



Carbondale Comprehensive Plan

Adopted 2013
Updated 2022



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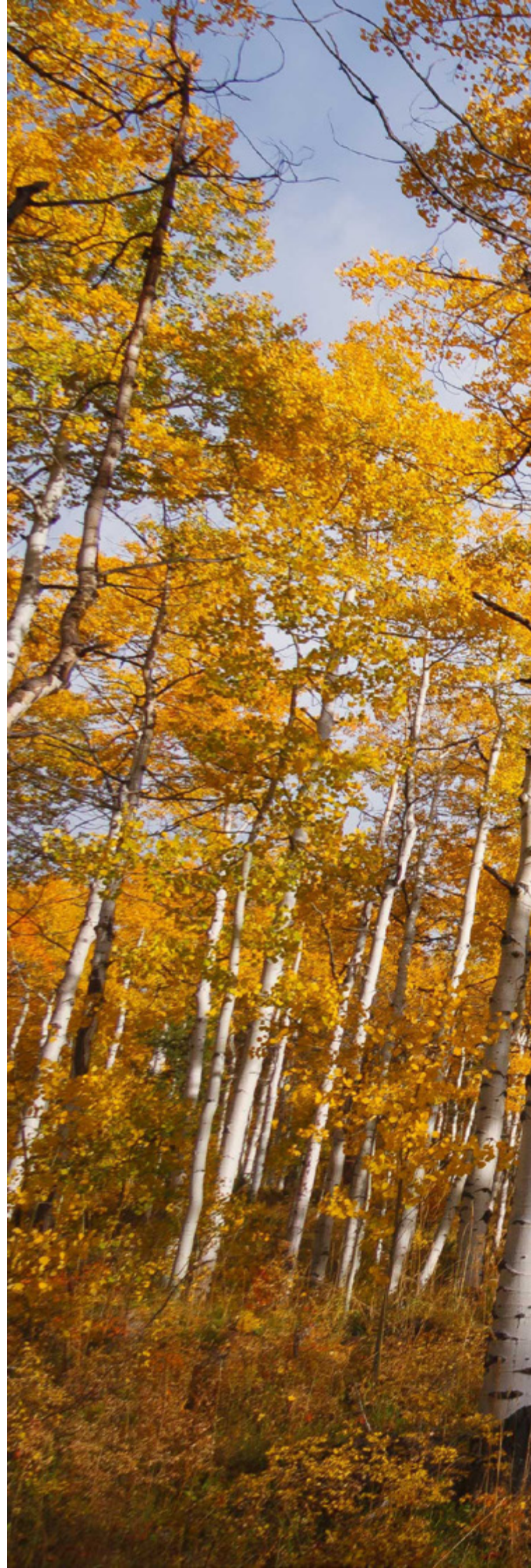
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The 2022 Comprehensive Plan is informed by the 2013 Comprehensive Plan and by the voices of hundreds of participants representing the people of Carbondale. The team would like to provide special thanks to those participants who contributed their time and thoughts through the outreach process.

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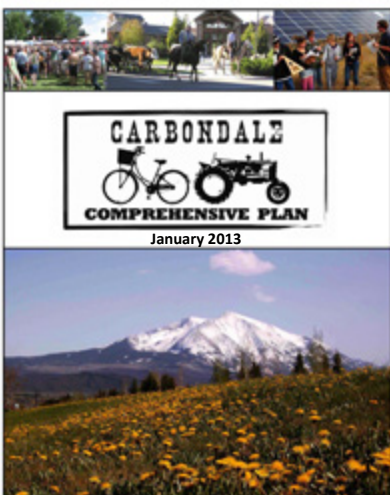
1.0

Executive Summary

1.1 | Purpose

This 2022 Comprehensive Plan combines the relevant Plan elements from the 2013 Comprehensive Plan and merges them with the revised and updated Plan elements as part of the 2022 comprehensive planning process. This Plan is an officially adopted document that establishes the Town's goals for the future and provides direction for decisions affecting the use and development of land, preservation of open space, transportation systems, partnerships with other organizations, economic growth, the expansion and maintenance of public facilities and services, and the relationship between land use patterns and fiscal policies.

| 2013 Comprehensive Plan |



1.2 | Refreshing the Town's Vision

Carbondale's core philosophies have created a community where residents, workers and visitors thrive in an environmentally-responsible community that provides access to housing, jobs and recreational opportunities. However, emerging challenges and a new decade require a revised vision statement. A fresh vision provides a new frame for goals, strategies and actions.

"The Town of Carbondale is a creative and connected community that actively celebrates its small-town character, diversity, and shared identity. The people of Carbondale reflect the values of the past with an eye toward welcoming future generations in an inclusive, respectful and equitable manner."

1.3 | 2022 Plan Focus Areas

Downtown

Downtown and Main Street — Carbondale's heart and soul — is at a pivot point in 2021. Despite increased online ordering and retail shopping, the Town's core maintained vibrancy through uncertain times. This area is a Historic and Certified Arts District which the Town and the Carbondale Arts continue to build upon. Yet unforeseen challenges threatened the economic vitality of Carbondale's pedestrian-oriented commercial and cultural core. The engagement process unveiled a desire for more flexible development policies to boost Downtown energy.

- Balance new growth with protecting Downtown Carbondale's historic character and scale.
- Focus energy back to underutilized Downtown areas to support public gatherings and redevelopment.
- Streamline and adjust parking Downtown and revisit requirements for new development.
- Implement design standards to protect the existing pedestrian-oriented scale.

| El Jardín de Arte Latino Folklórico - LatinX Folk Garden on the Rio Grande Artway |

Downtown North

Should Carbondale develop in a manner consistent with community ideals and years of community planning, growth should occur within its boundaries rather than outward into the adjacent river valley's open lands. Few possibilities exist to accommodate this policy known as infill development. Downtown North offers a chance to implement this goal. The guidelines below demonstrate the community's vision while still encouraging development to occur in a manner that creates a new neighborhood of jobs and housing.

- Create a place with a mix of homes and businesses that keeps or adds jobs (artisan shops, industrial) and housing that make Carbondale what it is.
- Include community gathering spaces (gardens, grassy areas).
- Strengthen connections to open space / recreation areas while improving networks to serve each mode of mobility.
- Allow all stakeholders to determine the specific opportunities when redevelopment occurs.
- Continue to build on the Rio Grande Artway adjacent to Downtown North



Residential Focus Areas

Select Residential Focus Areas are prioritized neighborhood areas that present the opportunity to assemble multiple properties into a larger cohesive project under the High Density Residential zoning district. The community aims to ensure the form, scale and mass of new development is compatible when adjacent to historic or lower density uses.

- Keep existing apartment units while creating new infill housing opportunities.
- Ensure compatibility between old and new by balancing much needed new housing with Carbondale's older, distinct neighborhoods.

Climate Action

Climate action runs through Carbondale's veins and has for generations. This Plan stays on this course while expanding the definition of "sustainable development" to intersect with social equity. Another outcome includes providing measurable benchmarks for the aspirational goals of the Climate Energy And Action Plan (CEAP).



| A climate action input event dedicated to comprehensive planning, hosted by CLEER was another "first" in community engagement |
–Flyer source: CLEER

- Align affordable housing developments with sustainable building practices for low to moderate income households.
- Green building standards and mobility networks should be universally accessible across all socio-economic groups.
- Provide programs for those starting sustainable businesses and adding jobs.

- Evaluate methods / technologies to advance carbon reductions – use timelines, measurable benchmarks, and enforcement.
- Implement Vulnerability Consequences and Adaptation Planning Scenarios (VCAPS) Report
- Develop resilience strategies at Building, Community, Regional, Ecosystem scales.
- Build capacity to enforce Codes, Plans, related to climate protection, resilience, equity.

Multi-Modal Access

Conducting a long-range transportation master planning effort to bring the mobility and accessibility pieces together is the leading implementation strategy coming out of the Plan.

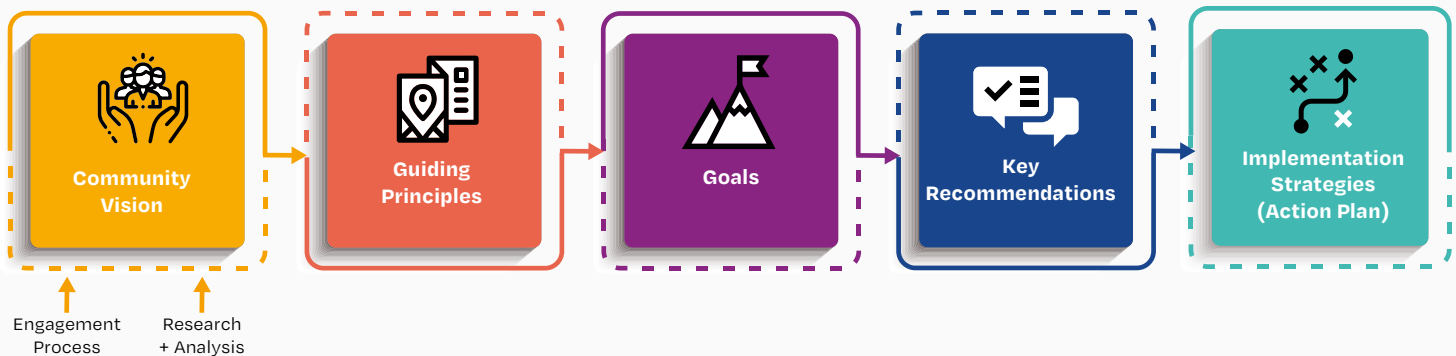
- Expand transit service with routes that reach neighborhoods.
- Get input on locating the best places for bike paths, sidewalks and vehicle corridors to make traveling through town safer and easier.
- Connect town to existing and new recreation areas like Red Hill with better walking and biking paths.
- Implement sidewalks and upgrade deficient sidewalks.
- Plan/design enhanced bike / pedestrian crossings of Highway 133.
- Improve school / Town connectivity by emphasizing safe routes from residential neighborhoods to schools.

Social Equity

Through community engagement with the Spanish-speaking community, the Plan gained critical input on the needs of underrepresented cohorts. Oftentimes these perspectives on issues like beautification and displacement strengthened the plan's core values of promoting a welcoming, accessible and safe community for all.

- Advance social equity that reflects values and social identities.
- Equitably distribute community gathering spaces to ensure equal access.
- Ensure all people can live and work in Carbondale.

Comprehensive Plan Update Framework



Aging in Community

Building off recent successful projects projects that improved accessibility, housing and services for people of all ages. The Plan will address the needs of those who seek safe, accessible options for living, working and playing regardless of stage of life or ability.

- Increase community sports fields options for youth and adults.
- Include childcare into new development
- Develop sidewalk maintenance program and upgrade deficient sidewalks.
- Incorporate age-friendly concepts as a part of design.

Housing + Jobs

Establishing a clear long-range housing policy that includes all regional partners, as well as expanding housing supply tools emerged as critical efforts.

- Allow small scale lodging in mixed use developments.
- Launch a program that helps small businesses and business start-ups.
- Hold community workshops with experts on how and where to add affordable housing.
- Work to eliminate barriers and help educate people on how to apply and move into available housing units.

Historic Preservation

Preserving historic places and contributing resources, buildings and character was in alignment with strategies for the Downtown focus area, however the preservation efforts did not stop at the edges of the Historic Commercial Core zone district.

- Formalize ways to better balance efforts that reinvigorate Main Street and core area businesses with policy that protects what so many love about Carbondale's historic Downtown.
- Expand historic design guidelines to residential areas to keep historic neighborhood character and ensure compatibility when new development occurs.
- Work to improve availability of accessible housing.

1.4 | Installing a Realistic Implementation Strategy

Town leaders, planners, staff, businesses, non-profits and others had considerable success in implementing the 2013 version of the Comprehensive Plan. Nearly 100 implementation actions from that year were marked as "completed". Based on the revised vision and values resulting from the engagement, this plan offers a new implementation strategy with a focus on simplicity, efficacy and impact. The Implementation Strategies and Matrix in Section 6.0 compiles all actionable items into a streamlined to-do list arranged by goals and priorities.

2.0

Introduction


2.1 | Purpose

The purpose of the 2021 Town of Carbondale Comprehensive Plan Update was to provide an opportunity for the community to re-assess the 2013 Comprehensive Plan and to update it as needed in key areas identified by the Town of Carbondale. At the center of that Plan was the opportunity for community members to re-evaluate the overall long-term community vision and policy direction for managing the built and natural environment in Carbondale. The Update was not intended as a wholesale re-write of the 2013 Comprehensive Plan, but rather focused on an analysis of key Plan Elements as defined by the Town of Carbondale.

Based on feedback from the community and Project Steering Committee, this Plan has merged together the 2021 Carbondale Comprehensive Plan Update and the 2013 Carbondale Comprehensive Plan. The 2022 Comprehensive Plan (2022 Plan) addresses community needs and values, changing conditions, and priorities in the community. This Plan is an officially adopted policy document that establishes the town's goals for the future and provides direction for decisions affecting the use and development of land, preservation of open space, transportation systems, partnerships with other organizations, economic growth, the expansion and maintenance of public facilities and services, and the relationship between land use patterns and fiscal policies.

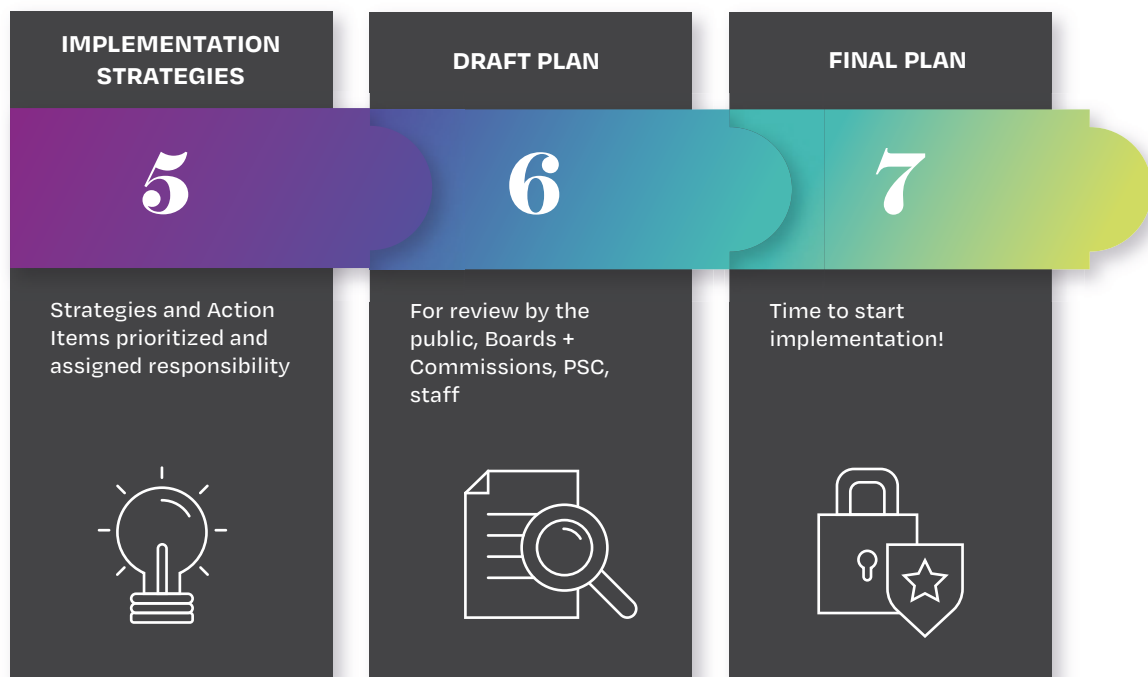
The citizens of Carbondale were instrumental in establishing the Town of Carbondale vision and priorities through an extensive and broad-based public process. This plan is truly the community's plan and can be used to protect the unique qualities that brought them to Carbondale; small town character, economic opportunity, recreational assets and natural amenities. The Comprehensive Plan serves as a guide to policy makers, community members, property owners and developers to help them understand the vision of the community, predict what uses could occur both on and near their properties, set the expectations for the physical form of development, and make informed land-use decisions.

The Comprehensive Plan serves a different purpose than the Town's land use zoning code which is a legally binding document. It does not change existing regulation, nor does it create new regulations. It is an advisory document that recommends and provides guidance changes to the land use code. The Comprehensive Plan is written to provide general policy direction while also providing enough detail to set priorities and guide decision-making.

A large, solid orange shape in the bottom-left corner of the page, resembling a quarter-circle or a stylized wave.

At the center of this Plan is the opportunity for community members to re-evaluate the long-term community vision and policy direction for managing the built and natural environment in Carbondale.

Comprehensive Plan Update Process



2.2 | Carbondale's Challenges

In many ways Carbondale is the ideal small mountain town. It is a compact town, surrounded by predominantly open lands, bordered by two river corridors, has easy access to mountains and rivers, and enjoys expansive views in all directions. The watersheds are far more healthy than most in the West, the air is clean and it is a healthy place. The town is small enough to get around in easily by foot or bicycle and many people integrate outdoor activities into their daily lives.

But throughout the West there are many towns that manage to share these outstanding physical qualities. What makes Carbondale unique is its diversity, the welcoming atmosphere, the compassion and generosity, the artistic and intellectual creativity, the quirkiness, the celebrations and gatherings, and the environmentally sustainable ethos. There is an infectious passion for this place that sets it apart from other towns that may seem similar. Decades of steady settlement by people from all walks of life helped to create Carbondale and those that proudly call it their permanent home have all pitched-in to make the community what it is today.

Because Carbondale is extremely well-loved by its residents and by the region as a whole, it has become a place of civic engagement, small-town democracy and intense debate about the future. While Carbondale's residents have a long history of open-mindedness and are welcoming to new people and new ideas, they are also fiercely protective of their town. People do not want to lose the qualities that prompted them to stay put or come here in the first place.

The ongoing civic debate shares a common thread; while the community wants to evolve, improve and be prosperous, it wants to do so in a way that enhances what Carbondale already is, and does not want to turn its back on the things that make it a great place.

For this Comprehensive Plan, where land use planning is the core concern, the fundamental challenge is best stated as a question: How can Carbondale evolve and become an even better place without losing its quality and small town character?

One thing that nearly all residents agree on is that maintaining the town's small, compact form is paramount. The town's compact form gives it a distinct geographic identity to match its cultural identity, makes it easy to get around with or without a car, contributes to infrastructure and service efficiencies, saves energy, and ensures that the predominantly open lands at the edge of town are never far away.

Regardless of whether growth projections accurately reflect the forthcoming level of change, it is clear that some growth and change is inevitable. The challenge is how to respond to this inevitability and maintain the town's small town character. The Comprehensive Plan addresses this challenge by offering guidance for how to manage change in the future in a way that maintains and enhances Carbondale's small town character.



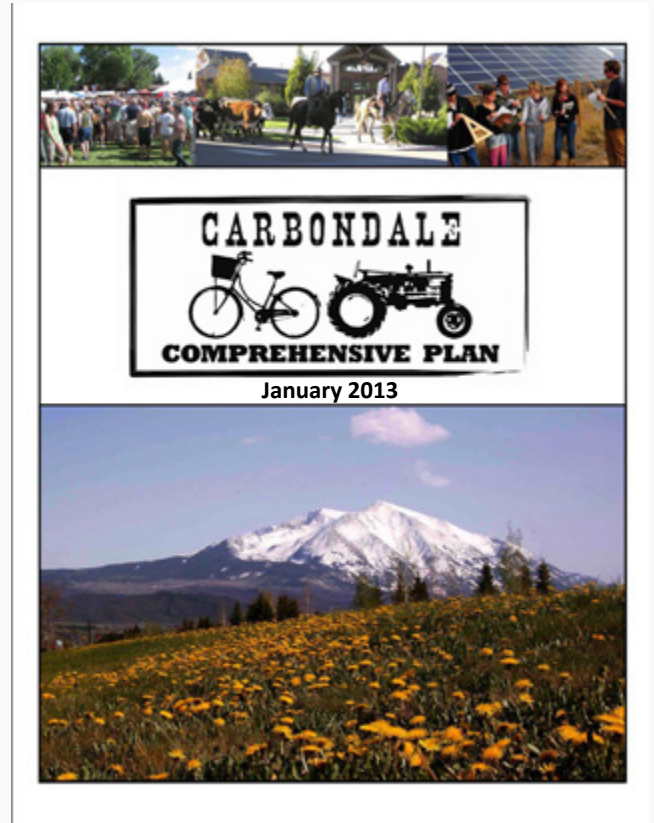
2.3 | Relevance to Other Plans + Studies

The 2022 Comprehensive Plan combines the relevant Plan elements from the 2013 Comprehensive Plan and merges them with the revised and updated Plan elements as part of the 2022 comprehensive planning process. Rather than having two adopted plans that need to be reviewed concurrently, Planning and Zoning Commission's guidance was to merge the two documents to make it more accessible for Town leadership and the community alike.

The 2022 Plan has updated the Future Land Use Map (FLUM) with the addition of the 2013 Two-Mile Planning and Town Peripheral Future Land Use Plan maps, which are still valid with the addition of the annexation of Red Hill as a significant protected parcel and designated as Recreation/Open Space on the Future Land Use Map.

Other plans and studies informed the goals and strategies found in this Plan. Notably much work has been completed in planning for climate action and resiliency through the Vulnerability, Consequences, and Adaptation Planning Scenarios (VCAPS) Report from 2019, the Climate and Energy Action Plan of 2017, the Carbondale Creative District Roadmap from 2017, the DeVos Strategic Plan (Carbondale Arts), and through independent efforts and events from the Town's Environmental Board (E-Board) and Clean Energy Economy for the Region (CLEER) among other organizations. Strategies are directly incorporated based on evaluation of these studies and engagement with their authors.

The Town of Carbondale Unified Development Code (UDC) was evaluated, and areas of recommended changes are referenced as strategies based on public and stakeholder input. An update to the UDC is an important implementation strategy for achieving this plan's goals.



| 2013 Comprehensive Plan |

Based on feedback from the community and Project Steering Committee, this Plan has merged together the 2021 Carbondale Comprehensive Plan Update and the 2013 Carbondale Comprehensive Plan to create the 2022 Plan.

3.0 Vision + Goals





3.1 | Vision

The planning process evaluated the 2013 Comprehensive Plan Vision and Goals. Working in conjunction with community members and the Planning & Zoning Commission, the previous Vision Statement - "Vision for a Sustainable Future" was recognized as an important overarching theme that should be retained in the 2022 Plan.

In addition, the following Vision Statement was further expressed and is derived from the Comprehensive Plan process and represents a collective long-term vision for the Town of Carbondale.

"The Town of Carbondale is a creative and connected community that actively celebrates its small-town character, diversity, and shared identity. The people of Carbondale reflect the values of the past with an eye toward welcoming future generations in an inclusive, respectful and equitable manner."





3.2 | Community Framework Plan

Community Framework

The Vision Statement is further expressed through the Comprehensive Plan Community Framework that emphasizes **Community Character, Resiliency, and Inclusivity and Equity**. This organizing structure serves as an essential framework in support of the Town of Carbondale's long-term Vision for a Sustainable Future. The Vision for a Sustainable Future* ensures that future generations will be able to enjoy the same quality of life and benefits that the current community enjoys today.

*Source: refer to the 2013 Town of Carbondale Comprehensive Plan.

Definitions

- **Community Character** is described as having a distinctive trait, quality or attribute that is inclusive of natural, visual, and cultural characteristics, as well as, the people, institutions, and their interrelationships.
- **Resilience** is defined as the capacity to adapt to changing conditions and to maintain or regain functionality and vitality in the face of stress or disturbance. It is the capacity to bounce back after a disturbance or interruption. Resilient design is the intentional design of buildings, landscapes, communities, and regions in response to vulnerabilities.
- **Inclusivity / Equity** describes a state when all people have achieved full and equal access to opportunities that enable them to attain their full potential. The determinants of Inclusivity and Equity include the social, economic, cultural, geographic, political, and built environment conditions that include all ages and abilities which allow people to live and work that lead to the creation of a fair and just society.

Community Character

Intent: The residents of Carbondale define the character of this unique place. The built environment is viewed and understood at multiple scales, including neighborhoods, community, region, and global perspectives.

Resiliency

Intent: Community resiliency includes social, environmental, and economic sustainability and the health and well-being of all community members.

Inclusivity + Equity

Intent: The community values, aspirations, lifestyles, preferences, and social/civic capacity shall be representative of ALL residents and shall serve as a guiding principle.

3.3 | Goals + Guiding Principles

Goal Topics

Each Goal is followed by an Intent Statement and a series of Guiding Principles to further articulate the purpose and meaning of each Goal. The Goals are further developed into Strategies and Actions in the [Implementation Matrix](#).

#1: COMMUNITY CHARACTER



Intent: Actively preserve and protect Carbondale's small-town character.

Guiding Principles:

- Protect the physical and natural environment.
- Support the existence of an ethnically and culturally diverse community.
- Nurture an inclusive and vibrant economy + community through the arts.
- Preserve and enhance access to the local decision-making process.

#2: ECONOMIC GROWTH



Intent: Embrace economic diversification and self-sufficiency.

Guiding Principles:

- Promote a balanced economic growth strategy for the community.
- Support locally owned businesses in the community.

#3: HOUSING



Intent: Solve the housing affordability challenge in Carbondale.

Guiding Principles:

- Prioritize housing affordability and housing diversity.

#4 SUSTAINABLE DEVELOPMENT



Intent: Meet or exceed long-term sustainability objectives and celebrate the natural resources and ecological values of the region.

Guiding Principles:

- Promote Carbondale as a leader in sustainable development.
- Plan for highly effective sustainable infrastructure systems to meet community needs.

- Protect the region's natural resources, agricultural lands, rivers and open spaces.
- Promote an ethic that encourages a balance between community growth and protection of natural resources.

#5 UNIVERSAL ACCESS



Intent: Deliver universal access and multi-modal improvements throughout the community.

Guiding Principles:

- Promote universal access, active mobility, and multi-modal options in the community.
- Provide for safe and enjoyable access for people of all ages.

#6: INCLUSIVITY + EQUITY



Intent: Prioritize social equity, health, and well-being.

Guiding Principles:

- Inclusivity and equity are core values that influence all decisions for the Town of Carbondale.
- Leave no person behind.

#7: FINANCIAL SOLVENCY



Intent: Ensure the long-term fiscal health of the community.

Guiding Principles:

- Growth should not burden the community's capacity to provide infrastructure, health, or other public services.
- Town investments should advance impactful projects that implement housing, climate and mobility and other strategies.

#8: GOOD GOVERNANCE

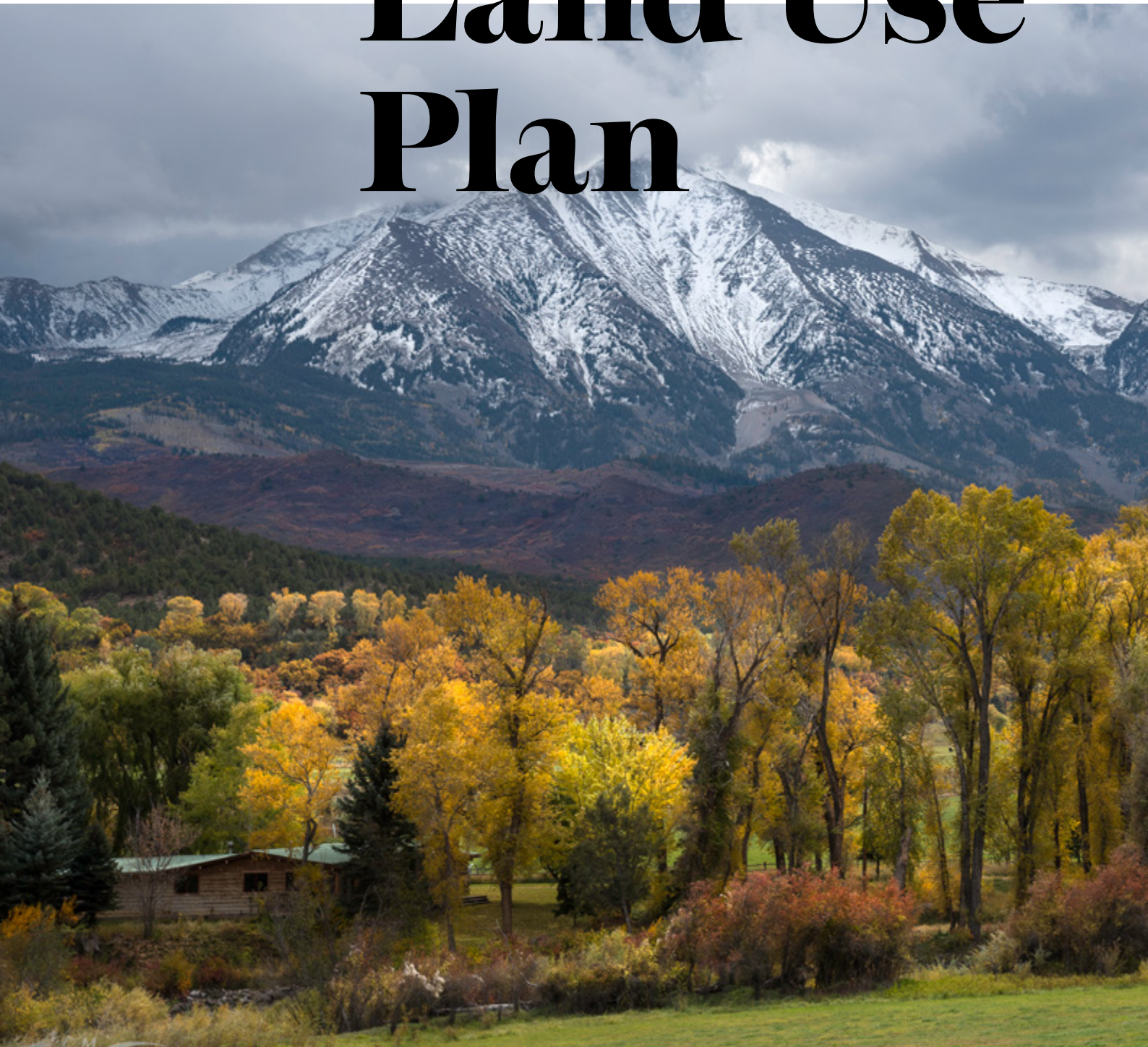


Intent: Guarantee responsive and inclusive governance.

Guiding Principles:

- Allocation of any Town resources is rooted in transparency and inclusivity.
- Communicate with all members of the community
- Encourage citizen participation from all members of the community.

4.0 Future Land Use Plan

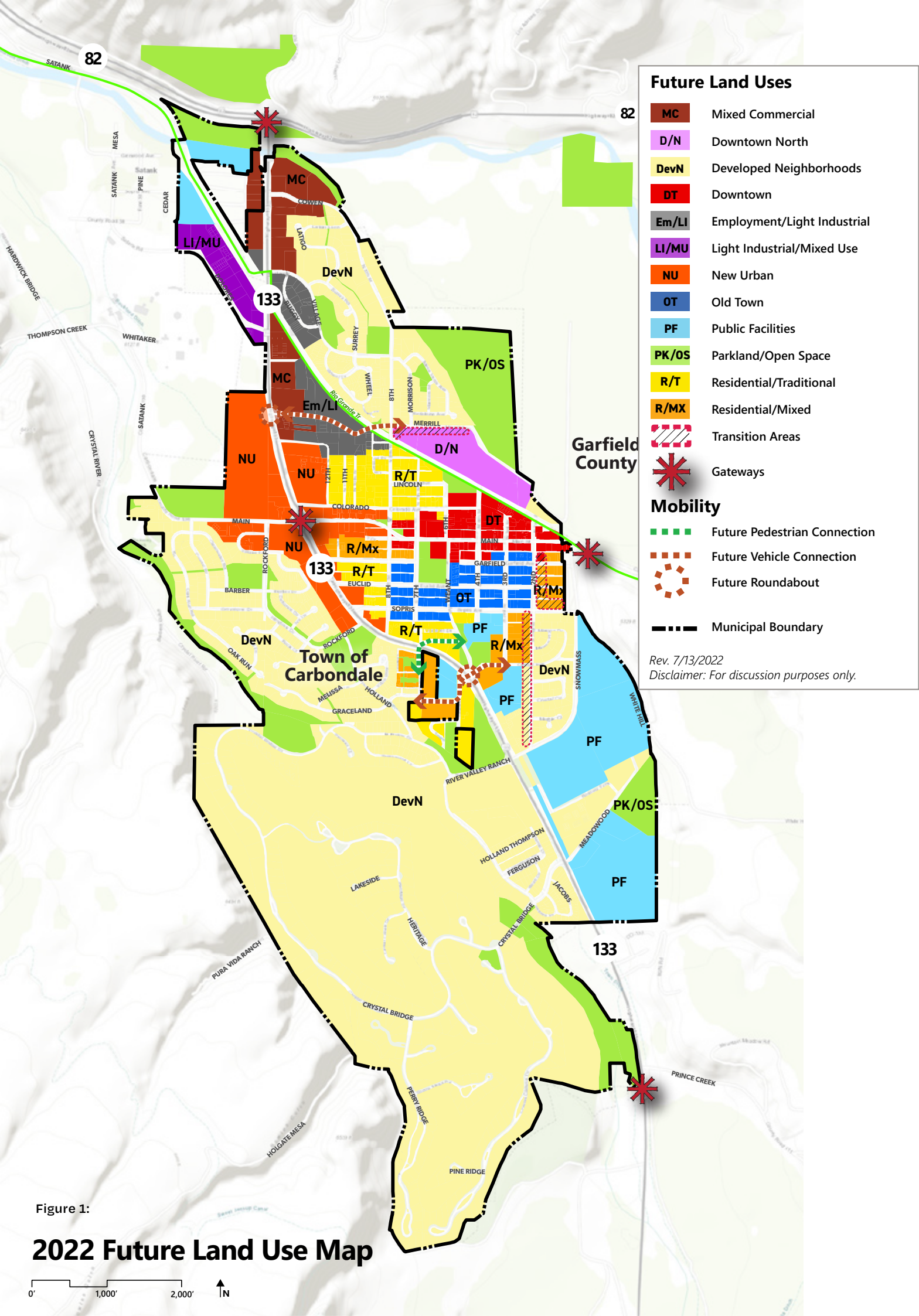




4.1 | Future Land Use Map

The 2022 Future Land Use Map (FLUM) provides a roadmap for land uses and character patterns in the community, as seen in Figure 1.

The FLUM is a geographic and thematic representation of the direction for physical planning for Carbondale and is consistent with the Vision, Goals and Actions of the Comprehensive Plan. It is a physical planning tool to help the community arrive at a future of its own making. It is advisory in nature, laying the foundation for making changes to zoning in the future, but it is neither zoning nor a zoning map. The future land use plan and map do not restrict existing or vested uses.



4.2 | Future Land Use Designations





The Comprehensive Plan offers guidance for how to manage change in the future in a way that maintains and enhances Carbondale's small town character. Because a compact, geographically distinct form is an integral component of small town character, community members believe that optimizing the use of land in town with infill and redevelopment in some key areas is an important component of managing change. The future land use plan provides guidance about how to accommodate infill and redevelopment while maintaining or enhancing the physical characteristics that people like about Carbondale.





Future land use designations set the general direction for the development of land in the future. Maintaining and enhancing Carbondale's small town character is paramount. Community character relates to the use of land, but, more importantly, represents the design characteristics that influence the "look and feel" of future development. Instead of specifically identifying land use, a determination of character is more distinctly defined by the intensity of development, the arrangement of buildings and parking areas, the preservation and use of open space, and other design features. The future land use plan includes designations that use several distinct but interrelated elements of small town character to describe the desired future conditions for the neighborhoods throughout Town. This provides the community with a tool to maintain and enhance the characteristics that make Carbondale such a great place to live and work.







Infill development takes various forms depending on the location as depicted in the Future Land Use Map:







- Development on an existing vacant lot in town.
- Adding to and remodeling existing structures to create more dwelling units or increase non-residential square footage. This is infill and redevelopment.
- Demolish and replace with new structures that result in an increase in dwelling units or non-residential square footage. This is also infill and redevelopment.
- Annexation and redevelopment of previously developed lands that already function as part of town.
- Accessory dwelling units are also considered infill because they contribute to an incremental increase in dwelling units in a particular neighborhood.
- With infill in existing neighborhoods, special care shall be taken to ensure mass and scale conform to the existing neighborhoods beyond what is allowed in the current underlying zoning. ADU infill development on existing developed lots should take special care to minimize impacts on neighbors.





Figure 2: Future Land Use Designation Summary Table

DESIGNATION	CHARACTER ELEMENT	DESCRIPTION
 Old Town 	Location/context	Encompasses the oldest residential neighborhood in the historic town grid.
	Relationship of development to streets	Street emphasis on sidewalks, trees, homes not parking. Minimize curb cuts across sidewalks.
	Uses	Single-family dwelling units are predominant. Opportunity for accessory dwellings and home occupations.
	Building mass and scale and architecture	Mitigate visual/solar impacts: step buildings down, limit vertical sidewall height.
	Parking	Alley loaded parking/garages/carports where possible.
	Landscaping	Emphasize street trees, sustainable storm-water management, and sidewalks. Where fiscally feasible, maintain existing ditches and resurface piped ditches.
	Connectivity	Improve priority multi-modal corridors as described in the Mobility Plan Element with sensitivity to street character/context and width.
 Residential Traditional 	Location/context	Town grid and early annexation areas where mixed multi-family and single-family has evolved.
	Relationship of development to streets	Emphasize pedestrians more than cars and bring vehicles to internal site to promote walkable frontages. Modest front yards provided where possible.
	Uses	Diverse mix of single-family, multi-family, accessory dwelling residential units and home occupations.
	Building mass and scale and architecture	Avoid monotonous, box-like multi-family buildings. Multi-family similar in scale/size to the neighborhood.
	Parking	Alley or side-loaded parking/garages/carports where possible.
	Landscaping	Emphasize street trees, sustainable storm-water management, and sidewalks.
	Connectivity	Improve priority multi-modal corridors as described in the Mobility Plan Element with sensitivity to street character/context and width.

DESIGNATION	CHARACTER ELEMENT	DESCRIPTION
 Residential Mixed 	Location/context	
	Relationship of development to streets	Emphasize pedestrians more than cars and provide pedestrian access on neighborhood streets. Provide modest front, rear or side yards where possible.
	Uses	Diverse mix of single-family and attached housing, multi-family, and Accessory Dwelling Units.
	Building mass and scale and architecture	Provide a transition between higher density housing, commercial activity nodes and older smaller-scale neighborhoods. Site design is compatible with surrounding uses.
	Connectivity	Build a mobility network around the original town grid pattern. Incorporate connectivity with adjacent uses and nearby pathways, landscaping screening and/or a unique landscape design.
 Downtown North 	Location/context	These large parcels with industrial/warehouse uses north of downtown that have two possible futures: 1) they may remain a light industrial center for decades to come, 2) it is an ideal location for mixed use redevelopment complementary to downtown. This designation describes option 2, the mixed use redevelopment option.
	Relationship of development to streets	Development orients itself to the Rio Grande Trail by opening frontages or accesses to the path and not turning a back to it. Locate buildings and entrances close to the sidewalk and/or street.
	Uses	Focus on form and design of buildings rather than specific uses. Encourage distinct mix of activities separate from Downtown. Central common/public gathering space or green open space. Light storage, industry and warehousing that supports manufacturing jobs. Makerspace supporting the creative industry and arts. Types of housing may include a mix of townhomes, duplexes/triplexes, apartments, to diversify the Town's affordable, rental or ownership housing offerings.
	Building mass and scale and architecture	Harmonize development with the scale and pattern of Downtown and has a level of activity and residents that builds on Downtown vitality. Accommodate a transition from the Downtown edge/Rio Grande Trail to the Colorado Meadows single family neighborhood. Limit to three stories. Break up building massing and rooflines to avoid monotonous, box-like structures
	Parking	Combine surface lots, parking shelters, and tuck-under parking garages. Site parking on sides and behind buildings in smaller scale lots divided by landscaping. Integrate parking structures into the primary building's architecture. Utilize alley loaded parking, shared driveways and parking lots to minimize the number of needed curb cuts through sidewalks.
	Landscaping	Usable, landscaped open space and a central public feature should be integrated as an organizing element in the site design. Connect greenways via green stormwater infrastructure (to facilitate movement of pedestrians or vehicles through the site).
	Connectivity	Scale right of way to accommodate automobiles, bicycles, pedestrians and street trees depending on the use of the street. Connect to the historic town grid to the greatest extent possible with an emphasis on pedestrian and bicycle connections and establish a street connection to Highway 133 via Industry Place/ Merrill Avenue. Facilitate multi-modal connections Downtown to the Rio Grande Trail to establish public trail connections to the Carbondale Nature Park.

DESIGNATION	CHARACTER ELEMENT	DESCRIPTION
 Downtown 	Location/context	Historic center of commerce, culture, civic life, and celebrations - the heart of the community.
	Relationship of development to streets	Maintain the core characteristics. Connect the buildings and the sidewalk with architectural elements to maintain the downtown form.
	Uses	Downtown commercial and institutional uses with opportunities for residential upstairs.
	Building mass and scale and architecture	Preserve existing historic buildings. Allow variety in new buildings. Height limited to three stories. Stepping back upper stories on the street can help reduce visible mass.
	Parking	Reduce demand for parking spaces with shared parking (day vs. evening/night) Consolidate parking in multi-use collector lots.
	Landscaping	Street trees, pedestrian facilities and landscaped gathering areas.
	Connectivity	Enhance the downtown walkable form emphasizing pedestrians and traffic calming.
 Developed Neighborhoods 	Location/context	Mostly built-out subdivisions or condos, unlikely to change significantly for decades. The intent is to protect existing zoning/ approvals and quality of life.
	Uses and intensities	Continuation of the approved/existing uses.
	Landscaping	Encourage and invest in street trees.
	Connectivity	Improve priority multi-modal corridors as described in Ch. 4 with sensitivity to street character/context and width. Emphasize connecting the east and west sides of town across Highway 133.
 Light Industrial / Mixed Use 	Location/context	Mixed use neighborhood with close access to transit and the Rio Grande Trail.
	Relationship of development to streets	Street emphasis on sidewalks, trees, buildings not parking.
	Uses	Light industrial, commercial, mixed use and live/work.
	Building mass and scale and architecture	Height limited to three stories. Avoid monotonous, box-like structures.
	Parking	Combination of surface lots, parking shelters, and tuck-under parking garages sited on the sides and behind buildings in smaller scale lots broken up by shade trees/landscape islands.
	Landscaping	Street trees, landscaping islands in parking areas.
	Connectivity	Connect to Rio Grande Trail and to Downtown.

