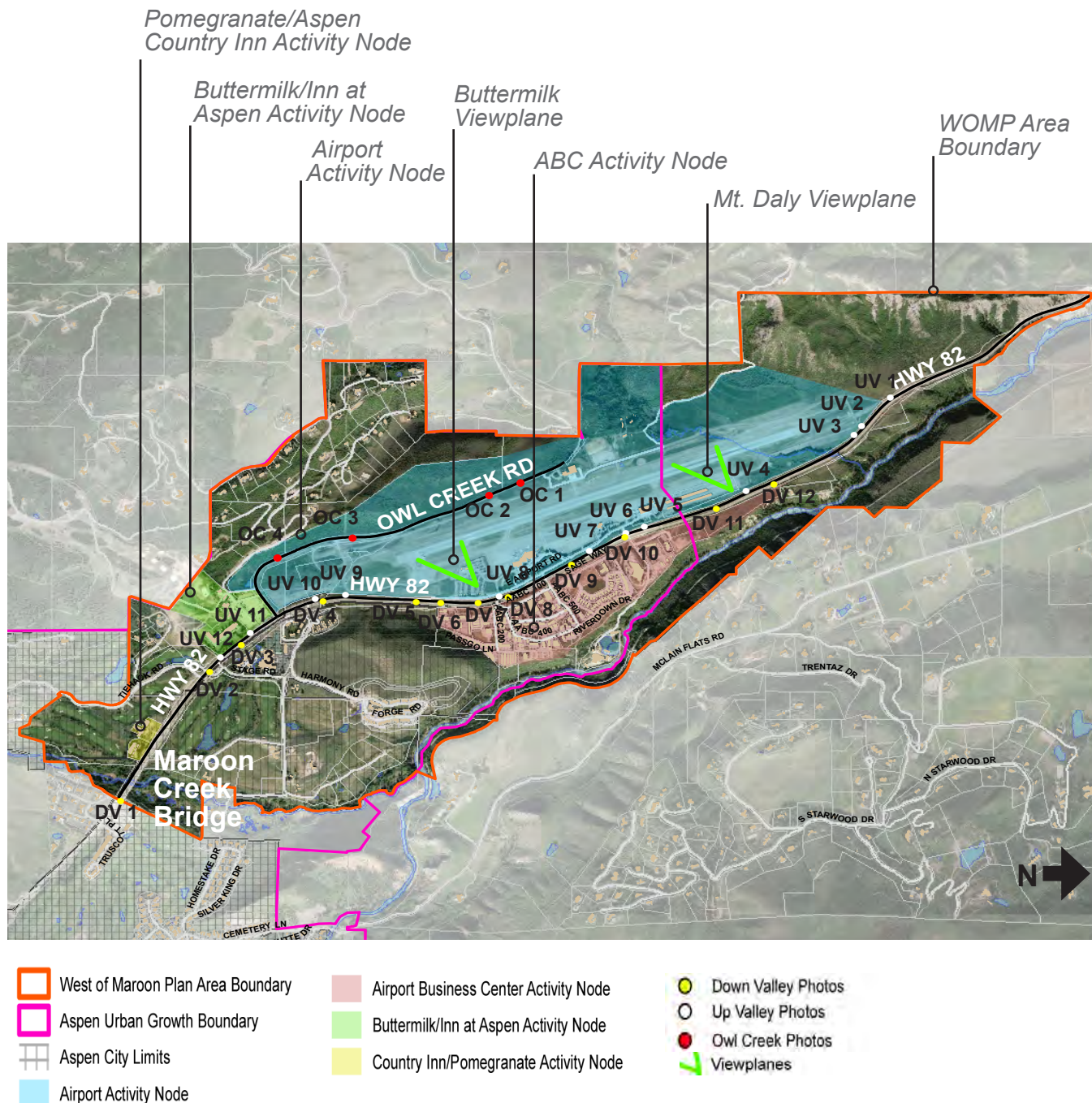
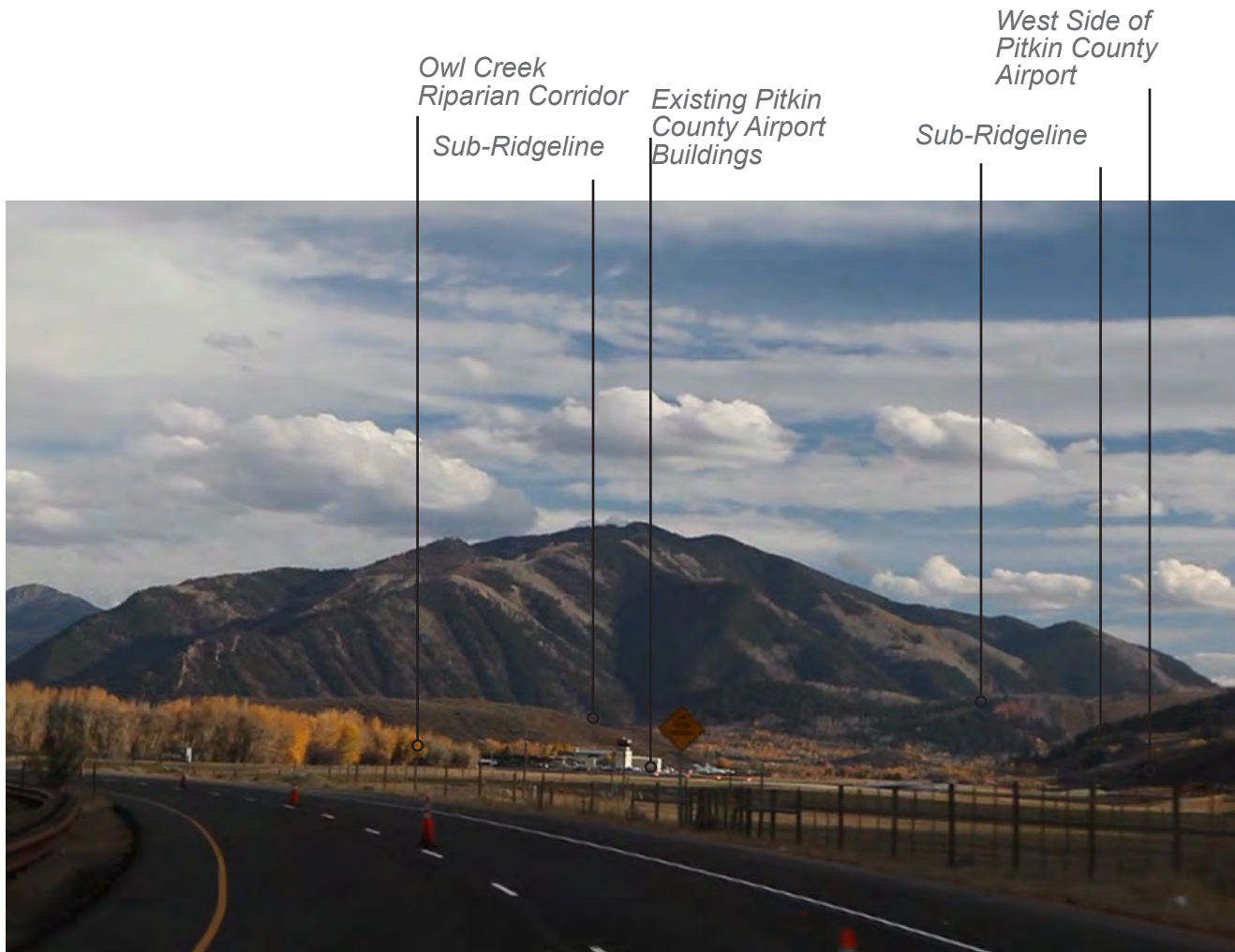


Figure 24: Scenic Views Photo Index Map

This photo index map identifies the location from which each photograph on the following pages was taken.

