

PITKIN  
COUNTY



# THE WEST OF MAROON CREEK WOMP

Pitkin County, Colorado

**DRAFT** September 2013





# Contents

<b>INTRODUCTION</b>	<b>1</b>
Plan Intent	2
Policy Direction from the AACP	4
Existing Land Uses and Current Zoning	6
How the WOMP is Organized	8
<b>CHAPTER 1: LAND USE AND TRANSPORTATION POLICIES AND IMPLEMENTATION STEPS BY AREA</b>	<b>9</b>
Section 1: West of Maroon Creek & Highway 82 Corridor	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
<b>CHAPTER 2: FUTURE LAND USE MAP AND LAND USE DESIGNATIONS</b>	<b>47</b>
<b>CHAPTER 3: SCENIC GUIDELINES AND VIEWS</b>	<b>53</b>
Section 1: West of Maroon Creek Scenic Guidelines	54
Section 2: Views and Viewplanes	68
<b>CHAPTER 4: WOMP AUTHORITY BACKGROUND INFORMATION</b>	<b>101</b>

## FIGURES

1. WOMP Area Boundary Map
2. Activity Nodes Map
3. Existing Zoning Map (City and County)
4. West of Maroon Creek and Highway 82 Corridor
5. Map of Visual Buffer Lands Between Developed Areas
6. Map of Established Subdivisions
7. Map of Aspen Urban Growth Boundary Expansion to Include County Pitkin County Airport and Aspen Snow Dump
8. Highway 82 Access Control Plan
9. Trails Map
10. Transit Map
11. Pitkin County Airport Activity Node Location Map
12. Pitkin County Airport Activity Node - 2012 Zoning
13. ABC Activity Node Location Map
14. Buttermilk/Inn at Aspen Activity Node Location Map
15. Buttermilk/Inn at Aspen Activity Node - 2012 Zoning
16. Pomegranate/Aspen Country Inn Activity Node Location Map
17. Pomegranate/Aspen Country Inn Activity Node - 2012 Zoning
18. Soldner Property Location Map
19. Sardy Property Location Map
20. Aspen Consolidated Sanitation District Property Location Map
21. Future Land Use Map
22. Area Subject to Scenic Guidelines
23. Scenic Views Photo Index Map



# 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**

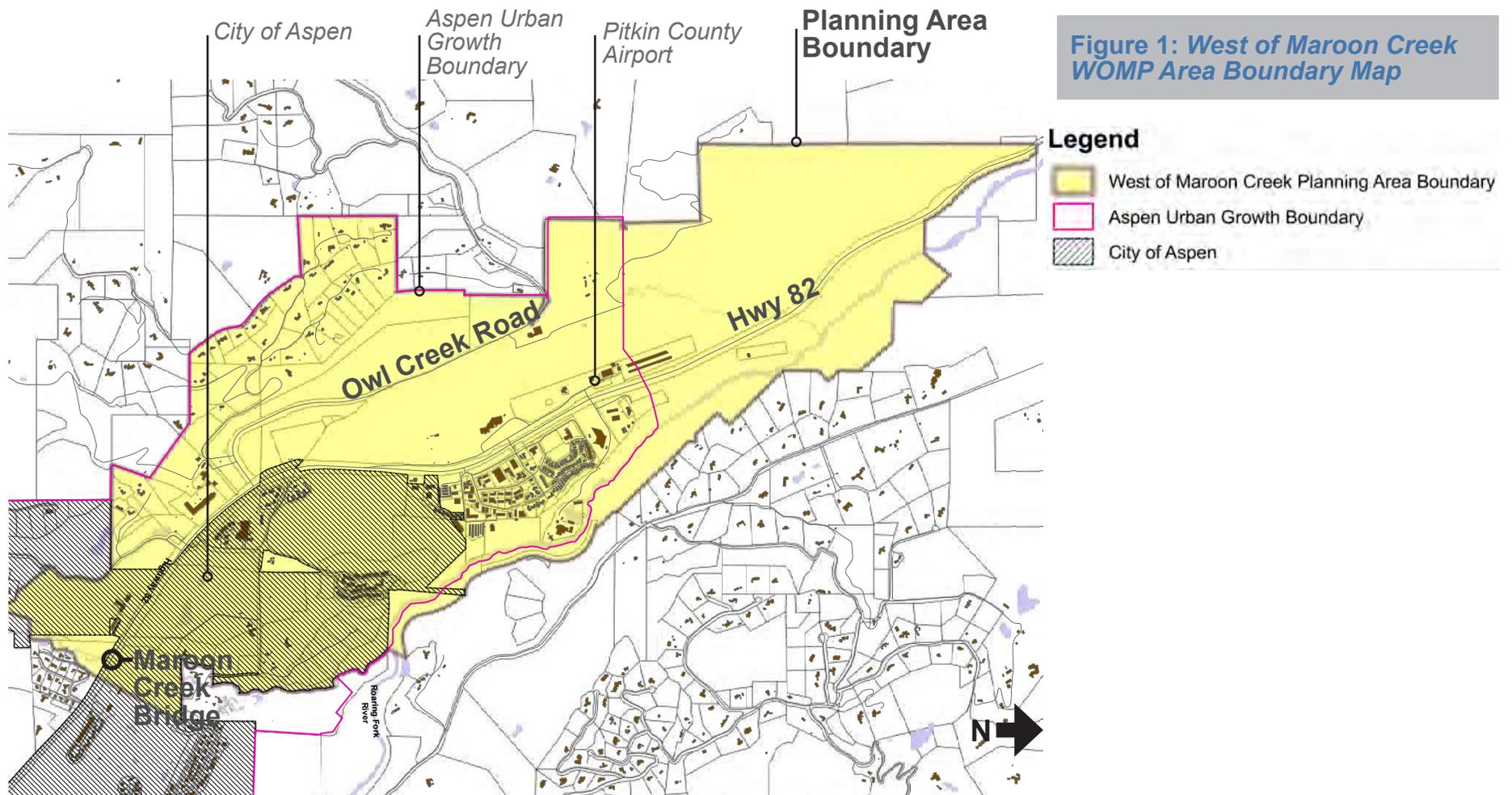
## Plan Intent

The area between the west bank of Maroon Creek and the north west end of the Pitkin County Pitkin County Airport along the Highway 82 Corridor is the “gateway” to the Aspen Area Community (see Figure 1). The vision for the West of Maroon Creek (WOMP) is guided by the culmination of years of citizen work on the Aspen Area Community Plan (AACP) 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 AACP (West of Castle Creek Chapter<sup>1</sup>) 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.

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*1 Since the AACP 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 this plan. Regardless of the name change and minor boundary modification, the West of Castle Creek Chapter in the 2012 AACP 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, 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”.***<sup>2</sup>

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 uses 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 the Introduction on Figure 2, 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.”***<sup>3</sup>

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”.***<sup>4</sup>

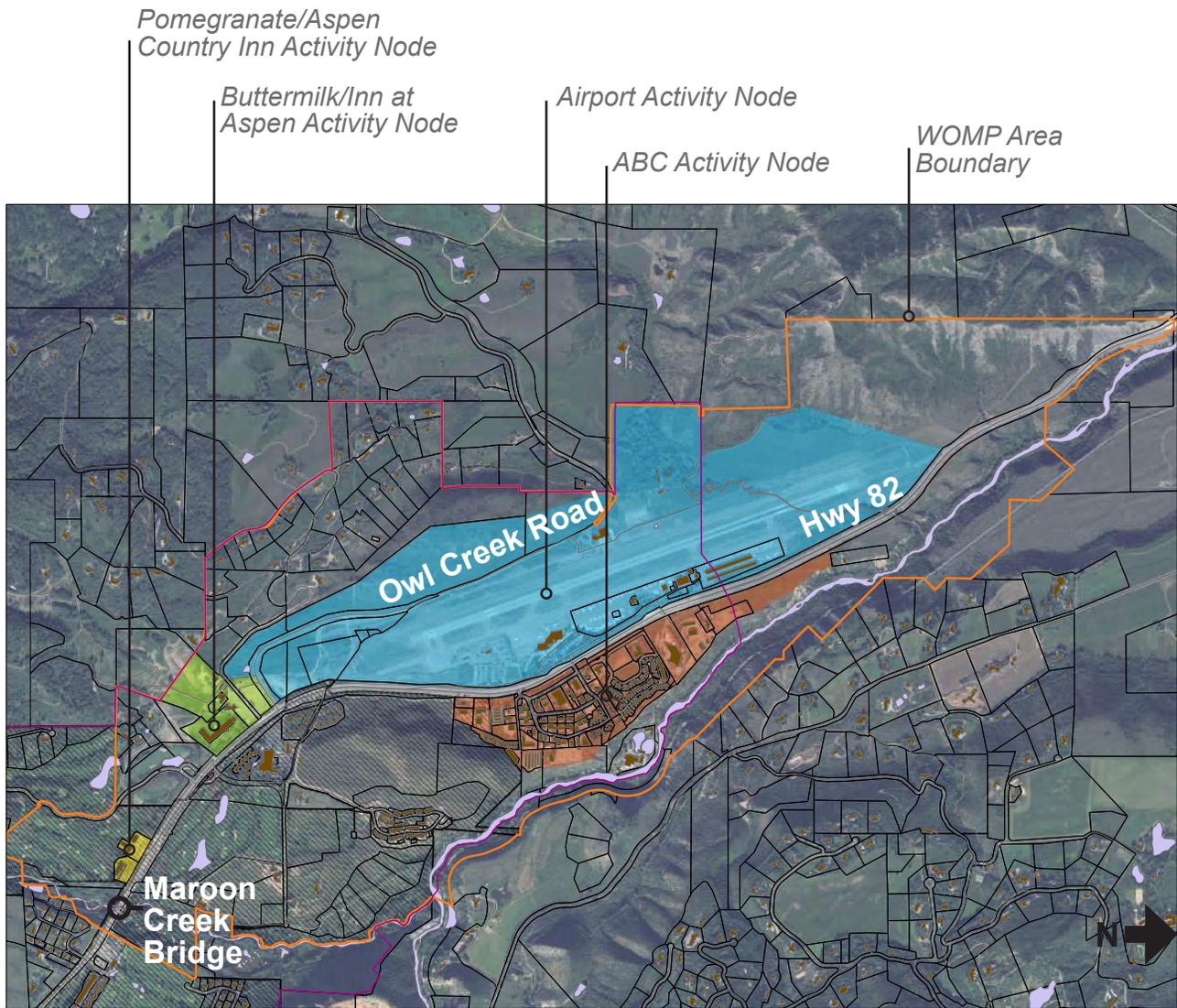
Scenic policy, which is also integral to the physical Planning concept for the area, is addressed in Chapter 3, which contains the West of Maroon Creek Scenic Guidelines and Scenic Views specifically developed for the WOMP area. These “Guidelines” address aspects of the visual appearance of the WOMP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