HIGHWAY 133 CHARACTER SPECTRUM	DESCRIPTION
 Employment / Light Industrial 	<p>Oriented towards functionality and vehicle circulation. Ample landscape screening along the industrial/employment area perimeter:</p> <ul style="list-style-type: none"> • adjacent to the highway • residential neighborhoods • non-industrial commercial neighborhoods <p>Connect to pathways such as the Rio Grande Trail and Highway 133 Trail.</p>
 Mixed Commercial 	<p>Auto-oriented but pedestrian/bike friendly. Well-screened broken-up parking lots in front. Obvious and convenient bike/pedestrian access. Interesting, varied façade. Uses aimed at attracting and accommodating customers on-site such as: retail, restaurants, service commercial, offices.</p>
 New Urban 	<ul style="list-style-type: none"> • Urban, pedestrian/bike oriented. • Buildings close to the sidewalks/streets, corner buildings. • Parking in landscaped lots behind the buildings or in courtyards. • Commercial, mixed-use and urban residential. • Light industrial, local food production, and live/work are encouraged along the west side of Highway 133. • Small-scale lodging.

DESIGNATION	LOCATION	DESCRIPTION
 Gateways 	Highway 82 & 133 Intersection	Use entry monumentation to create a sense of arrival and wayfinding for visitors. Landscape the gateways generously. Reflect the small mountain-town character. Exhibit the creative, festive side of the town. Promote recreation and healthy lifestyles.
	Highway 133 and Main	Announce the gateway to downtown w/ entry monumentation and feature landscape. Reinforce small town character. Emphasize bike and pedestrian oriented design.
	Catherine's Store Road	Well-defined transition from an agricultural landscape into small-town Carbondale. The Highway 133 South entrance features the Crystal River corridor.
	Highway 133 South Entrance	Well-defined transition from an agricultural landscape into small-town Carbondale featuring the Crystal River corridor.
 Recreation	Throughout town and along the periphery	Parks and sports fields. Public open space and trails. River and public land access. Pocket parks/landscaped areas.
 Public Facilities	Throughout town and along the periphery	Preserves community institutional uses. Uses include schools, civic/government buildings, libraries, community/recreation centers, historic/cultural institutions, and sites dedicated to infrastructure.

Old Town



| Existing residential |



| Existing residential |

Intent: Old Town is considered the oldest residential neighborhood in town. This designation encompasses the portion of the historic residential town grid that was zoned as Old Town Residential in 2008. This zone district emphasizes the historic character of the Old Town neighborhood. Single-family dwelling units are the predominant development type and this designation presents an opportunity to preserve the small-town feel of a town-grid historic residential neighborhood.

Top priorities include:

- Single-family dwelling units are predominant
- Street emphasis on sidewalks, trees, and homes not off-street parking
- Opportunity for accessory dwellings-need simplified permitting process
- Use naturalized storm water treatment practices instead of curb and gutter on most streets
- Improve priority multi-modal corridors with sensitivity to street character/context and width
- Alley loaded parking/garages/carports where possible

Relationship of development to streets:

- Emphasize pedestrians more than cars
- As viewed from the street, emphasize sidewalks, green space, trees and the buildings themselves more than off-street parking, garages and carports

- Buildings should be the focal point of the site by locating them close to the sidewalk and/or street
- Modest front yards should be provided where possible
- Utilize the town streets right-of-way to accommodate sidewalks, trees and other elements of the streetscape

Uses:

- Single-family dwelling units continue to be the predominant development type in this portion of the original town site
- Explore the possibilities for a simplified review/permitting process for smaller, lower occupancy accessory dwelling units (ADUs) that are attached and/or visually accessory to the primary dwelling
- Allow low-impact home occupations to encourage citizens to live and work in Carbondale

Building Mass and Scale:

- Mitigate impacts of structures on adjacent properties and streets and maintain open access to sunlight and air flow
- Step buildings down in scale as they approach alleys
- Limit height on vertical sidewalls



| Parking configuration example: Town grid alley-loaded parking and garages for single family homes |

- Detached ADUs should be scaled to be visually secondary to the main dwelling
- Encourage architectural variety in new buildings and redevelopment of existing buildings
- Avoid prominent garages facing streets

Parking:

- Encourage alley loaded parking/garages/carports as properties redevelop
- Alley loaded parking/ garages/carports, shared driveways and shared parking lots can be utilized to minimize the number of needed curb cuts and increase the function and safety of sidewalks and streets
- On-street parking can include parallel and diagonal parking configurations, depending on the available street right-of-way
- On-street parking should be designed to accommodate the system of multi-mobility corridors described in the Mobility Plan Element
- Link parking requirements to the size and/or likely occupancy of the ADU
- The 2 space per unit standard in place for ADUs today should be reduced to one space per unit for smaller, lower-occupancy ADUs



| Parking configuration example: Town grid alley-loaded parking and garages for single family homes |

Landscaping:

- Plant and maintain large shade trees in front along the street
- Work in partnership with irrigation water entities to maintain existing ditches and uncover and expand the ditch system so that irrigation water can be made more readily available
- Utilize sustainable storm water practices such as detention areas, bio-swales, rain gardens, terracing and porous pavements

Connectivity:

- Utilize the town streets right-of-way to accommodate improvements called for in this plan's Mobility Plan Element
- Site specific conditions such as street right-of-way width, neighborhood character, and traffic volumes, all need to be taken into consideration when designing and installing sidewalks, pathways and other multi-modal improvements
 - *For example, right-of-way width on many streets may accommodate detached sidewalks, but landscaped drainage-ways would be more consistent with neighborhood character and naturalized storm water treatment practices than a traditional curb, gutter and sidewalk configuration*
- Curb cuts should be limited to avoid pedestrian and bike traffic conflicts

Residential Traditional



| Existing |



| Existing |

Intent: Provide an opportunity for a variety of housing types with similar scale and architectural character, which is largely traditional (mostly one- to three-story buildings). Create opportunities to incorporate missing middle housing and affordable units with high levels of urban services.

Relationship of development to streets:

- Emphasize pedestrians more than cars and bring vehicles to internal site to promote walkable frontages
- Modest front yards provided where possible

Uses:

- Single family detached homes, attached townhouses and duplexes with individual external entrances
- Apartment buildings and other multifamily attached units, condominiums, and accessible units if appropriately scaled
- Accessory Dwelling Units

Building mass and scale:

- Create "Transition Areas" within this designation to ensure neighborhood context and compatible design
- Ensure site design is compatible with surrounding uses through buffering, smooth density transitions and other site design features
- Building heights must be context-sensitive

Parking:

- Place parking structures where they can be disguised, screened and/or integrated into the building architecture
- Use parking to provide a transition between unlike land uses
- Link parking requirements to the size and/or likely occupancy of ADUs.

Landscaping:

- Emphasize street trees, sustainable storm-water management, and sidewalks

Connectivity:

- Build the mobility network around the original town grid pattern and early annexations adjacent to the town grid.
- Incorporate design and access to connect adjacent uses and nearby pathways, landscaping screening and a sense of place created through placement of amenity and gathering spaces
- Pedestrian connectivity is direct to nearby mixed use or commerce nodes



| Example Residential Traditional Typology |



| Example Residential Traditional Typology |



| Example Residential Traditional Typology |



| Example Residential Traditional Typology |

Residential Mixed



| Existing |



| Existing |

Intent: Create a vision that works with existing conditions and help to transition between different uses without an enhanced future vision. Provide a wider range of housing flexibility than single-family areas while maintaining historic scale and density. Designation contributes to compact areas within larger neighborhoods and may be located near centers of commerce or employment to provide walkable access to services and workplaces.

Relationship of development to streets:

- Emphasize pedestrians more than cars and provide pedestrian access on neighborhood streets.
- Provide modest front, rear or side yards where possible.

Uses:

- Single- and multifamily attached units, townhouses, condominiums, cottages that incorporate universal design concepts.
- Accessory Dwelling Units (ADUs).
- Acts as a transitional land use between commercial properties and therefore this future use supports revisions to the UDC's transitional zoning standards for areas with unlike adjacent uses.
- Expands to unlike uses across rights-of-way, rather than adjacent property lines.

Building mass and scale:

- Provide a transition between higher density housing, commercial activity nodes and older smaller-scale neighborhoods.
- Site design is compatible with surrounding uses through buffering, smooth density transitions and other site design elements.

Parking:

- Provide on-site parking in infill developments, but not in large parking lots that front the street
- Encourage alley loaded parking/ garages/ carports, shared driveways and shared parking lots
- Where inactive alleys cannot be reclaimed or do not exist, encourage side-loaded or courtyard parking and/ or shared driveways where practical.
- Link parking requirements to the size and/or occupancy of ADUs.
- On street parking includes parallel and diagonal parking configurations, depending on the available street right-of-way but should be integrated into a system of multi-modal mobility. Allow the guest parking portion of the off-street parking requirements to be accommodated along streets with enough right-of-way.



| Example Residential Mixed Typology |



| Example Residential Mixed Typology |



| Example Residential Mixed Typology |



| Example Residential Mixed Typology |

Connectivity:

- Build a mobility network around the original town grid pattern.
- Incorporate connectivity with adjacent uses and nearby pathways, landscaping screening and/or a unique landscape design.

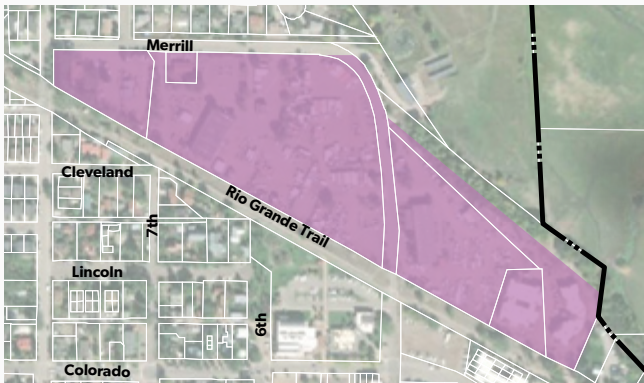
Downtown North



| Existing |



| Existing |



| Downtown North |

This designation acknowledges a light industrial urban character at a neighborhood scale. Two- to three-story buildings with active pedestrian frontages and vehicle access, parking and delivery to the rear may typify this use. (See Downtown North focus area for additional information and strategies for Neighborhood Light Industrial Mixed-Use).

Relationship of development to mobility network:

- Development orients itself to the Rio Grande Trail by opening frontages or accesses to the path and not turning a back to it
- Establish a public connection to the Carbondale Nature Park and emphasize street trees, sustainable stormwater management, and sidewalks
- Locate buildings and entrances close to the sidewalk and/or street
- Encourage outdoor activity areas such as dining, art and public space

Uses:

- Focus on form and design of buildings rather than specific uses
- Encourage distinct mix of activities separate from Downtown
- Encourage inclusion of more than one use in the same building or different uses adjacent to one another in the same development project
- Central common/public gathering space or green open space
- Light storage, industry and warehousing that supports manufacturing jobs
- Makerspace supporting the creative industry and arts
- Types of housing may include a mix of townhomes, duplexes/triplexes, apartments, to diversify the Town's affordable, rental or ownership housing offerings

Building mass and scale:

- Harmonize development with the scale and pattern of Downtown and has a level of activity and residents that builds on Downtown vitality
- Accommodate a transition from the Downtown edge/Rio Grande Trail to the Colorado Meadows single family neighborhood. Limit to three stories
- Break up building massing and rooflines to avoid monotonous, box-like structures
- Live-work buildings and spaces large enough to manufacture goods
- Encourage three-dimensional architectural elements such as windows, doors, and dormers



| Example Downtown North Landscaping |



| Example Downtown North Typology |

- Encourage architectural designs that provide a seamless connection between outdoor public spaces and public/private transitions with architectural elements such as doors, windows, and outdoor activity areas
- Where possible, maintain views of surrounding mountains by transitioning densities higher from south to north

Parking:

- Combine surface lots, parking shelters, and tuck-under parking garages
- Site parking on sides and behind buildings in smaller scale lots divided by landscaping
- Seek opportunities for on-site renewable infrastructure including ground-mounted solar panels
- Integrate parking structures into the primary building's architecture
- Utilize alley loaded parking, shared driveways and parking lots to minimize the number of needed curb cuts through sidewalks

Landscaping:

- Usable, landscaped open space and a central public feature should be integrated as an organizing element in the site design
- Extend Carbondale's urban forest into Downtown North
- Connect greenways via green stormwater infrastructure (to facilitate movement of pedestrians or vehicles through the site)



| Example Downtown North Typology |

Connectivity:

- Ensure the public rights-of-way are appropriately designed to create a comfortable, human-scaled environment
- Connect to the historic town grid to the greatest extent possible with an emphasis on pedestrian and bicycle connections and establish a street connection to Highway 133 via Industry Place/Merrill Avenue
- Facilitate multi-modal connections Downtown to the Rio Grande Trail to establish public trail connections to the Carbondale Nature Park

Downtown



| Main Street |



| Downtown Commercial |

The most important priority for the future of Downtown is to maintain and enhance the characteristics that have proven so successful in the past. Downtown has a finite area, so it is important to make the best use of the land available to continue to build on the vitality of the community. Over time, development in the Downtown has evolved to respond to the character of the commercial district urban form, which should be continued, i.e. customer-oriented commercial on the street level with second and third story office and residential.

Top priorities include:

- Preserve existing historic buildings
- Maintain the core downtown characteristics, emphasizing pedestrian-oriented design that connects the buildings to the sidewalk with architectural elements
- Reduce visible mass by stepping back upper stories from the street
- Consolidate downtown parking into collector lots that serve multiple purposes

Relationship of development to streets:

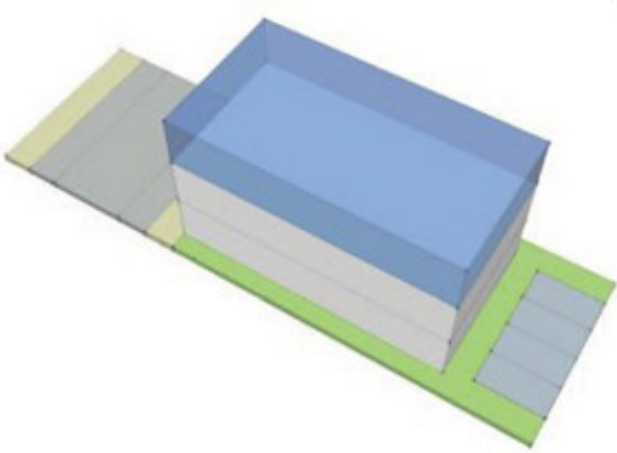
- Orient buildings and site design specific to pedestrians more than towards cars
- Buildings should be sited at the edge of the sidewalks and existing gaps in the block faces should be filled-in except for formal plazas and other gathering places

Uses:

- Encourage mixed use including shopping, restaurants, entertainment, lodging, offices, employment generating activities, and facilities essential to the daily life of the residents and housing
- Focus more on the form and design of buildings than on prescribing specific commercial uses
- Encourage commercial-residential mixed-use with housing above ground floor

Building Mass and Scale:

- Buildings should reflect the predominant pattern with up to three story buildings with a high percentage of lot coverage
- Stepped back upper stories along the street can help reduce visible building mass
- Balance the preservation existing historic buildings with architectural variety in new buildings and redevelopment of existing non-historic buildings
- Building façades and roof lines should be broken-up to extend the pattern of regular variation that exists today due to the 25 foot lot width downtown
- Streets should be faced with three-dimensional architectural elements such as windows, doors, and dormers



| Figure 3: Main Street typical parking configuration |

Parking: Develop a parking strategy for downtown that encourages infill. The strategy could include the following:

- Smaller town-site lots utilize small scale surface parking in the rear or well-screened, small lots at the side of buildings. Figure 3 shows four rear loaded parking spaces and a 3 story building on a 2 town site lots
- Make the best use of existing land by reducing the demand for parking spaces with shared parking where different uses have complementary parking needs (office use during the day, residential use in the evening and at night)
- Explore potential sites and financing for future parking to accommodate the loss of downtown parking, should private vacant or partially vacant lots that currently serve as informal parking be developed
- Implement an optional fee in lieu of on-site parking requirements and use the revenues to develop public on-street parking and collector lots
- Explore options for developing well-screened, smaller scale collector lots within short walking distance of the downtown core, but not facing Main Street.

Connectivity:

- Increase the visibility of the downtown from Highway 133 by establishing a Downtown gateway at the intersection of Highway 133 and Main Street
- Facilitate multi-modal connections between Downtown and the Rio Grande Trail
- Capitalize on the historic grid streets pattern to establish a system to accommodate necessary traffic levels, as well as pedestrians and bicyclists
- Utilize the town streets right-of-way to accommodate improvements called for in this plan's Mobility Plan Element

Developed Neighborhoods



| River Valley Ranch |



| Keator Grove |

The Developed Neighborhoods designation is intended to provide for neighborhood stability while allowing remodeling, replacement and new construction in established residential neighborhoods. Developed neighborhoods consist of residential subdivisions, condominium developments, multi-family developments, and planned unit developments that are unlikely to change significantly over the twenty-year planning horizon of this Comprehensive Plan.

Top priorities include:

- Protect existing zoning/approvals/permits
- Allow remodeling, replacement and new units on vacant lots
- Encourage Accessory Dwelling Units
- Improve bike/pedestrian connectivity

Uses and Intensities:

- Continuation of the approved/existing uses
- Where the original approvals do not prohibit accessory dwelling units (ADU), they will continue to be allowed on lots that can accommodate these units and the required off-street parking
- Private covenants, although generally not enforced by the town, are also a factor in how future development will occur in stable neighborhoods where they are in place

Landscaping:

- Encourage and invest in street trees

Connectivity:

- Future multi-modal improvements to pathways, sidewalks and street/highway crossings will provide connections between stable neighborhoods, other residential neighborhoods and commercial/institutional destinations throughout town
- Emphasize connecting the east and west sides of town across Highway 133

Light Industrial / Mixed Use



| Existing Mixed Use |



| Dolores Way Streetscape |

Mixed use neighborhood with close access to transit and the Rio Grande Trail. It emphasizes convenient automobile access and parking, while balancing this with a more urban, pedestrian/bike friendly feel. In the future, mixed use developments with a residential component should provide pedestrian/bike connectivity and outdoor living areas for residents.

Building Relationship to Highway/Street:

- When viewed from the street, this designation emphasizes pathways, sidewalks, landscaping, and buildings more than parking lots and parking structures
- Buildings should be the focal point of the site by locating them close to the sidewalk

Uses:

- Encourage a range of commercial and light industrial uses
- Encourage vertical mixed-use with residential above commercial uses
- Encourage live-work buildings in which each unit contains a commercial workspace connected with a living area
- Developments with a residential component need to provide pedestrian/bike connectivity and easy access to outdoor living areas including, but not limited to pocket parks, plazas, common patios, and other elements that encourage outdoor living

Building Mass and Scale and Impacts on Adjacent Properties:

- Buildings can be up to 3 stories tall
- Building façades and roof lines should be broken up to develop visual interest and avoid monotony
- The street/highway should be faced with 3-D architectural elements such as windows, doors, and dormers

Parking:

- Parking lots should be sited on the sides and behind buildings in smaller scale lots broken divided up by landscaped islands with shade trees
- Encourage consolidated driveways to maintain the continuity of sidewalks/pathways along the street
- Parking structures should be sited and designed to be disguised and integrate with the primary building's architecture

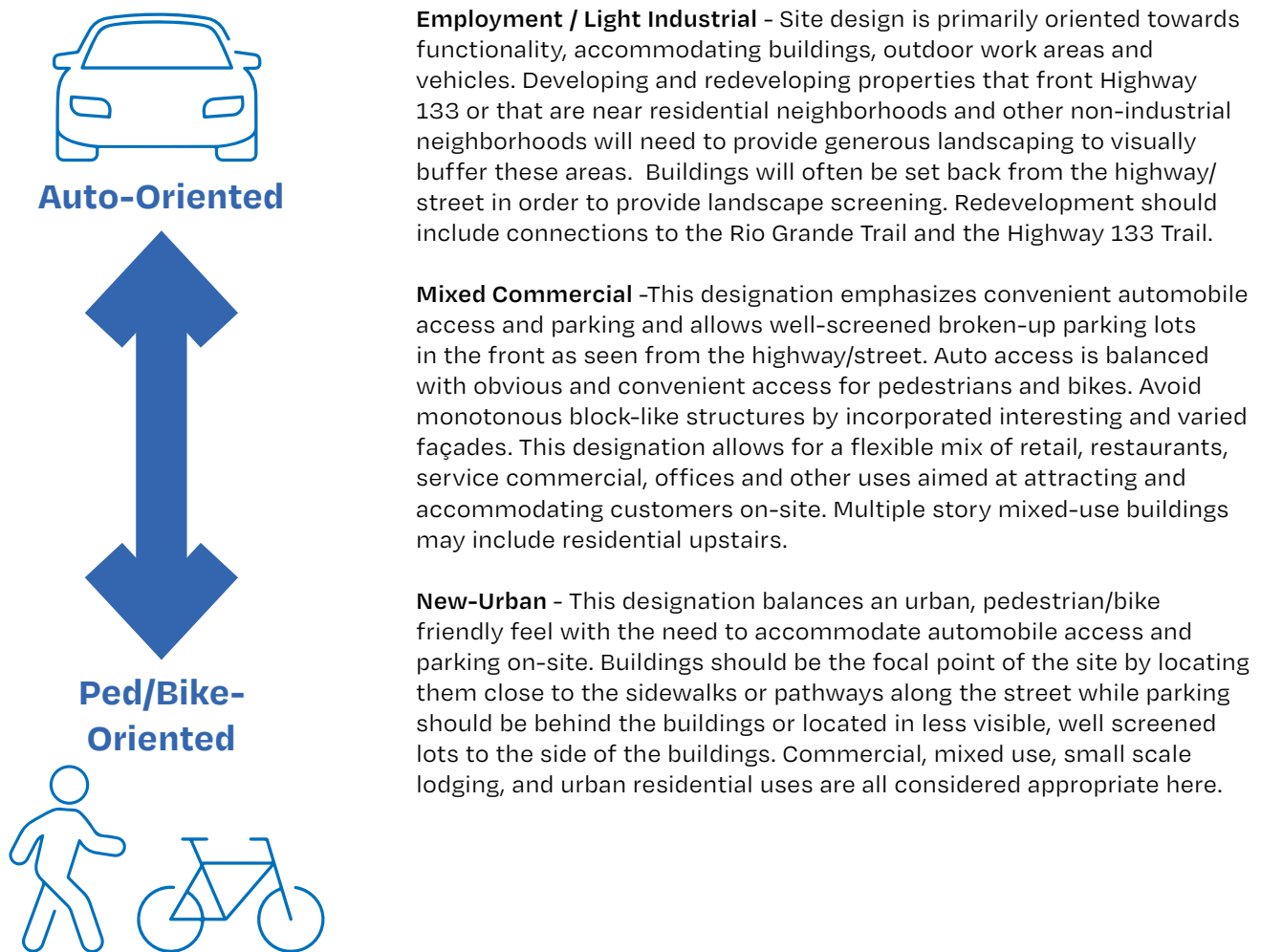
Connectivity:

- Facilitate convenient and obvious multi-modal connections to the Rio Grande Trail and to the nearby RFTA park-and-ride facility
- Take advantage of proximity to the RFTA park-and-ride with transit oriented development

Highway 133 Character Spectrum Summary

Community character relates to the use of land, but, more importantly, translates the design characteristics that influence the "look and feel" of development. Instead of only identifying land use, such as industrial or commercial, a determination of character is more distinctly defined by the intensity of development, the arrangement of buildings and parking areas, the preservation and use of open space, and other design features.

Along the Highway 133 corridor, the potential future land uses fall along a character spectrum ranging from areas that emphasizes automobile circulation and well-screened parking to areas that emphasize walkability while also accommodating vehicles and parking.



| Figure 4: Spectrum of development orientation |

Employment / Light Industrial



| Existing |



| Example landscape screening |

Site design is primarily oriented towards functionality, accommodating buildings, outdoor work areas and vehicles. Developing and redeveloping properties that front Highway 133 or are near residential neighborhoods and other non-industrial neighborhoods will need to provide generous landscaping to buffer these areas. Buildings will often be set back from the highway/street in order to provide landscape screening. Redevelopment should include connections to the Rio Grande Trail and the Highway 133 Trail.

Building Relationship to Highway/Street:

- As viewed from the highway/street, emphasize landscaping, pathways, and sidewalks and more than parking lots, loading areas, and the buildings themselves
- In order to make space for landscape buffering, buildings will often be set back from the highway/street

Uses:

- A variety of workplaces including manufacturing, offices, industry support services, storage buildings/yards, transportation services, utilities and other primary employment facilities
- Encourage the inclusion of secondary uses such as retail sales, coffee shops, restaurants, and daycare facilities that support the primary uses

Building Mass and Scale and Impacts on Adjacent Properties:

- Buildings can be up to 3 stories tall
- Development adjacent to residential neighborhoods will need to mitigate noise, lighting, and health/safety impacts

- Buildings, outdoor work areas, storage areas, and parking/loading areas need to be screened generously with landscaping as viewed from non-industrial neighborhoods and from the Highway 133 right of way
- It is not necessary to screen one industrial use from another neighboring industrial/employment use

Parking:

- Parking, loading and site circulation will need to be provided on-site by each development project
- Utilize landscaping and screening and landscape islands to disguise and break-up parking lots and circulation areas as viewed from non-industrial neighborhoods and the Highway 133 corridor

Connectivity:

- Business employment / light industrial uses need access to Highway 133 or the designated truck route without having to travel through residential neighborhoods
- Development generating exceptionally high levels of passenger and/or truck traffic will need to mitigate impacts on the town streets system
- Encourage bike and pedestrian access by connecting to the Rio Grande Trail, the Highway 133 pathways and other bike/pedestrian corridors

Mixed Commercial



| La Fontana |



| Example landscape screening |

This designation balances an urban, pedestrian/ bike friendly feel with the need to accommodate automobile access and parking on-site. Buildings should be the focal point of the site by locating them close to the sidewalks or pathways along the street, while parking should be behind the buildings or located in less visible, well screened lots to the side of buildings. Commercial, mixed-use, light industrial, local food production, live/work, and urban residential uses are all allowed in appropriate places.

Building Relationship to Highway/Street:

- Buildings are typically set back, emphasizing landscaping and parking in the front, along the highway/street

Uses:

- Flexible mix of retail, restaurants, service commercial, lodging, offices and other uses aimed at attracting and accommodating customers on-site
- Multi-story mixed-use buildings may include residential above the ground floor

Building Mass and Scale:

- Buildings can be up to 3 stories tall
- Building facades and rooflines should be broken up to avoid monotony
- The street/highway should be faced with 3-D architectural elements such as windows, doors and dormers

Parking:

- May be located along the front and/or along the sides with ample landscape screening and landscape islands to soften and break-up parking lots as viewed from the street
- Side-entry parking is preferred with consolidated driveways to maintain the continuity of sidewalks/pathways along the highway/street

Connectivity:

- Site design should emphasize the continuity of sidewalks/pathways with obvious and safe connections to the buildings for pedestrians and cyclists

New Urban



| Carbondale Center Place - Under Construction |



| Example New Urban development |

This designation balances an urban, pedestrian/bike friendly feel with the need to accommodate automobile access and parking on-site. Buildings should be the focal point of the site by locating them close to the sidewalks or pathways along the street, while parking should be behind the buildings or located in less visible, well screened lots to the side of buildings. Commercial, mixed-use, light industrial, local food production, live/work, and urban residential uses are all allowed in appropriate places.

Building Relationship to Highway/Street:

- When viewed from the street, the site design should emphasize pathways/sidewalks and the buildings themselves more than parking lots/structures
- Buildings should be the focal point of the site by locating them close to the sidewalk and/or street
- The historic pattern of the downtown core should not be replicated
- Both the downtown core and the Highway 133 corridor should be treated as unique neighborhoods

Uses:

- A flexible mix of retail, restaurants, service commercial, lodging, offices, and multiple story mixed-use buildings which may include residential above ground floor
- Light industrial, local food production, and live/work along the west side of Highway 133
- Uses should be transitioned appropriately to adjoining uses

Building Mass and Scale:

- Buildings can be up to 3 stories tall
- Building facades and roof lines should be broken up to avoid monotony
- The street/highway should be faced with 3-D architectural elements such as windows, doors and dormers
- Connect the inside of the buildings and the sidewalk with architectural elements such as doors, windows and outdoor activity areas

Parking:

- Parking lots should be sited on the sides and behind buildings in smaller lots broken up by landscape islands with shade trees and ground-mounted solar panels
- Parking structures should be sited and designed and tastefully integrated with the primary buildings
- Driveways should be consolidated to maintain the continuity of sidewalks/pathways along the highway/street

Connectivity:

- Site design should provide obvious and safe connections to the buildings for pedestrians and cyclists. Balancing a pedestrian/bike friendly feel with convenient automobile access is paramount

✱ Gateways ✱



| North Gateway |

There are four gateways in Carbondale, each of which will play a crucial role in defining the town geographically. The north gateway near the intersection of Highways 82 and 133 is mostly town-owned parkland/ open space and Colorado Department of Transportation highway right of way. The town initiated the Gateway Park Master Plan Feasibility and Conceptual Design to provide planning level design for Gateway Park along the Roaring Fork River. To expand improvements beyond the land already owned by the town, the town could annex the highway corridor and establish a maintenance agreement with Colorado Department of Transportation that would allow the town to install and maintain its own landscaping in the highway right of way. Other elements at this gateway include entry monumentation to create a sense of arrival and wayfinding for visitors and to promote the communities strengths: arts, outdoor recreation, festivities.



The south gateway along the Crystal River on Highway 133 should exhibit a well-defined transition from an agricultural landscape into small-town Carbondale. Because the Crystal River is close to Highway 133 on near the south gateway, a well preserved and accessible river corridor will be the anchor of this gateway.

The east gateway along Catherine Store Road should also be a well defined transition from agricultural land into small-town Carbondale.

The intersection of Highway 133 and Main Street should announce the gateway to downtown w/ entry monumentation and feature landscape. This part of the highway corridor should emphasize bike and pedestrian oriented design and reinforce small town character.

Recreation



| Carbondale Nature Park |



| Sports fields |

Uses: Parks and sports fields. Public open space and trails. River and public land access. Pocket parks/landscaped areas. Throughout Town and along the periphery.

According to the Colorado Small Community Parks Planning System (Colorado Department of Local Affairs), a town Carbondale's size with diverse array of recreational preferences should have between 80-100 acres of parks and open space. According to these standards, the community currently needs about 14 acres of sports fields. While the inventory of outdoor recreation oriented open space is more than adequate, sports fields in the town's inventory do not meet the small community standards. Originally, the Carbondale Nature Park was purchased to build sports fields, but more passive uses have evolved, including its current use as a dog park, resulting in a continued need for sports fields.

Existing Parks, Trails Open Space Plans

There are several plans in place today to cover improvements to existing parks and open space land. These plans should be implemented as funding allows.

- The Carbondale Parks, Recreation & Trails Master Plan was adopted in 2015 and provides direction for the Town's decision making over a ten year planning horizon. It includes recommendations to improve mobility, enhance gateways, celebrate the rivers, address financial stability, maintain existing amenities, provide sports facilities, and enhance recreation opportunities.

- The Roaring Fork School District Sports Complex Master Plan illustrates a sports field plan on district property. The intent is that the Town and school district would partner to develop and maintain those facilities. Possible funding sources include an RE1 property tax bond and GOCO grants.
- The Gateway Park Master Feasibility and Conceptual Design provides planning level design for Gateways
- Park along the Roaring Fork River on the north end of town.
- The Third Street Center Community Partnership Park plan establishes conceptual design for a community park on the Third Street Center property.
- The Nature Park Master Plan illustrates several conceptual levels of improvements including habitat improvements, a science outreach center, parking, informal sports field, children play areas, a trails network, and fishing ponds. In recent years, the park has been seen more and more use as a dog park.

Town Periphery



| Potato farmer near Carbondale |



| Town Periphery |

Planning in the Town Periphery

The larger geographic context of Carbondale is integral to the overall community character. As a result, the Comprehensive Plan establishes policies that specifically address future land use plans along the Town's periphery. One of the primary goals of this plan is to maintain the compact development pattern and the distinct geographic identity of the town. Achieving this goal will require a balance between land conservation and development strategies. This balance can be achieved by coordinating efforts between the town, the county, landowners, and land conservation entities. As part of this coordinated effort, the town can also affect future land use patterns directly by annexing properties that are contiguous to the town boundary pursuant to formal petition by landowners.

The town periphery plan includes the following elements, each with its own purpose and intended use:

- The land features map is intended to provide the physical geography backdrop.
- Community priorities for land conservation are intended to inform land conservation efforts.
- Land conservation partnerships are an integral component of the land conservation strategy.
- Coordination with Garfield County- This section describes several approaches for coordination with the county on long-range planning and on specific development applications.
- The town periphery future land use designations and potential annexation areas are intended as a guide for annexations and land conservation on the town periphery.

Land Features

The starting point for future land use planning in the town periphery is to establish baseline mapping illustrating the basic physical geography (See Figure 5). Carbondale has several natural features that define its geography, including the Crystal and Roaring Fork rivers, the steep slopes leading up to East and West Mesas, and the bottomlands along Catherine Store Road. These features are natural edges for most of the town's perimeter. The exception is that the Colorado Rocky Mountain School property is relatively free of natural constraints up to the river corridor.

Community Priorities for Land Conservation

The emphasis on active lifestyles, recreation, local food and agriculture throughout this Comprehensive Plan calls for a coordinated land conservation system in the town periphery. During the planning process, the community prioritized their preferences for land conservation using key pad polling. The priorities list helps determine what areas in a proposed development are preferred as open space. The list also represents priorities for the Town's open space investments and articulates Carbondale's desired future to the land conservation entities at work in the valley. Land conservation on the town periphery should prioritize the following types of land:

1. Riparian areas, access and outstanding river features, 100-Year floodplain.
2. Agricultural lands on the perimeter of town.
3. Corridors accessing public lands.
4. Gateways.
5. Historic sites.

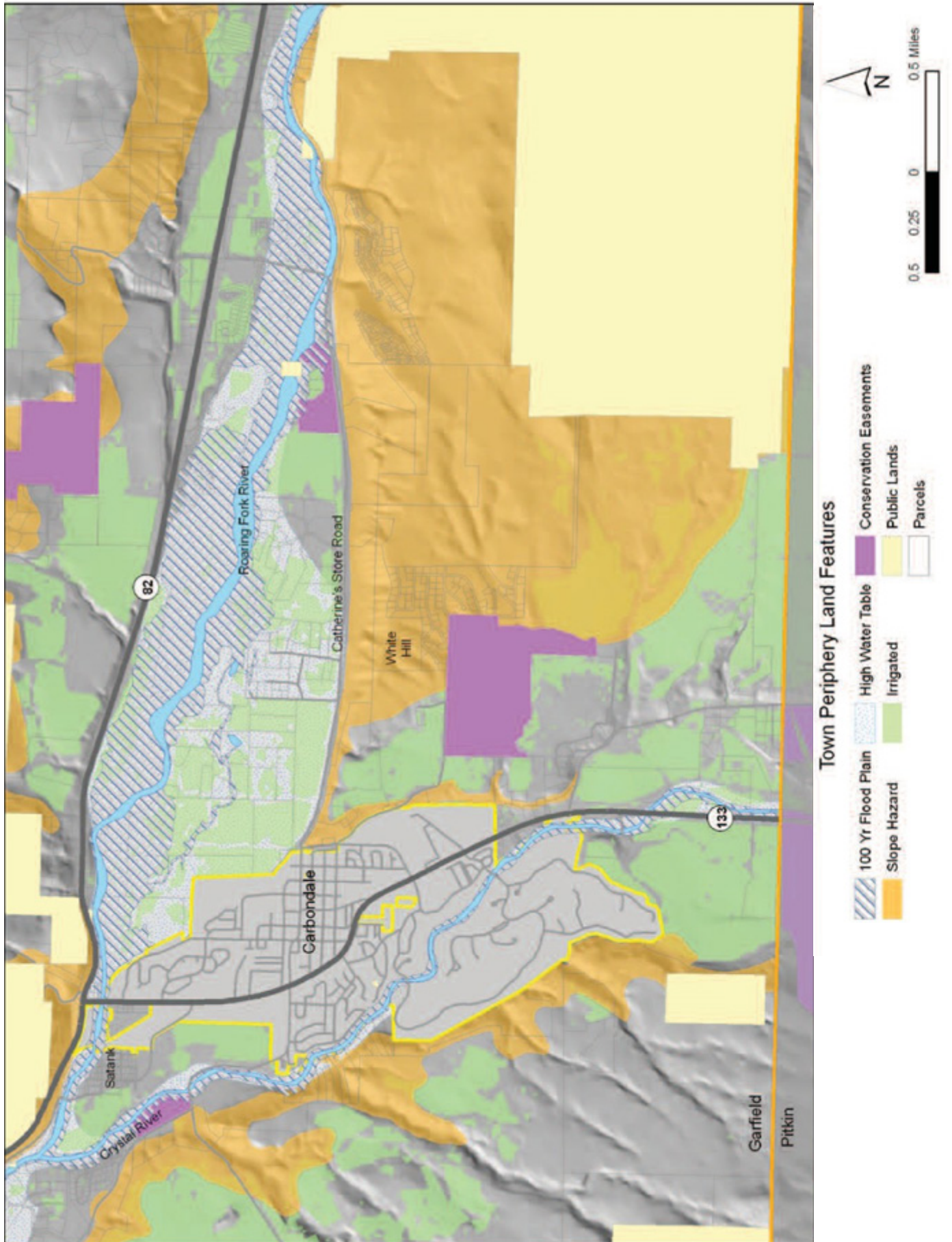


Figure 5: Town Periphery Land Features

Land Conservation Partnerships

Land conservation entities have either purchased conservation easements or purchased land spanning many hundreds of acres near Carbondale and up the Crystal River Valley. It is essential to keep good working relationships with these entities and to contribute to and support land conservation near Carbondale.

A critical component of land conservation on the Carbondale town periphery and other municipalities in Garfield County is a county-wide open space conservation program funded by voter-approved taxes. See Figure 7 - Protected and Significant Private Parcels in the Town of Carbondale Periphery, a map showing the important and intact properties in the Carbondale periphery.

Coordination with Garfield County

The 2001 Intergovernmental Agreement (IGA) for Development between Garfield County and its municipalities establishes a protocol for referring applications for development in the county to nearby municipalities for review and comment. Carbondale supports this referral arrangement and the opportunity to comment meaningfully on land use changes near town. According to the IGA, "major applications", exceeding 50 residential lots or 20,000 sq. ft. of commercial floor area are referred to the two nearest municipalities, measured along the state highway/interstate. "Other developments" result in lower levels of development, but still represent fundamental changes or variation from the underlying zoning. The IGA specifies that "other developments" in the county are referred to municipalities within 2 miles of the proposed project (see Figure 6 - Two Mile Review Area).

The mapped 'significant parcels' are the remaining intact, large private parcels, many of which function as working agricultural land (Figure 7). The community views these parcels as important components of the current and future geography of Carbondale. The intent is that the county coordinates with the Town of Carbondale regarding future development on significant parcels. Many significant parcels have already been conserved, with a large conservation easement on the East Mesa and several properties already protected up the Crystal River. Future conservation of significant parcels is encouraged. Land conservation does not preclude some level of development. Except as otherwise specified in the town periphery future land use designations, the Town encourages Garfield County to implement the clustering policies contained in Chapter 2 of the adopted 2010 Garfield County Comprehensive Plan on mapped significant parcels:

- Begin with a base density of no less than 10 acres per dwelling unit. From these base development rights, applicants for future residential developments are encouraged to set-aside open space in order to increase the gross density of the project, giving them the ability to create more development rights.
- Plan for contiguity and connectivity between open space parcels.
- Encourage public access to open space, especially along the rivers.

Two Mile Area Language:

The Town urges Garfield County to consider the impacts of commercial and industrial development on traffic loads and safety on town streets, safety on town pathways, dark skies, noise, wildlife habitat, hazardous materials transport and storage in/near town, air and water quality and protection of scenic resources and scenic quality, particularly around the gateways into town.

