

Town of Carbondale
511 Colorado Avenue
Carbondale, CO 81623

AGENDA
PLANNING & ZONING COMMISSION
THURSDAY, January 27, 2022
7:00 P.M. Virtual Meeting *

1. CALL TO ORDER
2. ROLL CALL
3. 7:00 p.m. – 7:05 p.m.
Minutes of the December 16, 2021 meeting.....Attachment A
4. 7:05 p.m. – 7:10 p.m.
Resolution 1 of 2022 – 761 Industry Place/Subdivision Exemption..... Attachment B
5. 7:10 p.m. – 7:15 p.m.
Resolution 2 of 2022 – 761 Industry Place & 765 Highway 133 – Sub. Exemption...Attachment C
6. 7:15 p.m. – 7:20 p.m.
Public Comment for Persons not on the agenda (See instructions below)
7. 7:20 p.m. – 8:50 p.m.
Review Draft Comprehensive Plan Update.....Attachment D
8. 8:50 p.m. – 8:55 p.m.
Staff Update/Admin Report.....Attachment E
9. 8:55 p.m. – 9:00 p.m.
Commissioner Comments
10. 9:00 p.m. – ADJOURN

Upcoming P & Z Meetings:

- 2-10-22 – Lot 1 Main Street Marketplace Condo Plat
- 2-24-22 - Review of Draft Comprehensive Plan Update

***Please note all times are approx.**

ATTENTION: Due to the continuing threat of the spread of the COVID-19 Virus, all regular Carbondale P & Z Meetings will be conducted virtually. If you have a comment concerning one or more of the Agenda items please email msikes@carbondalecto.net by 4:00 pm on January 27, 2022.

If you would like to comment during the meeting please email msikes@carbondalecto.net with your full name and address by 4:00 pm on January 27, 2022. You will receive instructions on joining the meeting online prior to 7:00 p.m. Also, you may contact msikes@carbondalecto.net to get a phone number to listen to the meeting, however, you will be unable to make comments.

Hi there,

You are invited to a Zoom webinar.

When: Jan 27, 2022 07:00 PM Mountain Time (US and Canada)

Topic: Planning and Zoning Commission 1-27-2022

Please click the link below to join the webinar:

<https://us06web.zoom.us/j/88314797832?pwd=bVA3MkVTWUVRM2Jjdk1YWFO5Vmd6QT09>

Passcode: 839375

Or One tap mobile :

US: +12532158782,,88314797832#,,,,*839375# or +13462487799,,88314797832#,,,,*839375#

Or Telephone:

Dial(for higher quality, dial a number based on your current location):

US: +1 253 215 8782 or +1 346 248 7799 or +1 669 900 6833 or +1 301 715 8592 or +1 312 626 6799 or +1 929 436 2866

Webinar ID: 883 1479 7832

Passcode: 839375

International numbers available: <https://us06web.zoom.us/j/88314797832?pwd=bVA3MkVTWUVRM2Jjdk1YWFO5Vmd6QT09>

MINUTES

CARBONDALE PLANNING AND ZONING COMMISSION

Thursday December 16, 2021

Commissioners Present:

Jay Engstrom, Chair
Jarrett Mork
Kim Magee
Kade Gianinetti (1st Alternate)

Staff Present:

Janet Buck, Planning Director
John Leybourne, Planner
Mary Sikes, Planning Assistant

Commissioners Absent:

Nicholas DiFrank, Vice-Chair
Elizabeth Cammack (2nd Alternate)
Jeff Davlyn
Nick Miscione
Marina Skiles

Other Persons Present Virtually

Mike Kennedy, 985 Highway 133

The meeting was called to order at 7:01 p.m. by Jay Engstrom.

November 18, 2021 Minutes:

Jarrett made a motion to approve the November 18, 2021, minutes. Kim seconded the motion, and they were approved unanimously.

