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Chapter 1

Comprehensive Plan Summary

Purpose

The Carbondale Comprehensive 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 provided the policy direction articulated in the Comprehensive Plan through an extensive and broad-based public process. This is their document and it 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 will also serve as a guide to 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 is not the same as the land use code. 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.

Five factors make the Comprehensive Plan “comprehensive”:

- The plan covers the entire area of the town and the town periphery.
- The plan integrates authentic and diverse community participation spanning the full-range of perspectives and interests.
- The time horizon considered in the plan is long-range, extending two decades into the future, well beyond the pressing concerns of today.
- The plan provides general guidance on where growth and various land uses should occur and articulates community expectations about the physical form of development.
- The plan provides a framework for achieving a sustainable future at the local level with strategies that aim to align community, environment, and economy.

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.

Growth projections call for an additional 3,600 people and an additional 600,000 sq. ft. of commercial floor area by 2032 (Figures 1.4 and 1.9). Regardless of whether these 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.

Goals and Strategies for Achieving a Sustainable Future

Chapter 2 - Vision, Goals and Strategies provide the framework for achieving a sustainable future at the local level. The strategic direction is a reflection of Carbondale's sustainability ethos and its local, regional, and global awareness about how decisions can affect the community today and future generations. Achieving a sustainable future requires a continuous effort to align community, environment, and economy. When these three components are aligned, Carbondale can prosper without compromising its core values or degrading its assets.

 Community	The values, lifestyles, preferences, and social/civic capacity of residents and the workforce.
 Ecology	The natural environment, resources, and climate of the community, region, and earth.
 Economy	The community's fiscal conditions, business capacity and individual wealth and economic opportunities.

There are four areas of alignment that stand out and are emphasized throughout the Comprehensive Plan:

- Carbondale's community identity and attractiveness are tied inextricably to its small town form and compact size. A compact town with attractive multimodal options reduces dependence on the personal automobile, which in turn contributes to improved air quality and reduced greenhouse gas emissions. The ability to get around town without a car also promotes a healthier, more out-going community.
- Protecting and enhancing rivers, valleys, and mountains is an essential economic development strategy. These core assets attract visitors, new businesses, workers and retirees. Protecting air and water and maintaining open spaces and natural areas for recreation all contribute to a healthy community.
- Developing and using renewable energy and reducing consumption and waste protect the environment while opening new markets for sustainability enterprises.
- Diversity in housing types creates a community where people can live near to where they work. This close proximity reduces commuting time and encourages walking and biking for daily needs, which contribute to making for a diverse and civic-minded community.

Priority Strategies

The goals and strategies section of the Comprehensive Plan is inherently strategic. Goals provide statements of WHAT the community aims to accomplish over the life of the plan. Strategies are specific actionable measures for HOW to implement the goals. The public process included a series of community events during which participants ranked the strategies in the plan. Following are the top priority strategies identified for each of the topics:

Small Town Character

Strategies for maintaining small town character are articulated in ***Chapter 4 Future Land Use Plan*** and are summarized later in the Executive Summary.

Economic Growth, Diversification and Self-Sufficiency

- Promote Carbondale as a destination for arts, festivals, performance and recreation.
- Encourage local food production and value added agriculture.
- Support the use of renewable energy and the growth of sustainability enterprises.

Diversity in Housing Types

- Encourage multi-family and higher density housing.
- Integrate mixed-use development: connect housing with commercial.
- Plan for housing options for the aging population.

Infrastructure and Town Government Fiscal Health

- Implement multi-modal improvements, especially along/across Highway 133.
- Establish enhanced gateways into town and downtown.
- Develop a coordinated downtown parking strategy.

Ecology and Renewable Energy

- Protect riparian corridors while promoting public recreation.
- Implement codes and incentives for green/conservation commercial buildings.
- Encourage local energy production.

Multi-Modal Mobility

Because the ability to get around without using a personal automobile is paramount, multi-modal mobility is central to many of the Comprehensive Plan strategies and is a critical element of quality of life and a sustainable future. The multi-modal mobility element of the Comprehensive Plan centers around a network of priority multi-modal corridors that are planned to become the focus of future sidewalks, pathways, highway crossings and other bike and pedestrian improvements. Streets mapped as multi-modal corridors include unique site specific conditions such as street right-of-way width, neighborhood character, and traffic volumes, all of which need to be considered in the design and construction of the improvements.

Highway 133 Multi-Modal Priorities

- Highway 133 crossings to connect neighborhoods.

- Separated paths or sidewalks along both sides of the highway.
- Highway 133 crossings that create safe routes to school.
- Minimize driveway cuts along paths and sidewalks.

Town-wide Multi-Modal Priorities

- Focus on improving priority multi-modal corridors.
- Tailor improvements to neighborhood character and street width.
- Connect to and embrace the Rio Grande Trail, Hwy 133 Trail and Crystal Trail.
- Connect to the 3rd Street Center and the Roaring Fork School District campus.

Future Land Use

The future land plan synthesizes the guidance contained in the vision, goals and strategies into a series of mapped designations representing the desired future land use for various areas in town. The Comprehensive Plan identifies the characteristics that make Carbondale a great place and includes policies to maintain and enhance them. The future land use plan designations use several distinct but interrelated elements of small town character to describe the desired future conditions for the neighborhoods throughout town. The future land use plan focuses mostly on neighborhoods that are more likely to experience change over the next two decades. The developed neighborhoods, platted subdivisions that are unlikely to change in the foreseeable future, are delineated but given less attention. The Town Periphery portion of the future land use plan articulates strategies for coordination, land conservation and conservation development in the unincorporated areas around the town. The designations are described below with priority strategies listed for each.

Downtown Residential Neighborhood Designations

The downtown residential neighborhood designations (Old Town Residential and the Downtown Old-Town Periphery) are focused on managing change, infill and redevelopment to maintain and enhance small town character and to build off of the assets offered by the town's grid-pattern such as alleys, wide streets, street trees, sidewalks and landscaping.

Old Town

Old Town encompasses the oldest residential neighborhood in the historic town grid. Top priorities as ranked in order by the community 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.

Downtown/Old-Town Periphery

This designation consists of town grid and early annexation areas where a mixed multi-family and single family development pattern has evolved. Top priorities as ranked in order by the community include:

- Create a diverse mix of single-family and quality-design multi-family residential.
- Avoid monotonous, box-like multi-family buildings.
- Focus street emphasis on sidewalks, trees, and homes not off-street parking.
- Use alley loaded parking/garages/carports where possible, or side-loaded parking if alleys are not available.
- Provide opportunities for accessory dwellings, requires permitting process to be simplified to facilitate approval.
- 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.

Downtown

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. Land uses have evolved to make the best use of the land and these patterns should be continued, i.e. customer-oriented commercial on the street level with second and third story office and residential.

The top priority strategies for downtown as chosen by participants in the community meeting series ranked in order 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.

Downtown North

Downtown North has two alternative futures, both of which are supported by the community. It is currently occupied by several light industrial and transportation oriented businesses and this property may remain light industrial for decades to come. However, as Carbondale evolves, this cluster of larger parcels adjacent to the Historic Commercial Core is a prime location for redevelopment complementary to downtown. This designation looks to the future of redeveloping this property as an extension of the traditional town form, scale and mixture of uses that would add to and support the critical elements of the downtown.

Should property owners choose to pursue a mixed use redevelopment of the light industrial area, the following list represents the community priorities ranked in order:

- Complement the downtown, do not duplicate it.
- Extend downtown/urban, walkable form of Downtown.

- Integrate mixed use and commercial.
- Redevelopment can include some lower impact light industrial/employment uses.
- Connect to Rio Grande Trail and the Carbondale Nature Park.
- Design with sensitivity to impacts on adjacent neighborhoods.
- Integrate a mix of housing types.

Developed Neighborhoods

The developed neighborhoods designation is intended to provide for neighborhood stability while allowing remodeling, replacement and new construction in established residential neighborhoods. 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.

Highway 133 Corridor

Employment / Light Industrial: 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.

Auto-Urban: This designation emphasizes convenient automobile access and parking and allows well-screened small-scale parking lots to be located in the front as seen from the highway/street while also providing obvious and convenient access for pedestrians and bikes. Avoid monotonous block-like structures by incorporating interesting and varied façades. This designation allows for a flexible mix of retail, restaurants, service commercial, offices and other uses aimed at attracting and accommodating customers on-site. Multiple story mixed-use buildings may include residential upstairs.

New-Urban: 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 the buildings. Commercial, mixed-use, light industrial, local food production, live/work, and urban residential uses are all allowed in appropriate places.

Gateways

Gateways create a sense of arrival and provide way-finding for visitors arriving to Carbondale. They should be designed to reflect the small-town character, exhibit Carbondale's creative, festive culture, and landscaped generously. The gateways on the edge of town should define the transition from an agricultural landscape into small-town Carbondale. The intersection of Highway 133 and Main Street should announce the gateway to downtown.

Town Periphery and Potential Future Annexation Areas

One of the primary goals for retaining small town character is to maintain a compact development pattern and a distinct geographic identity. Some of the land in the Town Periphery can be purchased or protected with conservation easements. However, some owners will seek development approvals for land in this area. As a result it is important to establish planning strategies in the Town Periphery that seek to balance the needs of conservation and development. Achieving this goal requires a coordinated effort between the town, the county, and the land conservation entities at work in the valley.

Following are the top strategies identified during the planning process, ranked in order by the community.

- Support local land conservation organizations.
- Support creation of a Garfield County open space fund.
- Coordinate with Garfield County to align objectives.
- Promote conservation development/clustering in county developments.
- Coordinate with land owners to find common objectives and Identify areas suitable/desirable for annexation.

Land Conservation Priorities

During the planning process, the community prioritized their preferences for land conservation during a series of community meetings using key pad polling. The following are the preferred conservation areas ranked in order.

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

Opinion Polling Results: Infill vs. Expanding the Town Boundaries

During the community meeting series, participants were asked their opinion regarding

- 1) whether the town should pursue a strategy that accommodates future growth within the town boundaries.
- 2) whether the town boundaries should be expanded to accommodate future growth.
- 3) some combination of both expansion and infill/redevelopment, or whether to implement a growth management system that ultimately limits growth.

According to the opinion polling results over the three day community meeting series, the majority of people split between those that would like to see future growth accommodated by infill only and those that feel that a combination of infill and expansion would be the best strategy. There is a certain segment of the community that favors a legislated growth cap, but this is not the dominant opinion according to the polling results.

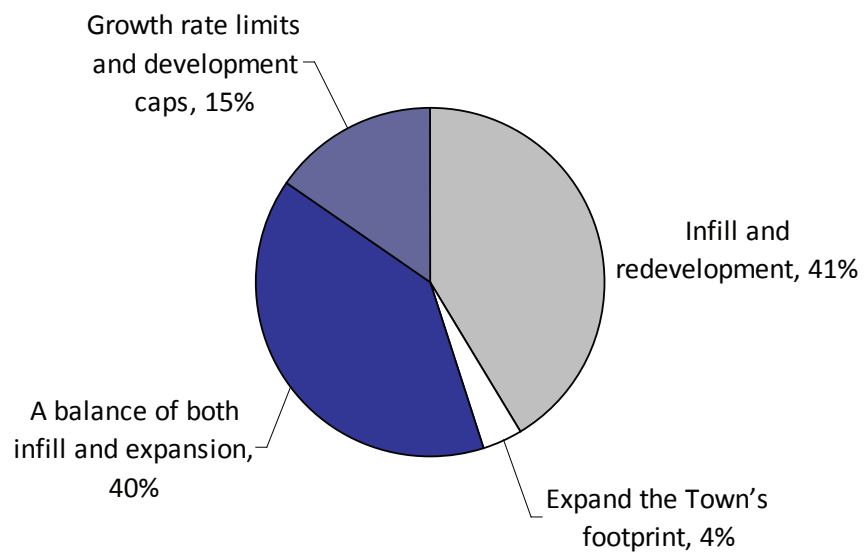


Figure 1.2 Community Opinion Polling Results Regarding Development Patterns

Summary of Appendix 1 - Background Information

Appendix 1 Background Information is a two-part description of the existing demographic, economic, and fiscal conditions in the town. The Demographic and Economic Trend Summary contains baseline data used to inform the dialogue throughout the planning process. This summary includes demographic characteristics of the county population, housing growth projections, economic indicators and other information that is useful for planning for future growth. The second part, Linking Land Use and Fiscal Realities, describes the relationship between land uses and the fiscal conditions for the town government.

Demographic and Economic Information

Who is in Carbondale?

- During 2000-2010 Carbondale's population became generally older and households with elderly individuals increased (Figure 1.3).
- Family households and households with children experienced relative decreases between 2000 and 2010 while non-family households increased (Figure 1.3).
- In the last decade Carbondale has become more diverse. The white, non-Latino population, decreased by 17%, when measured as a percent of the total. Latino and other populations experienced 7% and 8% relative gains.

The trend towards an older population points towards the need to plan for and develop a variety of housing for the aging population, which is reflected throughout the Comprehensive Plan. The trend towards more non-family households also signals a shift in the housing market with more demand in the future for smaller homes and attached units. The Comprehensive Plan encourages diversity in housing types to meet changing demand.

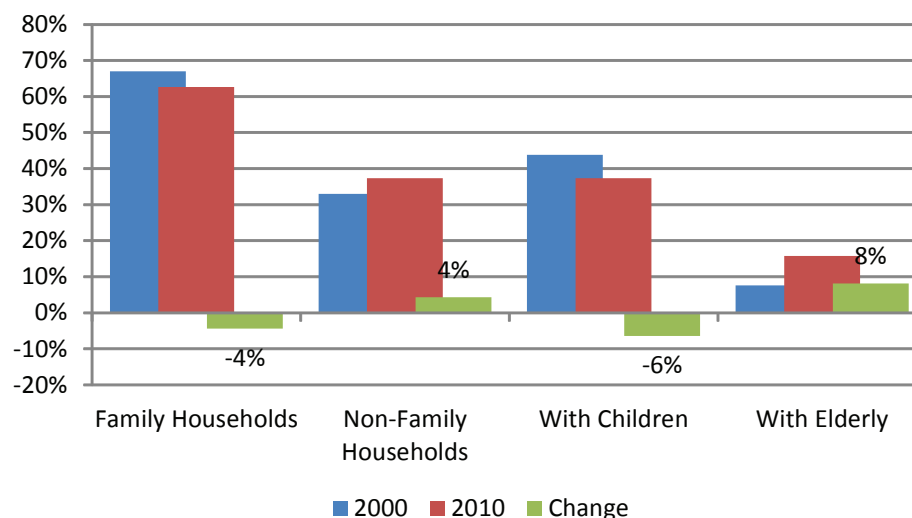


Figure 1.3- Household Composition 2000-2010

How much has Carbondale grown?

While growth rates slowed drastically with the onset of the Great Recession in 2008, the rapid growth leading up to the recession is a reminder of the level of demand for new development that remains possible when economic conditions are favorable. Within the 20 year planning horizon of this plan, favorable economic conditions will likely prevail again, sparking investment and growth in Carbondale.

- Between 2000 and 2010 Carbondale’s population grew by more than 1,200 people, representing a 24% increase (Figure 1.4).
- Housing units increased by 36% between 2000-2010, with 647 housing units added in the town limits.
- Commercial sq. ft. doubled between 1990-2009 from 500,000 sq. ft. to 1 million sq. ft.

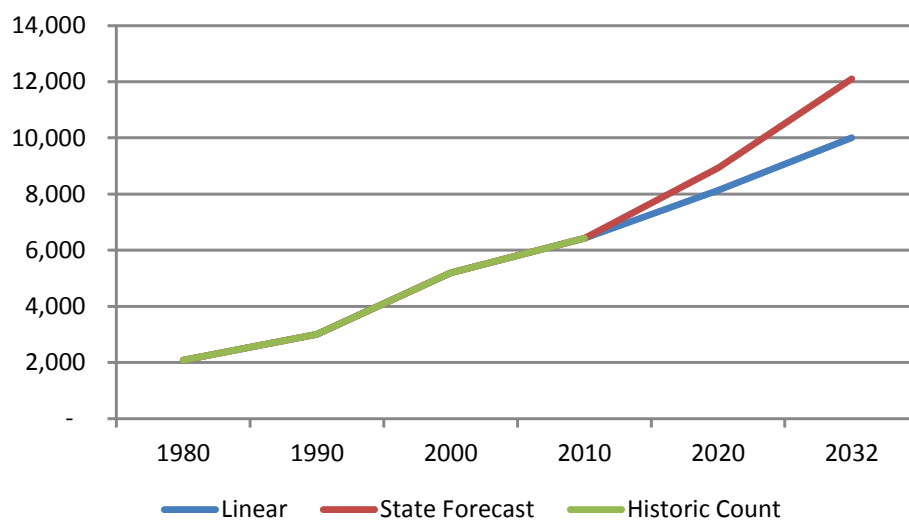


Figure 1.4 - Carbondale Historic and Projected Population

How much growth is forecast?

Early in the planning process, it became clear that the residents of Carbondale did not want to develop a Comprehensive Plan centered on accommodating the future population forecasted by state demographers. Instead, the community wanted a character-based plan that accommodates future growth only if it enhances small town character. With the emphasis on small town character established, it is still important to acknowledge that the State and Garfield County are forecast to experience significant population growth in the coming decades, and some of this growth will manifest itself as market demand for residential and commercial development in Carbondale.

- In 2010, Carbondale had 6,400 residents.
- Carbondale’s share of the State Department of Demography forecasts for Garfield County is 12,000 additional residents in Carbondale by 2032, an 88% increase (Figure 1.3).
- A linear projection of growth in Carbondale between 1980-2010 calls for an additional 3,600 people by 2032 a 56% increase (Figure 1.4).
- Population forecast for Garfield County show 65,000 residents county-wide by 2032.

- Population forecast for Colorado as a whole calls for 44% growth by 2032, over 2 million additional people living in the state.

How does Carbondale compare to other nearby small towns?

In order to provide a frame of reference, this appendix summarizes key indicators for Carbondale as compared to two other municipalities in the valley, Basalt and Glenwood Springs, as well as Salida, a nearby small mountain town with many similar amenities including the Arkansas River and a strong downtown. Over two-thirds of Carbondale's working residents commute out of town for their jobs (Figure 1.5). This is a much higher commuting rate than other towns in the comparative analysis, with less than half of Glenwood Springs workers commuting out of town and less than a third of Salida's workers commuting out for work.

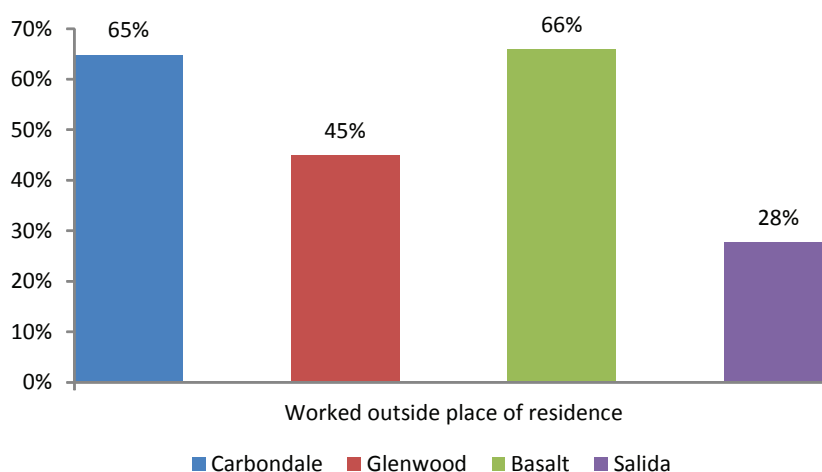


Figure 1.5- Comparison of Workers by Place of Work 2010

In order to make Carbondale a place where more of its residents can live and work in town, the Comprehensive Plan articulates strategies for diversifying the economy and establishes clear direction to achieve diversity in housing types.

In comparing the economies of Carbondale's peer towns, Carbondale is only local economy where:

- Light manufacturing is a top employer
- The economy is not mostly reliant on tourism and development
- Retail is not in the top three employers

These observations all underpin the general finding that the Carbondale local economy is more diversified than other towns nearby. The Comprehensive Plan contains policy guidance and future land use planning that encourages further diversification. For example, manufacturing small-businesses are top employers in Carbondale. Because manufacturing is an important component of Carbondale's economic base, the Comprehensive Plan identifies areas for employment/light industrial uses. While over-reliance on the retail trade can be problematic for many communities, it is important to realize that retail makes up a much larger portion of the economy for other nearby towns. This signals an opportunity to expand the retail sector in Carbondale but it also signals the danger of losing market share to nearby communities with a more robust retail sector.

Linking Land Uses to the Town's Fiscal Conditions

The land use/fiscal analysis quantifies the link between the town's budgetary realities and the types of land uses in town. Because 60% of the town's revenues come from sales taxes (Figure 1.6), retail land uses are a fiscal net-gain while residential land uses and other non-residential land uses (general commercial, lodging, and light industrial) cost more than they generate in annual revenue. The appendix also examines the origin of the revenues by type of land use (Figure 1.7). When the sales tax generated by local household spending, property tax and other revenues generated by households are accounted for, Carbondale's households yield half of the revenues for the town. While the costs of serving households exceed the revenue they generate, it is critical to maintain a balance between housing, retail, and other revenue generating land uses to achieve long-term fiscal stability.

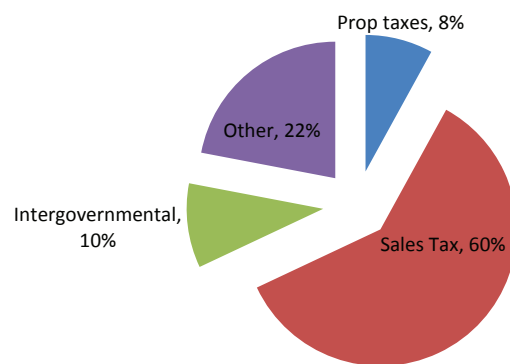


Figure 1.6 - General Fund Revenues by Source

Source: 2008-2010 Carbondale Municipal Budgets

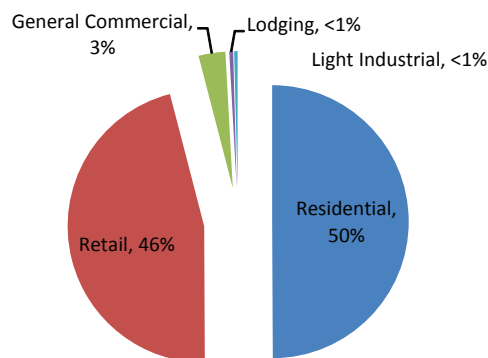


Figure 1.7 - Revenue Generation by Land Use Type

Source: Carbondale Financial Audits

Commercial Build-out Study

This study applied Community Viz GIS technology to estimate the potential build-out of vacant commercial lots and infill/redevelopment of commercial properties containing buildings that are 15 years or older.

Build-out of vacant commercial lots could result in almost a half million square feet of additional commercial floor area. Infill and redevelopment of properties containing buildings 15 years or older could result in over a half million square feet of commercial floor area.

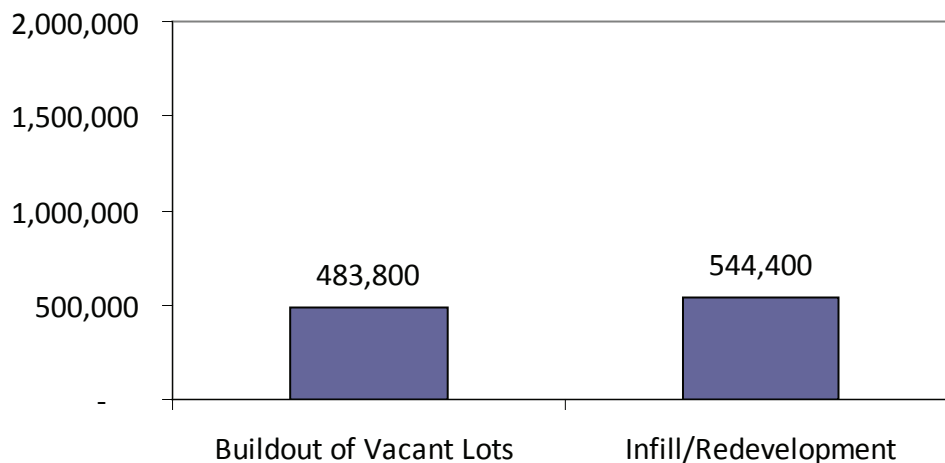


Figure 1.8 - Commercial Property Build-out Study Results

If the commercial growth rates from the past two decades continue for the next 20 years, the town could expect demand for an additional 600,000 sq. ft. of commercial development. It is clear that the combination of build-out of vacant commercial lots and the redevelopment and infill of properties with older buildings can easily meet the projected demand for commercial development.

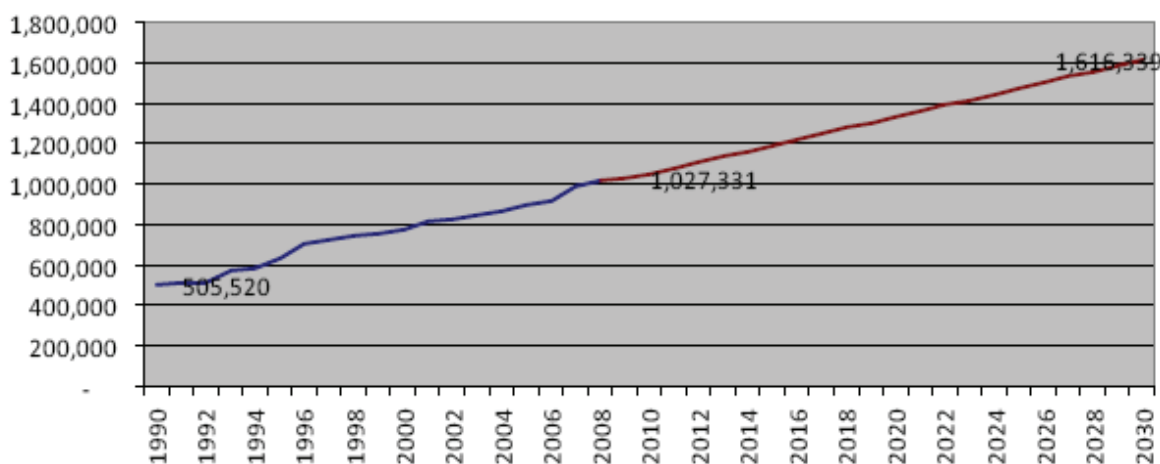


Figure 1.9 - Historic and Projected Commercial Square Footage in Carbondale

Chapter 2

Vision Goals and Strategies

2.1 Introduction

Vision, Goals and Strategies establish what the community aims to achieve over the next 20 years and. The Vision, Goals and Strategies lay the foundation for a range of implementation actions. Some of the implementation strategies will require cooperation and partnerships with other entities (for example, planning for locally produced renewable energy) and some implementation strategies the town can accomplish on its own (for example, recommended changes to the land use code).




The Vision for a Sustainable Future describes the desired conditions that will allow future generations to enjoy the same quality of life that the community enjoys today.

Goals provide concise statements of WHAT the community aims to accomplish over the life of the plan. The goals provide the basic organization and direction for the plan's strategies.

Strategies are specific actionable measures for HOW to implement the goals.

2.2 Small Town Character Vision and Goals

Vision for a Sustainable Future

 Community	The community identity is tied inextricably to Carbondale's small town form and compact size. The agricultural periphery will continue to delineate a distinct geographic identity for the town. The well-loved downtown will remain the heart of the community – a thriving, historic, identifiable center of commerce, town culture, civic life, and celebrations.
 Ecology	A compact small town form with attractive multimodal options will reduce dependence on the personal automobile, therefore contributing to improved air quality and reduced greenhouse gas emissions.
 Economy	Carbondale will maintain a balance between growing and evolving economically and maintaining the small town character that attracts visitors, residents and employers and keeps businesses in town.

Goals

- Goal 1 - Optimize resources in the town boundary with infill/re-development.
- Goal 2 - Encourage quality design that enhances small town character.
- Goal 3 - Integrate trees/landscaping into future development and the public realm.
- Goal 4 - Identify opportunities for mixed-use commercial/residential.
- Goal 5 - Integrate safe, attractive multi-modal options into infrastructure and development.
- Goal 6 - Preserve and enhance the desirable characteristics of neighborhoods.
- Goal 7 - Contribute to and encourage land conservation on the town periphery.
- Goal 8 - Preserve the historic buildings, landmarks and features by implementing the Historic Preservation Program.


Strategies for Small Town Community Character

The strategies for implementing the Small Town Character element of the Comprehensive Plan are articulated in the **Chapter 4 - Future Land Use Plan**. Chapter 4 describes the strategies for managing change in the neighborhoods throughout town and along the town's periphery. The challenge of maintaining small town character is a matter of designing new development to accommodate future demand while still maintaining the elements of character that make the Carbondale so appealing. While the details vary from one neighborhood to the next, there are several cornerstones of small town character: compact small town form, pedestrian/bike friendly details and human-scaled streetscapes, street trees and ample landscaping, buildings that fit with the scale of the neighborhoods, street emphasis on buildings and pedestrians instead of off-street parking or garages, open ditches and naturalized storm water management instead of curb and gutter. Along the Highway 133 corridor, maintaining character requires a balance between areas emphasizing convenient automobile access and areas of the corridor that are intended to be more urban and pedestrian oriented in the future. Small town character is not defined as one uniform condition that extends throughout town. Character is a convergence of several physical elements in specific places that influence the look and feel of the town. Maintaining small town character requires attention to the details of design in each neighborhood as the community manages change in the future.

Allow incremental development and possible subdivision within large parcels and encourage development that maintains unique and diverse neighborhoods and building types. This is to avoid development that lacks character and individuality as well as to maintain Carbondale's historic pattern of development.

2.3 Economic Growth, Diversification and Self-Sufficiency

Vision for a Sustainable Future

 <p>Community</p>	<p>The most effective way to spur positive economic change is by empowering individuals to create new or broader livelihoods in a business-friendly atmosphere. Creating alignment between economic development organizations, citizens, and government will establish momentum for innovation and prosperity. Carbondale's established culture of art, performances, celebrations and recreation will produce economic benefits and enhance the community's appeal.</p>
 <p>Ecology</p>	<p>The rivers, valleys, and mountains are the most fundamental assets for the community. Protecting and enhancing these core assets is an essential strategy for achieving a sustainable economy.</p>
 <p>Economy</p>	<p>The community wants to build from Carbondale's economic strengths and evolve the economy to fit the community's preferences. Increasing economic self-sufficiency is one of the most important components of this vision. A healthy balance between businesses and residents will make Carbondale more self-sufficient because people can meet daily needs and live and work in town. Expanding local agriculture and local food markets will yield healthy sources of food, reduce transportation costs, and provide livelihoods for residents and businesses.</p>

Goals and Strategies

★ Indicates a top community priority. Strategies are listed in order according to community priorities.

Goal 1 - Build from Carbondale's economic strengths to cultivate a unique role in the regional economy.

★**Strategy A** - Enhance Carbondale as a destination for arts, performance, festivals, and performance events.

★**Strategy B** - Maintain and enhance the recreational and scenic amenities unique to Carbondale.

Strategy C - Continue to cultivate a business climate that fosters a successful and growing professional services sector.

Strategy D - Promote restaurants, taverns and lodging as economic drivers and tax revenue generators.

Strategy E - Facilitate the coordination of business and economic development groups.

Strategy F - Maintain and enhance the functionality of light industrial areas with sensitivity to integration with adjacent neighborhoods and the community as a whole.

Strategy G - Support and participate in the economic development efforts of local, regional and state government agencies and organizations to enhance existing businesses and promote new business in town.

Strategy H - Support Colorado Mountain College's programs and facilities aimed at expanding the capacity of the workforce.

Strategy I - Develop a business attraction and recruitment strategy for target industries including but not

limited to: sustainability enterprises, light manufacturing/cottage industries, technology development, outdoor industry (equipment, media, design), professional services and management, land development services, arts and entertainment enterprises, senior communities (for example, an assisted living center) and local food production.

Goal 2 - Capture more local spending.

Strategy A - Establish land use districts that encourage convenient community-serving retail sales establishments that will improve the overall commercial base and augment town sales tax revenues.

Strategy B - Encourage retail uses where the local market is underserved.

