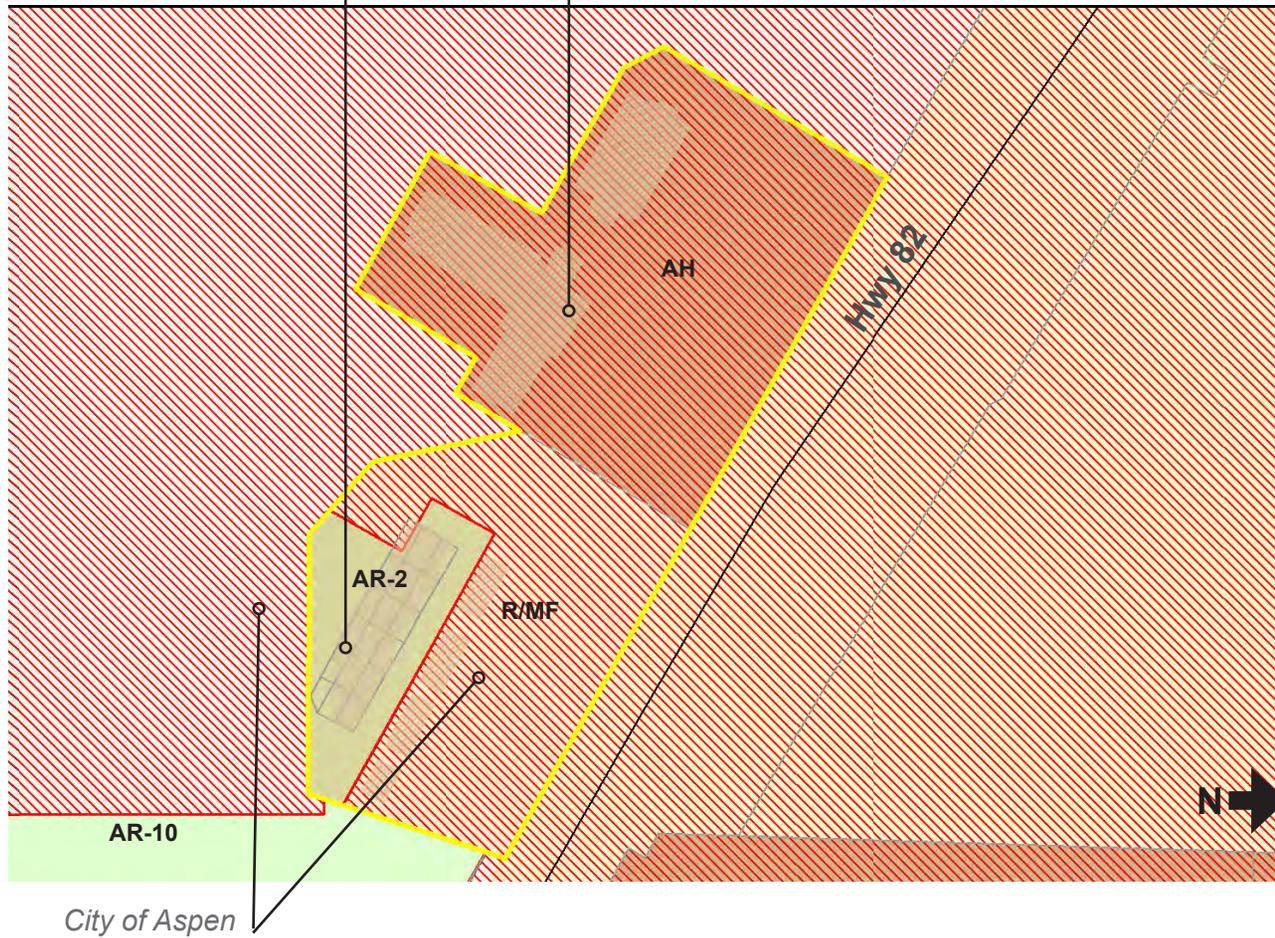


Pomegranate Condominiums
 Aspen Country Inn
 (Deed Restricted/
 Senior Housing)

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



Pitkin County Zoning

District

-  AR-10 Agricultural/Residential - 10 acres
-  AR-2 Agricultural/Residential - 2 acres

City of Aspen Zoning

DISTRICT

-  AH Affordable Housing
-  R/MF Residential/Multi-Family

Pomegranate/Aspen Country Inn Activity Node			
All Areas Within the Pomegranate/Aspen Country Inn Activity Node			
Policy	Implementation Steps	Implementing Agency	Priority
<i>Land Use/Transportation</i>			
I.1 Development of a safe pedestrian crossing at Highway 82 is 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, Aspen and Pitkin County Open Space and Trails Departments, City & County Community Development Departments	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 accommodated.	Pitkin County & 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 respectively 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 quite visually prominent.

Alternatively, 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.