Public Comment – Persons Present Not on the Agenda

Ross Kribbs, **799 Garfield Avenue** said that he is a Carbondale homeowner and a violin teacher and one of Carbondale's biggest fans since he moved here five years ago. He said that lots of folks love Carbondale for all the right and obvious reasons. He said that is the reason that he has concern over the rollout of the Comprehensive Plan process and the community engagement portion in particular. He said that he is willing to discuss a long list of missteps but that he would like to focus on one example today. He said that the community engagement plan outlined by Cushing Terrell to this Commission in July promised a huge marketing push for the October online meetings. He said that the following items were promised;

- Facebook Ads
- Facebook Events
- Postcards
- Advertisements
- Flyers

Ross said that there are specific reasons for each of those products. He said that unfortunately no Facebook ads were ever created or served, or any Facebook event was ever created. He said that no postcards were ever mailed. He said that print advertisements were few and only in the Sopris Sun, a paper not distributed six out of seven days of the week. He said that online notice was limited to the Carbondale Kaleidoscope page and to postings on the Carbondale Government Facebook page. He said that most marketing professionals would agree that that type of presence is preaching to the choir and not reaching out to the public. He said that shouting down a well is not engagement. He said that a single Facebook post was made to the very popular Carbondale Community page, but only after he had detailed his concerns and only hours before the meeting.

He stated that instead of addressing these concerns, subsequent references to the Community Engagement Plan simply omitted those portions that hadn't been followed, and recast the plan not as an agreement but as "an evolving document", with responsibility for those changes now pointed partly at P&Z. He said that his sense is that your commission didn't intend for there to be changes to the July engagement plan, however that's what is stated in the "White Paper" on the Carbondale Kaleidoscope website. He said that he is hoping for some clarity on this. He said that discussions with a representative from Cushing Terrell and the public relations firm hired by the city have resulted in fingers being pointing at each other, and it remains unclear where exactly the buck stops.

He said as he stated previously, he wants to be helpful, forward-looking and solutions oriented. He said let's score some points, not move the goalposts. He said that if the Board of Trustees and your Commission is truly interested in public outreach, there is still time to let people know they still have a chance to make actionable comments, even if they've never heard of the project.

Ross read the following points;

1. Let's start with a simple website address. ChartCarbondale.com is available, memorable and spellable. Keep the same website guts, and just point this new address to it. There's no downside to this \$50 change.
2. Put zoom addresses for all online meetings on that site and the town calendar listing, not buried in the minutes of the packet in a dark corner of a subsection of the government website.
3. Make clear when and where public comments will be accepted, archived and logged, and where one-on-one questions can be answered by consultants or P&Z or town staff. That is engagement.
4. Be consistent with names and titles given to groups, documents and initiatives. Confusion is costly.

5. Extend the reading and comment period for the Comp Plan update for at least the entire month of January and commit to doing whatever is necessary to solicit articles in all of our local newspapers.

Ross said that many smart, thoughtful, and creative Carbondale residents have little to no idea about the momentous decisions now being made that will affect their town for the next decade. He said that it's not too late to engage them, to ensure that they hear your voice, and that you hear theirs'.

He said in closing, please let him know how he can help.

VIRTUAL HEARING – Subdivision Exemption

Location: 761 Industry Place

Applicant: Roaring Fork Valley Coop

John stated that before you tonight is an application for a Subdivision Exemption. He said that you are required to hold a public hearing and render a final decision. He stated that a decision may be to approve the application, deny the project, or continue the public hearing.

John explained that the Roaring Fork Coop owns two parcels east of Highway 133. He said that one parcel is adjacent to the highway where their store is located, Store Parcel. He stated that the second parcel is directly behind or east of the store, the Argento Parcel. He said that Roaring Fork Coop currently leases the parcel to Argento Marble.

John stated that the Town's Public Works facility is located north of the Store Parcel and the Argento Parcel. He said that it is accessed via the public right-of-way in front of La Fontana Plaza. He said that the Town has been looking at expanding the Public Works facility for a number of years and the availability of the Argento Parcel prompted discussions between the Town and the Roaring Fork Coop for the acquisition of land for that expansion (Lot 2).

John stated that the proposal is to divide an existing 61,736 sq ft lot into Lot 1 and Lot 2. He stated that the newly created lots measure as below;

Lot 1 = 35,426 sq ft

Lot 2 = 26,310 sq ft

John said that there is a building which is approximately 1,800 sq. ft. on the south side of Lot 1. He said that a metal building that has been used as a shop for Argento Marble is located on Lot 2, with no changes proposed at this time. He stated that Lot 2 would be combined after purchase with the Town Public Works facility through a subdivision exemption.

John stated that the proposed lots are in compliance with the General Industrial zone district parameters, such as setbacks, lot depth, and lot width.