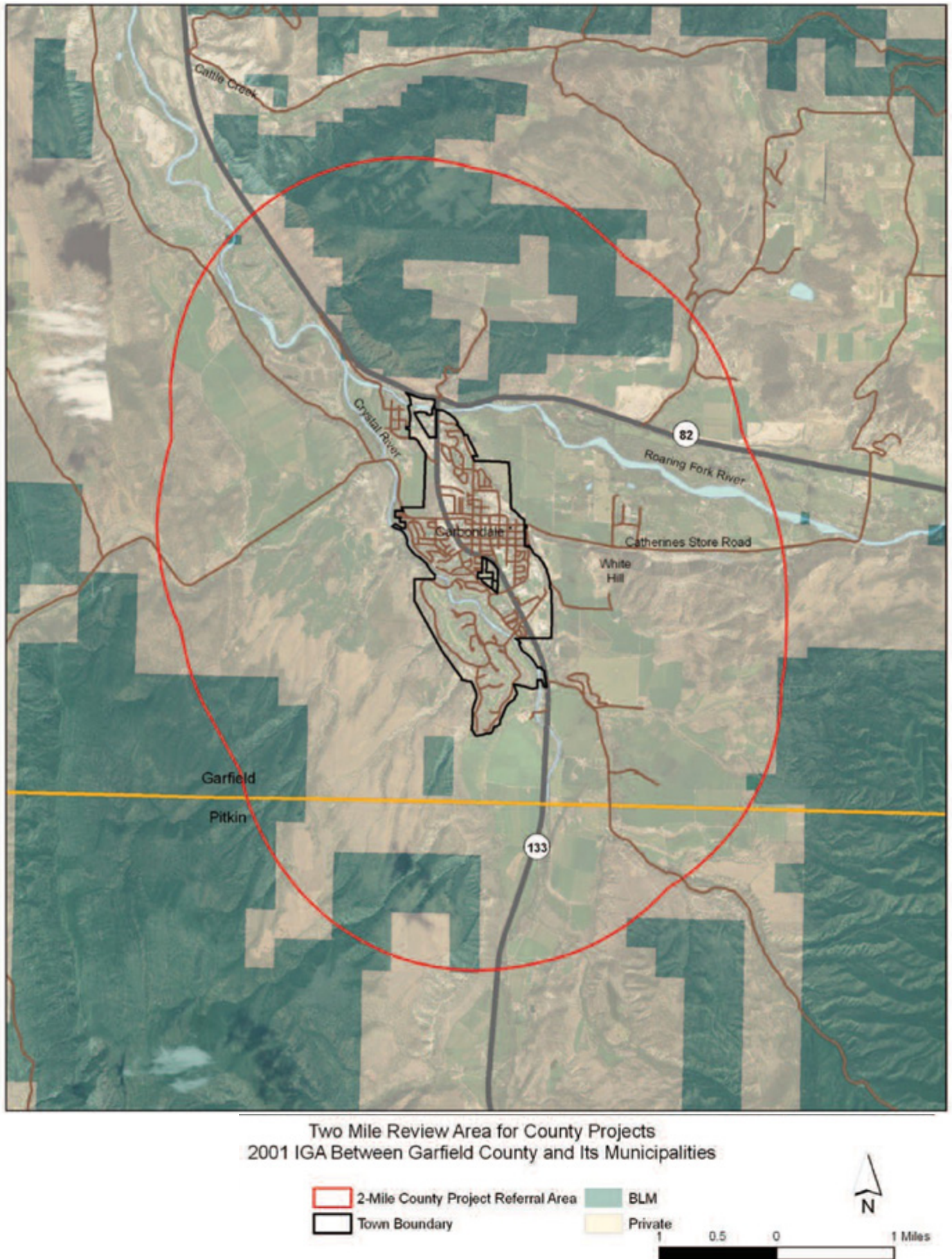


Figure 6: Two Mile Review Area for County Projects

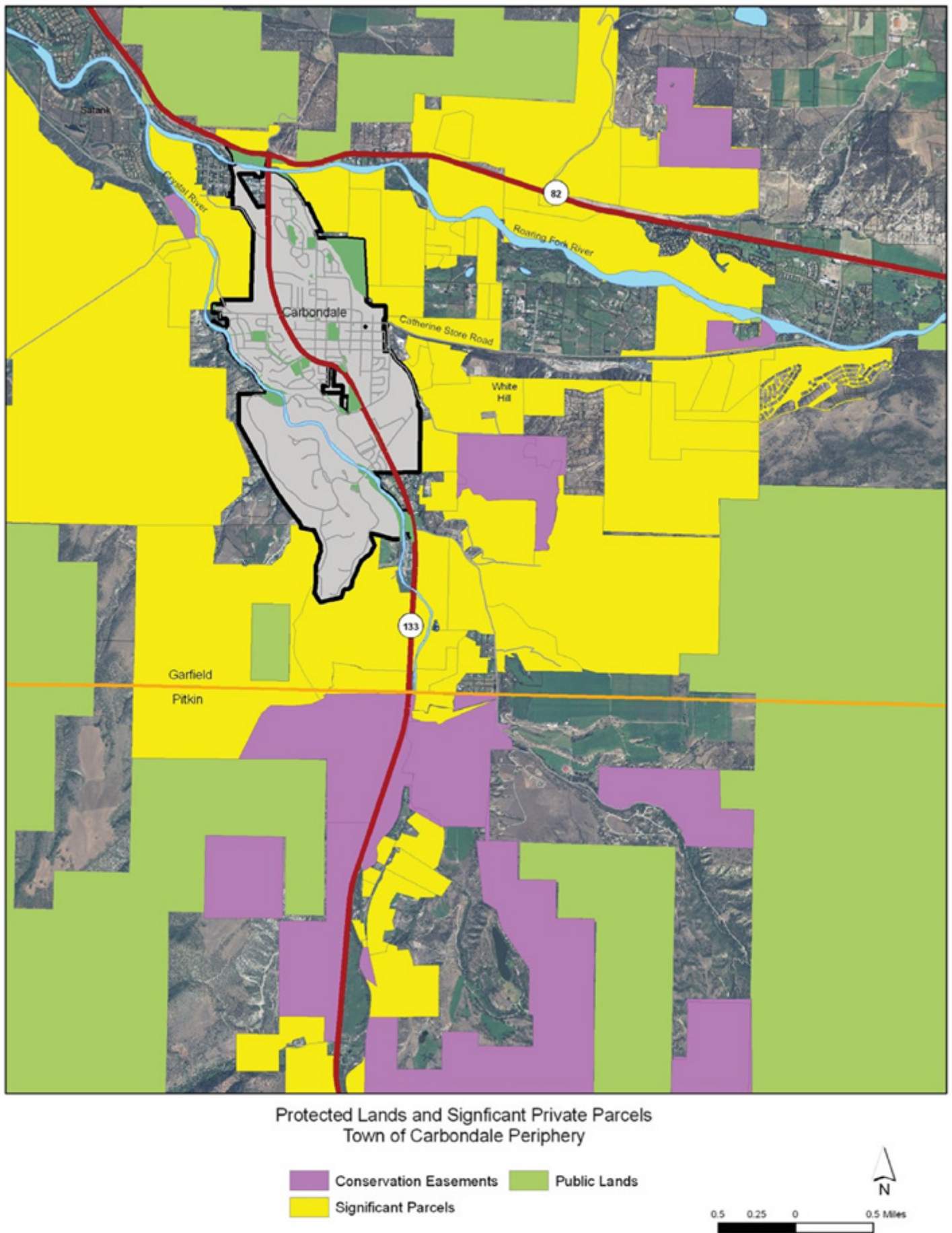


Figure 7: Two Mile Review Area for County Projects



| Town Periphery |

Town Periphery Future Land Use Designations

The following designations describe preferred future conditions in the town periphery (see map, Figure 8). The annexation areas are prioritized as phase 1, which would provide several opportunities and public benefits and phase 2 and 3, which are also logical areas for annexation but more distant in the future. In some cases, phase 2 and 3 annexations may need to wait until phase 1 annexations bring the town boundary out to the property. The designations also include conservation areas: agriculture and river corridors. By coordinating with land conservation entities to purchase land or conservation easements and annexing conservation oriented development, the town can secure its geographic limits while allowing just enough expansion to meet the needs of the community as it evolves.

Phase 1 Potential Annexation – Infill Areas

The intent of the phase 1 annexation area is to promote infill and redevelopment in adjacent areas that already function as part of town, but are not yet annexed including the Colorado Rocky Mountain School, which is closely connected to town. These are the most logical areas for annexation because infill and redevelopment in these areas would maintain the town's compact footprint while promoting walking and biking.

An existing pattern of mixed density and fragmented ownership means that annexation and redevelopment could span decades of incremental change in some phase 1 areas. The challenge is to plan for the long term and maintain consistency throughout the transition.

Phase 1 Opportunities

Opportunities	Level of Difficulty
1) Gateway enhancements	1) With the exception of CRMS lands, phase 1 areas are already mostly developed and ownership is fragmented, complicating annexation.
2) Infill and redevelopment	2) The Town would need to promote incentives for owners of residential and commercial lots in phase 1 areas to petition for annexation: utilities/services, better zoning, law enforcement.
3) Sales tax revenues from existing and future retail uses	
4) Establish contiguity with larger, intact parcels for future annexations	
5) Eliminate individual septic disposal systems	

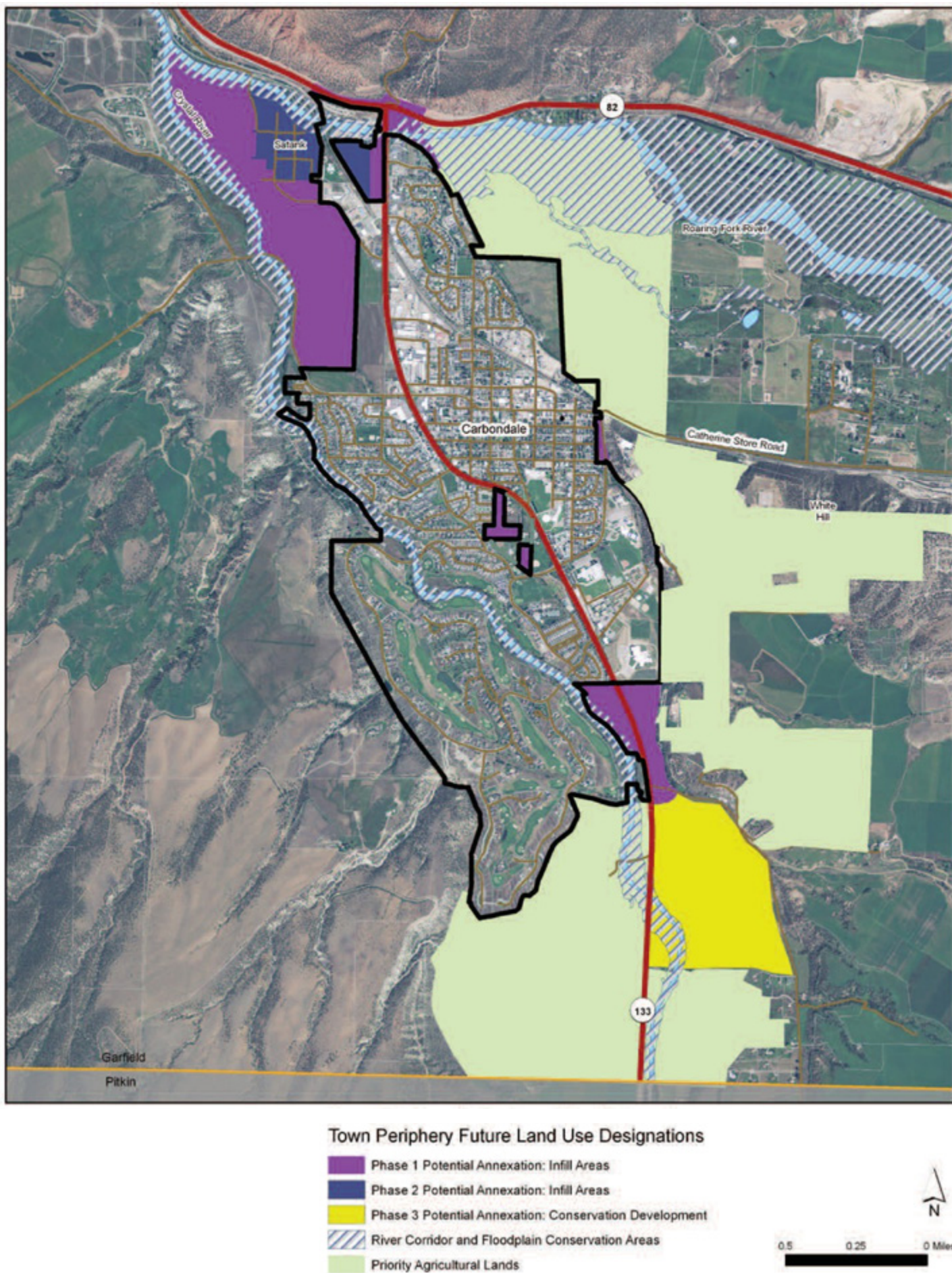


Figure 8: Town Periphery Future Land Use Designations



| Colorado Rocky Mountain School |

Guidance for specific areas:

- The north gateway near the intersection of Highways 82 and 133 should create sense of arrival and way-finding for visitors. It also hosts several businesses and has the potential for redevelopment and infill.
- The south gateway along the Crystal River on Highway 133 consists of several large lot residential subdivisions. Annexation and redevelopment in this area would be complex due to the need to coordinate with multiple property owners.
- The remaining parcels in the County Island should be annexed and developed with a diversity of housing types.
- The mobile home park along Snowmass Drive near Main Street is fully occupied today, but property owners could seek redevelopment in the future. Redevelopment of the park should follow the guidance contained in the Downtown/Old-Town Periphery Future Land Use Plan designation, listed earlier in the future land use plan.
- Colorado Rocky Mountain School (CRMS) is currently operating as an independent high school for boarding and day students and is an important component of the Carbondale community and economy. In addition to traditional classroom education, the School's property is used in its diverse programs in a variety of other ways including agricultural production, recreational activities, renewable energy production and ecological studies. CRMS also provides employee housing. CRMS programmatic needs, and subsequently its land use, has and will continue to evolve over time to support the organization's mission. The majority of CRMS property is located in unincorporated Garfield County. Portions of CRMS land outside the Town of Carbondale are designated as Phase 1 Potential Annexation Infill Area because of its prominent location on the west edge of Town. Should development occur on CRMS property, either on its open space parcels in Carbondale or on property designated as Infill Area, the densities should be gradually tiered from high density near Highway 133 and Main, down to lower densities near the river corridor. The Town of Carbondale recognizes that the needs of CRMS will continue to evolve. The Comprehensive Plan is not intended to limit CRMS private property rights and it encourages dialogue between the Town of Carbondale, and Garfield County regarding future land use.

Phase 2 Potential Annexation - Infill Areas

The mobile home park and the Satank neighborhood are lower priority, but already function as part of town. Future redevelopment or the demand for town sewer could motivate petitions for annexation in these phase 2 areas, but the opportunities for public benefit are fewer than those associated with phase 1 annexation areas, reducing the level of priority.

Phase 2 Opportunities

Opportunities	Level of Difficulty
1) Gateway enhancements	1) Phase 1 areas are already mostly developed and ownership is fragmented, which complicates the coordination of annexation.
2) Establish contiguity with larger, intact parcels for future annexations	2) The Town would need to promote incentives for owners of residential and commercial lots in phase 1 areas to petition for annexation: utilities/services, better zoning, law enforcement.
3) Eliminate individual septic disposal systems	3) Residential units do not generate enough revenue to cover their costs for basic town services and facilities (See Chapter 5 Background Information).

Phase 3 Potential Annexation - Conservation Development

The intent of the conservation development potential annexation area is to offer incentives for conservation development while allowing some expansion of the town's footprint on the southern edge of town.

Several considerations were employed to delineate the phase 3 potential annexation area:

1. proximity to existing waterlines.
2. topography that allows connection the town's gravity fed wastewater disposal system without mechanical lift stations.
3. the presence of riparian areas, the highest open space conservation priority for the community.
4. locations that can be authentically connected to the town.

Future development will be expected to help secure a compact development pattern by concentrating development close to the town boundaries and permanently preserving river corridors and the agricultural perimeter that geographically defines Carbondale's southern edge.

Phase 3 Opportunities

Opportunities	Level of Difficulty
1) Establish a permanent agriculture/open space perimeter defining the town.	1) Establishing the State minimum 1/6th contiguity to some phase 2 land conservation areas will first require annexation of phase 1 areas.
2) Permanent riparian and agricultural land conservation.	2) Careful design and infrastructure improvements will be required to assure that phase 2 areas are genuinely connected to the Town.
3) Town review/approval focused on Carbondale community needs and values vs. Garfield County Land Use Code standards.	

River Corridor Conservation Areas

River corridors consist of the 100 year floodplain and the riparian areas along the Crystal and Roaring Fork Rivers. A riparian area is a plant community contiguous to and affected by rivers, streams, drainage-ways or lakes that supports an ecosystem that is distinct from the surrounding areas not affected by hydrologic features. The 100-year floodplain includes any land area along a river, stream, or drainage way that is susceptible to inundation. The 100-year floodplain is an area with a 1% probability of a flood occurring in any given year. These areas have public value as wildlife habitat, water quality protection areas, and for river recreation. Future annexation/developments should set aside river corridors as public open space. The town should also work with land conservation entities to protect the river corridors while allowing low impact recreation including trails and other naturalized enhancements. The Roaring Fork and Crystal Rivers confluence is designated as a River Corridor Conservation Area because it is such a unique geographic feature.

Priority Agricultural Land

Priority Agriculture Lands serve multiple purposes for the community as expressed throughout Chapter 2 Vision, Goals and Strategies: 1) land base for food production, 2) geographically defines the edge of town, 3) agriculture operators are an important component of Carbondale's economy, culture and heritage. The town should work with landowners and land conservation entities to keep the agricultural operations and land base intact. Annexation may be a useful tool for supporting and protecting agricultural operations. Some level of development would be necessary as an incentive for annexation, but development on priority agricultural land would need to be designed to contribute towards the objective of keeping the agricultural operation running and the land intact.

Annexation Criteria

These annexation criteria should be taken into consideration during the annexation review process. Many of these criteria are adapted from the Town of Carbondale 3-Mile Plan adopted in 2000. Some annexation opportunities may not meet all of these criteria but could still be in the best interest of the town.

- Annexations should be reviewed by the town concurrently with development proposals for the property.
- Annexation/developments should promote multi-modal transportation by connecting to and enhancing the Town's pathways, sidewalks, streets and transit systems.
- Annexation/developments should not adversely affect the Town's fiscal conditions.
- Annexation/development should not degrade public infrastructure or level of service. An objective evaluation of fiscal impacts of annexations should be included in the decision-making process.
- Annexation/development should include at least one of these valued assets:
 - Public trails, priority public open space (see Land Conservation Priorities above), or public parks, all exceeding the minimum requirements of the municipal code.
 - Affordable or attainable housing exceeding the minimum requirements of the municipal code.
 - Agricultural land conservation.
- Development should avoid the floodplain, steep slopes and geologic hazard areas (rock-fall, landslides, debris flows, avalanches, expandable/collapsible soils, unstable slopes).

5.0 Plan Elements





5.1 | Overview

Plan Elements were identified early in the planning process and include a discussion relevant to each Focus Area followed by recommendations:

- Housing + Jobs
- Multi-Modal Access + Circulation
- Climate Action
- Aging in Community
- Historic Preservation
- Downtown
- Downtown North

5.2 | Housing + Jobs

Overview

Maintaining an identity as a vibrant visitor destination and preserving homes and workplaces is paramount to Carbondale's economic health and social sustainability. The need for a diverse housing supply and workforce/ jobs balance is at the core of this mix. In 2021, many ask: "Is growth applying undue pressure to Carbondale's markets and affecting accessibility to both housing and jobs?" The answer is likely yes for at least three groups: the lower/middle income employee, the young family aiming to enjoy Carbondale's quality of life and the older adult aiming to age in community. Despite an active residential development market, homes for those struggling to live in town are not being built.

With sales tax being the fiscal lifeblood for Carbondale, the health of local retail, recreation, and dining establishments erodes as housing affordability makes retaining service employees challenging. Shortfalls in the affordable housing market stress the transportation system as workers commute from further away in search of reasonable rents and mortgages.

Diversifying the housing supply toolkit is necessary as the current method for supplying affordable units currently is inclusionary zoning to deed-restrict units. One strategic approach to expand affordable housing options and diversify the toolkit are Community Land Trusts (CLTs). CLTs differ from ordinary deed restriction programs in that a Trust acquires land and develops housing units that are sold to qualifying households (income limits and residency requirements are up to the CLT organization). These households take ownership of the building only - not the land (like in a condominium transaction). Like ordinary deed-restrictions, CLT unit owners are limited in the amount of annual appreciation they can capture in resale, and future purchasers must also be income-qualifying. The long-term retention of the underlying land can be appealing to philanthropic participants, and the CLT structure helps coordinate property acquisitions and marketing.

Growth

There are currently 199 units under development, plus the recently completed Sopris Lodge with 78 senior assisted living units. An additional 105 units have been approved but not built for a total of 382



units. This trend is unlikely to continue at this pace. Based on projection estimates, Carbondale could add about 1,200 people or 450 housing units over the next ten years. This means current development activity alone will accommodate about 75% of the 10-year housing demand.

Land capacity analyses estimate that available vacant or underutilized land and increased density in areas of Downtown and Downtown North can accommodate the residual demand without growing outward or annexing outlying areas.

The community desires to expand and promote **"targeted industries"**. These include but are not limited to :

Sustainability enterprises, light manufacturing/ cottage industries, technology development, professional services and management, land development services, arts and entertainment enterprises, local food production, athletics, outdoor industry and production of equipment, and recreation-based industries.

Community Input

During the planning process, the following questions were posed;

- What innovative or new ideas can we bring in to solve the housing affordability challenge?
- Where are current land use, zoning and housing policies not serving the intended purpose?
- Are the areas designated for high density housing the right areas and are there any design guidance improvements needed to ensure character compatibility?
- Does the community grasp the trade-off of replacing job-generating land uses with housing?

Recommendations

The following housing policies are aimed to increase supply of needed unit types and costs. But to help Carbondale further supply housing, more must be done to boost housing policy flexibility (e.g., land use standard relaxations for affordable projects).

1. Explore programs and policy tools to prevent displacement (e.g., rent stabilization, commercial linkage fees, impact fees, or rent review boards) for all susceptible communities.
2. Ensure that land use regulations governing Planned Unit Development (PUDs) and subdivision covenants facilitate and remove barriers to construction of more affordable housing.
3. Allow Accessory Dwelling Units (ADUs) for single-family residential zones, to add housing capacity and increase financial flexibility for owners. Consider adding an educational component to inform homeowners with guidance on ADU construction/conversion. Research best practices from peer communities for enforcement and monitoring.
4. Refine and evolve inclusionary zoning regulations to ensure they do not discourage mixed-use developments that would otherwise include needed housing. Explore programs allowing limited sale/transfer of unit requirements in such cases.
5. Partner with Garfield County to leverage County efforts to encourage production of affordable housing, including participation in State (CHFA) and federal (HUD/HOME, USDA) programs including Low-Income Housing Tax Credit (LIHTC) subsidies.
6. Convene a town-wide and/or regional task force to develop a comprehensive policy to address multi-generational housing, displacement, and social equity issues and considerations including topics of small-business retention, housing affordability, and anti-displacement policies in the community.
7. Assist in the formation of non-English-speaking business groups or commerce associations.
8. Consider adoption of recent Garfield County modifications to the County's Land Use & Development and Building Codes to allow for "Tiny Homes."
9. Support and expand the Carbondale Affordable Creative Space effort to promote and fund arts-oriented space.
10. Expand deed-restricted housing through Community Land Trusts (CLTs) either by partnering with an existing CLT (e.g., Elevation CLT, primarily active in the Front Range today) or by helping to organize a similar partnership in the Roaring Fork Valley.
11. Evaluate strategies to actively engage with regional housing providers to address affordable housing opportunities.
12. Continue to engage with affordable housing providers and agencies to develop actionable strategies and programs to deliver affordable housing in Carbondale.
13. Re-assess affordable housing needs, land development opportunities, funding, partnerships, site selection criteria, and design guidelines for possible affordable housing initiatives for the Town of Carbondale.
14. Explore creating a facade improvement program and funding source to support local businesses and jobs.

| With good design standards and conversion policies, ADUs will continue to supply viable housing |



5.3 | Multi-modal Access + Circulation

Overview

Access within and to/from Carbondale is a key element of creating a community that is vibrant, safe, and attracts a diverse set of residents and visitors. An effective mobility network includes transportation programs, services, and infrastructure for people walking, biking, taking transit, and driving. The current transportation network in Carbondale has several great assets including RFTA's Highway 82 Bus Rapid Transit (BRT) that provides efficient regional transit; the Rio Grande Trail which provides a direct connection to communities in the Valley for people walking and biking; and a dense downtown street grid that promotes walkability.

Another existing asset in Carbondale is the previous work that has been done by the Town to identify priority Multi-Modal Corridors in the 2019 High Priority Bicycle and Pedestrians Corridors Map. Multi-Modal Corridors (MMCs) are a connected system of streets, pathways, and sidewalks on which the needs of all users (regardless of age, ability, or mode of transportation) are of equal importance and all users have the same rights to safe and comfortable use.

Throughout the community engagement process, and through an assessment of existing conditions, the community identified key challenges for people traveling in Carbondale, including lack of connectivity, high vehicle speeds making walking and biking uncomfortable, missing or deficient sidewalks, barriers to crossing Highway 133, poor coverage of the RFTA Carbondale Circulator bus, gaps in the low-stress bicycle network, and insufficient parking supply. Poor connectivity comes in the form of a street network that is curvilinear, presents gaps in the bicycle and pedestrian network, and includes major barriers to direct access due to physical impediments as rivers, railroads, and major arterial streets. The community helped to identify key connection points in Town that require further analysis, particularly for those areas along Highway 133 where connections to and from neighborhoods and schools, between the east and west sides of Carbondale, and connections to the Circulator are most difficult. Participants also noted missing connections on the west side of Town due to the nature of the street network and layout in certain areas.



| RFTA Park-n-ride |

In response to these challenges, it is recommended that the Town invest in the expansion of the bicycle and pedestrian networks, further evaluate parking utilization, and consider enhancements to the local transit and paratransit services. These recommendations should build off the work and community input from the 8th Street Multi-modal Corridor, the 2019 High Priority Bicycle and Pedestrian Corridors Map, the Parks and Recreation Master Plan, and the current regional bike share and first and last mile study. Additional study should be performed to further refine the recommendations in this section.

Recommendations

1. Develop a town-wide Transportation Master Plan (TMP) that creates a long-term vision for multi-modal transportation based on broad community outreach, forecasting of future growth, and a comprehensive analysis. The TMP will help inform the Town's Capital Improvements Program (CIP) for short and near-term project identification and potential funding opportunities.
2. Through outreach and inputs (such as access to key destinations, crash history, and vehicle volumes and speed), identify high priority sections of roadway where sidewalks should be completed or upgraded. Consideration should be made for certain sections of roadway where sidewalks may not be constructed, due to trade-offs such as parking loss or community character.
3. Prioritize completing and upgrading bicycle and pedestrian infrastructure on corridors identified in the 2019 High Priority Bicycle and Pedestrian Corridors Map. Understand that the 2019 High Priority Bicycle and Pedestrian Corridors Map will continue to evolve based on changes to land use, key destinations, or desired circulation for people walking and biking. Identify the appropriate facility type and priority for each corridor based on the unique context of each corridor (i.e. right of way, adjacent land uses, crash history, vehicle speed and volumes, and community input.) Build off the toolbox developed in the 8th Street Corridor project as a foundation for future active transportation enhancements.
4. Identify locations for bicycle/pedestrian cut throughs where roadways do not provide connectivity. Consider changes to development code to require bicycle/pedestrian cut throughs. Pursue acquiring properties or easements to provide pedestrian and bicycle connections between existing neighborhoods.
5. Additional local transit service within Carbondale is desired and demanded. Conduct a study to determine the best model for providing this service. The study should include an assessment of transit services in other communities in the valley, potential funding sources, provider models, service areas, and other operational characteristics.
6. Work alongside CDOT to plan and design enhanced bicycle/pedestrian crossings of Highway 133. Consider access to key destinations, high demand locations, proximity to nearby crossings, and continuity of priority bicycle/pedestrian routes.

| Sidewalks are an important part of Carbondale's mobility network for people of all ages |

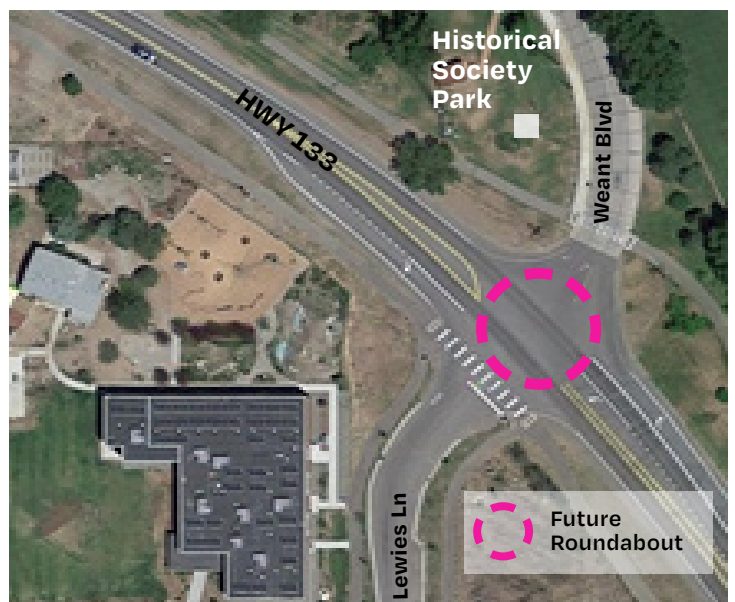


7. Invest in programs that enhance transportation including Transportation Demand Management strategies that promote non-single occupancy vehicle modes of travel, wayfinding, bicycle parking, lighting, maintenance of transportation facilities, and Safe Routes to School programs.
8. Implement high-quality, low-stress, and interconnected bicycle and pedestrian infrastructure when areas develop or redevelop, and more substantial right-of-way can be allocated for active modes of transportation.
9. Conduct a parking study that assesses parking utilization at different times of day, days of the week, and parts of Carbondale including the downtown and higher density residential neighborhoods of Carbondale. Based on parking utilization, determine changes to parking requirements/code or the need for an additional public parking structure. This study should also consider demand and supply of RFTA parking for people using the park-n-ride to access the regional route.
10. Maintain land uses, streetscapes, and the scale of east Main Street as a neighborhood gateway to Downtown.
11. Highlight the roundabout at Highway 133 and Lewies Lane/Weant Blvd as the southern entry into the town core by emphasizing the Historical Society park and by framing entryway focal points, landscaping, and open space with new development.



| Bicycling is not only part of Carbondale's mobility network, but also an important part of its culture |

| Figure 9: Future roundabout and intersection highlights at Highway 133 and Lewies Lane / Weant Blvd |



5.4 | Climate Action

Carbondale's Environmental Bill of Rights

RESOLUTION NO 8. SERIES OF 2017

A RESOLUTION OF THE BOARD OF TRUSTEES OF THE TOWN OF CARBONDALE ESTABLISHING AN ENVIRONMENTAL BILL OF RIGHTS

WHEREAS,

as residents and visitors of the Town of Carbondale we recognize that we are part of a larger ecosystem that includes not only our fellow mankind but also the soils, waters, air, plants, and animals; and

WHEREAS,

we must interact with this ecosystem in ways that allow those systems to maintain sufficient functional integrity so that they may continue providing; and

WHEREAS,

we recognize that tourism is a main economic driver for Carbondale and that it is financially prudent to protect our natural resources; and

WHEREAS,

we must keep and improve the intrinsic value of clean air, clean water, open spaces, the stars at night, wildlife, appropriate development and an innovative and passionate citizenry; and

WHEREAS,

the PURPOSE of this Environmental Bill of Rights (EBOR) is as an overarching guide or filter through which we pass Carbondale's environmental and ecological decisions and policies; and

WHEREAS,

the MISSION of this EBOR is to uphold the existing ethos of our environmentally and ecologically-minded community by maintaining, protecting and restoring the physical and natural environment for our residents and visitors, now and for future generations; and

WHEREAS,

this EBOR should empower all the employees, residents and visitors of Carbondale alike to act in a manner consistent with the EBOR; and

WHEREAS,

in furtherance of these rights the Town of Carbondale must have plans, codes and practices that place environmental protection as a top priority; and

WHEREAS,

it is essential that the Town of Carbondale leads by example with our actions, town owned assets and enforcement of codes, and to encourage grassroots and volunteer efforts to pursue the Mission of this EBOR.

**NOW, THEREFORE, BE IT RESOLVED
BY THE TOWN OF CARBONDALE
BOARD OF TRUSTEES:**

To establish this Environmental Bill of Rights to ensure that Carbondale's healthy ecosystems and natural resources continue to flourish, are sustainable, and support healthy individuals and thus a healthy community now and for future generations to come. Residents and visitors alike shall have the right to:

1. Breathe clean air and enjoy clear vistas.
2. A clean, safe and plentiful drinking water supply provided from sustainable sources.
3. Protection and rehabilitation of riparian areas and healthy ecosystems which protect native wildlife.
4. Clear growth boundaries supporting density and preservation of surrounding open space.
5. Solid waste reduction and increased recycling efforts.
6. Sustainable car-alternative mobility options.
7. A healthy, fertile landscape managed holistically and safely.
8. Views of the quintessential Western night sky without the interference of unnecessary artificial lighting.
9. Noise levels appropriate to a bustling small community.
10. Sustainable usage of our unique natural resources, providing the use of only what you need and the rest left for future generations.

5.4 | Climate Action

Overview

The Town of Carbondale has a strong foundation of environmental commitments supported by plans and policies to achieve their vision of a sustainable future. Since the publication of the 2013 Comprehensive Plan, there have been several notable accomplishments and developments which provide a strong foundation for current Plan Update. For this Update, a primary focus has been to evaluate the current policies and programs in the 2017 Climate and Energy Action Plan (CAP) and the 2018 Final Workshop Report for Vulnerability Consequences and Adaptation Planning Scenarios (VCAPS), and provide recommendations to these three questions:

- Are the goal topics outlined in the 2013 Comprehensive Plan still relevant?
- Are we missing any new topics or goal statements?
- Are there any updated sustainability goals which should be established in the Comprehensive Plan?

Following an analysis of the CAP and VCAPS Plans, the plan process included discussions with the Town of Carbondale E-Board, members of Clean Energy Economy for the Region (CLEER), and other community stakeholders to gain insight and feedback about environmental priorities, needs, opportunities, and challenges. As a result of this analysis and community engagement, a key recommendation established three pillars of Climate Protection, Resiliency, and Equity as an important foundation for sustainability measures in the community.

Climate Protection describes actions to eliminate greenhouse gas emissions and reduce global warming. Targeted strategies identified in the 2017 Climate and Energy Action Plan include:

- Increasing Building Efficiency
- Decarbonizing Transportation
- Renewable Energy and Storage
- Reducing and Recycling Waste
- Local and Sustainable Food
- Water Conservation & Reuse

Resilience is defined as the capacity to adapt to changing conditions and to maintain or regain functionality and vitality in the face of stress or disturbance. It is the capacity to bounce back after a disturbance or interruption. Resilient design is the intentional design of buildings, landscapes, communities, and regions in response to vulnerabilities.

Equity describes a state that is achieved when all people have full and equal access to opportunities that enable them to attain their full potential. The determinants of Equity include the social, economic, geographic, political, and built environment conditions in which people live and work that lead to the creation of a fair and just society.

On September 23, 2021, CLEER, E-Board, and community experts hosted a community workshop focusing on climate protection and action. The workshop focused on the review of the current information and the accomplishments of the Town to seek a pathway forward for achieving a carbon neutral community by 2050. At this event CLEER gathered additional community input to inform the Comprehensive Plan Update. This session was resulted in 182 comments from roundtables focused on Buildings, Energy, Transportation, Waste, Water, Food/Agriculture and Trees/Vegetation. Results from the workshop have been incorporated into the Implementation Matrix.



| Increasing the use of on-site renewables for both public and private properties is a priority as shown here at a town water treatment plant |

Recommendations

Climate Protection

To support Carbondale's 2017 Climate and Energy Action Plan commitment to become a net zero community by 2050:

1. Establish incremental steps and a methodology for tracking and reporting progress towards carbon neutral goals.
2. Every 3-5 years review existing plans and strategies to evaluate implementation methods, emerging technologies, opportunities, and issues facing the community. As needed to advance carbon reductions, update plans and strategies to include new or modified priorities. Updates should include actionable items, timelines, measurable benchmarks, and enforcement mechanisms.
3. Build capacity to enforce Codes, Plans, and strategies related to climate protection, resilience, equity.
4. Focus on emission reduction targets and decarbonization strategies for existing buildings.
5. Develop and implement programs and policies to respond to findings and action items recommended in updated versions of the CAP plan.
6. Engage in regional collaboration with surrounding communities to advocate for policies to expand renewable energy resources at the regional and State level.
7. Develop and implement programs that respond to the findings of the Three County Solar and Storage, Regional Energy Inventory study conducted by CLEER.
8. Pursue a Zero Energy District.
9. Develop and implement programs and policies to expand public and private infrastructure for zero emission vehicles.
10. Leverage Holy Cross and Xcel service territory for maximizing on-site electric and renewable infrastructure.



| Multifaceted electrification efforts include expanded EV infrastructure as well as implementation of community-wide green building technology |
Photo: CLEER

11. Consider adopting Low Impact Development (LID) strategies intended to address environmental impacts associated with on-site stormwater management and water quality strategies. LID strategies may include bio-retention, pervious surface materials and use of drought tolerant plant materials.
12. Establish project performance strategies to define interim sustainable development targets and measures (i.e., energy consumption and carbon reduction, water, construction waste recycling, trip reduction, equity, etc.).
13. Define specific measurable targets to account for incremental efforts to achieve overall CO2 emission reduction targets - i.e., the Town's long-range goal is 50% reduction in CO2 emission by 2030. This measure is intended to establish how the Town will monitor and be accountable and how the community will work toward this target. There is no quantitative means to do so now.

Resilience

14. Develop outreach, education, and communication to support concepts and strategies that advance Resilience.
15. Develop and implement programs and policies to respond to the findings of the 2018 Vulnerability Consequences and Adaptation Planning Scenarios (VCAPS) Report.
16. Resilience programs and policies adopted by the Town should include defined goals, performance targets, measurable benchmarks, timelines, and transparent reporting and enforcement mechanisms.
17. Develop specific resilience strategies at the following scales: Building, Community, and Regional and Ecosystem scales.
18. Engage in regional collaboration with surrounding communities to advance interconnectedness and shared systems (environmental, economic, workforce, supply chain, and utility structures, etc.).

Equity

19. Develop outreach, education, and communication to support concepts and strategies needed to advance social equity through a discourse that reflects a range of values and social identities.
20. Establish and implement structures for inclusion that engage stakeholders and allow for community engagement and input.
21. Align affordable housing developments with sustainable building practices and maintenance programs. Focus financial resources and support programs that promote an energy transition around lower to moderate income (LMI) households.

| The mission of the Third Street Center is to build community and a sustainable future through a mixed-use facility that models sustainability in design and practice |



5.5 | Aging in Community

Overview

The population of those aged 60 and older is projected to double in Carbondale in 10 years, while children aged 10 to 19 years is likely to decline. People aged 30 to 34, typical ages of younger families, are projected to increase. Housing types for senior adults generally trend toward downsized units with a variety of support services including assisted living or active senior living complexes. The market has supplied such units in recent years; however, the demand will continue to grow with demographic changes.

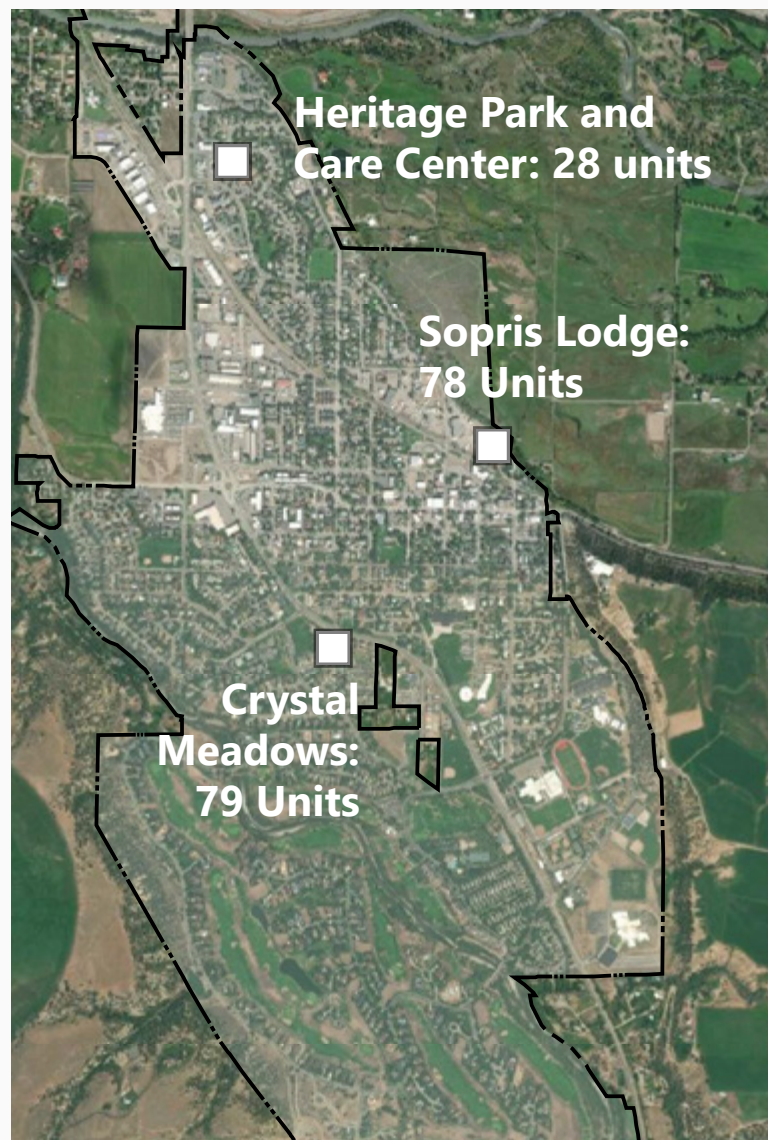
Age Friendly, livable communities include essential features that allow residents of all ages, ability levels, incomes, races, and ethnicities to thrive. People of all ages benefit from the adoption of policies and programs that make neighborhoods walkable, feature transportation options, enable access to services, provide opportunities to participate in community activities, and support housing that's affordable and adaptable. Well-designed, age-friendly communities foster economic growth and make for happier, healthier residents of all ages.

In addition, the ability and desire to own and operate a private automobile will vary across one's lifetime. People's physical and mental capacities change over time. Many experience balance, stamina or vision challenges that can impact safe and functional mobility (with or without assisted devices). Designs for sidewalks, curb ramps and crosswalks that conform to universal design concepts provide safe and dependable conditions for exploring the community. Frequent and comprehensive transit and paratransit service provide a reliable and convenient alternative to driving for those with limited mobility or for longer travel distances. As the community demographics continue to shift toward an older population, the Town of Carbondale will need to enhance transportation options to facilitate travel for all populations without reliance solely on the automobile to access places locally and regionally.

Community Input

During the Plan Update process, the following questions were posed;

- Where are the gaps, physical or otherwise, in delivering age-friendly initiatives?
- Is Carbondale doing its part in accommodating, with housing, networks or services, those with mobility or accessibility challenges?



| Figure 10: Existing housing facilities for older adults in Carbondale |

Recommendations

Transportation

1. Develop a sidewalk maintenance program that addresses regular snow and debris removal as well as upgrading deficient sidewalks to allow for comfortable and accessible travel for all ages and abilities.
2. Research peer community programs and education for property owners on their responsibilities. A well-maintained network of sidewalks and curb ramps allows for more reliable travel by all people with vision challenges, as well as families with beginner bike riders or using strollers.
3. Work with RFTA to enhance the current paratransit program with better publicity.
4. Integrate electric bikes into the transportation system by educating users, implementing parking for e-bikes, and considering e-bikes in the design of bike facilities which will also accommodate adult size tricycles and bike trailers.
5. Investigate additional transport options such as the Basalt Connector.
8. Establish programs to include childcare/ daycare or other youth facilities/programming into new development projects.
9. Ensure the Town continues to meet demand for housing that supports the growing demographic shift toward an increase in younger families and older adults.
10. Install tools such as form-based codes to help create a built environment that intentionally provides opportunities for older people to easily participate in community life, avoiding aging in isolated enclaves.
11. Implement universal design elements into the UDC to better accommodate the typical functional challenges that occur throughout human development.
12. Establish a percentage of overall project housing unit target in the UDC for units with universal design features.
13. Encourage age-friendly concepts to be elevated as a part of the design and development of capital improvement projects.
14. Recognize caregivers, particularly home care workers, in planning, land-use, and economic policy development.