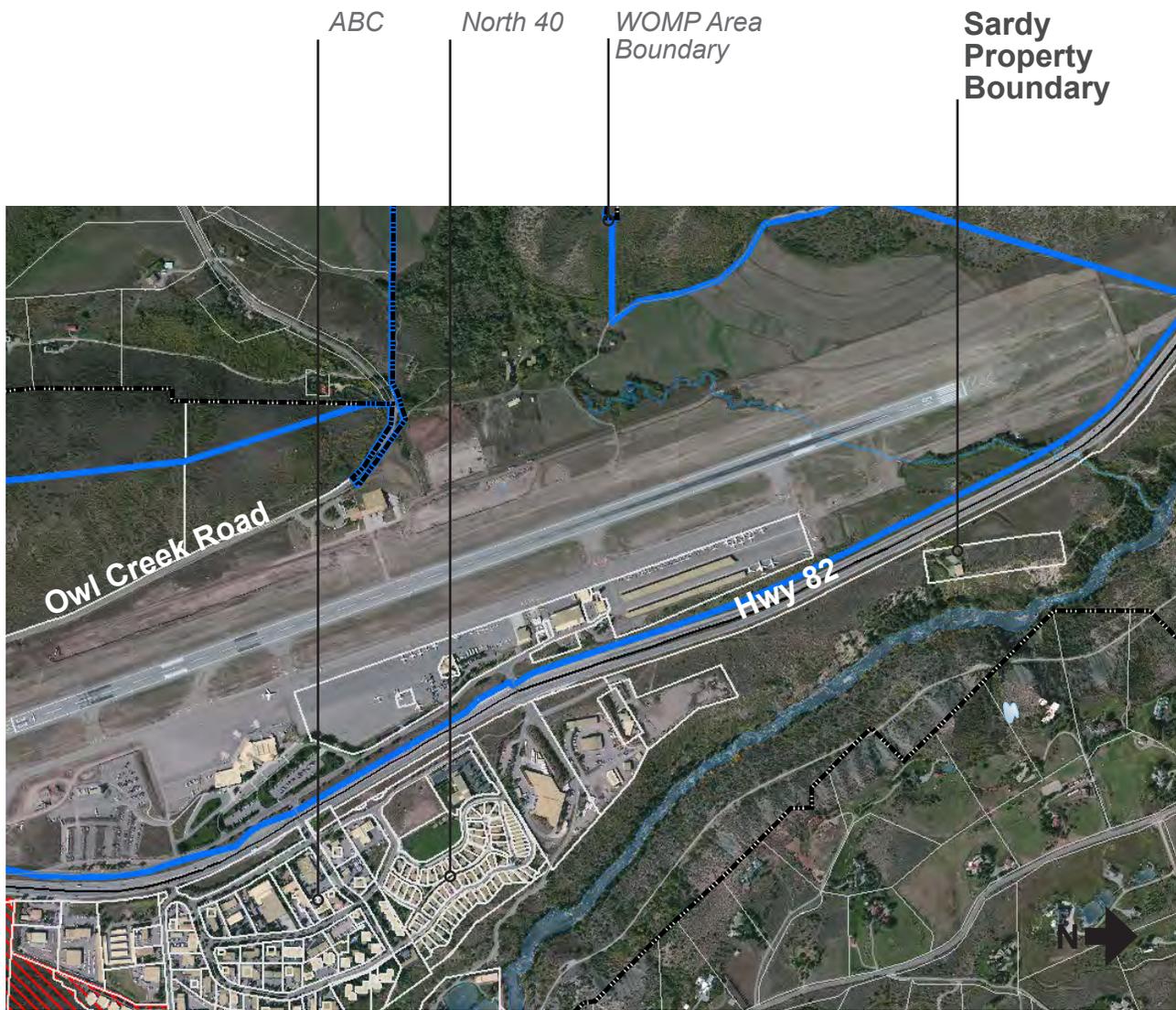
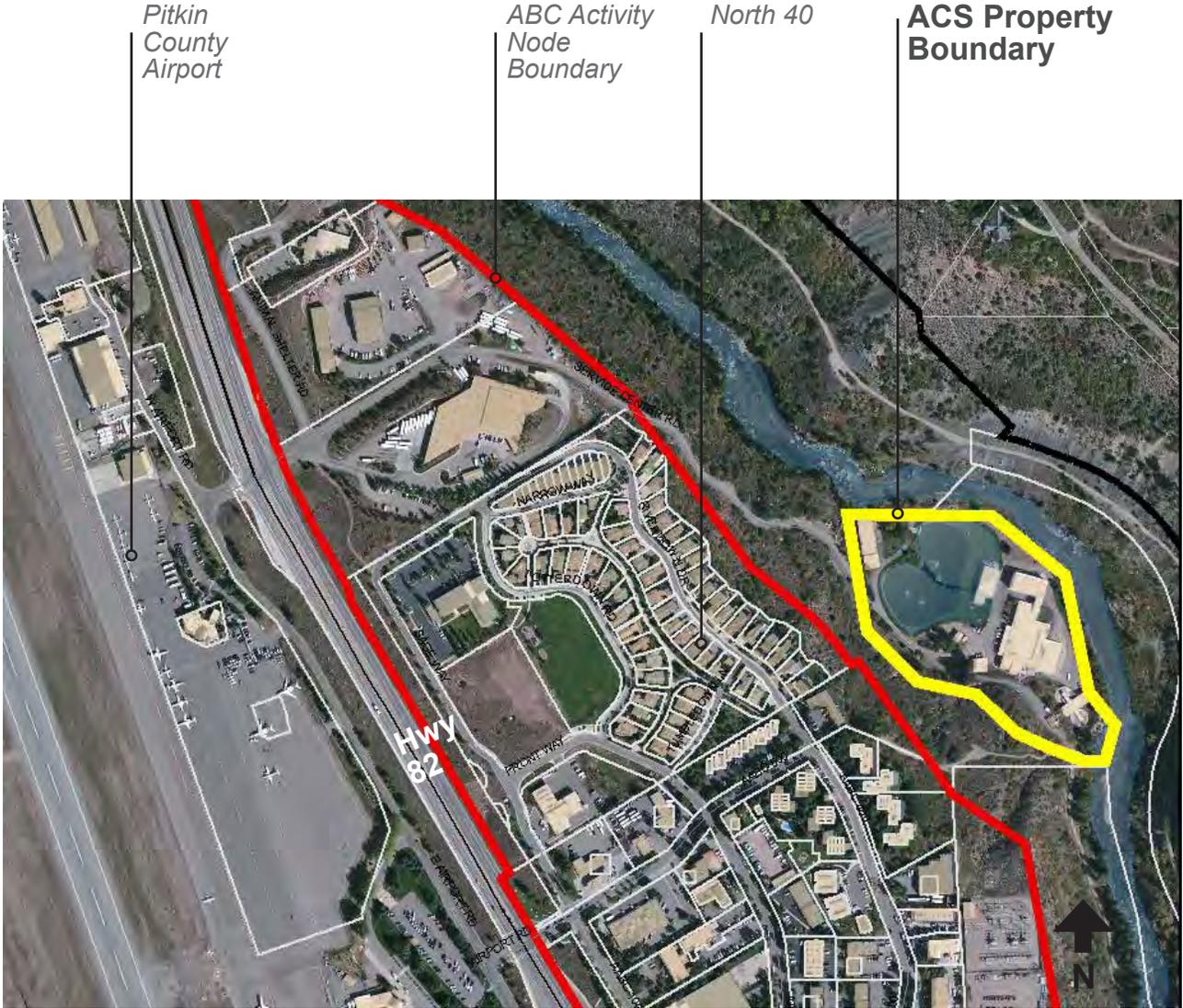


Figure 19: Sardy Property Location Map

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 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 As it is surrounded by undeveloped County owned open space, and may be in close proximity to County trails in the future, the parcel may also be appropriate as undeveloped open space.	I.2.a. Zoning should accommodate open space as a potential use.	Pitkin County Community Development Department	1
	I.2.b 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,” to accommodate existing use, as the current AR-10 zoning does not reflect the current or anticipated use in the near or long term.	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 seen prominently 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

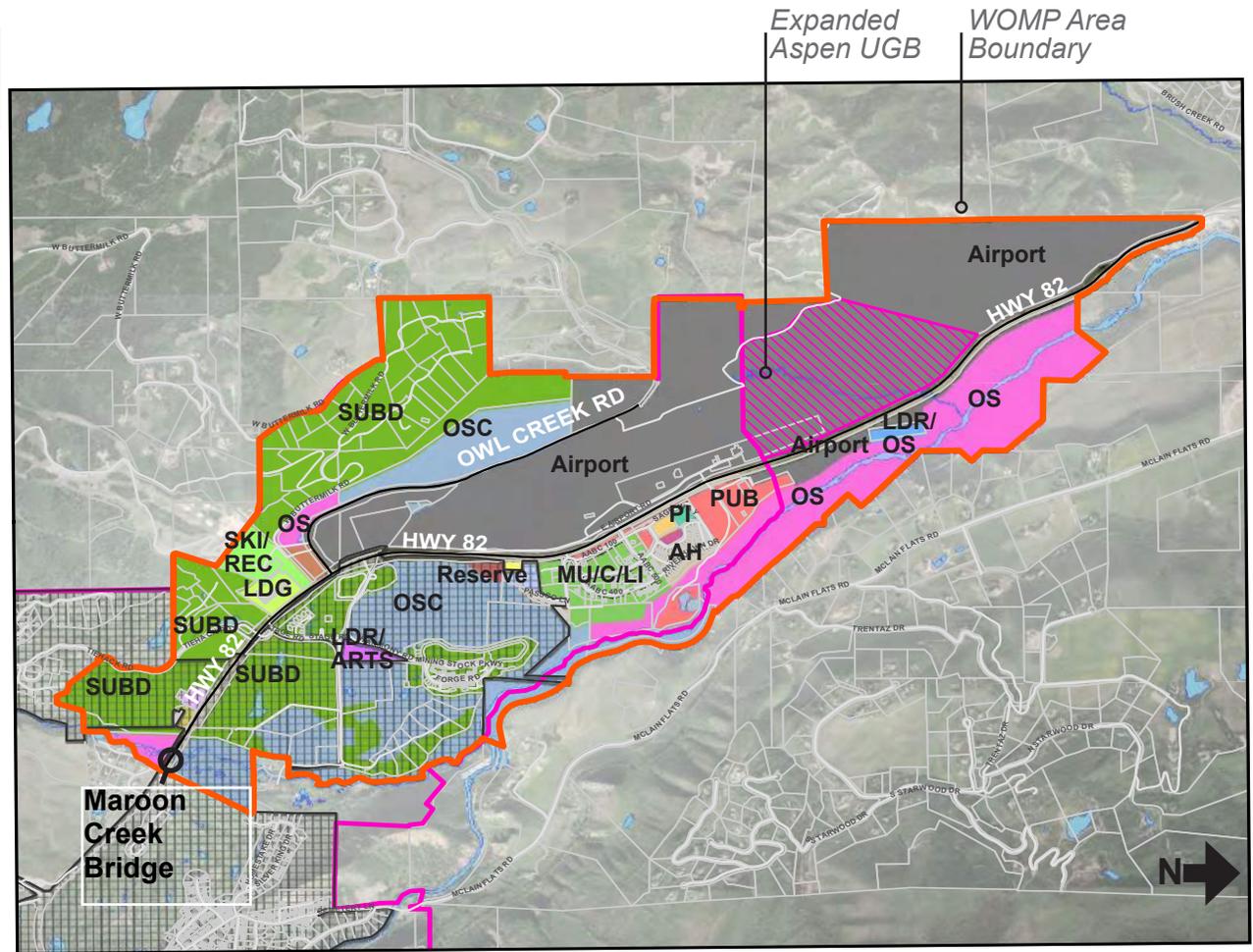
FUTURE LAND USE MAP AND LAND USE DESIGNATIONS