Strategy C - Enhance the character of the downtown and Highway 133 commercial corridor to make them more attractive and functional for businesses and customers. See 2.2 Small Town Character Vision and Goals and Chapter 4 Future Land Use Plan.

Goal 3 - Facilitate business development with growth and development processes, standards and decisions that are clear, predictable, fair, consistent, timely and cost-effective.

Strategy A - Update the land use code to more accurately reflect the values of the community and the demand for new development.

Strategy B - Establish a clear process and reasonable set of requirements for starting a business in Carbon-dale.

★Goal 4 - Support the enhancement of local food production systems (i.e. growing, processing, marketing, and consumption).

Strategy A -Participate in agricultural land conservation in the town periphery.

Strategy B - Encourage small-scale urban farming in town including community gardens, orchards, green-houses, and livestock/fowl in acceptable numbers for residential neighborhoods.

Strategy C - Accept community garden space as legitimate public open space set-aside required by town subdivisions/development regulations.

Strategy D -Secure a downtown location for the farmer's market that could also be used for other community events that bring the community together downtown.




Strategy E - Support and participate in the efforts of local food and agriculture organizations to strengthen the local food system.

Strategy F - Contribute data and local guidance to efforts of local/regional organizations to develop regional food system mapping to inventory food assets, identify gaps in the system, and promote opportunities to create a diverse and holistic regional food system.



2.4 Diversity in Housing Types

Vision for a Sustainable Future

 <p>Community</p>	<p>Vibrant neighborhoods with various housing options will accommodate a mix of household types and cater to residents' changing needs, allowing households to grow and age in place.</p>
 <p>Ecology</p>	<p>Diverse housing options will allow residents to live in the communities where they work, thus reducing vehicle miles traveled and encouraging walking or biking as part of day-to-day life. Mixed use development that integrates residential with commercial uses will promote a pedestrian lifestyle and spur local business.</p>
 <p>Economy</p>	<p>Various housing options will enable residents to find suitable local housing regardless of income level and remain in the community as their income levels grow. Strong, diverse neighborhoods and households foster a capable workforce and sturdy customer base to sustain local businesses.</p>

Goal and Strategies

★ Indicates a top community priority. Strategies are listed in order according to community priorities.

Goal 1 - Promote the development of diversity of housing types providing for residents with different economic and housing needs and giving employees the opportunity to live affordably close to where they work.

★**Strategy A** - Create zoning districts that promote a variety of housing types and higher density to lower per-unit land and development costs.

★**Strategy B** - Encourage mixed-use development with and direct connections from housing to commercial and employment areas.

★**Strategy C** - Prepare for an aging population with a housing supply serving age cohorts ranging from recent retirees to the elderly.

Strategy D - Work with local, regional, state and national housing entities to expand the inventory of affordable housing including senior housing, assisted living, co-housing, rental housing and housing for 1-2 person households.




Strategy E - Establish a simplified development review process for smaller, lower occupancy accessory dwelling units.

Strategy F - Work with local and regional housing organizations to explore strategies to coordinate and consolidate the management of deed restrictions on affordable housing and resident occupied units in Carbondale.

Strategy G - Periodically evaluate the performance and outcomes of the inclusionary residential requirements for community housing and adjust as necessary.

2.5 Infrastructure and Town Government Fiscal Health

Vision for a Sustainable Future

 <p>Community</p>	<p>Basic infrastructure components like streets, law enforcement, water, sanitation, trails, sidewalks and close-by recreational amenities are fundamental to day-to-day health and quality of life. Maintaining the fiscal soundness of the town government through current and future economic cycles is of utmost importance for achieving community goals and for maintaining health and quality of life.</p>
 <p>Ecology</p>	<p>Enhancements to bike and pedestrian facilities and local/regional transit will cut emissions and reduce the demand for paved parking areas. Environmentally friendly town infrastructure such as naturalized storm water management, ecologically sensitive trails, and green building practices will enhance ecological health.</p>
 <p>Economy</p>	<p>Investments in infrastructure that improve quality of life and support commerce will have a significant economic impact by making it possible for existing businesses to expand and increase the overall appeal of the community to employers.</p>

Goal and Strategies

★ Indicates a top community priority. Strategies are listed in order according to community priorities.

Goal 1 - Align fiscal policies and levels of service with future land use strategies.

Strategy A - Establish zoning districts that encourage community-serving retail, restaurants/taverns and lodging in appropriate places to improve the commercial base and augment town sales tax revenues.

Strategy B - Invest in improved infrastructure and maintenance in Downtown and along the Highway 133 commercial corridor to improve aesthetics and functionality for businesses and customers.

Strategy C - Maintain a balance between employment generating land uses and diversity in housing types so that there are ample opportunities to live and work in Carbondale.

Goal 2 - Diversify town revenues.

Strategy A - Comprehensively review the Town's revenue structure and make adjustments accordingly to encourage a diversity of revenue sources.

Goal 3 - Support the development and maintenance of infrastructure necessary for a sustainable local economy.

★**Strategy A** - Continue to invest in multi-modal connectivity and safety and integrate these improvements into future development. See Chapter 3 Multi-Modal Mobility for more detailed guidance.

★**Strategy B** - Develop a comprehensive strategy to accommodate future demand for downtown parking that considers all options including required on-site parking, shared parking, collector lots, on-street park-

ing in the town's right-of-way and replacement of informal parking on vacant private property.

Strategy C - Pursue Downtown enhancements that build on Downtown's character.

Strategy D - Invest in enhancement of the public realm, including parks, streets, trees/landscaping, trails, pathways, landscaping, and public buildings.

Strategy E - Repair and replace existing streets and improve intersections and circulation to facilitate efficient and convenient travel throughout town.

Strategy F - Update the Parks, Open Space and Trails master plan and continue to make improvements as funding allows.

Strategy G - Develop a town asset management plan to define the value of Town holdings and the effective use of these assets.

Strategy H - Continue to require that new development contributes its fair share to the cost of expanding the town parks, open space, multimodal and streets infrastructure.

Goal 4- Make the Highway 133 roadway more visually attractive.




★**Strategy A** - Establish gateways into Carbondale on the edges of town along Highway 133 and Catherine's Store Road with monumentation and landscaping, integrate wayfinding as necessary.

Strategy B - Add landscaping along the highway corridor where right-of-way width will accommodate it and require street landscaping buffers on developing or redeveloping properties where the right-of-way does not accommodate landscaping.

Strategy C - Ensure that the physical character of highway improvements is in keeping with Carbondale's small town character.

2.6 Ecology and Renewable Energy

Vision for a Sustainable Future

 <p>Community</p>	<p>Carbondale has a long established ethos of protecting local and regional natural assets, reducing impacts on climate, and aspiring to a sustainable lifestyle. This respect for the environment is a key part of what people love about living here.</p>
 <p>Ecology</p>	<p>The community wants to establish Carbondale as a leader and innovator in energy efficiency and local energy production. A healthy environment with clean air, water, plenty of trees and healthy river corridors is a necessary condition for Carbondale's success</p>
 <p>Economy</p>	<p>Because Carbondale has a sustainability ethos, it is already a center for sustainability enterprises offering anything from local food advocacy to renewable energy research and design. There are many opportunities for sustainability enterprises that have yet to be tapped and Carbondale is poised to expand this sector.</p>

Goal and Strategies

★ Indicates a top community priority. Strategies are listed in order according to community priorities.

Goal 1 - Reduce the demand for energy and produce energy locally.

★**Strategy A** - Develop and adopt a green building program for new commercial development.

★**Strategy B** - Establish Carbondale as a center of sustainable enterprises.

Strategy C - Update and revise the 2005 Town of Carbondale Energy and Climate Protection Plan and continue to implement the policies contained in this plan.

Strategy D - Maintain a compact small town form connected by an integrated and functional bike, pedestrian and transit system.

Goal 2 - Embrace the river corridors by preserving them and making them more accessible for recreation.

★**Strategy A** - Identify key riparian areas for acquisition and conservation.

Strategy B - Maintain and enhance the riparian tree canopy.

Strategy C - Develop safe boating and shoreline access points using natural materials.

Strategy D - Develop river trails where terrain and access allow, that are carefully designed to support water quality through reductions in sedimentation and erosion.

Goal 3 - Improve watershed health and water quality.

Strategy A - Continue participating in regional watershed planning and projects.

Strategy B - Employ naturalized storm water treatment techniques such as naturalized detention, bio-swales, rain gardens, trees, terracing and porous pavements.

These remaining sections in Chapter 2 summarize vision statements identified during the process that express the community's social, civic and cultural aspirations for the future.

2.7 Governance

Vision

- Communication across the community will be effective, issues will be debated openly, and citizens will be confident in a responsive and decisive town government.
- Town officials and residents will respect the importance of private property rights and respect the applicable provisions of the Colorado and United States Constitutions.
- Our community will engage in productive partnerships with other organizations and governments to achieve our goals because we recognize that the whole is greater than the sum of the parts.

2.8 Diverse, Creative and Educated Community

Vision

- Carbondale is a real town that fosters individuality, diversity and respect for one another.
- The Carbondale community is a welcoming and caring place to everyone regardless of their economic circumstances or appearances.
- Well-supported and successful schools will bring us together and help keep this a family oriented-town.
- The community is continually enriched with arts and culture, special events, and performances that inspire civic pride, volunteerism and unity.

2.9 Youth Vision

The youth vision statements are a synthesis of ideas generated at the youth vision workshop at Roaring Fork High School during Spring 2011.

Vision

- The community will prosper, grow and change just enough to keep it interesting, but not so much that it is no longer a safe, friendly and familiar small town.
- Local businesses will provide more opportunities for shopping in Carbondale, so there will be no need to drive or ride the bus to Glenwood Springs or El Jebel to meet basic needs.
- There will be more opportunities for kids to have fun in town during all seasons. Festivals and celebrations, a wide variety of year-round indoor and outdoor activities, and public places for young people to gather and hang-out in town will make Carbondale a fun and healthy place to grow-up.
- It will remain convenient and sensible to get around Carbondale without a car.
- Carbondale will be a viable and affordable location for young people to build their lives and their careers.

- The community and the students will support and benefit from great schools.
- Carbondale will always embrace diversity and will continue to be a welcoming place.
- The views, trails, rivers and other natural assets that make this a great place will be protected and promoted for future generations to enjoy.

Chapter 3

Multi-Modal Mobility

Introduction

This section of the plan provides a framework for attaining a continuous, well connected system of streets, sidewalks, and pathways so that getting around Carbondale without an automobile is a viable and attractive option. Maintaining and enhancing pedestrian and bike mobility is among the top priorities for the community. The multi-modal mobility element of the Comprehensive Plan centers on a network of priority multi-modal corridors (Figure 3.3). Future multi-modal improvements in these corridors will result in a consistent and functional bike and pedestrian network. Completing the gaps in connectivity along the priority corridors identified in Figure 3.3 is a top priority.

While the multimodal corridors extend throughout town, streets mapped as multi-modal corridors possess site-specific conditions that influence their design and implementation. Information such as street right-of-way width, neighborhood character, and traffic volumes, all need to be considered when integrating streets with sidewalks, pathways and other multimodal improvements. For example, detached sidewalks can be integrated with naturalized storm water treatment practices as an alternative to the traditional tree lawn and curb and gutter. One of the most pressing challenges is how to make Highway 133 more functional for the shared use of pedestrians, cyclists, vehicles, and busses. Currently Highway 133 is a barrier for cyclists and pedestrians moving across town. In order to achieve full multi-modal functionality, Highway 133 will need to accommodate the needs of all users. This chapter addresses improvements to the roadway and right-of-way with the priority of connecting neighborhoods across Highway 133 with safe bike and pedestrian crossings, and pathways and/or sidewalks along both sides where spacing will accommodate them. Another challenge is creating connections with the existing trail and pathway network between critical destinations such as schools, downtown, and the Third Street Center. There are several gaps in this existing network, but the existing facilities serves as a good foundation for continuing to enhance the bike and pedestrian mobility throughout town. The Roaring Fork Valley Transportation Authority connects the community with the region, however there is current not a local circulator system to transport people throughout town. Many citizens are hopeful about the possibility of developing a local transit system, adding even more options to the multi-modal system.

Multi-Modal Mobility Goals and Strategies Throughout Town

★ Indicates a top community priority. Strategies are listed in order according to community priorities.

★ **Goal 1** - Develop multi-modal improvements tailored for Carbondale streets right-of-way width, neighborhood character, focusing first on priority multi-modal corridors and priority connections (Figure 3.1, 3.2 and 3.3).

Strategy A - These are the priority connections (not listed in order of importance):

- Pathway completion along Snowmass Drive connecting to Main Street.
- Pathway completion along Meadowood Drive connecting to Highway 133.
- Pedestrian/bike connection from Third Street Center to Highway 133..
- Connect Snowmass Drive and Meadowood Drive through Roaring Fork School District Campus.
- Pathway and/or sidewalk along Main Street connecting Highway 133 and CRMS.
- Sidewalks along 8th St. between Village Road and the sidewalks on Cowen Drive.
- Complete the gap in the sidewalk along Sopris Avenue between 3rd and 4th Streets.
- Bus stop across from Subway on Main near Highway 133.

Goal 2 - Improve multi-modal connectivity throughout town.

★**Strategy A** - Improve and expand connections between neighborhoods and the Highway 133 Trail/Crystal Valley Trail.

★**Strategy B** -Capitalize on the Rio Grande Trail by connecting to it, prioritizing connections near downtown and connections in future developments and redevelopments along the trail.

★**Strategy C** - Improve general connectivity to the 3rd Street Center.

Strategy D -Improve connectivity from schools to the rest of the town, emphasizing safe routes from residential neighborhoods to school and routes from the campuses to downtown.

Strategy E - Continue to plan for and pursue funding for a local transit circulator service with routes that reach more of the neighborhoods in town.

Strategy F - Continue to work with Roaring Fork Transit Authority and Colorado Department of Transportation to maintain safe and convenient transit facilities and services.

Strategy G - Establish bike and pedestrian facility design standards.

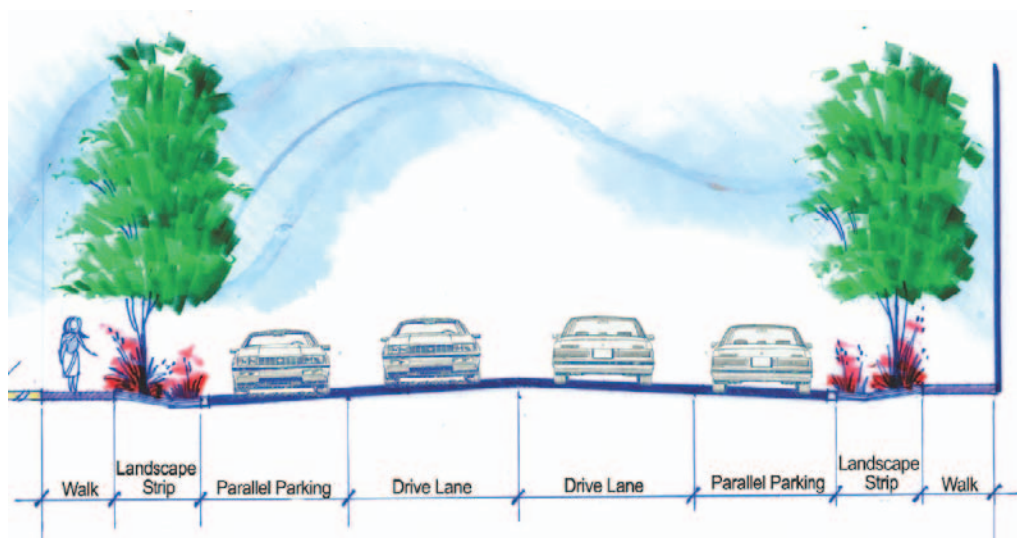


Figure 3.1a – Example street design customized for 60ft right of way width

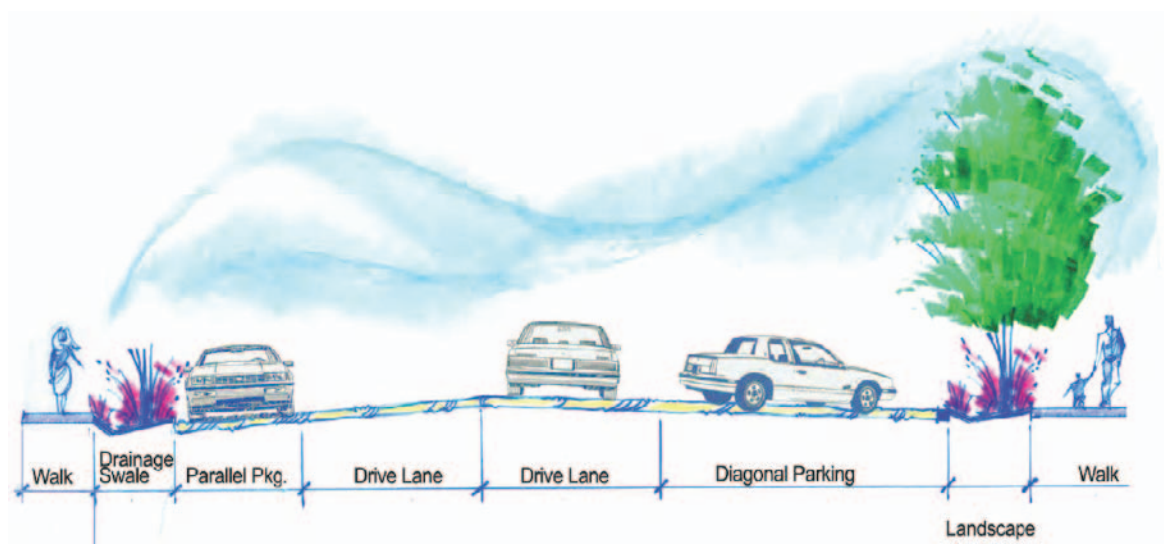


Figure 3.1b – Example street design customized for 70ft right of way width

Multi-Mobility Goals and Strategies for the Highway 133 Corridor

★ Indicates a top community priority. Strategies are listed in order according to community priorities.

Goal 3—Connect the east and west sides of town across the highway.

★**Strategy A** - Improve safety and convenience for pedestrians and cyclists crossing the highway.

Strategy B - Prioritize safe highway crossings to access bus stops.

Strategy C - Establish a new multi-modal street connection between 8th Street and Highway 133 north of Main Street.

Goal 4— Improve the quality and continuity of pedestrian and bicycle mobility along the highway.

★**Strategy A** - Develop pathways and/or sidewalks along both sides of Highway 133 where right-of-way width can accommodate these facilities and minimize driveway curb cuts across them to limit conflicts.

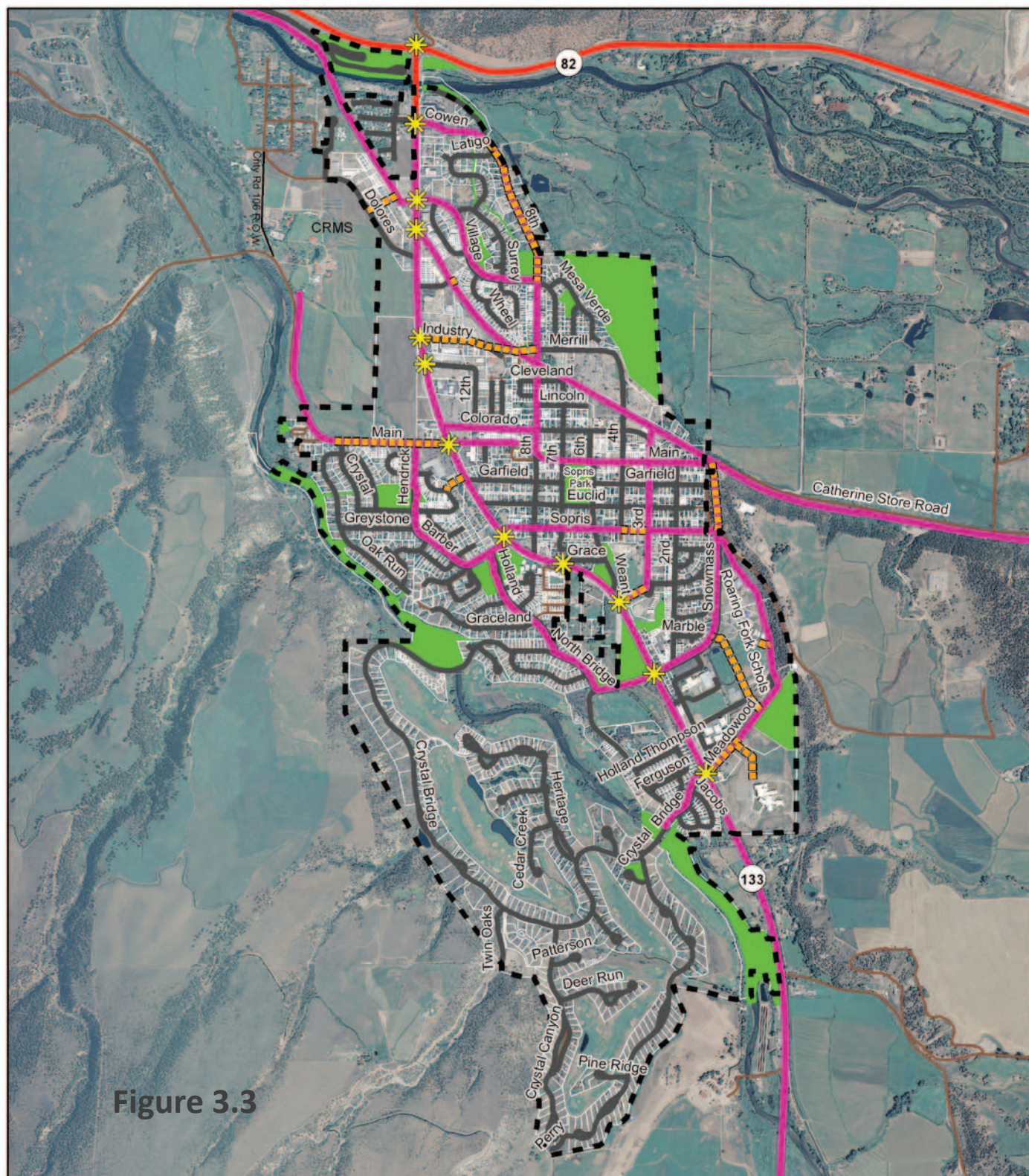
Strategy B - Manage highway access to minimize driveway cuts and street intersections along pathways and/or sidewalks while allowing adequate access to property and promoting the visibility of businesses to passersby.

Goal 5 — Improve the safety, convenience and function of the highway for automobiles.

Strategy A - Improve the safety and functionality of town street intersections with Highway 133.

Strategy B - Balance safe and convenient automobile access to and from properties along the highway with safe pedestrian and bike mobility.

Strategy C - Develop access to bus stops that does not impede the flow of traffic or endanger motorists, cyclists or pedestrians.



Priority Multimodal Corridors, Future Connections and Highway Crossings



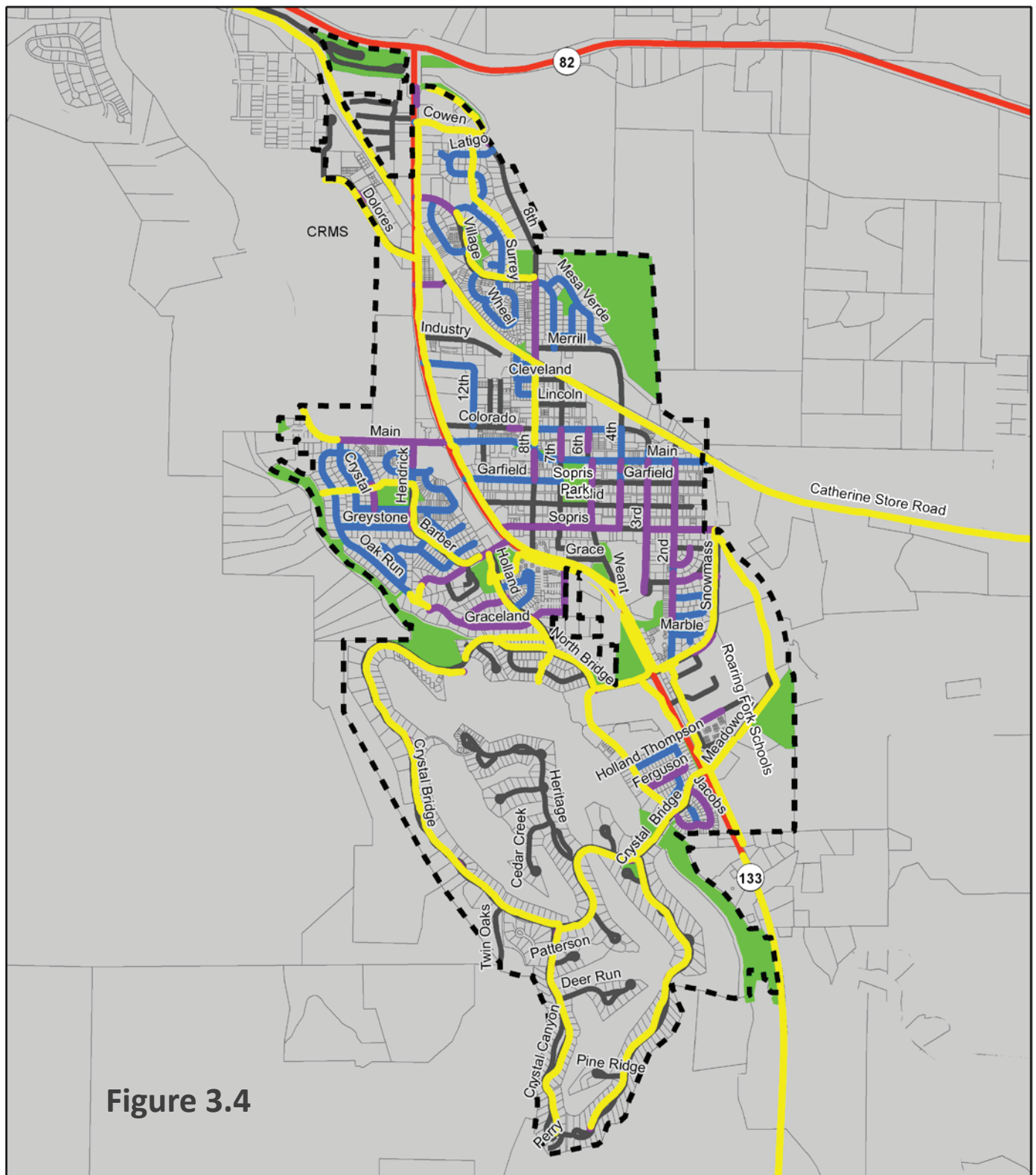


Figure 3.4

Existing Pathways and Sidewalks

Pathway Sidewalks Both Sides Sidewalk One Side

Town Boundary Streets
Public Recreation Land County Roads



Chapter 4

Future Land Use Plan

4.1 Introduction

The future land use plan is a geographic and thematic representation of the direction for physical planning called for in the Vision, Goals, and Strategies. This critical component of the Comprehensive Plan 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 does not restrict existing or vested uses.

Future Land Use Plan Designations

Future land use plan designations set the general direction for the development of land in the future. Maintaining and enhancing Carbondale's small town character is paramount. A comfortable pedestrian and bike oriented feel and a compact small town development pattern supports many of the community goals in the Comprehensive Plan, including multi-modal mobility, land conservation, infrastructure and service efficiencies, emissions reductions and a successful and attractive business environment.

Small town character also has inherent value. **Section 2.2 Small Town Character Vision and Goals** chart a course for maintaining and enhancing the key elements of small town character. Community character relates to the use of land, but, more importantly, represents the design characteristics that influence the "look and feel" of 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. The future land use plan designations use several distinct but interrelated elements of small town character to describe the desired future conditions for the neighborhoods throughout Town. Figure 4.2 shows the quick summary of each land use designation, with more detailed descriptions for each designation following.

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.

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

- 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.

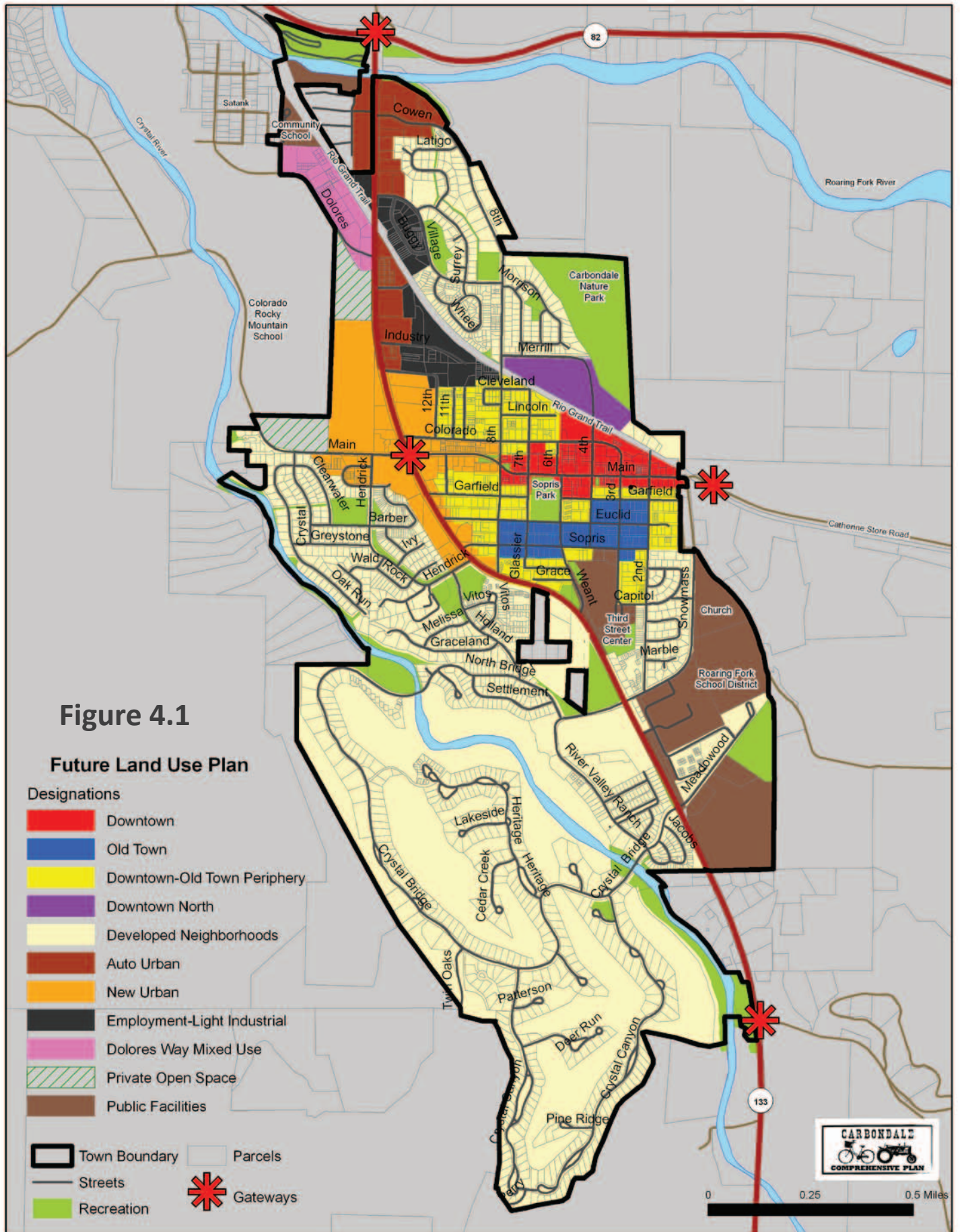













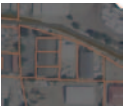










Figure 4.2 - Future Land Use Designation Summary Table

Designation	Character Element	Description
<p>Old Town</p>  	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 Ch. 3 with sensitivity to street character/context and width.
<p>Downtown-Old Town Periphery</p>  	Location/context	Town grid and early annexation areas where mixed multi-family and single-family has evolved.
	Relationship of development to streets	Street emphasis on sidewalks, trees, homes not parking. Minimize curb cuts across sidewalks.
	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 Ch. 3 with sensitivity to street character/context and width.