Housing and Services

6. Incorporate opportunities and services for older adults' skills, connections, time, and willingness to stay active in all aspects of zoning and economic, land-use, and transportation planning.
7. Consider creating an advisory committee to oversee implementation of Carbondale Age-Friendly Community Initiative projects and efforts.

**| Sidewalk improvements and bench projects
are an ongoing implementation program |**
Photo: CAFCI



5.6 | Historic Preservation

Overview

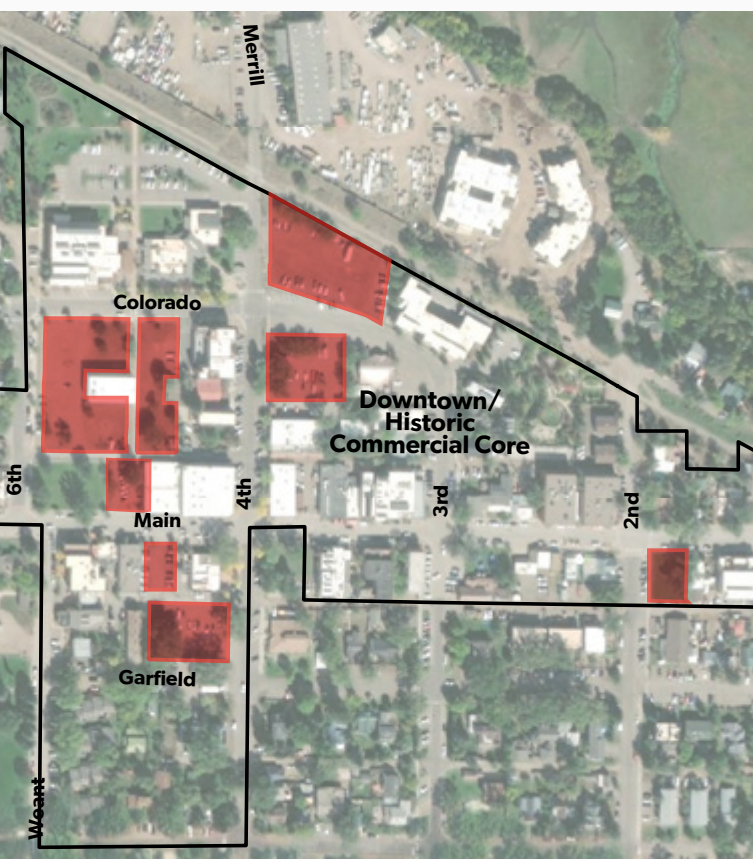
The Plan Update process included opportunities to engage the Carbondale Historic Preservation Commission (CHPC) to discuss their specific vision and priorities, preservation strategies, and ideas for the Downtown, historic commercial core, Downtown North and other areas of historic and cultural resources in the community.

Community Input

During the planning process, the questions were asked:

- Balance between historic scale and new development is necessary for the Historic Commercial Core's and the community's success, but is the current framework preventing economic development?
- How can we implement or extend the historic design guidelines to residential neighborhoods? Does this go beyond Old Town future land use designations?

| Figure 11: Vacant Parcels in the Downtown |



Recommendations

1. Develop a dedicated funding source such as a revolving loan program to fund preservation efforts and building/interior improvements.
2. Update the Downtown historic design guidelines and expand for residential uses, particularly into the Old Town Residential (OTR) neighborhood.
3. Create a courtesy review for the CHPC for projects within OTR neighborhoods.
4. Consider form-based residential infill development standards to ensure new development, building additions and new elements like ADUs are compatible with adjacent contributing historic resources and neighborhood context.
5. Work with property owners to ensure future historic area boundaries are accurate and clear.
6. Consider ways to encourage and incentivize future development toward key areas of vacant or underutilized parcels Downtown.
7. Consider meaningful ways to promote pedestrian and bicycle connectivity between the Historic Commercial Core (HCC) and other areas of Carbondale.
8. Consider ways to promote the HCC zone district as the primary hub of activity for the town of Carbondale by encouraging local and essential businesses, food and beverage establishments, entertainment destinations and a diverse mix of housing in the HCC.
9. Consider ways to adopt form-based code language that places larger emphasis on character, massing, and scale, building articulation and adjacencies rather than enforcing building use as the basis of requirement.

5.7 | Downtown

Overview

Downtown Carbondale was the focus of several meetings and workshops with community members, property owners and stakeholders who have an interest in the Downtown. In addition, two charrettes were held to discuss the current state of development and regulations in the Historic Commercial Core (HCC) zone to understand what factors may be contributing to inhibiting project development and redevelopment.

Downtown Carbondale includes the core historic area along Main Street and several commercial or mixed-use blocks on either side which are zoned as the Historic Commercial Core (HCC). The 2013 Comprehensive Plan and the 2016 Unified Development Code envision the HCC zone as a mixed-use hub of activity with small local businesses, food and beverage establishments, entertainment destinations and a diverse mix of housing.

The 2013 Comprehensive Plan noted that redevelopment in the Downtown should balance the protection of Carbondale's small-town character and preservation of historic resources with new development that offers variety in human-scale architectural design. Creating Main Street mixed-use buildings that can add to diverse housing types is another land use goal.

There are currently an estimated 200 housing units in the HCC zone district. About four acres of HCC-zoned lands are vacant or undeveloped. Economic and mapping analyses found these parcels could accommodate an estimated 17% of the total 10-year projected housing growth (not including projects currently in the pipeline). Despite several proposals in recent years, Downtown has not seen significant development as anticipated. Reasons noted include ownership decisions, market/financing viability, physical property constraints and positioning (parcel size and development standards/requirements). Several redevelopment projects are in various planning and design stages.

| Main Street, Downtown
Carbondale |



Community Input

During the planning process, the following questions were asked:

- Is the Downtown's vibrancy threatened by commercial/mixed use development elsewhere and if so should changes be made to redirect energy back toward Downtown?
- Why hasn't Downtown seen recent development and what could be done to ensure if/when development occurs it accomplishes goals of maintaining character/scale and adding vitality?
- Are historic preservation mechanisms effective and adequate?

Results of community input relative to Downtown embodied at least two distinct themes:

- Development should be promoted and enabled through flexible standards to further Downtown's vibrancy and sense of place while keeping the existing scale and character
- Developing vacant land Downtown should not just be done for the sake of it and should consider public gathering spaces or additional parks or green spaces.

Community responses ultimately reflected an understanding that redevelopment will eventually occur and moving forward, modifications to the HCC zone may be worth exploring in subsequent UDC updates to ensure projects further community goals.

Community sentiment also suggests that Downtown vitality may be affected if additional, competing retail and commercial uses are developed in peripheral areas beyond the downtown.

Other key issues identified as part of the Plan Update process included building height regulations, ground floor activation and parking standards for residential and lodging uses in the HCC zone.

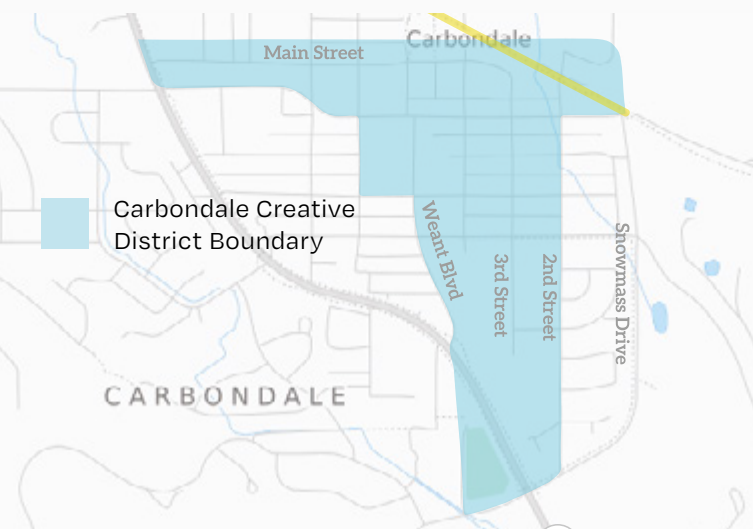


| True Nature provides public gathering spaces and gardens in Downtown Carbondale |

Recommendations

1. Direct redevelopment to Downtown if it promotes a diverse mix of development typologies including commercial, residential multi-family, market rate and affordable housing.
2. Promote residential uses Downtown including rental and ownership units, ground-level and upper-level units intended to support increased density and a variety of multi-generational populations and needs, such as those who are experiencing disabilities and aging in community.
3. Create opportunities for public gathering spaces or green spaces throughout the Downtown. Include in updates to Parks and Recreation Master Plans.

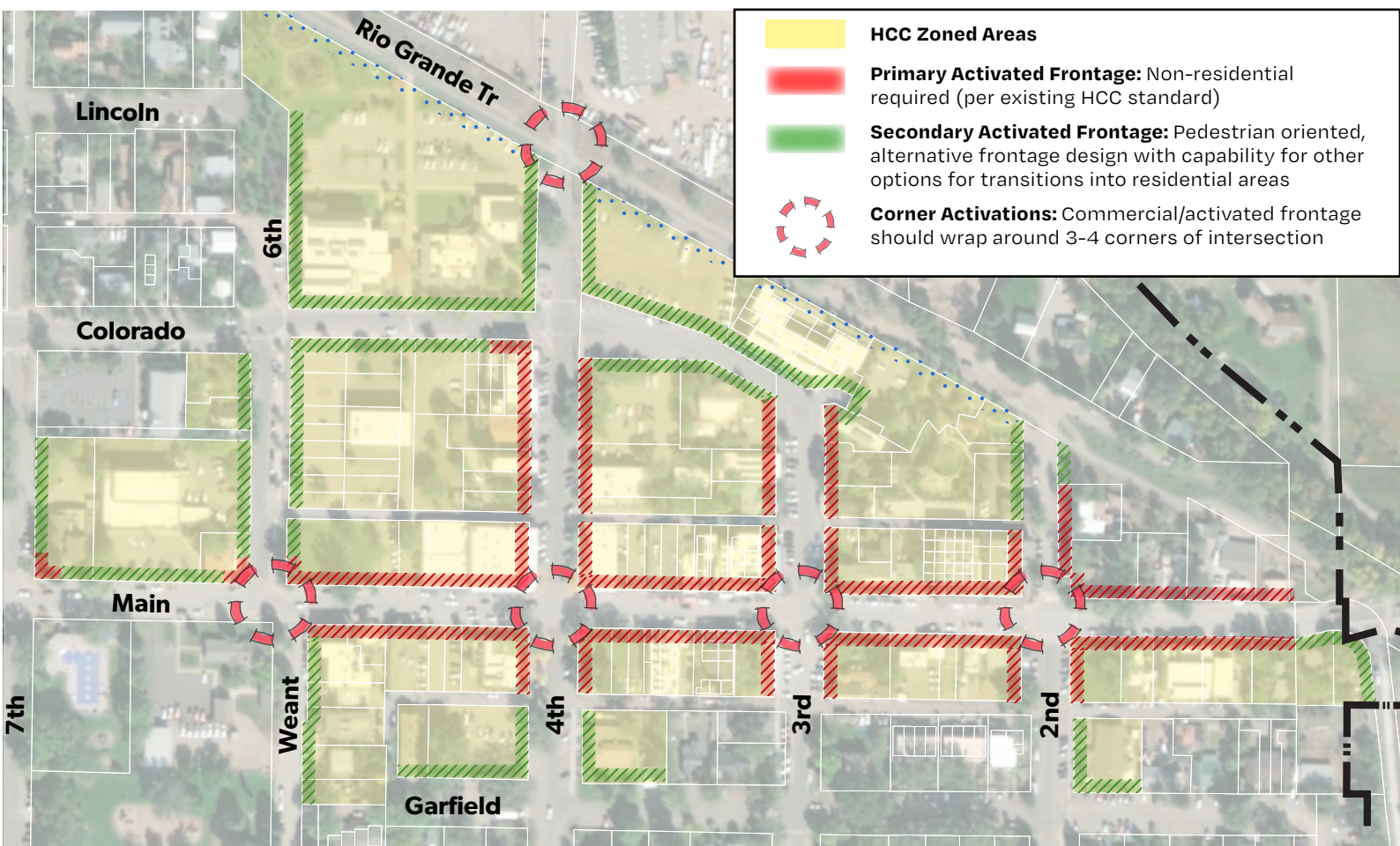
| Figure 12: The Carbondale Creative District encompasses most of Downtown |



Unified Development Code Recommendations

4. Provide more flexibility with certain development standards -- notably parking requirements and ground floor activation standards.
5. Look at creative ways to incentivize development, e.g., provide a parking reduction credit for projects located adjacent to public transit service.
6. Provide credit for on-street parking to support project related ground floor retail uses and event parking requirements. On-street parking must be located adjacent to the project site.
7. Consider adjusting the total maximum building height requirement through a cost/benefit and development impact study in the Downtown with the intent to allow flexibility for ground level design outcomes.
8. Consider a centralized shared parking approach to create efficiency between day-use retail and employment uses and night-time residential uses. This concept will require multiple project partners and landowners to work together to create a shared-parking investment opportunity in the Downtown.
9. Establish a flexible standard for ground floor activation in the Downtown that takes into consideration Main Street and secondary street frontages in the HCC zone and corresponding design requirements for both street and frontage typologies. The flexible design standards would include variations for certain ground floor conditions based on primary (Main Street and intersection corners) and secondary street frontage conditions. Ground floor variations may consider active retail, commercial office, live/work and other acceptable ground floor uses and forms to help make adjustment where the HCC zone transitions to non-HCC residential areas.
10. Seek travel demand strategies to reduce parking demands to complement the Downtown mixed-use commercial and neighborhood urban form, including enforcement of timed parking, parking maximums, permit programs, or unbundling (requiring the separate pricing of residential parking from the rent or sale price of a home or building).

| Figure 13: Historic Commercial Core Zone Frontage Design Framework |



5.8 | Downtown North

Overview

The properties just north of Downtown have been the subject of several discussions over the years and as part of community outreach throughout the Plan Update process. The Plan Update process prompted an open discussion about this important area in the Town of Carbondale. In addition, focus group meetings and workshops were held with various community experts such as architects, developers (not associated with the property), property owners in and around the Downtown to discuss the future of the Downtown North.

Much of Downtown North is currently held in ownership by one property owner as two legally separated parcels. The estimated 12-acre site is primarily occupied by light industrial-commercial oriented businesses. Over the years, several different concept site plans have been developed for this area. However, no formal plan submittal has been provided to the Town for review recently.

As Carbondale evolves, Downtown North will become an increasingly important property. Due in part to its location adjacent to the Downtown HCC zone, and the size and scale of the development footprint, Downtown North could feasibly help address several community-wide goals and objectives, such as promoting a mix of uses near the downtown, housing supply, housing diversification and affordability, sustainable development strategies, walkable small-town character, and redevelopment that is complementary to the Downtown urban form. On the other hand, the current light industrial and commercial uses in Downtown North provide upwards of 100-125 jobs now, and locations for light industrial uses throughout the Town are limited. The current uses and related jobs are difficult to transfer to other areas of Town. As a result, the community will be faced with debating the merits and trade-offs of two very different ideas of what Downtown North may be in the future.

Discussions as a part of the Plan Update process for Downtown North focused heavily on what the future redevelopment of this property may be. Should the area be thought of as an extension of the traditional downtown form, scale, and mixture of uses? This suggestion would add to and support the elements of the downtown and include restaurants, retail, offices, arts, non-profits, conference center/hotel, and a broad mix of residential unit types and workplace facilities. If Downtown North redevelops based on this model, all or portions of the light industrial uses would need to transition elsewhere in the community. The land area intended to accommodate this type of use is clearly in short supply in the community.

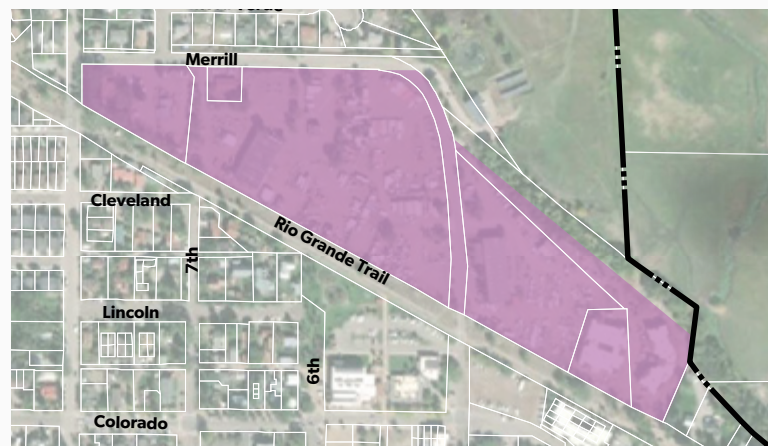
Community Input

During the planning process, the questions were asked:

- What do you envision the future of Downtown North to be?
- What types of uses represent the highest and best use scenario?
- What type of urban form and amenities do you think are appropriate for this site?

Based on this inquiry, the input received included a blend of both concepts: consider a mix of residential and small-scale neighborhood commercial uses to help retain the existing commercial and industrial activities and the on-site jobs that currently exist.

| Figure 14: Downtown North Parcels |



Some people felt that the current uses (and jobs, and particularly the diversity in creative-oriented jobs) are important to the Carbondale economy and spirit. Others felt that the area could transition to help address other Town priorities such as housing supply, affordability, and diversity. Comments were made that – if the current uses and jobs were to go away – where in Town could this type of use go? Anecdotal comments stated that the Town's creative maker's industry housed in these places that naturally emerged is beginning to decline due to a lack of affordable housing and artists/makers being priced out of workshop space.

Considering the input, and the overall community priorities of housing diversity, climate, resiliency, and small-town character in Carbondale, the current recommendation is that the future Downtown North site should strive to create a balance of housing diversity and job creation as part of a new mixed use redevelopment. The site should support flexible building typologies designed to accommodate small-scale neighborhood uses supportive of retail, creative maker space or incubator live-work spaces, small-scale commercial and low impact commercial uses. The overall character is that of a gritty, light industrial, mix of uses that complements the small-scale nature of Carbondale and the walkability and architectural form of the Town's Main Street with a traditional street grid. Specific uses such as hospitality should be further evaluated to determine market demand and whether this site is the best opportunity for hospitality compared to other locations such as Downtown.

Other Observations

- Redevelopment of Downtown North may displace light industrial or creative industry jobs desired by some in the community.
- Added rooftops, activity and traffic to the area may impact the mobility network for both pedestrians and vehicles if not properly planned for.
- Land uses in new non-residential development in Downtown North and nearby neighborhoods should be carefully reviewed to ensure a smooth transition and compatibility between adjacent uses.



| Flexible commercial or residential uses can orient to the Rio Grande Trail |

Recommendations

1. Consider flexible uses, building forms and typologies as represented along 4th Street in the area facing the Rio Grande Trail.
2. Pursue opportunities to add to the community's gathering and green spaces with a central square or open area that includes shade trees, benches, and other amenities. Consider green spaces to protect existing trees.
3. Urban design should consider circulation to allow vehicles to access the rear of buildings with pedestrians prioritized in the frontages.
4. Promote a diverse mix of lot and housing types that includes multi-family attached row houses and townhomes, duplex and 4- to 6-unit corner lots and possible 2nd and 3rd floor flats. Housing units would include a mix of market rate rental and ownership units and affordable housing units. See 4.0 Future Land Use for additional use, form and design elements.
5. Acknowledge adjacent land uses while locating uses and massing on-site with less density on the north and more density on the south and east portions of the property.

Future Land Use Recommendations

6. Integrate light industrial/commercial and creative makerspace units that include increased floor to ceiling area, flexible floor area and access doorways / roll-up doors.
7. Allow non-residential uses to evolve based on new realities of retail and provide for "work from home" units.
8. Optimize density to prevent need for annexations and to populate downtown core to the benefit of downtown businesses and pedestrian and transit access.
9. Consider allowing the property owners the ability to subdivide for permanent financing mechanics and varying lot sizes and uses.
10. Consider redevelopment near the Rio Grande Trail corridor in a way that may accommodate future light rail or other transit facilities.
11. Prioritize pedestrians and bikes over cars when connecting Downtown North to Downtown across the Rio Grande Trail.
12. Integrate Downtown North into the Creative District.
13. Define Downtown North as the Light Industrial/ Mixed Use Neighborhood that provides the framework for a Light Industrial/Mixed Use Neighborhood Zone with a vision for a medium-scale, light manufacturing, or creative space district.
14. Consider an increase in density if a proposed design supports the intent of the new neighborhood.
15. Create urban design standards to define street and blocks, alleys, parcels and building footprints, building typologies, massing, and scale, building articulation, and fenestration concepts.

| Carbondale Nature Park, north of Downtown North |



5.9 | Residential Focus Areas

Overview

The Residential Focus Areas are areas within the Town that are currently zoned as a Residential/High Density (R/HD) classification per the UDC. These areas are occupied by a variety of housing types that include multi-family apartments on smaller lots and attached or detached single-family dwellings. Located just outside the Town HCC, these uses exhibit a range of housing unit types from many eras, not all of which are built to the allowable density.

A considerable amount of long-term rental housing stock exists in these areas and is at risk of redevelopment, potentially displacing low- to moderate-income families.

Community Input

During the planning process, the key questions asked were:

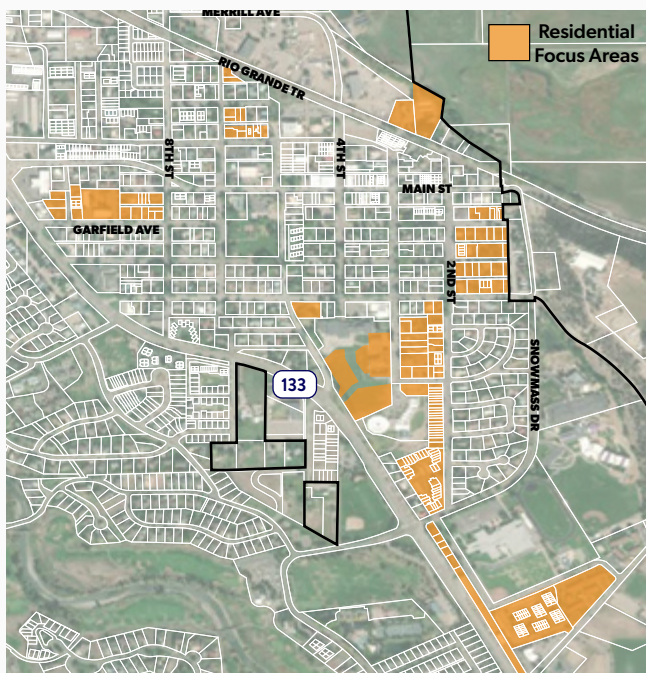
- How does what's on the ground in Residential Focus Areas compare to what's possible to build?
- If these areas develop to allowable standards will the results be acceptable, including potential displacement of at-risk communities?
- What mechanisms can be used to ensure compatibility between areas of different adjacent residential character?

Several R/HD zone districts are located adjacent to low-density single family zone districts. Community input expressed concern that if properties in R/HD zones are assembled and redeveloped, the result might include incompatible housing types or scales of buildings in these areas. The concerns raised indicated that:

- Assembly of parcels in R/HD zones may create incompatible urban form and scale between 35' tall structures and low-density residential.
- Redevelopment of R/HD parcels may lead to a loss of an older, diverse housing stock that in some cases provides affordable units in comparison to elsewhere in town.

Recommendations

1. Consider revisions to the "Transitions between unlike land uses" (UDC 3.7.5) in the Town's Unified Development Code that strengthen design compatibility in areas where R/HD zones abut or are across the street from R/LD zones.
2. Consider residential infill design standards / guidelines to address design compatibility, form, scale, and character. The development standards should specifically address adjacencies, roof line forms, solar access, entry and window alignments, setbacks, upper level step-backs, and privacy and other mass and scale standards to ensure compatibility of structures between low and high-density uses and protection of neighborhood character as changes may occur over time.



| Figure 15: Residential Focus Areas are areas within town that are currently zoned Residential/High Density |

6.0

Implementation Strategy





6.1 | Implementation Matrix

Plan implementation means carrying out the Plan's scope by creating a process and series of actions that aim to deliver successful outcomes.

Many strategies and actions have been completed since the previous update. Those that are still valid or incomplete have been carried forward. Several added actions address issues that emerged in the 2022 update process.

Strategies have a number of associated implementation actions, as well as a responsible department/agency and timeline in the Implementation Matrix.

The Implementation Strategies in the matrix below address subjects from the Plan Update Recommendations. It is intended as a guide for future decision making and programming.

- **Near-term (0 to 3 Yrs)**
- ● **Medium-term (0 to 6 Yrs)**
- ● ● **Long-term (0 to 10 Yrs)**
- ● ● **Ongoing**

GOAL TOPIC 1: COMMUNITY CHARACTER

CATEGORY	#	STRATEGY / ACTION	RESPONSIBILITY	TIMELINE
Gateways	1.1	Protect and enhance the gateways into Town.		
	1.1.1	Consider placemaking and community character features when doing the Highway 133 Corridor Study and other future studies.	Town, Arts + Culture Organizations	● ●
Arts + Culture	1.2	Support Carbondale's identity as a place that fosters creativity, collaboration, innovation, and artistic exploration.		
	1.2.1	Continue and further the work done on the one-mile stretch of the Rio Grande Trail known as the Rio Grande Art Walk.	Town, Arts + Culture Organizations	● ●
Historic + Cultural Resources	1.3	Continue to expand historic preservation opportunities and cultural resources and maintain the historic scale of Downtown Carbondale.		
	1.3.1	Develop a historic preservation program that includes an asset inventory study and strategies to help ongoing historic preservation resource needs backed by a dedicated funding source.	Town, CHPC, Town Board	● ●
	1.3.2	Update the historic design guidelines for both additions to existing buildings and new infill projects.	CHPC, Planning Commission	●
	1.3.3	Adopt form-based residential infill development standards to ensure new development, additions and ADUs are compatible with adjacent historic and neighborhood context.	Planning Commission & Planning Department	●
	1.3.4	Create a facade renovation improvement program and funding source.	CHPC & Town Board	● ●
	1.3.5	Continue to create opportunities for public spaces and green spaces in the Downtown, Downtown North + Rio Grande Trail and include policy and CIP updates to the Town's Parks and Recreation Master Plan.	Town, Parks & Rec Commission	● ●
	1.3.6	Review and update Carbondale's Historic Preservation Code to strengthen preservation efforts that are balanced with property owners' rights.	CHPC, Planning Commission	● ●

● Near-term (0 to 3 Yrs) ● ● Medium-term (0 to 6 Yrs) ● ● ● Long-term (0 to 10 Yrs)



Ongoing

GOAL TOPIC 1: COMMUNITY CHARACTER

CATEGORY	#	STRATEGY / ACTION	RESPONSIBILITY	TIMELINE
Zoning + Land Use	1.4	Amend the Unified Development Code to support community and Downtown vitality.		
	1.4.1	Evaluate opportunities for flexible development standards associated with parking requirements. Adopt language that provides a credit for on-street parking to support retail and residential uses, as well as community events.	Planning Department, Planning Commission, Town Board	●
	1.4.2	Evaluate development incentives as parking reduction credits for projects located adjacent to public transit services.	Planning Department, Planning Commission	● ●
	1.4.3	Provide credit for on-street parking to support project related ground floor retail uses and event parking requirements (on-street parking must be located adjacent to the project site).	Planning Department, Planning Commission	● ●
	1.4.4	Amend the ground floor commercial use standards to acknowledge more flexible design solutions intended to address ground level activation in certain areas Downtown. The design standards would include variations for certain ground floor conditions based on primary (Main Street and intersection corners) and secondary street frontage conditions. Ground floor variations may consider active retail, commercial office and other acceptable ground floor uses and forms – to help make adjustment where the HCC zone transitions to non-HCC residential areas.	Planning Department, Planning Commission, Town Board	●
	1.4.5	Review current UDC building height requirements and amend as necessary.	Planning Department, Planning Commission	●
	1.4.6	Evaluate the feasibility of a joint venture, shared parking investment strategy in the downtown to improve efficiencies between day-use retail, employment uses and night-time residential uses.	Planning Department, Planning Commission	● ● ●
	1.4.7	Incentivize redevelopment in Downtown (particularly vacant and underutilized parcels) to establish a mixed-use hub of activity with small, local and essential businesses, food and beverage establishments, entertainment destinations and a diverse mix of housing.	Planning Department, Planning Commission, Town Board	🔄
	1.4.8	Encourage incremental development to occur over a long period of time as needed.	Planning Department, Planning Commission	● ● ●
	1.4.9	Consider ways to adopt form-based code language that places larger emphasis on character, massing and scale, building articulation and adjacencies rather than building use.	Planning Department, Planning Commission	●
	1.4.10	When reviewing subdivisions or PUDs, encourage a variety of design to promote a difference in design between buildings.	Planning Department, Planning Commission	🔄
	1.4.11	Develop regulations in the UDC for private common open spaces.	Planning Department, Planning Commission	●

GOAL TOPIC 1: COMMUNITY CHARACTER				
CATEGORY	#	STRATEGY / ACTION	RESPONSIBILITY	TIMELINE
Zoning + Land Use	1.5	Re-evaluate light industrial use areas in context to adjacent neighborhoods and the community as a whole.		
	1.5.1	Implement the Future Land Use Plan Light Industrial/ Mixed Use designation by updating the land use code and strengthening applicable design standards.	Planning Department, Planning Commission	●
Zoning + Land Use	1.6	Implement a new Downtown North zone classification.		
	1.6.1	Streets and blocks in the Downtown North should prioritize pedestrian-focused street frontages with side- and rear-loaded vehicle access.	Planning Department, Planning Commission	●
	1.6.2	Establish design guidelines and standards to reinforce appropriate massing and scale and architectural compatibility to create suitable transitions to adjacent uses/densities.	Planning Department, Planning Commission	●
	1.6.3	Neighborhood scale retail commercial uses should be concentrated near the 4th Street and Rio Grande Trail intersection.	Planning Department, Planning Commission	●
	1.6.4	Integrate light industrial/commercial and creative makerspace units that include increased floor to ceiling area, flexible floor area and access doorways / roll-up doors.	Planning Department, Planning Commission	●
	1.6.5	Orient new redevelopment near the Rio Grande Trail corridor to keep the possibility of future transit opportunities.	Planning Department, Planning Commission	●

● Near-term (0 to 3 Yrs) ● ● Medium-term (0 to 6 Yrs) ● ● ● Long-term (0 to 10 Yrs)



Ongoing

GOAL TOPIC 2: ECONOMIC DEVELOPMENT

CATEGORY	#	STRATEGY / ACTION	RESPONSIBILITY	TIMELINE
Arts + Culture	2.1	Continue to promote Carbondale as a destination for arts, performances, festivals, and cultural events.		
	2.1.1	Maintain and further the community branding and marketing of the Carbondale Creative District.	Economic Development Organizations	●
	2.1.2	Create attractive, consistent wayfinding and gateways along Highways 82 and 133.	Town, CDOT	● ● ●
	2.1.3	Support and contribute to public art, especially downtown.	Town, Carbondale Arts, Chamber, Downtown Businesses	🔄
	2.1.4	Support the continued success of the keystone events, such as Carbondale Mountain Fair, Potato Day, Dandelion Day, the Farmers Market, rodeo, street dances and other festivities.	Town, Carbondale Arts, Chamber, Downtown Businesses	●
	2.1.5	Support Event Space for events, performances, rehearsals, or community gatherings.	Town, Carbondale Arts, Chamber	🔄
Recreation, Tourism + Scenic Beauty	2.2	Enhance recreational and scenic amenities unique to Carbondale to attract and sustain economic activity.		
	2.2.1	Build off of Roaring Fork Conservancy's management plans to enhance preservation efforts and access.	Town, Land Conservation Organizations, property owners, Garfield County	● ● ●
	2.2.2	Continue land conservation strategies for areas on the town periphery.	Town, Land Conservation Organizations, property owners, Garfield County	🔄
	2.2.3	Increase the capacity of the community sports fields inventory, and accessibility to those sites for observers and fans.	Public Works and Recreation Departments, Roaring Fork School District	● ●
	2.2.4	Continue to support cultural tourists through integrative marketing efforts and partnerships.	Chamber	🔄
Local, Regional Business	2.3	Continue to cultivate a business climate that fosters locally owned and growing professional services sectors.		
	2.3.1	Provide leadership and support for business enterprises.	Environmental Board; economic development groups, business / professional organizations	🔄

● Near-term (0 to 3 Yrs) ● ● Medium-term (0 to 6 Yrs) ● ● ● Long-term (0 to 10 Yrs)



Ongoing

GOAL TOPIC 2: ECONOMIC DEVELOPMENT

CATEGORY	#	STRATEGY / ACTION	RESPONSIBILITY	TIMELINE
Local, Regional Business	2.4	Support local, regional and state government agencies and organizations to enhance existing businesses and promote new businesses in town.		
	2.4.1	Promote the Carbondale Revolving Loan Fund and continue to seek funding.	Town, Economic Development Organizations	●
	2.4.2	Invest in geographically referenced business inventory data /software such as Reference USA that could be available for economic development and business use.	Economic Development Organizations	●
	2.4.3	Work with Garfield County Economic Development to seek out state economic development programs through the Dept. of Local Affairs, Office of Economic Development and International Trade or others.	Economic Development Organizations	●
	2.4.4	Prioritize mixed-use development in the Downtown North that supports the needs of local businesses.	Town Board, Planning Department, Economic	●
Higher Education + Trade Schools	2.5	Support higher educational and vocational programs and facilities aimed at expanding the capacity of the workforce.		
	2.5.1	Work in partnership with CMC to plan for future facilities needs.	Town, CMC	🔄
	2.5.2	Support CMC's use of town facilities such as the 3rd Street Center, parks, multi-modal facilities.	Recreation & Public Works Departments, 3rd Street Center	🔄
	2.5.3	Explore opportunities for CMC internship programs with the town.	Town, CMC	● ● ●
	2.5.4	Support talent and workforce development programs to nurture a vibrant economy through the Arts.	CMC, Carbondale Arts, Roaring Fork School District, Clay Center	🔄
	2.5.5	Support maker space or teaching space to provide a collaborative space for teaching, learning, making, exploring and sharing that uses high tech to no tech tools.	CMC, Carbondale Arts, Roaring Fork School District, Clay Center	🔄
Business Recruitment + Retention	2.6	Develop a clear, consistent, and cost-effective business attraction and recruitment strategy for target industries as defined by the community.		
	2.6.1	Identify existing business clusters and interview owners to document the reasons they located their businesses in Carbondale. Using this information, establish a list of proven business assets and promote them.	Economic development organizations	● ● ●
	2.6.2	Support existing business development centers to provide start-up assistance including location and planning assistance.	Economic development organizations	● ● ●
	2.6.3	Work with Garfield County Economic Development to promote the local lifestyle and economic assets to targeted industries.	Economic development organizations	● ●

● Near-term (0 to 3 Yrs) ● ● Medium-term (0 to 6 Yrs) ● ● ● Long-term (0 to 10 Yrs)



GOAL TOPIC 2: ECONOMIC DEVELOPMENT

CATEGORY	#	STRATEGY / ACTION	RESPONSIBILITY	TIMELINE
Business Recruitment + Retention	2.7	Promote restaurants, taverns and lodging as economic drivers and tax revenue generators.		
	2.7.1	Partner with tech organizations/companies to increase online exposure to small businesses through the town's website or the business community's online venues.	Economic development organizations	● ● ●
Facilitate the coordination of business and economic development groups	2.8	Facilitate the coordination of business and economic development groups.		
	2.8.1	Seek funding for a professional local/regional economic development coordinator.	Town, Garfield County, economic development organizations, State of Colorado	●
	2.8.2	Continue to partner with non-profits and businesses on specific projects. Assist in the formation of non-English-speaking business groups or commerce associations.	Town, Garfield County, economic development organizations, State of Colorado	● ●
	2.8.3	Develop a requirement check-list for new businesses and post prominently on the town website.	Town Administration & Finance Departments	● ● ●
Local Food Sourcing	2.9	Continue to promote local food sources and distribution methods.		
	2.9.1	Secure a long-term lease agreement for a location for the farmers market.	Town, Public Works Department, Downtown business organization	●
Local Food Sourcing	2.10	Support local food and agriculture organizations to strengthen the local food system (i.e., growing, processing, marketing, and consumption).		
	2.10.1	Support efforts of local/regional organizations to develop regional food system inventory of food assets, and promote opportunities to create a diverse and holistic regional food system.	Planning Department, local food and agriculture organizations	●

● Near-term (0 to 3 Yrs) ● ● Medium-term (0 to 6 Yrs) ● ● ● Long-term (0 to 10 Yrs)



GOAL TOPIC 3: HOUSING + JOBS				
CATEGORY	#	STRATEGY / ACTION	RESPONSIBILITY	TIMELINE
Local & Regional Approach	3.1	Address housing affordability at the local and regional level concurrently.		
	3.1.2	Establish a task force to develop a comprehensive policy on multi-generational housing, housing affordability, anti-displacement and social equity, small-businesses retention policies in the community.	Housing Organizations	●
	3.1.3	Identify land use impediments, gaps, opportunities, design guidelines, new funding sources and opportunity sites for multi-family housing to increase affordable housing opportunities.	Town Board	●
	3.1.4	Explore programs and policy tools to prevent displacement (e.g., rent stabilization, commercial linkage fees, impact fees, or rent review boards) for all susceptible communities.	Town Board & Housing Organizations	● ●
	3.1.5	Partner with Garfield County to leverage County efforts to encourage production of affordable housing, including participation in State (CHFA) and federal (HUD/HOME, USDA) programs including Low-Income Housing Tax Credit (LIHTC) subsidies.	Town Board & Housing Organizations	●
	3.1.6	Consider allocating Town resources or reducing infrastructure and permitting fees to assist qualifying affordable housing developments.	Town Board	●
Housing Inventory	3.2	Work with housing entities/providers to expand the inventory of affordable housing in a variety of configurations, addressing the full diversity of needs (e.g. entry level bedroom units, housing will elevator access, co-housing, options for both affordable rental and homeownership).		
	3.2.1	Identify funding mechanisms and possible sites for affordable rental housing.	Town Board	●
	3.2.2	Expand deed-restricted housing through Community Land Trusts (CLTs) either by partnering with an existing CLT (e.g., Elevation CLT, primarily active in the Front Range today) or by helping to organize a similar partnership in the Roaring Fork Valley.	Town Board & Housing Organizations	●
	3.2.3	Consider a buy down program for Carbondale's existing affordable housing stock (any HDR area or mobile home park) to preserve affordability.	Town Board & Housing Organizations	● ●
	3.2.4	Prioritize affordable, medium-density housing inventory in Downtown North.	Town Board, Planning Department	●
Ongoing Monitoring	3.3	Evaluate performance and outcomes of the Town's inclusionary residential requirements and adjust accordingly.		
	3.3.1	Establish a baseline of housing through inventorying, then evaluate the Town's inclusionary residential requirements based on community need and amend as needed.	Planning Department, non-profit housing organizations	● ●
	3.3.2	Evaluate market disincentives of inclusionary community housing.	Planning Department, non-profit housing organizations	● ●
	3.3.3	Evaluate inclusionary zoning regulations to ensure they do not discourage mixed-use developments that would otherwise include needed housing. Explore programs allowing limited sale/transfer of unit requirements in such cases.	Town Board	● ●

GOAL TOPIC 3: HOUSING + JOBS

CATEGORY	#	STRATEGY / ACTION	RESPONSIBILITY	TIMELINE
Land Use + Zoning	3.4	Evaluate the UDC to identify and remove barriers to affordable and accessible housing supply.		
	3.4.1	Ensure that land-use regulations governing Planned Unit Development (PUD's) and subdivision covenants facilitate and remove barriers to construction of more affordable housing.	Planning Department & Planning Commission	● ●
	3.4.2	Educate homeowners on Accessory Dwelling Units (ADU) regulations and provide guidance on permitting and construction conversion. Research best practices from peer communities for enforcement and monitoring.	Planning Department	● ●
	3.4.3	Consider amending the UDC to allow detached ADUs.		●
	3.4.4	Amend the UDC to define and allow tiny homes.	Planning Department & Planning Commission	●
	3.4.5	Consider residential infill design standards / guidelines to address design compatibility, form, scale and character, specifically to address, adjacencies, roof line forms, solar access, entry and window alignments, setbacks, upper level setbacks and privacy and other mass and scale standards to ensure compatibility of structures between low and high-density uses and protection of neighborhood character as changes occur over time.	Planning Department & Planning Commission	●
	3.4.6	Consider revisions to the "Transitions between unlike land uses" (UDC 3.7.5) in the Town's Unified Development Code that strengthen design compatibility in areas where R/HD zones abut or are across the street from R/LD zones.	Planning Department & Planning Commission	●
	3.4.7	Continue to negotiate with developers when rezoning to address phasing, diversity in housing, and affordable housing requirements.	Planning Department & Planning Commission	🔄
	3.4.8	Monitor short-term rentals (STRs) to ensure that local/ workforce housing is not converted into STRs. Amend the UDC to prohibit STRs where inappropriate.	Planning Department & Planning Commission	●
Land Use + Zoning	3.5	Support and expand the Carbondale Affordable Creative Space effort to promote and fund arts-oriented space.		
	3.5.1	Duplicate 2018 pilot survey for that identified preliminary demand potential for 42 live-work artist units, 11 shared creative workspaces, and other arts-oriented space that could be pursued further in plans for redevelopment throughout Carbondale - particularly in conjunction with infill redevelopment of Downtown and Downtown North.	Carbondale Arts, Art & Culture Organizations, Town Board	● ●
	3.5.2	Continue to pursue diversity in housing types by encouraging live/work space for artists.	Planning Department, Carbondale Arts, Art & Culture Organizations,	🔄

● Near-term (0 to 3 Yrs) ● ● Medium-term (0 to 6 Yrs) ● ● ● Long-term (0 to 10 Yrs)