Figure 21: Future Land Use Map

-  West of Maroon Plan Area Bounda
-  Expanded Aspen Urban Growth Br
-  2013 Aspen Urban Growth Boun
-  Aspen City Limits
-  Parcel
-  Primary Roads
-  Roads
-  Lakes/Ponds/Rivers

Future Land Use Categories

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



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 exWOMPation 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.

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, Pages 28,29)

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



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.

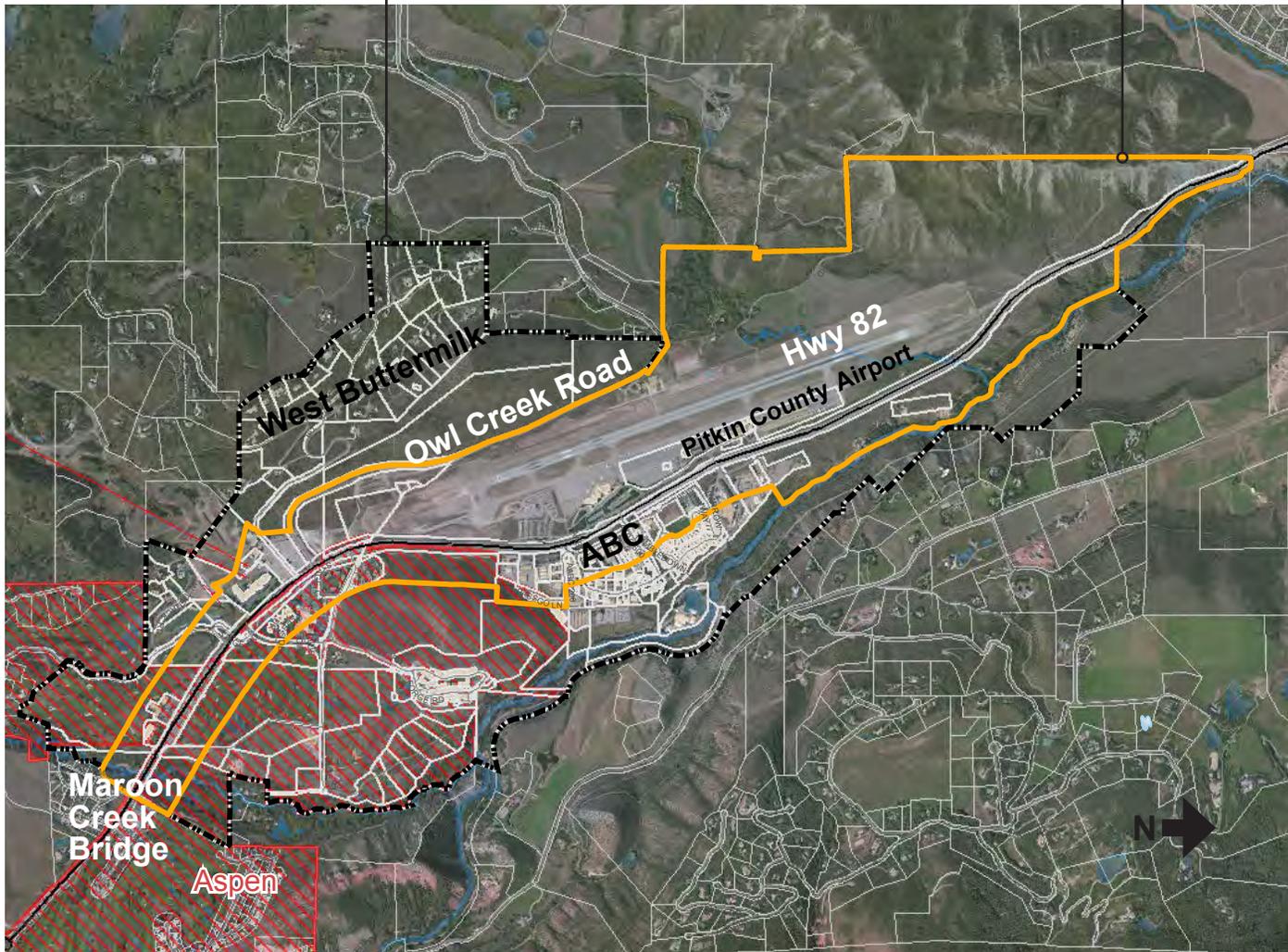
When applications are submitted for development within the WOMP area, all aspects of the visual appearance including design, landscaping, lighting and signage should be comprehensively WOMPned. Priorities include maintaining views of natural features along the Highway 82 and Owl Creek Road corridors as described in the attached photographs. Attached photographs also depict the two protected “view WOMPes” for Mount Daily 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.

**Boundary of Area
Subject to West
of Maroon Creek
Scenic Guidelines**

Figure 22: Area Subject to Scenic Guidelines

*Planning Area
Boundary*



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 paths;
5. Maintain a 200 foot setback throughout the corridor except as has been explicitly varied by previous land use approvals; (eg.; 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, should remain undisturbed; (For Airport-specific

guideline, 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 covering with frosted glass or colored glass with a dense enough consistency to hide the light bulb or a metal housing (cap) which directs the light downward. 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-candle, 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, astronomic 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 following outdoor light fixtures should be prohibited as specified below. 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. No 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, metal halides 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 .5 lumens between each fixture and less than 0.1 lumen 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. (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.
 - i. Within three hundred (300) 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, 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, 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, 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 300 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, and;
 - 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 rooflines and structures are a desirable means of limiting visual impacts (example: the Pitkin County Airport Operations Center (AOC)).
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 north and south ends of the Pitkin County Airport runway should remain undeveloped as a visual break between the Buttermilk on the south and the shale bluffs on the north, respectively.
7. Maintain existing setback of 100 feet from property line along Highway 82;
8. Ensure that development, including structures, landforms and landscaping do 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” or “exterior lighting” is 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 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, astronomic 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 following outdoor light fixtures shall be prohibited as specified below. 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. No 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 and 130 feet to garages;
 - 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 Highland 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.