Designation	Character Element	Description
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	Extend the downtown, pedestrian-oriented streetscape.
	Uses	Mixed use and commercial, mix diversity of housing unit types, live-work.
	Building mass and scale and architecture	Buildings will be limited to three stories. Connect the buildings and the sidewalk with architectural elements to extend the downtown form. 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 lots broken up by shade trees/landscape islands.
	Landscaping	Emphasize street trees, sustainable storm-water management, and sidewalks. Public connection to the Carbondale Nature Park.
	Connectivity	Connect to the Rio Grande Trail. Improve priority multi-modal corridors as described in Ch. 4 with sensitivity to neighborhood character and width. Needs a direct street connection to Highway 133 via Industry Place.
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-Stepped 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 formwalkability, emphasizing pedestrians and traffic calming.

Designation	Character Element	Description
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.
Dolores Way 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
<p>Employment/Light Industrial</p>  	<p>Oriented towards functionality and vehicle circulation.</p> <p>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>
<p>Auto-Urban</p>  	<p>Auto-oriented but pedestrian/bike friendly.</p> <p>Well-screened broken-up parking lots in front.</p> <p>Obvious and convenient bike/pedestrian access.</p> <p>Interesting, varied façade.</p> <p>Uses aimed at attracting and accommodating customers on-site such as: retail, restaurants, service commercial, offices.</p>
<p>New Urban</p>  	<p>Urban, pedestrian/bike oriented.</p> <p>Buildings close to the sidewalks/streets, corner buildings.</p> <p>Parking in landscaped lots behind the buildings or in courtyards.</p> <p>Commercial, mixed-use and urban residential.</p> <p>Light industrial, local food production, and live/work are encouraged along the west side of Highway 133.</p> <p>Small-scale lodging.</p>

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.

4.2 Old Town

Old Town is collectively 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. Accessory dwelling units currently exist, but the majority of single family lots do not contain them.



Figure 4.3 - Existing Single- Family in Old Town (with ADU on Right)

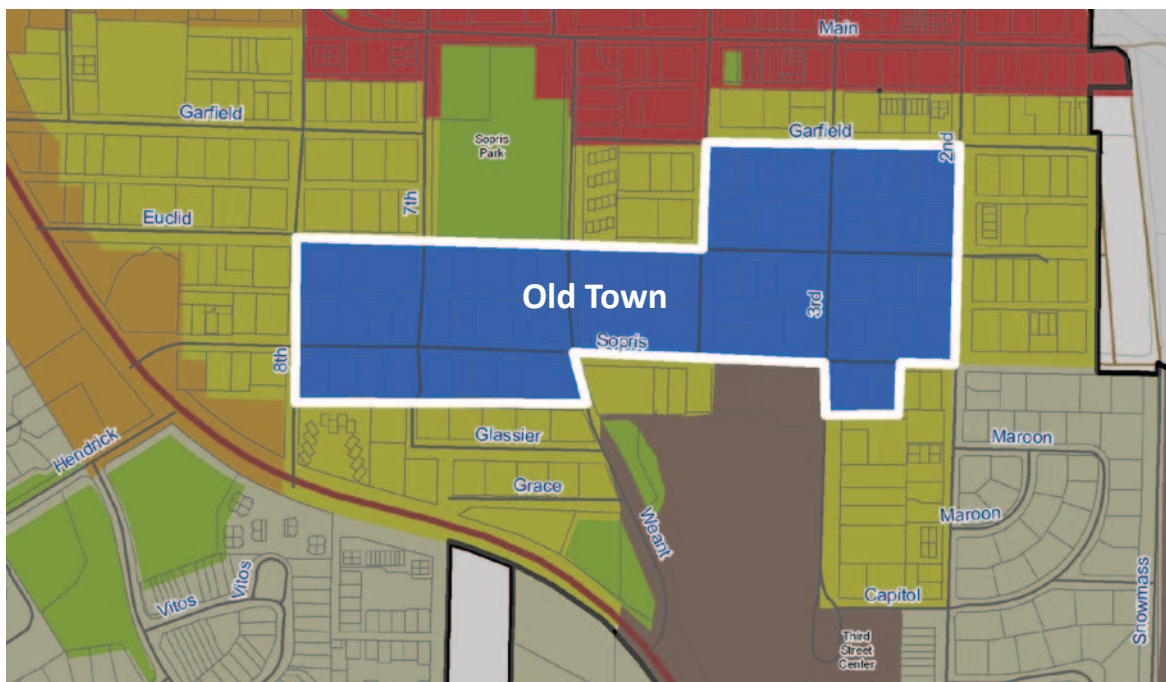


Figure 4.4 - Old Town Residential Designation

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.

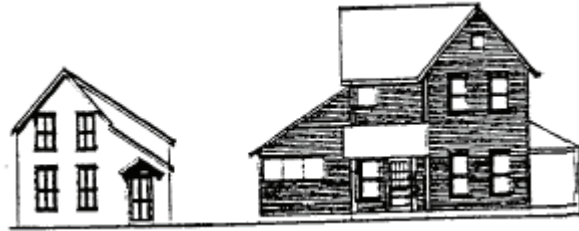


Figure 4.5 - Building Step-Down Design in Old Town

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, scale and architecture: 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.
- The bulk of detached ADUs need to 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 Chapter 4. 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.

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 naturalized detention, bio-swales, rain gardens, terracing and porous pavements.



Figure 4.6 - Parking Configuration Example: Town Grid Alley Loaded Parking and Garages for Single Family Homes

Connectivity: Utilize the town streets right-of-way to accommodate improvements called for in **Chapter 3 - Multi-Modal Mobility**. 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 multimodal 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.

4.3 Downtown / Old Town Periphery

This designation encompasses residential neighborhoods built on the original town grid pattern and early annexations adjacent to the town grid (excluding Old Town) where a mixed multi-family and single-family residential development pattern has evolved. Accessory dwelling units currently exist, but the majority of single family lots do not contain them. The neighborhoods included in this designation represent an opportunity for incremental multi-family residential infill and redevelopment and accessory dwelling units. This designation surrounds the Historic Commercial Core so the location encourages walking and biking. Infill opportunities will be determined on the basis of the size of the development lots. Some of the lots are large enough to accommodate infill/redevelopment projects, but it is more likely that most infill and redevelopment will require aggregation of smaller lots.



Figure 4.7- Existing Multi-Family Development in Residential Infill Areas



Figure 4.8 - Existing Single--Family with an ADU

Relationship of development to streets: Emphasize pedestrians more than cars. As viewed from the street, emphasize 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 the physical elements of character described in this designation and the improvements called for in **Chapter 3 - Multi-Modal Mobility**.

Parking: On-site parking is necessary in residential infill developments, but not in large parking lots that front the street. 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. Where inactive alleys cannot be reclaimed or do not exist, encourage side-loaded or courtyard parking and/ or shared driveways where practical. Parking structures, if and when developed, should be placed where they can be disguised, screened and/or integrated into the building architecture.

On street parking can include parallel and diagonal parking configurations, depending on the available street right-of-way but should be integrated into a system of multi-modal mobility as articulated in Chapter 4. Allow the guest parking portion of the off-street parking requirements to be accommodated along streets with enough right-of-way.

Parking requirements should be linked to the size and/or likely occupancy of ADUs. The 2 space per unit standard in place today should be reduced to one space per unit for smaller, lower-occupancy accessory dwelling units

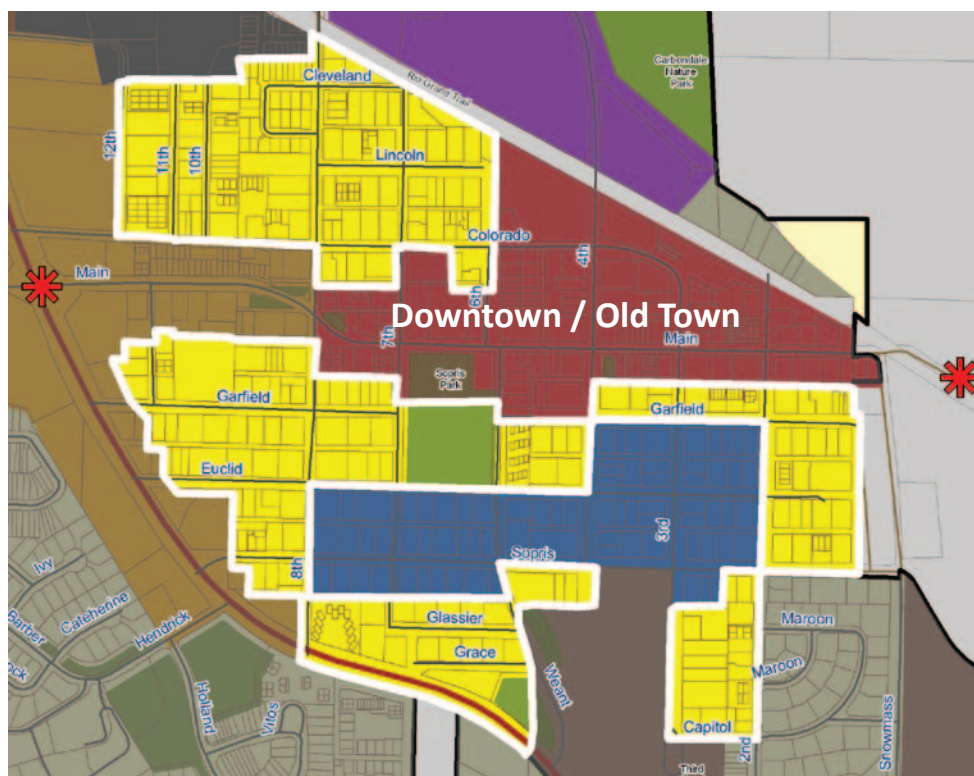


Figure 4.9 - Downtown/Old Town Periphery Designation



Figure 4.10 - Parking Configuration Example: Alley-Loaded Multi-Family

Uses and density: Encourage incremental residential infill on lots that can accommodate multi-family dwelling units or accessory dwelling units (ADUs). Include an integrated mix of housing types that include a range of densities and formats (e.g. single-family, townhomes, ADUs, apartments, condos). Implement a simplified re-view/permitting process for both attached and detached ADUs. Allow home occupations to encourage citizens to live and work in Carbondale.

Building mass, scale and architecture: Multi-family developments should be divided into a series of smaller masses to avoid large box-like structures and should appear similar in scale to other structures in the surrounding neighborhood. The bulk of detached ADUs need to be scaled to be visually secondary to the main dwelling. Buildings should be broken-up to avoid monotony and box-like structures. Streets should be faced with architectural features such as windows, balconies, doors, patios and porches, creating an interesting human-scale streetscape.



Figure 4.11 - Example Multi-Family Development Styles

Landscaping: Landscaping and street trees should be integrated along the front of the buildings as viewed from the street to contribute to the visual interest of the streetscape.

Connectivity: Utilize the town streets right-of-way to accommodate improvements called for in **Chapter 3 - Multi-Modal Mobility**. Site specific conditions such as street right-of-way width, neighborhood character, and traffic volumes, all need to be considered in designing and installing sidewalks, pathways and other multimodal 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 conflict dangers to pedestrian and bike traffic.

4.4 Developed Neighborhoods

Purpose: 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. Developed neighborhoods are almost entirely built-out, with few vacant lots. The exception is the River Valley Ranch neighborhood, which contains over one hundred vacant lots available for development.

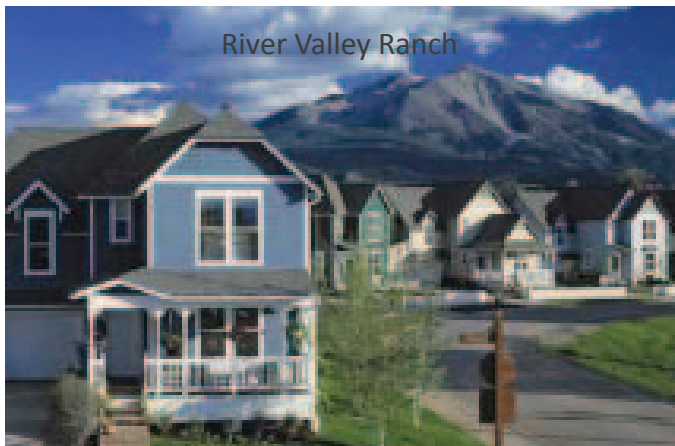


Figure 4.12 - Stable Neighborhoods

Use and Intensity: This designation calls for a continuation of the uses allowed under the applicable zoning districts, subdivision approvals, or planned unit development approvals in place today. 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.

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. Special emphasis will be placed on connecting the east and west sides of town across Highway 133 and on providing safe routes to schools, parks and other recreational facilities.

4.5 Dolores Way Mixed Use

This area is approved as a commercial/industrial mixed use development and features ready access to the Rio Grande Trail and the RFTA park and ride. 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: This designation encourages a range of commercial and light industrial uses. The unique element of the Dolores Way Mixed Use designation is that it encourages vertical mixed-use with residential upstairs and business uses downstairs. This designation also encourages 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 .

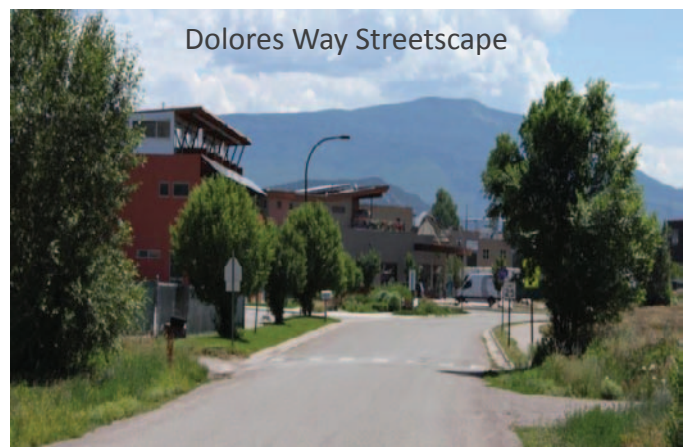
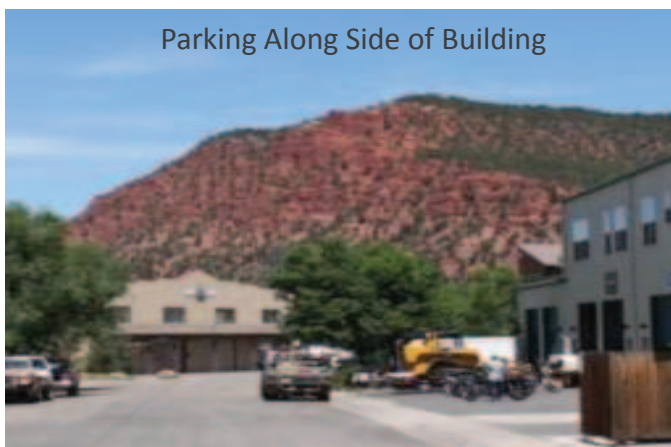


Figure 4.13 - Dolores Way Mixed Use

Building Mass and Scale: Buildings can be up to 3 stories tall. Building façades and roof lines should be broken-up to develop visual interest, avoid monotony, and a box-like structures appearance. The street/highway should be faced with three-dimensional architectural elements such as windows, doors, and dormers, contributing to an interesting streetscape.

Parking: While site design should emphasize convenient automobile access and 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 and landscape islands . Encourage consolidated Consolidated driveways should be encouraged to maintain the continuity of sidewalks/pathways along the street. Parking structures should be sited and designed to be disguised and integrated into integrate with the primary buildings architeturarchitecture.

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.

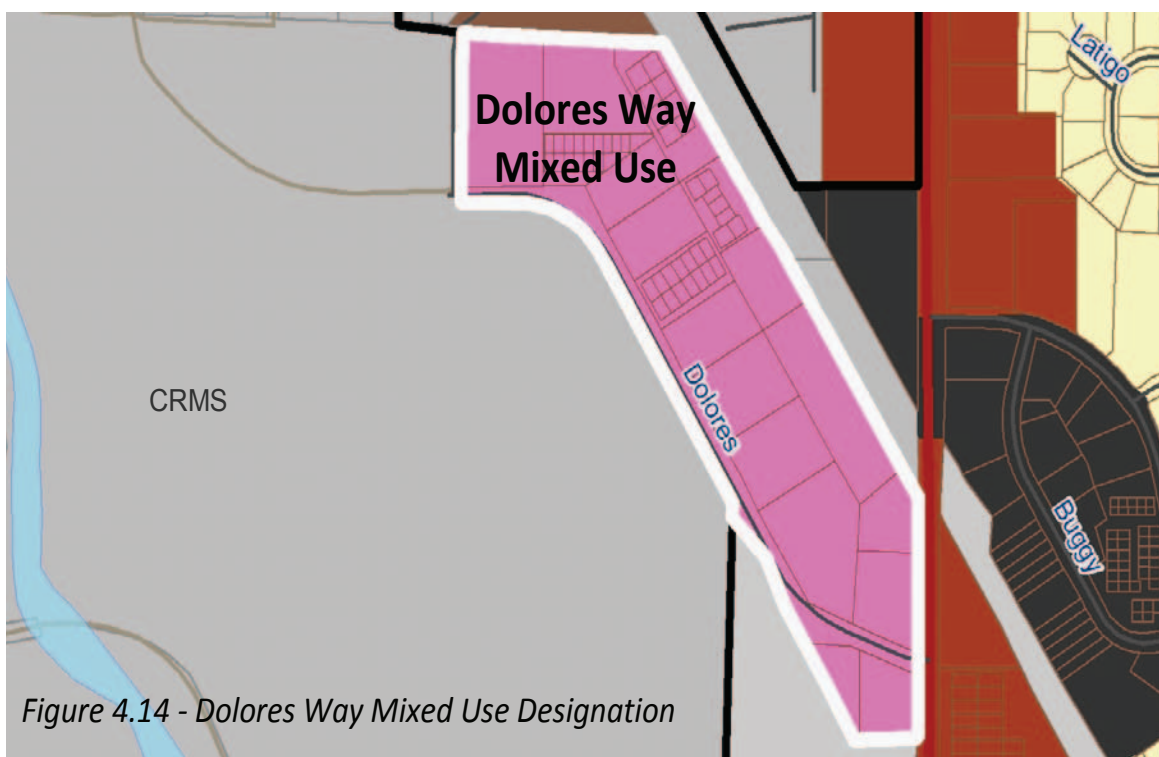


Figure 4.14 - Dolores Way Mixed Use Designation

4.6 Downtown

Vision Statement: “Downtown is the thriving, historic, identifiable center of commerce, town culture, civic life, and celebrations and is the heart of the community.”

The 2000 Comprehensive Plan called for improvements to the Historic Commercial Core, several of which have been implemented, including wider sidewalks, improved pedestrian crossings, better parking, public art, a new energy efficient recreation center and connections to the Rio Grande Trail. Other elements contributing to a vibrant downtown include Sopris Park, other public gathering spaces, preservation of historic buildings, newer historically referenced buildings and the various businesses that serve as the economic backbone of Downtown Carbondale. The most important priority for the future of Downtown is to maintain and enhance the characteristics that have proven so successful in the past. The Historic Commercial Core has a finite area, so it is important to make the best use of the land available to continue to build on the vitality to the community. Land uses have evolved to make the best use of the land and the pattern of predominantly customer-oriented commercial on the street level with second and third story office and residential should be continued. The community can continue to pursue enhancements that build on Downtown’s character by exploring opportunities to utilize state, federal and non-profit downtown enhancement funding and technical assistance programs.

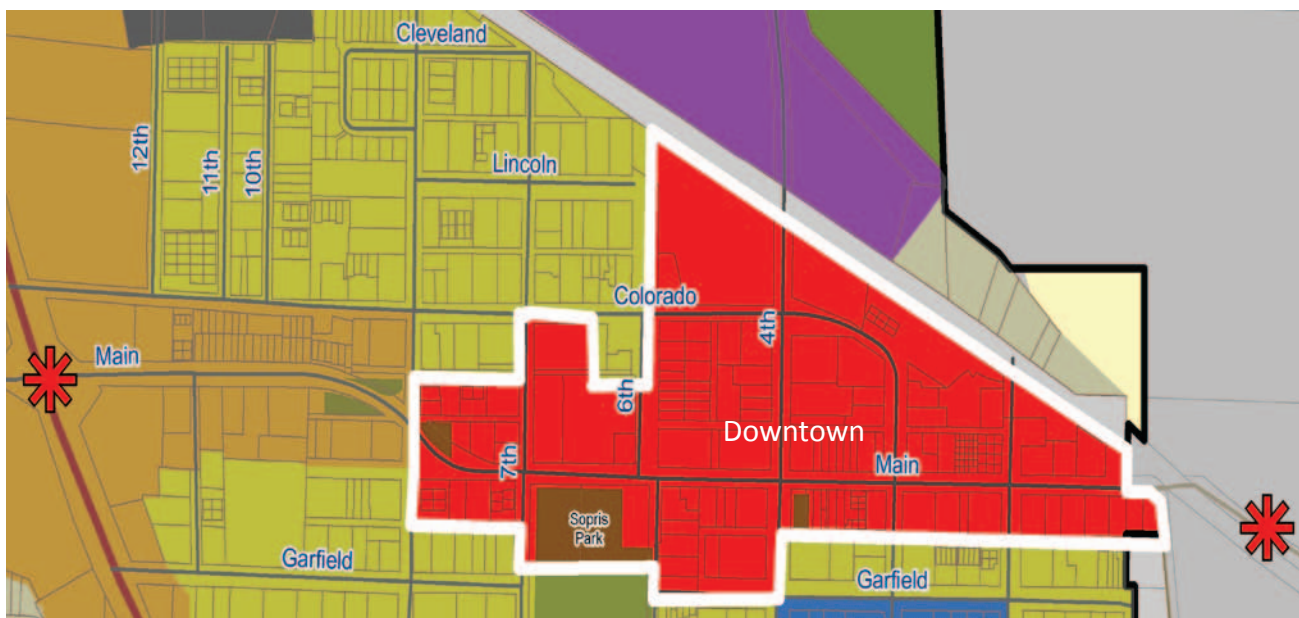


Figure 4.14 - Downtown Designation

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. It is a top priority to maintain the pedestrian friendly feel of downtown.

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. Downtown could include a boutique hotel, food and craft market, and micro-apartments. Focus more on the form and design of buildings than on prescribing specific commercial uses.

Encourage commercial-residential mixed-use with housing upstairs.

- Reduce/relax the minimum lot area per residential unit required under current zoning.
- Ensure that commercial uses are compatible with residential uses if vertically mixed.

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, contributing to an interesting human-scale streetscape and connecting the inside of the buildings to the sidewalk.



Figure 4.15 - Main Street Commercial

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. Fig. 4.16 shows four rear loaded parking spaces and a 3 story building on a 2 town site lots.

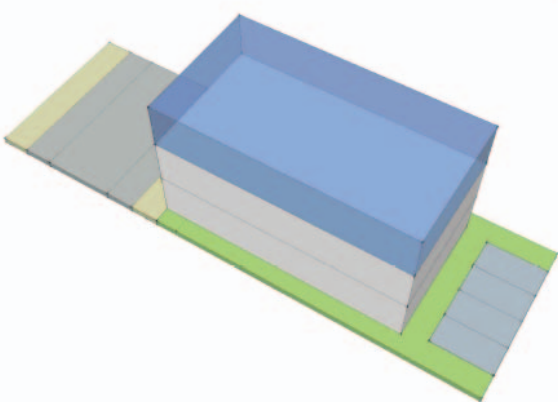


Figure 4.16 - Main Street Typical Parking Configuration

- 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 ***Chapter 3 - Multi-Modal Mobility***.

4.7 Downtown North

Downtown North is currently occupied by several light industrial oriented businesses. As Carbondale evolves, this location adjacent to the Historic Commercial Core with larger parcels is a prime location for redevelopment complementary to downtown. This designation focuses on the future of redeveloping this property as an extension of the traditional town form, scale and mixture of uses. The intent is to add to and support the critical elements of the downtown. These include restaurants, retail, offices, arts, non-profits, conference center/hotel, medical facility, a broad mix of residential unit types, and education facilities. Transit oriented development is envisioned for this area. Vehicle and pedestrian connectivity are essential. If Downtown North redevelops as described in this designation, light industrial shall be transitioned to the Highway 133 corridor and other light industrial areas.

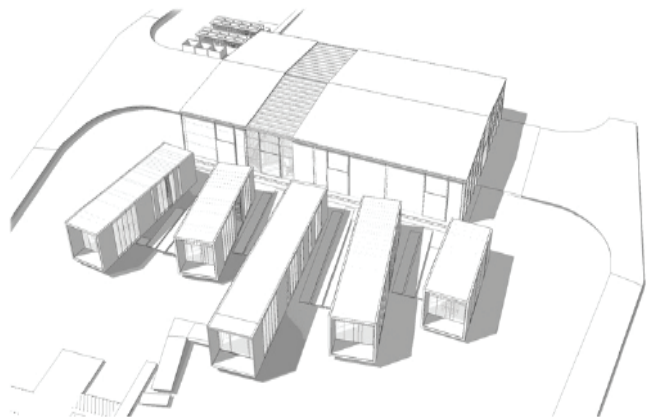


Figure 4.17 - Light Industrial in Downtown North

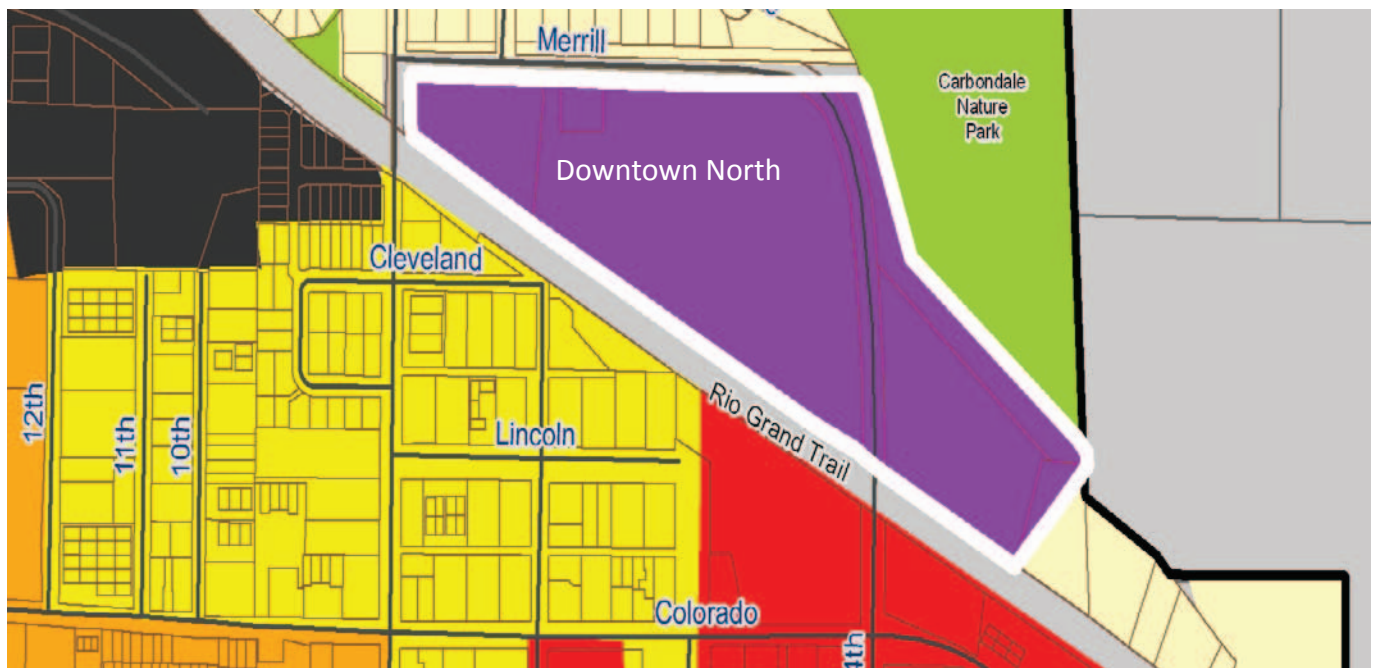


Figure 4.18 - Downtown North Designation

Relationship of development to streets: Emphasize pedestrians more than cars. As viewed from the street, emphasize green space, trees and landscaping, 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. Outdoor activity areas such as dining, art and public spaces are encouraged in front of buildings and along the streets.

Uses: Focus more on the form and design of buildings than on prescribing specific uses. Mixed-use is the inclusion of more than one use in the same building (vertical mixed-use) or different uses adjacent to one another in the same development project (horizontal mixed-use). Both vertical and horizontal residential and commercial mixed-use are encouraged in Downtown North. Explore possibilities for live-work buildings and allow home occupations to encourage citizens to live and work in Carbondale.

Building mass and scale: Development should harmonize with the scale and pattern of Downtown and have a level of activity and residents to build on the vitality of Downtown. Design style should accommodate a transition from Downtown North to the Colorado Meadows single family neighborhood. Mixed use and commercial buildings will be limited to three stories. Building façades and rooflines should be broken-up to avoid monotony and box-like structures. Streets should be faced with three-dimensional architectural elements such as windows, doors, and dormers, contributing to an interesting human-scale streetscape. Connect the inside of the buildings and the sidewalk with architectural elements such as doors and windows and outdoor activity areas.



Figure 4.19 - Mixed Use

Parking: Parking can be accommodated with a combination of surface lots, parking shelters, and tuck-under parking garages. Parking should be sited on the sides and behind buildings in smaller scale lots divided by landscaped islands with shade trees and ground-mounted solar panels. Parking structures should be sited and designed to be disguised and integrated into the primary building's architecture. Alley loaded parking, shared driveways and shared parking lots can be utilized to minimize the number of needed curb cuts through sidewalks.

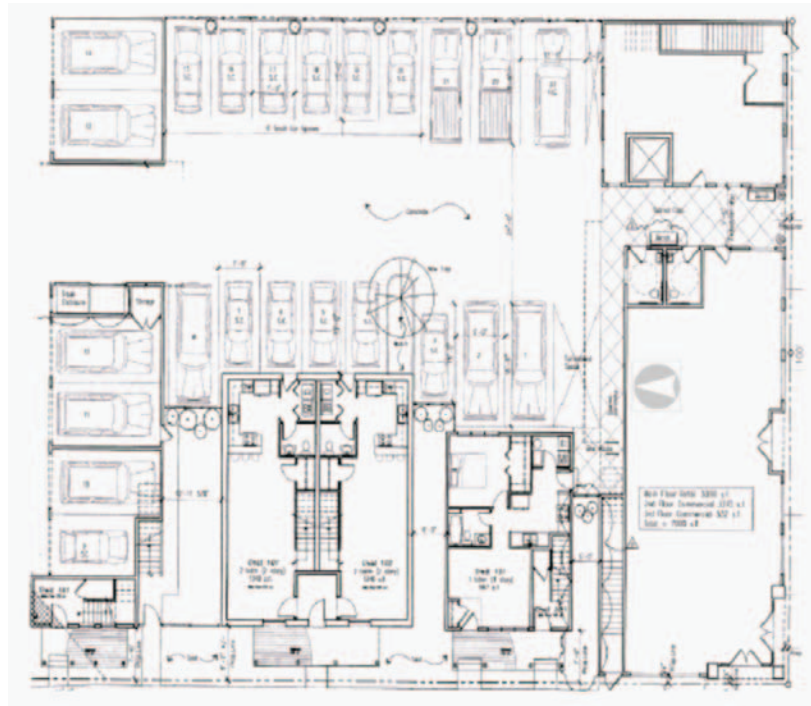


Figure 4.20 - Example Mixed Use Parking Plan

Landscaping: Usable, landscaped open space should be integrated as a central organizing element in the site design. Extend Carbondale’s urban forest into Downtown North.

Connectivity: The street right of way should be scaled appropriately to accommodate automobiles, bicycles, pedestrians and street trees depending on the intended use of the street. Connect streets and sidewalks to the historic town grid to the greatest extent possible and establish a street connection to Highway 133 via Industry Place. Facilitate multi modal connections of Downtown to the Rio Grande Trail. Establish public trail connections to the Carbondale Nature Park.