- Photos taken from Highway 82 while driving upvalley towards Aspen are identified with the symbol "UV."
- Photos taken while driving Highway 82 downvalley away from Aspen are identified with the symbol "DV."
- Photos taken from Owl Creek Road while driving upvalley towards Aspen are identified as "OC."
- The Buttermilk and Mount Daly Viewplanes are identified on the map by white V-shaped symbols on the map, and described in further detail in Figure 25.



Upvalley Photo 1

This is a view of the north end of the Pitkin County Airport.

- Maintain open valley views by tucking potential west side development against the slope as much as possible.
- Maintain views of sub-ridgelines as they taper to the valley floor.
- Non-reflective colors, articulated rooflines and other methods should be used to break massing when designing new development on the western side of the Pitkin County Airport.
- New development on the eastern side of the Pitkin County Airport should continue to employ low-profile design for all structures.
- Vegetation along Owl Creek should be preserved to the greatest extent possible, where consistent with the Aspen-Pitkin County Airport Wildlife Hazard Management Plan.

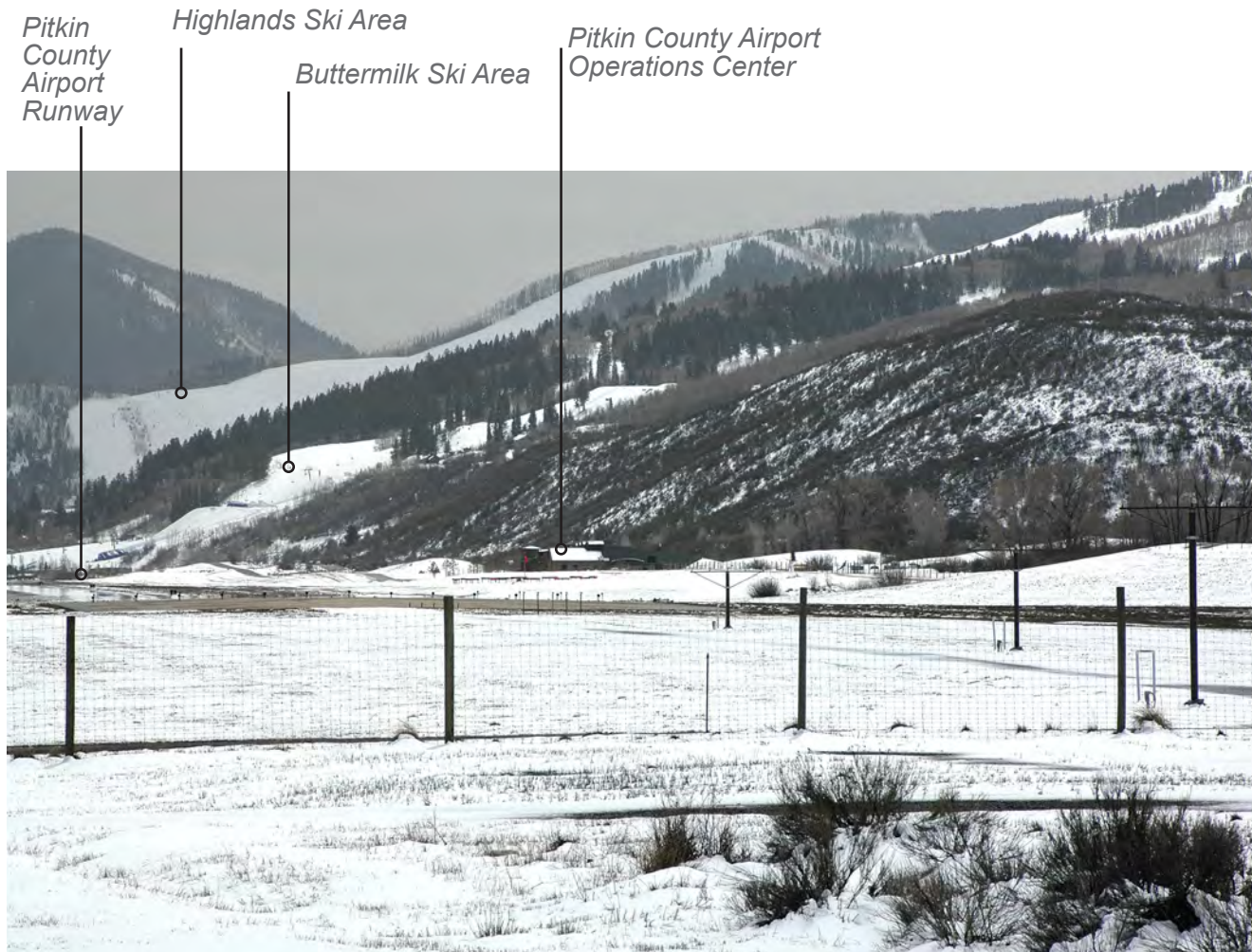


Upvalley Photo 2

This is a view of the west side of the Pitkin County Airport from the north end of the runway when headed upvalley.

- Maintain open, natural borders along the western edge of the Pitkin County Airport property.
- Maintain views of hillsides, natural vegetation and ridgelines.
- Maintain see-through fencing.