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

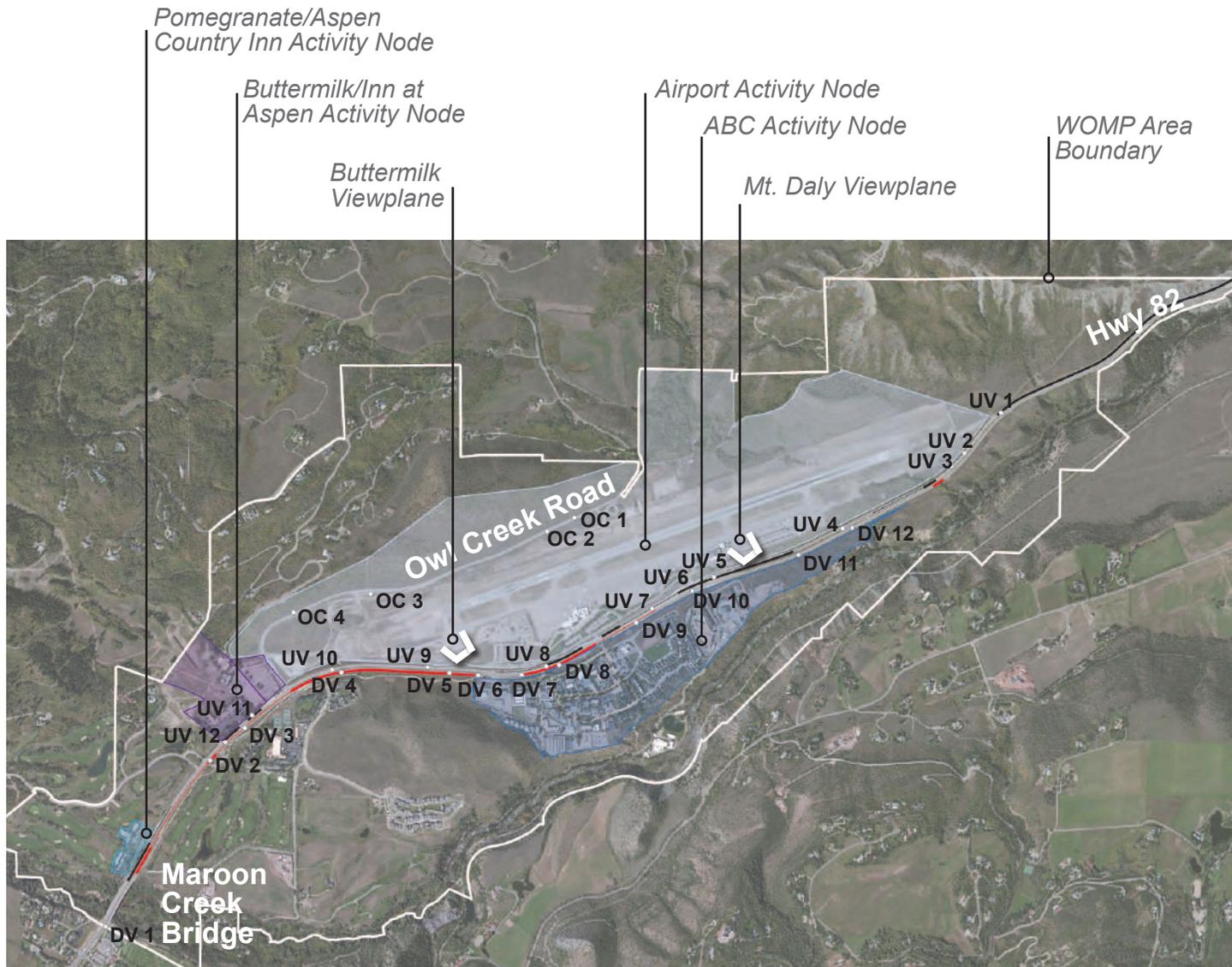
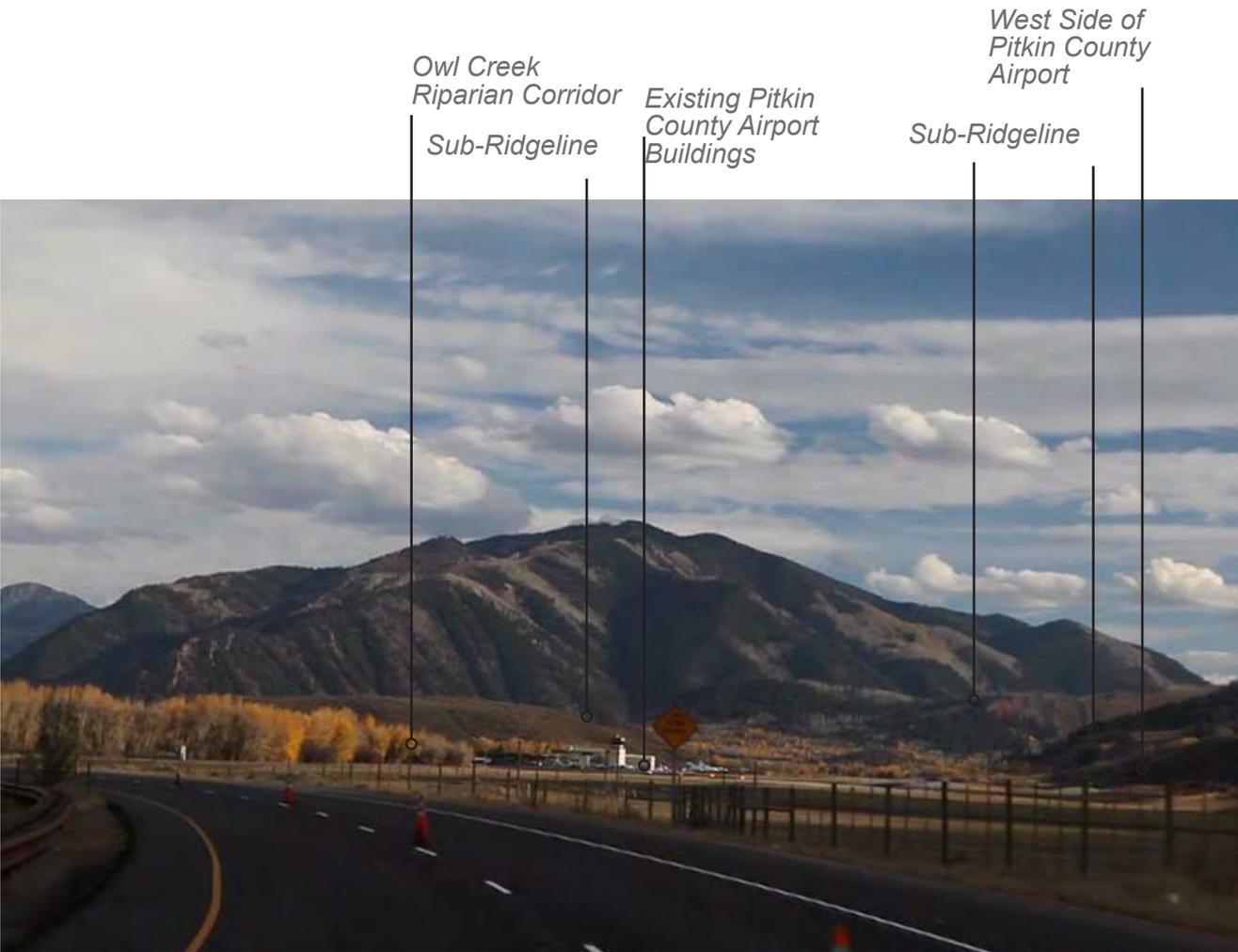


Figure 23: Scenic Views Photo Index Map

This photo index map identifies the location from which each photograph in 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 by white "U" shaped symbols.