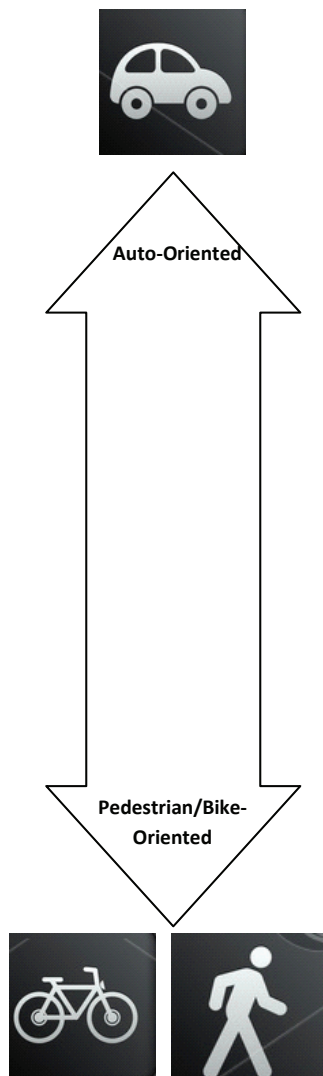


Figure 4.21 - Rio Grande Trail Near Downtown

4.8 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.



Employment / Light Industrial - Site design is primarily oriented towards functionality, accommodating buildings, outdoor work areas and vehicles. Developing and redeveloping properties that front Highway 133 or that are near residential neighborhoods and other non-industrial neighborhoods will need to provide generous landscaping to visually 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.

Auto-Urban - This designation emphasizes convenient automobile access and parking and allows well-screened broken-up parking lots in the front as seen from the highway/street. Auto access is balanced with obvious and convenient access for pedestrians and bikes. Avoid monotonous block-like structures by incorporated interesting and varied façades. This designation allows for a flexible mix of retail, restaurants, service commercial, offices and other uses aimed at attracting and accommodating customers on-site. Multiple story mixed-use buildings may include residential upstairs.

New-Urban - 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 the buildings. Commercial, mixed use, small scale lodging, and urban residential uses are all considered appropriate here.

4.9 Employment / Light Industrial

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.



Plan View with Setback and Screening

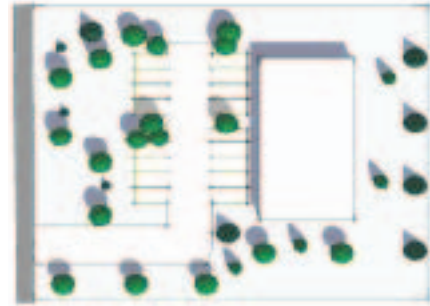


Figure 4..22 - Light Industrial Layout and Landscaping Examples

Uses: This designation provides for a variety of workplaces including manufacturing, offices, industry support services, storage buildings/yards, transportation services, utilities and other primary employment facilities. This designation also encourages the inclusion of secondary uses such as retail sales, coffee shops, restaurants, and daycare facilities that support the primary uses support the primary uses.

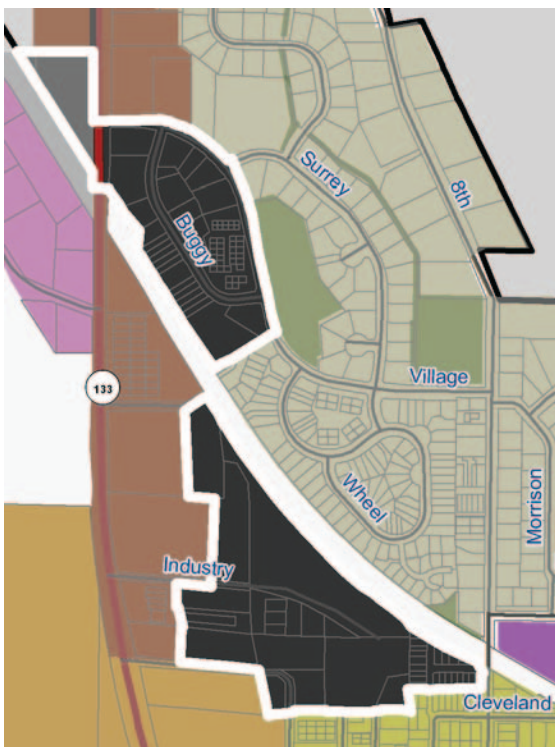


Figure 4.23 - Light Industrial Designation

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 on those neighborhoods. 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.

4.10 Auto Urban

Building Relationship to Highway/Street: Buildings are typically set back, emphasizing landscaping and parking in the front, along the highway/street.



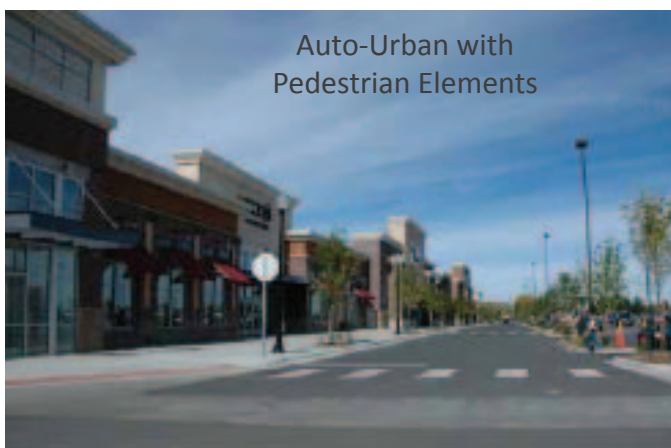
Uses: This designation allows for a flexible mix of retail, restaurants, service commercial, lodging, offices and other uses aimed at attracting and accommodating customers on-site. Multiple story mixed-use buildings may include residential upstairs.

Building Mass and Scale: Buildings can be up to 3 stories tall. Building facades and roof lines should be broken-up to avoid monotony and box-like structures. The street/highway should be faced with three-dimensional 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.

Figure 4.24 - Auto Urban



Auto-Urban with
Pedestrian Elements



Landscape Screening

Figure 4.25 - Auto-Urban Layout and Landscaping Examples

4.11 New Urban

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.

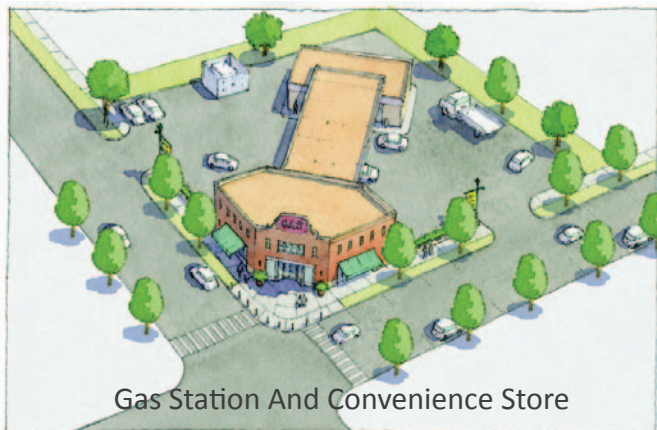


Figure 4.26 - New Urban Layout and Landscaping Examples

Uses: This designation allows for a flexible mix of retail, restaurants, service commercial, lodging, offices, and multiple story mixed-use buildings which may include residential upstairs. It also allows 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 façades and rooflines should be broken-up to avoid monotony and box-like structures. The street/highway should be faced with three-dimensional architectural elements such as windows, doors, and dormers, contributing to an interesting human scale streetscape. Connect the inside of the buildings and the sidewalk with architectural elements such as doors, windows and outdoor activity areas.

Parking: While site design should provide for convenient automobile access and 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.

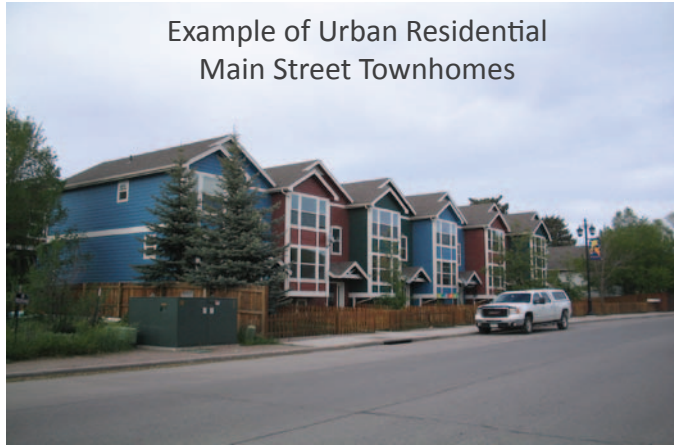
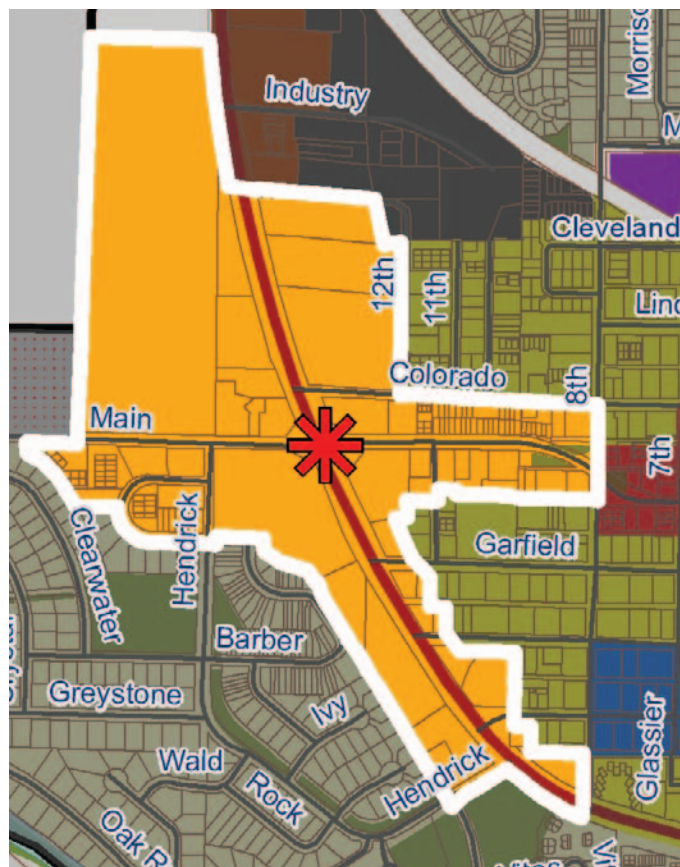


Figure 4.27 - New Urban Designation



4.12 Town Periphery

Planning in the Town Periphery

The larger geographic context of Carbondale is integral to its character, so the Comprehensive Plan establishes a policy basis for future land use planning along the town 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.

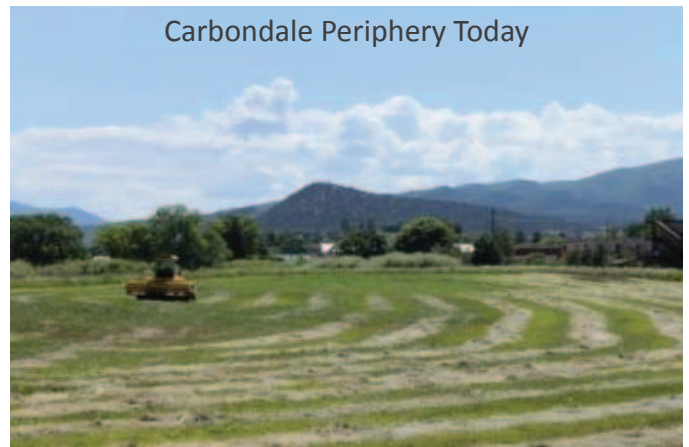
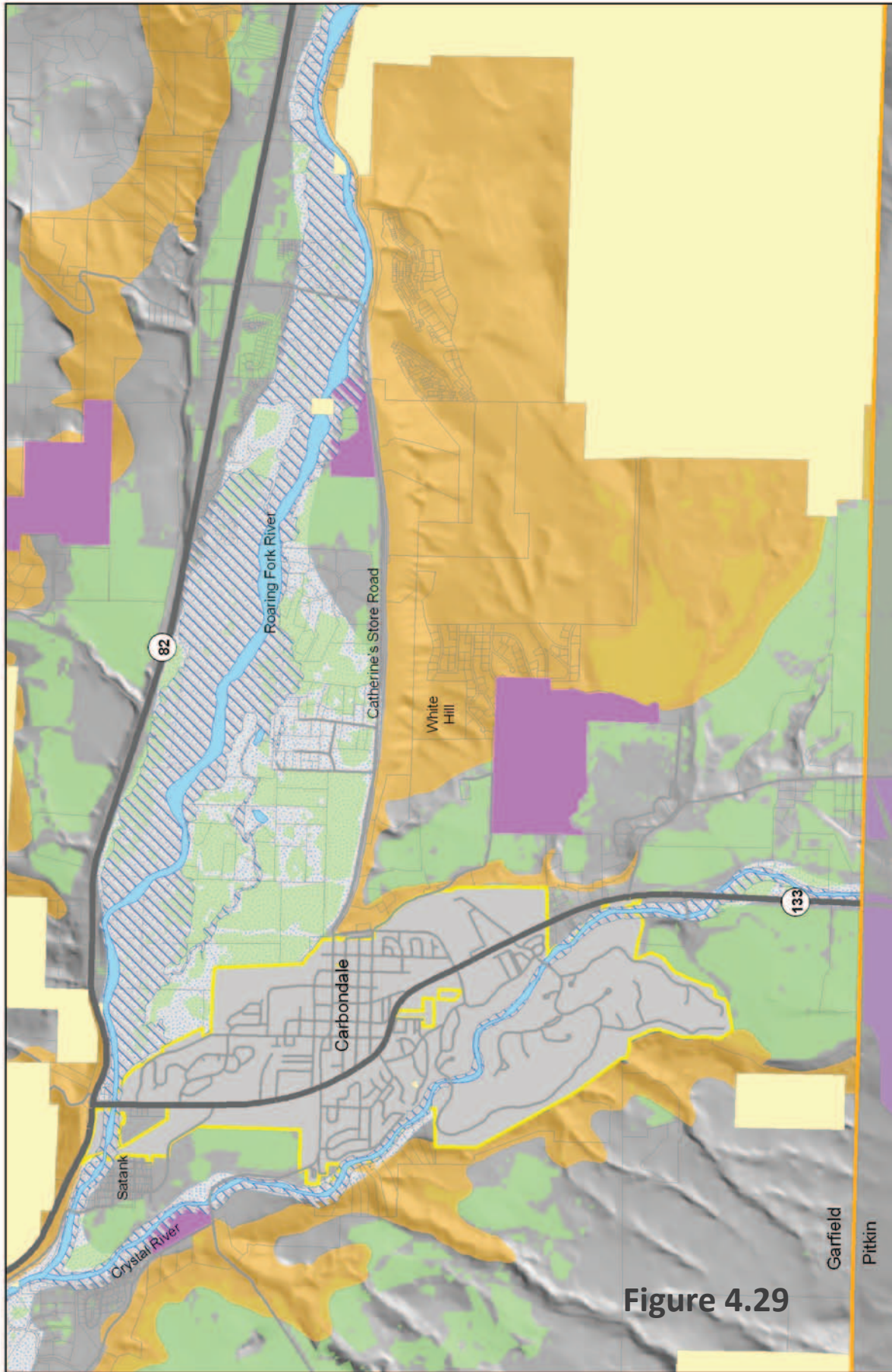


Figure 4.28 - Town Periphery Images

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 4.29). 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.



Town Periphery Land Features

- 100 Yr Flood Plain
- Slope Hazard
- High Water Table
- Irrigated
- Conservation Easements
- Public Lands
- Parcels

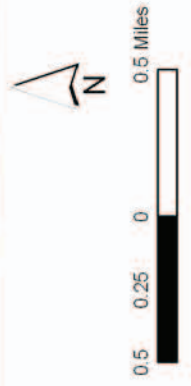


Figure 4.29

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.

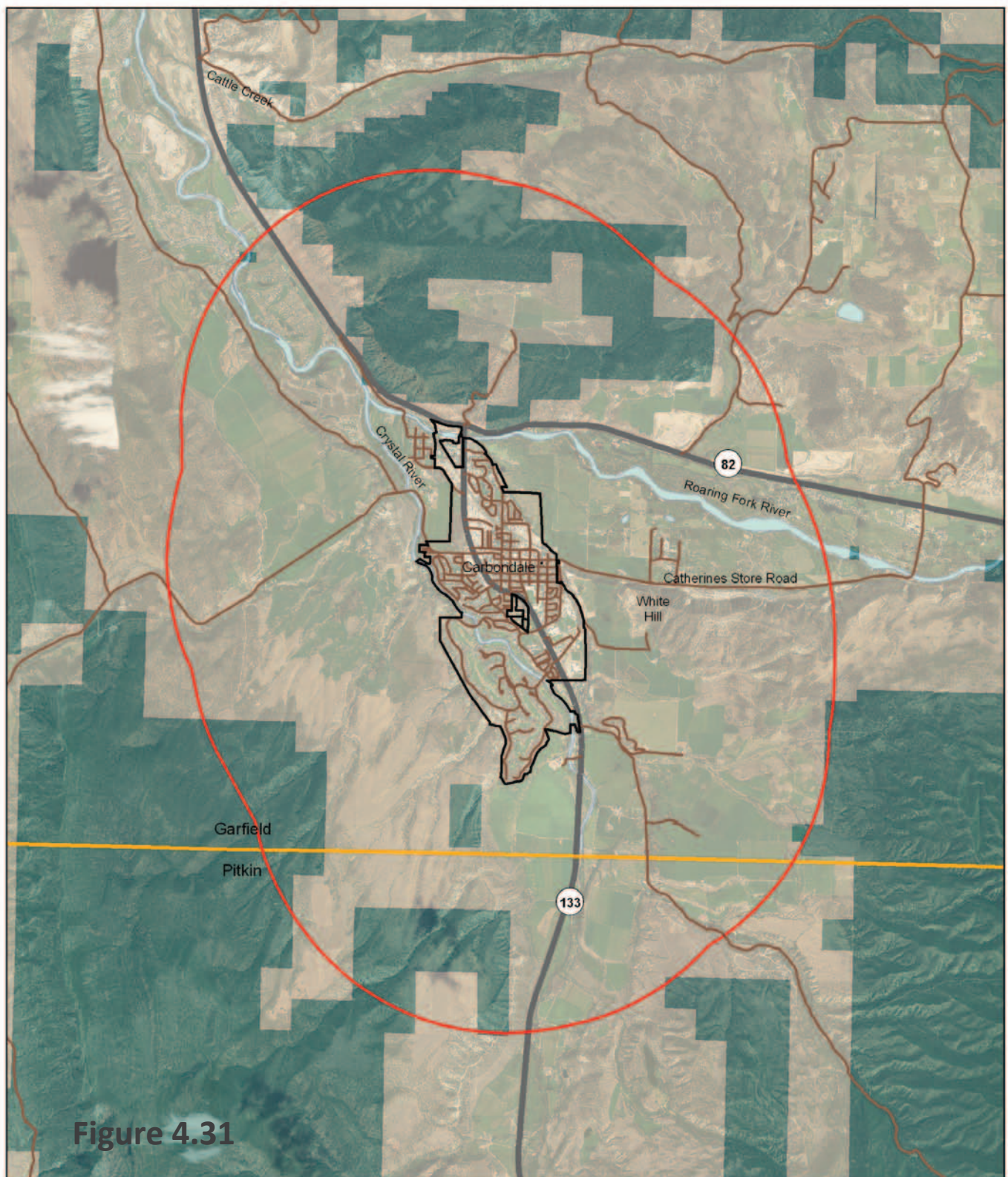
Land Conservation Partnerships

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 4.33 - Protected and Significant Private Parcels in the Town of Carbondale Periphery*, a map showing the important and intact properties in the Carbondale periphery.



Figure 4.30 - Town Periphery



Two Mile Review Area for County Projects
2001 IGA Between Garfield County and Its Municipalities



- 2-Mile County Project Referral Area
- Town Boundary
- BLM
- Private



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 4.31 - Two Mile Review Area).

The mapped ‘significant parcels’ are the remaining in-tact, large private parcels, many of which function as working agricultural land (Figure 4.33). 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.

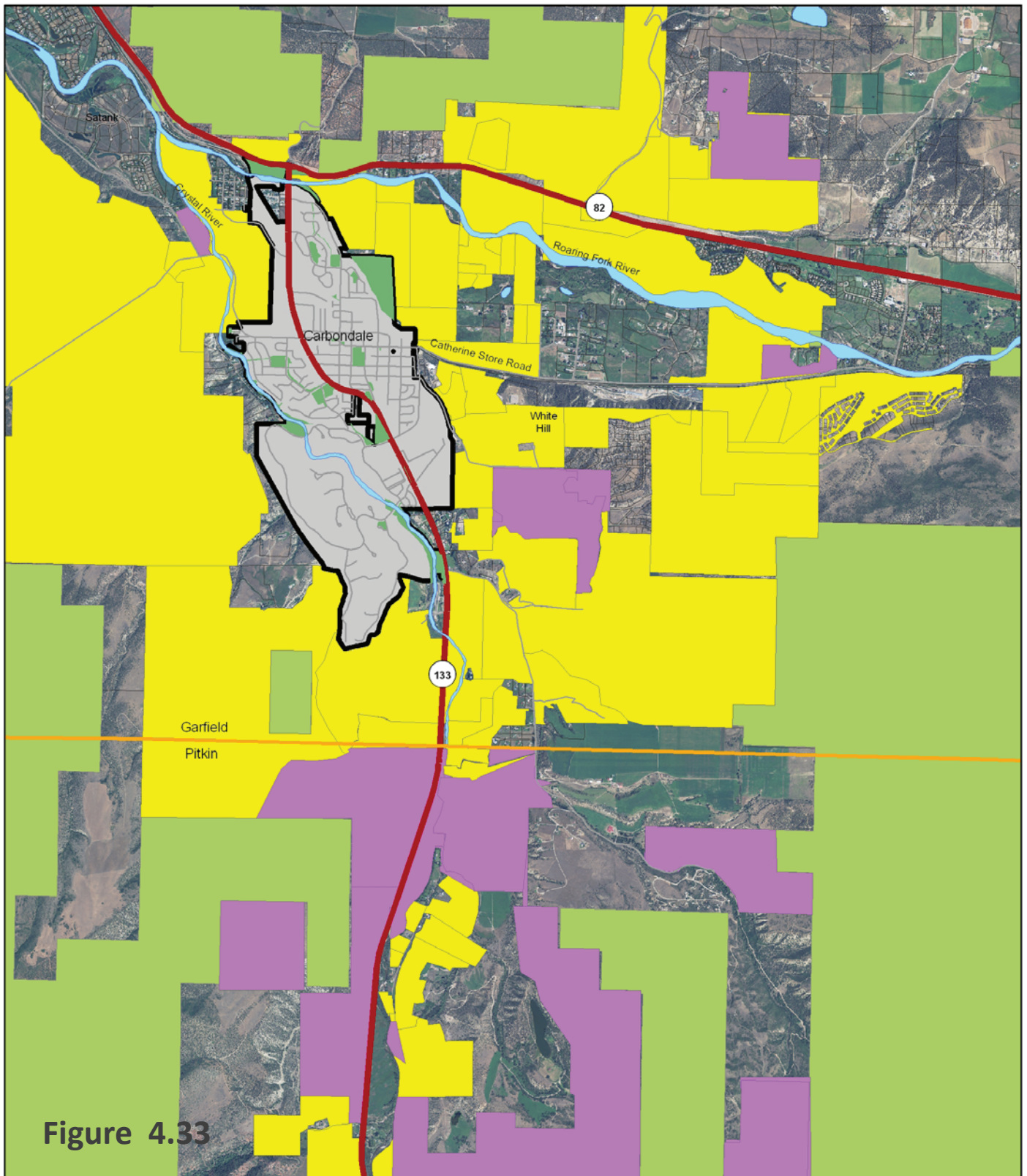
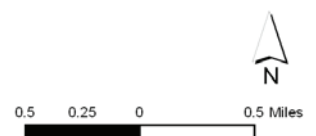


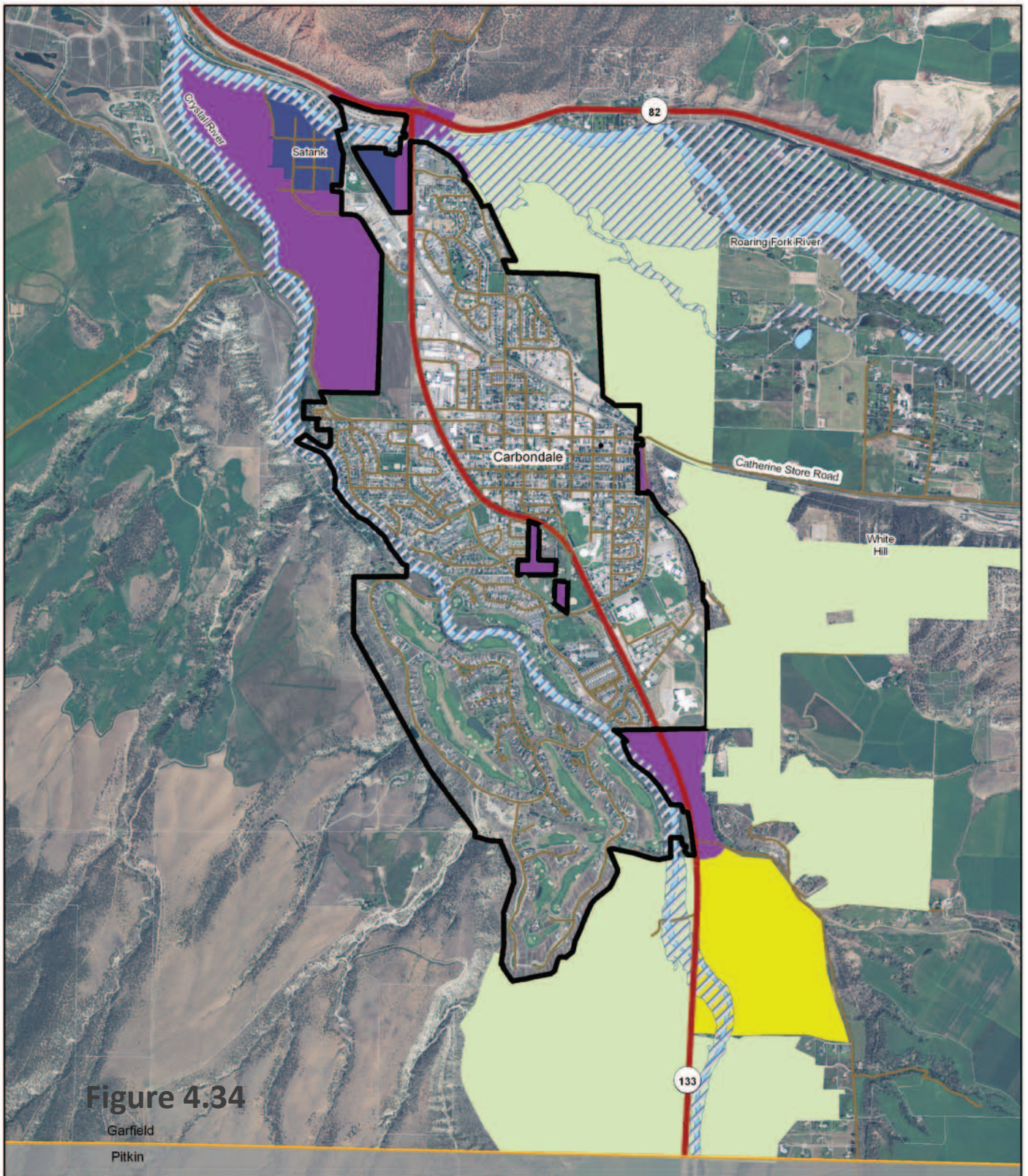
Figure 4.33

Protected Lands and Significant Private Parcels
Town of Carbondale Periphery



- Conservation Easements
- Significant Parcels
- Public Lands





Town Periphery Future Land Use Designations

- Phase 1 Potential Annexation: Infill Areas
- Phase 2 Potential Annexation: Infill Areas
- Phase 3 Potential Annexation: Conservation Development
- River Corridor and Floodplain Conservation Areas
- Priority Agricultural Lands





Figure 4.32 - Conservation Development Examples

Town Periphery Future Land Use Designations

The following designations describe preferred future conditions in the town periphery (see map, Figure 4.34). 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.

Opportunities	Level of Difficulty
1) Gateway enhancements. 2) Infill and redevelopment. 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.	1) With the exception of CRMS lands, phase 1 areas are already mostly developed and ownership is fragmented, complicating annexation. 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.

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.

Opportunities	Level of Difficulty
1) Infill and redevelopment. 2) Establish contiguity with larger, intact parcels for future annexations. 3) Eliminate individual septic disposal systems.	1) Phase 1 areas are already mostly developed and ownership is fragmented, which complicates the co-ordination of annexation. 2) The Town would need to promote incentives for owners in phase 1 areas to petition for annexation: utilities/services, better zoning, law enforcement. 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.

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



Figure 4.35 - Preserving the Edge of Town

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:
 1. Public trails, priority public open space (see Land Conservation Priorities above), or public parks, all exceeding the minimum requirements of the municipal code.
 2. Affordable or attainable housing exceeding the minimum requirements of the municipal code.
 3. 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).

4.13 Parks and Public Open Space

Parks and open space are essential facilities for maintaining quality of life and for attracting visitors, new residents and economic activity. Currently the town owns over 115 acres of parks and open space. There are several recent additions to the system including the Carbondale Nature Park, North Face Park, and Gateway Park (see Figure 4.35).

Figure 4.35 - Existing Parks, Trails and Open Space Inventory

Name	Acres
2nd Street mixed use trail	
2nd Street park	
4th Street and Colorado Avenue	0.02
4th Street Plaza	0.06
7-11 ROW	
8th Street at RFTA	
Cara's Court	
Carbondale (Delaney) Nature Park	33.43
Centennial Park	0.04
Colorado Avenue right of way	
Colorado Meadows Park	1.16
County Road 106 Trail	0.25
Cowen to Village Trail	
CRES Trail	
Evergreen Cemetery	2.5
Fleet Swimming Pool	0.8
Gateway River Park	7.5
Gianinetti Park (disk golf)	3.15
Glassier Park (horse shoes)	0.51
Graceland - North Bridge Dr Trail	
Graceland - Oak Run Rd Trail	
Gus Darien Arena	6.87
Hendrick Dog Park (2.9)	1
Hendrick Drive Green Space	3
Hendrick Park (soccer)	2.49
Highway 133 Trail	0.75
Hillcrest Cemetery	2.5
Historical Society Park	0.05
Main Street bulb-outs	
Miner's Park	3.68

Miner's Park Trail	
North Face Park (8.52)	8
Oak Run Park	0.05
Orchard Park	1.066
Promenade Park	
Public Works	
River Park 1	5.54
River Park 2	1.958
River Park 3	1.888
River Park 4	0.7
River Park 5	10.164
River Park 6 (Bull Pasture Park)	4.909
River Valley Ranch Trail System	
Rotary Park	
Snowmass Drive Trail	0.55
Sopris Ave - mixed use trail	
Sopris Park	3.9
Stairway Park (3.93)	0.05
Teen Park	
Tiny Nightengale Field	
Town Hall	0.05
Triangle Park (7.4)	7.15
Total	115.74



According to the Colorado Small Community Parks Planning System (Colorado Department of Local Affairs¹), 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.

1 <http://cospl.coalliance.org/fez/view/co:3238>

Figure 4.36 - Parks Standards

Type	Acreage to Meet Standards
Sports Fields	13.41
Courts	2.1
Outdoor/Adventure-Sports	54.70
Leisure	5.37
Events	8.56

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 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 Gateway 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.

Parks, Open Space, Recreation and Trails Master Plan Update

The town completed a Parks, Recreation and Trails Master Plan in 2004. Many of the improvements recommended by the plan have been implemented, for example, trail from RVR Triangle Park to Meadowood Drive, purchase of the Gateway Park property, and the Rio Grand Trail completion. The town staff is slated to undertake a master plan update in 2013 during which specific project ideas will be evaluated, weighed against fiscal constraints, and prioritized.

Planned Improvements

The majority of Carbondale's capital funding occurs as a transfer from the general fund, the recreation sales tax fund or the use tax fund to the capital projects fund. Since 2006, capital transfers from the general fund have been variable ranging from \$0 in 2009 to \$1.5 million in 2008 and have shown a sharp decline in recent years due to dropping revenues. Sales tax revenues are particularly important for funding capital projects because the majority of general fund revenues are generated from sales taxes, and all recreation capital expenditures are funded by sales taxes.