Upvalley Photo 3



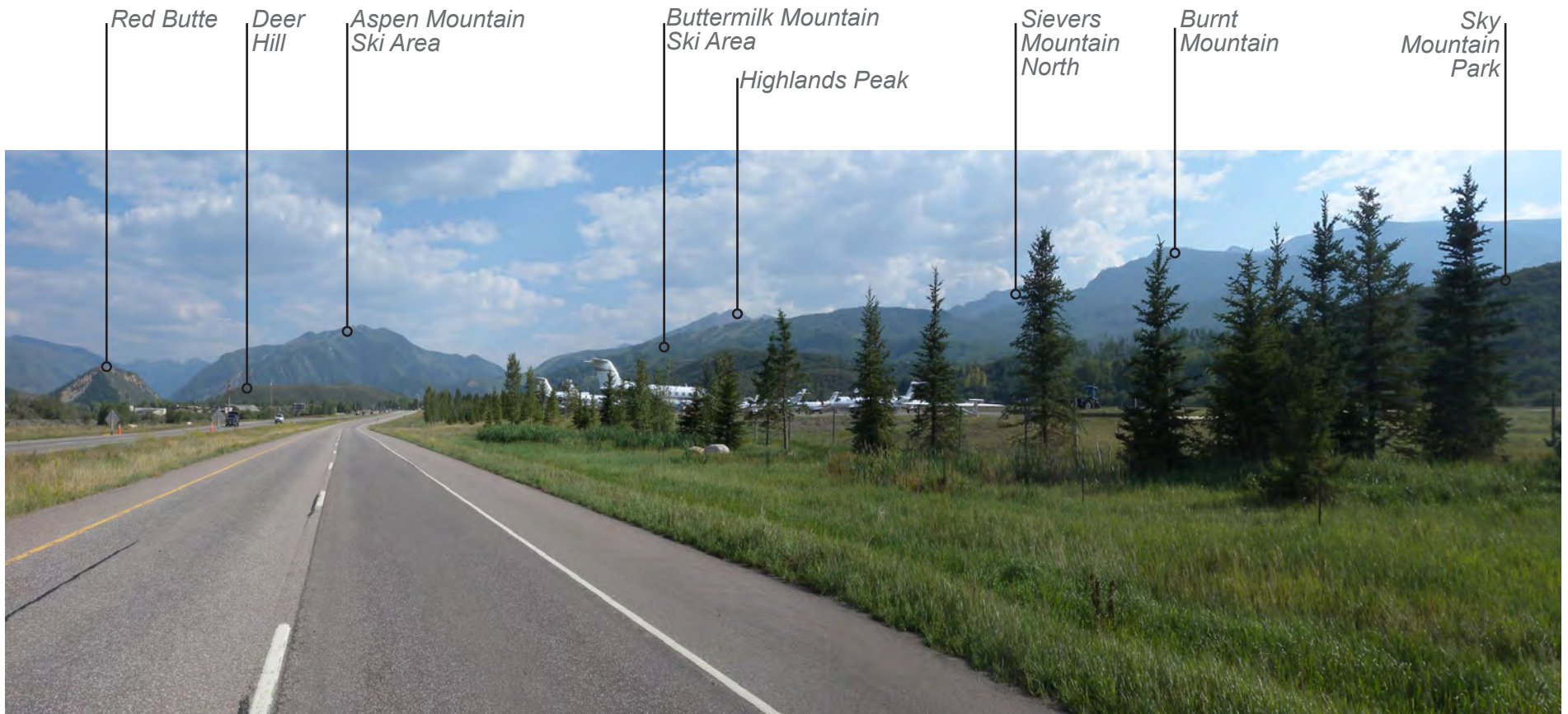
This is a view of the Pitkin County Airport Operations Center on the west side of the Pitkin County Airport as viewed when looking across the runway from Highway 82 headed upvalley.

- Maintain low-profile design for structures using materials such as earthen roofs that blend with the surrounding natural environment.
- Maintain views of hillsides, ridgelines and natural vegetation.
- Maintain see-through fencing.

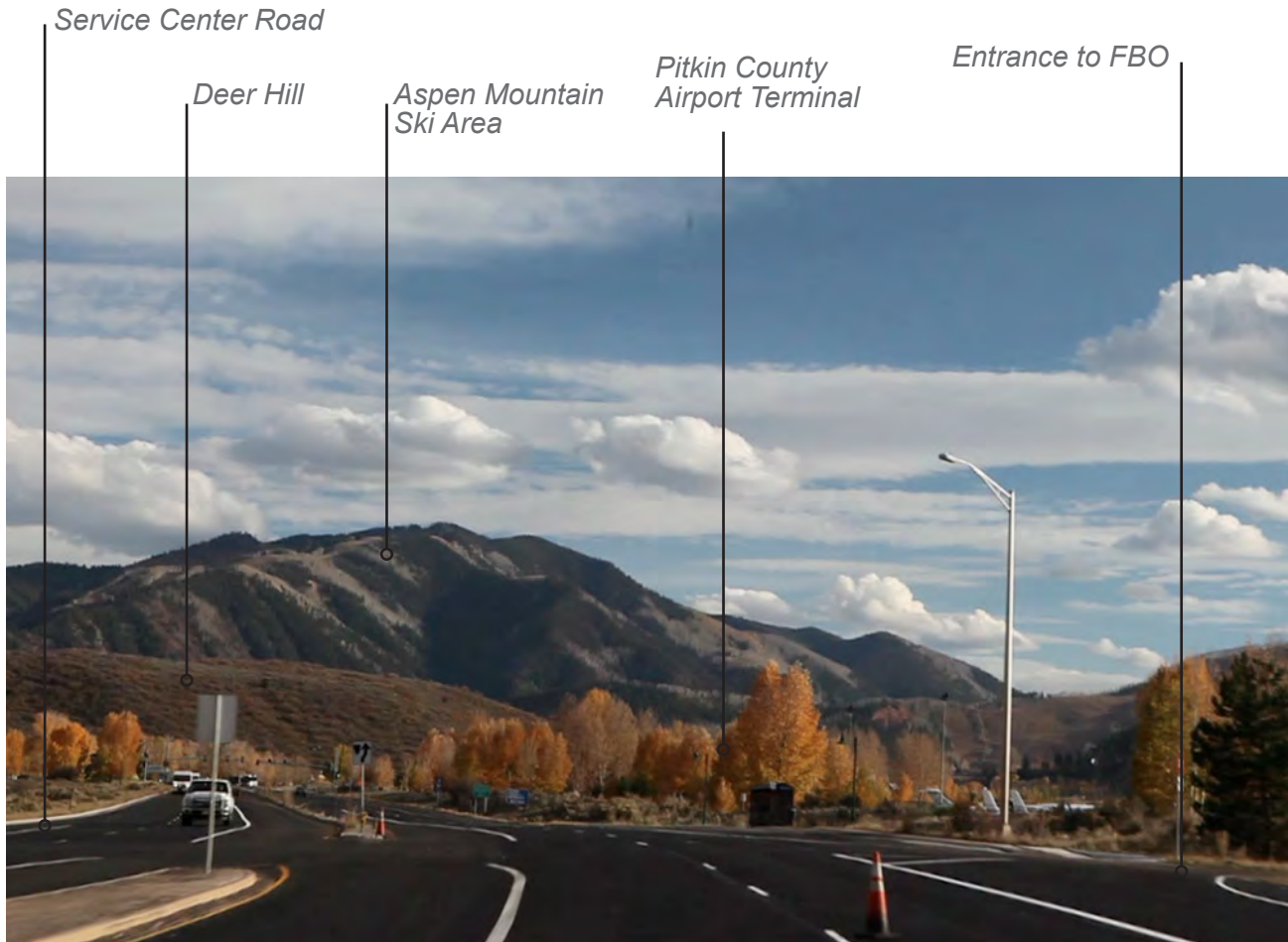
Upvalley Photo 4

This view is an open valley view of eight prominent topographic and locally significant features.

- Maintain clear, unobstructed views of these features.
- Development should not distract from the prominence of these features relative to placement, mass, scale, colors, landscaping, lighting fixtures or use of materials.