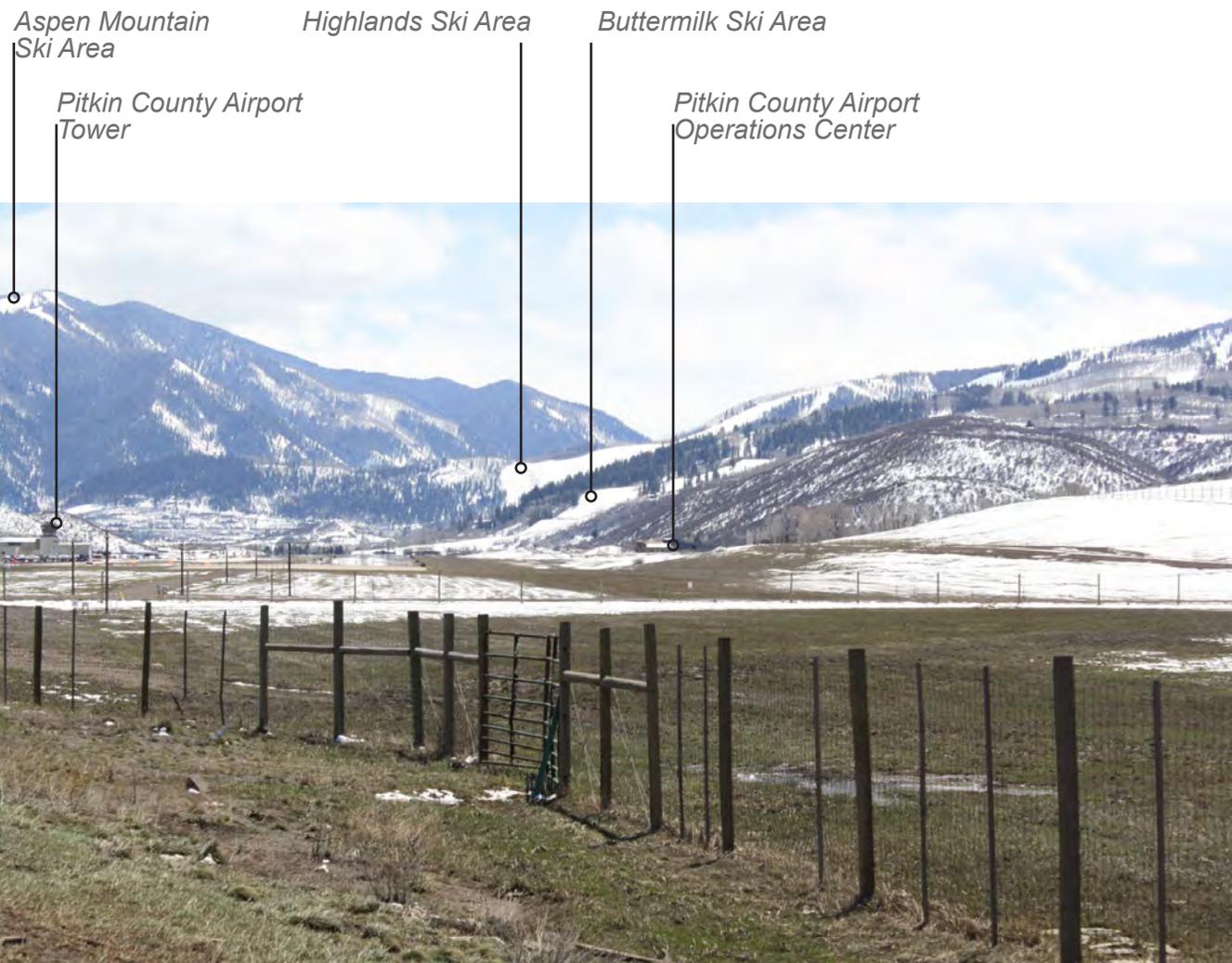
Upvalley Photo 1



Upvalley Video 9:14

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.
- Use of non-reflective colors and articulated rooflines as well as other methods to break massing should be used 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.