Because sales tax revenues are down, it is particularly important to plan carefully and prioritize the most pressing needs. During the Comprehensive Planning process, the planning team identified several improvements that should be considered during the upcoming parks, open space and trails master plan update process:

Figure 4.37 - Planned Parks, Open Space and Trails Improvements

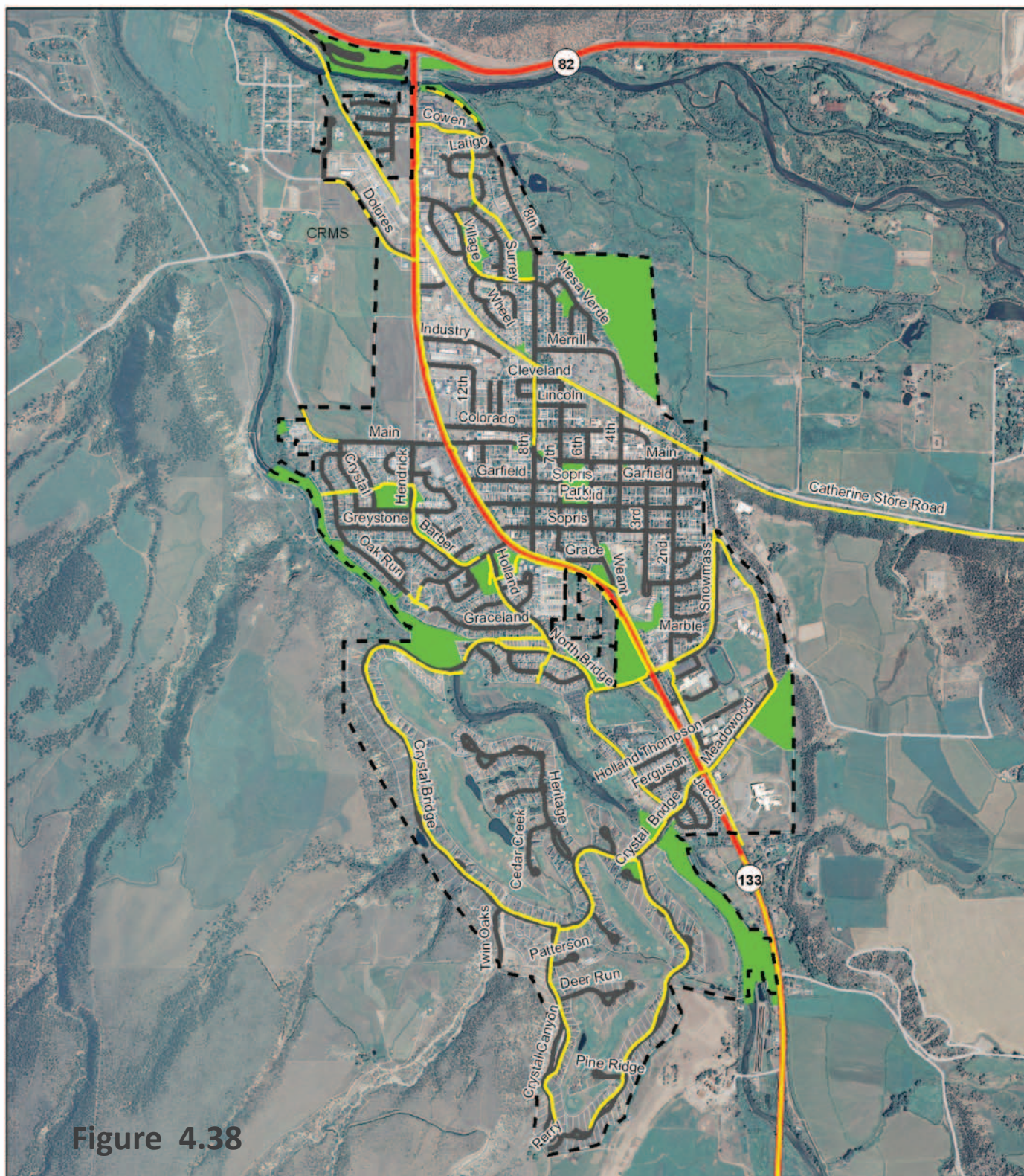
Gateway Park & RV Campground Improvements
Hwy. 82 Underpass & Trail Access to Red Hill Trails
Snowmass Drive Trail (Sopris Ave. to Main St.)
Widen 8th Ave. Sidewalk
Hwy. 133 Trail - City Market to Hendrick Park
Hwy. 133 Trail - Triangle Park to Meadowood Dr.
Trail Connections - Gateway Pk. to Rio Grande Trail
Extend CRMS Main Street Trail to Hwy. 133
RVR Parks Improvements: bridges, picnic area, river bank restoration
Renovate outdoor pool
3rd Street Community Partnership Park
Gus Darien Riding Arena improvements and expansion
Carbondale Nature Park development
USFS Property Acquisition - next to Sopris Park and 11 acres on CR 100
Promenade Park Modifications
RE1 School District and Town Sports Complex

Parks/Open Space Dedications

The upcoming parks, open space and trails master plan update can help identify pressing needs and priorities. These priorities can be applied to the open space requirements in the land use code subdivision standards. For example, the master plan could include minimum acreage and amenity standards for defined types of parks and open space, including pocket parks, neighborhood parks, community parks, trail corridors, and other types that are useful for the community. These minimum standards in turn could be adopted into the land use code. If a development cannot offer land that meets the standards of acceptable types of parks and open space, they will have to fulfill the land dedication as a fee in lieu.



Figure 4.38 - Gus Darien Riding Arena



Existing Parks and Open Space



- Town Boundary
- Town Parks/Open Space
- Streets
- Pathways



4.14 Gateways

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 owned 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 Avenue 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.



Figure 4.39 - North and East Gateways

Chapter 5

Implementation Matrix

Chapter 2 - Vision, Goals and Strategies & Chapter 3 - Multi-Modal Mobility

Implementation measures are listed for each of the strategies listed in Chapter 2 Vision, Goals and Strategies and Chapter 3 Multi-Modal Mobility. Several of the strategies will require partnerships with other organizations, so the implementation team is also listed.

2.1 Priority Scale

Each implementation measure is prioritized on a scale of 1 through 3.

Priority 1 - Top community priority or is already a priority for the Town of Carbondale. Priority 1 implementation measures should be implemented within 1-5 years.

Priority 2 - Medium level priorities that should be implemented in 5-10 years, but circumstances could elevate their priority status.

Priority 3 - These are important priorities, but higher ranking priorities should take precedence. These should be implemented in the next 5-15 years.

2.2 Small Town Character

Small town character is implemented via *Chapter 4 Future Land Use Plan*

2.3 Economic Growth, Diversification and Self-Sufficiency

Goal 1 - Build from Carbondale's economic strengths to cultivate a unique role in the regional economy			
Strategies	Implementation Measures	Team	Priority
Strategy A - Enhance Carbondale as a destination for arts, performance, festivals, and performance events.	Pursue a Creative District designation for Carbondale. under House Bill 11-1031.	Arts and culture organizations, Town	1
	Establish a community brand and marketing program.	economic development organizations	1
	Create attractive, consistent wayfinding and gateways along Highways 82 and 133.	Town, CDOT	1
	Support and contribute to public art, especially downtown.	Town, arts organizations, downtown businesses	1
	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, arts organizations, community volunteers	1

Strategy B - Maintain and enhance the recreational and scenic amenities unique to Carbondale to attract and sustain economic activity.	Preserve the river corridors and enhance access to them. Land conservation on the town periphery.	Town, land conservation organizations, property owners, Garfield County	2
	Increase the capacity of the community sports fields inventory.	Public Works and Recreation Departments, Roaring Fork School District	2
	Update the Recreation, Open Space and Trails Master Plan	Public Works and Recreation Departments, Parks and Recreation Commission, Bicycle, Pedestrian and Trails Commission	1
Strategy C - Continue to cultivate a business climate that fosters a successful and growing professional services sector.	Ensure that home occupations are allowed uses in all residential zone districts and planned unit development.	Community Development Department., Planning Commission	2
	Provide leadership and support for business enterprises.	Environmental Board; economic development groups, business / professional organizations	2
	Update the land use code to encourage office space for a broad range of firm sizes.	Planning Department., Planning Commission	1 - Land Use Code Update
Strategy D - Promote restaurants, taverns and lodging as economic drivers and tax revenue generators.	Update the land use code to allow small scale lodging in mixed use developments.	Planning Department., Planning Commission	1 - Land Use Code Update
	Create attractive, consistent wayfinding and gateways.	Public Works dept., Planning Department, Parks and Recreation Commission, CDOT	3
Strategy E - Facilitate the coordination of business and economic development groups.	Seek funding for a professional local/regional economic development coordinator. Town continues to partner with non-profits and businesses on specific projects.	Town, Garfield County, economic development organizations, State of Colorado	2
Strategy F - Maintain and enhance the functionality of light industrial areas with sensitivity to integration with adjacent neighborhoods and the community as a whole.	Implement 4.9 Employment/Light Industrial Future Land Use Plan by updating the land use code.	Planning Department., Planning Commission	1 - Land Use Code Update
Strategy G - Support and participate in the economic development efforts of local, regional and state government agencies and organizations to enhance existing businesses and promote new business in town.	Promote the Carbondale Revolving Loan Fund and continue to seek funding.	Town, economic development organizations	3
	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	3
	Increase awareness and access to state economic development programs.	economic development organizations	3
Strategy H - Support Colorado Mountain College's programs and facilities aimed at expanding the capacity of the workforce	Work in partnership with CMC to plan for future facilities needs.	Town, CMC	3

	Support CMC's use of town facilities such as the 3rd Street Center, parks, multimodal facilities.	Recreation Department, Public Works Department, 3rd Street Center	3
	Explore opportunities for CMC internship programs with the town.	Town, CMC	3
Strategy I - Develop a business attraction and recruitment strategy for target industries including but not limited to: sustainability enterprises, light manufacturing/cottage industries, technology development, professional services and management, land development services, arts and entertainment enterprises, and local food production.	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
	Establish a one-stop-shop business development center.	economic development organizations	2
	Promote the local lifestyle and economic assets to targeted industries.	economic development organizations	2
	Develop and promote business start-up assistance including location and planning assistance.	economic development organizations	1

Goal 2 - Capture more local spending			
Strategies	Implementation Measures	Team	Priority
Strategy A - Establish land use districts that encourage convenient community-serving retail sales establishments that will improve the overall commercial base and augment town sales tax revenues.	Implement Future Land Use Plan Sections 4.6 Downtown, 4.10 Auto Urban, 4.11 New Urban, and 4.5 Dolores Way Mixed Use with land use code updates.	Planning Department, Planning Commission	1 - Land Use Code Update
Strategy B - Encourage retail uses where the Town is underserved.	Implement Future Land Use Plan Sections 4.6 Downtown, 4.10 Auto Urban, 4.11 New Urban, and 4.5 Dolores Way Mixed Use with land use code updates.	Planning Department, Planning Commission	1 - Land Use Code Update
Strategy C - Enhance the character of the downtown and Highway 133 commercial corridor to make them more attractive and functional for businesses and customers.	Implement Future Land Use Plan Sections 4.6 Downtown, 4.10 Auto Urban, 4.11 New Urban, and 4.5 Dolores Way Mixed Use with land use code updates.	Planning Department, Public Works Department, Historic Preservation Commission	1 - Land Use Code Update
	Work in partnership with property owners and CDOT to create a Highway 133 corridor and gateways beautification plan.	Town, CDOT, Planning Commission, property owners	1

Goal 3 - Facilitate business development with growth and development processes, standards and decisions that are clear, predictable, fair, consistent, timely and cost-effective.			
Strategies	Implementation Measures	Team	Priority
Strategy A - Update the land use code to more accurately reflect the values of the community and the demand for new development.	Implement Chapter 4 Future Land Use Plan with land use code updates.	Planning Department, Planning Commission	1 - Land Use Code Update

	Allow incremental construction of separate lots over a long period of time rather than large master planned developments.	Planning Department, Planning Commission	1
	Simplify land use process if the project meets the specific goals of the community.	Planning Department, Planning Commission	1
Strategy B - Establish a clear process and reasonable set of requirements for starting a business in Carbondale.	Develop a requirement check-list for new businesses and post prominently on the town website.	Town Administration and Finance Departments	2
	Promote local business support services.	Town, economic development organizations	2

Goal 4 - Support the enhancement of local food production systems (i.e. growing, processing, marketing, and consumption).

Strategies	Implementation Measures	Team	Priority
Strategy A - Participate in agricultural land conservation in the town periphery.	Implement Future Land Use Plan 4.12 Town Periphery,	Town, Planning Commission, land conservation organizations, property owners, Garfield County	1
Strategy B - Encourage small-scale urban farming in town including community gardens and types and quantities of livestock and fowl that do not harm neighborhood health and quality of life.	Update the zoning code to include a reference to Title 8 Animals. Ensure that community gardens are allowed in all zoning districts and in Town parks.	Planning Department, Planning Commission	1 - Land Use Code Update
Strategy C - Accept community garden space as legitimate public open space required by the town land use code.	Update the land use code to specify standards for acceptable open space, and include community gardens.	Planning Department, Recreation Department, Public Works Department, Planning Commission, Parks and Recreation Commission	1 - Land Use Code Update
Strategy D - Secure a downtown location for the farmer's market that could also be used for other community events that bring the community together downtown.	Purchase or secure a long-term lease for the 4th and Main downtown open area.	Town, Public Works Department, Downtown business organization	2
Strategy E - Support and participate in the efforts of local food and agriculture organizations to strengthen the local food system.	Same as strategy	Planning Department, local food and agriculture organizations	3
Strategy F - Contribute data and local guidance to efforts of local/regional organizations to develop regional food system mapping to inventory food assets, identify gaps in the system, and promote opportunities to create a diverse and holistic regional food system.	Provide GIS files and other information to local food and agriculture organizations.	Planning Department, local food and agriculture organizations	3

2.4 Diversity in Housing Types

Goal 1 - Promote the development of diversity of housing providing for residents with different economic and housing needs and giving employees the opportunity to live affordably and close to where they work.			
Strategies	Implementation Measures	Team	Priority
Strategy A - Create zoning districts that promote a variety of housing types and higher density to lower per-unit land and development costs.	Implement Chapter 4 Future Land Use Plan with land use code updates.	Planning Department, Planning Commission	1 - Land Use Code Update
Strategy B - Encourage mixed-use development with and direct connections from housing to commercial and employment areas.	Implement Chapter 4 Future Land Use Plan with land use code updates.	Planning Department, Planning Commission	1 - Land Use Code Update
Strategy C - Prepare for an aging population with a housing supply serving age cohorts ranging from recent retirees to the elderly.	Update the land use code to encourage housing options for the elderly including accessory dwellings units, ("granny flats"), higher density rentals, transit oriented development.	Planning Department, Planning Commission	1 - Land Use Code Update
	Encourage a range of public and private options including assisted living, continuing care community, cohousing with professional caregivers and "active neighboring"	Housing organizations, Planning Department, Planning Commission	1
	Promote pedestrian-friendly mixed use neighborhoods that include basic shopping.	Planning Department, Planning Commission	1
	Encourage developers to use building standards that promote accessibility.	Building Department, Planning Department	1
Strategy D - Work with local, regional, state and national housing entities to expand the inventory of affordable housing including senior housing, assisted living, co-housing, rental housing, and housing for 1-2 person households.	Track demographic change using the American Community Survey and the Decennial Census using Appendix 1 Background Information as a baseline.	Planning Department, Housing Organizations	3
	Work with housing organizations and Garfield County to complete a housing needs assessment and update it as demographic data becomes available.	Planning Department, Planning Commission, Housing Organizations	3
	Identify funding mechanisms and possible sites for affordable rental housing.	Planning Department, Planning Commission, Housing Organizations	3
Strategy E - Establish a simplified development review process for smaller, lower occupancy accessory dwelling units.	Update the land use code to Include a simplified review/permitting process for smaller, lower occupancy accessory dwelling units (ADUs) that are attached and/or visually accessory to the primary dwelling.	Planning Department, Planning Commission	1 - Land Use Code Update
Strategy F - Work with local and regional housing organizations to explore strategies to coordinate and consolidate the management of deed restrictions on affordable housing and resident occupied units in Carbondale.	Coordinated evaluation of the deed restriction administration system in Carbondale and implement strategies to make it more efficient.	Planning Department, non-profit housing organizations, Garfield County Housing Authority	3
Strategy G - Periodically evaluate the performance and outcomes of the inclusionary residential requirements for community housing and adjust as necessary.	Inventory housing produced via the inclusionary community housing requirements. Evaluate market disincentives of inclusionary community housing.	Planning Department, non-profit housing organizations, Planning Commission	3

2.5 Infrastructure and Town Government Fiscal Health

Goal 1 - Align fiscal policies and levels of service with future land use strategies			
Strategies	Implementation Measures	Team	Priority
Strategy A - Establish zoning districts that encourage community-serving retail, restaurants/taverns and lodging in appropriate places to improve the commercial base and augment town sales tax revenues.	Implement Chapter 4 Future Land Use Plan with land use code updates.	Planning Department, Planning Commission	1 - Land Use Code Update
Strategy B- Invest in improved infrastructure and maintenance in Downtown and along the Highway 133 commercial corridor to improve aesthetics and functionality for businesses and customers.	Complete and implement Highway 133 roadway and right of way improvements.	Town, CDOT	1
	Implement Chapter 4 Future Land Use Plan and Chapter 3 Multi-Modal Mobility	Town, Planning Commission	1 - Land Use Code Update
Strategy C - Maintain a balance between employment generating land uses and diversity in housing types so that there are ample opportunities to live and work in Carbondale.	Implement Chapter 4 Future Land Use Plan with land use code updates.	Planning Department, Planning Commission	1 - Land Use Code Update

Goal 2 - Diversify town revenues.			
Strategies	Implementation Measures	Team	Priority
Strategy A - Comprehensively review the Town's revenue structure and make adjustments accordingly to encourage a diversity of revenue sources.	Conduct a focused revenue and capital improvement needs assessment and develop funding and phasing strategies.	Town Finance and Administration Departments	1

Goal 3 - Support the development and maintenance of infrastructure necessary for a sustainable local economy.			
Strategies	Implementation Measures	Team	Priority
Strategy A - Continue to invest in multi-modal connectivity and safety and integrate these improvements into future development.	Implement Chapter 3 Multi-Modal Mobility	Planning and Public Works Departments, Bicycle, Pedestrian and Trails Commission, Planning Commission	1
Strategy B - Develop a comprehensive strategy to accommodate future demand for downtown parking that considers all options including required on-site parking, shared parking, collector lots, and on-street parking in the town's right-of-way , and replacement of informal parking on vacant private property,.	Develop and implement a downtown parking plan.	Town, Planning Commission, Downtown business organizations, Historic Preservation Commission	1

	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.	Town, Planning Commission, Downtown business organizations,	1
Strategy C - Pursue Downtown enhancements that build on Downtown's character.	Establish a downtown plan and economic development strategy that explores opportunities to utilize state and federal downtown enhancement programs.	Town Staff, Planning Commission, Historic Preservation Commission, Downtown business organizations	2
Strategy D - Invest in enhancement of the public realm, including parks, streets, trees/landscaping, trails, pathways, landscaping, streetscapes, and public buildings.	Complete and implement Highway 133 roadway and right of way improvements.	Town, CDOT	2
	Implement Chapter 4 Future Land Use Plan and Chapter 3 Multimodal Mobility.	Planning and Public Works Departments, Planning Commission, Bicycle, Pedestrian and Trails Commission	1 - Land Use Code Update
	Include a priorities list into the land use code to determine what areas in a proposed development are acceptable as open space in future developments.	Planning Department, Public Works Department, Parks and Recreation Commission, Planning Commission	1 - Land Use Code Update
	Update the Recreation, Open Space and Trails Master Plan	Public Works and Recreation Departments, Bicycle, Pedestrian and Trails Commission, Parks and Recreation Commission	1
Strategy E - Repair and replace existing streets and improve intersections and circulation to facilitate efficient and convenient travel throughout town.	Conduct a focused revenue and capital improvement needs assessment and develop funding and phasing strategies.	Public Works, Finance, and Administration Departments	1
Strategy F - Update the Parks, Open Space and Trails master plan and continue to make improvements as funding allows.	Same as strategy		1
Strategy G - Develop a town asset management plan to define the value of Town holdings and the effective use of these assets.	Conduct a comprehensive town asset inventory by department formatted as a promotional document. Phase improvements and maintenance according to the priorities in the comprehensive plan. Conduct a focused revenue and maintenance and improvement needs assessment and develop funding and phasing strategies	Finance, Administration, and Public Works Departments	3
Strategy H - Continue to require that new development contributes its fair share to the cost of expanding the town parks, open space, multimodal and streets infrastructure.	Integrate fair share policies into land use code updates.	Planning Department, Planning Commission	1 - Land Use Code Update

Goal 4 - Make the Highway 133 roadway more visually attractive.			
Strategies	Implementation Measures	Team	Priority
Strategy A - Establish unique and artistic gateways into Carbondale on the edges of town along Highway 133 and Catherine's Store Road with monumentation and landscaping, integrate wayfinding as necessary.	Develop design standards for gateways and integrate these into the land use code.	Planning and Public Works Departments, Planning Commission	1 - Land Use Code Update
	Annex the Highway 82 right of way for the length of town-owned property on the south side of the Highway and enter a maintenance agreement with CDOT to landscape it.	Town, CDOT	1
Strategy B - Add landscaping along the highway corridor where right-of-way width will accommodate it and require street landscaping buffers on developing or redeveloping properties where the right-of-way does not accommodate landscaping.	Complete and implement Highway 133 roadway and right of way improvements.	Town, CDOT	1
Strategy C - Ensure that the physical character of highway improvements is in keeping with Carbondale's small town character.	Complete and implement Highway 133 roadway and right of way improvements.	Town, CDOT	1

2.6 Ecology and Renewable Energy

Goal 1 - Reduce the demand for energy and produce energy locally			
Strategies	Implementation Measures	Team	Priority
Strategy A - Develop and implement a green building program for new commercial buildings.	Same as strategy	Building Department, Planning Department, Public Works Department, Environmental Board	1
Strategy B - Establish Carbondale as a center of sustainable enterprises	Work with the State of Colorado, the federal government, and local organizations to implement local innovations in renewable energy sector.	State of Colorado, Town, Environmental Board, economic development groups, climate and renewable energy organizations	1
Strategy C - Update and revise the 2005 Town of Carbondale Energy and Climate Protection Plan and continue to implement the policies contained in this plan.	Same as strategy	Environmental Board, Public Works and Planning Departments	3
Strategy D - Maintain a compact small town form connected by an integrated and functional bike, pedestrian and transit system.	Implement Chapter 3 Multi-Modal Mobility and Chapter 4 Future Land Use Plan.	Planning and Public Works Departments, Planning Commission, Bicycle, Pedestrian and Trails Commission	1 - Land Use Code Update

Goal 2 - Embrace the river corridors by preserving them and making them more accessible for recreation.			
Strategies	Implementation Measures	Team	Priority
Strategy A - Identify key riparian areas for acquisition and conservation	Update the Open Space, Trails and Recreation Master Plan and identify priorities according to the open space priorities listed in 4.12 Town Periphery.	Public Works and Recreation Departments, Parks and Recreation Commission	1
	Support efforts to establish a Garfield County open space tax fund and acquisition/management program.	Planning Department, Planning Commission, Environmental Board.	1
	Maintain and enhance riparian tree canopy, update the Open Space, Trails and Recreation Master Plan and identify priorities according to the open space priorities listed in 4.12 Town Periphery.	Public Works and Recreation Departments, Parks and Recreation Commission	2
Strategy B -Develop safe boating and shoreline access points using natural materials.	Develop shoreline trail and access construction standards according to best management practices.	Public Works and Recreation Departments, Parks and Recreation Commission	2
Strategy C - Develop river trails where terrain and access allow, that are carefully designed to support water quality through reductions in sedimentation and erosion.	Develop shoreline trail and access construction standards according to best management practices.	Public Works and Recreation Departments, Parks and Recreation Commission	2

Goal 3 -Improve watershed health and water quality.			
Strategies	Implementation Measures	Team	Priority
Strategy A -Continue participating in the Roaring Fork Watershed Collaborative	Support efforts and work with regional partners to implement the Roaring Fork Watershed Plan.	Planning Department, Environmental Board	3
Strategy D - Employ naturalized storm water treatment techniques such as naturalized detention, bio-swales, rain gardens, terracing and porous pavements.	Develop shoreline trail and access construction standards according to best management practices.	Public Works, Trails Committee	3
	Ensure that landscaping requirements in the land use code call for naturalized storm water management landscaping techniques.	Planning Department, Planning Commission, Environmental Board	1 - Land Use Code Update
	Integrate landscaping into improvements to the Town's public realm.	Public Works and Recreation Departments, Parks and Recreation Commission	2

Chapter 3 Multi-Modal Mobility

Goal 1 - Develop multi-modal improvements tailored for Carbondale streets right-of-way width, neighborhood character, focusing first on priority multi-modal corridors and priority connections (Figure 3.1, 3.2 and 3.3).

Strategies	Implementation Measures	Team	Priority
<p>Strategy A - These are the priority connections (not in order):</p> <ul style="list-style-type: none"> -Pathway completion along Snowmass Drive connecting to Main Street -Pathway completion along Meadowood Drive connecting to Highway 133 -Pedestrian/bike connection from Third Street Center to Highway 133. -Connect Snowmass Drive and Meadowood Drive through Roaring Fork School District Campus -Pathway and/or sidewalk along Main Street connecting Highway 133 and CRMS -Sidewalks along 8th St. between Village Road and the sidewalks on Cowen Drive -Complete the gap in the sidewalk along Sopris Avenue between 3rd and 4th Streets -Bus Stop across from Subway on Main St. to Highway 133. 	Prioritize these connections as listed in Town capital improvement plans.	Planning and Public Works Departments, Planning Commission, Bicycle, Pedestrian and Trails Commission	1

Goal 2 - Improve multi-modal connectivity throughout town.

Strategies	Implementation Measures	Team	Priority
Strategy A - Improve and expand connections between neighborhoods and the Highway 133 Trail/Crystal Valley Trail	Improve priority multimodal corridors and highway crossings as depicted in Figure 3.3.	Planning and Public Works Departments, Planning Commission, Bicycle, Pedestrian and Trails Commission	1
	As properties redevelop, integrate public improvements according to the priority multimodal corridors and highway crossings as depicted in Figure 3.3.	Planning and Public Works Departments, Planning Commission	1
Strategy B -Capitalize on the Rio Grande Trail by connecting to it, prioritizing connections near downtown and connections in future developments and redevelopments along the trail.	Encourage future developments and redevelopments along the Rio Grande Trail to provide pathway and/or sidewalk connections to the trail where feasible.	Planning and Public Works Departments, Planning Commission	1
	Improve priority multimodal corridors as depicted in Figure 3.3.	Planning and Public Works Departments, Planning Commission, Bicycle, Pedestrian and Trails Commission	1

Strategy C - Improve general connectivity to the 3rd Street Center.	Improve priority multimodal corridors as depicted in Figure 3.3.	Planning and Public Works Departments, Planning Commission, Bicycle, Pedestrian and Trails Commission	1
Strategy D -Improve connectivity from schools to the rest of the town, emphasizing safe routes from residential neighborhoods to school and routes from the campuses to downtown.	Improve priority multimodal corridors and highway crossings as depicted in Figure 3.3.	Planning and Public Works Departments, Planning Commission, Bicycle, Pedestrian and Trails Commission	2
Strategy E - Continue to plan for and pursue funding for a local transit circulator service with routes that reach more of the neighborhoods in town.	Based on the 2011 Midvalley Local Transit Service Feasibility Study by RFTA, select the lowest cost alternative that will provide effective local transit.	Planning and Public Works Departments, Planning Commission, RFTA	3
	Explore funding options for local transit and develop a financial feasibility study.	Town Administration, Planning, RFTA	3
Strategy F - Continue to work with Roaring Fork Transit Authority and Colorado Department of Transportation to maintain safe and convenient transit facilities and services.	Work with RFTA to evaluate safety and functionality of existing and proposed stops and routes and recommend changes.	Planning and Public Works Departments, RFTA	3
Strategy G - Establish road and bike facility design standards.	Same as strategy.	Planning and Public Works Departments, Planning Commission, Bicycle, Pedestrian and Trails Commission	1

Goal 3 - Connect the east and west sides of town across the highway.			
Strategies	Implementation Measures	Team	Priority
Strategy A—Improve safety and convenience for pedestrians and cyclists crossing the highway.	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, Bicycle, Pedestrian and Trails Commission	1
	Update the Open Space, Trails and Recreation Master Plan	Public Works and Recreation Departments, Parks and Recreation Commission	1
	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, Bicycle, Pedestrian and Trails Commission	1
	Identify safe routes to school and prioritize these crossings.	Planning and Public Works Departments, Planning Commission, Bicycle, Pedestrian and Trails Commission	1

	Update the Open Space, Trails and Recreation Master Plan to include a phased and fiscally feasible strategy for continuing to establish safe routes to school.	Public Works and Recreation Departments, Parks and Recreation Commission	1
Strategy B— Prioritize safe highway crossings to access bus stops.	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	3
	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, Bicycle, Pedestrian and Trails Commission, CDOT	1
Strategy C— 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 multimodal facilities (sidewalks and/or pathways).	Planning and Public Works Departments	3

Goal 4— Improve the quality and continuity of pedestrian and bicycle mobility along the highway.

Strategies	Implementation Measures	Team	Priority
Strategy A— Develop pathways and/or sidewalks along both sides of Highway 133 where right-of-way width can accommodate these facilities and minimize driveway curb cuts across them to limit conflicts.	Update the Open Space, Trails and Recreation Master Plan to include a phased and fiscally feasible strategy for constructing pathways on both sides of the Highway	Public Works and Recreation Departments, Parks and Recreation Commission, CDOT	1
	As part of the highway access management plan and project leadership team highway design process, explore the full range of options for extending pathways along both sides of the highway, minimizing curb cuts to the extent practical.	Planning and Public Works Departments, Planning Commission, Bicycle, Pedestrian and Trails Commission, CDOT	1
Strategy B— Manage highway access to minimize driveway cuts and street intersections along pathways and/or sidewalks while allowing adequate access to property and promoting the visibility of businesses to passersby.	As part of the highway access management plan and project leadership team highway design process, explore the full range of options for extending pathways along both sides of the highway, minimizing curb cuts to the extent practical.	Planning and Public Works Departments, Planning Commission, Bicycle, Pedestrian and Trails Commission, CDOT	1

Goal 5 — Improve the safety, convenience and function of the highway for automobiles.

Strategies	Implementation Measures	Team	Priority
Strategy A— Improve the safety and functionality of town street intersections with Highway 133.	As part of the highway access management plan and project leadership team highway design process, include vehicle safety and functionality as a desired outcome, to be balanced with pedestrian and bike mobility.	Planning and Public Works Departments, Planning Commission, Bicycle, Pedestrian and Trails Commission, CDOT	1

Strategy B — Balance safe and convenient automobile access to and from properties along the highway with safe pedestrian and bike mobility.	As part of the highway access management plan and project leadership team highway design process, include vehicle safety and functionality as a desired outcome, to be balanced with pedestrian and bike mobility.	Planning and Public Works Departments, Planning Commission, Bicycle, Pedestrian and Trails Commission, CDOT	1
Strategy C— Develop access to bus stops that does not impede the flow of traffic or endanger motorists, cyclists or pedestrians.	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	3
	At top priority is to better 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, Bicycle, Pedestrian and Trails Commission,	3

Appendix 1

Background Information

A1.1 Economic and Demographic Trend Summary

The information summarized in this chapter was generated early in the planning process and provided important background information about demographic and economic trends and growth projections to provide baseline information for the update process. This background material is included in the Comprehensive Plan document to provide the same information for readers. The economic and demographic trend summary was not used directly by the consulting team to develop the vision, goals, strategies recommendations or elements of the future land use plan, but instead was used to inform community dialogue leading to the development of the Comprehensive Plan.

RPI analysts used the most accurate and up-to-date economic and demographic data available, employing a variety of local, state, and federal data sources as cited throughout.