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<sup>2</sup> AACP, page 31

<sup>3</sup> AACP, page 31

<sup>4</sup> AACP, page 31



**Figure 2: Activity Nodes Map**

- Legend**
- West of Maroon Creek Planning Area Boundary
  - Aspen Urban Growth Boundary
  - Aspen
  - Airport Activity Node
  - Airport Business Center Activity Node
  - Buttermilk/Inn at Aspen Activity Node
  - Country Inn/Pomegranate Activity Node

**“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**

lighting and signage. Priorities include maintaining views of natural features along 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, Pitkin County Public Works, the Roaring Fork Transit Authority (RFTA,) and the Aspen Snow Dump.

The 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.

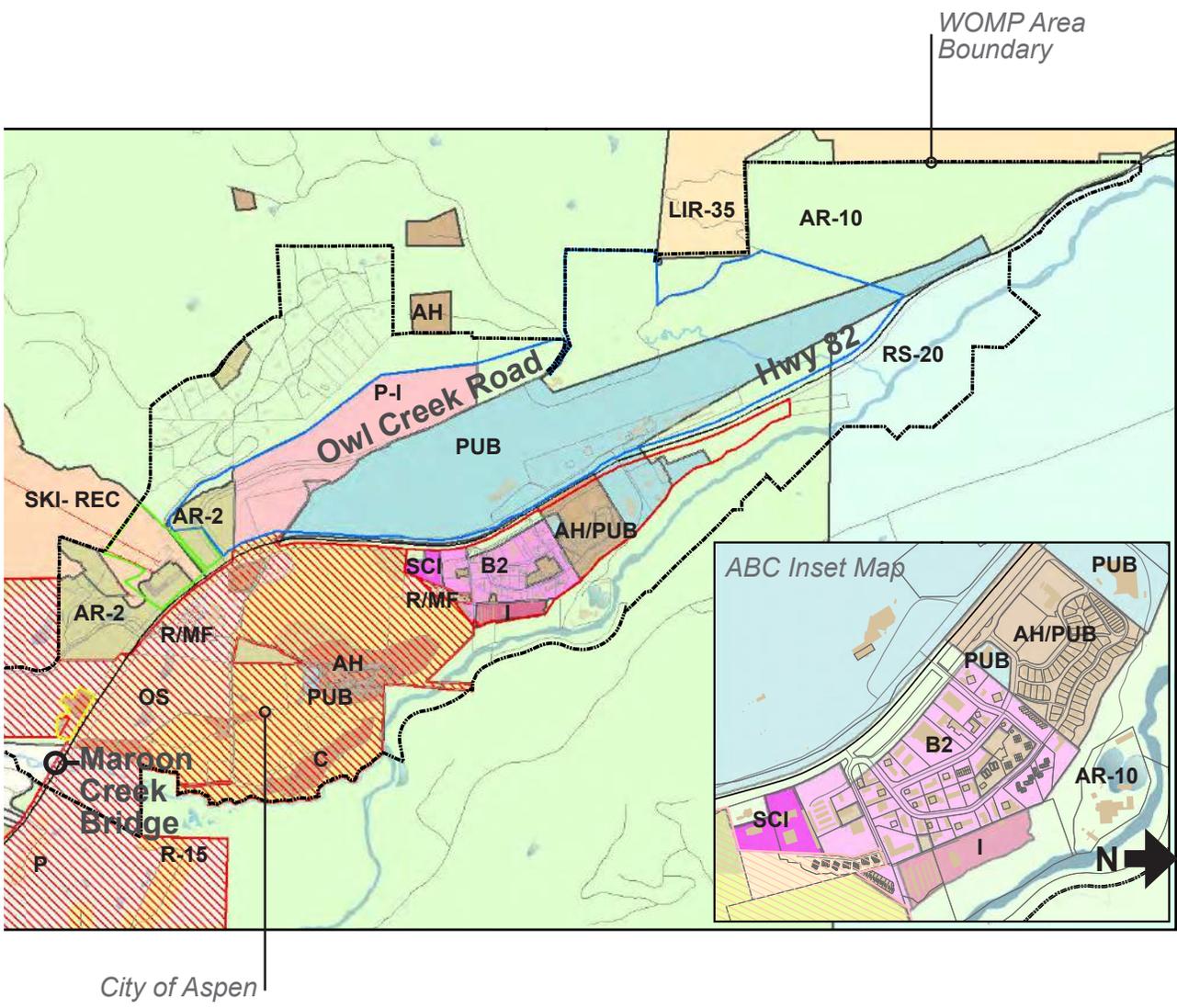
Commercial recreation and lodging exists at the base of Buttermilk (with residential use abutting the ski area). A combination of senior, deed-restricted and free-market residential use round out the mix on the southern end of the WOMP area.

While the 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 the 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**

**District**

- AH Affordable Housing
- AH/PUD Affordable Housing/PUD
- AR-10 Agricultural/Residential - 10 acres
- AR-2 Agricultural/Residential - 2 acres
- B-2 Business
- I Industrial
- LIR-35 Low Impact Residential - 35 acres
- **Public**
- **Institutional**
- PUB Public
- R-30 Suburban Density Residential
- RS-20 Resource 20 Acre
- SKI-REC Ski Recreation

**City of Aspen Zoning**

**DISTRICT**

- AH Affordable Housing
- R/MF Residential/Multi-Family
- R/MFA Residential/Multi-Family
- R-15 Moderate Density Residential
- R-15-A Moderate 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 areas described in Sections 1-3.***

***Section 1: West of Maroon Creek & Highway 82 Corridor***

***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 and Aspen 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 Pitkin County 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: West of Maroon Creek & Highway 82 Corridor

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.