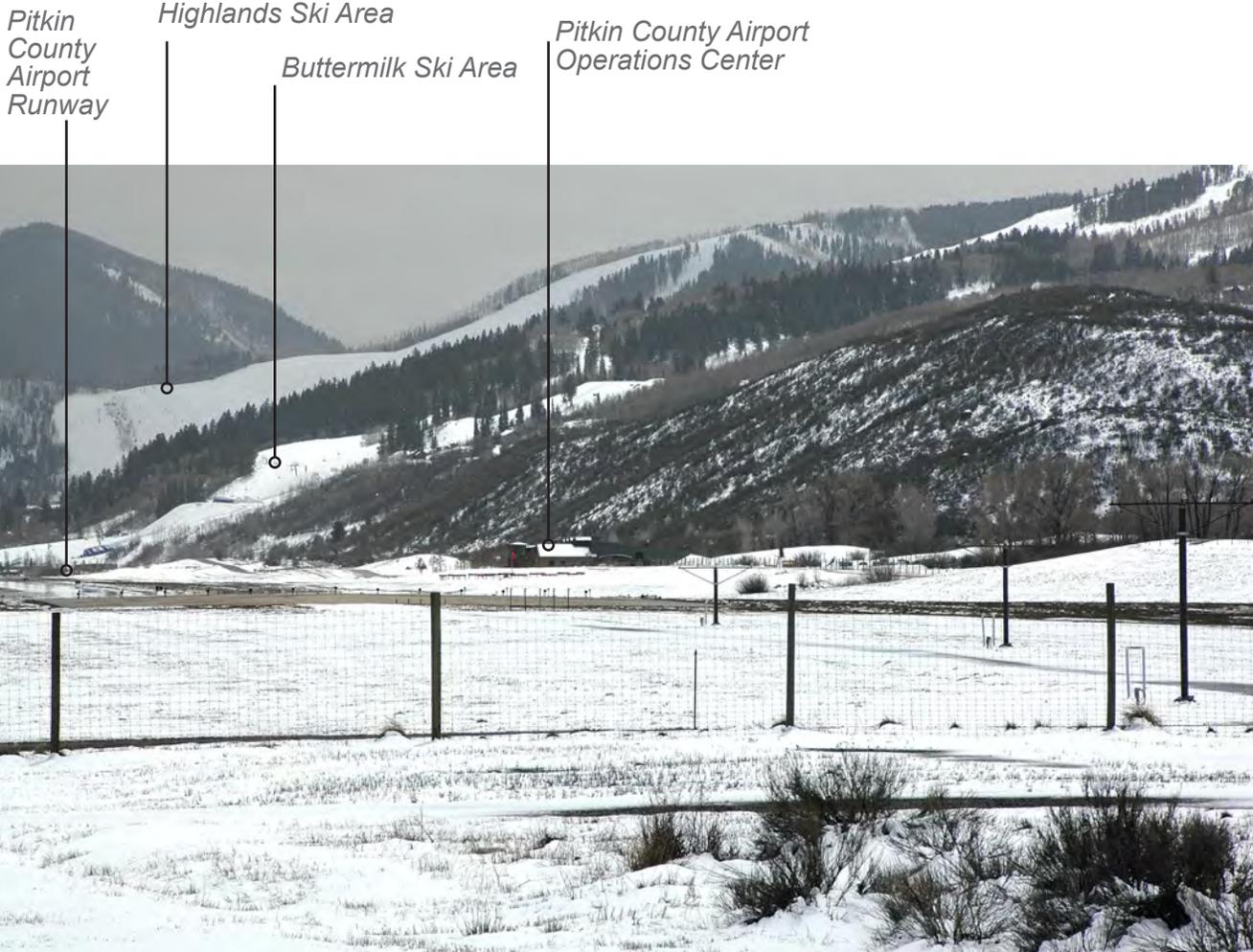


Upvalley Photo 2

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



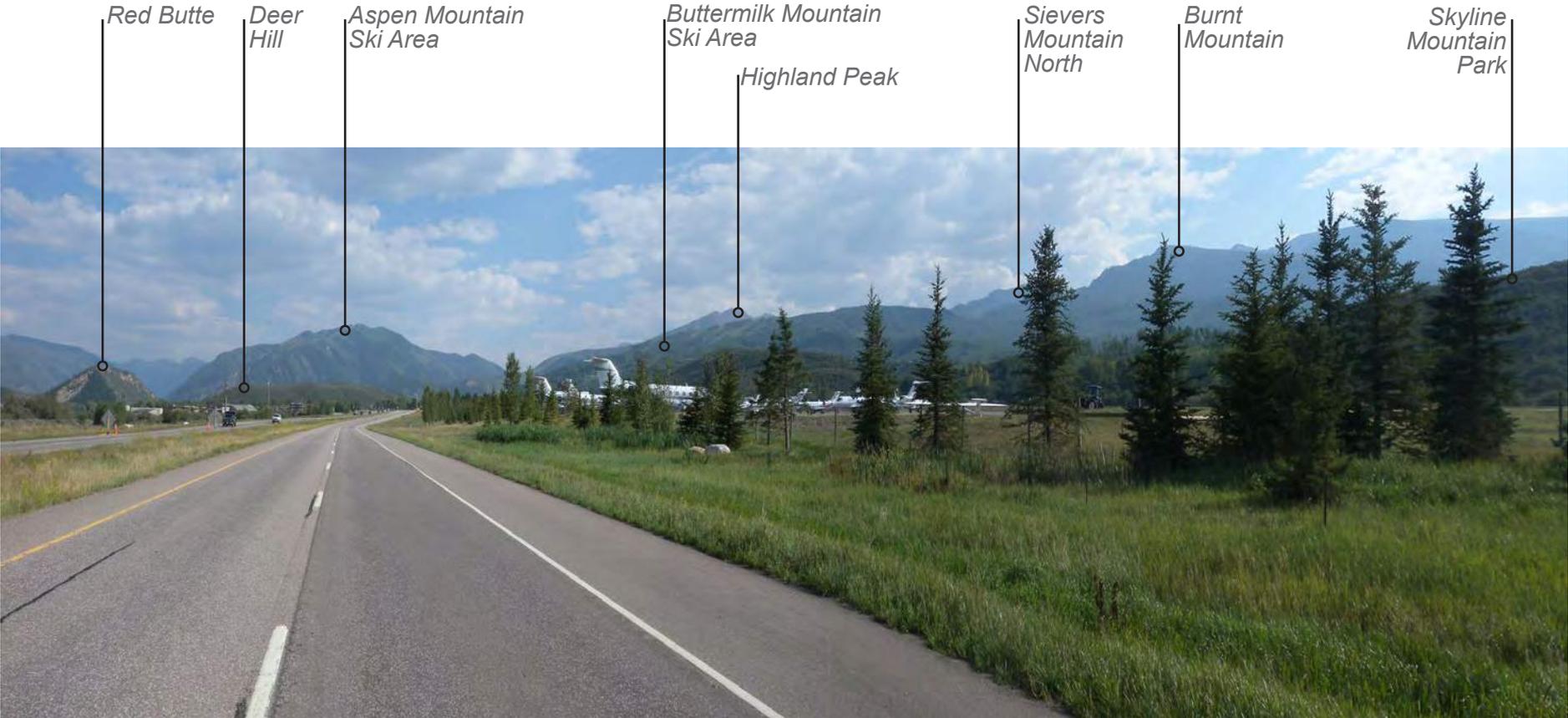
This is a view of the Pitkin County Airport Operations Center on the west side of the Pitkin County Airport as viewed when looking across the runway from Highway 82 headed upvalley.

- 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

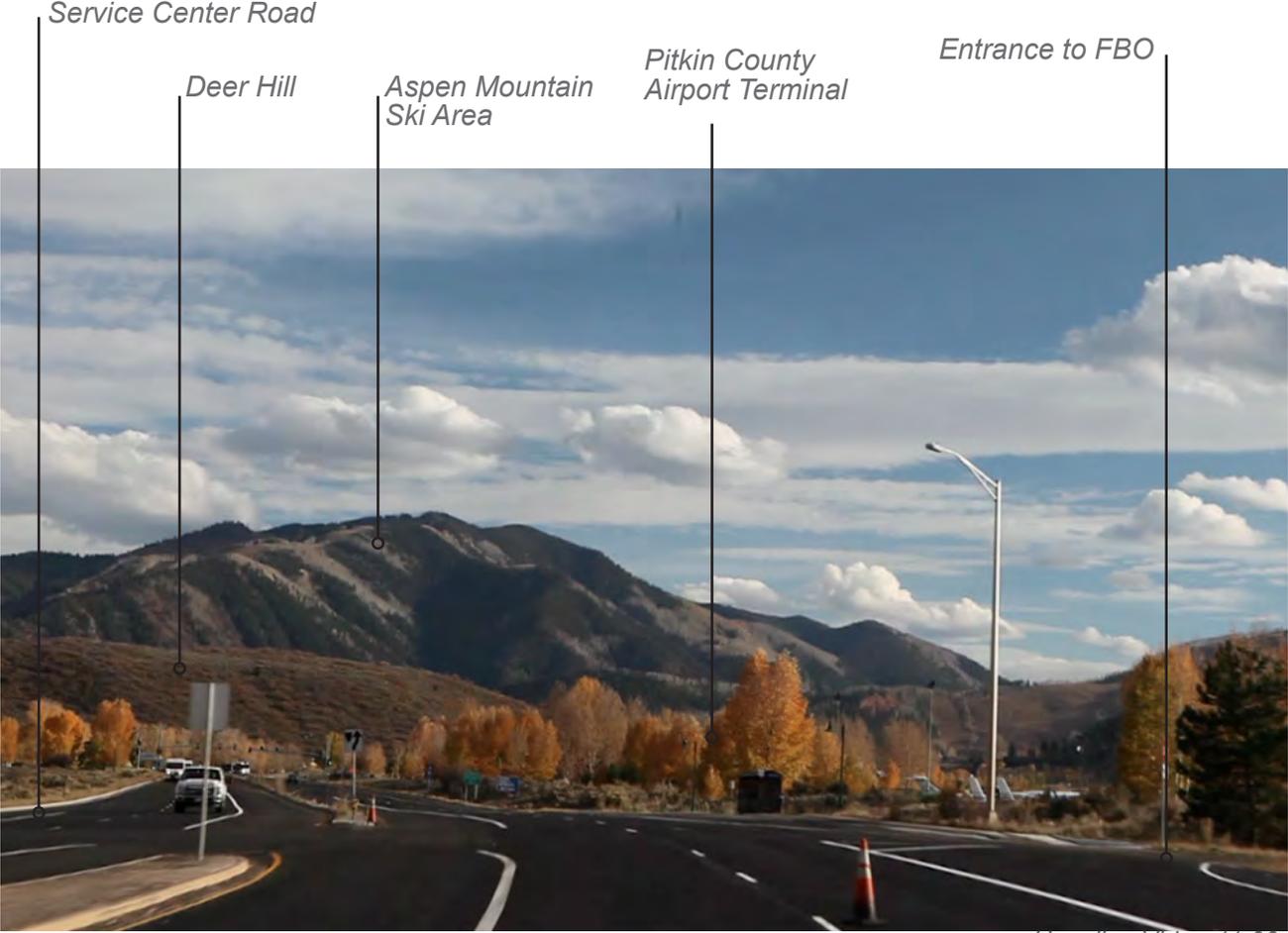
This view is an open valley view of eight prominent topographic and locally significant features.

- 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.



S_10_7863

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 Video 11:00

Upvalley Photo 6



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

- To the extent feasible, place plane 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

Aspen Mountain
Ski Area

Pitkin County
Airport



S_15_7879

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 natural sage vegetation.
- Maintain view of Deer Hill hillside and ridgeline.