John said that water and sewer services are located in the Industry Place right-of-way and can serve Lot 1.

John stated that Lot 2 is served by the sewer main that runs west from the Public Works yard through a utility easement between Grand Junction Pipe and the Roaring Fork Valley Coop, out to Highway 133. He said that water for Lot 2 is currently supplied by a well on the lot. He said that this well will be abandoned and water service to Lot 2 will be provided off of the water main that runs west from the Public Works yard through the utility easement to Highway 133.

John said that the Unified Development Code (UDC) requires that a subdivision plat be recorded within three months of approval, he said that the applicant has requested that a condition be added to record the plat in six months.

Jay asked if the site plan displayed is what will occur for this subdivision.

John stated yes.

Jay said to clarify we are taking one lot and subdividing it, then we are taking one portion of that lot and then we are going to be combining it with the lot to the north for the Town of Carbondale to use for their Public Works Department, correct?

John said that the original lot is pretty long and wide, which borders the Town lot so the first step is to have that original lot divided into two lots, therefore Lot 2 can then be combined with the Public Works yard. He said that it is a two-step process, which works and benefits the Town.

Jay said that he is all for it.

Jarrett asked if there was anyone affected by this?

John said that there aren't any changes proposed as he explained the drawing on the screen. He said that the only owners affected are the Town of Carbondale Public Works and the Coop.

Kade said that it looks straightforward to him.

Kim asked if there was going to be any concerns of traffic flow?

John said that it will actually help traffic flow because of trucks coming into Public Works. He said that now they can come through on Industry Place, using the easement to connect through over to La Fontana. John said that Kevin Schorzman is on if he wants to make any comments.

Kevin had no comment.

Mike Kennedy said that he had no comment.

Motion to close the comment portion of the public hearing

Jarrett made the motion to close the comment portion of the public hearing. Kade seconded the motion, and it was approved unanimously.

Motion

Jarrett made a motion to approve the Subdivision Exemption for 761 Industry Place with the recommended findings and conditions, including condition two to extend the recording of the plat from three months to six months. Kim seconded the motion, and it was approved unanimously.

VIRTUAL HEARING – Subdivision Exemption

Location: 761 Industry Place and 765 Highway 133

Applicant: Roaring Fork Valley Coop and Town of Carbondale

John stated that before you tonight is an application for a Subdivision Exemption. He said that you are required to hold a public hearing and render a final decision. He stated that a decision may be to approve the application, deny the project, or continue the public hearing.

John said that the Town has been looking at expanding the Public Works facility for a number of years and the availability of the Argento Parcel prompted discussions between the Town and the Roaring Fork Coop for the acquisition of land for that expansion, Lot 2.

John stated that the Public Works facility is located at 765 Highway 133, Lot 2 of the Carbondale Highway 133 Subdivision Exemption.

John said that attached in the packet is the First Amended Carbondale Highway 133 Subdivision Exemption Plat which combines this parcel with the newly created Lot 2 per the Roaring Fork Cooperative Subdivision Exemption, 761 Industry Place.

John said that the combined Public Works Facility Lot and Lot 2 would measure 84,169 sq. ft.

John stated that there are no changes proposed to the existing Public Works facilities and the existing former Argento Marble building located on Lot 2 of the Coop Subdivision Exemption.

John explained that the proposed combined lot is in compliance with the General Industrial zone district parameters such as setbacks, lot depth, and lot width.

John stated that the Public Works facility is served by the sewer main that runs west from the Public Works yard through a utility easement between Grand Junction Pipe and the Roaring Fork Valley Coop, out to Highway 133. Water for Lot 2 is currently supplied by a well on the lot. This well will be abandoned and water service to Lot 2 will

be provided off of the water main that runs west from the Public Works yard through the utility easement to Highway 133.

There were no Commissioner questions.

Motion to close the comment portion of the public hearing

Kade made the motion to close the comment portion of the public hearing. Jarrett seconded the motion, and it was approved unanimously.

Motion

Jarrett made a motion to approve the First Amended Carbondale Highway 133 Subdivision Exemption with the recommended findings and conditions, including condition two to extend the recording of the plat from three months to six months. Kade seconded the motion, and it was approved unanimously.