Here are the key findings:

Who is in Carbondale?

- During 2000-2010 Carbondale's population became generally older. The decline in school-aged children reflects a national trend towards an increase in no-kids households. However, with population growth in children 9 years old and younger, this trend may change over the next decade. The baby boomers (ages 46-64) are evident in Carbondale's age structure.
- Family households and households with children experienced relative decreases between 2000 and 2010. Non-family households and households with elderly individuals increased.
- Carbondale's population has become more diverse. The white, non-Latino population, decreased by 17%, when measured as a percent of the total. Latino and other populations experienced 7% and 8% relative gains. The Latino population also became more diverse. Latino's in Carbondale are primarily from Mexican descent; however the Latino population is becoming increasingly composed of immigrants from other locations in Latin America.

How much has Carbondale Grown?

- Between 2000 and 2010 Carbondale's population grew by more than 1,200 people, representing a 24% increase. During the same period, Colorado grew at a slower rate of 17%, adding 728,000 people. Carbondale's higher growth rate is indicative of many communities throughout the state with numerous natural amenities and a high quality of life.

- The number of housing units increased by 36% between 2000-2010, with 647 housing units added in the town limits.
- There was a doubling of commercial sq. ft. between 1990-2009.

What are Carbondale's economic strengths in the region?

An evaluation of Carbondale's strengths and weaknesses compared to other towns in the region revealed the following regional strengths:

- Most diverse economy in the region.
- Strong professional/technical services sector.
- Real estate and development sectors are fueled by mid and up-valley development and resort activity.
- Carbondale has its own tourist industry.
- Arts and entertainment are strong.
- Manufacturing is stronger in Carbondale.
-

DEMOGRAPHICS

Gender and Age

Between 2000 and 2010 the female population increased at a relatively higher rate than the male population. Males still make up the majority of the population, however the proportion decreased by 0.5%.

Carbondale's population became generally older, with individuals between 10 and 54 composing a relatively smaller segment of the population. In 2000 more than half of the population (51%) was 25 to 54; in 2010 this age group composed less than half of the total population (48%). During these years individuals 55 to 74 became a relatively larger portion of the total population. The State as a whole experienced this trend as well.

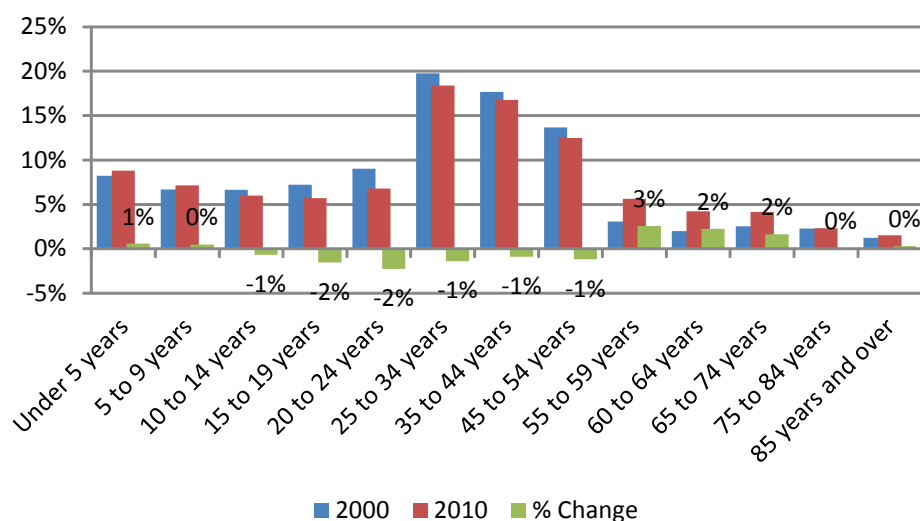


Figure A1.1- Population Change 2000-2010

Source: US Census

Race

Carbondale's population has become more diverse. All races experienced positive gains, but racial composition of the town is diversifying. The white, non-Latino population, decreased by 17%, when measured as a percent of the total. Latino and other populations experienced 7% and 8% relative gains. The State's racial composition experienced a similar pattern, with the 2010 white, non-Latino population comprising a smaller portion than in 2000.

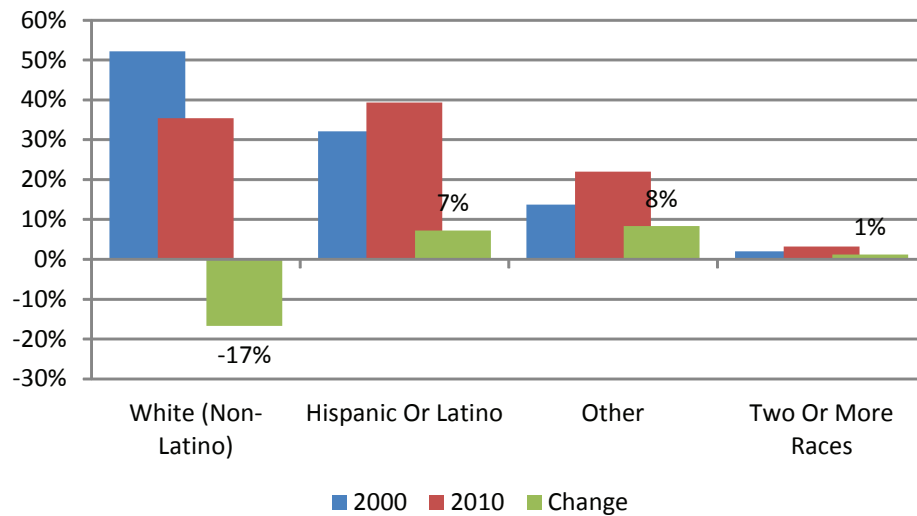


Figure A1.2- Race as Percentage of Total Population 2000-2010

Source: US Census

Latino Population

The Latino population also became more diverse. Latino's in Carbondale are primarily from Mexican descent; however the Latino population is becoming increasingly composed of immigrants from other locations in Latin America.

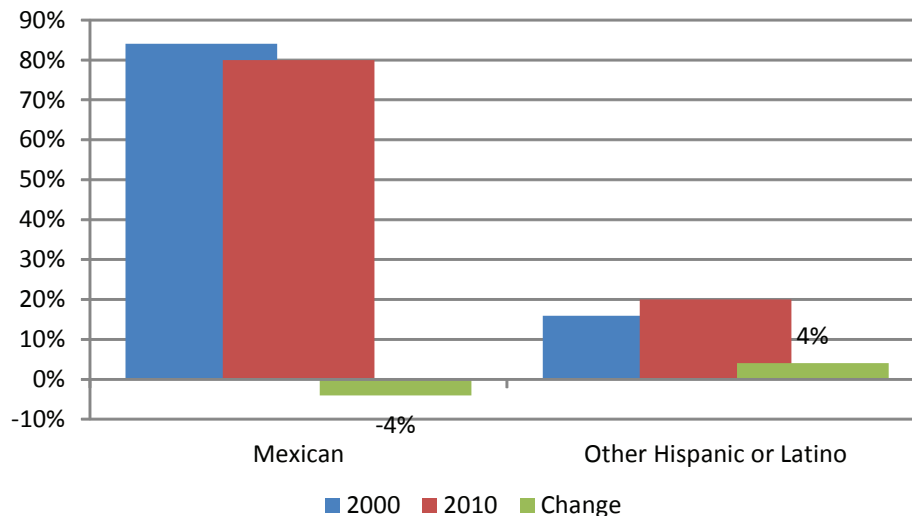


Figure A1.3- Latino Race Percentage of Total Latino Population 2000-2010

Source: US Census

HOUSING AND HOUSEHOLDS COMPOSITION

Housing Units

There was significant growth in the housing stock between 2000 and 2010 with Census counts showing a 36% increase in housing units. Carbondale experienced stronger growth than the state as a whole, which increased by 22%. Family households and households with children decreased between 2000 and 2010 while non-family households and households with elderly individuals increased, reflecting a national demographic trend towards more no-kids households.

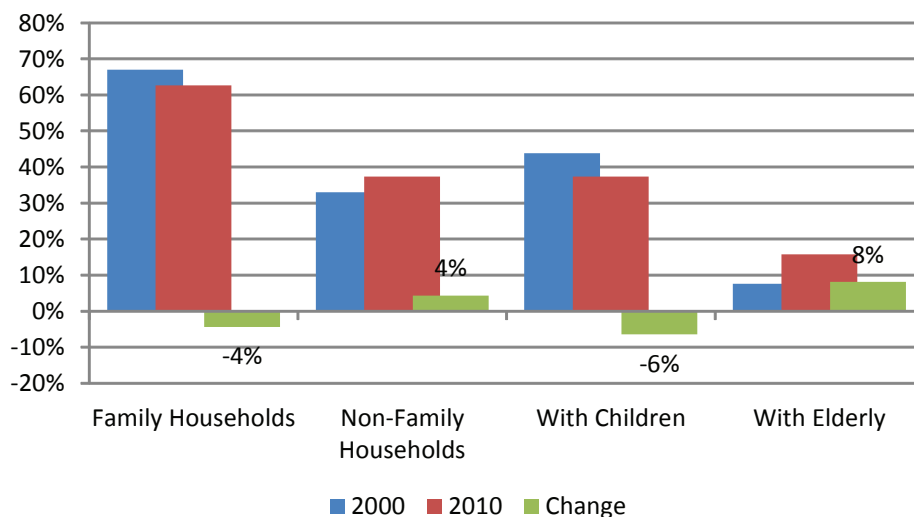


Figure A1.4- Household Composition 2000-2010

Source: US Census

POPULATION AND HOUSING UNITS CHANGE

Between 2000 and 2010 Carbondale's population grew by more than 1,200, representing a 24% increase. During the same period, Colorado grew at a slower rate of 17%. The number of housing units increased by 36% between 2000-2010, with 647 housing units added in the town limits.

Figure A1.5- Carbondale Population Change 2000-2010

2000	2010	Change	10 Year % Change
5,196	6,427	1,231	24%

Source: US Census Bureau

Figure A1.6- Carbondale Housing Unit Change 2000-2010

2000	2010	Change	10 Year % Change
1,821	2,468	647	63%

Source: US Census Bureau, DOLA

COMMERCIAL GROWTH

According to county assessor records, there was doubling of commercial sq. ft. in town between 1990-2009, resulting in a total of 1 million sq. ft. of commercial in 2009.

PROJECTED POPULATION

Two methods were used to examine potential growth in Carbondale through 2032. Population forecasts were obtained from the Colorado Department of Local Affairs, and a linear projection was prepared using historic US Census data from 1980-2010.

In 2010 Carbondale had 6,400 residents. According to 2032 State forecasts, population is expected to grow to over 12,000, increasing the total population by 88%. In order to accommodate the larger population Carbondale will have to add 2,200 new units, a 90% increase over the current stock. The linear projection provides a more conservative outlook with 10,000 total residents by 2032 requiring 1,200 new housing units, a 56% and 50% increase respectively.

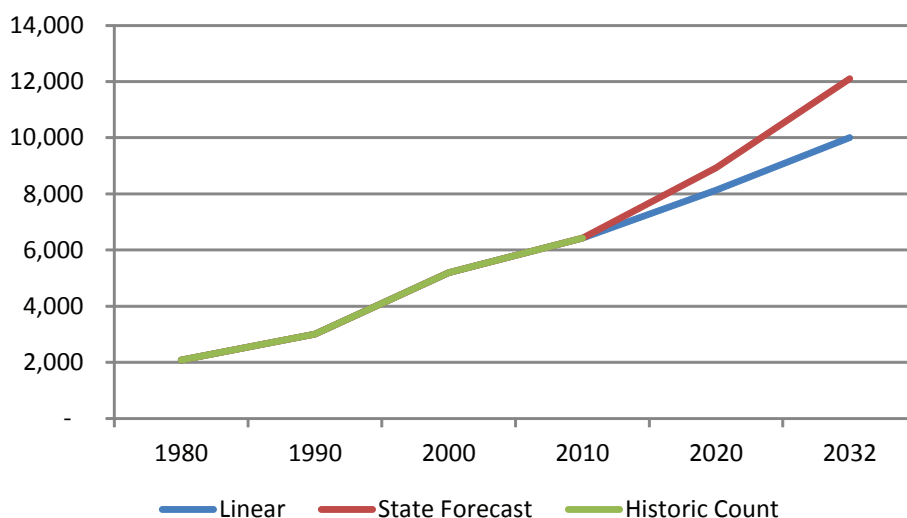


Figure A1.6 - Population and housing projections through 2032

Source: US Census, DOLA

BENCHMARKING COMPARISON OF KEY INDICATORS TO BASALT, GLENWOOD SPRINGS, AND SALIDA

In order to provide a frame of reference, this report summarizes key indicators for Carbondale as compared to two other municipalities in the valley, Basalt and Glenwood Springs, as well as Salida, a nearby small mountain town with many natural amenities including the Arkansas River, and a strong downtown.

Jobs in Carbondale are relatively well paying. Carbondale has a higher proportion of high wage jobs than Glenwood Springs and Salida. Basalt has the highest paying jobs of the comparison communities.

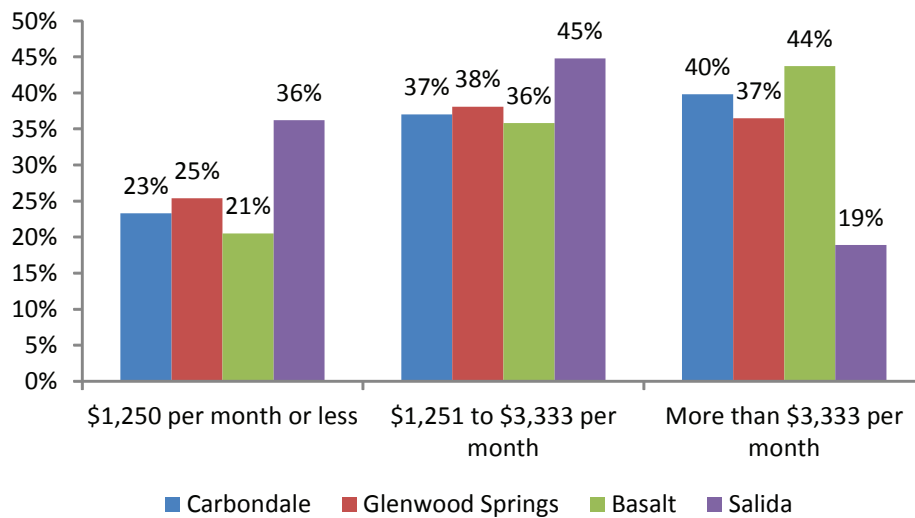


Figure A1.7- Carbondale Benchmarking Jobs by Monthly Earnings 2009

Source: US Census

Over two thirds of Carbondale’s working residents commute out of town for their jobs. This is a much higher commuting rate than other towns in the comparative analysis, with less than half of Glenwood Springs’ workers commuting out of town and less than a third of Salida’s workers commuting out for work.

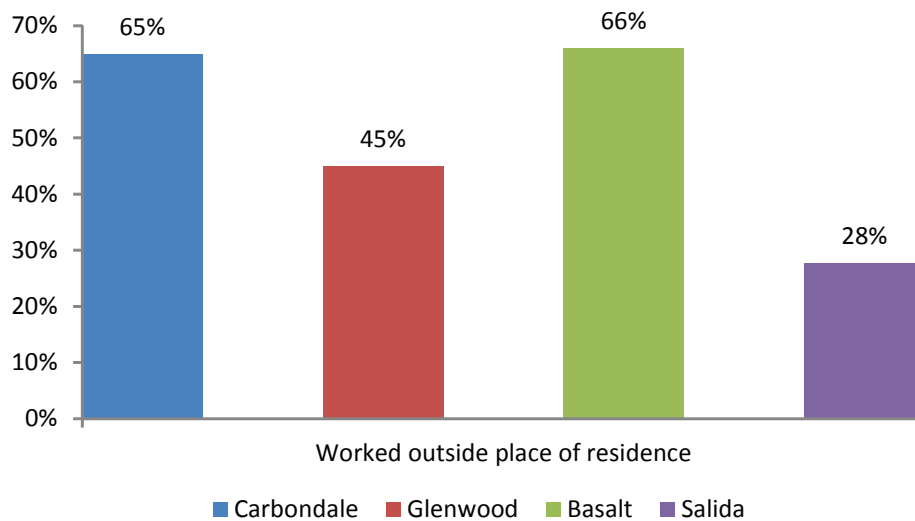


Figure A1.8- Carbondale Benchmarking Workers by Place of Work 2010

Source: US Census

Construction, health care and manufacturing are the three largest employers in Carbondale, and it is the only comparison community where manufacturing is a top employer and retail is not in the top three. Employment in Basalt centers around construction, accommodation/food and retail, suggesting an economic base geared towards tourism and development. Glenwood Springs, as the established regional center of the Roaring Fork Valley and the Garfield County seat, exhibits strength in the education, health care retail and the professional sectors. Employment in Salida centers on retail, education and accommodation/food. Figure A1.9 presents the total number of jobs by sector ranked from highest to lowest in each comparison community within the municipal boundaries.

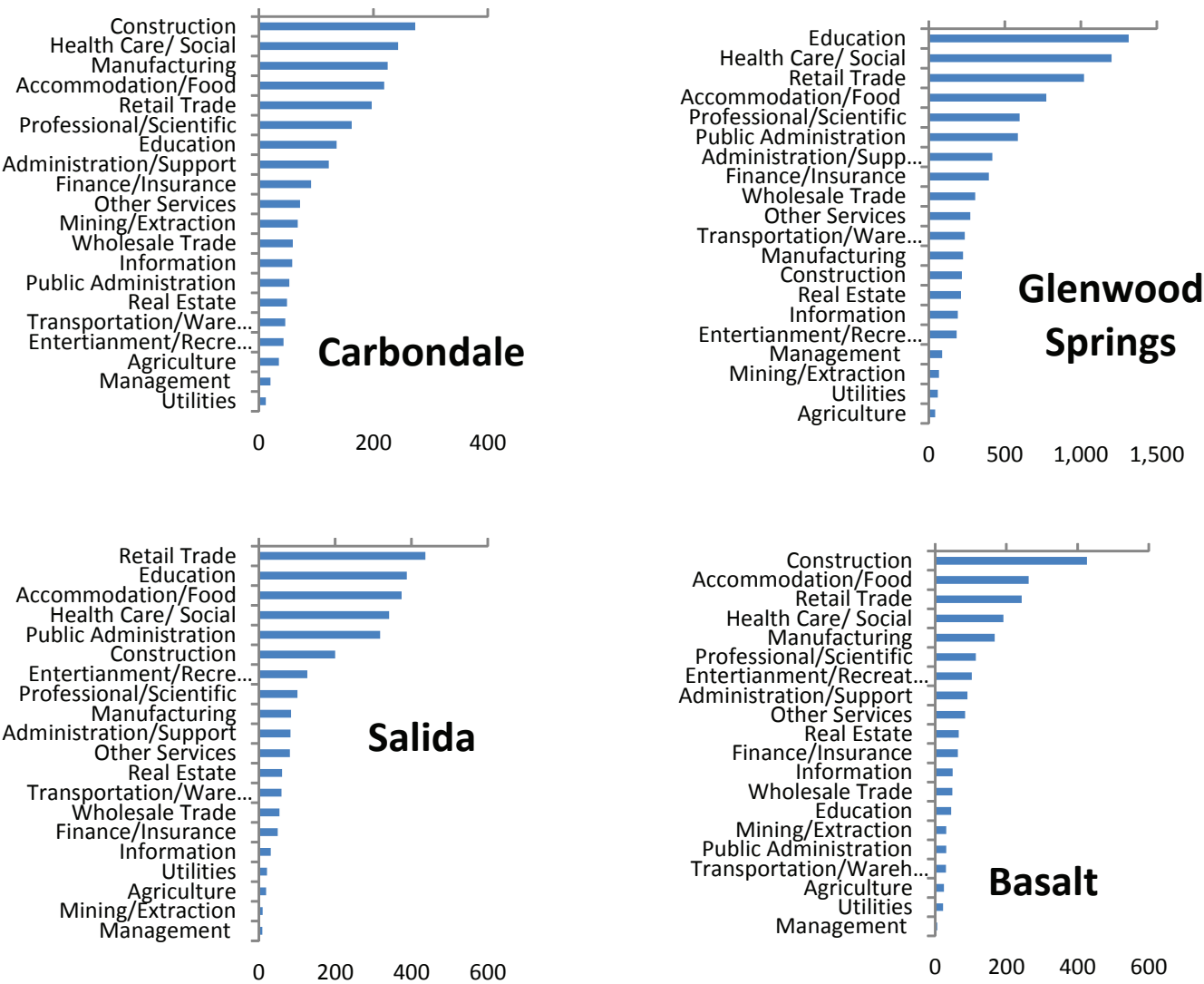


Figure A1.9- Jobs Diversity Comparison
Source: US Census

Carbondale has the lowest proportion of workers commuting by driving alone, and the high rates of public transportation use, walking and biking. Basalt has similar pattern, but more people use public transportation instead of walking or biking. Glenwood Springs has relatively low rates of transit use and biking. Salida has higher percentages of workers driving alone or working at home. This comparative analysis suggests that Roaring Fork Valley communities tend to use alternative transportation more than most communities. Nationally, 76% drive alone to get to work.

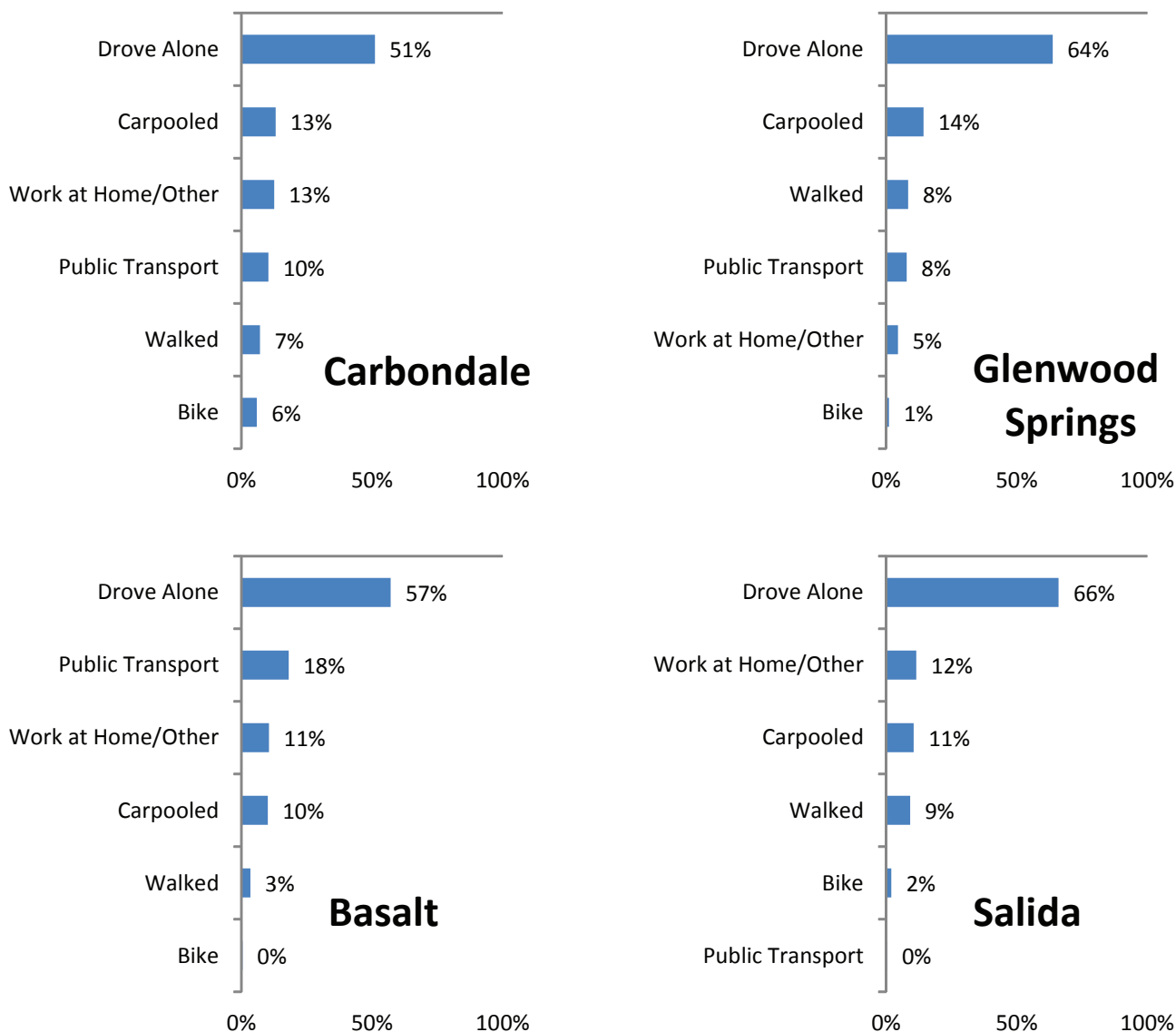


Figure A1.10- Means of Transportation to Work
Source: US Census

A1.2 Linking Land Uses to the Town's Fiscal Conditions

PURPOSE AND SUMMARY OF FINDINGS

The purpose of this section is to describe the town's budgetary structure and its costs and revenues as they relate to land uses in the town boundary. The section is comprised of four subsections, each of which builds from the previous section, all leading to the town budget cost-benefit analysis broken down into land use types. The cost benefit analysis quantifies the link between the town's budgetary realities and the types of land uses in town: residential, retail, general commercial, lodging, and light industrial.

The purpose and key findings of each section are listed below:

Carbondale Budgetary Structure - The purpose of this sub-section is to describe the basic structure of the town budget, specifically the revenues and expenditures. Over half of the town's general fund revenues come from sales tax. Property tax comprises 8% of the revenues with intergovernmental and miscellaneous revenues making up the balance. Between 2008 and 2010, 80% of general fund, streetscape fund, and recreation sales tax fund revenues were spent on operational costs. The remaining 20% funded capital projects. General fund revenue transfers to fund capital projects dropped-off drastically with the onset of the 2008 financial crisis, reflecting shrinking revenues and a necessary shift from capital revenues to pay for day-to-day operations costs.

Cost Analysis By Land Use Type - This section establishes existing service levels for town government, specifically the costs of providing general government, streets, public safety, and parks and recreation services and capital facilities for residential vs. non-residential land uses. The analysis finds that the town spends \$1,880 on operations and invests \$5,430 in capital per housing unit annually. For non-residential land uses, the town spends \$1,540 on operations and invests \$1,740 per 1,000 sq. ft. of non-residential floor area annually. The analysis concludes that 82% of the annual operational expenditures serve residential land uses and 18% serve the non-residential sector. On the capital side, 89% of capital resources are used to maintain service levels for the residential sector and 11% are used for the non-residential sector.

Revenue Generation by Land Use Type- Level of service costs are useful by themselves, but in order to understand what the costs mean in the larger context of the financial environment, revenues must be examined as well. The purpose of this sub section is to analyze the sources of revenue from residential and non-residential land use types. This portion of the analysis finds that Carbondale's residents and residential properties generate half of the total revenues through town sales tax, property tax, and licensing/permitting fees. The largest share of revenues generated by non-residential land uses through town sales tax, property tax, and licensing/permitting fees come from the retail sector, which is responsible for 46% of revenues.

Cost Benefit Analysis by Land Use Type- The cost-benefit analysis is a comparison of the costs and revenues by land use type: residential, retail, general commercial, lodging, and light industrial. On the operations side, retail land uses are a fiscal net-gain on the town's operations and maintenance side while residential land uses and other non-residential land uses (general commercial, lodging, and light industrial) cost more than they generate in annual revenue. Retail square footage generates surplus revenues of \$5,420 per 1,000 sq. ft. annually for town operations while residential units result in an annual operations shortfall of \$1,120 per housing unit. Non-retail commercial space creates an annual operations shortfall of \$1,340 per 1,000 sq. ft.. On the capital side, 1000 sq. ft. of retail floor area generates a \$35,260 surplus in the 20 year planning horizon while other non-residential land uses break even. Residential units result in a \$1,230 per unit shortfall over a twenty year capital facilities planning horizon. Shortfalls do not mean that the town is destined to experience annual budget shortfalls. Revenues originating from retail land use, and other revenues such as intergovernmental

transfers work together to provide services for residential and non-retail non-residential land uses.

CARBONDALE BUDGETARY STRUCTURE

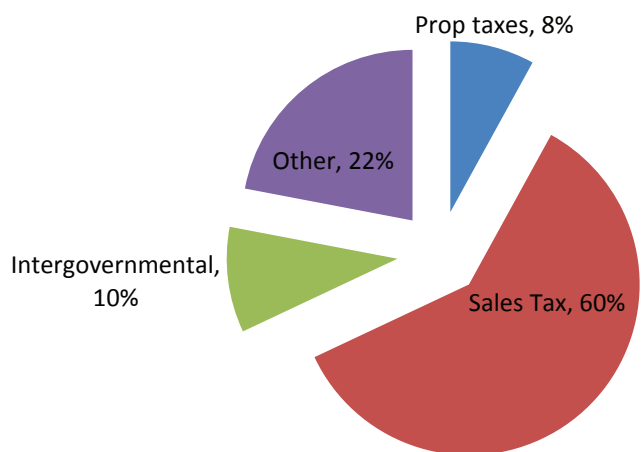
Purpose and Summary of Findings

The purpose of this sub-section is to describe the basic structure of the town budget, specifically the revenues and expenditures. Over half of the town's general fund revenues come from sales tax. Property tax comprises 8% of the revenues with intergovernmental and miscellaneous revenues making up the balance. Between 2008 and 2010, 80% of general fund, streetscape fund, and recreation sales tax fund revenues were spent on operational costs. The remaining 20% funded capital projects. General fund revenue transfers to fund capital projects dropped-off drastically with the onset of the 2008 financial crisis, reflecting shrinking revenues and a necessary shift of capital revenues to pay for day-to-day operations costs.

General Fund Structure

Revenues

Transfers from town's sales and use tax fund compose 60% of general fund revenues. 8% of revenues originate from property taxes and 10% originate from intergovernmental transfers. The remaining 22% of revenues come from fees, fines and other miscellaneous sources. It is clear that sales tax is the primary revenue source for the town, as is the case with nearly all Colorado municipalities.



Source: 2008-2010 Carbondale Municipal Budgets

Expenditures

Most Town expenditures are allocated through the general fund. 2008-2010 municipal budgets show that on average 44% of general fund expenditures fund general government (community development and administration), while streets were the second most expensive town service, accounting for 27% of total general fund expenditures. Expenditures for public safety and parks/recreation account for the balance of general fund expenditures.

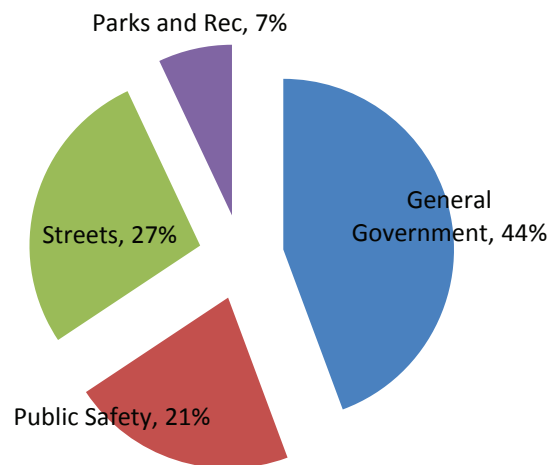


Figure A1.12 – General Fund Expenditures by Department

Source: 2008-2010 Carbondale Municipal Budgets

Capital vs. Operations Expenditures

Between 2008 and 2010, 80% of expenditures from the general fund, the streetscape fund, and the recreation sales tax fund were spent on operational costs. This emphasis on operations costs reflects falling revenues resulting from the financial crisis beginning in 2008. Still 20% of the revenues collected during this financially constrained time period were allocated to capital projects.

The majority of Carbondale’s capital funding occurs as a transfer from the general fund, the recreation sales tax fund or the use tax fund to the capital projects fund. Since 2006, capital transfers from the general fund have been variable ranging from \$0 in 2009 to \$1.5 million in 2008. Sales tax revenues are particularly important for funding capital projects because the majority of general fund revenues are generated from sales taxes, and all recreation capital expenditures are funded by sales taxes.