Upvalley Photo 5



This view is at the access to the RFTA bus barn and the Aspen Fixed Base Operations (FBO) facility.

- Anticipate future height of vegetation at maturity to avoid breaking ridgelines with vegetation.
- Maintain sub-ridgelines and hillsides of natural vegetation, such as Deer Hill.

Upvalley Photo 6



A view of the Fixed Base Operations facility at the Pitkin County Airport.

- To the extent feasible, place airplane parking outside of the 100 foot setback from Highway 82.
- For structures, maintain 100 foot setback from Highway 82.
- Maintain native sage vegetation.
- Limit density of landscaping.
*Note: This area is densely landscaped with non-native vegetation.

Upvalley Photo 7

This view is of the Pitkin County Airport downvalley of the terminal.

- Avoid plantings, landforms and/or berms that create a tunnel effect along Highway 82. Man-made landforms as part of a structure (such as a buried or partially buried parking garage) on the Pitkin County Airport are excepted from this guideline.
- Maintain natural sage vegetation.



Upvalley Photo 8

Deer Hill

Aspen Mountain

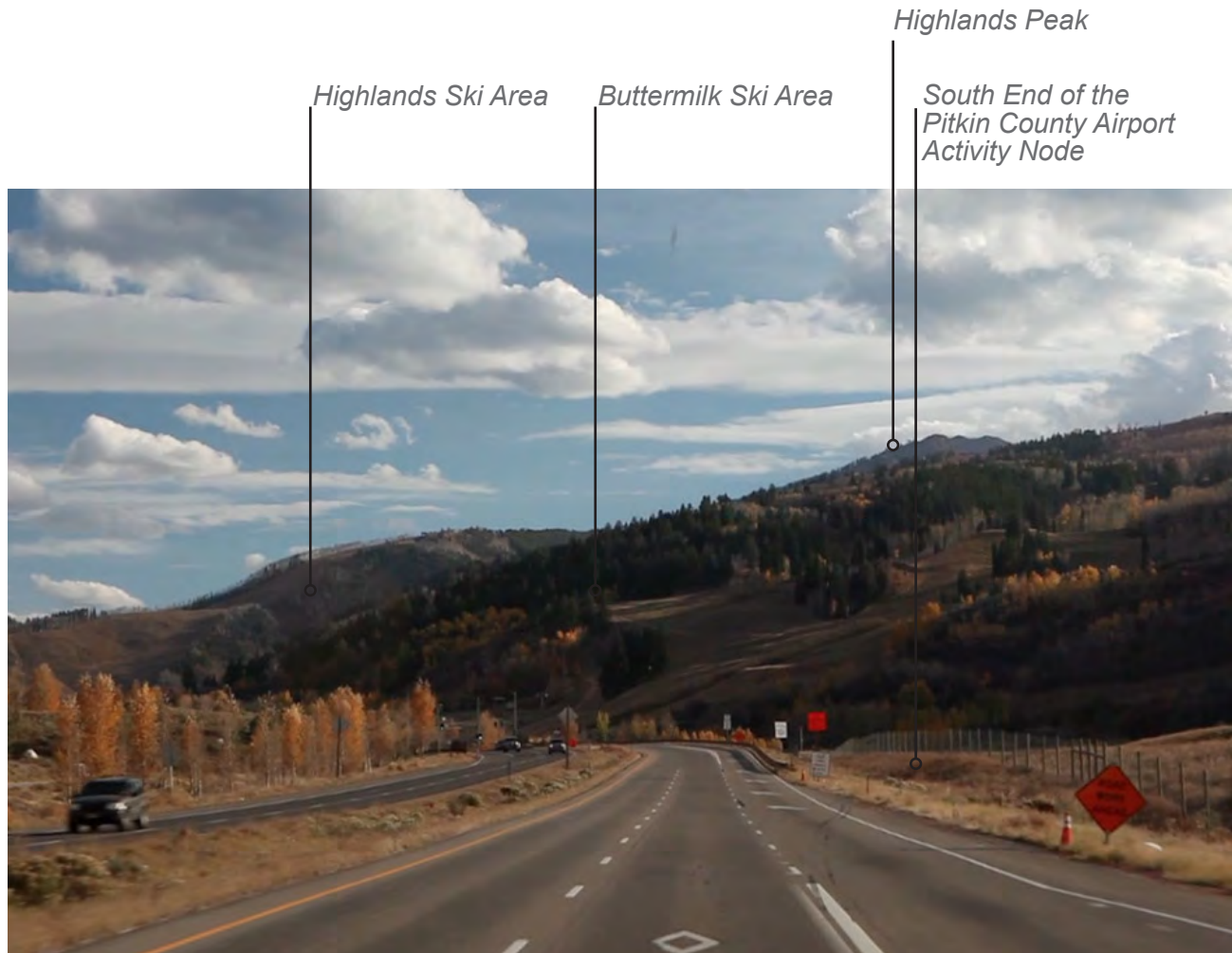
Highlands Ski Area

Buttermilk Ski Area



This is a view of Deer Hill and the adjacent upvalley parcel containing native sage vegetation at the toe of Deer Hill.

- Maintain native sage vegetation at the toe of Deer Hill.
- Maintain view of Deer Hill hillside and ridgeline.



Upvalley Photo 9

This view shows plantings on the upvalley end of the ABC Activity Node, the upvalley/south end of the Pitkin County Airport, and a view of Buttermilk Ski Area and Highlands Peak.

- Avoid linear planting patterns.
- Anticipate the height of vegetation at maturity to avoid blocking ridgelines.
- Maintain open landscape at the end of the Pitkin County Airport.

Upvalley Photo 10

Aspen Mountain
Ski Area

Highlands Ski Area

Buttermilk Ski Area

South End of the
Pitkin County Airport
Activity Node



This is a view of the Buttermilk Base and Ski Area.

- Maintain open views of the ski slopes.
- Maintain views of ridgelines.
- Maintain open landscape at the south end of the Pitkin County Airport Activity Node.