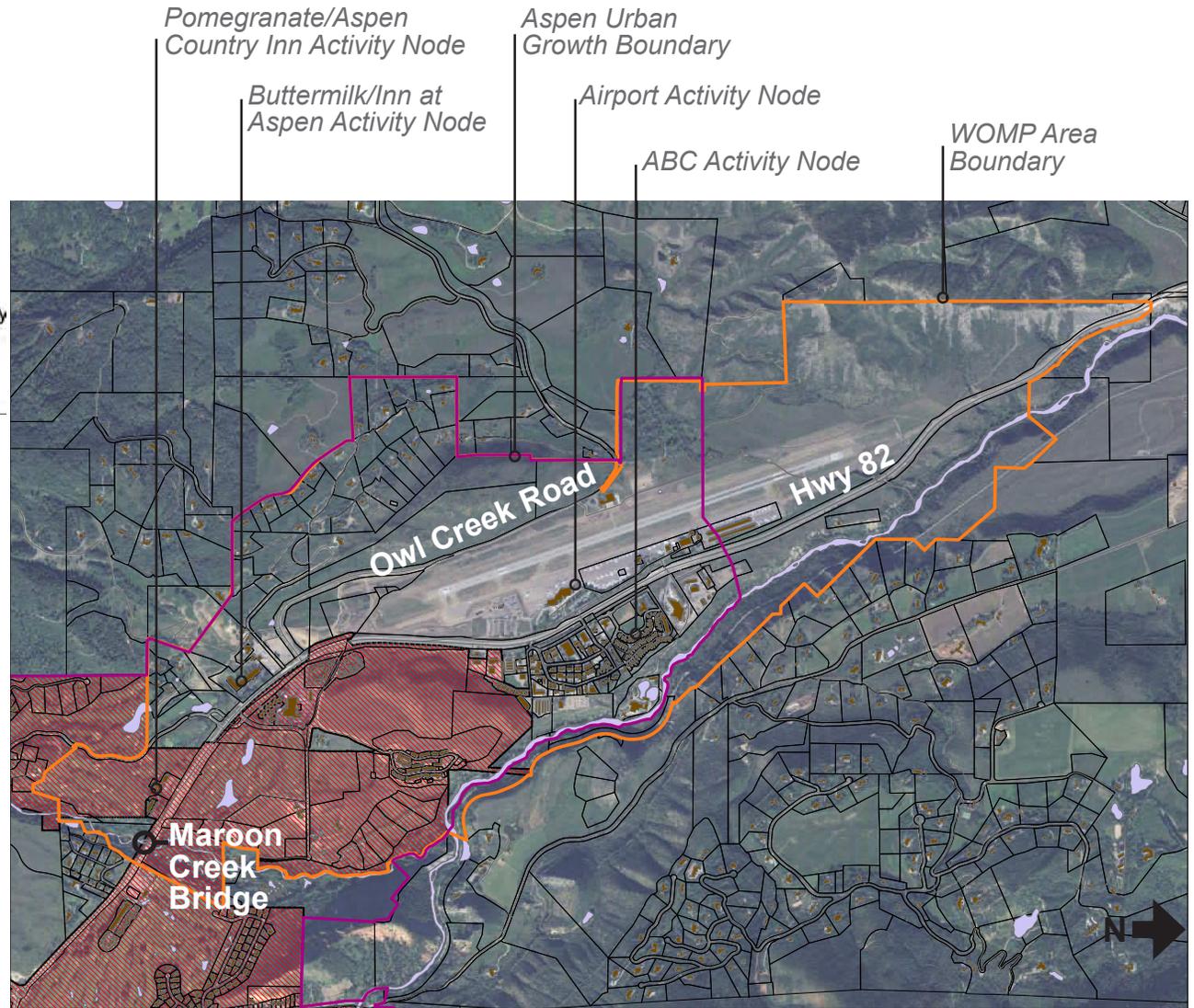
The Pitkin County Airport, ABC, Buttermilk/Inn at Aspen and Country Inn/Pomegranate Activity Nodes are accessed from, and located immediately adjacent to Highway 82. Specific land use and transportation related policies and implementation steps for these areas are provided under separate chapter headings 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 West of Maroon Creek and Highway 82 Corridor that is intended to be broadly applied to the WOMP area.

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

**Legend**

-  West of Maroon Creek Planning Area Boundary
-  Aspen Urban Growth Boundary
-  Aspen

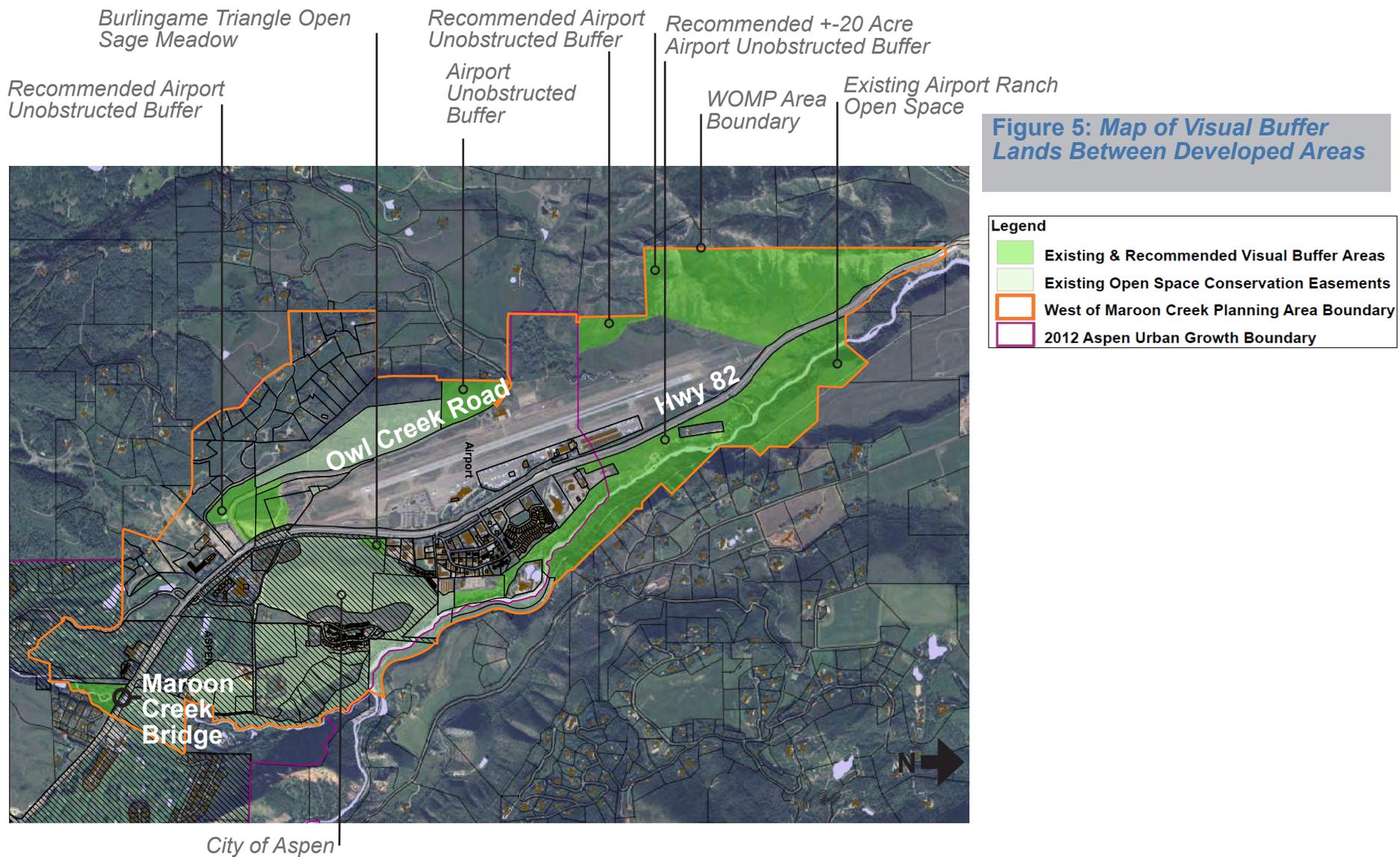


West of Maroon Creek & Highway 82 Corridor			
Policy	Implementation Steps	Implementing Agency	Priority
<b>Land Use</b>			
<p>I.1 Planning for the West of Maroon Creek Corridor area should support a well-defined visual and functional pattern for a series of distinctly different Nodes of activity supporting 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.</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 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 the extent feasible based on FAA regulations,) to function as a visual break between the Buttermilk Ski Area on the south and Shale Bluffs on the north, respectively.</p> <p>2) 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 stated in the 2012 AACP, it is a common goal of both the City and the County to maintain open spaces, views and scenic quality in the Entrance to Aspen Area. As an undeveloped native sage meadow at the toe of the slope of Deer Hill, this parcel is critical to providing a natural break from the dense development in the ABC and existing development associated with the Maroon Creek Club. The position of this parcel at the base of Deer Hill means that development may block view planes deemed to be of critical importance. Furthermore, the small size and limited depth of this parcel makes adherence to the setback goals established as part of the WOMP difficult.</p> <p>At such time as the City engages in a design and planning process for this parcel, its use should be prioritized as natural undisturbed habitat and sage open space associated with development on the adjacent ProBuild parcel. The County wishes to function as a referral agency during land use review(s) for these properties, and collaborate with the City to explore options for creative approaches to balancing open space and development density needs on these parcels and within the immediate environs. WOMP scenic guidelines should be incorporated in design for this and the adjacent ProBuild parcel.</p> <p>3) +/- 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>