Staff Update

Janet gave an update on the status of the Comprehensive Plan. She said that Cushing Terrell is busy putting all the pieces of it together. She said that they will be getting a draft to her to make sure that it's in good shape. She said that it will be launched on December 27th. She said that we are creating Reading Rooms, something a little bit different. She said that we will be making copies of the draft plan and spread it all through town in advertised reading rooms. She said that it will include Town Hall, the Library, the Third Street Center, Sopris Lodge, Dos Gringos, Launch Pad, the high school library, Craft Coffee, the Rec Center and the RVR Ranch House. She said that there may be more. She said that as part of that we will have a poll to get public input on the Draft Plan.

Janet said that the Draft Plan will be published on the Town's website, it will be sent to all the Boards and Commissions. She said that she would like to send it to the people that were invited to focus group meetings to pull them back in, as well as the design charrette folks. She said that the window for feedback will be open December 28 to January 24. She said that the Commission will be getting it right after Christmas so that you can start reading it. She said that we will have a meeting for initial review on January 13th and then again on January 27th. She said that in the meantime we will be getting the public input from the poll.

Janet said then we will move on to public hearings, which will probably take place in February or March. She said that it will go to the Board of Trustees sometime in the spring. She said that there is still a long road ahead. She said that she has seen some of the formatting and graphics that they are doing and that it looks really nice. She said that they heard what you said, she said that the Implementation Matrix wasn't as wordy. She said that they will have little panels with quotes to try to make it easier to read. She said that it will be artsy and have a colorful look. She said that we heard what Ross said and that we have talked about changing the Chart Carbondale website, which is on the Town's website on the home page. She explained that Kaleidoscope is a Town-wide

communications website, and that Chart Carbondale is just one piece of it. She said that we have talked about re-branding Kaleidoscope because it is not working very well.

Janet said that we will make it clear when comments will be taken. She said that she thinks that being consistent with the names regarding the Planning Commission and the Project Steering Committee will be noted that from here on out that the P&Z acted as the Planning Steering Committee. She said that the comment period will be one month and then months after. She said that P&Z and Planning Commission are synonymous.

Kim noted that the Zoom invites were also a point from Ross, and she thanked him for his suggestions.

Jarrett echoed Kim's comment.

Jay said anything we can do to make it better is a good thing. He said we want everyone to feel like we reached out to them.

Janet said that each location of the Reading Rooms will have a hard copy of the Comp Plan in a bound folder with a QR code to take a survey. She said that hard copies of the survey will be included with comment cards. She said that the Reading Rooms will be installed for one month. She said that we will send it out and get it professionally printed so that it looks nice and has a cover etc. She said that we will have ten copies of the Comp Plan bound in spiral notebooks, ten boxes with slots to leave surveys, ten sign stands and laminated reading room directions. She said that she would like to expand it to Crystal Meadows senior housing and more possible locations.

Further discussion ensued regarding the Reading Rooms.

Janet said that she wants to get the final Comp Plan Update translated to Spanish.

Janet said that she communicated to CT that the P&Z needs to see the whole draft Comp Plan update all together.

Janet said that the Board will be having a meeting regarding short-term rentals next week. She said that she would send the Commission the Board packet for more details.

John said that he has been representing the Town with the RFTA Last Mile Study. He said that RFTA has been pushing the WE-cycle program to come into town. He said that RFTA gave a presentation at a Board meeting. He said that it seemed like there wasn't much support for it. He said that we have heard through this Comp Plan Update that citizens would like to see the circulator bus expanded. He explained more about WE-cycle, the costs as well as sharing the proposed map of the locations. He said that he wasn't sure if we would want to put this on an agenda for further comments.

Further discussion ensued regarding WE-cycle.

Kim asked for clarification regarding the circulator bus and if this bike proposal was in-lieu of expanding the bus service.

John said yes that was the direction it was going and that it has been brought up that this is not a year-round system. He said that there are a few theories, one being that the bikes are to get to the circulator.

Further discussion ensued regarding bikes and transportation in Carbondale.

Commissioner Comments

There were no further Commissioner comments.

Motion to Adjourn

A motion was made by Jarrett to adjourn, Kim seconded the motion, and the meeting was adjourned at 8:00 p.m.