Ongoing

GOAL TOPIC 4: SUSTAINABLE DEVELOPMENT

CATEGORY	#	STRATEGY / ACTION	RESPONSIBILITY	TIMELINE
Climate Action Plan	4.1	Implement plans and policies related to climate action and the Environmental Bill of Rights.		
	4.1.1	Establish incremental steps and a methodology for tracking and reporting progress towards carbon neutral goals.	Sustainability organizations, E-Board, Town Board	●
	4.1.2	Every 3-5 years, review existing plans and strategies to evaluate implementation methods, emerging technologies, opportunities, and issues facing the community. As needed to advance carbon reductions, update plans and strategies to include new or modified priorities. Updates should include actionable items, timelines, measurable benchmarks, and enforcement mechanisms.	Sustainability organizations, E-Board, Town Board	●
	4.1.3	Build capacity to enforce codes, plans, and strategies related to climate protection, resilience, equity.	Sustainability organizations, E-Board, Town Board	●
	4.1.4	Focus on emission reduction targets and decarbonization strategies for existing buildings, not just new construction.	Sustainability organizations, E-Board, Town Board	●
	4.1.5	Develop and implement programs and policies to respond to findings and action items recommended in updated versions of the Climate Energy and Action Plan (CEAP).	Sustainability organizations, E-Board, Town Board	●
	4.1.6	Develop and implement programs that respond to the findings of the Three County Solar and Storage, Regional Energy Inventory study conducted by CLEER.	Sustainability organizations, E-Board, Town Board	●
	4.1.7	Pursue a Zero Energy District.	Sustainability organizations, E-Board, Town Board	●
	4.1.8	Develop and implement programs and policies to expand public and private infrastructure for zero emission vehicles.	Sustainability organizations, E-Board, Town Board	●
	4.1.9	Leverage Holy Cross and Xcel service territory for maximizing on-site electric and renewable infrastructure.	Sustainability organizations, E-Board, Town Board	●
	4.1.10	Establish project performance strategies to define interim sustainable development targets and measures (i.e., energy consumption and carbon reduction, water, construction waste recycling, trip reduction, equity, etc.).	Sustainability organizations, E-Board, Town Board	●
	4.1.11	Define specific measurable targets to account for incremental efforts to achieve overall Co2 emission reduction targets -- i.e. the Town's long-range goal is 50% reduction in CO2 emission by 2030. Intended to establish how the Town will monitor and be held accountable and how the community will work toward this target. There is no quantitative means to do so now.	Sustainability organizations, E-Board, Town Board	●

● Near-term (0 to 3 Yrs) ● ● Medium-term (0 to 6 Yrs) ● ● ● Long-term (0 to 10 Yrs)



Ongoing

GOAL TOPIC 4: SUSTAINABLE DEVELOPMENT

CATEGORY	#	STRATEGY / ACTION	RESPONSIBILITY	TIMELINE
Climate + Comp Plan Event Outcomes (CLEER Sept. 23, 2021)	4.2	Implement goals and strategies from the Climate & the Carbondale Comp Plan Event.		
	4.2.1	Require irrigation rain sensors for all new buildings.	Building Department	●
	4.2.2	Create an investment fund for people to invest in a low-income housing revolving fund.	Town Board	●
	4.2.3	Add to building code something that restricts vent pipes from being installed on roof areas suitable for solar, for example no vents allowed on south facing roofs.	Building Department	●
	4.2.4	Require existing buildings to electrify and add efficiency on resale, provide financing and assistance.	Building Department	●
	4.2.5	Consider deconstruction for reuse, repurposing, recycling, and waste management when designing new buildings.	Building Department	●
	4.2.6	Discontinue natural gas systems in all new development.	Building Department	●
	4.2.7	Require electric appliances in all renovated or upgraded buildings.	Building Department	●
	4.2.8	Establish a renewable micro-grid for energy use in emergencies.	Town Board	●
	4.2.9	Explore ways to incorporate agrivoltaics into solar production areas to produce local food and efficiently use space between arrays.	Town Board	●
	4.2.10	Incentivize the use of local and reclaimed materials in new developments.	Building Department & E-Board	●
	4.2.11	Create an education campaign on residential composting (how it works, how to properly compost, yard composting vs. community composting).	E-Board	● ●
	4.2.12	Amend the UDC to incentivize sustainable/low-water landscaping techniques for new developments and when retrofitting existing grass yards.	Planning & Building Departments	●
	4.2.13	Expand the Town's open ditch irrigation system.	Town Board	● ● ●
	4.2.14	Encourage rain water collection for plants and irrigation.	Planning & Building Departments	●
	4.2.15	Incentivize new developments to include space for community gardens and food production. Integrate eatable landscape concepts in parks and in streetscapes.	Planning & Building Departments	●
	4.2.16	Require new commercial parking lots to plant trees.	Planning & Building Departments	●
	4.2.17	Update the UDC to require all new development to provide electric hook-ups for electric vehicles.	Planning Department	●
	4.2.18	Provide town based "green waste" disposal coupled with composted mulch for residents use.	Public Works	● ●
	4.2.19	Phase out the town's gas powered parks maintenance equipment and convert to electric.	Parks & Recreation	● ●

GOAL TOPIC 4: SUSTAINABLE DEVELOPMENT

CATEGORY	#	STRATEGY / ACTION	RESPONSIBILITY	TIMELINE
Resiliency	4.3	Focus on community resilience.		
	4.3.1	Develop outreach, education, and communication to support concepts and strategies that advance Resilience.	E-Board, Sustainability Organizations	● ●
	4.3.2	Develop and implement programs and policies to respond to the findings of the 2018 Vulnerability Consequences and Adaptation Planning Scenarios (VCAPS) Report.	E-Board, Sustainability Organizations	●
	4.3.3	Resiliency programs and policies adopted by the Town should include defined goals, performance targets, measurable benchmarks, timelines, and transparent reporting and enforcement mechanisms.	E-Board, Sustainability Organizations	●
	4.3.4	Develop specific resilience strategies at the Building, Community, and Regional and Ecosystem scales.	E-Board, Sustainability Organizations	●
	4.3.5	Engage in regional collaboration with surrounding communities to advance interconnectedness and shared systems (environmental, economic, workforce, supply chain, and utility structures, etc.).	E-Board, Sustainability Organizations	●
	4.3.6	Continue to collaborate on the County-wide Natural Hazard Mitigation Plan that addresses fires, floods, mudslides, etc.	Garfield County Emergency Management	🔄
Equitable Green Infrastructure	4.4	Ensure equal access to green and sustainable housing, infrastructure and services.		
	4.4.1	Align affordable housing developments with sustainable building practices and maintenance programs.	Planning & Building Departments, Town Board	● ●
	4.4.2	Focus financial resources and support programs that promote an energy transition around lower to moderate income (LMI) households.	Town Board	● ● ●
	4.4.3	Continue to nurture and expand the urban forest canopy.	Parks & Rec Department, Public Works	🔄
	4.4.4	Maintain an open ditch policy.	Parks & Rec Department, Public Works	🔄
Green Infrastructure, Health + Wellness	4.5	Invest in parks, open spaces, streetscapes, trails, the Rio Grande Artway, pathways, landscaping, green stormwater infrastructure and public buildings.		
	4.5.1	Update the Parks, Open Space and Trails master plan and continue to make improvements as funding allows.	Parks & Rec Department, Bike & Ped Commission	● ●
	4.5.2	Continue to require that new development contributes its fair share to the cost of expanding the town parks, open space, multi-modal network and infrastructure.	Parks & Rec Department, Bike & Ped Commission	🔄
	4.5.3	Employ naturalized storm water treatment techniques such as naturalized detention, bio-swales, rain gardens, terracing and porous pavements.	Parks & Rec Department, Bike & Ped Commission	●
	4.5.4	Consider adopting Low Impact Development (LID) strategies intended to address environmental impacts associated with on-site stormwater management and water quality strategies. LID strategies may include; bio-retention, impervious surface materials and use of drought tolerant plant materials.	Parks & Rec Department, Bike & Ped Commission	●
	4.5.5	Advance ways to promote public/private partnerships that enhance our health and wellness.	Garfield County Public Health	🔄

GOAL TOPIC 4: SUSTAINABLE DEVELOPMENT

CATEGORY	#	STRATEGY / ACTION	RESPONSIBILITY	TIMELINE
Rivers	4.6	Identify key riparian areas for acquisition and conservation.		
	4.6.1	Support efforts to establish a Garfield County open space tax fund and acquisition/management program.	Town Board, E-Board	● ● ●
Rivers	4.7	Embrace the river corridors.		
	4.7.1	Support watershed health and water quality through reductions in sedimentation and erosion by developing carefully-designed river trails where terrain and access allow.	Parks & Rec Department, Parks & Rec Commission	● ● ●
	4.7.2	Develop safe boating and shoreline access points using natural materials.	Parks & Rec Department, Parks & Rec Commission	● ● ●
	4.7.3	Develop shoreline trail and access construction standards according to best management practices.	Parks & Rec Department, Parks & Rec Commission	● ● ●

● Near-term (0 to 3 Yrs) ● ● Medium-term (0 to 6 Yrs) ● ● ● Long-term (0 to 10 Yrs)

 Ongoing

GOAL TOPIC 5: MULTI-MODAL MOBILITY + ACCESS


CATEGORY	#	STRATEGY / ACTION	RESPONSIBILITY	TIMELINE
Transportation Master Plan	5.1	Develop a comprehensive town-wide Transportation Master Plan (TMP).		
	5.1.1	Revisit the community long-term vision for multi-modal transportation based on a comprehensive community outreach process.	Public Works Department, Bike & Ped Commission	●
	5.1.2	Program for short and near-term project identification and potential funding opportunities.	Public Works Department, Bike & Ped Commission	●
	5.1.3	Conduct a bicycle and pedestrian facility inventory and identify missing gaps in the Town. Build off the 2019 High Priority Bicycle and Pedestrian Corridors Map and modify with additional high priority corridors.	Public Works Department, Bike & Ped Commission	●
	5.1.4	Prioritize completing and upgrading bicycle and pedestrian infrastructure on corridors identified in the 2019 High Priority Bicycle and Pedestrian Corridors Map. Understand that the 2019 High Priority Bicycle and Pedestrian Corridors Map will continue to evolve based on changes to land use, key destinations, or desired circulation for people biking. Identify the appropriate facility type and prioritization for each corridor based on the unique context of each corridor (i.e. right of way, adjacent land uses, crash history, vehicle speed and volumes, and community input.) Build off the toolbox developed in the 8th Street Corridor project as a foundation for future active transportation enhancements.	Public Works Department, Bike & Ped Commission	●
	5.1.5	Identify locations for bicycle/pedestrian cut throughs where roadways do not provide connectivity. Consider changes to development code to require bicycle/pedestrian cut throughs. Pursue properties or easements to provide pedestrian and bicycle connections between existing neighborhoods.	Public Works Department, Bike & Ped Commission	●
	5.1.6	Implement sidewalks and upgrade deficient sidewalks. Through outreach and inputs (such as access to key destinations, crash history, and vehicle volumes and speed), identify high priority sections of roadway where sidewalks should be completed or upgraded. Consideration should be made for certain sections of roadway where sidewalks may not be constructed, due to trade-offs such as parking loss or community character.	Public Works Department, Bike & Ped Commission	● ●
	5.1.7	Develop and adopt a Complete Streets policy that includes strategies for traffic calming. Utilize the Complete Streets policy to require new roadways to be constructed with comfortable bicycle and pedestrian infrastructure.	Public Works Department	●

● Near-term (0 to 3 Yrs) ● ● Medium-term (0 to 6 Yrs) ● ● ● Long-term (0 to 10 Yrs)




Ongoing

GOAL TOPIC 5: MULTI-MODAL MOBILITY + ACCESS

CATEGORY	#	STRATEGY / ACTION	RESPONSIBILITY	TIMELINE
Connected Multi-modal Network	5.2	Develop an interconnected, integrated and safe multi-modal (bicycle, pedestrian and transit) system.		
	5.2.1	Implement the recommendations associated with multi-modal mobility improvements and policies and the Future Land Use Plan.	Planning and Public Works Departments, Planning Commission, Bicycle & Ped Commission	●
	5.2.2	Create a reduced speed zone and establish infrastructure improvements and enforcement tools to reduce motor vehicle driving speeds and promote a pedestrian-first approach throughout the Town.	Bicycle & Ped Commission, Police Department	● ●
	5.2.3	Establish a new multi-modal street connection between 8th Street and Highway 133 north of Main Street. Extend Industry Place to connect with 8th Street and establish multi-modal facilities (sidewalks or pathways).	Planning and Public Works Departments, Planning Commission, Bike & Ped Commission	● ●
Highway Crossings for People Walking + Biking	5.3	Improve safety and convenience for pedestrians and cyclists crossing the highway.		
	5.3.1	Improve pathway along Meadowood Drive connecting to Highway 133.	Public Works Department, Bike & Ped Commission	● ●
	5.3.2	Connect Snowmass Drive and Meadowood Drive through Roaring Fork School District Campus.	Public Works Department, Bike & Ped Commission	● ●
	5.3.3	Complete pathway and/or sidewalk along Main Street connecting Highway 133 and CRMS.	Public Works Department, Bike & Ped Commission	● ●
	5.3.4	Complete sidewalks along 8th St. between Village Road and the sidewalks on Cowen Drive.	Public Works Department, Bike & Ped Commission	● ●
	5.3.5	As part of the highway access management plan and project leadership team highway design process, explore the full range of options for pedestrian crossings including but not limited to: traffic calming designs, signalized crossings, visually enhanced crosswalks, and pedestrian islands.	Planning and Public Works Departments, Planning Commission, Bike & Ped Commission	● ●
	5.3.6	Strategically use green pavement markings to indicate the continuation of a bike lane through an intersection in high-conflict locations.	Public Works Department, Bike & Ped Commission	
	5.3.7	Improve pedestrian access to Red Hill and ensure safe pedestrian and bicycle crossing of State Highway 82.	Bike & Ped Commission, Garfield County	● ●

● Near-term (0 to 3 Yrs) ● ● Medium-term (0 to 6 Yrs) ● ● ● Long-term (0 to 10 Yrs)

 Ongoing




GOAL TOPIC 5: MULTI-MODAL MOBILITY + ACCESS				
CATEGORY	#	STRATEGY / ACTION	RESPONSIBILITY	TIMELINE
Pedestrian Safety	5.4	Improve safety and convenience for pedestrians in town.		
	5.4.1	Promote pedestrian connectivity between Downtown and Downtown North and improve pedestrian conditions on Merrill Ave that connects to town open space.	Public Works Department, Bike & Ped Commission	● ●
	5.4.2	Identify safe routes to school projects and prioritize improvements at key corridors and crossings.	Planning and Public Works Departments, Planning Commission, Bike & Ped Commission	● ●
	5.4.3	Complete the gap in the sidewalk along Sopris Avenue between 3rd and 4th Streets.	Public Works Department, Bike & Ped Commission	● ●
Connected Trail Network	5.6	Capitalize on the existing trail network by creating new connections, improving existing trails, and prioritizing maintaining the comfort of trails for people walking and biking.		
	5.6.1	Encourage future developments and redevelopments along the Rio Grande Trail to provide pathway or sidewalk connections to the trail where feasible.	Planning and Public Works Departments, Planning Commission	
	5.6.2	Continue to pursue opportunities to integrate the Rio Grande Trail as a connection to other areas, gateways, and multi-modal routes. Minimize at-grade street crossings of the Rio Grande Trail in order to maintain the trail as a high-comfort environment for people walking and biking.	Planning and Public Works Departments, Bike & Ped Commission	● ●
	5.6.3	Improve and expand connections between neighborhoods and the Highway 133 Trail/Crystal Valley Trail.	Planning and Public Works Departments, Bike & Ped Commission	● ●
	5.6.4	Improve priority multi-modal corridors and highway crossings as depicted in Figure A8 in the Appendix.	Planning and Public Works Departments, Planning Commission, Bike & Ped Commission	●
Transit Access	5.7	Prioritize projects that improve bicycle and pedestrian access to transit.		
	5.7.1	Work with RFTA and CDOT to evaluate safety and functionality of existing and proposed stops and routes and recommend changes.	Planning and Public Works Departments, RFTA, CDOT	● ●
	5.7.2	Continue to integrate the Rio Grande Trail and other pedestrian, bike corridors to/from and through the RFTA Park and Ride.	Planning and Public Works Departments, RFTA, CDOT, Bike & Ped Commission	● ●
Transit Access	5.8	Continue to plan for and pursue funding for a local transit service with routes that reach more of the neighborhoods in town that are not easily accessible by transit.		
	5.8.1	Determine the best ways to provide additional local transit service. Consider models in other communities, possible providers, service areas and operational characteristics.	Planning and Public Works Departments, Town Board, RFTA	●
	5.8.2	Explore funding options for local transit and develop a financial feasibility study.	Town Administration, Planning, RFTA	●

GOAL TOPIC 5: MULTI-MODAL MOBILITY + ACCESS

CATEGORY	#	STRATEGY / ACTION	RESPONSIBILITY	TIMELINE
Travel Demand Management + Parking	5.9	Implement programmatic and infrastructure strategies to reduce the need to drive a single occupancy vehicle.		
	5.9.1	Seek travel demand strategies to reduce parking demands to complement the Downtown mixed-use commercial and neighborhood urban form, including enforcement of timed parking, parking maximums, permit programs, or unbundling (requiring the separate pricing of residential parking from the rent or sale price of a home or unit).	Planning, Public Works & Police Departments	●
	5.9.2	Support local businesses that will provide more opportunities and convenience for those who live in town to shop in Carbondale and help reduce the need to drive.	Town Board	🔄
	5.9.3	Develop and implement a downtown parking plan to address on-site parking, shared parking, collector lots, and other parking conditions.	Town, Planning Commission, Downtown business organizations, Historic Preservation Commission	●
	5.9.4	Explore potential sites and financing for future parking to accommodate the loss of any downtown parking should private lots that currently serve as informal parking be developed.	Town Board, Planning Commission, Downtown business organizations	●
	5.9.5	Encourage and incentivize businesses to provide bicycle parking. Consider requiring bicycle parking be provided for new large developments.	Town Board, Bike & Ped Commission	●
	5.9.6	Develop a bicycle and pedestrian wayfinding plan to make walking and biking across town more accessible and intuitive.	Public Works Department, Bike & Ped Commission, Town Board	●
Highway 133 Character	5.10.1	Ensure the Highway 133 corridor through the length of town is visually attractive.		
	5.10.2	Prioritize and fund a Highway 133 Corridor Study to evaluate the multi-modal, safety and urban design components of the corridor.	Public Works, CDOT, Town, Arts + Culture Organizations	● ●
	5.10.3	Highlight the future intersection and roundabout at Highway 133 and Lewies Ln/Weant Blvd as the southern entry into Downtown emphasizing the Historical Society Park, entryway focal points, landscaping and open spaces.	Public Works, CDOT, Town, Arts + Culture Organizations	● ●
	5.10.4	Acquire additional right of way along the south side of Highway 82 adjacent to town-owned property and enter into an MOU agreement with CDOT for landscape improvements.	Public Works, CDOT	● ●
	5.10.5	Work with the current or new property owner of 520 Hwy 133 to develop a town "Welcome Center" at the intersection of Highway 133 and the Rio Grande Trail.	Public Works, CDOT	● ●

● Near-term (0 to 3 Yrs) ● ● Medium-term (0 to 6 Yrs) ● ● ● Long-term (0 to 10 Yrs)

🔄 Ongoing

GOAL TOPIC 6: INCLUSIVITY + EQUITY				
CATEGORY	#	STRATEGY / ACTION	RESPONSIBILITY	TIMELINE
Inclusivity	6.1	Aspire to make Carbondale a welcoming and caring place for everyone regardless of economic circumstances or appearances.		
	6.1.1	Continue to design public spaces for feel welcoming to everyone. Document and publicly share information about the accessibility of these facilities and programs to enable people with mobility challenges to safely plan a visit.	Parks & Rec Department, Parks & Rec Commission, Community groups with vested interests	● ●
	6.1.2	Leverage all residents' skills, connections, time and willingness to contribute to their community.	Parks & Rec Department, Parks & Rec Commission	
Inclusivity	6.2	Support community arts and culture and special events that inspire civic pride, volunteerism, and unity.		
	6.2.1	Foster relationships with non-profit volunteer organizations like AmeriCorps, Peace Corps, Habitat for Humanity, UpRoot or others to support community needs and implement local heritage, diversity, housing and food systems actions and goals.	Arts & Cultural Organizations, Housing Organizations, CHCP, Mt. Sopris Historical Society	● ● ●
Inclusivity	6.3	Maintain Carbondale as a viable and affordable location for all people to build their lives and their careers.		
	6.3.1	Establish programs to include daycare/programming into new development projects.	Planning Department, Planning Commission	● ●
	6.3.2	Promote opportunities for everyone Carbondale to have fun in town during all seasons through festivals and celebrations. A wide variety of year-round indoor and outdoor activities for young people to gather and hang-out in town will make Carbondale a fun and healthy place to grow up.	Parks & Rec Department, Parks & Rec Commission	
	6.3.3	Recognize the benefit of great schools and community centers by promoting them as places that are well supported and help bring us together and retain a family-oriented community.	School District, Parks & Rec Department	
Age Friendly Community	6.4	Expand the presence of age-friendly initiatives into the planning and land use framework.		
	6.4.1	Recognize caregivers, particularly home care workers, in planning, land-use, and economic policy development.	Planning Commission	●
	6.4.2	Establish and implement procedures for inclusion that engage stakeholders and allow for community engagement and input.	Town Board	● ●
	6.4.3	Consider creating an advisory committee that oversees the implementation of Carbondale Age-Friendly Community Initiative projects and efforts.	Town Board	● ● ●

GOAL TOPIC 6: INCLUSIVITY + EQUITY

CATEGORY	#	STRATEGY / ACTION	RESPONSIBILITY	TIMELINE
Housing Equity	6.5	Preserve existing and add new housing and services for people of all ages and abilities.		
	6.5.1	Ensure the Town continues to meet demand for housing that meets the growing demographic shift toward an increase in younger families and older adults.	Planning Department, Planning Commission	●
	6.5.2	Install tools such as form-based codes to help create a built environment that intentionally provides opportunities for older people to easily participate in community life, avoiding aging in isolated enclaves.	Planning Department, Planning Commission	●
	6.5.3	Create housing options along a continuum of size that are affordable, accessible, close to services and located within existing communities (including nursing homes and rehabilitation centers).	Town Board	●
	6.5.4	Implement universal design elements into the UDC and capital improvements plans to increase accessibility and visibility by wheelchairs or other mobility devices.	Planning & Building Departments, Planning Commission	●
	6.5.5	Establish a percentage of overall project housing unit target in the UDC for units with universal design features.	Planning & Building Departments, Planning Commission, Town Board	●
Mobility Equity	6.6	Address universal and equitable transportation access for all community members.		
	6.6.1	Develop a sidewalk maintenance program that addresses regular snow and debris removal as well as upgrading deficient sidewalks to allow for comfortable and accessible travel for all ages and abilities.	Public Works Department	●
	6.6.2	Research peer community programs and educate property owners on their responsibilities. A well-maintained, dependable and safe network of unobstructed sidewalks and curb ramps allows for safer travel by all people with mobility or vision challenges as well as families with beginning bike riders or using strollers.	Public Works Department	● ● ●
	6.6.3	Work with RFTA to determine opportunities to enhance the current paratransit program to allow for more reliable and convenient access to trips.	Town Board, Public Works Department	●
	6.6.4	Integrate and accommodate electric bikes, adult tricycles and bikes with trailers into the transportation system by educating users, implementing parking for e-bikes, and considering e-bikes in the design of bike facilities (e.g., width of bike facilities).	Bike & Ped Commission, Public Works Department	● ● ●
	6.6.5	Provide walkable environments including well-maintained sidewalks, no-skid surfaces, good lighting, bus shelters, benches, traffic islands, well-marked crosswalks, and crossing signals with adequate time to cross.	Bike & Ped Commission, Public Works Department	●

● Near-term (0 to 3 Yrs) ● ● Medium-term (0 to 6 Yrs) ● ● ● Long-term (0 to 10 Yrs)



Ongoing



GOAL TOPIC 7: FINANCIAL SOLVENCY

CATEGORY	#	STRATEGY / ACTION	RESPONSIBILITY	TIMELINE
Land Use / Housing	7.1	Balance employment-generating uses and diversity in housing types.		
	7.1.1	Ensure the Future Land Use Plan considers the job-generating potential of each land use designation.	Planning Department, Planning Commission	● ●
	7.1.2	Locate residential future land use/zoning designations where parcel orientation and alignment does not prohibit a mix of building or unit types.	Planning Department, Planning Commission	● ●
Town Assets	7.2	Develop a town asset management plan to define the value of Town holdings and the effective use of these assets.		
	7.2.1	Conduct a comprehensive town asset inventory by department formatted as a promotional document.	Finance, Administration, and Public Works Departments	● ● ●
	7.2.2	Phase improvements and maintenance according to the priorities in the comprehensive plan.	Finance, Administration, and Public Works Departments	● ● ●
	7.2.3	Conduct a focused revenue and maintenance and improvement needs assessment and develop funding and phasing strategies.	Finance, Administration, and Public Works Departments	● ● ●
Town Revenues	7.3	Diversify town revenues.		
	7.3.1	Identify potential alternative revenue sources including state/federal grants for projects that advance the Comp plan goals.	Finance, Administration, and Public Works Departments	● ● ●
Town Revenues	7.4	Ensure growth and development pays its share for infrastructure and services.		
	7.4.1	Utilize cost-benefit analyses when considering new development.	Finance, Administration, and Public Works Departments	🔄
	7.4.2	Align fiscal policies and levels of service with future land use strategies.	Finance, Administration, and Public Works Departments	🔄
	7.4.3	Continue to require new developments to pay fees in lieu of water rights, sewer tap fees, school district fees and park development fees.	Planning Department, Public Works	🔄

● Near-term (0 to 3 Yrs) ● ● Medium-term (0 to 6 Yrs) ● ● ● Long-term (0 to 10 Yrs)

🔄 Ongoing

GOAL TOPIC 8: GOOD GOVERNANCE

CATEGORY	#	STRATEGY / ACTION	RESPONSIBILITY	TIMELINE
Open + Inclusive Governance	8.1	Hold conversations between groups, neighbors and local leaders in coordination meetings to openly debate issues to build citizen confidence in a responsive and decisive town government.		
	8.1.1	Identify stakeholder/community groups to participate in meetings in an open collaborative process.	Town Board	● ●
Open + Inclusive Governance	8.2	Include and respect all community members in land use and policy conversations and respect the applicable provisions of the State of Colorado and United States Constitutions.		
	8.2.1	Ensure private property owners are at the table for land use or long-range planning discussions and meetings.	Town Board	
Regional Collaboration	8.3	Engage in productive partnerships with other organizations and governments by hosting informal conversations and events to achieve our goals because we recognize that the whole is greater than the sum of the parts.		
	8.3.1	Engage in intergovernmental updates to periodically identify issues and opportunities on policy, and particularly in the Two-Mile area or in places where public entities own land within Town's jurisdiction.	Town Board	● ●
Review Processes	8.4	Revise or formalize review standards and processes to include any needed parties or stakeholders depending on the nature of a project or effort.		
	8.4.1	Ensure rules and regulatory process is clear through Town information or development guides on Town website or other outlets.	Planning Department	● ●
Review Processes	8.5	Ensure timely development project reviews.		
	8.5.1	Ensure rules and regulatory process is clear through Town information or development guides on Town website or other outlets.	Planning Department	
	8.5.2	Identify local developers, planners or designers to participate in a review of the development application system to identify areas to enhance the process.	Planning Department	● ● ●

● Near-term (0 to 3 Yrs) ● ● Medium-term (0 to 6 Yrs) ● ● ● Long-term (0 to 10 Yrs)

 Ongoing

6.2 | Plan Monitoring

Next Steps

The Town of Carbondale Comprehensive Plan Update will function as a supplement to the 2013 Comprehensive Plan for the next 10 years. Periodic reviews and updates to applicable plans, codes and policies may be required to advance the Plan Update Implementation Strategies. The Plan vision will likely be realized incrementally. Establishing changes to the regulatory process and the adoption of revised development guidelines and standards will be a necessary first step. These changes to the Town's regulatory framework may require minimal financial investments on the part of the Town while realizing significant benefits to community character, design and aesthetic priorities established by the community. Additional analysis will be needed as the vision transitions to policy and investments in the community.

7.0 Appendix



Included in the Appendix:

- 7.1: Definitions
- 7.2: Background + Engagement Process for 2022 Planning Effort
- 7.3: Existing Conditions Memo
- 7.4: Cross Section Concepts
- 7.5: Crossing Concepts

7.1 | Definitions

Aging in the Community

The ability for all individuals to remain living in their home and/or community safely, independently, and comfortably.

Bioretention

The process in which contaminants and sedimentation are removed from stormwater runoff, often with planted treatment areas such as bioswales or rain gardens, that filter water before they infiltrate into the soil and enter the stormwater drainage system.

Built Environment

Aspects of our surroundings that were built by humans, in contrast to the natural environment.

Climate Protection

Climate Protection describes actions to eliminate greenhouse gas emissions and reduce global warming. Targeted strategies identified in the 2017 Climate and Energy Action Plan include:

- Increasing Building Efficiency
- Decarbonizing Transportation
- Renewable Energy and Storage
- Reducing and Recycling Waste
- Local and Sustainable Food
- Water Conservation & Reuse

Complete Streets

A way of designing and building streets that focuses on creating a safe and welcoming experience for all people walking, rolling, biking, or taking public transit; they ensure streets balance the needs of people as they get around in different ways.

Comprehensive Plan

The Town of Carbondale's Comprehensive Plan provides the overall long-term vision and policy direction for managing the built and natural environment in Carbondale, and providing necessary public facilities. It addresses transportation, utilities, land use, recreation, housing, economic development, and town services, and is required by state law to be updated periodically.

Ecosystem

A group of living organisms that live in and interact with each other in a specific environment.

Equity

The ideal of fair and just treatment of all members of a community, recognizing that some people face greater burdens and disadvantages than others.

Festival street

A street or public place that can be temporarily closed to vehicle traffic for special events.

Historic Commercial Core

The area of Town designated in Carbondale's Comprehensive Plan that accommodates a mixed of uses centered around historic resources. The HCC zone is expected to accommodate a degree of future growth and include, or will include, a mixture of employment, housing, and cultural opportunities.

Income-based housing

Housing that is made available to households with incomes below a certain threshold (e.g. 60% of a metro area's median household income) and priced to cost no higher than 30% of the household's gross income.

Low impact development

Systems and practices that use or mimic natural processes that result in the infiltration, evapotranspiration or use of stormwater in order to protect water quality and associated aquatic habitat; an approach to land development that works with nature to manage stormwater as close to its source as possible.

Maker space

A place where people can engage in hands-on, collaborative creation of crafts or innovative designs with low- or high-tech tools and supplies.

Mixed-use development

Urban development that combines different types of uses — residential, commercial, retail, office, cultural, institutional, or entertainment — in a building or complex of buildings.

Multi-modal

When describing a street or transportation network, multi-modal means it provides options for people to get around on foot, on bicycles, in transit, or in motorized vehicles.

Natural Environment

The non-human-made surroundings and conditions in which all living and non-living things exist, in contrast with the built environment.

Public realm

Space that the general public has access to, including streets, sidewalks, parks, and civic plazas.

Right-of-way

Land that is controlled by the city and reserved for public use such as for streets and sidewalks

Shared parking

Parking spaces that are shared by more than one user, typically under a shared parking management strategy with the goal of creating greater efficiency. For example, a parking garage can be used by office workers during the day and by residents in the evening.

Stormwater management

The effort to reduce and/or improve the quality of runoff of rainwater into streets and watersheds.

Sustainable Development

Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

Traffic calming

The use of design features to improve safety for motorists, pedestrians, and cyclists. This can include for example speed humps, curb extensions, or narrowing traffic lanes.

Transportation demand management

The application of strategies to reduce travel demand and/ or redistribute demand to allow for more efficient use of transportation infrastructure, such as programs to encourage carpooling and transit usage.

Universal design

The design of buildings, products or environments to make them useable and accessible to all people, regardless of age, disability, mobility challenges, or other factors.

Workforce housing

Housing that is affordable to people with incomes near the median for the region, and located in or near employment centers

7.2 | Background (2022)

In 2020, the Town of Carbondale Board of Trustees and Planning + Zoning Commission determined that, due to changes in key areas, an update to the 2013 Comprehensive Plan was warranted. Key focus areas were identified by the Board and Commission as areas that require specific attention as part of the Comp Plan Update. The focus areas include:

- Review and update of communitywide Vision + Goals
- Revisions to the Future Land Use Map (FLUM)
- Assessment and updates to the Climate Action Plan
- Considerations for Multi-Modal Access + Circulation and Aging in the Community
- Review of the Downtown Historic Commercial Core zone, the area north of Downtown and select areas currently zoned High Density Residential.

Community Engagement Plan

The Community Engagement Plan (CEP) was developed to thoughtfully plan key touchpoints with the community to ensure broad community support for the ultimate adoption of the Comprehensive Plan Update. The CEP evolved over time as meetings were added and new outreach strategies were tested to respond to Carbondale's unique community needs and direction given by the Steering Committee.

Existing Conditions Summary

The Plan Update process included data collection and assessment and an Existing Conditions Summary Memorandum. The Existing Conditions Summary provides an overview of existing conditions, current plans and programs and policies that may inform how the Town makes decisions with respect to the built and non-built environment in the Town. The Existing Conditions Memorandum is available on the project website: <https://chartcarbondale.com>.



| Figure 16: Postcard in Spanish advertising the initial online survey |

| Figure 17: Community Engagement Plan |

Date(s)	Event/Task	Purpose	Target Audience(s)	Outreach Strategies
Jul 1 - Aug 16	Online + paper survey	Ask general questions about public concerns, recent successes and vision for the future	General public	Press release, social media posts, email blasts, postcards with QR codes
Jul - Aug	Stakeholder focus group interviews	Group interviews with representatives from stakeholder organizations to understand opportunities/constraints in topic areas	Stakeholders were identified by Town staff in consultation with leadership	N/A
Jul 2	First Fridays Kick-off Event	Kick off the Comp Plan Update - generate awareness for the effort and promote the online survey	General public	Social media event + direct advertisements, email blasts
Aug 16	Spanish-speaking Community Meeting	Hold a community meeting in Spanish to hear from the Latino community	LatinX community	Personal engagement - Latino community leaders went to predominantly Spanish-speaking neighborhoods to personally invite community members
Aug 17	Community Meeting (in English)	Present initial analyses on growth, housing, mobility and have small-group conversations to gather input on Comp Plan focus areas	General public	Press release, social media posts, newspaper ads, email blasts, flyers
Aug 17	Downtown/ Downtown North Design Charrettes	Get key stakeholders together to discuss potential future uses and design of infill development Downtown and Downtown North	General public, Downtown/ Downtown North stakeholders	Personal emails to past P+Z Board members, property and business owners, project website
Oct 27	Spanish-speaking Virtual Open House	Present draft plan items for public comment, get input on prioritization of projects/policy	LatinX community	Press release, email blasts, newspaper ads, radio ads, flyers around town
Oct 28	English Virtual Open House	Present draft plan items for public comment, get input on prioritization of projects/policy	General public	Press release, email blasts, newspaper ads, radio ads, social media post
Nov 3 - Nov 28	Draft Recommendations Poll	Get feedback on the Draft Recommendations presented at Virtual Public Meetings	General public	Press release, email blasts, newspaper ads, social media posts
Jan 20 - Feb 25	Draft Plan Survey	Get feedback on the Draft Future Land Use Map, Implementation Plan	General public	Press release, email blasts, social media posts
Jan 24 - Feb 25	Draft Plan Reading Rooms	Give the community the opportunity to read paper copies of the draft plan in English and Spanish at 10 locations in Town and take a paper survey	General public	Press release, email blasts, social media posts
March 30	Final Open House	Get final feedback on the draft plan and give the community an opportunity to speak to the Project Steering Committee	General public	Press release, email blasts, newspaper ads, radio ads, social media post

Engagement Process

A robust public engagement effort guided the seven month planning process, intended to solicit input on community values and aspirations. Concurrently, the consultant team engaged in a series of community events, focus group interviews, surveys and design charrettes with stakeholders, volunteer boards and commissions and the Project Steering Committee (P&Z) to gain a shared understanding of existing conditions, market realities, and opportunities and challenges. This outreach informed the vision for the Comprehensive Plan, consisting of a community framework, goals, guiding principles and implementation strategies. The vision and guiding principles are the shared values around which concepts were developed for the Comprehensive Plan.

Project Steering Committee

The Town of Carbondale Planning and Zoning Commission acted as a Project Steering Committee (PSC) to offer guidance throughout the planning process. Six PSC meetings were held throughout the planning process at which the project team presented findings on the following topics:

- 2013 Comp Plan Vision + Goals, Community Engagement Plan
- Economics, demographics, population projections, Downtown and Downtown North
- Aging in Place, Climate Action Plan, Multi-modal Mobility
- Draft Vision + Goals
- Draft Recommendations
- Draft Implementation Plan

Meetings were held virtually and the public was invited and encouraged to participate in the discussion.

Stakeholder Focus Group Sessions

Six stakeholder focus group sessions were held to do a deep-dive on topics that were identified as important to focus on in the Plan Update. The list of participants for the focus groups was developed by Town staff in collaboration with Valley Settlement, Carbondale Arts, Carbondale Chamber, Wilderness Workshop and Manaus. The list included representatives from the following entities:

- Roaring Fork Transportation Authority (RFTA)
- Carbondale Age Friendly Community Initiative (CAFCI)
- Senior Matters
- RE-1 School District
- Valley Settlement
- La Clinica del Pueblo
- Carbondale Arts
- KDNK Community Radio
- Clay Center
- Stepping Stones
- Family Resource Center
- Andy Zanca Youth Empowerment Program
- Youth Entity
- Voices
- Artists
- Clean Energy Economy for the Region (CLEER)
- Aspen Valley Land Trust (AVLT)
- Roaring Fork Soccer Club
- Wilderness Workshop
- Downtown Property and Business Owners
- Property and Business Owners in the area north of Downtown

Session topics included:

- Affordable housing
- Local businesses and economy
- Mobility and aging in community
- Sustainability, agriculture and recreation
- Arts, culture and community services
- Development, infrastructure, Downtown and Downtown North

Online + Print Survey Snapshot

"I would love to have a garden or gathering place where the community could come together and sell food."

–Arts + Culture Focus Group

"The only thing zoning downtown is producing is overpriced residential development."

–Development + Infrastructure Focus Group

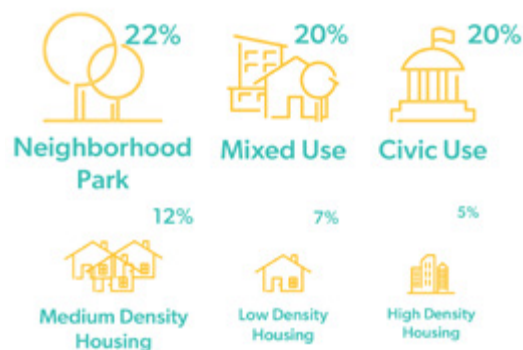
"The Circulator should go to more stops. It only reaches Main Street and you have to walk a lot."

–Spanish-speaking Community Meeting

"Carbondale has a lack of sidewalks, poorly designed sidewalks, and a lack of proper crosswalks."

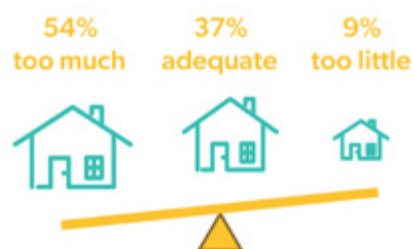
–CAFCI

What future uses would you like to see in Downtown North?



| Figure 20: Downtown North future uses |

How do you feel about *residential* growth in Carbondale?



| Figure 21: Residential growth survey results

How do you feel about *commercial* growth in Carbondale?



| Figure 22: Commercial growth survey results |

My most important goal for Carbondale's transportation system is:



| Figure 23: Transportation system priorities |

August Community Meetings

Spanish-speaking Community Meeting

The Carbondale community held the Town's first-ever comprehensive plan open house entirely in Spanish to capture the thoughts, dreams and visions of the often missed cohort of Spanish-speaking residents, workers and visitors. Prior challenges to this engagement format included the language gap and a missing communication link between the Town and Latino community. Representatives from Valley Settlement did personal outreach to invite community members to participate by door-knocking, going to parks and doing outreach in restaurants. An estimated 30 participants attended the meeting.

The meeting's format included a brief presentation about what the Comprehensive Plan is and why it's important that people get involved. The attendees visited several stations with information on growth and housing, mobility, and Downtown/Downtown North. Participants then broke into small groups where trained Spanish-speaking facilitators led discussions on key issues specific to the Latino community. At the end, the facilitators presented top themes to the larger group.

Community Meeting in English

A similar meeting in English was conducted in the same format as the Spanish-speaking open house with an estimated 68 participants.

Discussion highlights from both meetings can be found in the Existing Conditions Memo in the Appendix.





Downtown / Downtown North Design Charrettes

Design charrettes, or small think tanks organized to explore the physical environment by putting pen-to-paper with various stakeholders, became a valuable engagement tool for these two critical areas. The Town, with partners at the Third Street Center, hosted two charrettes which were well-attended with about 20 people each (broken up into two tables of ten). Welcomed participants included landowners, developers, architects, planners, elected/appointed officials, Town staff, and members of the general public.

The Existing Conditions Memo in the Appendix highlights charrette outcomes.

| Downtown + Downtown North Design Charrettes |



Boards and Commissions Engaged

Additional meetings were held with advisory boards, committees, and other advocacy groups to include their vision and goals into the Plan Update process including:

- Environmental Board (E-Board)
- Clean Energy Economy for the Region (CLEER)
- Carbondale Age Friendly Community Initiative (CAFCI)
- Board of Trustees
- Bike + Pedestrian Commission
- Historic Preservation Commission (HPC)

Charrette Takeaway
 –How do we transition from current industrial uses to the inclusion of light industrial/maker spaces in the future?