West of Maroon Creek & Highway 82 Corridor			
Policy	Implementation Steps	Implementing Agency	Priority
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.)	I.2.a. Review and amend Aspen and County zoning as necessary to discourage development of new free-market single family and duplex homes in the Highway 82 Corridor.	Aspen & Pitkin County Community Development Departments.	1
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: 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 See Figure 6, Established Subdivisions	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 Aspen and County Land Use Codes. Any amendments approved should be consistent with the WOMP.	Aspen & Pitkin County Community Development Departments.	Ongoing
<b>Urban Growth Boundary (UGB)</b>			
I.4 With the exception of modifications to accommodate existing public facilities referenced in policies I.5 & I.6, below, maintain the 2000 Aspen UGB line to minimize development sprawl.	I.4.a With the exception of actions necessary to modify the UGB to accommodate policies I.5 and I.6, maintain the 2000 UGB.	Aspen & Pitkin County Community Development Departments.	3
I.5 Modify the 2000 Aspen UGB to include the area on the Pitkin County 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	I.5.a Take action necessary to formally revise the 2000 Aspen UGB to reflect direction in Policy I.5.	Aspen & Pitkin County Community Development Departments	1

<b>West of Maroon Creek &amp; Highway 82 Corridor</b>			
<b>Policy</b>	<b>Implementation Steps</b>	<b>Implementing Agency</b>	<b>Priority</b>
I.6 Modify the 2000 Aspen UGB 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 2000 Aspen UGB to reflect direction in Policy I.6.	Aspen & Pitkin County Community Development Departments	1
<b>Transportation</b>			
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 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 appropriate 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

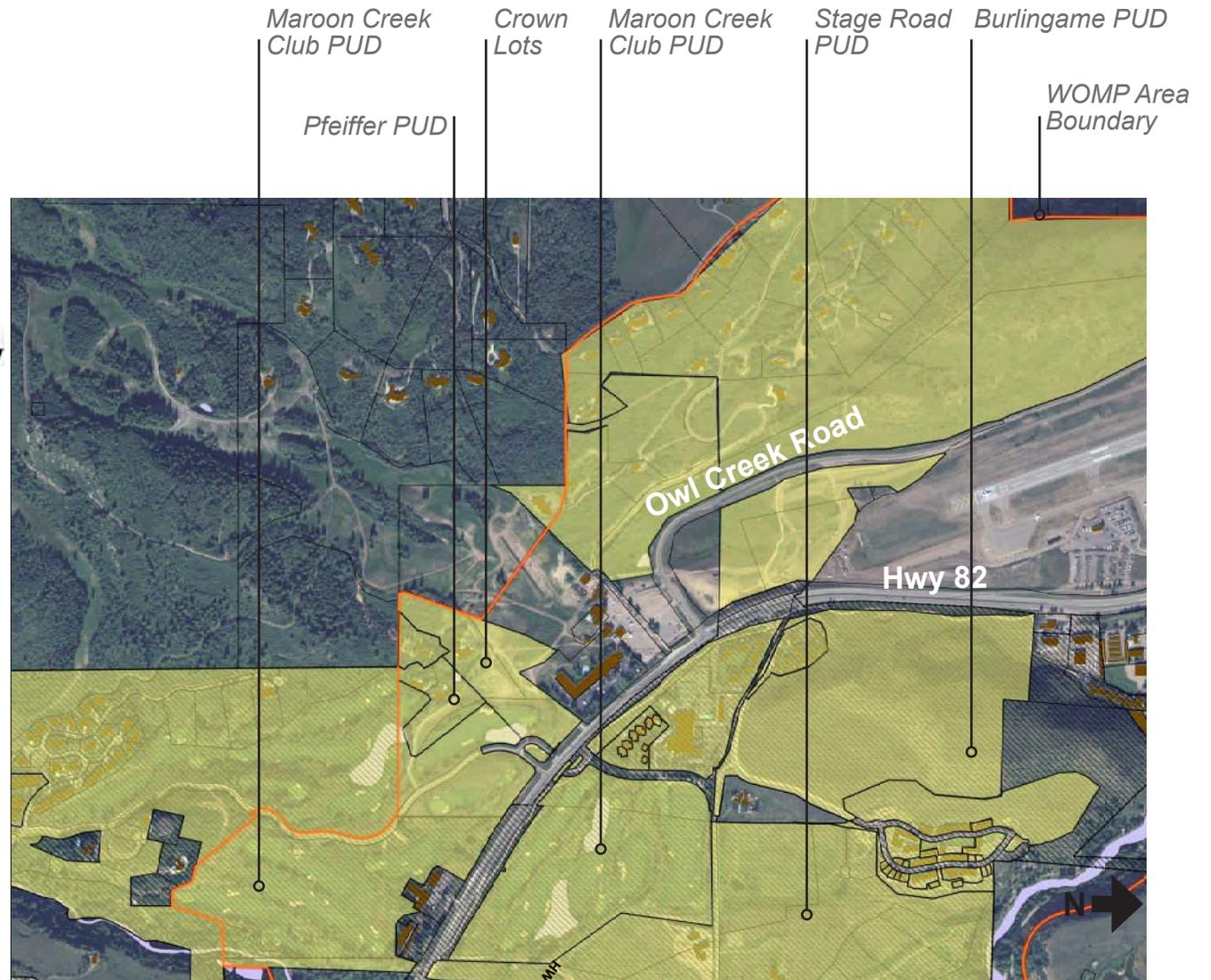
West of Maroon Creek & Highway 82 Corridor			
Policy	Implementation Steps	Implementing Agency	Priority
	II.3.b. Coordinate transportation Planning between Local, State and Federal transportation related agencies.	Colorado Department of Transportation , Pitkin County Public Works, RFTA, Elected Officials 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 the Aspen to Burlingame, Truscott, BMC, the ABC and North 40, Colorado Mountain College and the Pitkin County Airport (Figure 10).	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 in the ABC and on the Pitkin County Airport to accommodate the loop transit shuttle referenced in II.4.a, above.	Pitkin County 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.	II.5.a. Coordinate Aspen 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 WOMPners 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 Aspen and County Open Space & Trails Departments to develop a sign plan for trails throughout the WOMP area.	Pitkin County Community Development & Open Space & Trails Departments	1

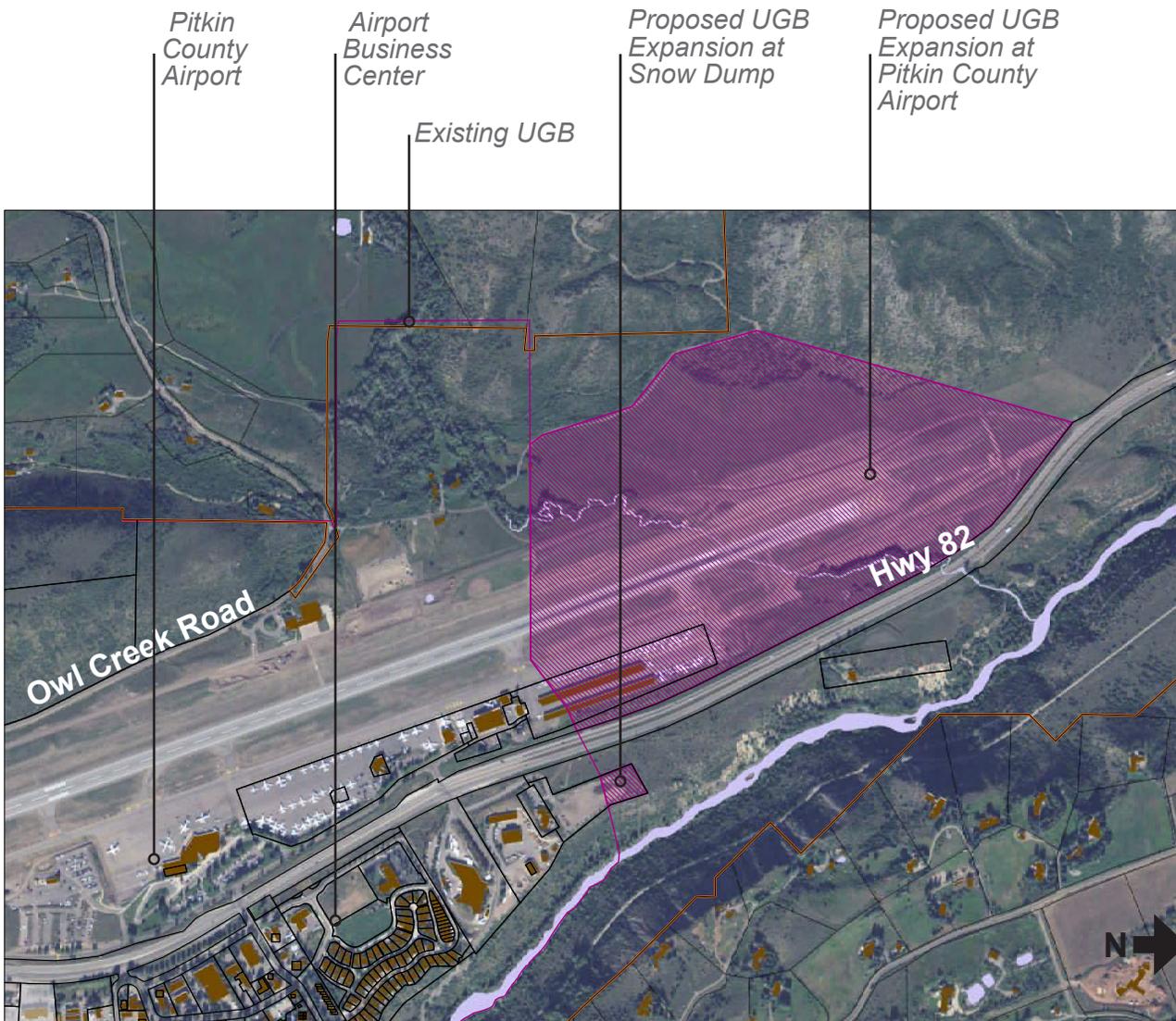


**Figure 6: Map of Established Subdivisions**

**Legend**

-  Established Subdivision Area
-  City of Aspen
-  West of Maroon Creek Planning Area Boundary