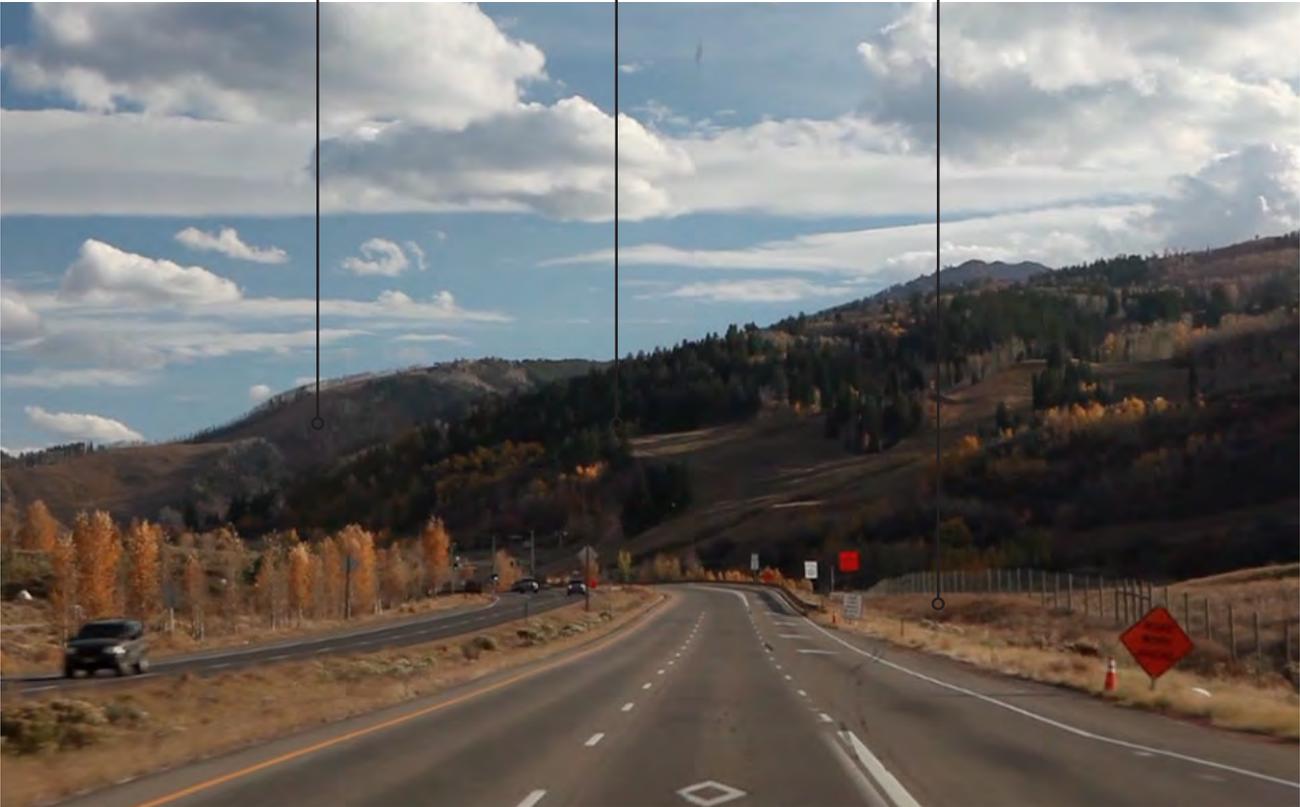
Upvalley Video 12:08

Upvalley Photo 9

Highlands Ski Area

Buttermilk Ski Area

South End of the
Pitkin County Airport
Activity Node



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

- 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 Video 12:41

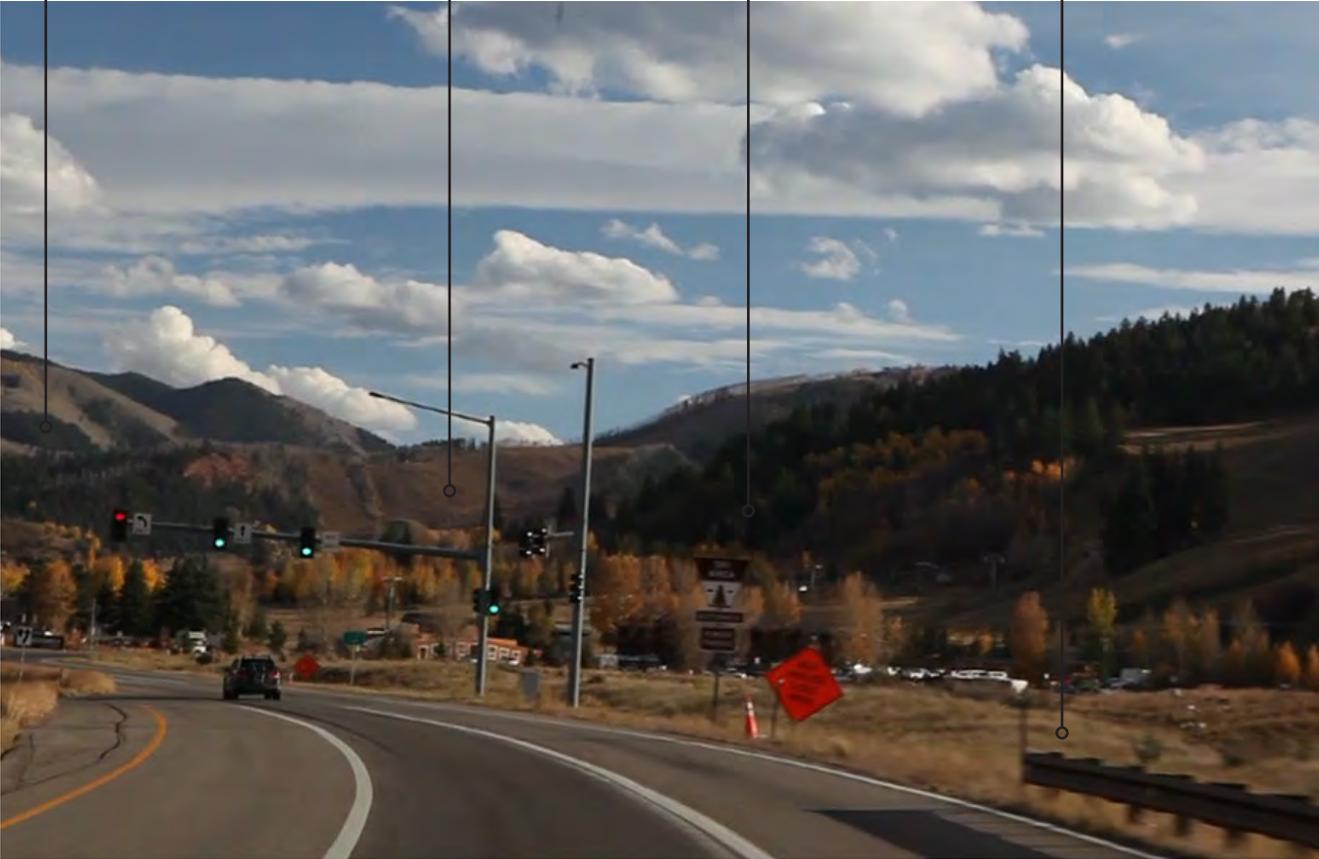
Upvalley Photo 10

Aspen Mountain
Ski Area

Highlands Ski Area

Buttermilk Ski Area

South End of the
Pitkin County Airport
Activity Node



This is a view of Buttermilk Ski Area.