Virtual Public Meetings

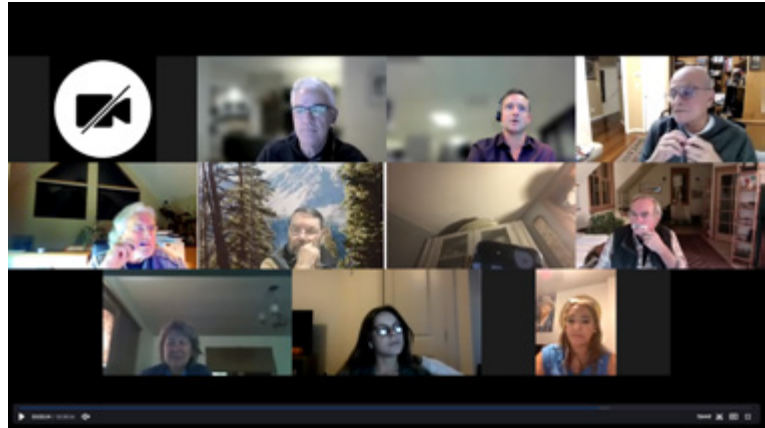
When Draft Plan Recommendations were ready for public review, two Virtual Public Meetings were held to get input.

Virtual Public Meeting in Spanish

Despite the employment of various outreach strategies, the Spanish meeting was not attended by any Spanish-speaking members of the general public. Outreach strategies included: advertisements on La Nueva Mix, advertisements in the Spanish Sopris Sun, flyers posted around town, emails to contact lists of Spanish-speaking community members, and press releases in the paper. The main difference between the in-person Spanish-speaking Community Meeting in August, which was better attended, and the Virtual Public Meeting in Spanish was the availability of members of the Spanish-speaking community to personally invite individuals. The community leaders we employed to do outreach for the meeting in August were unavailable to help get the word out for the virtual meeting and other community organizations that focus on Spanish outreach were extremely busy and could not take on the task.

Virtual Public Meeting in English

The virtual meeting in English was held the following night and included the same content as the presentation and discussion from the meeting in Spanish. The agenda included a brief presentation on the draft recommendations for the three geographic focus areas (Downtown, Downtown North and Residential Focus Areas) followed by a poll and open discussion. The purpose of the poll was to gauge community support for the draft recommendations. Generally, meeting participants supported the draft recommendations for Downtown, Downtown North, Residential Focus Areas, Aging in Community, Climate Action Plan, Multi-modal Mobility, Housing + Jobs and Social Equity.



| Virtual Public Meeting in English |

Discussion highlights from the Virtual Public Meetings include:

- Continue to push climate and housing efforts, while remaining selective on resource allocation
- Keeping Carbondale's character is paramount
- Pursue new strategies to supply affordable housing (rather than relying solely on inclusionary zoning)
- Highway 133 has lost the "feel" of a small town
- Consider redevelopment sites for affordable housing

Draft Recommendations Poll

The same poll that was conducted at the Virtual Public Meetings was made available online for those who could not attend the meeting. The following are the results from the meeting and online polls:

Downtown Recommendations:



Downtown North Recommendations:



Residential Focus Area Recommendations:



Aging in Community Recommendations:



Climate Action Plan Recommendations:



Mobility + Access Recommendations:



Housing + Jobs Recommendations:



Draft Plan Survey + Reading Rooms

A survey that solicited feedback on the draft plan was available online and in booklet form at various Reading Rooms around Town from January 20th through February 25th. Below is a summary of the survey results:

Vision

- The majority of survey respondents (64%) support the updated Vision Statements, 14% did not support it, and 14% thought it could be improved.

Goals + Guiding Principles

- In general, survey respondents supported the Goals and Guiding Principles, with Good Governance and Community Character getting the most support, and Housing getting the least support (see Figure 25).

Percentage of Support for Goals + Guiding Principles:



| Figure 25: Support for Goals + Guiding Principles in the Draft Plan |

Percentage of Support for *Future Land Use Map Classifications*:



| Figure 26: Support for Future Land Use Map Classifications in the Draft Plan |

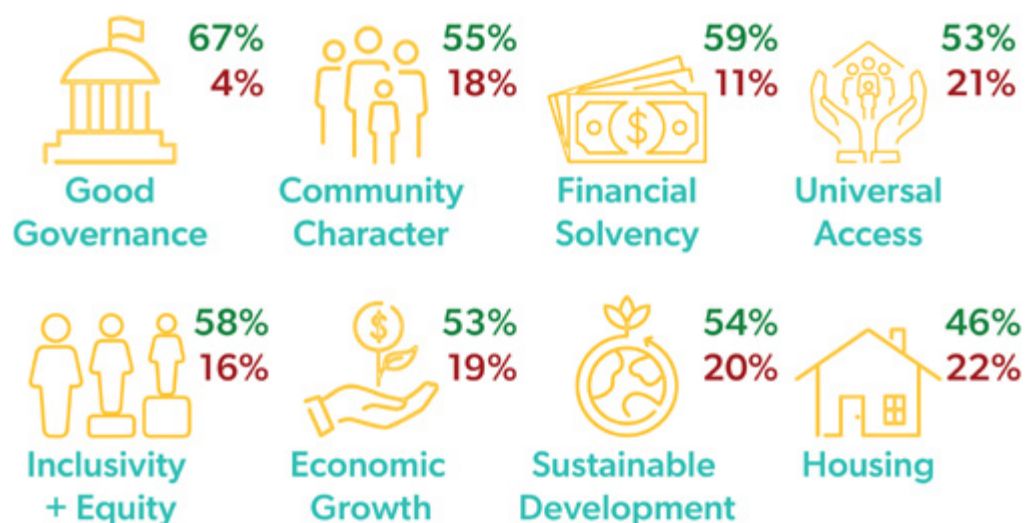
Future Land Use Map

- Regarding the location of designations shown on the Future Land Use Map, survey responders were split on whether they reflect the community's vision for the future of growth in Carbondale - 62% believed that yes, they do reflect the community's vision, 24% believed that they do not, 15% did not know.
- In general, survey respondents supported the definitions of the Future Land Use classifications, with Downtown getting the most support and Residential High Density getting the least support (see Figure 26).

Implementation Strategy

- In general, survey respondents believed the Implementation Strategies and Action Steps will help Carbondale achieve its Vision. Good Governance and Financial Solvency got the most support, and Housing got the least support (see Figure 27).

Percentage of *Agreement/Disagreement* for the *Implementation Strategies Helping Carbondale Achieve its Vision*:



| Figure 27: Support for Implementation Strategies in the Draft Plan |

7.3 | Existing Conditions Memo

The following Memo was originally submitted as a progress draft to the Town and Steering Committee on September 9, 2021. It was updated for this document to include more detailed information on the community engagement process, and includes a Publicity Log presentation created for the Town by PR Studio.



MEMORANDUM

Date: September 4, 2021

To: Town of Carbondale

From: Cushing Terrell

RE: Existing Conditions Memorandum – Comprehensive Plan Update

Purpose: The memorandum serves as the report on existing conditions as Task 9 of the Carbondale Comprehensive Plan Update. This Memorandum provides background, data, trends, projections and key observations and findings. The Memorandum provides a basis for key recommendations forthcoming in the next phase of the Comprehensive Plan update process.

Existing Conditions

Growth and Economic Profile

This chapter informs Carbondale's comprehensive planning efforts by laying out reasonable growth projections for future population and housing units, under two different growth assumptions, in addition to providing evidence-based context for Carbondale's evolving role in the Roaring Fork Valley regional economy.

Growth Forecasting

To arrive at reasonable projections for Carbondale residential growth, the team looked at 30 years of historical population and housing units, drawing a distinctions between alternate fundamental assumptions about the shape of municipal growth trajectories – from simple straight-line trends to exponential (annual percentage growth) curves and a special focus on the idea of growth that may be ultimately limited by some natural carrying capacity factors (water, land availability, infrastructure, town self-determination).

After some analysis of past trends zoomed into varying levels (city, county, region) we present two alternate growth scenarios for Carbondale. One scenario relies on official State demographer projections for Garfield County, and assumes that Carbondale's share of growth will continue to hold constant. The resulting shape for that scenario swoops upwards like an exponential/percentage-based curve, then flattens to resemble an

upward-sloping straight line. The other scenario uses a model designed to assume that Carbondale “wants” to grow exponentially but will taper off as it approaches some future carrying capacity.

Over the relatively short 10-year horizon of this plan update, both models arrive at roughly similar growth figures – adding around 1,100 to Carbondale’s population. Over the next decade, the two models diverge, with the share-of-county method adding approximately 1,600 but the carrying capacity method adding just 800.

Knowing that resident population is the largest, but not only, driver of local housing unit demand, we again look at past trends to translate that resident growth forecast into likely need for new housing units. Over the next decade we conclude that Carbondale will need to accommodate demand for between 400 and 450 new housing units – a number well within the range of what can be met through infill development (especially in the Downtown and North Downtown areas). Beyond year ten, demand for residential land will become gradually more problematic, necessitating some tough community decisions on annexation policy.

Economic Profile

The economic context for that Carbondale must plan for is made up of a variety of different factors, calling for a variety of different data topics and sources, as profiled over the following pages.

The two most critical themes emerging from that analysis are:

Carbondale is evolving away from its historical role as a bedroom community dedicated to serving affluent up-valley resort areas. That is still an important part of the local economy, but analysis of commuting patterns, employment mix, and other trends points to a town that is gradually transforming into a more self-sufficient, mature, complete community.

Housing affordability has entered true crisis mode: a trend that is becoming widespread across the West but that is taking on exaggerated form in desirable scenic areas like Carbondale with limited land and infrastructure to take on unlimited housing growth. This growing phenomenon is being felt most in its effect on employers’ ability to hire and retain workers – especially at lower wage levels, but increasingly for mid-level skilled occupations. Workers simply cannot afford to live within reasonable commuting distance from Carbondale and many other mountain communities.

The good news is that the Town is proactively already taking important steps to address affordability through inclusionary zoning requirements, deed restrictions, and an ambitious approach to mixed-use infill redevelopment. No place has “solved” the housing affordability problem, but these and other tools --like community land trusts (a condominium-like mechanism for holding down for-sale housing costs) and greater facilitation for development of accessory dwelling units (ADUs) could be considered moving forward.

Carbondale is currently experiencing a nearly unprecedented surge in residential development, as witnessed by a very full and diverse pipeline of housing projects, either under construction or awaiting approval. The town is not alone in that regard. Much of the nation (again, especially in desirable communities across the Mountain West) is experiencing a “perfect storm” for both single-family and multifamily development – driven in part by a post-Covid surge in deferred demand and a general need to satisfy a range of housing

demands of the large Millennial age cohort, who have now largely all formed new households and entered the market for some form of housing.

Housing Development Snapshot

Residential Pipeline Activity			
Location	Units	Description	Status
1201 Main Mixed Use	27	Rental apartments as part of vertical mixed-use project with ground floor commercial	Under construction
Main Street Marketplace	115	Rental units in mixed-use development adjacent to new City Market, west of 133	Under construction
Sopris Lodge Assisted Living	78	Continuity-of-Care facility with units for partially independent living, assisted living, and memory care	Under construction
Red Hill Lofts	30	2-story rental apartments targeted as 30-80% AMI affordable under multiple LIHTC and HUD programs. All but two are studios.	Under construction
Thompson Park Parcel 2	27	Phased townhome development that may eventually include 40 units with 10 reserved as affordable.	Under construction
Carbondale Center Place	76	Rental units in mixed-use infill redevelopment of Sopris Shopping Center; project also includes 10,000 s.f. of retail and 68,000 s.f. self-storage facility.	Under construction
156 N. 12 th St. Townhome Project	7	Infill townhome development in Commercial/Transitional zone	Under review
Thompson Park Parcels 3 & 4	13	Remaining phases of Thompson Park Parcel project already under construction; townhomes	Under construction
1629 Dolores Way	9		Under review

Figure A1: Currently active pipeline: New housing units (under construction or proposed) in Carbondale.

Takeaways:

- 199 units underway (plus another 78 Assisted Living units at Sopris Lodge).
- 105 additional units proposed for 382 Total Units.
- Mostly “missing middle housing” units and affordable units.
- Activity alone could accommodate 3/4 of likely demand over the next decade.
- At this pace, this trend likely not to be maintained annually.
- Generally, 20% of residential units (rental and for sale) are deed restricted as affordable housing

Short-Term Rentals

Short-term rentals, typically listed on popular sites AirBNB and VRBO, are of growing concern among neighbors who see these units as potentially degrading community character and contributing to unsafe or unregulated rentals and crime. Others in the community see short-term rentals as an opportunity as another source of income.

Scans of VRBO and AirBNB rental listings shows the number of short-term rentals is down dramatically from two years ago. As of this report, about a dozen are listed within town boundaries. Although overall STR listings are a relatively small overall percentage of the housing stock according to available short-term rental analytics websites, anecdotes from community members indicate middle-income residents are continually getting displaced by property owners hoping to increase secondary incomes by renting short term. Displaced residents are burdened by the lack of available rentals created by this effect and either are continually moving throughout a 6- to 24-month period or must completely leave the community altogether.

- 61 rentals available on Airbnb, and 35 rentals available on VRBO on August 10, 2021, totaling 96 short term rental properties in Carbondale.

Key Takeaways and Next Steps

- Recent growth has been the result of several years of planning and development and has occurred at a faster rate to accommodate the exacerbated by the growing housing shortage created as more location-neutral employees became able to work out of homes in Carbondale.
- About 75% of future growth in population and housing over the next 10 years is absorbed by existing projects in the pipeline.
- Future projected growth can be accommodated within the current Town limits (considering available vacant land area and increased density in select areas Downtown, Downtown North, High Density Residential Areas).
- Need for housing diversity has been reinforced by community members throughout the planning process.
- Housing/jobs balance is important if the Town wishes to advance a long-term fiscally sustainable approach over the next 10-20 years.

Land Use and Community Character

Character, Land Use and Zoning

Carbondale's built form and character is a result of a traditional plan that the community has preserved through the land use framework. The Town's compact and intact townsite plan has been conducive to walkability and smart growth. Land use patterns reflect the Town's historical role as a mid-valley hub for commerce and housing with clearly defined neighborhoods and business districts, which have adapted to accommodate the automobile over time. In recent decades, Carbondale's role as a bedroom community to Aspen and other job centers has driven single family housing development in areas further from the core. This trend has shifted back toward denser infill development with recent plans and development code updates catering to infill to avoid additional suburban sprawl into Garfield County open space.

Commercial and Industrial: The Historic Commercial Core (HCC) area and zone district is home to a traditional, pedestrian-scaled Main Street with restaurants and storefronts, some of which date to the 19th Century. Located off the major highways has spared Main Street the effects of incoming national franchises and larger projects and has kept the scale of parcels and buildings to a comfortable, walkable size. However the majority of new commercial developed on Highway 133 in auto-centric suburban retail centers (exceptions include Carbondale Center Place, Lot 1, and Carbondale Marketplace). Vacant parcels in the HCC zone are reminders of contemporary struggles for small downtowns to remain vibrant in the era of online shopping and stay-at-home convenience. While many forces contribute to vacancies, Main Street Carbondale fares better than many other community downtowns of comparable size.

Pockets of light industrial and manufacturing uses accommodate Carbondale's strong and growing arts and creative character. In these hubs are makerspaces, live-work structures, and light manufacturing shops, bolstering Carbondale's creative industry and locally serving manufacturing businesses that diversifying the Town's employment base.

Neighborhoods: Carbondale's small-town charm comes from its funky and diverse neighborhoods. The Old Town residential neighborhood just south of the historic Main Street helps define Carbondale's residential character, with a high concentration of stately older homes. Single family land uses developed from the midcentury until recent years as Carbondale suburbanized to supply demand during growth periods. These neighborhoods exist further from the core both north of the Rio Grande Trail and across Highway 133. Recent trends have seen this pattern reverse, with the community and market favoring smaller housing projects at higher densities. Efforts to increase housing supply included a Unified Development Code update in 2016 which identified locations for the Residential/High Density Zone, which is a focus area of this update.

Civic Uses, Parks and Open Space: The Town's civic uses, schools, public gathering spaces and recreational hubs are interspersed between neighborhoods and businesses areas complementing the community's walkability. Despite some connectivity and pedestrian safety concerns created from Highway 133 crossings, the Town's six schools and the community hub of the Third Street Center – all adjacent to parks or recreation facilities – are within a half mile of the historic core. The UDC's open space requirement ensures that a percentage of every new development will accommodate open space needs. Additionally, neighborhood parks and ball fields or town-owned open space offer a network green spaces connected by trails and sidewalks.

Vacant Land: Generally, there is little vacant land in town, however key parcels in the HCC zone district account for almost four acres of developable land. Approximately 140-145 parcels in the River Valley Ranch subdivision are platted and vacant and continue to be built out.

Physical Constraints to Growth: The Town's existing land use framework includes policies for growth that employ an urban growth boundary and areas of annexation map that promote dense, urban development rather than continued expansion of the Town's boundary and infrastructure. Excluding unincorporated Satank, the Mountain Valley Mobile Home Park and Rock Creek Subdivision, surrounding lands in Garfield County are zoned Rural and are generally occupied by a few large ranch landholdings used for farming or ranching. Some lands are held in agricultural uses by conservation areas further limiting suburban expansion of the Town. With community support groups like the Aspen Valley Land Trust continually purchase open and working lands, including the recent acquisition of the 141-acre Coffman Ranch just east of town.

Historic Preservation

Carbondale's many historic areas contribute to town character, both by aesthetic appeal of traditional materials, styles, and forms but also by reinforcing a traditional street grid with easily navigable and compact blocks. Although new development in the HCC zone must comply with design standards that produce buildings with historic architecture and scale, there are barriers in the standards that may be contributing to non-constructible projects and economic decline of the downtown. Other older neighborhoods do not have standards and are also at risk of having incompatible new projects. Specific areas include the Old Town and Downtown/Old Town Peripheral neighborhood future land uses, and the Residential/High Density zone districts.

Population and Growth Trends

- Carbondale has experienced an average annual population increase of 0.8%. According to the US Census, Carbondale has added 490 new residents, a 7.6% increase since 2010.
- Utilizing U.S. Census data from 2010 through today, an exponential smoothing forecast estimates that Carbondale's population will increase by 12.5% by 2035, reaching 7,888 people based on historic growth trends.
- Pending unforeseen circumstances, Carbondale will add between 700 and 1,280 new residents between 2021 and 2035 who will need adequate housing, services, goods, and recreational activities to maintain the livability that attracts people to this community.

(Source: US Census 2019 ACS Estimates City and Town Population Totals: 2010-2019)

Demographic Snapshot

- An estimated 22.3% of the population of Carbondale is under 18, while only 12% is 65 and over, leaving 65.7% of the population between 18 and 64. 51.1% of the population is between the ages of 30 to 64.
- 40.1% of the current population, approximately 2,722 residents, of Carbondale ethnically identifies as "Hispanic or Latino", which is an 11.3% increase over the last decade from 1,812 residents in 2010.
- 81.4% of the 1,559 foreign-born residents of Carbondale are not official US Citizens while 18.6% are naturalized US Citizens.
- 35.2% of Carbondale's population over five years old speaks both English and Spanish.

(Source: US Census 2019 ACS Estimates)

Capacity for Growth

As stated in the Market and Economics section above the existing pipeline of housing units will likely absorb most of the projected housing growth. However even if that projection is underestimated there is still considerable available vacant or underutilized land in the Comp Plan update's three geographic focus areas.

Downtown Focus Area

How does what's on-the-ground compare to what's envisioned?

Existing Uses and Activities

- Mix of retail and non-residential storefronts, civic buildings, offices, and urban housing.
- About 204 housing units on 21 acres (9.7 units/acre).
- Active streetscapes, street trees, sidewalks, and public art.



Figure A2: A variety of old and new mixed use with historic, pedestrian-scaled design elements.

Vision for Future Land Use (2013 Comp Plan)

- "Heart of the Community".
- Preserve historic buildings.
- Allow variety in new buildings.
- Shared parking.
- Walkable form.

Although the outcomes of the design standards for downtown (e.g., design for pedestrian standards, active ground floor non-residential uses) are desirable for most community members, HCC zone standards may be preventing feasible projects. Almost four acres of developable land in a variety of parcel sizes are illustrated in the map below.

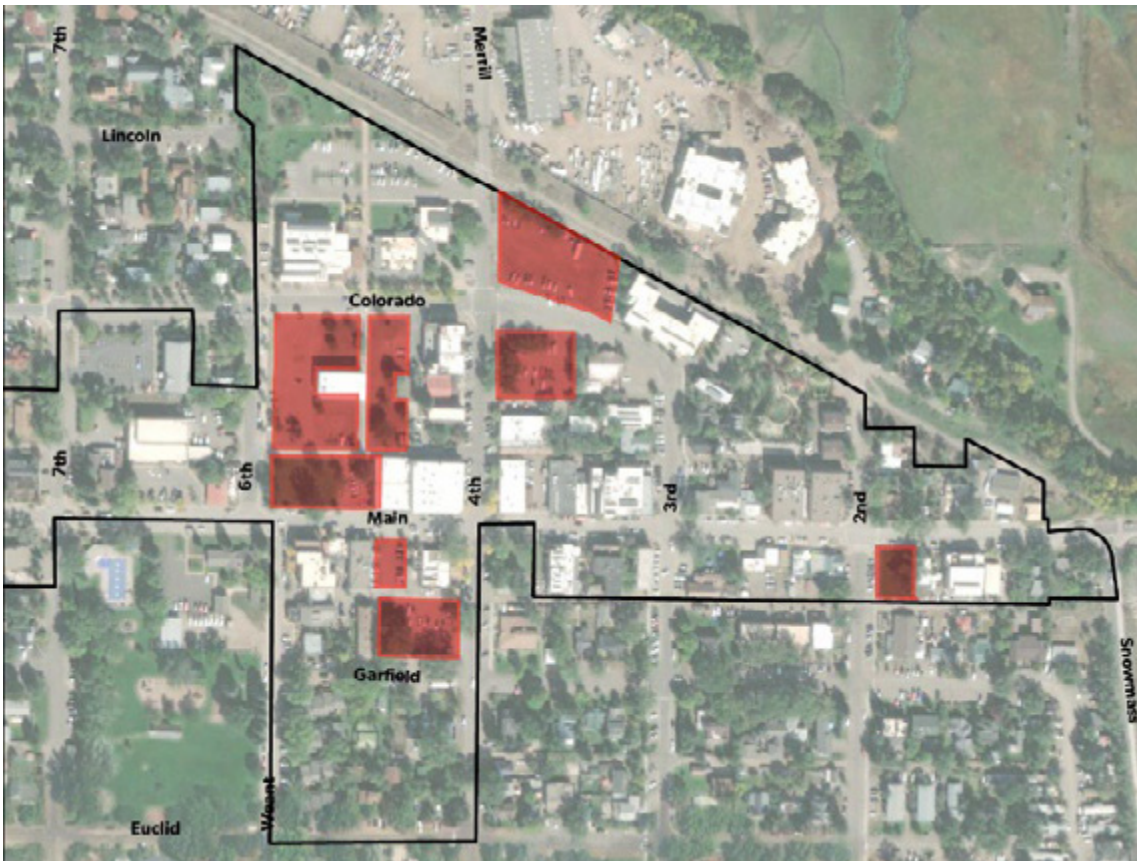


Figure A3: Vacant Downtown parcels.

Downtown North Focus Area

How does what's on-the-ground compare to what's envisioned?

Existing Uses and Activities

- Equipment storage.
- "Double-T" concrete buildings (~18-24').
- Modular/mobile equipment and trailers.
- 40 tenants, +- 200 employees.



Figure A4: Light industrial uses, transportation-related businesses with storage yards sometimes screened by fences and trees.

Vision for Future Land Use (2013 Comp Plan)

- 1) "May remain a light industrial center for decades to come, or"
- 2) "Ideal location for mixed use redevelopment complementary to downtown."
 - "Extend the downtown"
 - "Pedestrian oriented"
 - "Limited to three stories"
- Or a combination of 1 and 2.

Downtown North is a major employment center for the Roaring Fork Valley but is also in an opportunistic location primed to supply new housing, jobs, or services. This area is idealized as an extension of downtown and a new neighborhood with strong pedestrian connections to town-owned open space. With redevelopment, Merrill and other avenues may provide better vehicle connectivity to Highway 133, relieving Main Street from growing pressures.

Residential Focus Areas

How does what's on-the-ground compare to what's envisioned?

Existing Uses and Activities

- About 320 housing units on 40 acres (10.6 units/acre).
- Dense multifamily with a mix of housing types/price points.
- Mature neighborhoods, older housing, including single family.
- Partially complete sidewalk/accessibility network.



Figure A5: Some areas zoned R/HD are not all fully built to allowable zoning and create opportunities for transitional design standards to ensure compatibility between larger projects and smaller, older homes (below).

Vision for Future (UDC)

- “to provide high-density neighborhoods comprised of a well-planned mix of single-family and multi-family dwellings... to provide a high-quality living environment”.
- Keep existing apartments.
- Maintain housing unit and price mix.
- Allows 35' buildings with 5' setbacks.
- Some commercial uses by CUP.

One intent of rezoning specific areas R/HD was to provide an outlet for supplying increased demand. Development has occurred since 2016 but further development will require assembling small cottages and old homes on older platted lots. Several R/HD districts are adjacent to low-density residential zones. Key concerns with redevelopment include compatibility with historic scale, lack of appropriate design standards and loss of eclectic and locally affordable housing. Revisions to the land use framework, including the Future

Land Use Plan, UDC or design standards would mitigate these outcomes while still meeting housing demand.

Housing Capacity in Focus Areas

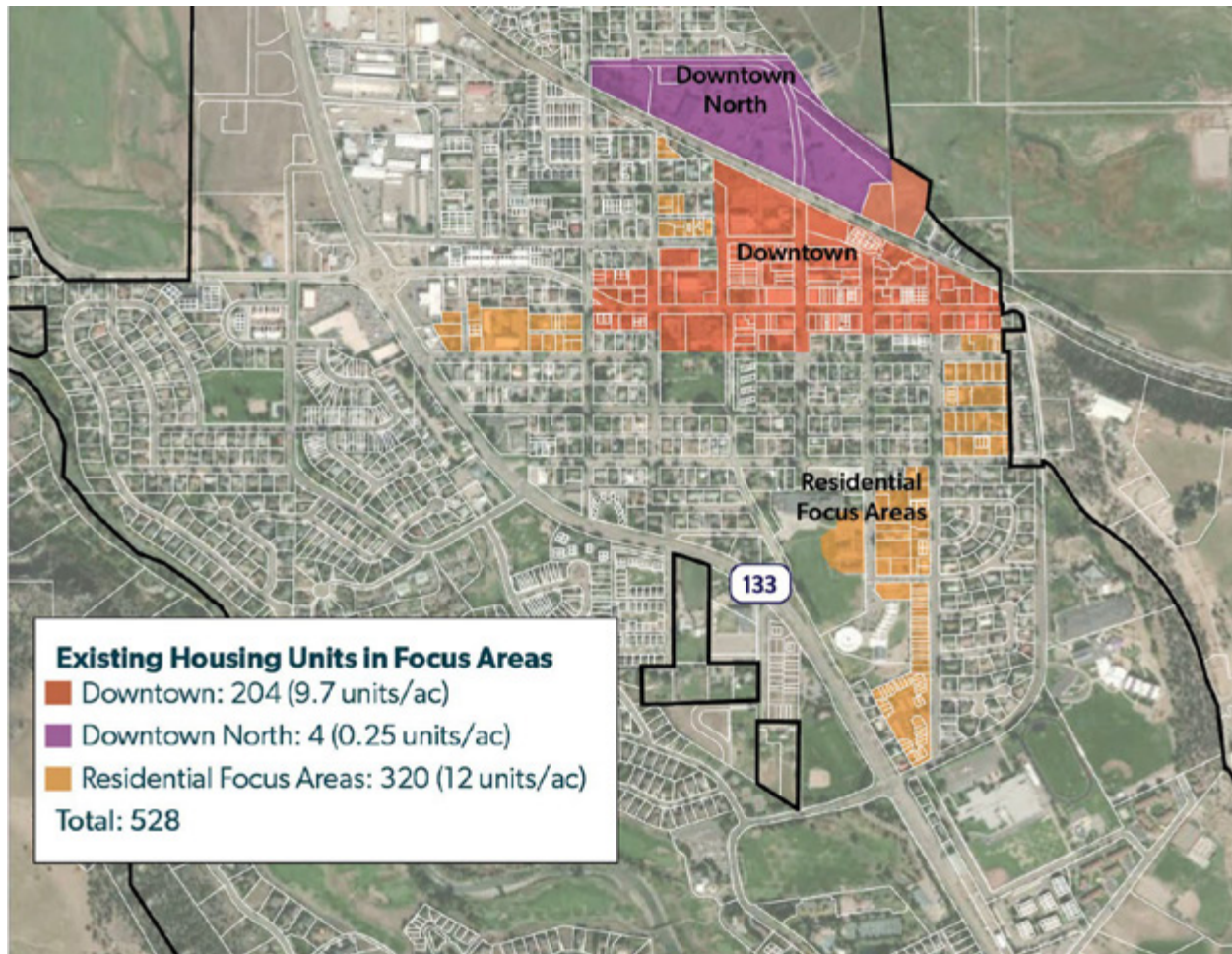


Figure A6: Existing Housing Units in Focus Areas

Focus Area	Existing Units	Potential Additional Unit Capacity (low and high est)
Downtown	204	75 to 145
Downtown North	4	170 to 340
Residential Focus Areas	320	85 to 285
Total	528	330 to 770

Key Takeaways and Next Steps

- Preservation has successfully protected the Town's community and architectural character, but should additional growth occur beyond projections stronger measures, including incentives, may be needed to continue preservation of walkability and scale between new and old developments. Recommendations for the HCC zone should balance historic design while promoting economic vitality.
- Based on projections, capacity exists for new growth that meets community vision, scale and character (e.g., growing up and not out).
- To accomplish goals of ensuring appropriate scale, design, and compatibility UDC may require revisions to code sections or design guidelines.
- Specifically, revisions should address transition areas and consider revised or added design guidance to mitigate land use compatibility issues.
- Moving toward a more form-based code may help address scale and compatibility issues with new development, including ADUs, in historic neighborhoods.
- Parking, impervious surface requirements and building height requirements were noted code areas that create potential issues for development in the HCC zone. Those in the development community posited having a 35' building height requirement in combination with the required 14' high ceiling on the ground floor rather than a three-story requirement as an example, specifically hinder development opportunities in the HCC zone.

Infrastructure and Utilities

Water System

The current water usage with the peak day demand utilizes 50% of the treated water produced by the water treatment plants. Recently, upgrades were made to the plant to increase the capacity by 500,000 gallons or 17%. Water usage, from an independent source for irrigation, is estimated to be 70% with the irrigation ditches which flowing throughout the town. The Water Department maintains about 28 miles of water pipelines and two water storage tanks.

The Town has made efforts to improve water efficiency and minimize water usage, with the 2015 Municipal Water Efficiency Plan outlining areas of need and ongoing water efficiency activities. These include meter-reading installation, incentivizing higher-efficiency fixtures and revising landscape design standards to include conservation-oriented designs, among many other activities.

Raw Water Ditch System

The Town irrigation ditch system, comprised of several open ditches, conveys water from the Crystal River to supply the town with water for irrigation purposes. Use of the ditches is generally limited to gardening and landscape irrigation and cannot be used for ornamental landscaping. The condition and capacity of the current ditch system is fair to good. Water efficiency in the ditches is maintained by installing liners and other leak prevention measures in sections prone to leaking. The ditches also play a part in recharging

groundwater in some areas. The water in the ditches is taken from the river under water rights that have been established for the ditches over time. The most senior water rights in the ditches were established prior to the Colorado River Compact.

To the community, the ditch system means more than just a supply of water to the Town's fields and lawns. As the ditches wind through the Town's older neighborhoods the visual appeal of flowing water, the sound of water bubbling through a park, and the verdant green lawns are part of what defines the Carbondale experience. The sights and sounds of the ditches – including scenes of children splashing in them on a hot summer day – illustrate Carbondale's unique character.

Waste Water and Storm Water Systems

The waste water treatment system is utilized at a rate of 65% of total capacity through the Town's waste water treatment plant (WWTP). According to Colorado state law, once the WWTP reaches 80% capacity, the Town of Carbondale must begin to start the design for a new WWTP. The system is all gravity flow and has about 22 miles of pipelines.

The fee structure and increases were established in the Water and Wastewater Master Plan for the Town of Carbondale, prepared by SGM, dated February 2016 and adopted in 2017. The base and usage fees for water and sewer consumption are increased every year resulting in a budget for maintenance and monies allocated for future construction.

Power

Holy Cross Energy (HCE) – a non-profit rural electric cooperative – is the main electricity provider to the Carbondale area. With their new Seventy70Thirty initiative, HCE aims for a benchmark of 70% clean energy by 2030 by both providing a higher percentage of renewable service to customers and by reducing greenhouse gas (GHG) emissions. Xcel serves areas south of the Rio Grande Trail, and HCE serves areas north of the Trail.

Broadband and Technology

Broadband internet service is locally available and local providers are looking to partner to install community-wide broadband fiber infrastructure with the town's cooperation in underserved residential neighborhoods.

Key Takeaways and Next Steps

Utilities and infrastructure affect Carbondale's capacity for growth by influencing where development occurs and importantly, how many new housing units or square feet of commercial space the systems can serve. With growing community concern over whether infrastructure systems are stretched too thin, the following takeaways summarize illustrate areas of concern and opportunity:

- In general, water and waste water systems have capacity to service the residential and non-residential growth rates experienced in recent years, but any large development will create a need to revisit water and waste water master plans.

- Broadband fiber internet will be expanded community- and Valley-wide and create economic development opportunities as additional residential connections are made in underserved areas.
- The ditch system in Carbondale serves as an aesthetic, historic and unique role in delivering water to lawns and gardens and while efficiency measures for the Crystal River water delivery system are strengthened, the ditches should be celebrated and protected

Climate Action

The Carbondale community has historically taken a strong stance on climate action and environmental responsibility, dating back several decades. The Carbondale Environmental Board was established as an advisory board to the Trustees in 1998. In 2005, the Town joined the Cities for Climate Protection Campaign in the which began a legacy of taking a progressive stance on emissions reductions strategies.

The community's advancements in climate action are led by several community groups, committees and partners including:

- Carbondale Environmental Board (EBOARD).
- Clean Energy Economy for the Region (CLEER).
- Crystal Valley Environmental Protection Association (CVEPA).

Existing Successes and Accomplished:

- 2013: Adopted International Green Commercial Construction Code.
- 2015: Water Efficiency Plan.
- 2015: Source Water Protection Plan.
- 2017: Updated Climate Action Plan: Set a goal of Net Zero Community for energy use by 2050
- 2018: Preparing for Drought - Vulnerability, Consequences & Adaptation Planning Scenarios (VCAPS).
- 2018: Environmental Bill of Rights adopted.
- 2019: Released Net Zero for New Construction report and Code roadmap to reach net zero in new construction by 2030.
- 2019: Single Hauler Trash Program.
- 2020: Revised Residential Efficient Building Program (REBP): Increased energy efficiency and on-site solar requirements.
- 2020: Solar Requirements Amendments (Municipal Code)
- 2021: Idling Policy
- Ongoing: International Green Construction Code (IgCC) – 2013
- Ongoing: Building and Energy Codes – adoption process IRC

Efforts In Progress:

2021: Adopting 2018 IGCC with amendments and revised renewable energy requirements for new commercial buildings

- 2021: Tracking progress on CAP action items and categorizing strategies as high/medium/low priority.
- 2021: Researching potential to address energy use in existing buildings through code mechanisms.
- 2017 Carbondale Climate & Energy Action Plan.

Environmental Bill of Rights (EBOR, 2018)

The Town adopted by resolution a bill of rights for future leaders and community members that acts as an overarching guide or filter through which all town policies and decisions are made. With the EBOR, the Town recognized the intrinsic value of environmental stewardship while understanding a desire to maintain fiscal responsibility. The EBOR states town residents and visitors shall have the right to:

1. Breathe clean air and enjoy clear vistas.
2. A clean, safe and plentiful drinking water supply provided from sustainable sources.
3. Protection and rehabilitation of riparian areas and healthy ecosystems which protect native wildlife.
4. Clear growth boundaries supporting density and preservation of surrounding open space.
5. Solid waste reduction and increased recycling efforts.
6. Sustainable car-alternative mobility options.
7. A healthy, fertile landscape managed holistically and safely.
8. Views of the quintessential Western night sky without the interference of unnecessary artificial lighting.
9. Noise levels appropriate to a bustling small community.
10. Sustainable usage of our unique natural resources, providing the use of only what you need and the rest left for future generations.

This Comp Plan update shall consider the EBOR in the formation and revision of any Goals, Objectives or other recommendations with the aim to maintain and demonstrate these rights in the build environment.

Climate Action Plan (2017)

The Town's 2017 Climate Action Plan is the main document outlining goals to seek carbon neutrality and to imagine a community with a thriving economy in which:

- All buildings have net-zero emissions.
- All energy is powered by renewable sources.
- Most trips are made by walking, biking or public transit, and all the vehicles we use run on low-carbon fuels.
- All waste is recycled or reused.
- An abundance of locally raised foods and products are available.

2018 VCAPS

The VCAPS report, subtitled "Preparing for Drought in Carbondale - Vulnerability, Consequences, and Adaptation Planning Scenarios" established objectives to increase Carbondale's resiliency in the face of increasing drought conditions in the region. The process included:

- Facilitated discussions about building resilience towards weather and climate hazard and impacts.

- Carbondale's key concern for the workshop was drought.
- Systematically examined local climate concerns.
- Evaluated the experienced and anticipated impacts of climate hazards.
- Reviewed past, current, and planned efforts to mitigate climate risks.
- Identified potential new solutions to address risks across town operations.

Other water efficiency efforts are underway to increase efficiency to meet the goals of the CAP and the EBOR. Watershed efficiency projects include the Source Water Protection Plan for the Crystal River and Weaver Ditch project which aims to conserve more water supply and decrease waste before usage. These watershed projects are typically funded as joint efforts between Carbondale and neighboring counties and communities.

A Shifting Framework

CLIMATE ACTION PLAN + SUSTAINABILITY

COMPARING FRAMEWORK FOR A SUSTAINABLE FUTURE

2013 FRAMEWORK



PROPOSED FRAMEWORK 2021 COMP PLAN UPDATE



Town of Carbondale, CO Comp Plan Update

Figure A7: Potential revisions to the 2013 framework for Climate Action.

Key Takeaways and Next Steps

- The 2013 Comp Plan recommendations for climate action were framed by **Ecology** and **Renewable Energy**. Changing conditions and new trends, projections and practices for climate policy allows this Comp Plan update to reconsider that updated framework.
- A new framework of **Community Character, Resilience** and **Inclusivity + Equity**, with an updated set of Goals, Objectives and potential key recommendations or other strategies.
- The 2017 CAP provides ambitious goals, but input has been received that it does not provide discrete benchmarks for achieving those goals.
- The Comp Plan update can reinforce the statements of the EBOR through a revised set of Goals, Objectives and key recommendations or action-oriented projects.

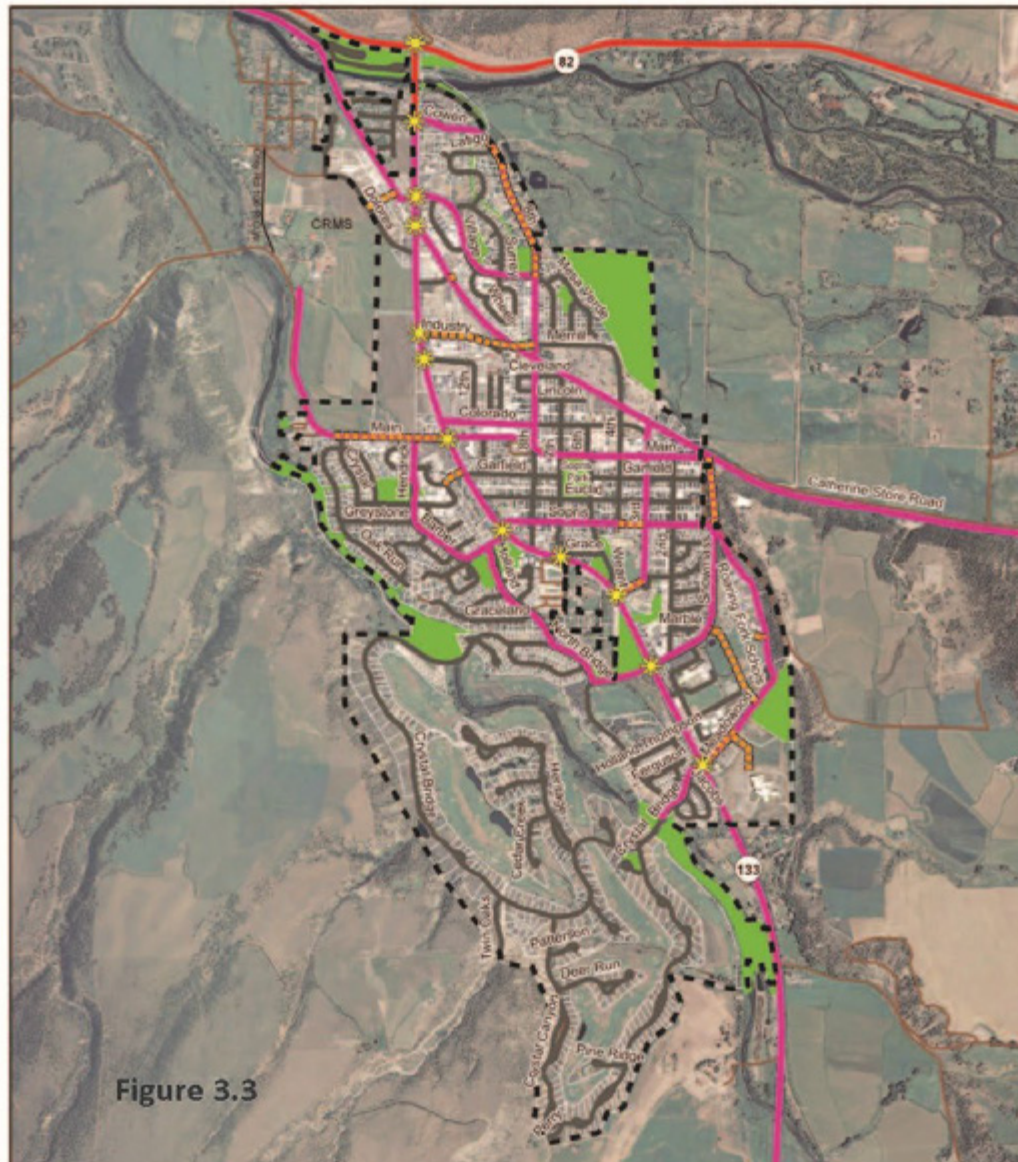
Mobility

Previous Plan Review

There are number of recently completed planning efforts that address community feedback, recently implemented projects, and recommendations for the multimodal transportation network in Carbondale. The key takeaways of these plans are summarized in this section.