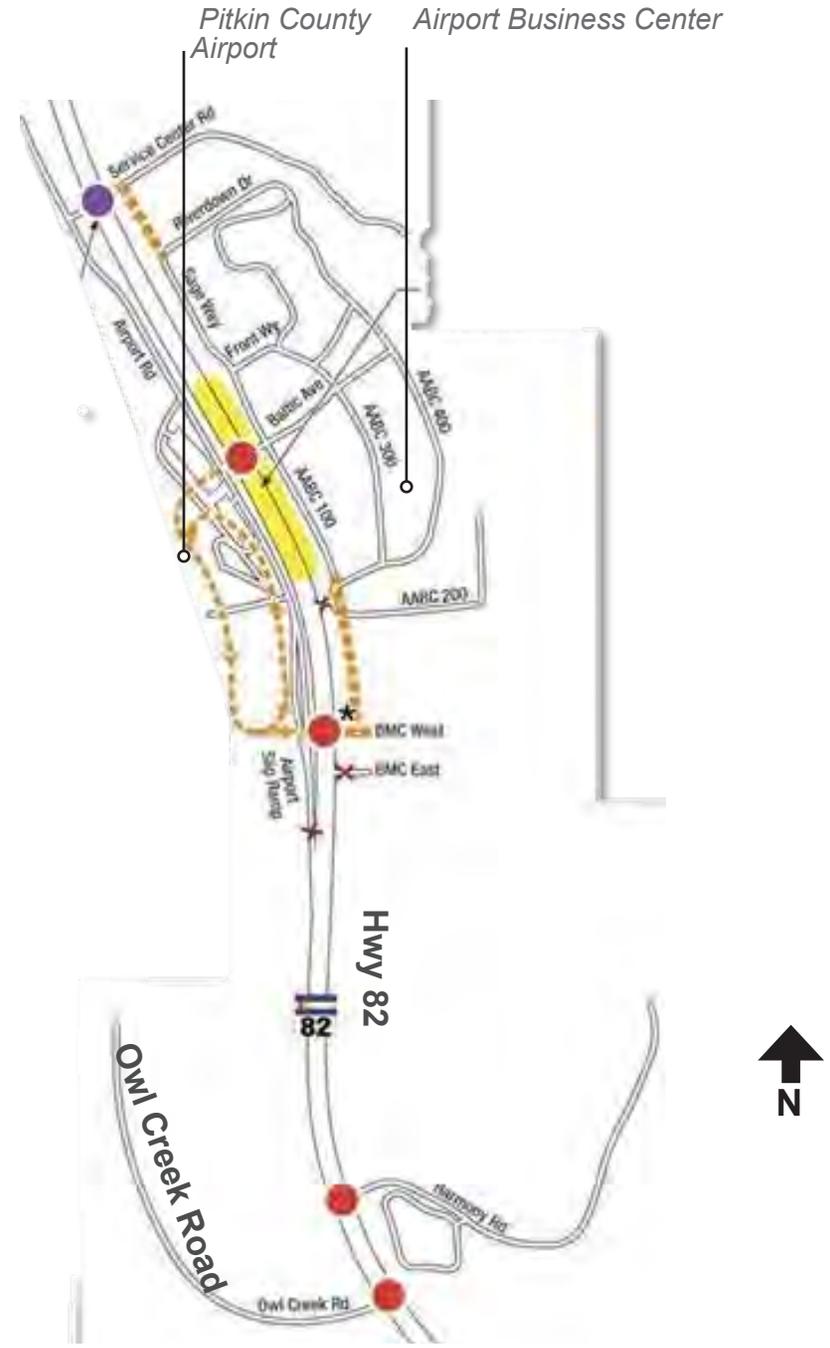


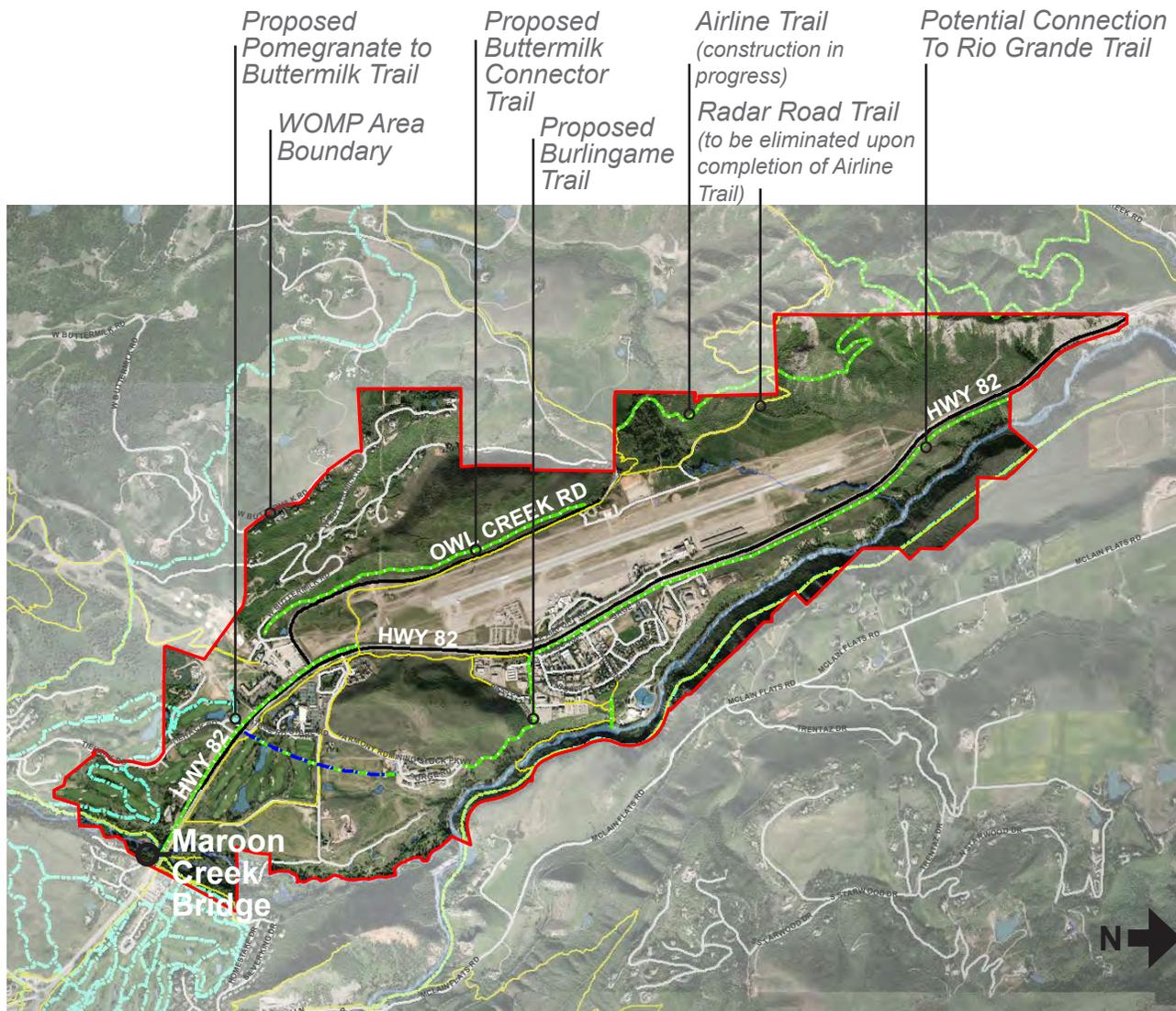


**Figure 7: Map of Aspen Urban Growth Boundary Expansion to Include Pitkin County Airport and Aspen Snow Dump**

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

- Legend**
-  New Proposed Roadway
  -  Future Access Closure
  -  Fully Controlled Intersection
  -  Full Movement Unsignalized Intersection
  -  Location of RFTA BRT station to be identified in the future
  -  \* Depending on future redevelopment and projected LOS, left turns at BMC West may be restricted





