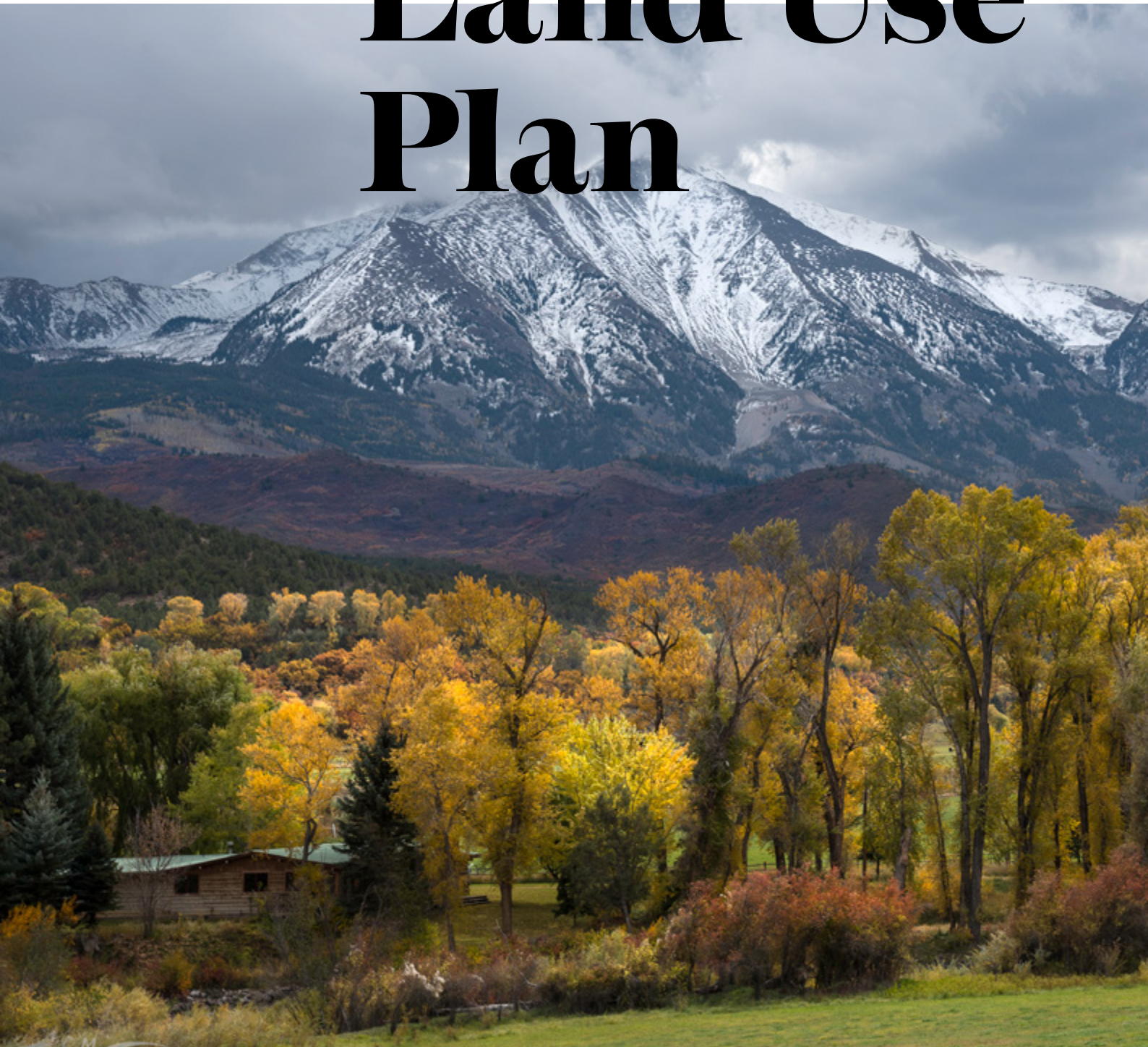


4.0 Future Land Use Plan

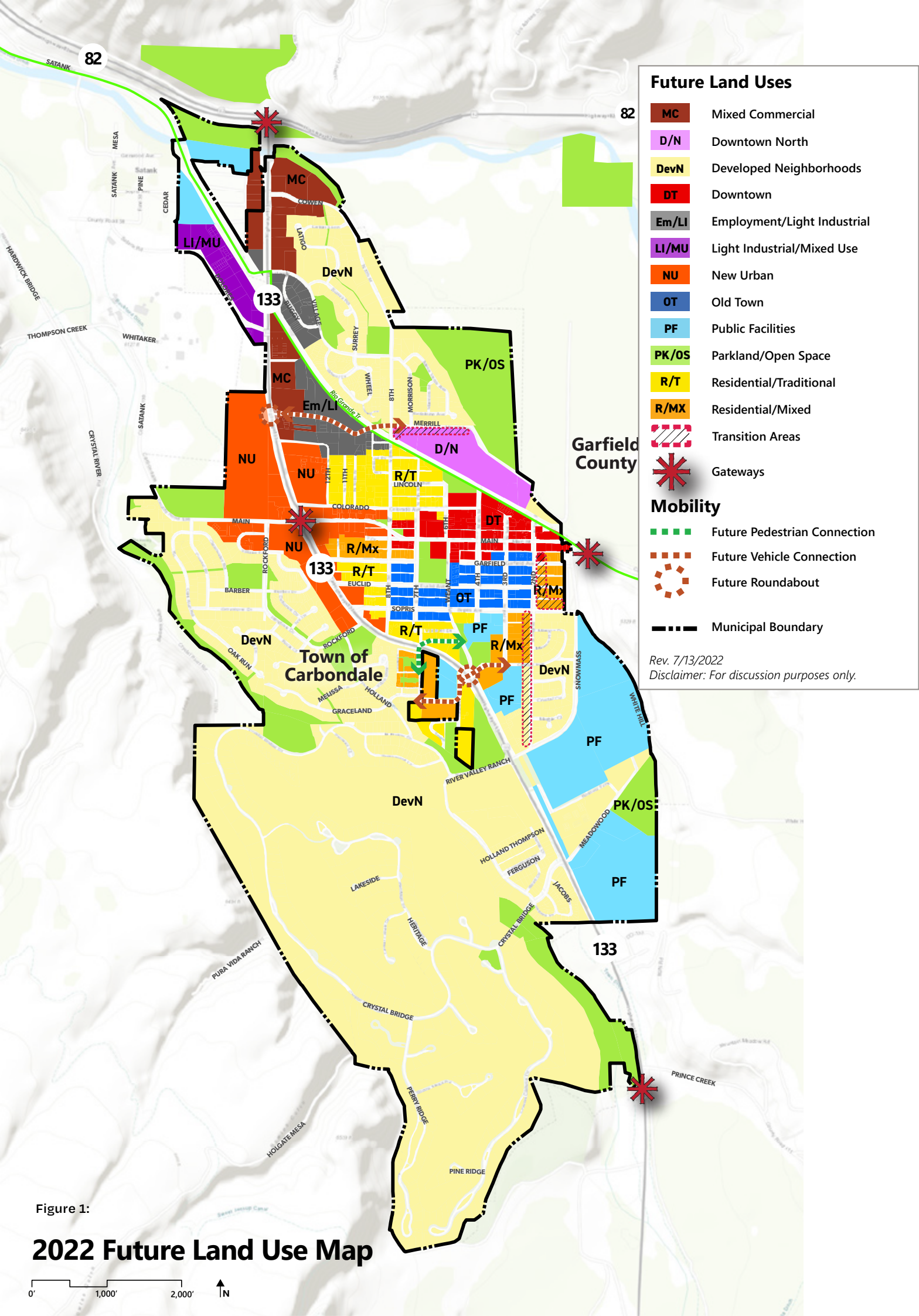




4.1 | Future Land Use Map

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 Highway 133 and Main Catherine's Store Road Highway 133 South Entrance	<p>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.</p> <p>Announce the gateway to downtown w/ entry monumentation and feature landscape. Reinforce small town character. Emphasize bike and pedestrian oriented design.</p> <p>Well-defined transition from an agricultural landscape into small-town Carbondale. The Highway 133 South entrance features the Crystal River corridor.</p> <p>Well-defined transition from an agricultural landscape into small-town Carbondale featuring the Crystal River corridor.</p>
 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.