Comprehensive Plan (2013)

The Multi-Modal Mobility chapter of the 2013 Comprehensive Plan provides strategies for improving multimodal access through the Town. This includes cross-sections, connections across Highway 133, increased access to the Rio Grande Trail and the 3rd Street Center, and paths on both sides of Highway 133 (which have been implemented since 2013). Spatial recommendations are shown in Figure 1.



Priority Multimodal Corridors, Future Connections and Highway Crossings

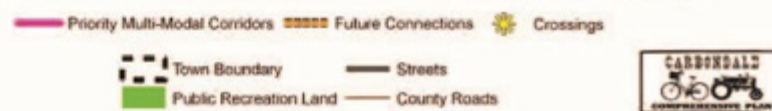


Figure A8: Priority Mobility Corridors.

Carbondale Bicycle and Pedestrian Corridors (2019)

In 2019, the Town of Carbondale identified the priority bicycle and pedestrian corridors shown in Figure A8. Given the recency of the development of this map, the 2021 Comprehensive Plan will build on this effort. The planning process will seek confirmation from the community on these corridors and carryover recommendations into the Comprehensive Plan. The Comprehensive Plan will also apply the findings from the 8th Street Corridor Study and further define specific treatments on key corridors.

As an outcome of the Bicycle and Pedestrian Corridors described previously, 8th Street was identified as the highest priority corridor. 8th Street is an important corridor for all modes, as it provides a through north-south connection and is the only road that parallels Highway 133, providing an alternative way to travel north-south through town. The plan underwent two rounds of public outreach, recommendations by the Carbondale Bike, Pedestrian, Trails Commission (BPTC), and a final approval by the Carbondale Trustees.

Existing Modal Networks

Carbondale has a comprehensive network for people walking, biking, taking transit and driving. This section provides a high-level overview of the key facilities and gaps in each modal network.

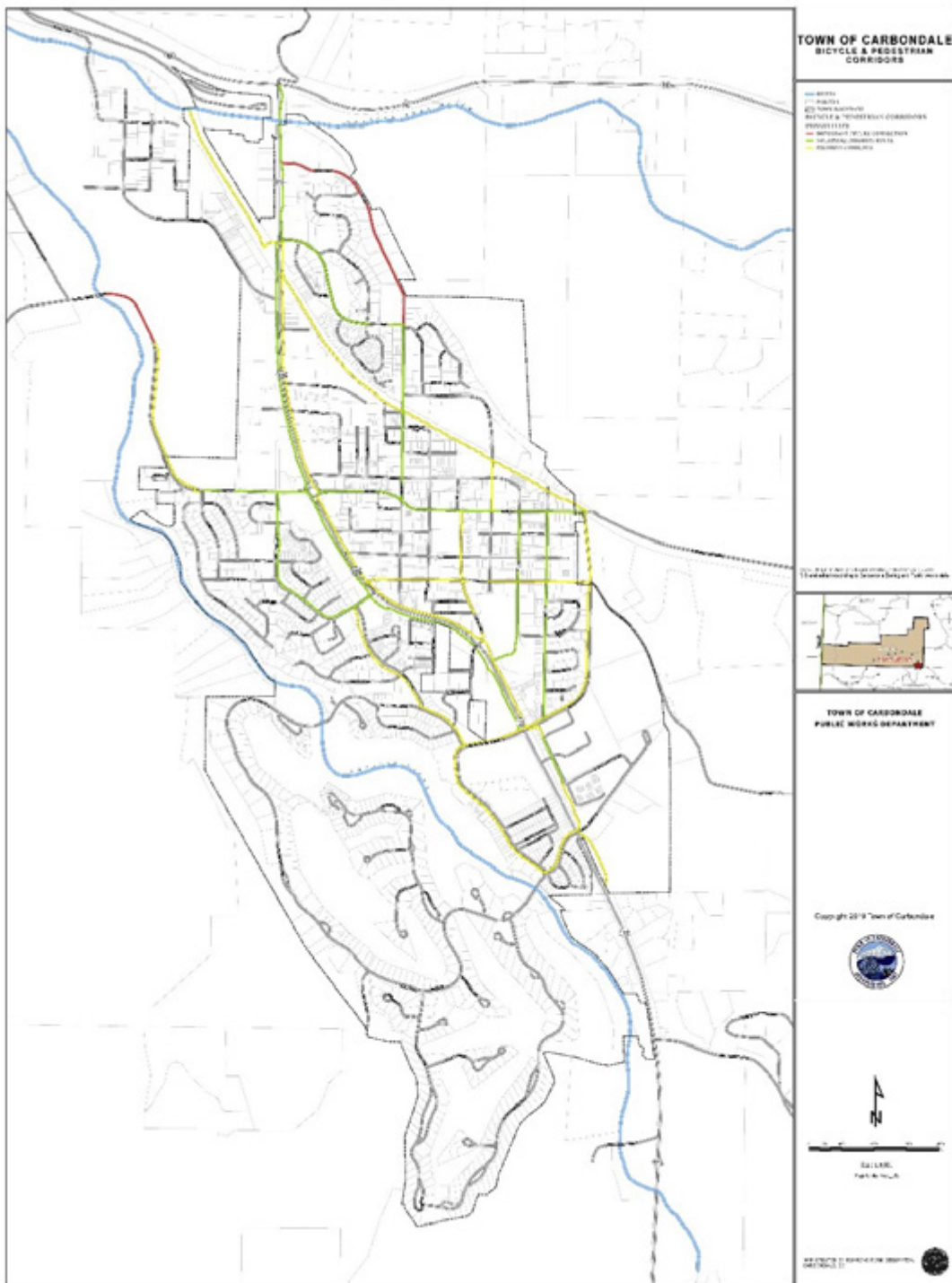


Figure A9: Bicycle and Pedestrian Network

Bicycle Network

The primary bicycle facility in Carbondale is the Rio Grande Trail. The Rio Grande Trail is a rail to trail that runs the 42 miles between Glenwood Springs and Aspen, and crosses through Carbondale at the northern end of Town as shown in Figure A9. The entire trail is separated from vehicle traffic, except at intersections. The Roaring Fork Transportation Authority (RFTA) manages the greatest portion of the Rio Grande Trail. Since RFTA owns most of the trail, recommendations on wayfinding and trail crossings that come out of the

Comprehensive Plan need to be coordinated with RFTA. There are a number of other trails through Town including along both sides of Highway 133 and Crystal Bridge Drive.

The 8th Street Corridor Study explored the opportunity of implementing an on-street bike lane. The outcome of this effort determined that most right of way widths in the Town cannot accommodate an on-street designated bike facility and retain travel lane widths and on-street parking. Narrowing travel lanes below ten feet and removing on-street parking is not palatable in Carbondale. The recommended bike facilities in the Town of Carbondale are therefore sharrows or sidepaths.

Pedestrian Network

There are a number of corridors, such as Euclid Avenue and Garfield Avenue, that are missing sidewalks on one or both sides of the street. These streets generally accommodate on-street parking and do not have curb and gutter. Feedback from the community is necessary to determine where pedestrian demand warrants the tradeoffs necessary to implement sidewalks.

In addition to missing sidewalk gaps, pedestrian crossings are one of the primary challenges for people walking. Crossing Highway 133 is the primary barrier, as controlled crossings are infrequent. For example, the closest controlled pedestrian crossing south of the roundabout is .25 miles south at Sopris Avenue.

Transit Network

The VelociRFTA Bus Rapid Transit (BRT), the first rural BRT system in the nation, runs along Highway 82 between Glenwood Springs and Aspen. The BRT is highly successful, with almost 5.5 million riders in 2019. The BRT has a station in Carbondale on Highway 133, north of Delores Way. The BRT runs every 12 minutes in the peak hours and provides a transportation option that is time competitive with the private automobile. Carbondale users can connect to/from the BRT station using the Carbondale Circulator. The circulator is a free service, running every 15 minutes from 5 am to 9 pm. The circulator had approximately 105,000 riders in 2019. A regional bike share in the Roaring Fork Valley, including Carbondale, was being considered at the time of publication.

Vehicle Network

Highway 133 is the primary access point for vehicles traveling to Carbondale regionally. The east side of Highway 133 has a dense street grid, with high connectivity for all modes. The west side of Highway 133 has a street network with a curvilinear loop pattern. This grid type increase travel distances and reduces walkability and bikeability.

Anecdotally, the challenges related to driving in Carbondale include congestion approaching the roundabout at Main Street and Highway 133, heavy vehicle traffic, and speeding. To address concerns about speeding, the 8th Street Corridor Study explored potential traffic calming opportunities. Despite support shown in surveying for speed humps, the 8th Street Study determined that speed humps are not appropriate in Carbondale due to snow removal, heavy vehicle traffic, and noise. Curb extensions at intersections and chicanes midblock are the most highly supported traffic calming treatments.

Key Takeaways and Next Steps

In the next phase of the Comp Plan update the following concepts will be explored to determine recommendations:

- As determined through the 8th Street Corridor Study, sharrows or sidepaths are the preferred bike facility types. Through discussions with stakeholders there is still community support for sharrows considering the alternatives and lack of space for on-street facilities. Sharrow-marked routes must be well-thought out in future transportation planning.
- As determined through the 8th Street Corridor Study, curb extensions, chicanes, and raised pedestrian crossings are the preferred traffic calming types. Although community support exists for these, challenges loom for their installation as an optimal solution between property owners and the Town is difficult to determine.
- Speeding is one of the most common transportation-related complaint. Corridors with the highest real or perceived speeding issues should be identified in future transportation planning.
- Safety concerns: Conditions along Highway 133 may threaten pedestrian safety, as children frequently cross Highway 133 after school. A safer crossings solution will be needed as more vehicles use the road and as more families come to town. Additional outreach and planning should identify trouble spots, and which locations may be the best opportunity for an enhanced crossing in the future.
- Downtown North is an opportunity to envision streets without barriers of existing infrastructure. Should the downtown expand north of the Rio Grande Trail, strong pedestrian connections to town-owned open space and to established neighborhoods will be needed. Reinforcing Merrill Ave as a commercial route and reconnecting it to Highway 133 via acquisition and redesign will also relieve Main St traffic.
- This process will identify street cross-sections based on the context of the street. Definitive direction on building sidewalks on one or both sides of streets, having attached or detached sidewalks, keeping on-street parking, and adjusting travel lane widths will need to be considered in future planning.
- Does the map of priority bicycle and pedestrian corridors shown in Figure A8 still resonate? Are there any corridors missing or any identified corridors that are no longer appropriate as multimodal connections?
- Key barriers to aging in community, from a transportation perspective, regard having accessible routes to and from destinations for those using wheelchairs, strollers or other assisted mobility types. Easy sidewalk access versus losing the rural town character is an ongoing trade-off of completing the sidewalk network.
- Does the community feel like there is adequate public parking in Carbondale? If not, what hubs have a higher parking demand than supply?
- Carbondale's last mile problem must be addressed with big solutions, including studying the need for expanded local transit service.

Aging in Community

The Town of Carbondale has established the Carbondale Age Friendly Community Initiative (CAFCI) to further programs that support equity, access, and services for people of all ages, abilities and mobility needs. Data shows the number of people over 60 comprises 18% of the Town's population and their needs will double in the next 10 years.

Key Observations: Housing

- Carbondale has more housing that accommodates elderly adults per capita than its neighboring communities in Garfield County.
 - 78 new Senior Housing Units (Sopris Lodge, North Downtown: continuity of care, partially independent, assisted living, and memory care).
 - Assisted Living: Heritage Park + Care Center
 - Affordable Senior: Crystal Meadows (HUD, 62+, 30% AGI)

Mobility

- Paratranist (on-call) services are available but not widely used.
- Sidewalks and access are limited in some areas but CACFI-initiated audits can help complete the gaps as part of a capital projects planning.

Summary of Community Engagement

The Community Engagement Plan (CEP) was the touchstone for gathering needed input to update the Comp Plan. The CEP outlined the organizations engaged, stakeholder and advisory groups, and the number of public meetings and workshops, as well as other input platforms including online and paper surveys.

Community Engagement Plan

Date(s)	Event/Task	Purpose	Target Audience(s)	Outreach Strategies
Phase 1: Project and Engagement Kick-off				
Jul 2 – Aug 6	Online survey	Ask general questions about public concerns, recent successes and vision for the future	General public	Press release, social media ads, email blasts, postcards with QR codes
Jul-Aug	Stakeholder focus group sessions	Group interviews with representatives from stakeholder organizations to understand	N/A	N/A

		opportunities/constraints in topic areas		
Jul 2	First Fridays Kick-off Event	Kick off the Comp Plan Update – generate awareness for the effort and promote the web page and online survey	General public	Social media event + ads, email blasts
Phase 2: Draft Comp Plan Update				
Aug 16	Spanish-speaking Community Meeting	Hold a community meeting in Spanish to hear from the Latino community their concerns and vision for the future	Latino community	Personal engagement – Latino community leaders went to predominantly Spanish-speaking neighborhoods to personally invite community members
Aug 17	Community Meeting	Present initial analyses on growth, housing, mobility and have small-group conversations to gather input on Comp Plan focus areas	General public	Press release, social media ads, newspaper ads, email blasts, flyers
Aug 17	Downtown/Downtown North Design Charrettes (2)	Get key stakeholders in the room to discuss potential future uses and design of Downtown infill and Downtown North	Downtown/ Downtown North stakeholders (landowner/ developer, architects, planners, Town staff, elected/ appointed officials)	Personal emails, website
Phase 3: Final Plan Revision and Adoption				

Oct 19	Spanish-speaking Virtual Open House	Present draft plan items for public comment, get input on prioritization of projects	Latino community	Personal engagement (same strategies as Aug 16 th event)
Oct 27	English Virtual Open House	Present draft plan items for public comment, get input on prioritization of projects	General public	Press release, social media ads, newspaper ads, email blasts, flyers
Oct 28	Spanish Virtual Open House	Present draft plan items for public comment, get input on prioritization of projects	LatinX community	Press release, social media ads, newspaper ads, email blasts, flyers
Nov 3 – Nov 28	Draft Recommendations Poll	Get feedback on the Draft Recommendations presented at the Virtual Public Meetings	General public	Press release, email blasts, newspaper ads, social media post
Jan 20 – Feb 25	Draft Plan Survey	Get feedback on the Draft Future Land Use Map and Implementation Plan	General public	Press release, email blasts, social media posts
Jan 24 – Feb 25	Draft Plan Reading Rooms	Give the community an opportunity to read paper copies of the draft plan in English and Spanish at 10 locations in Town and take a paper survey	General public	Press release, email blasts, social media posts
March 30, 2022	Final Open House	Get final feedback on the draft plan and give the community an opportunity to speak to the Project Steering Committee members	General public	Press release, email blasts, newspaper ads, radio ads, social media posts

Project Steering Committee (PSC)

The Town of Carbondale Planning and Zoning Commission acts as the Project Steering Committee to offer guidance throughout the Comprehensive Plan Update process. There have been three PSC meetings at which the project team has presented findings on the following topics:

- Comp Plan Vision + Goals, Community Engagement Plan.
- Economics, demographics, population projections, Downtown and Downtown North.
- Aging in Place, Climate Action Plan, Mobility.

Three more PSC meetings are scheduled to discuss:

- Key recommendations.
- Implementation strategies.
- Comprehensive Plan Update draft.

Other Boards and Commissions Engaged

Additional meetings were scheduled with advisory boards, committees and other interest groups to include their vision and goals into the Comp Plan update process including:

- EBOARD: June 28, 2021.
- CLEER: Engaged in multiple touch points in assisting with evaluating the CAP.
- CAFCI: August 17, 2021.
- Board of Trustees: August 24, 2021.
- Bike and Ped Commission: August 30, 2021.
- Historic Commission: September 2, 2021.

Web Page

The Town contracted PR Studio to enhance overall communications between the Town and community members, and they worked with staff to create an engagement website for all Town communications called Carbondale Kaleidoscope (<https://carbondaekaleidoscope.org/>). The Comprehensive Plan Update (called Chart Carbondale) was used as a kick-off project for the larger engagement site, which launched on July 2nd, 2021 (<https://carbondaekaleidoscope.org/chart-carbondale>). The web page hosts information about the project and offers several ways to engage including map pinning, an ideas forum, and a survey. The page can be translated into Spanish so that Latino community members can participate online.

Stakeholder Focus Group Sessions

Six stakeholder focus group sessions were held to do a deep-dive on topics that were identified as important to focus on in the Comp Plan update. Town staff identified organizations, businesses, and individuals that had knowledge and experience around the topic areas to be invited. The Town also identified someone from the Latino community to participate in each session.

A list of approximately 89 people was developed. It included representatives from the following entities:

- RFTA
- CAFCI
- Senior Matters
- RE-1 School District

- Valley Settlement
 - La Clinica del Pueblo
 - Carbondale Arts
 - KDNK
 - Clay Center
 - Stepping Stones
 - Family Resource Center
 - Andy Zanca Youth Empowerment Program
 - Youth Entity
 - Voices
 - Artists
 - CLEER
 - AVLT
 - Roaring Fork Soccer Club
 - Wilderness Workshop
 - Downtown Property and Business Owners
 - Downtown North Property and Business Owners
1. Affordable housing – representatives from affordable housing providers and developers (Philip Jeffreys), real estate professionals (Cindy Sadlowski, Brian Leasure) and non-profit community organizations (Sydney Schalit). Key discussion topics included:
- a. Biggest challenges:
 - i. Residents in deed-restricted units can get “trapped”, where they can’t afford market-rate homes so they have to stay put which keeps those starter homes off the market for others.
 - ii. Supplying housing for undocumented community members who are not eligible for public housing assistance, which leaves a third of the community unsupported, who often become victims to predatory housing situations.
 - iii. The conversion of long-term rental properties into short-term vacation rentals (AirBnB, VRBO). Countless stories of Carbondale’s workforce getting kicked out of rental homes because the short-term rental market is more profitable.
 - iv. More senior housing is needed for the Town’s aging population.
 - b. Recent successes:
 - i. Since 1997, Carbondale’s inclusionary housing ordinance has required any new development with more than 4 units to provide deed-restricted units, which has helped with supply.
 - c. Potential opportunities:
 - i. Move away from single-family zoning.
 - ii. Initiate a tax on short-term rentals and second homes (vacancy tax) that goes into a fund for the construction affordable housing.
 - iii. The Town waives fees and reduces parking requirements for affordable housing developments.

2. Local businesses and economy – local business owners Downtown and on Highway 133 (Riley Soderquist, Federico Pena), the Carbondale Chamber of Commerce (Andrea Stewart), representatives from Downtown North landowners/developers (Bob Schultz), Carbondale developers (Jack Schrager) representatives from Leland Consultants (Ted Kamp). Key discussion topics included:
 - d. Biggest challenges:
 - i. Attraction and retention of employees due to the high cost of housing, availability of childcare and public transportation.
 - ii. Businesses must cut hours due to staffing shortages.
 - iii. Lack of parking downtown and enforcement of 2-hour parking.
 - iv. HCC Zone District acts as a barrier to redevelopment Downtown. First-floor commercial/retail requirements, parking requirements and inclusionary zoning make development in HCC challenging.
 - e. Businesses that are missing in Carbondale:
 - i. New apparel and sporting apparel retail.
 - ii. A destination hotel near downtown – current hotels cater to transient workers, not as much for tourists staying in town.
 - f. Potential opportunities:
 - i. Maintain the sense of place in Downtown Carbondale – avoid separate hub areas along 133, Downtown, Downtown North.
 - ii. Live/work developments to provide makers spaces and housing.
 - iii. Dormitory-style housing for younger workforce (shared living spaces with private bedrooms).
3. Access, mobility and aging in community – representatives from the Bike + Pedestrian Commission (Matthew Gworek), RFTA (David Johnson), CAFCI (Niki Delson), Senior Matters (Sue Zislis), and Safe Routes to Schools (Jeff Gatlin) and representatives from Fehr and Peers (Carly Sieff). Key discussion topics included:
 - a. Biggest challenges:
 - i. Barriers to walking include lack of sidewalks, poorly designed sidewalks, lack of proper crosswalks, signage and seating areas.
 - ii. Highway 133 crossings are dangerous for pedestrians of all ages.
 - iii. Homeowners do not take responsibility of maintaining the sidewalks in front of their homes (removal of snow, encroaching landscaping, encroaching on Town's right-of-way).
 - iv. Lack of a comprehensive Transportation Plan with recommendations on projects and steps to achieve mobility goals.
 - v. Lack of bicycle education for both bicyclists and drivers.
 - vi. Lack of funding for mobility infrastructure.
 - vii. First and last mile connections – the Carbondale Circulator is good for regional trips but lacks connections in-town.
 - b. Potential opportunities:
 - i. Expand transit routes to connect to schools and City Market – would require significant investment from the Town.

4. Sustainability, agriculture and recreation – representatives from CLEER (Maisa Metcalf, Stefan Johnson), Biospace, Full Circle Construction (Amanda Poindexter), Aspen Valley Land Trust (Suzanne Stephens), Confluence Architecture (Angela Loughry), Sustainable Settings, Rock Creative (Kade Gianinetti), Cushing Terrell Sustainability (Ashleigh Powel). Key discussion topics included:
 - a. Biggest challenges:
 - i. Retrofitting existing buildings for energy efficiency and creating incentives.
 - ii. Promoting infill development and preventing sprawl.
 - iii. Ensuring equitable access to recreation opportunities.
 - iv. Ensuring adequate infrastructure for electric vehicles in all new developments.
 - v. Parking requirements in some zone districts that make affordable housing development infeasible.
 - vi. Lack of staff to enforce sustainability development regulations.
 - vii. Supporting local farmers as the industry transitions from large ranching operations to small-scale farming initiatives.
 - viii. Balancing sustainability development regulations with the need for affordable housing.
 - ix. Daycare is not currently allowed in any zone districts without extensive review
 - b. Potential opportunities:
 - i. The Town leads by example by electrifying their fleet.
 - ii. Reduce parking requirements in downtown zone districts to discourage driving and allow for more affordable housing development.
 - iii. Hire a staff member that is responsible for enforcing sustainability development regulations.
 - iv. Create a vertically-integrated local food distribution operation and medium-sized animal processing facility to support local farming/ranching initiatives.
 - v. Limit/regulate short-term rentals and second homes.
 - vi. Create a mixed-use industrial park (consider Downtown North) to create jobs and housing so that people can live and work in Carbondale.
 - vii. Include a daycare facility as part of the redevelopment of Downtown North.
5. Arts, culture and community services – representatives from Carbondale Arts (Amy Kimberly), Clay Center (Angela Bruno), youth programs (Kirsten McDaniel), and public service providers (Maria Alvarez). Key discussion topics included:
 - a. Biggest challenges:
 - i. The cost and availability of housing for the creative community. Artists are moving away because they can no longer afford to live in Carbondale.
 - ii. Lack of small “makers spaces” or light industrial spaces for lease for artists.
 - iii. Community disagreement over the closure of a block of Main Street.
 - b. Recent successes:
 - i. New developments have willingly included public art and involved the Creative District.
 - c. Potential opportunities:
 - i. The Latino community would love a park and garden with trees, seating and vendor spaces to sell food and goods.

- ii. Live/work spaces would greatly benefit the arts community – particularly smaller spaces and units.
 - iii. A hotel in Downtown Carbondale would provide more jobs for the Latino community that wouldn't require driving to Aspen.
 - iv. Consider ranching/agriculture as part of the arts/culture/creative district.
 - v. A dedicated event space downtown that can be rented for creative events.
 - vi. Vendor space at the RFTA park-n-ride for food/beverage vendors.
- 6. Development, infrastructure, Downtown and Downtown North – representatives from Sopris Lodge, Carbondale Center Place (Riley Soderquist), Sopris Engineering, Poss Architecture, Fields Development Group (Gavin Brooke), BLDG Seed Architects (Ramsey Fulton), DHM (Laura Kirk), Downtown North property owners, the Dinkel House (James Ibbotson), other local developers/planners (Bob Schultz, Jack Schrager), and representatives from Leland consultants (Ted Kamp). Key discussion topics included:
 - a. Biggest challenges:
 - i. Carbondale being developed solely for profit by outside interests.
 - ii. Zoning in Downtown is producing overpriced residential development.
 - iii. Understanding how much more commercial development Carbondale can support.
 - iv. Parking requirements Downtown are hindering affordable housing development.
 - v. Creating a balance of residential and commercial space throughout Carbondale.
 - vi. Recent development on Highway 133 doesn't fit the character of Carbondale.
 - vii. Lack of a dedicated revenue source for affordable housing.
 - viii. Proliferation of Planned Unit Developments (PUDs) that are difficult to amend.
 - b. Potential opportunities:
 - i. Downtown North becomes a net zero village since it's within Holy Cross' territory (moving to all renewables by 2030).
 - ii. Downtown North redevelops with a variety of housing types (rental, for-sale, townhomes, apartments, small-lot single family).
 - iii. Review Town regulations (particularly HCC Zone District) to assess where changes could be made to incentivize affordable housing and redevelopment Downtown.
 - iv. Identify dedicated revenue sources to subsidize affordable housing and provide public parking downtown.
 - v. Explore aesthetic design guidelines for Downtown.

Survey Results

The survey was available online and at Town Hall on paper from July 2nd to August 6th, 2021. We received 483 responses online and 41 paper surveys, totaling 524 responses.

Demographics

- There was good representation from various neighborhoods in Carbondale, 22% live in River Valley Ranch, 16% live in Old Town, 15% live in Downtown, 15% live in Garfield County (outside of Town boundaries) and 10% live in Crystal Village, among others.
- Survey responders generally reflected Carbondale's aging population, with 33% over the age of 65, 20% between 55 and 64, 17% between 45 and 54, and 17% between 35 and 44.

- When asked what their relationship to Carbondale is, 36% of survey responders live there full-time, 23% shop/eat/drink there, 22% recreate in the area, and 10% work full-time in Carbondale.

Community/character

- Survey responders recognize that there is a lot to love about Carbondale. When asked what's the best, 26% answered the community/people, 26% said the quality of life, 20% responded outdoor recreation, and 20% answered local character/culture/identity.
- When asked how they would describe the identity of Carbondale, responders had diverse answers (see Figure A10 word cloud). Words and phrases like "small town", "communal", "friendly", "mountain", "funky" were common.



Figure A10: Carbondale Identity Word Cloud

- Survey responders were most concerned about how rapid growth/development (19%), housing affordability (15%), population growth (9%), gentrification (8%), high cost of living (8%) and too much traffic (7%) are threatening their quality of life.
- 95% of responders stated that they consider Carbondale their long-term home, and those that did not cited such reasons as the cost of housing/living and too much change (growth, loss of character).
- When asked if they believed having a historic downtown was an economic boost for Carbondale, 85% of responders said yes, while 4% said no and 11% didn't know. Similarly, 84% of responders stated they would like to see incentives to preserve historically significant buildings, while 6% said they would not like to see incentives and 11% didn't know.

Land Use, Growth + Housing

- The majority (54%) of survey responders felt that there has been too much residential growth in Carbondale, while 37% felt that residential growth has been adequate. When asked about commercial growth, the majority (54%) of responders felt that it had been adequate, while 31% believed there has been too much commercial growth, and 16% said there hadn't been enough.

How do you feel about *residential* growth in Carbondale?



Figure A11: Residential growth

How do you feel about *commercial* growth in Carbondale?



Figure A12: Commercial growth

- When asked what future uses they would like to see in North Downtown (see Figure A13), neighborhood park (23%), mixed-use opportunities for housing and retail/commercial (20%) and civic uses (20%) were most popular.

What future uses would you like to see in North Downtown?



Figure A13: North Downtown Future Uses

- Survey responders had differing opinions on what (if anything) was missing in Downtown Carbondale. A few frequent answers were parks/pocket parks (15%), more restaurants/retail (14%), redevelopment of vacant parcels (13%), streetscape improvements (11%), public plazas (11%) and housing (10%).
- Opinions were also divided on what type of housing survey responders want to see more of in Carbondale (see Figure A14). A few frequent answers were single family homes (20%), mixed-use buildings (15%), micro units/tiny homes (14%), accessory dwelling units (14%) and duplexes (11%). A few frequently mentioned "other" answers included affordable housing and no new housing/development.

What type of housing would you like to see more of in Carbondale?

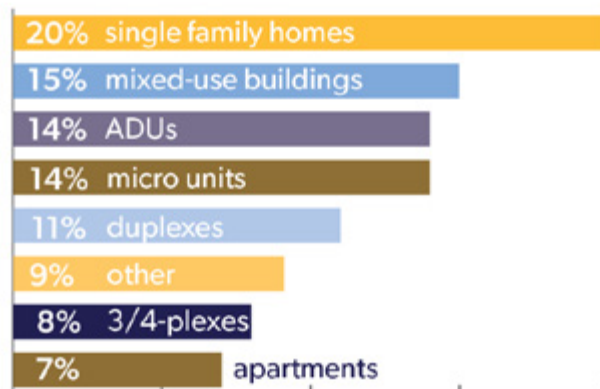


Figure A14: Housing

Mobility

- When asked what their most important goal for Carbondale's transportation system is, 28% said an equitable transportation system (for people of all ages, abilities, ethnicities and income levels), 27% said a system that minimizes environmental impacts, 18% said a safe transportation system.

My most important goal for Carbondale's transportation system is:

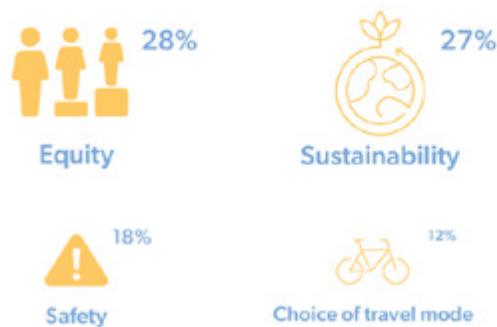


Figure A15: Transportation Goals

- Common destinations that survey takers use via Carbondale's transportation system include Main Street (24%), Highway 82 (18%), Carbondale businesses outside of Downtown (14%), parks/the recreation center (11%) and trailheads (11%).
- Survey responders identified the lack of sidewalks (22%) and lack of overall connectivity (21%) as the biggest challenges associated with walking in Carbondale. Common "other" answers accounting for

- When asked what the biggest challenges associated with biking in Carbondale are, the most common response was “other” (22%) - where responders frequently wrote in no challenge/fine as-is, careless cyclists, and speeding/careless drivers. Lack of overall connectivity (18%), streets are uncomfortable or unsafe to bike along (17%), and lack of bike racks (14%) were other common answers.

Economics

- When asked how they felt about the economic health of Carbondale, the majority (57%) said good, 21% said fair, 11% said excellent and only 2% said poor.
- The majority (60%) of survey responders feel that the variety of businesses and service establishments in Carbondale is good, 27% said fair, 9% said excellent and only 4% said poor. Those who answered fair or poor cited affordable restaurants, affordable new clothing, general retail and healthy/sustainable grocery options as lacking in Carbondale.

Community Priorities

- The final survey question which aimed at determining community priorities asked, “if you could make one recommendation regarding the future of Carbondale, what would it be?” (see Figure A16).



Figure A16: Community Priorities

- When amalgamated, the following are the most mentioned themes:



Figure A17: Top Themes

Spanish-speaking Community Meeting, August 16, 2021

As part of the Comprehensive Plan Update, the project team held the Town's first ever community meeting in Spanish to engage members of the Latino community that have traditionally been difficult to reach due to several barriers including language and the lack of historical communication between the Town and Latino community. Representatives from Valley Settlement did personal outreach to invite community members to participate by door-knocking, going to parks and doing outreach in restaurants.

The meeting's format included a brief presentation about what the Comprehensive Plan is and why it's important that people get involved, and then attendees visited several stations with information on growth and housing, mobility, and Downtown/Downtown North. Participants then broke up into small groups where trained Spanish-speaking facilitators led discussions on key issues faced by the Latino community. At the end, the facilitators presented top themes to the larger group.



Figure A18: Images from the August 2021 Spanish-language Open House.

Below are some of the discussion highlights:

- The desperate need for affordable housing and the barriers to accessing subsidized housing for undocumented community members.
 - Rents are increasing for houses, apartments and mobile home parking.
 - Maintenance of rental properties and mobile homes is an issue.
- Public transit access needs to be expanded throughout town to connect adults to jobs and children to school and recreation opportunities.
- The need for access to free or discounted extracurricular activities for Latino youth.
- The need for public services (physical and mental health, business education, support services) with Spanish-speaking staff.
- Concern over the number of liquor stores and marijuana businesses and what message this sends/risk this poses to the youth.
- The need for affordable childcare for Latino children.
- The fear of “making Carbondale too pretty” – if you beautify the Town, taxes will increase and more people will be displaced.

The facilitators de-briefed after the meeting to discuss key takeaways, what worked and strategies for future engagement of the Latino community:

- Meeting participants and facilitators agreed that they appreciated being included in this process and would like to stay involved. They wanted to know how their input would be incorporated into future decisions that the Town makes.
- It was valuable that the meeting was in Spanish (rather than translated from English), empowering participants to speak more freely and feel more included.
- The best way to reach more Spanish-speaking community members is personal outreach, advertisements (flyers, newspaper ads, etc.) are not as effective at explaining the importance of getting involved.

What type of development would you like to see in Downtown North?
¿Qué tipo de desarrollo le gustaría observar en la zona norte del centro?



How to: Place Your 3 Dots Next To Your 3 Most-Preferred Images.
Cómo elegir: Coloque una etiqueta junto a cada imagen de su preferencia.

	2		0		0
	0		0		1
	11		3		5
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	2		0		3
	0	ANY OTHER FUNCTIONS OR IDEAS? PLACE A STICKY NOTE BELOW. ¿ALGUNAS FUNCIONES O IDEAS ADICIONALES? COLOQUE UNA NOTA ADHESIVA CON SUS IDEAS A CONTINUACIÓN.			
	9				

Figure A19: Visual Preference Survey from Spanish-speaking Community Meeting on future development in Downtown North.

Community Open House, August 17, 2021

Figure A20: Images from the August Public Open House.

The Open House on August 17th had the same format as the Spanish-speaking Community Meeting, with an estimated 68 participants. Members of the project team facilitated the small group discussions, and the following are the top themes that emerged from the meeting:

- Growth:
 - Recent growth has felt rapid and many community members would like to slow growth.
 - Fear that slowing growth will further increase the cost of living and displacement will continue.
 - Growth should be focused on infill development rather than sprawl.
 - The need for adequate infrastructure capacity to accommodate growth.
 - Look to Downtown North for future growth.
- Housing:
 - Extreme need for affordable housing.
 - Need for diverse housing types – get creative (co-housing, tiny homes, etc).
 - Need for regulation of the number of short-term rentals.
 - Look into taxing short-term rentals and second homes to fund the construction of affordable housing.
 - Need for homes with Universal Access for aging community members.
- Sustainability:
 - How to discourage driving while understanding most people will continue to own cars in the near-term.
 - Focus on electrification of transportation and electric vehicle infrastructure.
 - Green Building codes are moving in the right direction.
- Transportation/mobility:
 - Circulator does not properly connect neighborhoods to jobs/destinations and routes need to be expanded to reduce reliance on driving.
 - Bike and pedestrian infrastructure needs to be improved.
 - Traffic is a concern on Highway 133.
 - Dial-a-ride service should replace Paratransit (which has many barriers).

- Town character/beautification:
 - Agreement with concern brought up at Spanish-speaking Community Meeting – avoid making Carbondale too beautiful.
 - Desire to maintain the “funkiness” of Carbondale.
 - No big-box stores or chains – support local businesses.
- Downtown North:
 - Unsure if new commercial/retail is needed.
 - Should include a variety of housing types – lots of affordable housing.
 - Some want to keep it industrial.
 - Should include a childcare facility.

What type of development would you like to see in Downtown North?
¿Qué tipo de desarrollo le gustaría observar en la zona norte del centro?

How to: Place Your 3 Dots Next To Your 3 Most-Preferred Images.
Cómo elegir: Coloque una etiqueta junto a cada imagen de su preferencia.

	5		5		2
	3		2		2
	2		7		12
	3		1		1
	4		1		0
	0	ANY OTHER FUNCTIONS OR IDEAS? PLACE A STICKY NOTE BELOW. ¿ALGUNAS FUNCIONES O IDEAS ADICIONALES? COLOQUE UNA NOTA ADHESIVA CON SUS IDEAS A CONTINUACIÓN.			
	15				

Not good to Age in Community

Figure A21: Visual Preference Survey from Open House on future development in Downtown North

Design Charrettes, August 17, 2021

Two design charrettes were held to explore opportunities and challenges with infill development Downtown and the future of Downtown North. Both sessions were well-attended with about 20 people each (broken up into two tables of ten).



Figure A22: Images from the Downtown/Downtown North Design Charrettes.

The two sessions were held as informal Open House formats so people could come and go. In addition to advertising the Charrettes on the Chart Carbondale website, targeted notices of the design charrette were sent to the following entities/people/organizations:

Current/Former Elected or Appointed Officials:

- Former Planning Commissioners (from the last 20 years)
- Former members of the Board of Trustees (again, from the last 20 years)
- Current Planning Commission
- Current Board of Trustees
- All Town Boards and Commissions

Business Owners:

- Phat Thai
- Sopris Lodge Assisted Living
- True Nature
- Lulubelle
- Grana Bread
- High Q
- Mi Casita
- White House Pizza
- Village Smithy
- Alpine Bank

Entities

- Clay Center
- Mount Sopris Historical Society
- Chamber of Commerce

Property owners in the Downtown and Downtown North:

- Historic Bakery Building on 4th Street
- Southeast corner of Capitol and 3rd Street (historic structure)
- Fante parcel on the SE corner of 4th and Colorado
- Overlook Parcel (11 acres north of Town Hall)

Architects/Designers/Planners who have done work in the HCC

- Sopris Engineering
- Mark Chain
- DHM
- Poss Architecture

Some of the key takeaways from these sessions included:

- Downtown North:
 - Future development of Downtown North will require a rezoning, there is debate over whether a new zone district needs to be created or if an existing zone district (Mixed Use or HCC) should be modified to fit the need.
 - Debate over how to transition from current industrial uses to the inclusion of light industrial/maker spaces in the future.
 - Parking requirements will drive what development looks like – how to reduce parking requirements to create an urban neighborhood with affordability.
 - The developer is ready to submit an application as early as first quarter of 2022, but intends to understand the community vision for Downtown North through the Comp Plan update process.
 - Some participants liked the previous Wolf Lyon plan with a hotel use, others wanted to move away from that plan.
 - Located within Holy Cross territory, there is an opportunity to make this a carbon-neutral neighborhood.
 - Debate over the need for more commercial/retail in Downtown North – don't want to pull energy away from Main Street.
 - Debate over the need for parks/open space on this property due to its proximity to existing parks – the focus should be on green connections north/south.
 - Most agree that the future of this area should not be single family residential.
 - Desire for flexibility with commercial/retail spaces to be used as residential based on market conditions.
- Downtown:
 - The HCC Zone District's parking and retail requirements have prevented infill development and need to be re-evaluated.
 - Building height restriction is limiting the ability to develop 3-story buildings, consider restricting the number of floor plates rather than building height.

Local Businesses Survey: Carbondale Chamber

Local commerce was impacted from the global COVID pandemic. The following illustrates those impacts from 2020 and the resulting comeback in 2021:

- There was a 10% decrease in Chamber membership from 2020 (450) to 2021 (405).
- Since Spring of 2020, employee counts for Chamber member businesses have predominantly “Stayed the same” (58%), while 23% “decreased” and 19% “increased.”
- 99% of Chamber member businesses are open as of Spring 2021.
- There have been some businesses changes since Spring 2020: 51% of businesses allowed staff to work remotely, 30% adjusted in-person office hours, 26% downsized operations, and 26% made no changes. It is important to note that 10% of businesses closed completely.
- 30% of annual payroll is below \$100,000 while 15% is between \$200,000-\$400,000 or between \$400,000-\$600,000.
- Business concerns related to COVID Relief/Recovery centered around employee stress (65%) and financial impacts on operations (55%).
 - The most beneficial business support noted was business info tied to COVID (55%).
- 45% of businesses ranked their 2021 business outlook and sustainability as a 4 on a scale from 1-5.
- 65% of businesses noted that they have received Paycheck Protection Programs in terms of COVID relief/recovery business resources received to-date.
- Almost 50% of businesses referenced “Marketing support to drive additional customers” as a helpful COVID relief/recovery business resource moving forward.

Carbondale Cross Section Concepts

Overview

This document identifies potential future cross sections for five roadways to improve bicycle and pedestrian comfort in the Town of Carbondale, Colorado, as shown in **Figure 1** and listed below:

1. Hendrick Drive
2. Colorado Avenue
3. Sopris Avenue
4. 2nd Street
5. Future Roadways in North Downtown

These roadways were selected based on the priority corridors identified in the 2019 Multimodal Corridors Map, community input gathered through the Kaleidoscope community engagement website, and an analysis of gaps in existing bicycle and pedestrian infrastructure. Three of the corridors listed above are priority corridors identified in the 2019 Multimodal Corridors Map; Hendrick Drive, Sopris Avenue, and 2nd Street. Colorado Avenue was not identified in the 2019 map as a priority corridor, however the community input collected through the Kaleidoscope identified Colorado Avenue as a corridor where people currently walk and bike, including children, and where community members felt uncomfortable walking and biking or had safety concerns.