**Figure 9: Bicycle, Pedestrian & Nordic Ski Trails Map**

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

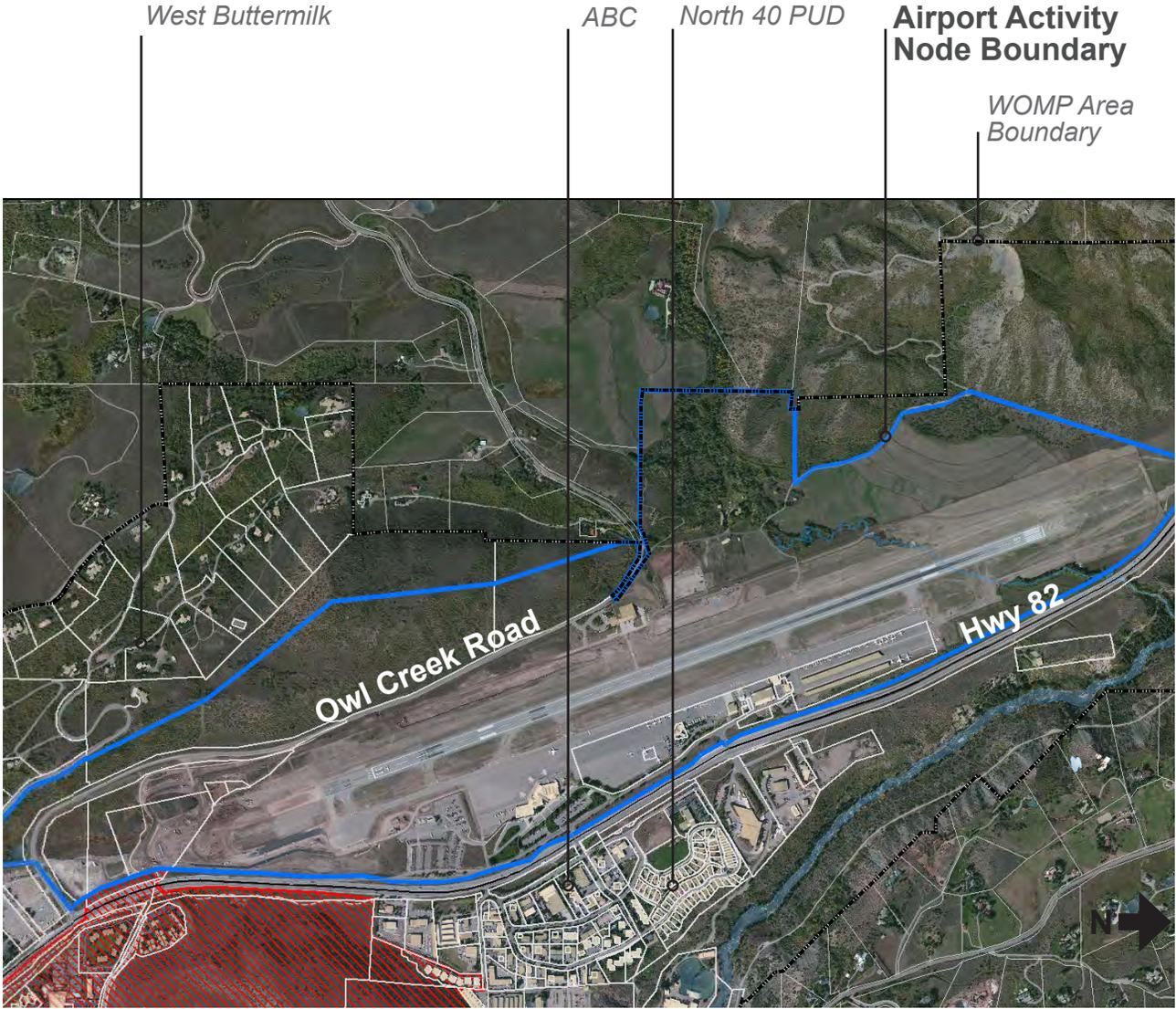
The Pitkin County Airport is owned by Pitkin County and operated by the Pitkin County Board of County Commissioners. Though the Pitkin County Airport includes property located on both sides of Highway 82, all of the improvements and facilities are situated on the west side of the highway.

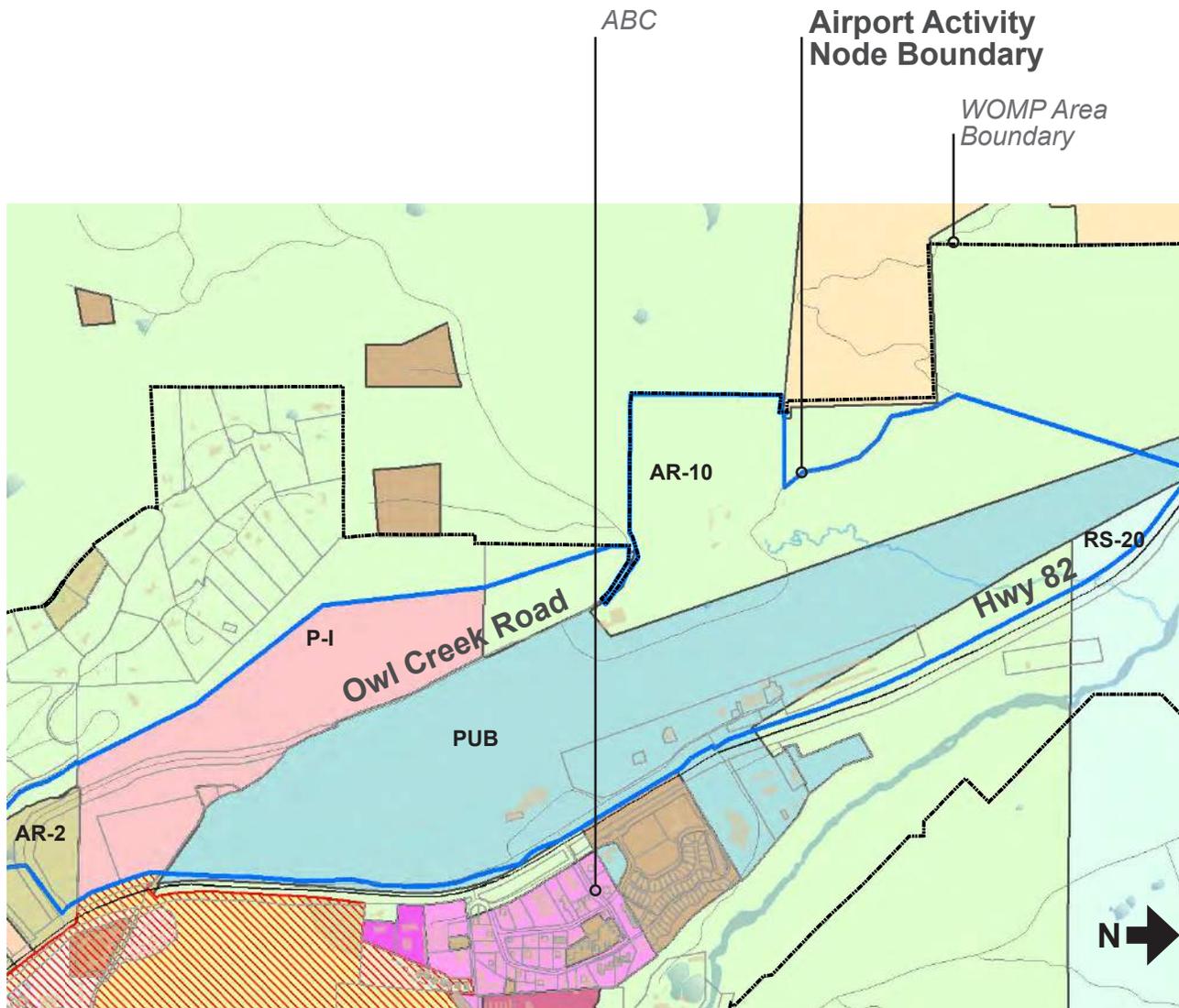
The Pitkin County Airport includes both commercial and general aviation terminals and associated support facilities. The commercial passenger terminal is the largest structure, containing approximately 38,000 square feet, and is located directly across Highway 82 from the ABC subdivision. The general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





**Figure 12: Pitkin County Airport Activity Node - 2012 Zoning**

- Pitkin County Zoning**
- District**
- AH Affordable Housing
  - AH/PUD Affordable Housing/PUD
  - AR-10 Agricultural/Residential - 10 acres
  - AR-2 Agricultural/Residential - 2 acres
  - B-2 Business
  - I Industrial
  - LIR-35 Low Impact Residential - 35 acres
  - **Public Institutional**
  - PUB Public
  - RS-20 Resource 20 Acre
  - SKI-REC Ski Recreation
- City of Aspen Zoning**
- DISTRICT**
- 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