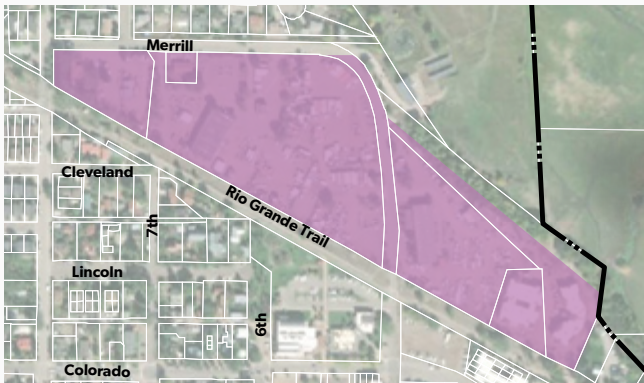
Downtown North



| 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:

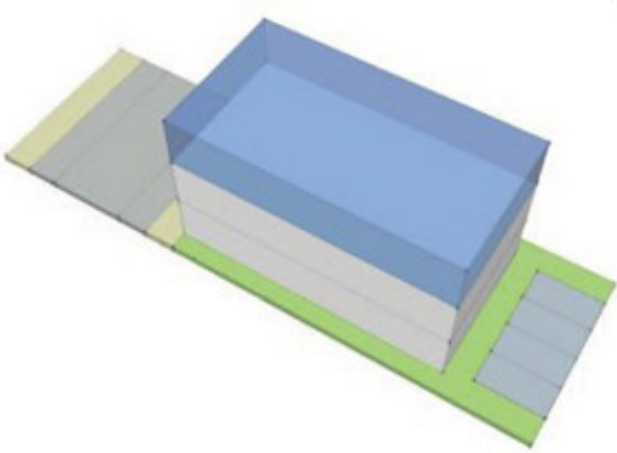
- Orient buildings and site design specific to pedestrians more than towards cars
- Buildings should be sited at the edge of the sidewalks and existing gaps in the block faces should be filled-in except for formal plazas and other gathering places

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

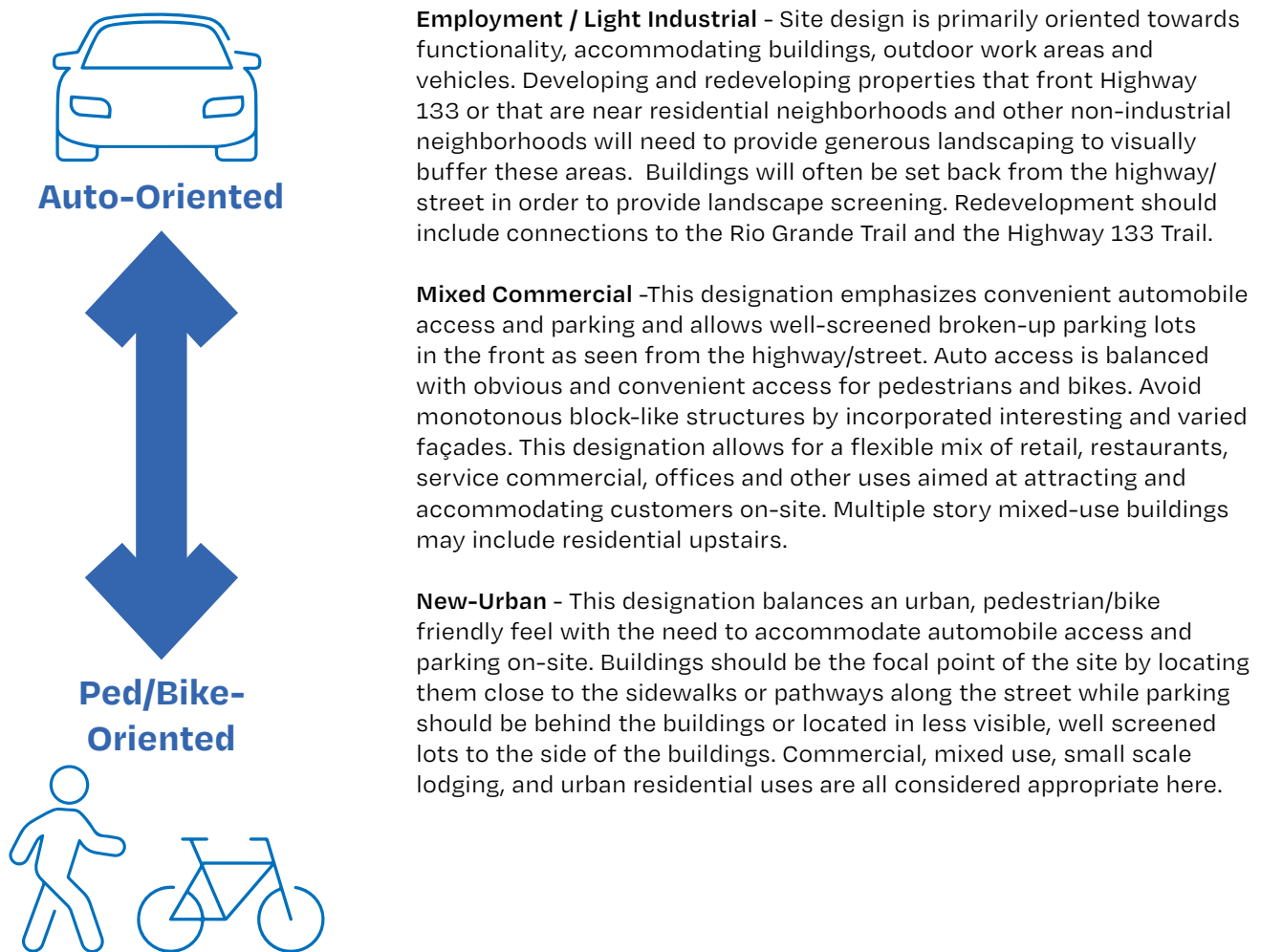
Connectivity:

- 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.

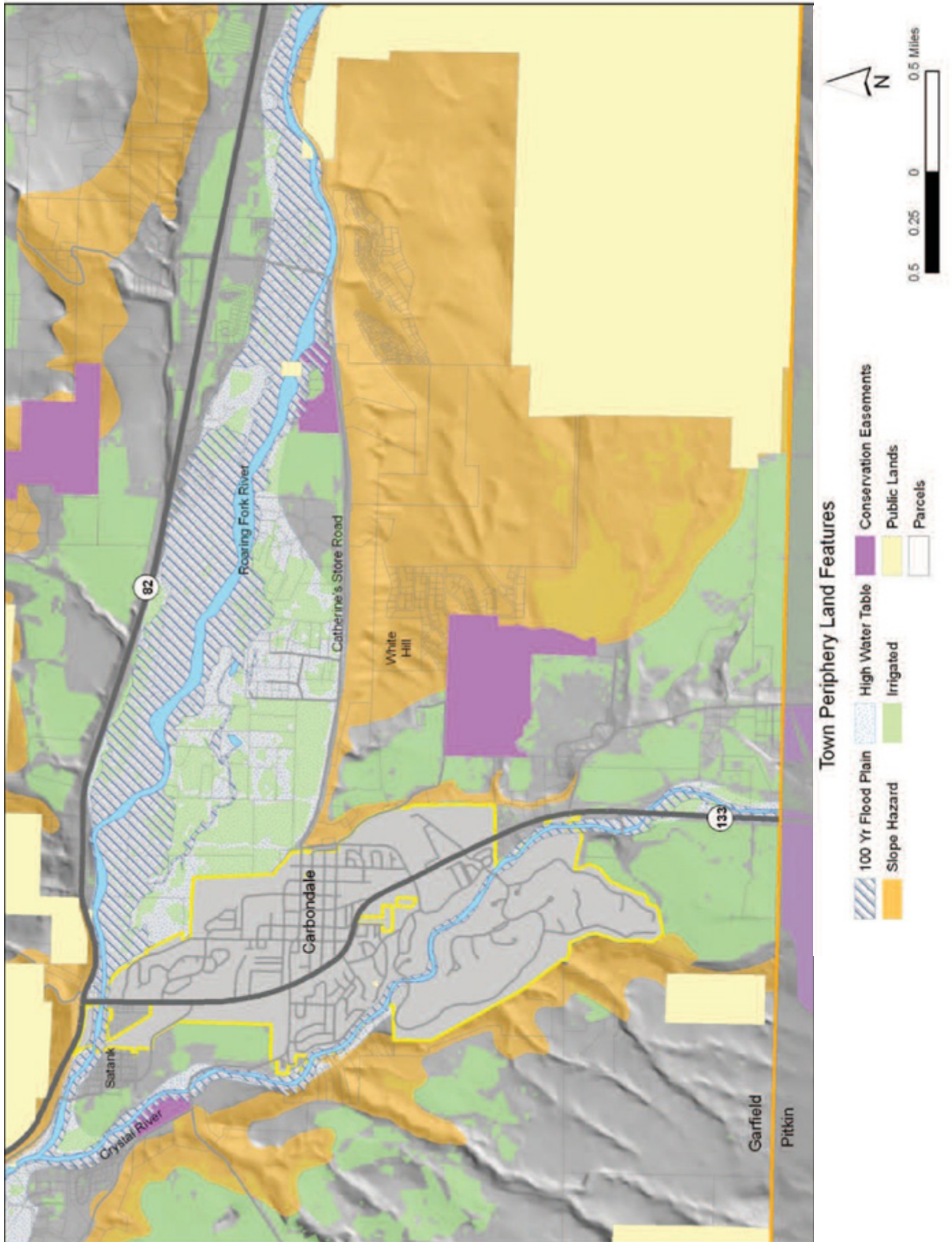


Figure 5: Town Periphery Land Features

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.