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

Upvalley Video 13:10

Upvalley Photo 11

*Aspen Mountain
Ski Area*

Highlands Ski Area

*Buttermilk
Mountain Ski
Area*

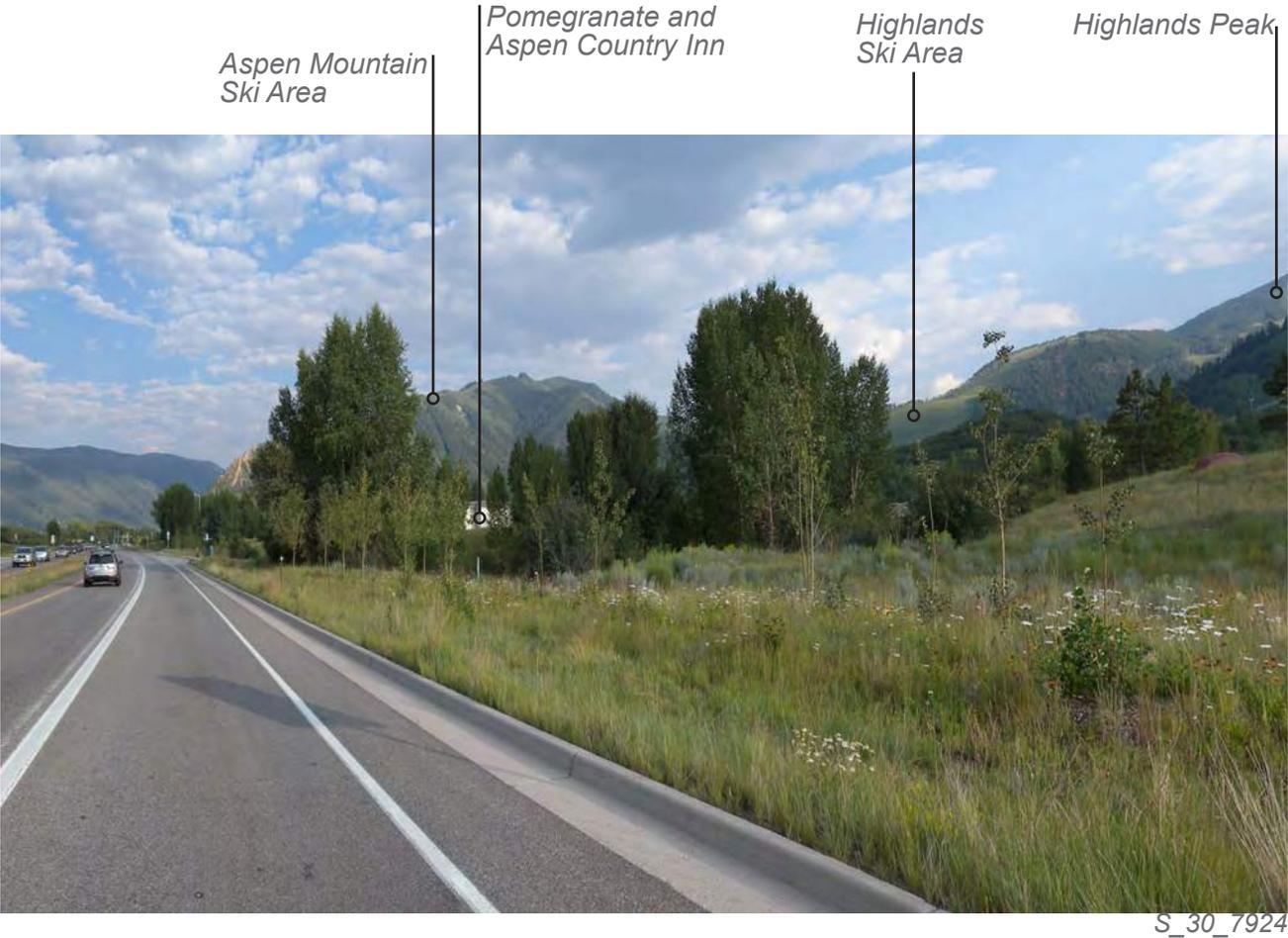


This is a view of the Inn at Aspen.

- 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.

S_25_7909

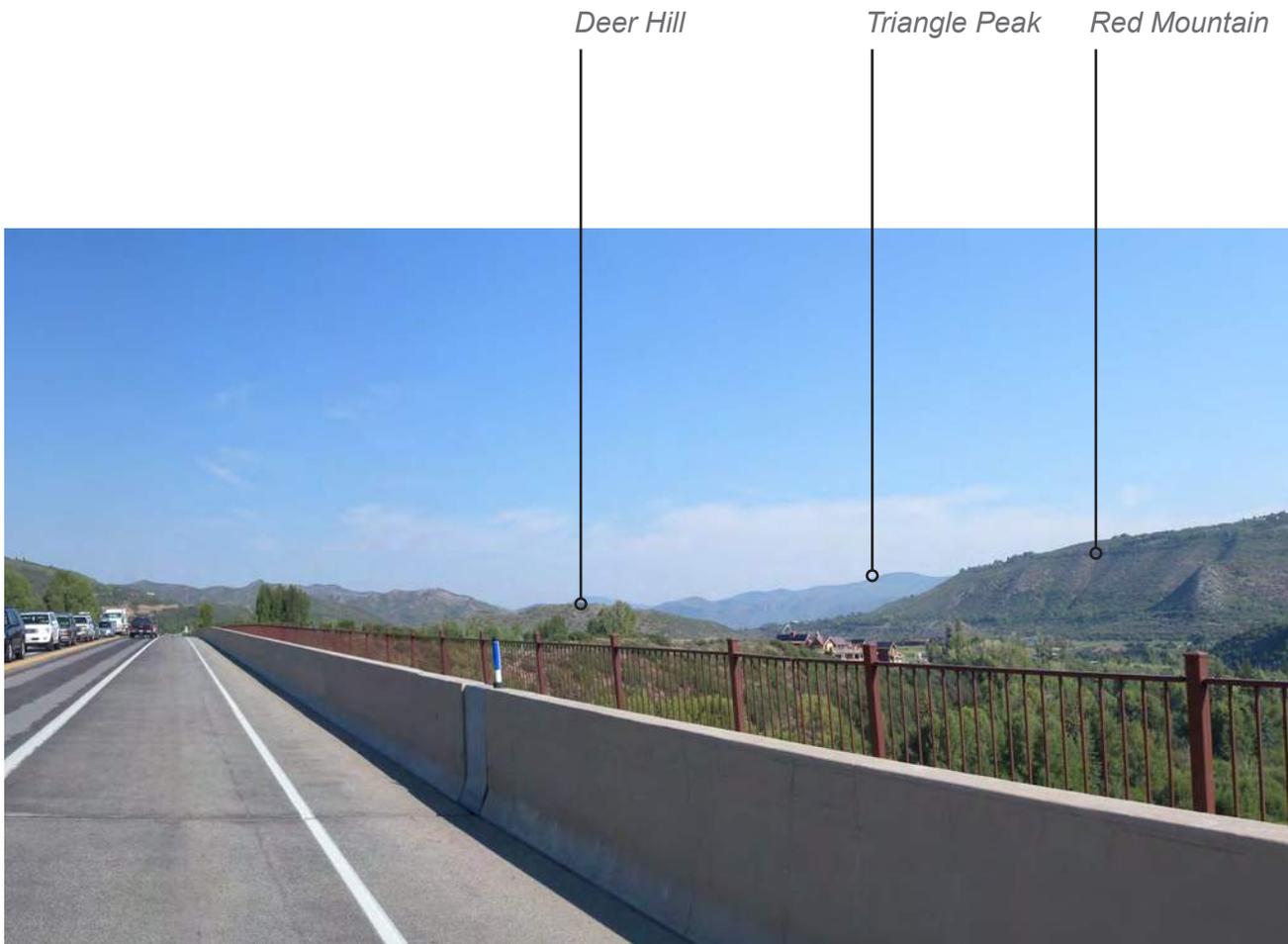
Upvalley Photo 12



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 are encouraged.
- Maintain native vegetation.

N_01_7943

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 concealed 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 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



Downvalley Video 2:20

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

Red Mountain *Annie Mitchell Housing* *Pedestrian/
Bike Path* *Deer Hill*

Burlingame Triangle



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



N_10_7977

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



N_13_7983

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



N_15_7989

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

Service Center Road

Red Mountain



N_20_8004

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.

N_22_8013

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 and articulated rooflines as well as 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 Buildings*

*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 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.

Source: Kurt Photos #201

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 R.O.W.
- Maintain views of Independence Pass.

Source: Kurt Photos #213

Owl Creek Photo 3

*Owl Creek
Pedestrian Trail*

*Pitkin County
Airport Terminal*

*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



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.

Source: Kurt Photos #28

Mount Daly Viewplane

Mount Daly



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.

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.



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 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. It may also be adopted by ordinance in Aspen in conformance with Section 4.8 of the Home Rule Charter of Aspen.

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 and the City 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.

Regardless of City or County jurisdiction, the WOMP is intended to be used as a guideline when development, zoning and/or annexation agreements are pending within the WOMP area.

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. However, in the event that statements in the WOMP contradict specific direction in the West of Castle Chapter of the 2012 AACP, the WOMP will supersede and replace the former.

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.