Upvalley Photo 11

*Aspen Mountain
Ski Area*

Highlands Ski Area

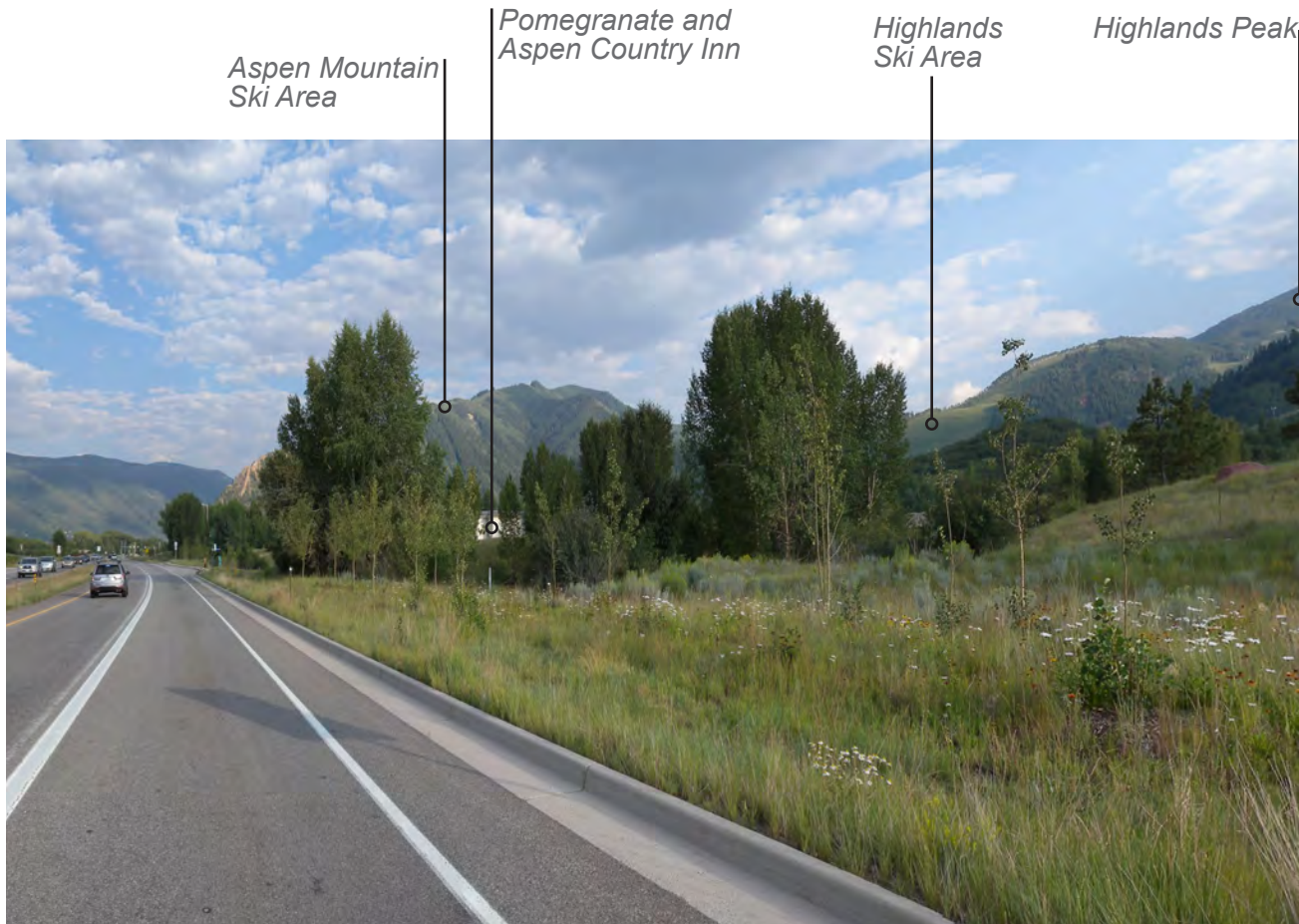
*Buttermilk
Mountain Ski
Area*



This is a view of the Inn at Aspen.

- Maintain the setback of the structures.
- Reduce density of plantings to reduce tunnel effect along roadway from vegetation.
- Maintain open views to the ski slopes and ridgelines.

Upvalley Photo 12



This view shows prominent ridge features visible to drivers approaching the Maroon Creek Bridge.

- Anticipate the height of vegetation at maturity to avoid blocking ridgelines.
- Maintain setbacks from the highway.
- Avoid breaking ridgelines with structures.

Downvalley Photo 1



This view is looking downvalley from the Maroon Creek vehicle and pedestrian bridges.

- Maintain expansive view of ridges and topographic features.
- Avoid obstructing and/or breaking ridgelines with structures or vegetation.
- Maintain a canopy of lush riparian and creek-bottom vegetation.
- Use of natural, non-reflective materials is encouraged.
- Maintain native vegetation.

Downvalley Photo 2



This view is looking downvalley toward the Buttermilk/Inn at Aspen Activity Node.

- Avoid breaking ridgelines with structures or vegetation.
*Note: In this photo the ridgelines are obscured by trees.
- Vegetation should appear natural.
*Note: In this photo the vegetation is not native to the area and has been planted at higher density than appears natural.
- Vegetation should be installed at varying distances from the Highway to avoid a tunnel effect.

Downvalley Photo 3

Inn at Aspen

Buttermilk Ski Area



This is a direct front view of the Inn at Aspen.

- Maintain open view of ridges and topographic features.
- Avoid obstructing and/or breaking ridgelines with structures or vegetation.
- Vary roofline elements and continue to have open views of the Buttermilk Ski Area behind the structure.