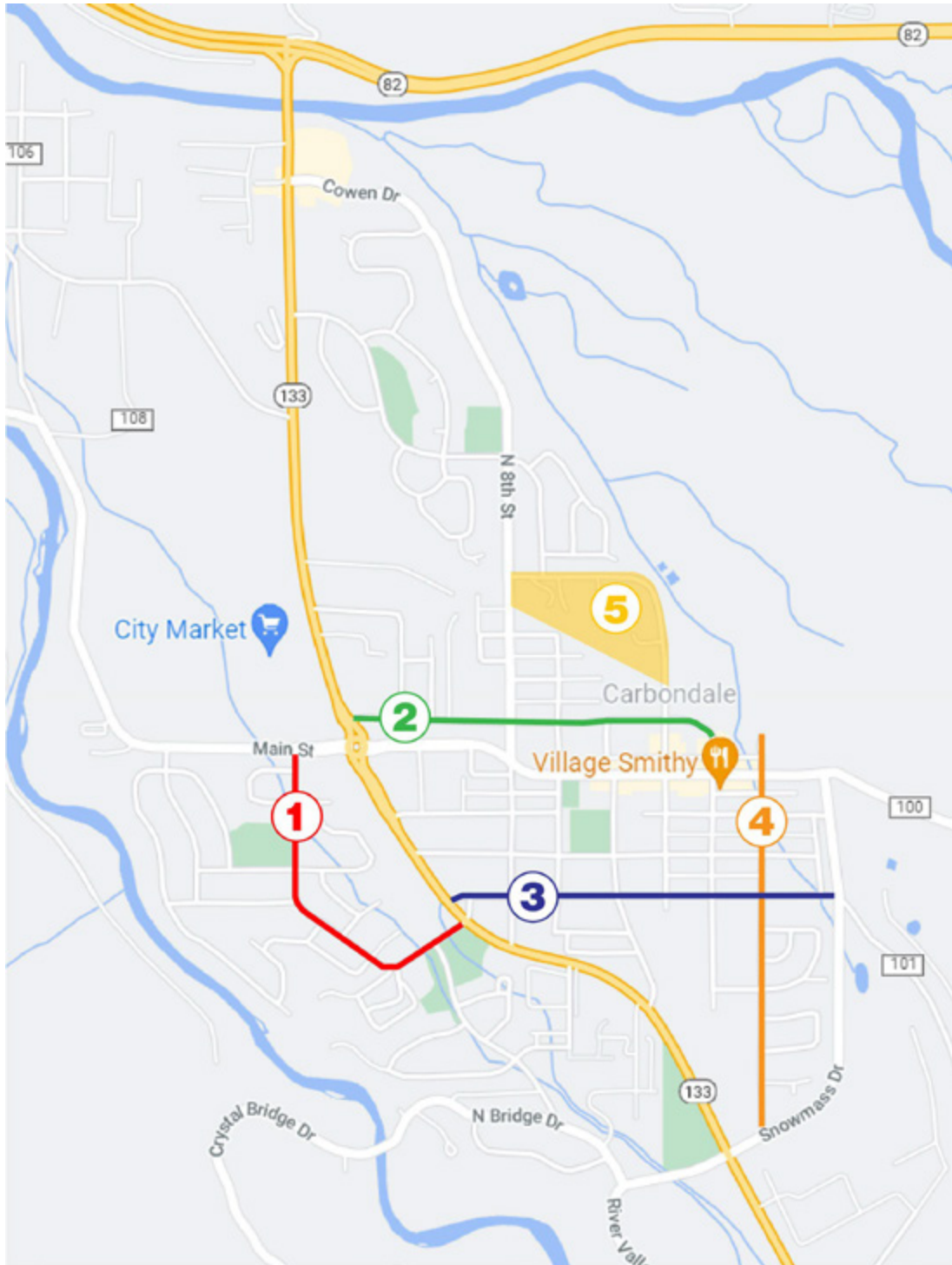


Figure 1: Selected Roadways for Improved Cross Sections

Methodology

Proposed cross sections were developed to address gaps in comfortable bicycle and pedestrian facilities and challenges identified by community members. Proposed cross sections were created based on best practices outlined in the National Association of City Transportation Officials' (NACTO) Urban Bikeway Design Guide. The amount of right-of-way available is variable along each roadway. These cross sections reflect where sidewalks or landscape buffers could be expanded for sections to account for additional right-of-way.

1. Hendrick Drive

Existing Conditions

Hendrick Drive is a local road on the west side of Carbondale and was identified as a priority multimodal corridor in the 2019 Multimodal Corridors Map. Hendrick Drive connects the neighborhoods on the west side of town with Main Street and CO 133. The corridor is an important north-south pedestrian and bicycle connection on the west side of town and provides access to the crossings of CO 133 to reach the east side of Carbondale.

Currently, Hendrick Drive has a detached sidewalk on the east side of the street that is wide enough for people walking but not wide enough to also accommodate people riding bicycles. The existing curb-to-curb width is 38-feet and includes two 11-foot travel lanes and two eight-foot parking lanes. Hendrick Drive has a posted speed limit of 20 MPH. The existing cross section is displayed in **Figure 2**.

Figure 2: Existing Cross Section of Hendrick Drive (Looking North)



Source: Google Street View

Community input from the Master Plan process indicated there is a desire for a continuous sidewalk on the west side of the street. Currently the sidewalk on that side is inconsistent, which forces people walking

to cross the street where the sidewalk ends. It was expressed that this can be challenging, especially at night, and can require out of direction travel.

Potential Cross Section

The potential cross section for Hendrick Drive includes a continuous sidewalk on the west side of the street, on-street parking on one side of the street, two travel lanes, and bike lanes on both sides of the street. This cross section maintains the existing detached sidewalk on the east side of the street which is currently in good condition. In order to accommodate the features in this cross section, travel lanes will need to be narrowed to ten-feet and the parking lane will need to be narrowed to eight-feet. One side of on-street parking was repurposed to create bike lanes on both sides of the street to provide dedicated facilities for people biking on this key corridor. The curb-to-curb width in this cross section was not changed from the existing curb-to-curb width. Existing parcel GIS data was used to estimate that with the existing curb-to-curb width there is about eight to ten-feet of right-of-way remaining on the west side of the street where a comfortable detached sidewalk can be accommodated.

2. Colorado Avenue

Existing Conditions

Colorado Avenue is a local road on the east side of Carbondale. Although Colorado Avenue was not identified as a priority multimodal corridor in the 2019 Multimodal Corridors Map, public input from the master planning process indicated that it is a corridor where people, including children, currently walk and bike, and where the community would like to see investments in bicycle and pedestrian infrastructure and safety. Colorado Avenue runs parallel to Main Street, one block north. This makes it a great opportunity for a corridor where active modes of transportation are prioritized, giving people a comfortable parallel alternative to walking and biking down the busy Main Street.

The cross section of Colorado Avenue changes slightly throughout its length, but always includes two travel lanes, one in each direction, and has a posted speed limit of 20 MPH. The corridor has some sidewalks from 8th Street to 4th Street where angled parking is included between the sidewalk and the travel lanes. It is recommended these sections not be altered as they were more recently developed. Instead, the proposed cross section will suggest improvements to be made to the rest of the corridor to provide adequate facilities along the length of Colorado Avenue where they do not currently exist. The existing cross section is displayed in **Figure 4**.

Figure 3: Existing Cross Section of Colorado Avenue (Looking East)



Source: Google Street View

Community input from the Master Plan process indicated there is a desire for a continuous sidewalk on the northside of the street and a roadway design that promotes pedestrian safety and traffic calming. One comment mentioned that there are many kids living in the apartment buildings on the west side of Colorado Avenue who play near Colorado Avenue.

Potential Cross Section

The potential cross section at locations where there is not currently angled parking includes a continuous sidewalk on both sides of the street, parallel parking on both sides of the street, and two shared travel lanes for people biking and people driving. This cross section aligns with the sections of Colorado Avenue that already include sidewalks and ensure those sidewalks extend the length of the corridor. Parallel parking, rather than angled parking, was chosen for this cross section as it makes it easier for drivers to see oncoming bikes before pulling out into the travel lane. Angled parking can restrict a driver's field of vision for oncoming vehicles and can create greater conflict between people driving pulling out and people biking.

3. Sopris Avenue

Existing Conditions

Sopris Avenue is a collector roadway on the east side of Carbondale. Sopris Avenue was identified as priority multimodal corridor in the 2019 Multimodal Corridors Map. Sopris Avenue runs east-west through the center of Carbondale. The Carbondale Public Library and Bridges High School are both located on or near Sopris Avenue.

The cross section of Sopris Avenue changes slightly throughout its length, but always includes two travel lanes, one in each direction, and has a posted speed limit of 20 MPH. There is a four to five-foot sidewalk on the south side of the road which is an attached sidewalk for all but one block. There are no sidewalks on the north side of the road except for one block between 3rd Street and 2nd Street. However, an examination of existing parcel GIS data shows that there is existing right-of-way on the north side of the street, outside of the curb-to-curb width, which could potentially accommodate a comfortable detached sidewalk for the length of the corridor. The corridor has no dedicated bicycle facilities. The existing cross section is displayed in **Figure 6**.

Figure 4: Existing Cross Section of Sopris Avenue (Looking East)



Source: Google Street View

Potential Cross Section

The potential cross section includes a continuous sidewalk on both sides of the street, parallel parking on the north side of the street, two vehicle travel lanes, and a dedicated bicycle lane in both directions. Parallel parking, rather than angles parking, was chosen for this cross section as it makes it easier for drivers to see oncoming bikes before pulling out into the travel lane. Perpendicular parking can restrict a driver's field of vision for oncoming vehicles and can create greater conflict between vehicles pulling out and people biking. The curb-to-curb width in this cross section would not change from the existing curb-

to-curb width. The new continuous sidewalk on the north side of the street can be accommodated within the City's existing right-of-way. For the block between 4th Street and 3rd Street, next to the library, the existing curb-to-curb width is not wide enough to accommodate bike lanes. Painting sharrows on the travel lanes in this section can be a way to continue to alert drivers to the presence of people biking for this segment where bike lanes cannot be accommodated.

4. 2nd Street

Existing Conditions

2nd Street runs north-south and is classified as a local road south of Sopris Avenue and a collector north of Sopris Avenue. 2nd Street was identified as a priority multimodal corridor in the 2019 Multimodal Corridors Map. Additionally, public input indicated a desire for bike lanes to be implemented on 2nd Street to create a direct north-south multimodal corridor through the east side of town and to connect to the Rio Grande Trail. 2nd Street's wide existing right-of-way makes it a good candidate for implementing dedicated bicycle facilities through the most established parts of Carbondale.

The cross section of 2nd Street changes slightly throughout its length, but always includes two travel lanes, one in each direction, and has a posted speed limit of 20 MPH. There is an eight-foot sidewalk on the east side of the road which runs almost the length of the corridor. The sidewalk narrows to six-feet between Garfield Avenue and Main Street and does not continue north between Main Street and the Rio Grande trail. There is no pedestrian facility on the west side of the street and no dedicated bicycle facilities. There are segments of 2nd Street, on the south side of the corridor, where there is angled parking located on private property outside of the City's right-of-way. **Figure 8** displays the existing cross section where there is no angled parking and **Figure 9** displays the existing cross section where angled parking is present. New potential cross sections for both of these cross section types are provided in the following section.

Figure 5: Existing Cross Section of 2nd Street - No Perpendicular Parking Present (Looking North)



Source: Google Street View

Figure 6: Existing Cross Section of 2nd Street - Perpendicular Parking Present (Looking North)



Source: Google Street View

Community input from the Master Plan process indicated there is a desire for bike lanes on 2nd Avenue in order to create a strong biking connection through town as well as give the street greater definition, narrower travel lanes, and more character.

Potential Cross Sections

The potential cross sections include the existing sidewalk on the east side of the street, two vehicle travel lanes, and a bike lane on each side of the street. One potential cross section on sections of roadway where angled parking is not present today. The right-of-way for these sections is about 50-feet and can accommodate parallel parking on one side of the street, a bike lane in either direction, and two travel lanes. Another potential cross section for sections of 2nd Street where parallel parking is present adjacent to the City right-of-way. The right-of-way in these areas is about 54-feet and can accommodate a buffered bike lane in either direction, two travel lanes, and an eight-foot parallel parking lane on the east side of the street as well as the existing eight-foot sidewalk.

5. Future Roadways

Existing Conditions

North Downtown, the area north of the Rio Grande Trail and between 8th Street and 2nd Street (see **Figure 12**), and includes industrial land uses. In the past few years, however, there are new residential developments in the southeast corner just west of 2nd Street; this land use is likely to continue replacing some of the older industrial uses throughout the rest of the area.

While future development patterns and the street network remain uncertain, the town has an opportunity to ensure the new roadway network in this area supports all modes of transportation and encourages walking, rolling, and biking within the heart of Carbondale. The public has voiced concerns about speeding along Merrill Avenue and poor visibility of people walking and biking.

Figure 7: Aerial of North Downtown between 8th Street & 2nd Street



Source: Google Earth

Figure 8: Existing Cross Section of Merrill Avenue (Looking East)



Source: Google Street View

Potential Cross Section

While future roadways in the North Downtown area will vary, there are some principles that can be applied to each new roadway to ensure walking, rolling, and biking are prioritized. New roads should be configured in a grid system to allow for maximum connectivity within the North Downtown area as well as connectivity to the surrounding neighborhoods. Wherever a street will not connect to an adjacent roadway, pedestrian and bicycle cut-thrus should be implemented to ensure continued connectivity for those modes. Additionally, travel lanes should be no more than ten-feet wide where possible to encourage slower vehicle speeds and allow for more right-of-way to be dedicated to active modes of transportation. Where on-street parking is needed, parallel parking should be implemented rather than angled parking. Parallel parking allows for better visibility of oncoming traffic and people biking before parked cars pull out into travel lanes. Parallel parking also allow for more right-of-way to be reserved for people walking and biking. On low volume low speed streets, shared lanes with sharrows are likely comfortable enough bicycle infrastructure as long as 85th percentile vehicle speeds are 20 MPH or below and average annual daily traffic is less than 2,000 vehicles. On collector streets, bike lanes or wide multi-use paths should be implemented where possible.

7.5 |

Carbondale Crossing Concepts

Overview

This document identifies bicycle and pedestrian crossing treatments at five key locations in the Town of Carbondale, Colorado, as shown in **Figure 1** and listed below:

1. CO 133 & Cowen Drive
2. CO 133 & Dolores Way
3. Dolores Way & Carbondale Community School Drive
4. CO 133 & Weant Boulevard/Lewies Lane
5. Future Crossings in North Downtown between 8th Street & 2nd Street

These locations were selected based on public input gathered by the Carbondale Kaleidoscope, a web platform to engage the local community in the update of Carbondale's Comprehensive Plan. Community members and stakeholders commented on the Carbondale Kaleidoscope webmap and highlighted locations with major transportation issues or potential safety concerns. These intersections were noted to be uncomfortable crossings.

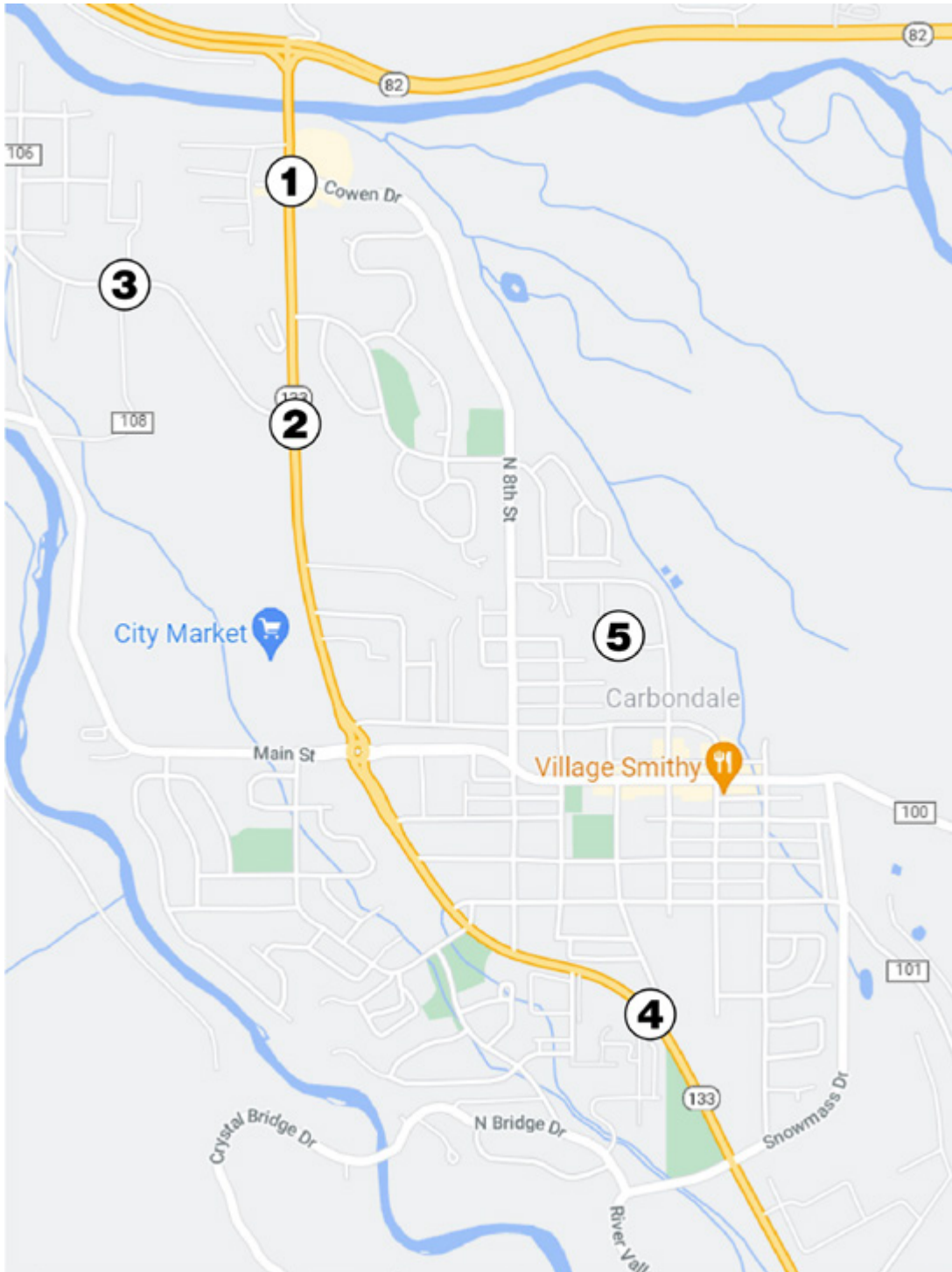


Figure 1: Selected Intersections for Crossing Treatments

The following crosswalk concepts were developed using both [Crosswalk+](#), Fehr & Peers' in-house tool to identify crosswalk countermeasures, and City and County of Denver's [Uncontrolled Pedestrian Crossing Guidelines](#).

Methodology

For uncontrolled crosswalks, Crosswalk+ follows the Federal Highway Administration (FHWA) guidance provided in the Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations. The guidance in **Figure 2** identifies candidate treatments, but leaves it to practitioners to choose countermeasures based on judgement of specific conditions at crossing locations.

Table 1. Application of pedestrian crash countermeasures by roadway feature.

Roadway Configuration	Posted Speed Limit and AADT								
	Vehicle AADT <9,000			Vehicle AADT 9,000–15,000			Vehicle AADT >15,000		
	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph
2 lanes (1 lane in each direction)	① 2 4 5 6	① 5 6 7 9	① 5 6 7 9	① 4 5 6 7 9	① 5 6 7 9	① 5 6 7 9	① 4 5 6 7 9	① 5 6 7 9	① 5 6 9
3 lanes with raised median (1 lane in each direction)	① 2 3 4 5	① 3 5 7 9	① 3 5 7 9	① 3 4 5 7 9	① 3 5 7 9	① 3 5 7 9	① 3 4 5 7 9	① 3 5 7 9	① 3 5 9
3 lanes w/o raised median (1 lane in each direction with a two-way left-turn lane)	① 2 3 4 5 6 7 9	① 3 5 6 7 9	① 3 5 6 9	① 3 4 5 6 7 9	① 3 5 6 7 9	① 3 5 6 9	① 3 4 5 6 7 9	① 3 5 6 9	① 3 5 6 9
4+ lanes with raised median (2 or more lanes in each direction)	① 3 5 7 8 9	① 3 5 7 8 9	① 3 5 8 9	① 3 5 7 8 9	① 3 5 7 8 9	① 3 5 8 9	① 3 5 7 8 9	① 3 5 8 9	① 3 5 8 9
4+ lanes w/o raised median (2 or more lanes in each direction)	① 3 ① 3 5 6 5 6 7 8 9 7 8 9	① 3 ① 3 5 6 5 6 7 8 9 7 8 9	① 3 ① 3 5 6 5 6 8 9 8 9	① 3 ① 3 5 6 5 6 7 8 9 7 8 9	① 3 ① 3 5 6 5 6 7 8 9 7 8 9	① 3 ① 3 5 6 5 6 8 9 8 9	① 3 ① 3 5 6 5 6 7 8 9 7 8 9	① 3 ① 3 5 6 5 6 8 9 8 9	① 3 ① 3 5 6 5 6 8 9 8 9
<p>Given the set of conditions in a cell,</p> <p># Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location.</p> <p>● Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location.</p> <p>○ Signifies that crosswalk visibility enhancements should always occur in conjunction with other identified countermeasures.*</p> <p>The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment.</p>									
<ol style="list-style-type: none"> 1 High-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs 2 Raised crosswalk 3 Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line 4 In-Street Pedestrian Crossing sign 5 Curb extension 6 Pedestrian refuge island 7 Rectangular Rapid-Flashing Beacon (RRFB)** 8 Road Diet 9 Pedestrian Hybrid Beacon (PHB)** 									

*Refer to Chapter 4, 'Using Table 1 and Table 2 to Select Countermeasures,' for more information about using multiple countermeasures.

**It should be noted that the PHB and RRFB are not both installed at the same crossing location.

This table was developed using information from: Zegeer, C.V., J.R. Stewart, H.H. Huang, P.A. Logenwey, J. Feaganes, and B.J. Campbell. (2005). Safety effects of marked versus unmarked crosswalks at uncontrolled locations: Final report and recommended guidelines. FHWA, No. FHWA-HRT-04-100. Washington, D.C.; FHWA, Manual on Uniform Traffic Control Devices, 2009 Edition. (revised 2012). Chapter 4F, Pedestrian Hybrid Beacons. FHWA, Washington, D.C.; FHWA, Crash Modification Factors (CMF) Clearinghouse. <http://www.cmtclearinghouse.org/>; FHWA, Pedestrian Safety Guide and Countermeasure Selection System (PEDSAFE). <http://www.pedbikesafe.org/PEDSAFE/>; Zegeer, C., R. Srinivasan, B. Lan, D. Carter, S. Smith, C. Sundstrom, N.J. Thirk, J. Zegeer, C. Lyon, E. Ferguson, and R. Van Houten. (2017). NCHRP Report 841: Development of Crash Modification Factors for Uncontrolled Pedestrian Crossing Treatments. Transportation Research Board, Washington, D.C.; Thomas, Thirk, and Zegeer. (2016). NCHRP Synthesis 498: Application of Pedestrian Crossing Treatments for Streets and Highways. Transportation Research Board, Washington, D.C.; and personal interviews with selected pedestrian safety practitioners.

Figure 2: Federal Highway Administration (FHWA) Guidance in the Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations.

City and County of Denver's Uncontrolled Pedestrian Crossing Guidelines provide very similar guidance, as shown in **Figure 3**. Level A treatments are standard continental markings and signage (W11-2 or S1-1 in a school zone with W16-7p placards). Level B treatments are Rapid Rectangular Flashing Beacons (RRFBs) in addition to markings and signage. Level C treatments are pedestrian hybrid beacons (PHBs) or traffic signals.

Roadway Type	Vehicle ADT ≤9,000			Vehicle ADT >9,000 to 12,000			Vehicle ADT >12,000 to 15,000			Vehicle ADT ≥15,000		
	≤30 mph	35 mph	40 mph	≤30 mph	35 mph	40 mph	≤30 mph	35 mph	40 mph	≤30 mph	35 mph	40 mph
Two Lanes	A	A	B	A	A	B	A	A	C	A	B	C
Three lanes	A	A	B	A	B	B	B	B	C	B	C	C
Multilane with raised median	A	A	C	A	B	C	B	B	C	C	C	C
Multilane without raised median	A	B	C	B	B	C	C	C	C	C	C	C

Figure 3: Guidance in City and County of Denver's Uncontrolled Pedestrian Crossing Guidelines

Both of these tools for developing crosswalk concepts require information on whether the intersection is controlled or uncontrolled, vehicle average daily traffic (ADT), roadway speed limits, and number of travel lanes. These inputs show how stressful crossings currently are for pedestrians and scale the intervention based on street characteristics. The FHWA Guide and Denver's Guide suggest geometric treatments for calming traffic along the street segment in addition to crosswalk-specific treatments.

Geometric treatments like pedestrian refuge islands, curb extensions, parking prohibitions, road diets, or speed reductions can reduce the scale of crosswalk treatments needed to protect pedestrians and cyclists by making the street itself safer. Crosswalk treatments may be scaled back depending on the geometric treatments implemented.

For each intersection in this section, there is a table that lists current street characteristics used to identify treatments, the range of possible geometric treatments and crossing treatments, and recommended treatments. It is important to note that data availability was limited and often unavailable or not recent. The best available data was used but it is recommended to collect additional travel speeds and volumes to further refine recommendations. These are very high-level recommendations and additional concepts will need to be created to confirm feasibility of implementation.

1. CO 133 & Cowen Drive

The first intersection drivers reach when turning off CO-82 onto CO 133 into the Town of Carbondale is CO 133 and Cowen Drive. The speed limit on CO-82 is 65 mph, so it is a rapid deceleration to 35 mph on CO 133, and there are not many visual cues to signal to drivers to slow down. The public made comments about this challenge as it relates to the Cowen Drive intersection, noting the importance of the crossing for people walking and biking and the prevalence of speeding at this location.



Figure 4: Aerial and Google Streetview (Looking North) of CO 133 & Cowen Dr

There is currently a marked crosswalk and RRFB at the east-west crossing of CO 133 south of the intersection. However, given reports of speeding, additional traffic calming measures and crossing treatments are appropriate at this location.

Based on a volume of 15,000 vehicles and a posted speed limit of 35 mph, both guides recommend a PHB (see **Figure 2** and **Figure 3**). However, both guides also recommend geometric treatments to reduce the level of crossing treatment necessary. Therefore, it is recommended to first implement a pedestrian refuge island, curb extension, and yield signage and reevaluate after traffic patterns have stabilized.

Geometric treatments such as a pedestrian refuge island and a curb extension where there is already room on the west shoulder will help to both narrow the crossing distance for pedestrians and provide additional horizontal friction to slow drivers approaching the crosswalk. Additional signage such as an Advance Yield Here To Pedestrians sign and yield line will communicate to drivers that it is their responsibility to yield to pedestrians and bicyclists crossing the roadway.

This geometric treatment should be the first step before considering a more aggressive treatment like a PHB or signal, since creating the pinchpoint will lower the design speed of the segment as a whole and achieve safety goals beyond the intersection.

Table 1: Characteristics of CO 133 & Cowen Drive

Attribute	Description
Control type	Uncontrolled
AADT (CDOT Traffic Data Explorer, 2020)	15,000
Posted speed limit	35 mph
Number of travel lanes	Multilane without raised median
On-street parking	No
Adjacent to school	No
Public comment(s)	<p>"Need to slow traffic down and keep it from rapidly re-accelerating. After traveling at hwy speeds 40+ feels relatively slow on Hwy 133. This directly threatens ped and cyclists trying to cross at the Cowen Road signalized crossing. Slowing traffic down will ensure we don't have more accidents (and potential fatalities) at this crucial east-west multi-modal crossing!"</p> <p>"This is an important east-west pedestrian/ cyclist crossing! It is also less safe than it could be and has a history of automobile - pedestrian accidents. This crossing is doubly tough and unsafe for peds because there are multiple northbound lanes and cars in the left lane stopping for the signal or peds in the crosswalk screen cars traveling in the right lane and speeding up to try and catch the 133 and 82 light. To make this important ped crossing far more safe a refuge island needs to be added in the middle of Hwy 133 and traffic needs to be slowed down to provide more time and space for safe ped crossing."</p>
Possible geometric treatments	Pedestrian refuge island, curb extensions, road diet
Possible crosswalk treatments	High-visibility crosswalk markings, signage, PHB, signal
Recommended treatment	Pedestrian refuge island, curb extension on west side of CO 133, Advance Yield Here To Pedestrians sign and yield line

2. CO 133 & Dolores Way

CO 133 at Dolores Way has between 13,000 and 15,000 vehicles per day. This high volume of vehicle traffic, coupled with a wide crossing distance of four lanes and no marked east-west crosswalk, makes this location a dangerous intersection for people crossing the street.

Though there is a signalized crossing to the north at Village Road, the public noted that walking to that intersection and back adds more than a quarter mile to the journey and expressed concerns about drivers speeding along Dolores Way. This intersection's proximity to both Carbondale Community School and Colorado Rocky Mountain High School reinforces the need for an enhanced crossing.



Figure 5: Aerial and Google Streetview (Looking North) of CO 133 & Dolores Way

Based on a volume of about 14,000 vehicles and a posted speed limit of 35 mph, both guides recommend a PHB (see **Figure 2** and **Figure 3**). However, with a geometric treatment like a median, both guides recommend an RRFB. Therefore, it is recommended to first implement a pedestrian refuge island, curb extensions, an RRFB, and crosswalk markings and reevaluate after traffic patterns have stabilized.

Given the traffic volumes, speed, and number of lanes on this corridor, an east-west crosswalk on the south side of the intersection with a combination of geometric and other treatments will help to properly slow traffic and provide a more comfortable crossing. Given the overall width of the street and wide shoulders, curb extensions and a pedestrian refuge island will be viable to implement and narrow the distance pedestrians must travel. These geometric treatments alongside a RRFB will create a much more comfortable crossing for people (especially students) walking and biking. Depending on the results of this new crosswalk, a PHB may be necessary, but the geometric treatments in combination with an RRFB will likely be sufficient for lowering traffic speeds.

Table 2: Characteristics of CO 133 & Dolores Way

Attribute	Description
Control type	Uncontrolled
AADT (CDOT Traffic Data Explorer, 2020)	~14,000
Posted speed limit	35 mph
Number of travel lanes	Multilane without raised median
On-street parking	No
Adjacent to school	Yes
Public comment(s)	<p>"This intersection is broken. I know that when the Village Way light went in it was "designed" to partially address challenges at this intersection. As traffic load has dramatically increased on Hwy 133 any relief that the Village Way light creates at this intersection is fleeting at best and non-existent at high traffic volume times.</p> <p>A round-about here might work better than a light, but whatever solution is designed it must include safe ped/ bike crossing (i.e. signalized crossing)"</p> <p>"This is a bike/ped crossing nightmare. Lots of folks cross here. Walking north to the crosswalk and back adds almost half a mile."</p> <p>"Delores Way should be a school zone at all times - CRMS and CCS are both located in Satank and drivers fly through this area - including the large delivery trucks."</p>
Possible geometric treatments	Pedestrian refuge island, curb extensions, road diet
Crosswalk treatments	<p>High-visibility crosswalk markings, nighttime lighting, crosswalk warning signs, signage</p> <p>AND</p> <p>Without geometric treatment: PHB or signal</p> <p>With geometric treatment: RRFB</p>
Recommended treatment	Pedestrian refuge island, curb extensions, high-visibility crosswalk markings, RRFB (including nighttime lighting, crosswalk warning signs)

3. Dolores Way & Carbondale Community School Drive

Dolores Way winds to the northwest of CO 133 past a commercial strip and passes in between the campuses of Carbondale Community School (CCS) and Colorado Rocky Mountain High School (CRMS). There is a crosswalk where the driveway to CCS meets Dolores Way. To the south of this crosswalk there is a path students may take to walk to CRMS. This crosswalk is a vital connection to both schools, but the public has expressed concerns about speeding on Dolores Way and drainage issues at the crosswalk.

Based on a volume of under 9,000 vehicles and a posted speed limit of 25 mph, both guides recommend crosswalk markings and signage (see **Figure 2** and **Figure 3**). However, these elements already exist and have proved insufficient. The FHWA guide also suggests a raised crosswalk, in-street pedestrian crossing sign, curb extensions, and pedestrian refuge island. It is recommended that a raised crosswalk be implemented to address the issues of speeding and drainage. Fresh paint, nighttime lighting, and yield signs would draw attention to students crossing here. Further geometric treatments may be reevaluated after examining future traffic patterns.



Figure 6: Aerial and Google Streetview (Looking East) of Dolores Way & the Carbondale Community School Drive

Table 3: Characteristics of Dolores Way & Carbondale Community School Drive

Attribute	Description
Control type	Uncontrolled
AADT (CDOT Traffic Data Explorer, 2020)	<9,000
Posted speed limit	25 mph
Number of travel lanes	Two lanes
On-street parking	No
Adjacent to school	Yes
Public comment(s)	<p>"Vehicles drive very fast on Dolores way. It is an important multi-modal corridor and a route to both CRMS and CCS. Traffic calming and improved and better signed ped crossings are needed."</p> <p>"This crossing becomes unusable when it rains or after a thaw and refreeze in the winter. An enhanced and improved dry-well and drainage is needed as 4-6" of water collects on the south end of this crossing - this crossing has had this issue and it has been brought to the attention of the town for many years and needs a more thorough solution to ensure students can safely get to and from their school."</p>
Possible geometric treatments	Curb extensions
Crosswalk treatments	High-visibility crosswalk markings, nighttime lighting, crosswalk warning signs, signage, in-street pedestrian crossing sign, raised crosswalk, two-way stop
Recommended treatment	Repaint high-visibility crosswalk markings, add nighttime lighting, implement raised crosswalk, add Advance Yield Here To Pedestrians sign and yield line

4. CO 133 & Weant Boulevard/Lewies Lane

The intersection of CO 133 and Weant Boulevard/Lewies Lane connects residential neighborhoods to the north with the Ross Montessori School to the south across the state highway. There is also another school directly to the north, Bridges High School. Though the Montessori school was built relatively recently in 2016, there was no crosswalk constructed across CO 133 to provide safe crossings to school for those walking and biking.

The next closest crossing to the north at Sopris Avenue and to the south at Snowmass Drive are both about a quarter mile away (though for someone to walk there and back would be more than a half mile). Posted school zone signs read “35 mph when flashing,” yet with adjacent speed limits also 35 mph, the zone doesn’t enforce any speed reduction. This is a vital school crossing, and with four lanes of high speed traffic, the current configuration can be improved.



Figure 7: Aerial and Google Streetview (Looking North) of CO 133 & Weant Boulevard/Lewies Lane

Based on a volume of 7,100 vehicles and a posted speed limit of 35 mph, both guides recommend a RRFB (see **Figure 2** and **Figure 3**). However, both guides also recommend geometric treatments in tandem with crossing treatments. Given the nature of the crossing in a school zone, it is recommended to implement a pedestrian refuge island, curb extensions, and school zone speed reduction alongside an RRFB.

The posted school zone and design speed at this location should be reduced to 30 mph, given its close proximity to two schools and a neighborhood. School zone speed limits vary around the state, but CDOT caps speed limits for residential districts at 30 mph. Curb extensions and a pedestrian refuge island on the north side of the intersection, as with the previous two intersections on CO 133, will slow traffic and narrow crossing distances. New high-visibility crosswalk markings, signage, and an RRFB will draw drivers’ attention to the crosswalk. If following implementation and the collection of data on driver speeds, field observations, and qualitative input from community members, this intersection is still considered uncomfortable, a PHB may also be considered.

Table 4: Characteristics of CO 133 & Weant Boulevard/Lewies Lane

Attribute	Description
Control type	Uncontrolled
AADT (CDOT Traffic Data Explorer, 2020)	7,100
Posted speed limit	35 mph (35 mph when flashing)
Number of travel lanes	Multilane without raised median
On-street parking	No
Adjacent to school	Yes
Public comment(s)	<p>"NEED a ped/bike crossing across 133 to connect the residential areas to Montessori Too far in both directions to get to an adequate crossing of 133 (crossing are too infrequent on 133)"</p> <p>"Add a roundabout or ped/bike crossing would help make this crossing safer. Without any infrastructure support, people will continue to play the dangerous frogger game across this bend in 133. A connector path past Ross to Keaton and RVR would be ideal."</p> <p>"This is a major intersection leading from town to a school and park with playground, and the nearest "protected" crossings are a good distance away. It needs a crosswalk with pedestrian activated lights for the safety of the children."</p> <p>"Safe Routes to Schools are essential - not merely nice-to-have! The current configuration at this intersection adjacent to Ross Montessori school is unacceptable. CDOT has insisted on a 35 mph speed limit, and the same speed limit for the school zone. The school zone speed limit signs instead of slowing traffic down seem to give drivers permission to drive faster on either side of the school zone (even though the adjacent speed limit is still 35 mph). A slower speed limit along the whole 133 corridor, and 25 mph school zone is an essential start, as is a signalized crossing to provide a safe route to and from the school!"</p>
Possible geometric treatments	Pedestrian refuge island, curb extensions, road diet, speed reduction
Crosswalk treatments	<p>High-visibility crosswalk markings, nighttime lighting, crosswalk warning signs, signage</p> <p>AND</p> <p>Without geometric treatment: PHB or signal</p> <p>With geometric treatment: RRFB</p>
Recommended treatment	Speed reduction during school zone time, pedestrian refuge island, curb extensions, high-visibility crosswalk markings, RRFB (including nighttime lighting, crosswalk warning signs)

5. Future Crossings in North Downtown between 8th Street & 2nd Street

North Downtown, the area north of the Rio Grande Trail and between 8th Street and 2nd Street (see **Figure 8**) is predominantly industrial. In the past few years, however, there are new residential developments in the southeast corner just west of 2nd Street; this land use is likely to continue replacing some of the older industrial uses throughout the rest of the area.

While future development patterns and the street network remain uncertain, the town has an opportunity to ensure new crossings provide access to key destinations, continuity of low stress corridors, and connectivity throughout the area. Given assumptions based on existing traffic patterns in Downtown and North Downtown and recommendations made as a part of the Comprehensive Plan, future streets will have relatively low traffic volumes, lower speeds, and two lanes.

The public has voiced concerns about speeding along Merrill Avenue and poor connectivity between Downtown and North Downtown. Current crossings of the Rio Grande Trail at 8th Street and 4th Street/Merrill Avenue can be improved, and new connections might be established along 7th Street and 2nd Street.

Based on a volume of under 9,000 vehicles and a posted speed limit of 20 mph, both guides recommend crosswalk markings and signage (see **Figure 2** and **Figure 3**). The FHWA guide also suggests a raised crosswalk, in-street pedestrian crossing sign, curb extensions, and pedestrian refuge island. As this area expands, it is recommended that crossings include high-visibility markings, signage, and nighttime lighting.

Speeds are slow enough that these elements should be sufficient to begin with, but given future street characteristics, it may be appropriate to include additional signage, a raised crosswalk, and/or curb extensions to lower design speeds. These additional elements should be considered based on the unique conditions at each intersection.



Figure 8: Aerial of North Downtown between 8th Street & 2nd Street



Figure 9: Google Streetview (Looking North) of Rio Grande Trail & 4th St/Merrill Ave

Table 5: Characteristics of Future Crossings in North Downtown between 8th Street & 2nd Street

Attribute	Description
Control type	Uncontrolled
AADT (CDOT Traffic Data Explorer, 2020)	<9,000
Posted speed limit	20 mph
Number of travel lanes	Two lanes
On-street parking	TBD
Adjacent to school	TBD
Public comment(s)	<p>"Not enough bike/ped crossing/connection between Downtown and Downtown North"</p> <p>"Add speed easing features. Current speed limit is 20mph and should remain that way. Lots of additional traffic on this road. Need to encourage drivers to go slow."</p> <p>[Re: 4th St & Rio Grande Trail] "Add a stop sign here. It is just as busy as 8th, with no stopping required by traffic crossing the Rio Grande."</p>
Possible geometric treatments	Curb extensions
Crosswalk treatments	High-visibility crosswalk markings, nighttime lighting, crosswalk warning signs, signage, raised crosswalk, in-street pedestrian crossing sign
Recommended treatment	High-visibility crosswalk markings, nighttime lighting, signage Optional additions: curb extensions, raised crosswalk, supplemental signage

Source: Google Maps, CDOT Traffic Data Explorer (2020), Carbondale Kaleidoscope, Fehr & Peers.

Glossary of Enhanced Crossing Treatments



Figure 10: High-Visibility Continental Crosswalk Markings

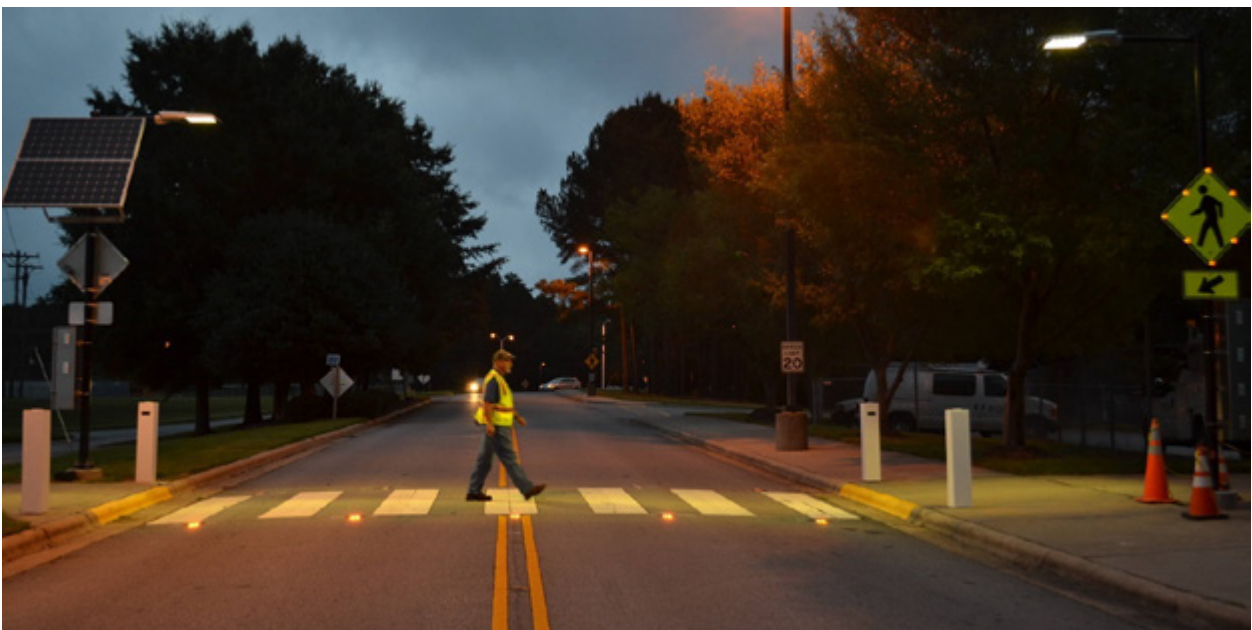


Figure 11: Nighttime Crosswalk Lighting

**W11-2****W16-7p****W11-15****W11-15p****S1-1****R1-5**

Figure 12: Signage Options (Source: Manual of Uniform Traffic Control Devices (MUTCD))



Figure 13: Curb Extension



Figure 14: Raised Crosswalk



Figure 15: Pedestrian Refuge Island



Figure 16: Rectangular Rapid Flashing Beacon (RRFB)



Figure 17: Pedestrian Hybrid Beacon (PHB)



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