Pitkin County Airport Activity Node			
Policy	Implementation Steps	Implementing Agency	Priority
<b>Land Use</b>			
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
<b>Transportation</b>			
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 (Figure 9).	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. (Figure 9).	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 those 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 Lodging & Commercial Core Commission	2
	II.1.f Preserve the dedicated transit rights-of-way and easements that run 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 said rights-of way and easements.	Pitkin County Airport, RFTA, CDOT	Ongoing
	II.1.g Provide/maintain a Pitkin County Airport terminal/transit interface adjacent to Highway 82 and the Roaring Fork Transit Authority Bus Rapid Transit station.	Pitkin County Airport, RFTA, CDOT	1

## 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 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 seven distinct areas within the ABC activity node:

- Parcel 1, Aspen 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, North 40 Soccer Field
- Parcel 4, Mountain Rescue Property
- Parcel 5, ProBuild Parcel
- Parcel 6, +/-20 Acre Parcel immediately north and west of the Aspen snow dump property on east side of Hwy. 82

**Figure 13: ABC Activity Node Location Map**

*Burlingame Triangle*

*Parcel 1: Airport Business Center Activity Node Boundary*

*Parcel 2: North 40 Vacant Parcel*

*Aspen Snow Dump*

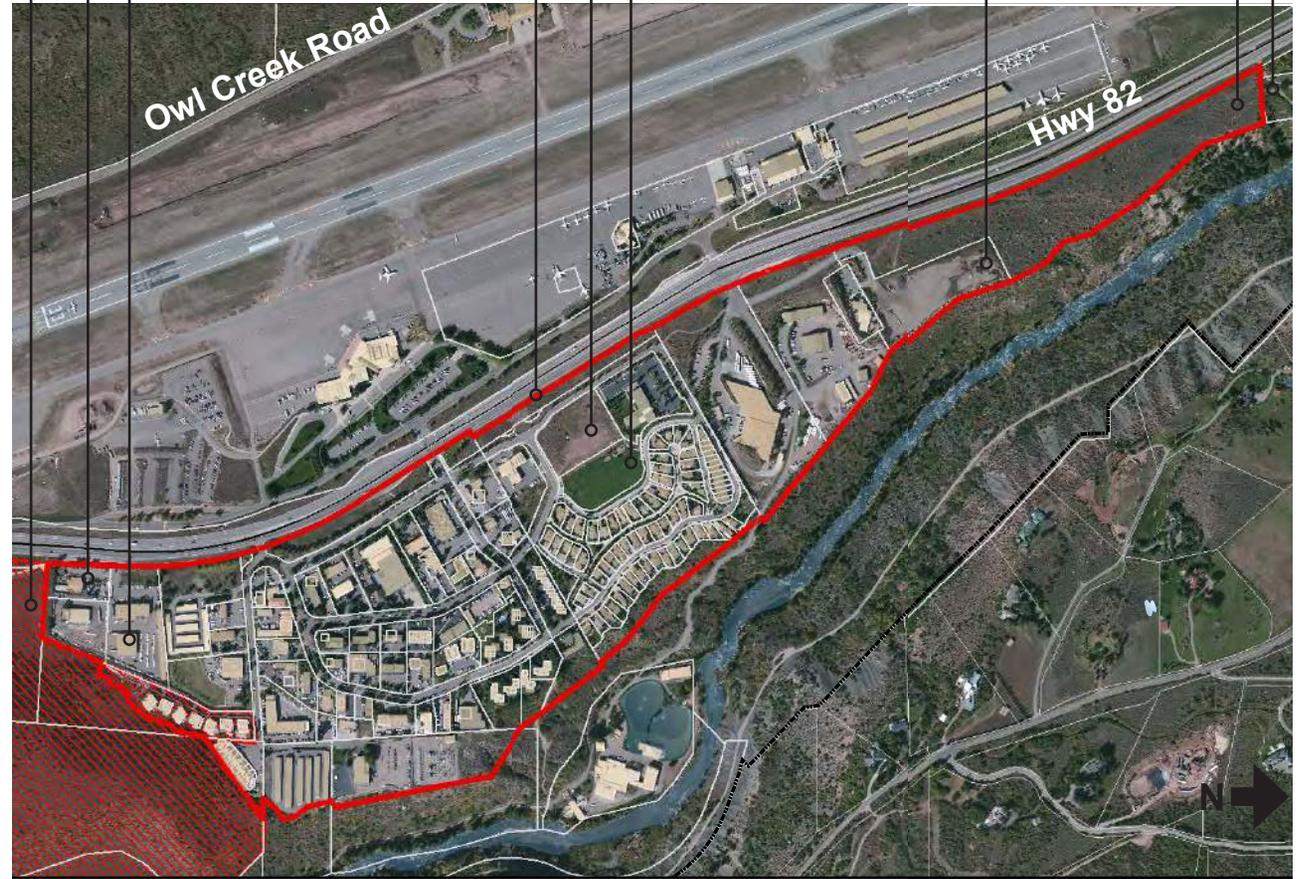
*Sardy Property*

*Parcel 4: Mountain Rescue*

*Parcel 5: ProBuild*

*Parcel 3: North 40 Soccer Field*

*Parcel 6: +/-20 Acre County Owned Parcel*



<b>ABC Activity Node</b>			
<b>All Areas Within the ABC Activity Node</b>			
<b>Policy</b>	<b>Implementation Steps</b>	<b>Implementing Agency</b>	<b>Priority</b>
<b>Land Use</b>			
I.1 Given proximity to residences and high visibility from Highway 82, development should be designed as a collection of small scale buildings as relates to adjacent residential 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
<b>Transportation</b>			
II.1 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.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 (Figure 9, page 21).	RFTA, Pitkin County Public Works, Open Space & Trails, Pitkin County Community Development Department	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 West of Maroon Creek Corridor 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 West of Maroon 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, page 21.	Aspen and 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 to 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**

<b>Policy</b>	<b>Implementation Steps</b>	<b>Implementing Agency</b>	<b>Priority</b>
<b>Land Use</b>			
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. Modify zoning 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 5), 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**

<b>Policy</b>	<b>Implementation Steps</b>	<b>Implementing Agency</b>	<b>Priority</b>
<b>Land Use</b>			
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"> <li>▪ Deed restricted affordable housing or;</li> <li>▪ Mixed-use consisting of deed-restricted housing and accessory service commercial uses (with minimum possible visual impacts as viewed from North 40 residences and Highway 82;) and minimum possible traffic generation; and/ or;</li> <li>▪ Public Institutional use for purposes such as expansion of existing higher education facilities.</li> </ul>	Pitkin County Community Development Department	1
	I.1.b. Prohibit lodging as a use.		

**Parcel 3 - North 40 Soccer Field**

<b>Policy</b>	<b>Implementation Steps</b>	<b>Implementing Agency</b>	<b>Priority</b>
<b>Land Use</b>			
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. Restrict the “common area” identified on North 40 PUD Plat, and currently used as a soccer field, for open space/recreational uses only.	Pitkin County Community Development Department	1

ABC Activity Node (continued)			
	I.1.b. Allow development on Block 2 as described on the North 40 PUD Plat, to incorporate the acreage of the soccer field to determine allowable floor area.	Pitkin County Community Development Department	Ongoing
Parcel 4 - Mountain Rescue Parcel			
Policy	Implementation Steps	Implementing Agency	Priority
<b>Land Use</b>			
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 5 - ProBuild Parcel			
Policy	Implementation Steps	Implementing Agency	Priority
<b>Land Use</b>			
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.	Aspen Community Development Department	1
Parcel 6 - 20 Acre Parcel Immediately North & West of Aspen Snow Dump Property on East Side of Highway 82			
Policy	Implementation Steps	Implementing Agency	Priority
<b>Land Use</b>			
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 maintained 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:

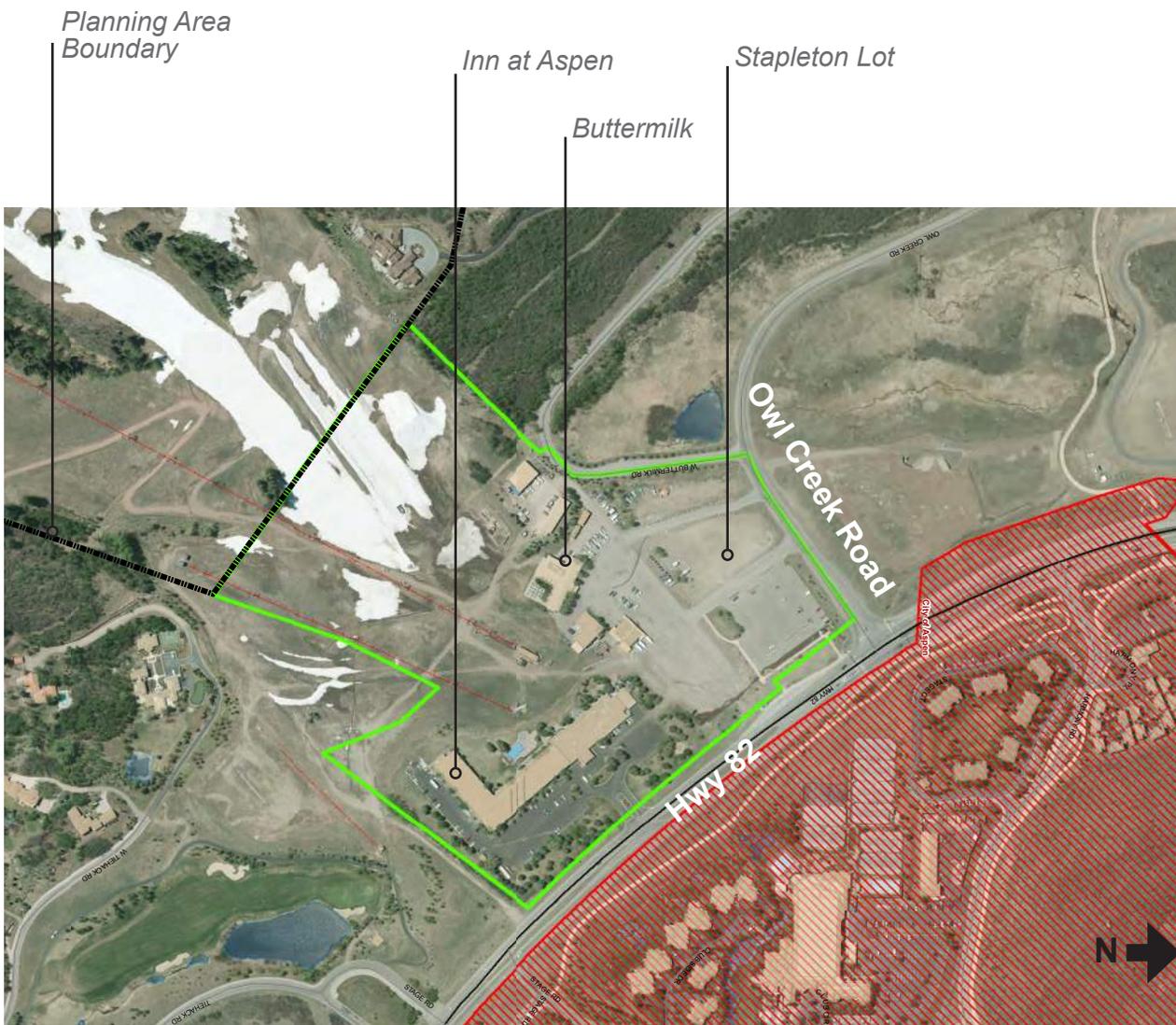
- Buttermilk
- Inn at Aspen
- Stapleton Lot

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 farmers market in the summer.

The Inn at Aspen, initially developed as a lodge, 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 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**

-  Ski Lifts
-  Buttermilk Activity Node
-  City of Aspen
-  Water

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

**Pitkin County Zoning**

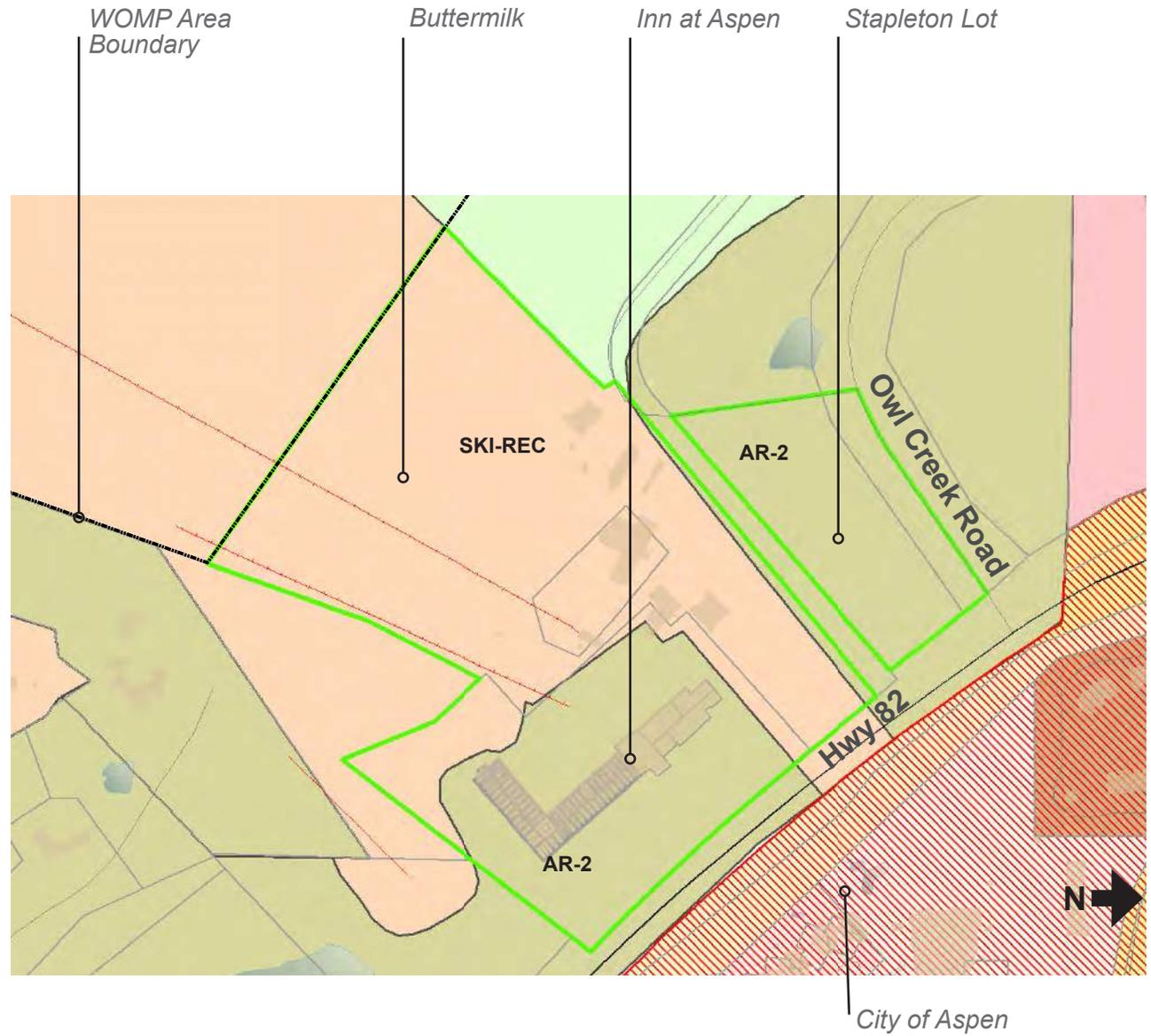
**District**

-  AR-10 Agricultural/Residential - 10 acres
-  AR-2 Agricultural/Residential - 2 acres
-  Public Institutional
-  SKI-REC Ski Recreation

**City of Aspen Zoning**

**DISTRICT**

-  AH Affordable Housing
-  R/MFA Residential/Multi-Family
-  C Conservation
-  OS Open Space
-  P Park



<b>Buttermilk/Inn at Aspen Activity Node</b>			
<b>All Areas Within the Buttermilk/Inn at Aspen Activity Node</b>			
<b>Policy</b>	<b>Implementation Steps</b>	<b>Implementing Agency</b>	<b>Priority</b>
<b>Land Use</b>			
I.1 Maintain the Buttermilk/Inn at Aspen Activity Node as a lodge/ski/recreation area.	I.1.a. Rezone to accommodate lodge use on the Inn at Aspen parcel if such change can be accomplished while maintaining neighborhood character.	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
<b>Transportation</b>			
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 WOMP 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, 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 ,RFTA, 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 (Figure 9).	City & County Open Space & Trails, Pitkin County Public Works ,RFTA, Aspen Parks Dept.	1
<b>Buttermilk Parcel</b>			
<b>Policy</b>	<b>Implementation Steps</b>	<b>Implementing Agency</b>	<b>Priority</b>
<b>Land Use</b>			
I.1 Allow use of Buttermilk as a special event venue;	I.1.a. Amend the Buttermilk Ski Area Master WOMP 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	1
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	1

Buttermilk/Inn at Aspen Activity Node (continued)			
Buttermilk Parcel			
Policy	Implementation Steps	Implementing Agency	Priority
<b>Transportation</b>			
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	1
II.1 Incorporate transit in Planning for special events.	II.1.a. Require special events to develop and implement a transportation WOMP 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
<b>Land Use</b>			
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
<b>Land Use/Transportation</b>			
I.1 Use parcel for one or more of the following uses: <ul style="list-style-type: none"> <li>• open space preservation and/or;</li> <li>• access to public lands and/or;</li> <li>• parking for recreational users;</li> <li>• and/or to facilitate use of public transportation.</li> </ul> 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.)	City & County Open Space & Trails	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 which is 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 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**

-  Structures
-  Ski Lifts
-  local
-  county
-  state
-  Aspen Country Inn/Pomegranate
-  Parcels
-  City of Aspen
-  Water

Aerial Image: Summer, 2011