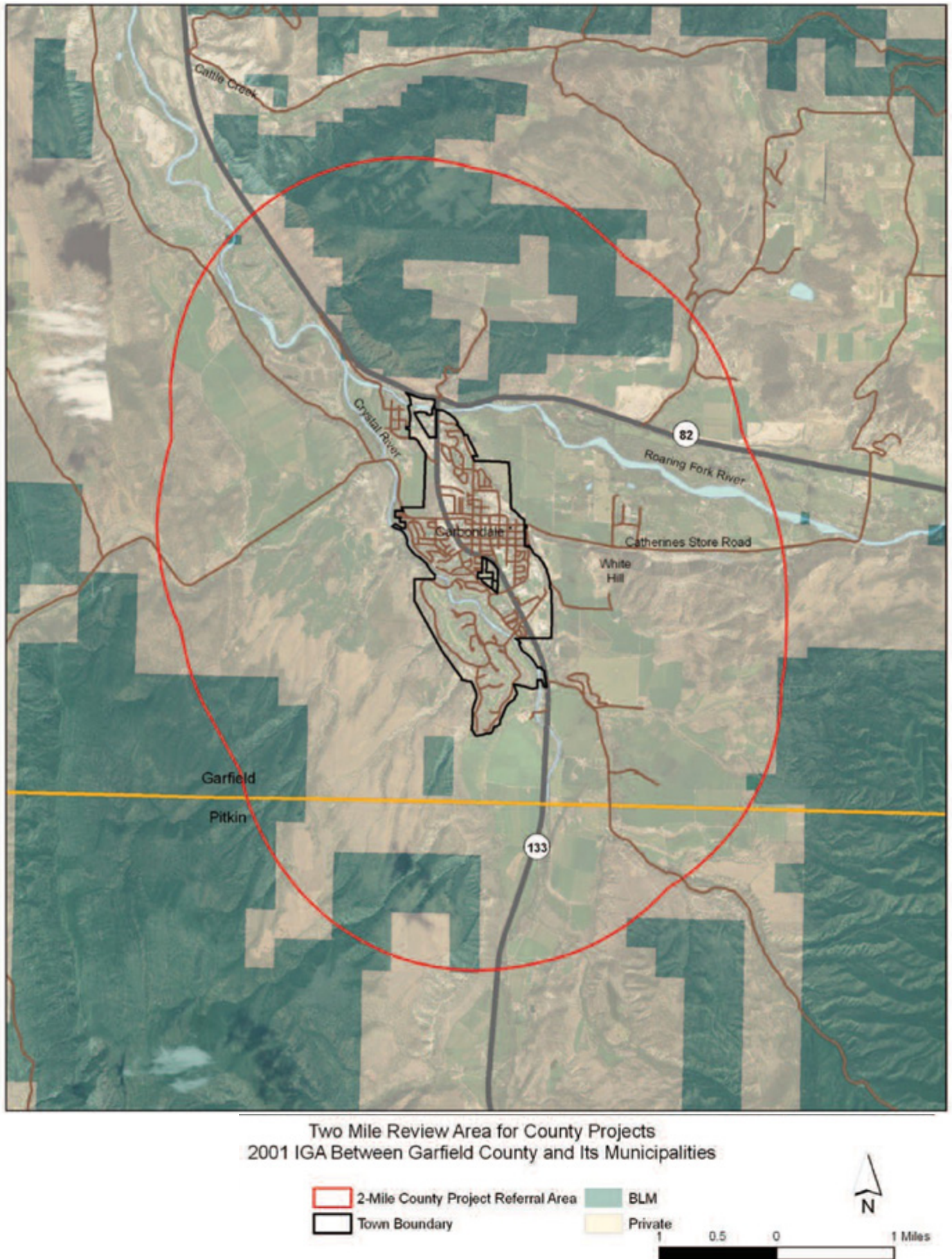


Figure 6: Two Mile Review Area for County Projects

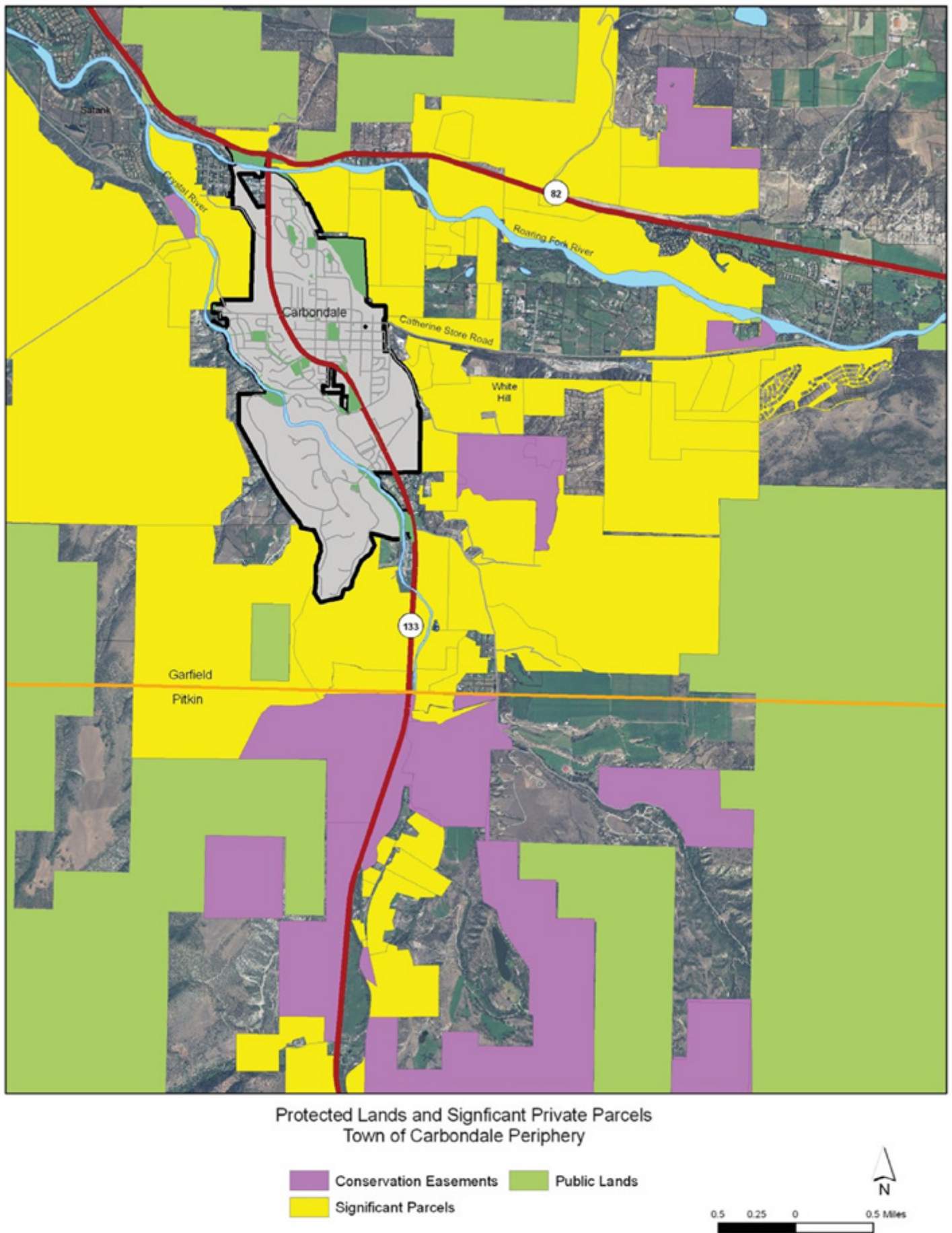