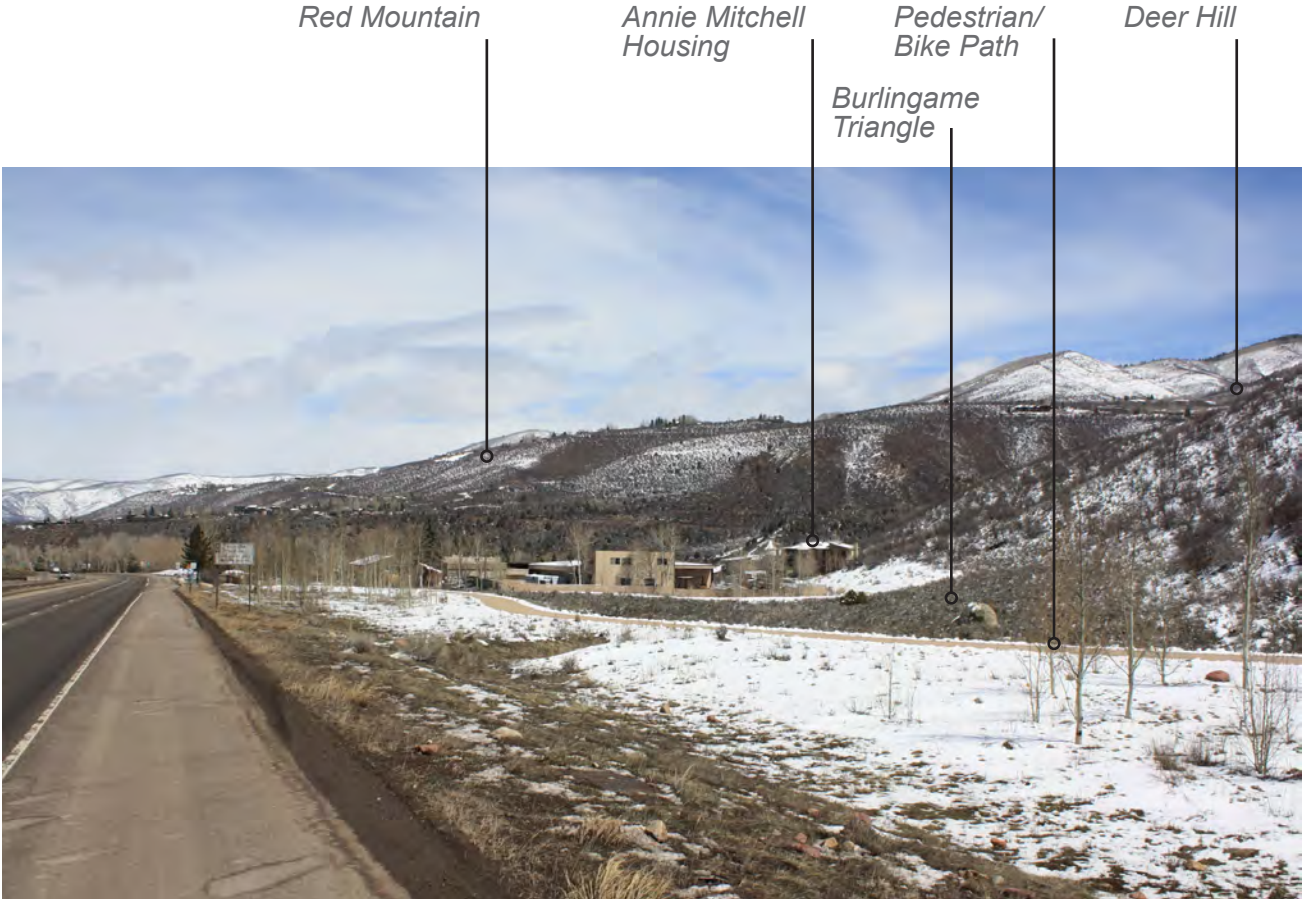
Downvalley Photo 4



This view shows the Pitkin County Airport Activity Node.

- Maintain open views to distant ridges and topographic features.
- Avoid obstructing and/or breaking ridgelines with structures or vegetation.
- Placement of development, landscaping, signage, lighting and colors should not distract from the wide open views.

Downvalley Photo 5



This view shows the upvalley side of the ABC Activity Node.

- Maintain open, native sage vegetation at the toe of Deer Hill.
- Maintain the open area between the toe of Deer Hill and the bike path and Highway 82.
- Low-profile buildings depict appropriately-scaled development for the area, with Annie Mitchell Housing depicting a preferred maximum height.

Downvalley Photo 6

Red Mountain



This view shows the upvalley side of the ABC Activity Node.

- Vegetation should appear natural.
*Note: In this photo, planted trees are too close to the highway and create a tunnel effect.
- Anticipate the height of vegetation at maturity to avoid blocking ridgelines.
*Note: In this photo, mature vegetation blocks the background ridgeline of Red Mountain.
- Use articulated rooflines in the design of future structures.

Downvalley Photo 7



This view shows the ABC Activity Node.

- Maintain single-story buildings on the front row of the ABC.
- Maintain a green buffer between the buildings and the highway.
*Note: In this photo, berms appear artificial and vegetative planting is linear and monotonous in scale and spacing.

Downvalley Photo 8

Triangle Peak

Red Mountain



This view shows the ABC Activity Node.

- Maintain single-story buildings on the front row of the ABC.
- Vary vegetative height and setbacks.
- Anticipate the height of vegetation at maturity to avoid blocking ridgelines.
- Landscaping should mimic natural, vegetative types and groupings, and not conceal architecture.
*Note: In this photo, vegetation is linear, evenly spaced, similar in height, and does *not* reflect a natural pattern.

Downvalley Photo 9

Colorado
Mountain
College

North 40
Fire Station



This view shows the vacant parcel in the ABC Activity Node between Colorado Mountain College and the North 40 Fire Station.

- Maintain low-profile structures (not to exceed the height of the North 40 Fire Station.)
- Maintain view of ridgelines and sub-ridgelines.

Downvalley Photo 10



This view shows the entrance to the RFTA/Service Center Road and the Aspen Animal Shelter.

- Maintain expansive views downvalley.
- Maintain view of ridges.
- Use natural landforms to shape the space.
 - *Note: This photo demonstrates non-native vegetation and the overuse of berms.

Downvalley Photo 11

Triangle Peak

Red Mountain



This view shows an open view of the bench between Highway 82 and the river downvalley of the Animal Shelter.

- Maintain low structures that do not break background ridgelines.
- Maintain open sage habitat.
- Maintain low-profile structures.

Downvalley Photo 12

Residence



This view shows the Pitkin County Open Space parcel and the residential parcel to the north of the ABC Activity Node.

- Maintain low-profile structures.
- Non-reflective colors, articulated rooflines and other methods should be used to break massing when designing new development.
- Maintain expansive views of downvalley mountains and ridgelines.
- Maintain setbacks from Highway 82.

Owl Creek Photo 1

*Existing Pitkin County
Airport Terminal Building*

*Proposed Terminal
Building Location*

Deer Hill



This is a view of the Pitkin County Airport taken from Owl Creek Road looking to the east. This view shows the proposed area for the new terminal building.

- Maintain low-profile development and utilize design techniques to break the mass of structures to the greatest extent possible.
- Maintain views of ridgelines and sub-ridgelines such as Deer Hill.

Owl Creek Photo 2



This is a view of the Pitkin County Airport taken from Owl Creek Road on the west side looking to the east side which shows the proposed location of the heliport, long views of the upper valley ridgelines, Red Mountain, and Aspen Mountain. Deer Hill is also prominent in this view.

- Preserve existing visual character along the east side of Owl Creek Road to the greatest extent possible in consideration of the improvements depicted on the Recommended Improvements Plan contained in the 2012 Aspen/Pitkin County Airport Master Plan Update. Any above-ground improvements on the west side of the Pitkin County Airport should incorporate screening to minimize scenic impacts as viewed from Owl Creek Road and the Owl Creek Pedestrian Trail.
- Maintain views of Deer Hill slopes and ridgeline.
- Maintain native sage vegetation along the Owl Creek right-of-way.
- Maintain views of Independence Pass.

Owl Creek Photo 3

*Owl Creek
Pedestrian Trail*

*Pitkin County
Airport Terminal*

*Proposed Pitkin
County Airport
Terminal*



This is a view looking north as one sees Pitkin County Airport from Owl Creek Road.