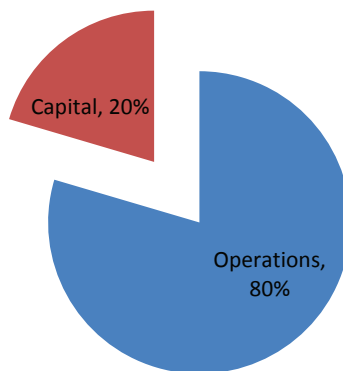


Figure A1.13- Carbondale - Capital vs. Operations Expenditures

Source: 2008-2010 Carbondale Financial Audits



Figure A1.14- Transfers from General Fund to Capital Projects Fund 2006-2010

Sales Tax Revenue

Since 2004, collections from Carbondale's 3% sales tax have grown at an average annual rate of 1.5%. Sales tax collections experienced the highest annual growth in 2006 and 2007, but with the onset of the financial crisis and recession, revenues slowed and then decreased from 2008-2010. In 2010, the Town collected \$2.6 million in sales tax, down from a peak of \$3.3 million in 2008.

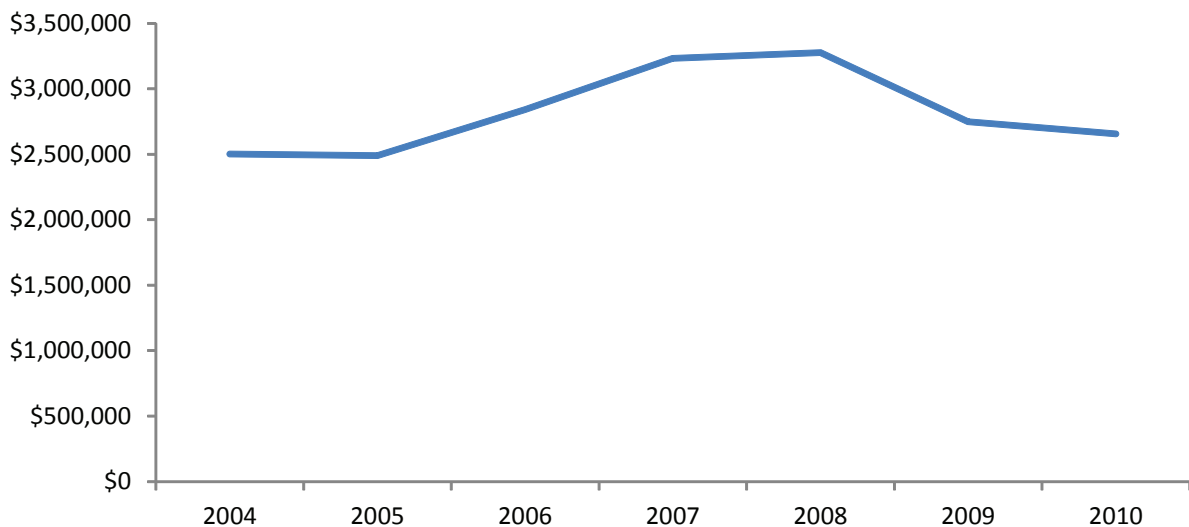


Figure A1.15- 2004-2010 from 3% Sales Tax
Source: 2006-2010 Carbondale Financial Audits

Sales Tax By Industry

The retail, arts & entertainment, and food industries together generate 70% of sales tax revenues in Carbondale. While important from an economic perspective, traditional sectors including agriculture, transportation, warehousing, utilities, manufacturing and construction only generate 17% of sales tax revenues while the professional sector generates 10%.

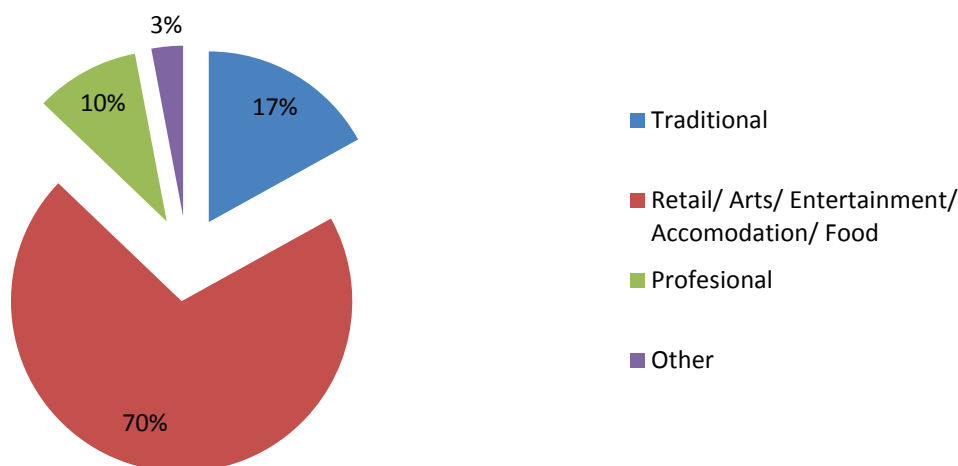


Figure A1.16- Sales Taxes by Industry

Source: Carbondale Finance Department

Long-Term Budgetary Trends

This sub-section places the fiscal analysis below, which is based on 2008-2010 budgetary information, into the context of longer term trends. All trends show the effects of the 2008 financial crisis on local budgets, with steady growth through 2008 and a decline in 2009 with both retail sales and total expenditures picking up in 2010, but overall revenues declining slightly from 2009-2010. The 2001-2010 average revenues were \$6.8 million annually, while the average revenues for the 2008-2010 budget years used in the fiscal analysis below were \$8 million annually on average. The 2001-2010 average expenditures were \$7.2 million annually, while the average expenditures for the 2008-2010 budget years used in the fiscal analysis below were \$9.5 million annually on average.

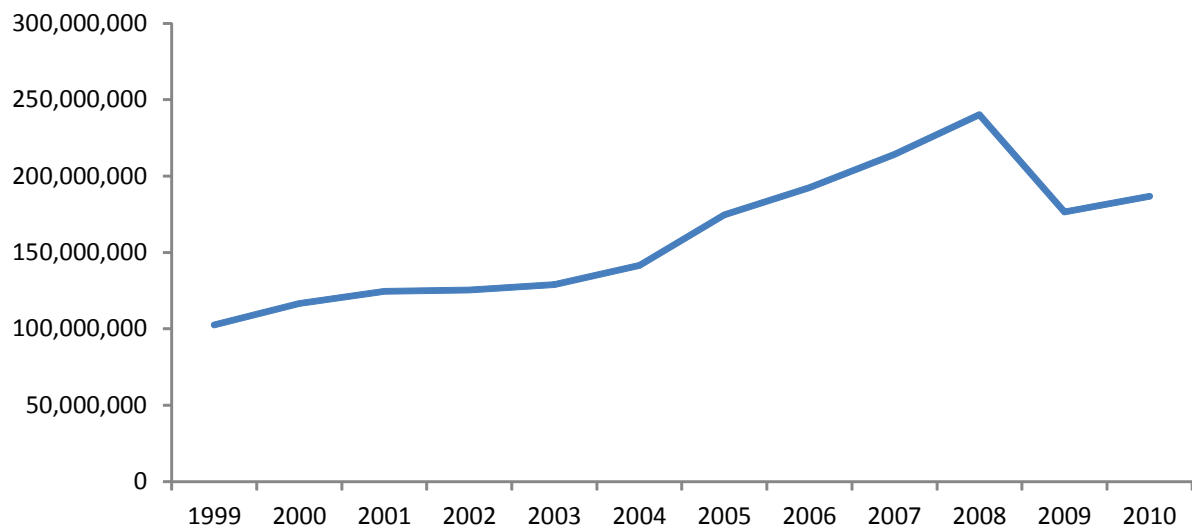


Figure A1.17 - Carbondale Retail Sales

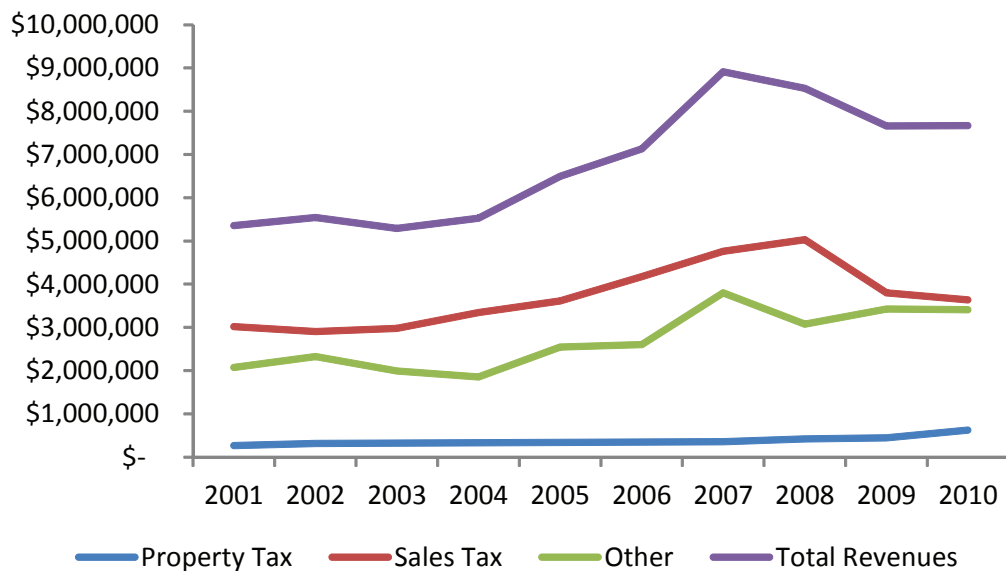


Figure A1.18 - Carbondale Revenues¹²

1 Other includes: specific ownership taxes, franchise taxes, licenses/permits, intergovernmental, charges, fines and miscellaneous revenues/

2 2001-2008 from Colorado Department of Local Affairs Municipal Compendiums, 2009-2010 from Carbondale Audited Financials

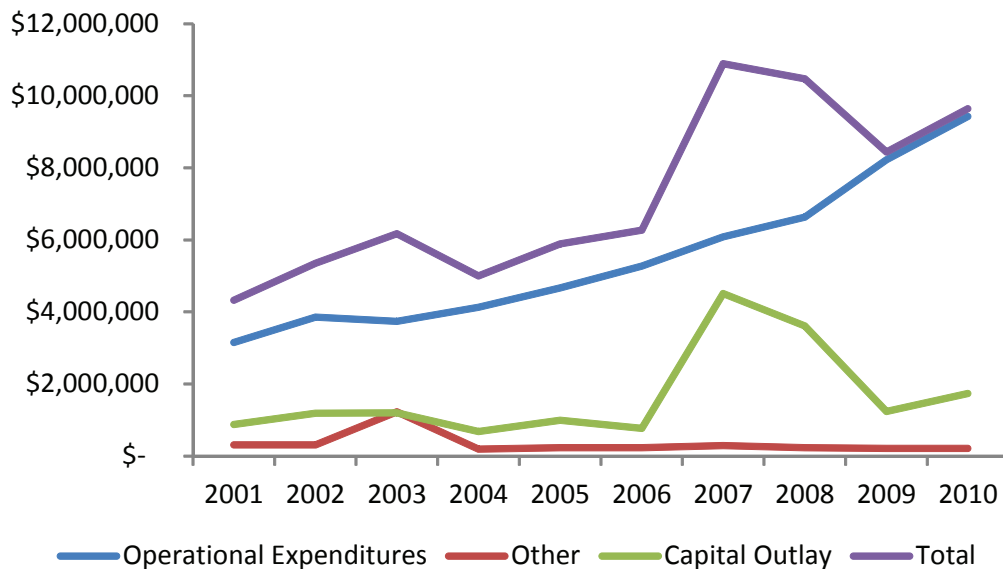


Figure A1.19 - Carbondale Expenditures ³⁴

COST ANALYSIS BY LAND USE TYPE

Purpose and Summary of Findings

This section establishes existing service levels for town government, specifically the costs of providing general government, streets, public safety, and parks and recreation services and capital facilities for residential vs. non-residential land uses. The analysis finds that the town spends \$1,880 on operations and invests \$5,430 in capital per housing unit annually. For non-residential land uses, the town spends \$1,540 on operations and invests \$1,740 per 1,000 sq.ft. of non-residential floor area annually. The analysis concludes that 82% of the annual operational expenditures serve residential land uses and 18% of operational expenditures serve the non-residential sector. On the capital side, 89% of capital resources are used to maintain service levels for the residential sector and 11% are used for the non-residential sector.

Conceptual Description of Level of Service

Level of service (LOS) is defined as, the cost of maintaining a specific standard of services and infrastructure. A simple analogy serves to illustrate the concept. Suppose that you entered a restaurant with a small kitchen, two tables, and two waiters. You sit at one of the tables and begin dinner. You would expect, given the ratio of waiters to tables, that the service would be good. Now consider that you enter the same restaurant a week later, with the same kitchen and the same two waiters, to discover that they have added one hundred additional tables and that the restaurant is packed with people. Certainly, after having been seated, you would expect a significantly decreased level of service from the two waiters. The same happens with provision of government services and infrastructure. If new growth is not accounted for in police, streets, fire, health,

³ Other includes extra-governmental transfers, principle and interest payments

⁴ 2001-2008 from Colorado Department of Local Affairs Municipal Compendiums, 2009-2010 from Carbondale Audited Financials -

sewer and a host of other services while population is being added, one should expect to see a decrease in the overall level of service. The likely result is that we are stuck in traffic more often, our parks are more crowded, we must wait weeks to see a doctor, or that our water use is limited to certain times of day.

Quantifying local government service levels requires analyzing annual departmental spending, development inventories, and development ratios. Using information obtained from the Town, it is possible to calculate service levels using housing units and commercial square footage as baseline units of measurement.

Operations vs. Capital Spending

It is important to differentiate between municipal operations and capital spending. Operational costs are expressed annually and are the day-to-day expenses of running the town departments and maintaining current conditions. Capital costs are one-time investments associated with increasing the capacity of infrastructure and capital facilities to keep up with demand (e.g. land, buildings, vehicles, parks, streets, trails, etc.).

Proportionate Share

Because Town services benefit both residential development and non-residential development, it is critical to allocate spending to the residential and non-residential sectors accordingly. To account for this, a proportionate share calculation was applied to the general government and public safety departments. Streets service levels are measured according to land use traffic generation figures, from the Institute of Transportation Engineers Trip Generation manual (the 'ITE'). All demand for parks and recreation services is assumed to originate from the residential sector and all costs are attributed to housing units.

Town of Carbondale Operations Level of Service

This analysis measures the level of service for day to day operations and facilities maintenance provided by the Town. The analysis begins with three year average operational spending and existing capital investment per housing unit and 1,000 sq.ft. of non-residential floor area. Costs are divided according to the proportionate share between residential and non-residential land uses as described above.

General Government Level of Service

General Government includes the following governmental functions: Attorney's office, Elections, Public Trustees, Municipal Court, Town Manager, Administrative Services, Finance and Records, Planning, Data Processing, Building Operations, Motor Pool, Economic Development, Sales Tax Administration, and Affordable Housing.

Proportionate Share

The demand for general government services is split between activities associated with residential land uses vs. non-residential land uses. This split varies widely between communities, depending on the relative quantities of commercial, residential, and governmental activity located in a particular locale. For example, employment centers, where many workers may live outside the municipality and commute in to work every day tend to have more demand for services that stem from commercial land uses in the municipality. Places where a sizable proportion of residents commute to work in adjacent population centers will have relatively more demand from residential land uses.

One reliable way to establish a planning level ratio between residential and non-residential demand is to evaluate how much time people spend at home (residential) vs. at work (non-residential) and assign proportionate shares accordingly.

Figure A1.20- Carbondale General Government Proportionate Share Service Hour Analysis

		<i>Hours/week</i>	<i>Total</i>
Total Residents (2009)	7,026		
Resident Workers In Carbondale	1,001	128	128,182
Resident Workers Not Working in Carbondale	1,665	128	213,066
Residents Not Working	4,360	168	213,066
Total Residential			554,314
Total Jobs In Carbondale (2009)	2,177		
Resident Workers	1,001	40	40,057
Non-Resident Workers	1,176	40	47,023
Visitors Days/Week	877	84	73,662
Total Commercial			160,742
		Total	715,056
		Residential	78%
		Non-Residential	22%

Source: US Census Bureau, Colorado Department of Local Affairs

Residents living in the town account for 78% of the demand general government services, while commercial and industrial and tourism related land uses account for 22% of the demand for general government services.

Operations Level of Service Expenditures

Between 2008 and 2010 general government departments spent between \$2.2 million and \$2.8 million on operational expenditures. General government costs an average of \$800 per housing unit and \$560 per 1,000 sq.fts.f. of commercial floor area.

Figure A1.21- General Government Operational LOS

	2008	2009	2010	
Total Operational Expenditures	\$2,294,600	\$2,334,500	\$2,815,300	
Residential Expenditures	\$1,778,800	\$1,809,700	\$2,182,400	
Housing Units	2,313	2,418	2,468	Average
Per Housing Unit	\$770	\$750	\$880	\$800
Non-Residential Expenditures	\$515,800	\$524,800	\$632,900	
1,000 sq.fts.f.	983	983	983	Average
Per 1,000 sq. ft.s.f.	\$520	\$530	\$640	\$560

Source: Carbondale Financial Audits, US Census, Garfield County Assessor

Capital Level of Service Expenditures

The departments performing general government functions utilize \$4.8 million worth of buildings and land and \$38,600 worth of equipment. In other terms, general government departments use \$1,530 worth of capital assets per residential unit and \$1,120 of capital assets per 1,000 sq. ft. of non-residential space.

Figure A1.21- General Government Capital LOS

Buildings and Land	\$4,845,600
Equipment	\$38,600
Total	\$4,884,200
Residential Share	\$3,786,250
Per Housing Unit	\$1,530
Non-Residential Share	\$1,097,950
Per 1,000 sq. ft.	
\$1,120	

Source: Carbondale Financial Audits, US Census, Garfield County Assessor

Public Safety Level of Service

The level of service for public safety includes the cost of maintaining adequate response times, levels of traffic patrol, and accident response times. Public safety includes the police department, communications, and code enforcement. Traffic influences demand for law enforcement due to the requirement for traffic enforcement, so traffic enforcement is included as a separate category. Traffic costs are calculated using a cost per average daily trip (ADT) calculation while general law enforcement costs are distributed between the residential and non-residential units according to residential/non-residential proportionate share calculations.

Proportionate Share

The public safety residential/non-residential proportionate share was calculated using call/response records obtained from the Carbondale Police Department. Calls were sorted by type and distributed to residential land use, non-residential land use, or traffic. According to this proportionate share analysis, 42% of calls were traffic related, 39% were attributable to the residential sector, and 19% originated from non-residential sources.

Figure A1.22- Public Safety Proportionate Share

Residential	39%
Non-Residential	19%
Traffic	42%

Source: Carbondale Police Department

Calculating the costs associated with traffic was based on vehicle trips terminating at a residential unit, business or civic facility in Carbondale. According to the Institute of Transportation Engineers' Trip Generation

Manual, a housing unit generates an adjusted⁵ average of 4.8 trips per day, while 1,000 sq. ft. of non-residential space generates 3.2 average daily trips. In total, residential unit and non-residential uses result in over 15,000 trips per day, accommodated by the streets system (including Highway 133). The majority of trips are attributable to residential units.

Figure A1.23 – Carbondale Traffic Volume by Land Use Type

	Units	Adjusted ADT	Total ADT	Proportionate Share
Residential	2,468	4.8	11,933	79%
Non-Residential	983	3.2	3,146	21%
Total			15,078	

Source: Institute of Transportation Engineers, Garfield County Assessor

Operations

Applying the proportionate share analysis and the traffic generation analysis, the Town's Public Safety Departments spend \$260 per housing unit, \$320 per 1,000 sq. ft. of non-residential and \$50 per average daily trip (ADT) on operational costs.

Figure A1.24- Public Safety Operational Level of Service (LOS)

	2008	2009	2010	
Total Operational Expenditures	\$1,739,000	\$1,639,200	\$1,559,300	
Residential Operational Expenditures	\$671,100	\$632,600	\$601,800	
Housing Units	2,313	2,418	2,468	Average
Per Housing Unit	\$290	\$260	\$240	\$260
Non-Res Operational Expenditures	\$338,300	\$318,900	\$303,400	
1,000 sq. ft.				
983	983	983	Average	
Per 1,000 sq. ft.				
\$340	\$320	\$310	\$320	
Traffic Operational Expenditures	\$729,600	\$687,700	\$654,100	
ADT	14,329	14,837	15,078	Average
Per ADT	\$51	\$46	\$43	\$50

Source: Carbondale Financial Audits, US Census, Garfield County Assessor

5 Adjustment accounts for pass by and alternate destination trips.

Capital

The Public Safety Department uses an existing inventory of \$1.1 million in capital assets that include buildings, land and equipment to provide services. This translates to \$170 per residential unit, \$210 per 1,000 sq.ft. and \$30 per ADT.

Figure A1.25- Public Safety Capital LOS

Buildings and Land	\$710,300
Equipment	\$348,700
Total	\$1,059,000
Residential Share	\$408,700
Per Housing Unit	\$170
Non-Residential Share	\$206,000
Per 1,000 s.f.	\$210
Traffic per ADT	\$30

Source: Carbondale Financial Audits, US Census, Garfield County Assessor

Accounting for traffic and general law enforcement, the cost for maintaining the level of service for public safety is \$490 per housing unit in annual operations costs and \$470 per housing unit in one-time capital investment. Each 1,000 sq.ft. of non-residential floor area costs \$310 in annual operations costs and \$300 worth of capital investment. Operations costs are annual expenditures while capital investments are one-time costs, when new development occurs.

Figure A1.26- Public Safety Costs Including Traffic Associated Costs

	Traffic Per Unit Operations	Total Operations	Traffic Per Unit Capital	Total Capital
Per Housing Unit	\$230	\$490	\$140	\$310
Per 1,000 sq.ft.				
\$150	\$470	\$90	\$300	

Streets

The level of service for streets operations includes annual expenditures to maintain town roads, remove snow, and fill potholes. If the Town chooses to provide these same services at the same standard in the future, it will have to increase its capacity in step with the rate of growth in traffic.

Streets Department costs are calculated using average daily trips (ADT). Average daily trip rates for various land uses were obtained from Trip Generation (the 'ITE') by the Institute of Transportation Engineers. According to the Institute of Transportation Engineers' Trip Generation Manual, a housing unit generates an adjusted average of 4.8 trips per day, while 1,000 sq. ft. of non-residential space generates 3.2 average daily trips. In total, residential unit and non-residential uses attract over 15,000 trips per day, accommodated by the streets system (including Highway 133). The majority of trips are attributable to residential units.

Operations

Between 2008 and 2010 the town spent between \$692,000 and \$943,000 for maintenance and operations of the town streets, an average of \$240 per housing unit and \$160 per 1000 sq. ft. of non-residential floor area annually.

Figure A1.27- Streets Operational Level of Service (LOS)

	2008	2009	2010	Average
Operational Expenditures	\$943,600	\$765,400	\$692,800	
ADT	14,329	14,837	15,078	
Per ADT	\$65	\$51	\$45	\$50

**Source: Carbondale Financial Audits, US Census, Garfield County Assessor,
Institute of Transportation Engineers**

Capital

The Streets Department uses \$1.6 million worth of capital assets to maintain and improve Carbondale's street system, an average of \$480 per housing unit and \$320 per 1000 sq. ft. of non-residential floor area over the twenty year capital facilities planning horizon.

Figure A1.28- Streets Operational Level of Service (LOS)

Buildings and Land	\$867,500
Equipment	\$691,000
Total	\$1,558,500
Per ADT	\$100

**Source: Carbondale Financial Audits, US Census, Garfield County Assessor,
Institute of Transportation Engineers**

Parks and Recreation Level of Service

The Parks and Recreation Department includes the following functions: recreation, municipal pool, parks, cemetery, and community affairs. Because residents use parks and recreation, costs for parks and recreation services are allocated to the residential units.

Operations

Parks and recreation operational expenditures between 2008 and 2010 totaled from \$572,000 to just over \$1 million. The town spends an average of \$350 per housing unit on parks and recreation operations annually.

Figure A1.29- Parks and Recreation Operational Level of Service (LOS)

	2008	2009	2010	Average
Operational Expenditures	\$1,061,000	\$857,200	\$572,000	
Housing Units	2,313	2,418	2,468	
Per Unit	\$460	\$350	\$230	\$350

Source: Carbondale Financial Audits, US Census, Garfield County Assessor

Capital

While providing recreation services, parks and recreation uses \$7.5 million worth of existing assets including buildings and land and \$136,274 worth of equipment, resulting in \$3,110 in capital assets per housing unit.

Figure A1.30 - Parks and Recreation Capital Assets

Buildings and Land	\$7,528,900
Equip	\$136,300
Total	\$7,665,100
Per Housing Unit	\$3,110

Cost Summary

The town spends \$1,880 on operations and invests \$5,430 in capital per housing unit, and spends \$1,540 on operations and invests \$1,740 per 1,000 sq. ft. of non-residential square footage to provide parks and recreation.

Figure A1.31- Residential and Non-Residential Cost Summary

	General Government		Public Safety		Streets		Parks	
	Op.	Cap.	Op.	Cap.	Op.	Cap.	Op.	Cap.
Per Residential Unit	\$800	\$1,530	\$260	\$170			\$350	\$3,110
Per 1,000 Non-Residential s.f.	\$560	\$1,120	\$320	\$210				
Per ADT			\$50	\$30	\$50	\$100		
Per Residential Unit			\$230	\$140	\$240	\$480		
Per 1,000 Non-Residential s.f.			\$150	\$90	\$160	\$320		

Residential vs. Non-Residential Cost Analysis

Operations

The final step in the cost-side analysis is to evaluate town expenditures by land use type: residential vs. non-residential. Operations costs aggregated by land use type show that 82% of operational expenditures serve the residential sector while 18% serve the non-residential sector.

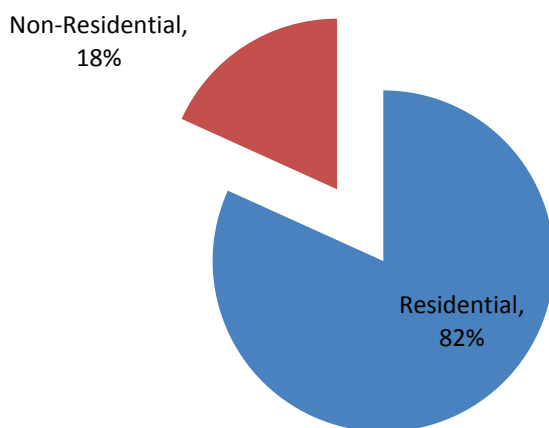


Figure A1.32 - Operations Expenditure by Land Use Type

Source: Carbondale Financial Audits

Capital

On the capital side of town expenditures, 89% of capital resources are used to maintain the level of service for the residential sector and 11% are used for the non-residential sector.

REVENUE GENERATION BY LAND USE TYPE

Purpose and Summary of Findings

Level of service costs are useful by themselves, but in order to understand what the costs mean in the context of the larger financial environment, revenues must be examined as well. The purpose of this sub-section is to analyze the sources of revenue from residential and non-residential land use types. This portion of the analysis finds that Carbondale's residents and residential properties generate half of the total revenues through town sales tax, property tax, and licensing/permitting fees. The largest share of revenue generated by non-residential land uses through town sales tax, property tax, and licensing/permitting fees comes from the retail sector, which is responsible for 46% of revenues.

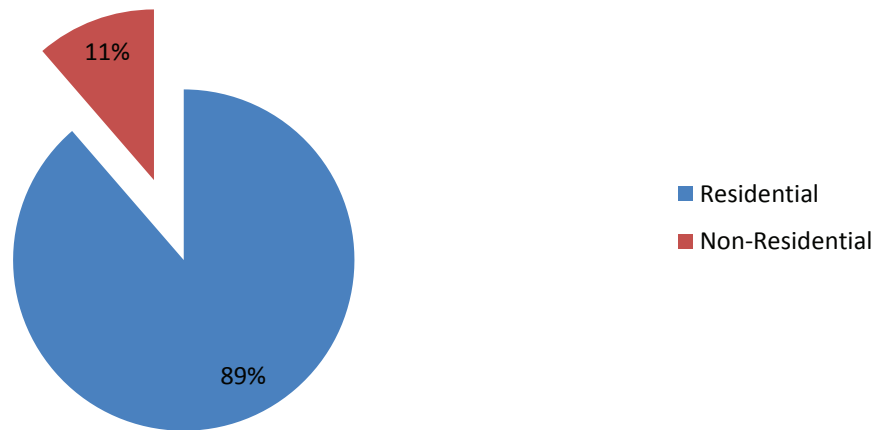


Figure A1.33 - Capital Investment Expenditure by Land Use Type

Source: Carbondale Financial Audits

Sales Tax

Calculating sales tax contributions originating from each household requires an estimate of household spending in Carbondale. Local expenditure patterns were obtained from 2011 modeled data from Nielsen/Claritas⁶. According to this data, the average household in Carbondale spends \$34,330 per year on retail goods.

Figure A1.34- Per Household Retail Expenditures

	Per Household Expenditures	% of Expenditures Classified as Retail	Per Household Retail Expenditures
Food At Home	\$6,650	100%	\$6,650
Food Away From Home and Alcohol	\$4,350	100%	\$4,350
Day Care, Education and Contributions	\$3,300	0%	\$0
Healthcare	\$4,500	5%	\$210
Household Furnishings and Appliances	\$2,760	100%	\$2,760
Housing Related and Personal	\$7,200	6%	\$400
Personal Care and Smoking Products	\$1,910	77%	\$1,480
Pet Expenses	\$650	100%	\$650
Sports and Entertainment	\$6,590	60%	\$3,980
Transportation and Auto Expenses	\$11,600	81%	\$9,390
Total Apparel	\$4,660	100%	\$4,660
Total	\$54,170	64%	\$34,330

Source: Nielsen/Claritas Household Expenditure Data

⁶ Lodging taxes were not included in this analysis because the Lodging Tax Fund primarily funds the Carbondale Chamber of Commerce.

According to the 2011 Nielsen-Claritas data, at least 39% of Carbondale household retail spending occurs in other communities, including internet sales. That is the Neilson-Claritas data estimated that in-town sales fall short of the estimated in-town household retail spending by 39%. Neilson-Claritas nomenclature terms this as the “opportunity gap” because it represents a tangible opportunity to capture at least some of the in-town household spending in the local retail market. The opportunity gap is a different approach than that used to calculate the “leakage” rate in the 2005 Carbondale Economic Development and Community Sustainability Plan. This 2005 study was based, in part, on a Carbondale zip code resident expenditure survey that asked where households do their shopping. By contrast the 39% opportunity gap is calculated by subtracting supply (in-town Carbondale retail sales) from demand (in-town household retail spending). Accounting for opportunity gap, the 3.5% sales tax rate will yield, on average, \$740 in sales tax per household annually to the Town’s general fund and recreation sales and use tax fund . \$630 of this sales tax revenue is from the 3% general fund sales tax and \$110 is from the 0.5% sales tax intended to fund recreation projects in Carbondale.

Figure A1.35- Estimated Residential Sales Tax Contributions⁷⁸

Sales Tax Rate	3%
Retail Opportunity Gap	39%
Annual Contribution per Household	\$630
Recreation Sales Tax Rate	0.50%
Retail Opportunity Gap	39%
Annual Contribution per Household	\$110

Source: Nielsen/Claritas Household Expenditure Data, Town Budgets

Figure A1.36- Non-Residential Sales Tax Contributions

	2008	2009	2010	
Sales and Use Tax	\$4,077,600	\$3,079,000	\$2,978,700	
Residential Units	2,313	2,18	2,468	
Residential Contribution	\$1,460,100	\$1,526,400	\$1,558,000	
Non-Residential Contribution	\$2,617,500	\$1,552,600	\$1,420,700	
Non-Residential 1,000 sq. ft. (Retail)	249	249	249	Average
Per 1000 sq. ft.	\$10,500	\$6,200	\$5,700	\$7,500
Recreation Sales and Use Tax	\$550,000	\$497,500	\$472,200	
Residential Units	2,313	2,418	2,468	
Res Contribution	\$243,400	\$254,400	\$259,700	
Non-Residential Contribution	\$306,600	\$243,100	\$212,500	

7 2011 Claritas Retail Opportunity Gap Report custom ordered for the households and sales inside the Carbondale Municipal boundary.