Figure 7: Two Mile Review Area for County Projects



| 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	

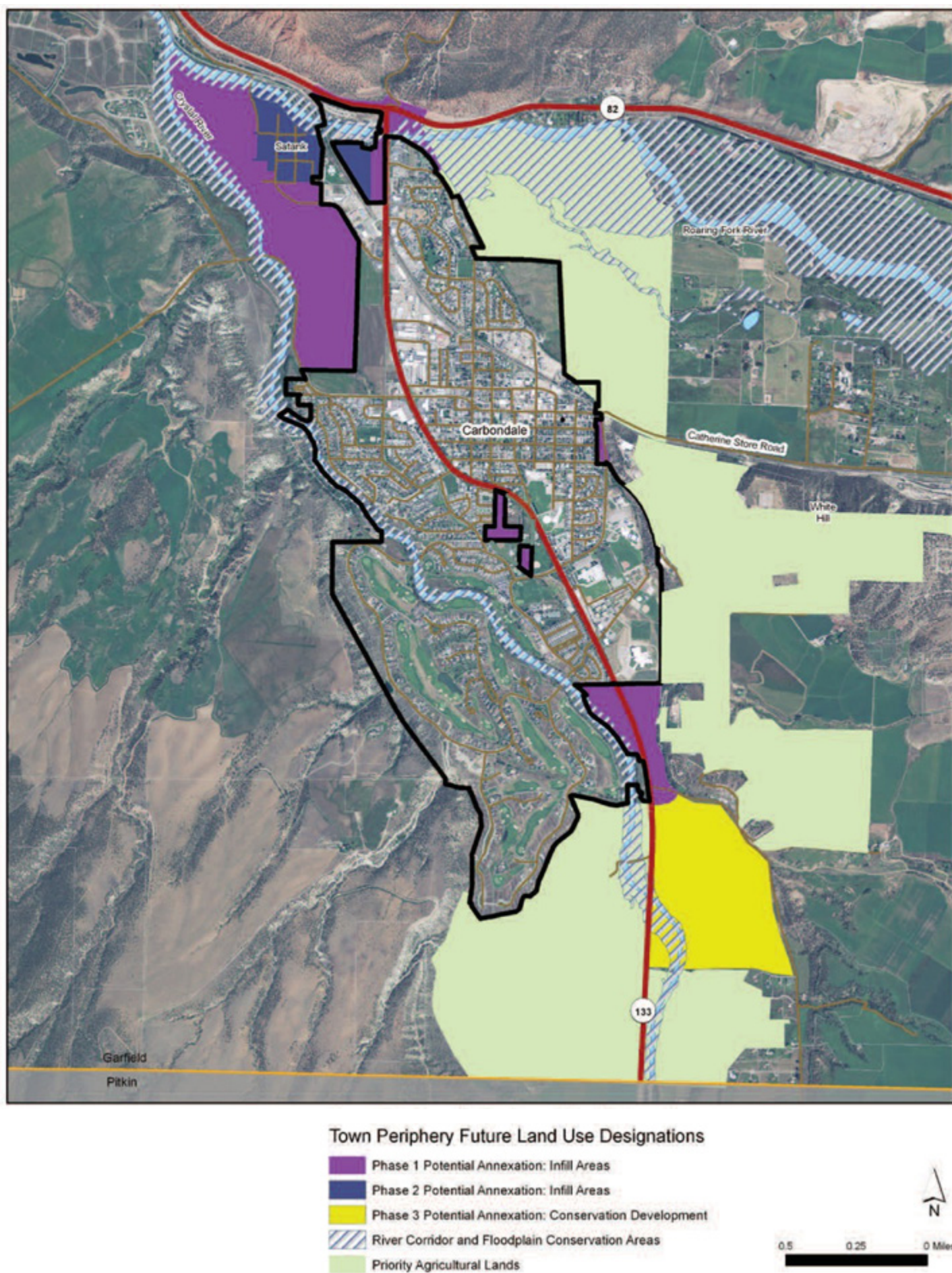


Figure 8: Town Periphery Future Land Use Designations



| 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).