- Utilize low-profile structures.
- Maintain views to distant ridgelines.
- Any above-ground improvements on the west side of the Pitkin County Airport should incorporate screening to minimize scenic impacts as viewed from Owl Creek Road and the Owl Creek pedestrian trail

Owl Creek Photo 4

*Pedestrian
Underpass*



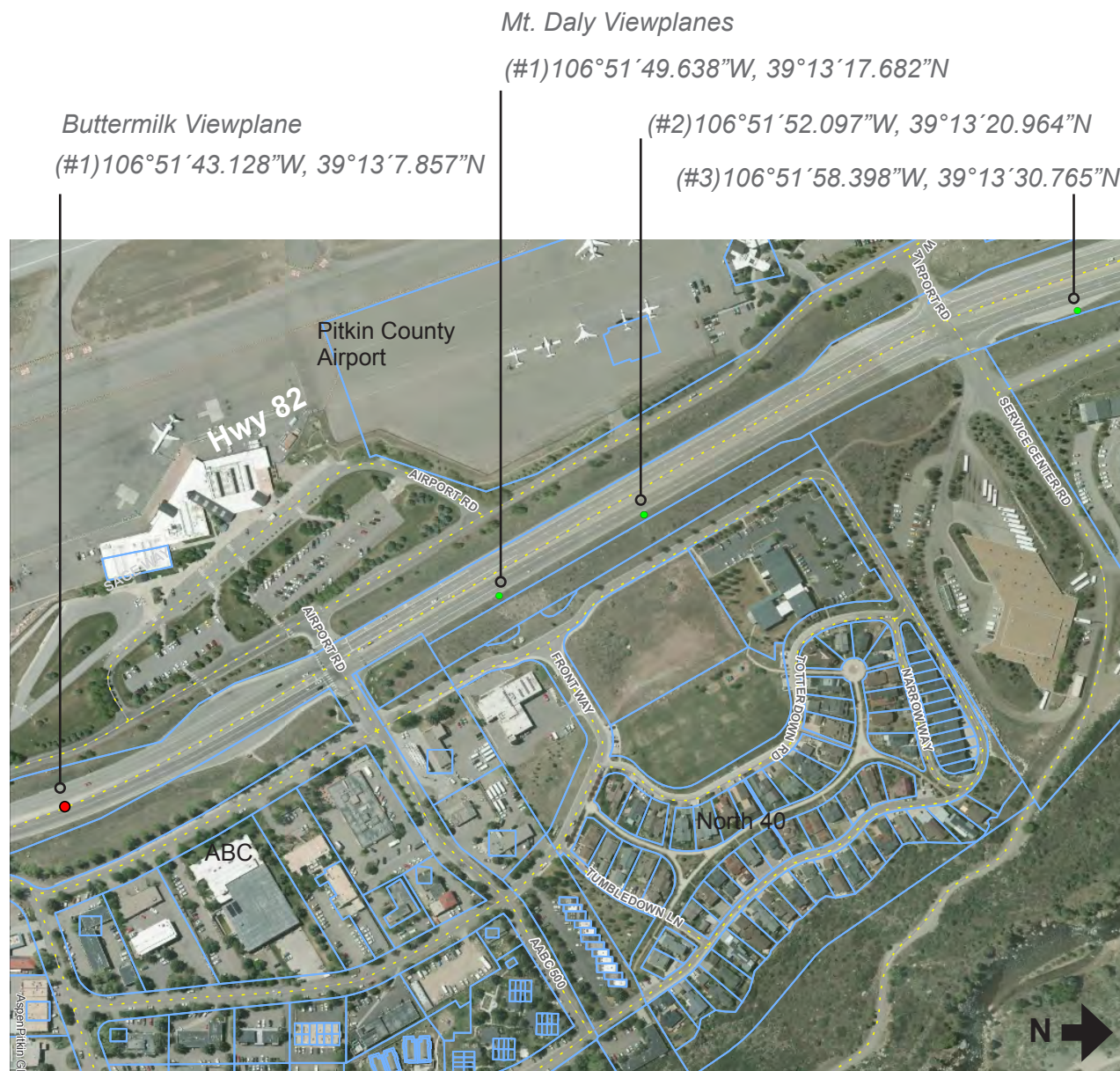
This is a view of the open space at the south end of the Pitkin County Airport runway.

- Maintain open space and natural vegetation.
- Maintain views to distant ridgelines.
- Maintain native sage along the Owl Creek Road corridor.

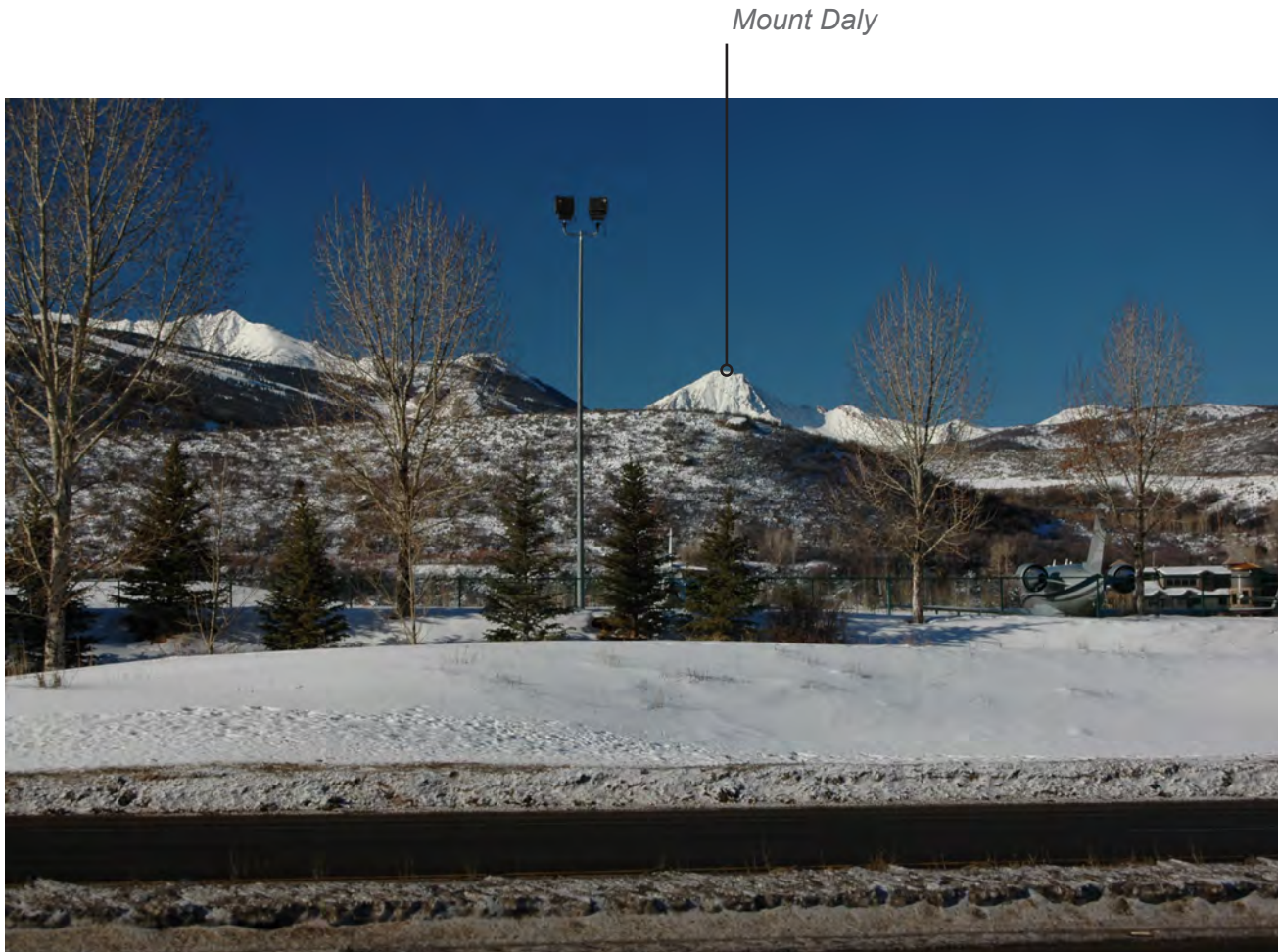
Figure 25: Mt. Daly & Buttermilk Viewplanes - Longitude & Latitude Details

This map identifies the longitude and latitude for the Buttermilk and Mt. Daly Viewplanes as described below.