8 2011 Claritas Retail Opportunity Gap Report custom ordered for the households and sales inside the Carbondale Municipal boundary.

Non-Residential 1,00 sq. ft. (Retail)	249	249	249	Average
Per 1,000 sq. ft.	\$1,230	\$980	\$850	\$1,020

Source: Carbondale Financial Audits, Garfield County Assessor

Accounting for the retail opportunity gap, the retail expenditure data shows that, on average, retail space generates on average \$7,500 in sales tax per 1,000 sq. ft.

Property Tax

According to data from the Garfield County Assessor's office, median home value in Carbondale is \$380,000, and the median value per 1,000 sq. ft. of non-residential space is \$205,000. The average residential unit contributes \$60 in property taxes to the general fund and \$50 to the streetscape fund each year, while each 1,000 sq. ft. of non-residential space contributes \$120 to the general fund and \$90 to the streetscape respectively.

Figure A1.37- Property Tax Contributions

Median Home Value	\$380,000		
Median Price/1000 sq. ft.	\$205,000		
Residential	Mill	Assessed Rate	Annual Contribution
General Fund	2.094	7.96%	\$60
Streetscape	1.5	7.96%	\$50
Non-Residential	Mill	Assessed Rate	Annual Contribution
General Fund	2.094	29%	\$120
Streetscape	1.5	29%	\$90

Source: Carbondale Financial Audits, Garfield County Assessor

Licenses and Fees

Licenses and fee revenues are split using the general government proportionate share described above. On average a housing unit generates \$120 and 1,000 sq. ft. of non-residential space generates \$80 in license and fee revenues.

Figure A1.38 – Residential and Non-Residential Licenses and Fee Contributions

	2008	2009	2010	
	\$460,100	\$361,100	\$277,100	
Residential Share	\$356,700	\$280,000	\$214,800	
Units	\$2,313	\$2,418	\$2,468	Average
Per Housing Unit	\$150	\$120	\$90	\$120
Non-Residential Share	\$103,400	\$81,100	\$62,300	
Non-Residential 1,000 sf	983	983	983	Average
Per 1,000 sf	\$110	\$80	\$60	\$80

Source: Carbondale Financial Audits, Garfield County Assessor

Revenue Summary

Combining revenue contributions, each residential unit generates \$630 annually while each 1,000 sq. ft. of retail space generates \$12,070 annually and each 1,000 sq. ft. of other commercial land uses generates \$290 annually.

Figure A1.39- Combined Residential and Non-Residential Revenue Contribution

	Sales Tax (General Fund)	Sales Tax (Recreation)	Property Tax (General Fund)	Property tax (Streetscape)	Other	Total
Residential	\$630	\$110	\$60	\$50	\$120	\$970
Retail (1,000 sq. ft.)	\$7,500	\$1,120	\$120	\$90	\$80	\$8,810
General Commercial (1,000 s.f.)			\$120	\$90	\$80	\$290
Lodging (1,000 sq. ft.)			\$120	\$90	\$80	\$290
Light Industrial (1,000 sq. ft.)			\$120	\$90	\$80	\$290

Revenues by Land Use Type

The residential sector provides half of the revenues generated by land use. Revenues do not include intergovernmental transfers from the state and federal government. The majority of revenues generated by non-residential land use come from the retail sector, which is responsible for 46% of revenues.

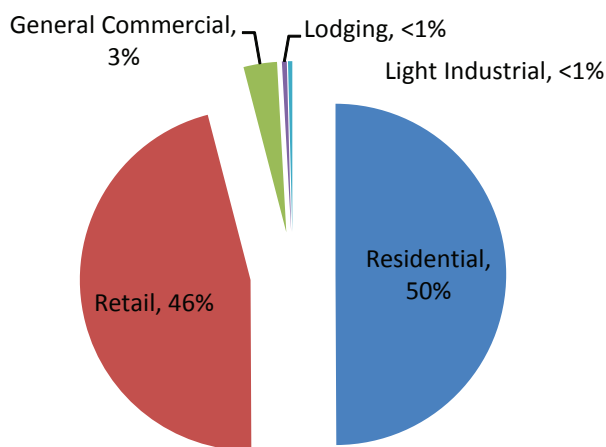


Figure A1.40 - Revenue Generation by Land Use Type

Source: Carbondale Financial Audits

COST BENEFIT ANALYSIS BY LAND USE TYPE

Purpose and Summary of Findings

The cost-benefit analysis is a comparison of the costs and revenues by land use type, specifically residential, retail, general commercial, lodging, and light industrial. On the operations side, retail land uses are a fiscal net-gain while residential land uses and other non-residential land uses (general commercial, lodging, and light industrial) cost more than they generate in annual revenue. Retail square footage generates surplus revenues of \$5,420 per 1,000 sq. ft. annually for town operations, while residential units result in an annual operations shortfall of \$1,120 per housing unit. Non-retail commercial space creates an annual operations shortfall of \$1,340 per 1,000 sq. ft.. On the capital side, retail square footage generates a \$35,260 surplus in the 20 year planning horizon and other non-residential land uses generate a surplus of \$60. Residential units result in a \$1,230 per unit shortfall over a 20 year capital facilities planning horizon. Shortfalls do not mean that the town is destined to experience annual budget shortfalls. Revenues originating from retail land use and other revenues such as intergovernmental transfers work together to provide services for residential and non-retail non-residential land uses.

Cost Benefit Analysis

Costs occur on both the operations and capital investment sides. To make a cost benefit comparison, revenues must be allocated to operations and capital as well. 3 year spending averages show that the majority of revenues are allocated to operations. Only the recreation sales tax and streetscape property taxes have significant portions dedicated to capital purchases.

Figure A1.41- Spending Breakdown Operations and Capital 3 Year Averages

Spending Break Down	Operations	Capital
Sales Tax (General Fund)	86%	14%
Sales Tax (Recreation Fund)	31%	69%
Property Tax (General Fund)	100%	0%
Property Tax (Streetscape Fund)	0%	100%
Other	100%	0%

Source: Carbondale Financial Audits

Operations Cost Benefit

On the town's operations and maintenance side, residential land uses and other non-residential land uses (general commercial, lodging, and light industrial) cost more than they generate in annual revenue. Retail square footage generates surplus revenues of \$5,420 per 1,000 sq. ft. annually for town operations, while residential units result in an annual operations shortfall of \$1,120 per housing unit.

Figure A1.42 - Annual Operations Cost Benefit by Land Use Type

	Total Cost	Total Revenues	Cost/Benefit
Residential	\$1,880	\$760	-\$1,120
Retail (1,000 sq. ft.)	\$1,540	\$6,960	\$5,420
General Commercial /	\$1,540	\$200	-\$1,340
Lodging (1,000 sq. ft.)	\$1,540	\$200	-\$1,340
Light Industrial (1,000 sq. ft.)	\$1,540	\$200	-\$1,340

Capital Cost Benefit

Unlike annual operations and maintenance costs, capital is not analyzed on an annualized basis. Capital expenditures have a 20 year life span and are considered long term investments that help the Town maintain the level of service so costs and revenues are accrued over the 20 year capital improvements horizon.

On the capital side, retail square footage generates a \$35,260 surplus over the 20 year planning horizon, and other non-residential land uses essentially break even. Residential units result in a \$1,230 per unit shortfall over a 20 year capital facilities planning horizon.

Figure A1.43 - Capital Facilities Cost-Benefit by Land Use Type

	Total Cost 1 Time	Total Revenues (20 yr)	Cost/Benefit
Residential	\$5,430	\$4,200	-\$1,230
Retail (1,000 sq. ft.)	\$1,740	\$37,000	\$35,260
General Commercial / sq. ft.)	\$1,740	\$1,800	\$60
Lodging (1,000 sq. ft.)	\$1,740	\$1,800	\$60
Light Industrial (1,000 sq. ft.)	\$1,740	\$1,800	\$60

A1.3 Commercial Development Build-Out Study and Residential Development Inventory

COMMERCIAL BULDOUT STUDY PURPOSE

The purpose of this section of is to summarize the results of a commercial development build-out study that examines commercial development potential on vacant properties and redevelopment potential of commercial properties with older structures (15 years or older). The results of the build-out analysis can be compared to projected commercial growth to determine whether the existing stock of commercial property can adequately meet this projected demand.

COMMERCIAL BULDOUT STUDY METHODOLOGY

This analysis was conducted using Community Viz GIS software. The analysis assumes that the building floor area will be 30% of the lot area, the average intensity of development for commercial property development town-wide in Carbondale. More development would be possible given higher levels of intensity in the future, but this approach represents a conservative estimate of build-out potential. Vacant lots were theoretically built-out using this ratio. Lots that contain buildings that are 15 years or older were also built-out according to the typical build-out ratio described above. The model calculates the additional square feet of floor area possible by subtracting the existing building square footage from the results. Commercial growth was estimated using a linear projection of the commercial development that occurred in Carbondale from 1990-2009, according to county assessor records.

COMMERCIAL BULDOUT STUDY FINDINGS

Build-out of vacant commercial lots could result in almost a half million square feet of additional commercial floor area. Infill and redevelopment of properties containing building 15 years or older could result in over a half million square feet of commercial floor area.

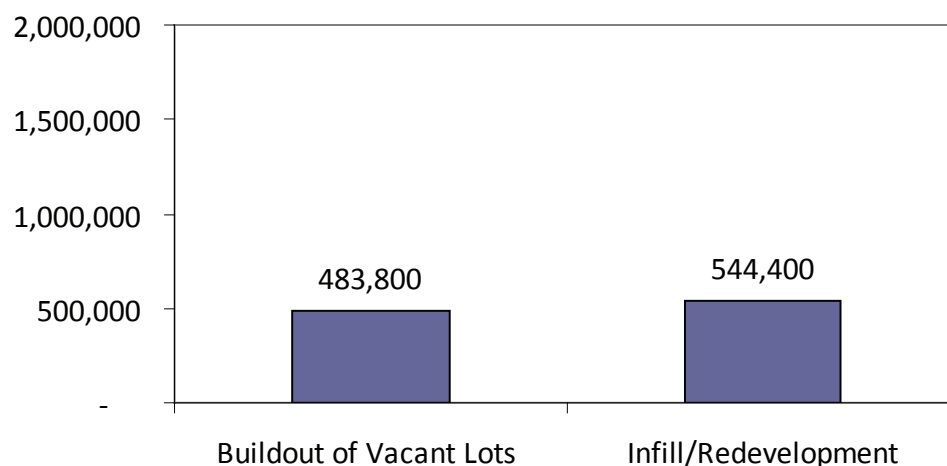


Figure A1.44 - Commercial Property Build-out Study Results

If the commercial growth rates from the past two decades continue for the next 20 years, the town could expect demand for an additional 600,000 sq.ft. of commercial development. It is clear that the combination of build-out of vacant commercial lots and the redevelopment and infill of properties with older buildings can easily meet the projected future demand.

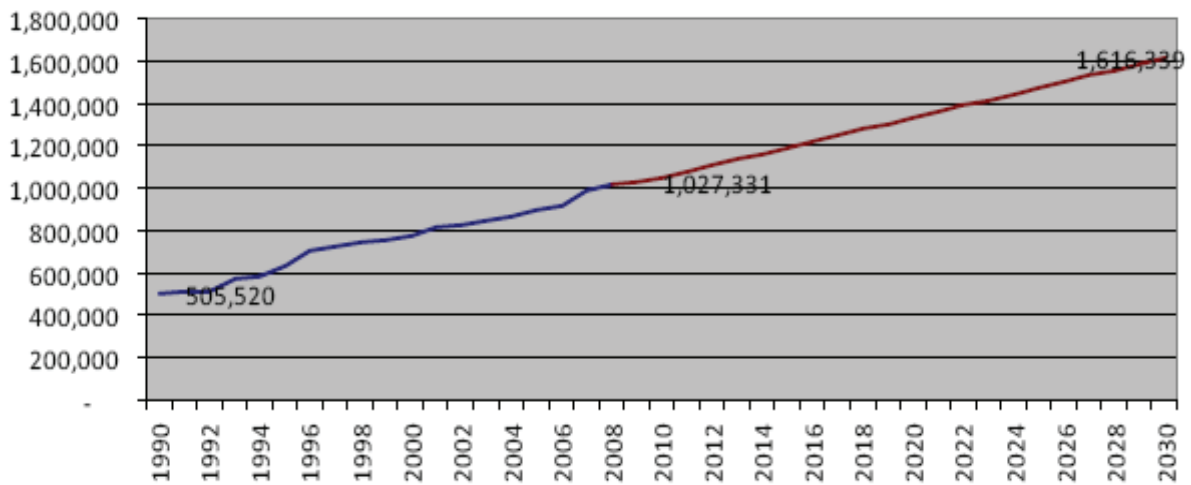


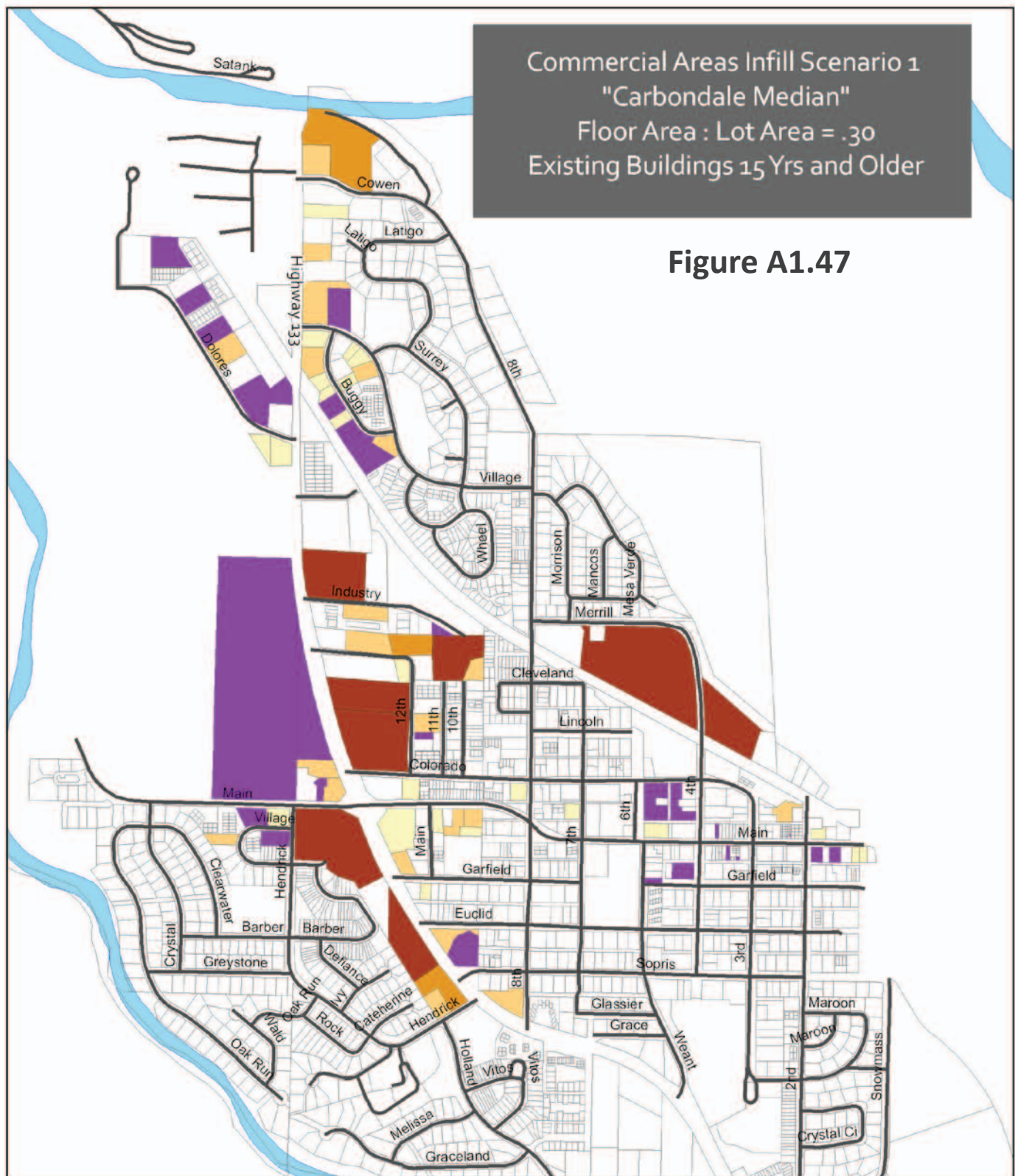
Figure A1.45 - Historic and Projected Commercial Square Footage in Carbondale

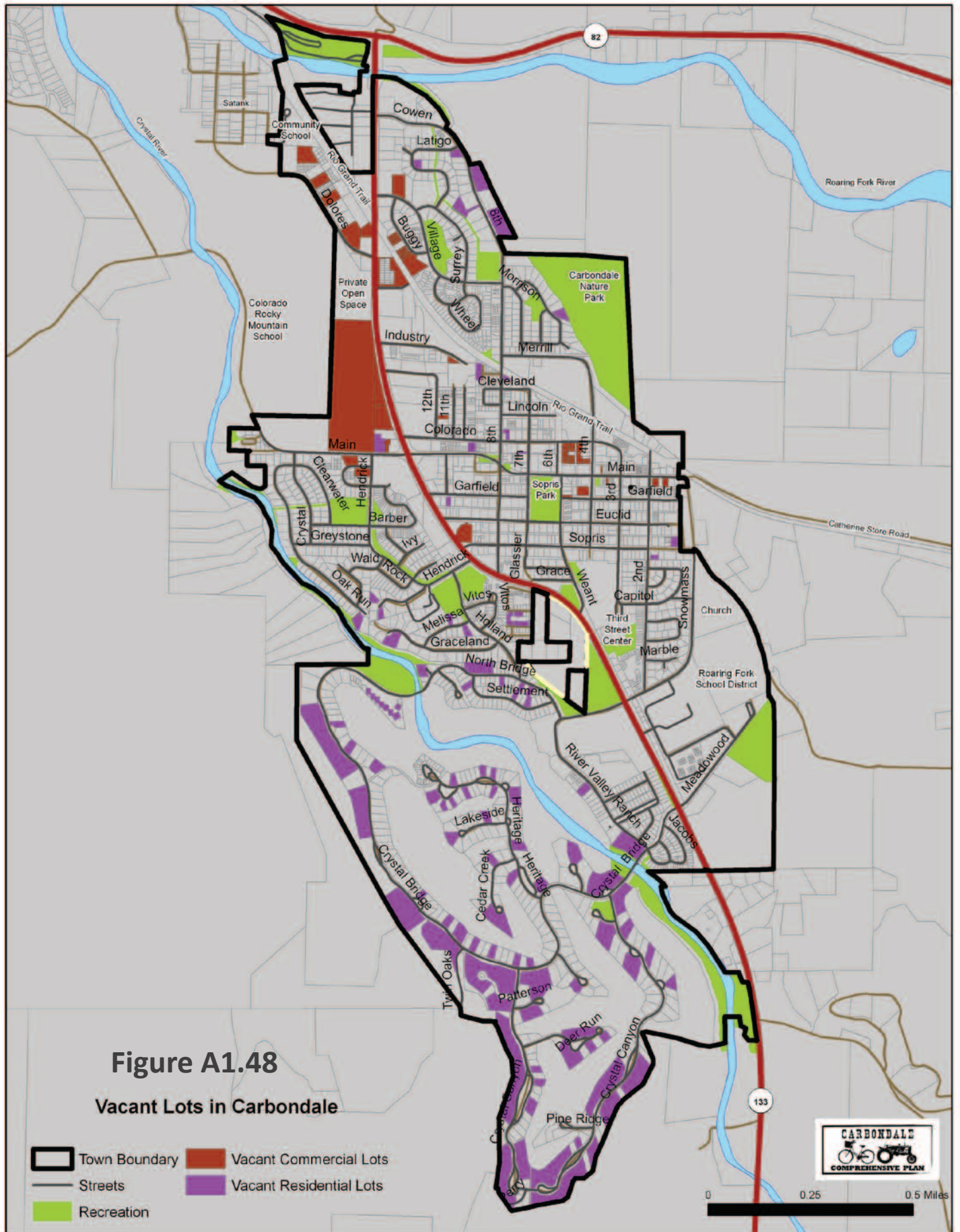
Residential Development Inventory

The following table contains an inventory of existing residential developments that are approved but not yet fully developed. According to this analysis, 458 additional residential units could be built in projects that have already been formally approved by the Town.

Figure A1.46 - Approved vs. Build Residential Units by Development

Development	# of Dwelling Units Approved	# Dwelling Units Not Built
Keator Grove	52	14
Balentine	12	6
Mountain Sage	26	12
Gianetti	4	3
Community Partnership	120	120
Thompson Park	45	45
RVR	685	218
Church at Carbondale	24	24
1342 Main Street	8	8
Cleveland II	20	8
Total	996	458





A1.4 Community Involvement in Creating the Comprehensive Plan

Vision Workshop

The Vision Workshop was the first community engagement event of the Comprehensive Plan. At this event the community participated in the development of a set of community vision statements for the year 2030. The visioning process helped to identify things people like about Carbondale, things people would like to see changed or improved, and long-term aspirations for the community. About 90 people gathered at Town Hall for this event during which participants were broken into small focus groups. After a period of discussion each group reported back their comments and ideas to the overall group. This information was then compiled to establish the raw materials for the vision statements. Additionally, an online questionnaire was developed for those who were unable to attend the workshop.



Vision Verification Meeting

The consulting team compiled all of the citizen comments and ideas and developed a series of thematically grouped draft vision statements. The draft vision statements were aired in an interactive Vision Verification Meeting. During the Vision Verification Meeting the consulting team asked, “Did we get it right?” Draft vision statements were then revised to reflect the results of this meeting.

Youth Vision

The youth vision statements are a synthesis of ideas generated at the youth vision workshop at Roaring Fork High School during Spring 2011.

The youth visioning workshop centered on three fundamental questions:

- What do you dislike about growing up in Carbondale?
- What would have to be different in Carbondale for you to want to either stay here or return after college?
- What do you want Carbondale to look like in 20 years?

Citizen Working Group

Utilizing background information presented at the meetings and the vision produced by the community, the Comprehensive Plan Citizens Working Group (WG) developed goals strategies and a work-in-progress future land use plan over the course of 12 facilitated meetings. The WG was approved by the Board of Trustees and represented a broad cross section of the community. There were also two representatives from the Town Planning Commission on the WG. The WG was responsible for providing general direction for the plan, reviewing draft materials, and suggesting revisions to specific plan elements.



In addition to helping brainstorm ideas and draft the plan, the WG also served as a link to the larger community. They helped the consulting team informally network and establish contacts in the community. The WG also helped the consulting team promote the community meetings and interpret the results afterwards.

Community Meeting Series



This three-day community meeting series was held in April 2012. The purpose of these meetings was to gather input on the core strategies for the economy, town infrastructure, multi-modal improvements, sustainability strategies and future land use in the town's neighborhoods. Using key pad polling and other information gathering activities, participants rated their support for the plan's core strategies, allowing the planning team to identify the community priorities listed in the executive summary.

Web Survey

For those who were unable to attend one of the three meetings in the community meeting series, a web-based survey was posted that allowed them to rate their support for the plan goals and strategies. The survey yielded 75 responses which were also used to rank priorities and make changes to the plan content.

Other Outreach Efforts

The consultant team realized that other efforts were required to maximize the involvement of Carbondale's diverse citizenry. Targeted outreach meetings were scheduled with various interests to gather input for the Community Plan process. Meetings and conversations were conducted with the following entities:

- Economic development interests hosted by the Carbondale Chamber of Commerce.
- Mountain Regional Housing.
- Carbondale Downtown Business Association.
- Spanish Rotary.

- Carbondale Housing Authority Board.
- Carbondale Senior Housing luncheon attendees.
- Manus Foundation to review data from their Valley Settlement Project.

Hispanic Community Outreach

In order to specifically reach out to Hispanic residents of Carbondale, the planning team utilized a series of interviews and informal meetings:

Phase 1: Initial Outreach

The purpose of the initial Hispanic community outreach was to establish an effective strategy for broader outreach and to identify issues of interest to the Hispanic community.

1. Spanish display ad and an article in El Montanes Spanish newspaper advertised the Vision Events.
2. A Spanish language vision questionnaire was provided.
3. The Spanish Rotary was used as a resource and source of outreach. A presentation & Q&A focused on attendees' ideas to reach out to Latino community.
4. In-depth interviews were conducted with 6 English speaking Hispanic community members to represent general direction and focus of the overall Hispanic community.

Phase 2: Semi-structured interviews conducted on-site in Spanish

The Phase 1 initial outreach indicated that an effective means of gathering input from the Hispanic community would be a series of questionnaire-based interviews conducted in Spanish in public areas throughout town. The Phase 1 outreach was also used to identify Comprehensive Plan issues and topics that were of interest to the Hispanic community, which in turn helped to focus the interview questionnaire on specific topics: general satisfaction or issues with living in Carbondale, use of parks and trails and satisfaction levels, pedestrian and bike safety and home ownership rates.

The Spanish language interviews were conducted at several public locations throughout town including Downtown, the Cowen Center, The Blend coffee shop, La Perla, 7/11, City Market, Sopris Park, and the Third Street Center. The range of responses is summarized below and the input was integrated and helped inform the Comprehensive Plan.

1) What do you like the most about living in Carbondale?

Range of responses: Friendly people, peacefulness, safe for kids, small community, art and music, natural areas around town, cultural events, restaurants.

2) Is there anything that you don't like about living in Carbondale?

Range of responses: No, we love it here, snow/winter, vehicle traffic, crime/dangerous people, lack of parking downtown

3) Do you or your family use Carbondale parks/soccer fields? For what activities? Are the parks/soccer fields adequate for you and/or your family's needs? Do you or your family use Carbondale trails? Are the trails adequate for you and/or your family's needs?

Activities: walking with family on trails, biking on trails, run/exercise on trails, walk dogs on trails, play with

kids at the park, picnics, baseball, soccer, basketball, frisbee, group exercise.

Satisfaction levels: Trails are good, parks are adequate.

4) Do you think the town's streets are safe for bikes and pedestrians?

Range of responses: Yes they are safe, there can be too much traffic at certain times, not safe because people do not stop at stop-signs, they are adequate but there are too many stop signs.

5) Do you own or rent your home?

All respondents rent their homes.

A1.5 Relationship of Comprehensive Plan to Other Planning Documents

The Comprehensive Plan relates to several other planning documents. These documents provide a more detailed set of actions about specific community interests and assets. Many of these planning documents are in need of update, the most significant of which is the town's land use code.

Town of Carbondale Energy and Climate Protection Plan

Some of the most important strategies listed in this 2006 plan have been implemented:

- LEED Platinum Recreation Center.
- Energy Efficient Building Program.
- Energy cost savings for several public buildings.
- Installation of photovoltaic panels throughout town.

With these successfully implemented, it is time to revise this plan to revisit some of the goals and strategies that have not yet been implemented and set some achievable goals for the future. This plan defines the town's strategy for contributing to energy conservation and renewable energy production.

Parks, Recreation, and Trails Comprehensive Master Plan

Many of the improvements recommended by this 2004 plan have been implemented, for example, the trail from RVR Triangle Park to Meadowood Drive, purchase of the Gateway Park property, and the Rio Grande Trail completion. The town staff is slated to undertake a parks, open space and trails master plan update in 2013 during which specific project ideas will be evaluated, weighed against fiscal constraints and prioritized. This update will provide an evaluation of parks and recreation needs, an improvements plan and a funding/phasing strategy.

Roaring Fork Watershed Plan

This 2012 plan lays the long-term framework for regional watershed management. As implementation begins, the planning team will need to make revisions and updates periodically.

Town of Carbondale Land Use Code (Municipal Code Title 17 Subdivisions and Title 18 Zoning)

One purpose of the Comprehensive Plan update is to consult with the community about what is still working and well-supported in the land use code and what needs to be changed. Several strategies in the Comprehensive Plan recommend land use code amendments.

Highway 133 Roadway Planning

The Highway 133 roadway planning that is underway during the completion of the Comprehensive Plan includes a highway design process managed by CDOT and the access control plan managed by the town. Both are important avenues for implementing several elements of the Comprehensive Plan that focus on the Highway 133 corridor.

A1.6 How to Use the Comprehensive Plan

Each chapter of the Comprehensive Plan contains a distinct type of planning guidance so the intended decision making also varies between chapters. Following is a brief description of the contents of each chapter and its intended use.

Chapter 2 Vision for a Sustainable Future, Goals and Strategies: This chapter establishes what the community aims to achieve over the next 20 years and how it plans to get there. The Vision, Goals and Strategies are the framework for achieving the desired future and lay the foundation for a range of implementation actions.

- The Vision for a Sustainable Future expresses the community's aspirations for building a sustainable community.
- Goals provide concise statements of WHAT the community aims to accomplish over the life of the plan. The goals provide the basic organization and direction for the plan's strategies.
- Strategies are specific actionable measures for HOW to implement the goals.

How should Chapter 2 Vision, Goals and Strategies be used in decision making?

By Town Officials

The primary function of the vision, goals and strategies is to define the role of the town in achieving the community's vision. Some of the strategies are intended to be accomplished by the town alone, such as updating the zoning code or expanding pathways.

Many of the goals and strategies will require partnerships with the other entities such as Garfield County, Colorado Department of Transportation, local organizations and non-profits, businesses, and landowners. The vision, goals and strategies lay out the framework for these partnerships.

By Developers

One other function of the vision, goals and strategies is to point developers to the outcomes toward which the community strives. These statements of strategic intent provide guidance to help developers understand the general direction the community would like to go. A development proposal that forwards the community's vision, goals and strategies is more likely to generate public support.

By Citizens

Citizens can use the vision, goals and strategies to protect the qualities that brought them to Carbondale, such as the small town character, economic opportunities, recreational assets and natural amenities.

Chapter 3 Multi-Modal Mobility: The multi-modal mobility element of the Comprehensive Plan provides a framework for achieving a consistent, safe and functional bike, pedestrian and transit system. It centers on a network of priority multi-modal corridors that will be the focus of future sidewalk, pathways, highway crossings and other bike and pedestrian improvements. While the multimodal corridors extend throughout town, streets mapped as multi-modal corridors possess site-specific conditions such as street right-of-way width, neighborhood character, and traffic volumes, all of which inform the design and installation of the related multimodal improvements. For example, detached sidewalks can be integrated with naturalized storm water treatment practices instead of traditional curb and gutter.

How should Chapter 3 Multi-Modal Mobility be used in decision making?

By Town Officials

The chapter is primarily intended to guide town investments in the multi-modal infrastructure, but also informs basic guidelines for design and installation.

By Developers

This section provides guidance for public improvements that will likely be required as a related part of a town redevelopment project.

By Citizens

Residents of Carbondale can consult the multi-mobility plan to better predict the types and locations of multi-modal improvements that could be developed in their neighborhoods and throughout town in the future.

Chapter 4 Future Land Use Plan: This chapter presents a geographic and thematic representation of the direction for physical planning called for in the Vision, Goals, and Strategies. This critical element of the Comprehensive Plan is a fundamental planning tool to help the community arrive at a future of its own making. The future land use plan is advisory in intent, laying the foundation for making changes to zoning in the future, but is not zoning or a zoning map. It does not restrict existing or vested uses, but instead is a reference for opportunity.

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.

How should Chapter 4 Future Land Use Plan be used in decision making?

By Town Officials

The primary function of the future land use plan is to provide physical planning guidance for future zoning code updates. It can also be used as advisory guidance in reviewing specific development projects as directed by the land use code. The future land use plan also provides guidance for investment in the public realm, including street and alley rights of way and public recreation areas.

By Developers

The future land use plan can be used by developers to design projects that align with the community's values, which it then helps to maintain and enhance the characteristics that make Carbondale a great place.

By Citizens

The future land use plan graphically represents the community's vision for the future as a map. It depicts the areas of Carbondale so that the residents may consider the desired future conditions for each part, the relationships between them, and the town as a whole. Appendix 1 Background Information was released early in the planning process and provided background information about demographic, economic, land use, and fiscal/budgetary trends and conditions. This background material is included in this document to provide the same information for readers.