- *Buttermilk Viewplane (#1)* The point at which up-valley travellers on Highway 82 first view the Buttermilk Ski Area and the mountains surrounding the Aspen area.
- *Mt. Daly Viewplane (#1)* The point at which down-valley travellers begin to view the expansive peaks of Mt. Daly, Garrett's, Snowmass Ski Area and surrounding mountains.
- *Mt. Daly Viewplane (#2)* Pinnacle view of above described peaks and ski area
- *Mt. Daly Viewplane (#3)* The last point at which Mt. Daly viewplane is visible before becoming impeded by other land features.



Mount Daly Viewplane



This is a view of Mount Daly as seen from the Highway 82 Corridor looking generally westward across the Pitkin County Airport. The view of this spectacular mountain is considered a viewplane which should not be obstructed by any structures, landscaping or other type of development.

GPS coordinates for the area covered by this viewplane are identified on Figure 25.

Buttermilk Viewplane

Buttermilk Base Area



This is a view of the Buttermilk Ski Area looking southward and upvalley along the Highway 82 Corridor. The view of the ski area is considered a viewplane and development should not obstruct the view of the mountain and ski runs.

GPS coordinates for the area covered by this viewplane are identified on Figure 25.



CHAPTER 4

WOMP AUTHORITY BACKGROUND INFORMATION

Background Information

Planning Process

In 2008/2009, the Pitkin County Planning staff conducted a series of public outreach meetings at the North 40 Firehouse to obtain input regarding desirable land use patterns and potential for future development in the area along Highway 82 west of Castle Creek to the Pitkin County Airport. Among others, ABC and North 40 residents and business owners attended, providing valuable feedback on topics ranging from housing and commercial uses to neighborhood character. A Summary of ABC Area Community Meetings can be found under the heading of WOMP at <http://www.aspenpitkin.com/Departments/Community-Development-Pitkin-County/Planning-and-Zoning/Master-WOMPs/>.

The 2012 AACP process, a collaborative effort between Aspen and Pitkin County Planning & Zoning Commissions from 2008 to 2012, included numerous meetings on the topic of the West of Castle Creek Area. Public input from the meetings held at the North 40 Fire House and subsequent AACP meetings was incorporated into both the West of Castle chapter of the AACP and in development of the WOMP. The West of Castle Chapter of the AACP can be found under the heading of WOMP at <http://www.aspenpitkin.com/Departments/Community-Development-Pitkin-County/Planning-and-Zoning/Master-WOMPs/>.

Other Relevant Plans

The 1993 and subsequent 2000 Aspen Area Community Plans both generally provided policy direction for the West of Maroon Creek area within the Aspen Urban Growth Boundary; however, no physical land use plan has been done for the WOMP area since the 1985 Highway 82 Corridor Master Plan was completed. That said, the following plans, which are currently in progress or have been completed, will influence future development of the area. To the extent they are relevant, aspects of these plans have been considered in development of the WOMP.

Links to the plans can be found under their respective names at:

<http://www.aspenpitkin.com/Departments/Community-Development-Pitkin-County/Planning-and-Zoning/Master-WOMPs/>:

State Highway Access Control Plan (ACP)
Entrance to Aspen
Pitkin County Airport Master Plan
ABC Road/Drainage/Sidewalk Plan
Sky Mountain Park Management Plan

Existing Conditions

Existing conditions for the WOMP area, including potential development build-out, were compiled as part of the 2009 State of the Aspen Area Report which provided background data for the 2012 Aspen Area Community Plan. Portions of the State of the Aspen Area Report that pertain to the WOMP Area can be reviewed under the heading of WOMP at <http://www.aspenpitkin.com/Departments/Community-Development-Pitkin-County/Planning-and-Zoning/Master-WOMPs/>.

Recognizing that the ABC was the only portion of the WOMP area that has experienced some change in use since the 2009 State of the Aspen Area report was completed, the 2008 Land Use Inventory for the ABC was updated in 2012. The updated land use inventory for the ABC and a recently completed 2012 build-out analysis for the portions of the WOMP area that lie within the Aspen municipal boundary, can be found under the heading of WOMP at <http://www.aspenpitkin.com/Departments/Community-Development-Pitkin-County/Planning-and-Zoning/Master-WOMPs/>

Adoption, Authority & Use of the WOMP

WOMP Adoption: The WOMP is solely a Pitkin County Sub-Area Master Plan, written and adopted by the Pitkin County Planning and Zoning Commission.

The WOMP will be adopted by resolution by the Pitkin County Planning and Zoning Commission in conformance with Section 30-28-108 of the Colorado Revised Statute.

How the WOMP will be Used

Ten Year WOMP: The WOMP is anticipated to be a ten year vision for the area, after which the County may wish to assess action taken as a result of the WOMP and embark on an update, as appropriate.

Advisory: Pitkin County recognizes the WOMP as an advisory document as described below:

All land use applications are subject to the Policies in the Land Use Code, including one (section 1-60-20) that says "It is...policy.... to ensure that the use and development of land...and any actions committing such land to development or change in use should consider Pitkin County's Comprehensive Plan" The County Land Use Code specifically requires consideration of Comprehensive Plans as a criterion of approval for certain types of land use reviews (including special review, location and extent review, code amendments, rezoning, activities of local and state interest, and growth management exemptions). Reference to Comprehensive Plans in the Land Use Code as a basis for reviewing and taking action on a land use application has the force of law, and where such reference is made, Comprehensive Plans (including the WOMP) may be used accordingly.

In unincorporated Pitkin County, the WOMP is intended to be used as a guideline when development, zoning and/or annexation agreements are pending within the WOMP area. Within the WOMP area boundaries there are several parcels that are inside the City of Aspen city limits and/or owned directly by the City of Aspen. While the WOMP does not bind the City of Aspen in any way unless adopted wholly or partially by its City Council at a later date, it is hoped that the comments and recommendations contained in this plan will be taken into consideration in future zoning, land use decisions, and development approvals.

Conflicts: The “Policies” and “Implementation Steps” in the WOMP are intended to augment the “Vision,” “Philosophy” and “Policy” statements in the West of Castle Creek Chapter of the 2012 Aspen Area Community Plan. In the event that statements in the WOMP contradict specific direction in the West of Castle Chapter of the 2012 AACP, where matters relate to lands within unincorporated Pitkin County, the WOMP will supersede and replace the 2012 AACP.

GIS Map Disclaimer: The maps included in this document show graphical representations of features depicted and are not legal representation. The accuracy may change upon enlargement or reduction.