DRAFT

RESOLUTION NO. 1
SERIES OF 2022

A RESOLUTION OF THE PLANNING AND ZONING COMMISSION OF THE TOWN OF CARBONDALE, COLORADO, APPROVING THE ROARING FORK VALLEY COOPERATIVE SUBDIVISION EXEMPTION FOR PROPERTY LOCATED AT 761 INDUSTRY PLACE IN THE TOWN OF CARBONDALE, COLORADO

WHEREAS, the Town of Carbondale (“Applicant”) requested approval of the Roaring Fork Valley Cooperative Subdivision Exemption Plat to subdivide a 1.417 sq. ft. parcel located at 761 Industry Place (parcel east of Roaring Fork Coop and north of Industry Place) and owned by Roaring Fork Cooperative Association (“Owner”) into the following two lots:

- Lot 1 35,426 sq. ft. or 0.813 acres (southerly lot)
- Lot 2 26,310 sq. ft. or 0.604 acres (northerly lot);

WHEREAS, the application included a request, as allowed by Section 6.2.4.C. of the UDC, that an access easement for principal access be approved by the Planning Commission to allow Lot 2 to be accessed via a 20 ft. wide access easement which extends across Lot 1 from Industry Place to the southern boundary of Lot 2. (Lot 1 would be accessed off of Industry Place.)

WHEREAS, the Planning and Zoning Commission of the Town of Carbondale reviewed the Roaring Fork Valley Cooperative Subdivision Exemption during a Public Hearing on December 14, 2021 and approved said application on the terms and conditions set forth below;

NOW, THEREFORE BE IT RESOLVED BY THE PLANNING AND ZONING COMMISSION OF THE TOWN OF CARBONDALE, COLORADO, that the Roaring Fork Valley Cooperative Subdivision Exemption Plat, which includes the use of an easement for principal access for Lot 1, is hereby approved, subject to the following conditions and findings:

Conditions

1. All representations of the Applicant and Applicant’s representatives at the Public Hearing shall be considered conditions of approval of this subdivision exemption.
2. The Subdivision Exemption Plat shall be in a form acceptable to and approved by Town Staff and the Town Attorney prior to recording. Applicant shall execute and record the plat with the Garfield County Clerk and Recorder within six (6) months of approval by the Planning Commission.

3. Water rights for development may be due for the newly created Lot at the time of building permit.
4. The applicant shall be responsible for the costs of recordation of the approval documents.

Findings:

The Subdivision Exemption application complies with the criteria in Section 2.6.6. of the UDC as follows:

1. The subject property is suitable for subdivision within of Chapter 17.06

Section 6.1.1., the Purpose Section of Chapter 17.06 Subdivision, states each building site should be capable of accommodating a structure that would be in compliance with the development code, is not impacted by natural hazards that can't be mitigated, is adequately served by a street network and has accessible utility installations.

Each lot is adequate in size and shape to be developed in the future with structures that comply with the development code. No natural hazards exist on the lot. Both lots can be adequately served with utilities and streets.

2. All public utilities are in place on, or immediately adjacent to, the subject property;

The water and sewer mains in the Industry Place right-of-way have adequate capacity to serve Lot 1.

The building on Lot 2 is served by the sewer main that runs west from the Public Works yard through a utility easement between Grand Junction Pipe and the Roaring Fork Valley Coop, out to Highway 133. Water for Lot 2 will be provided off of the water main that runs west from the Public Works yard through the utility easement to Highway 133.

3. Each lot has the necessary dedicated public access required by this code at the time of the subdivision exemption application;

Lot 1 is directly adjacent to Industry Place. Lot 2 would be served by a 20 ft. wide access easement located on Lot 1. If Lot 2 is merged into the Public Works facility lot, it will also have access off of the street right-of-way that runs in front of La Fontana Plaza.

4. The subdivision plat shall comprise and describe not more than three lots and, unless the property to be subdivided is wholly owned by the Town or another federal, state or local government entity, the entire parcel to be subdivided shall be no more than five acres in size; and

Only two lots will be created from this 1.417 acre parcel.

5. The preparation of engineered design data and specifications is not needed to enable the commission to determine that the subject property meets the design Specifications in Chapter 17.06 *Subdivision*.

Engineering is not required to determine whether the two properties meet the design specification in Chapter 17.06 as utilities and access is available.

INTRODUCED, READ, AND PASSED THIS ____ day of _____, 2022.

PLANNING AND ZONING COMMISSION OF
TOWN OF CARBONDALE

By: _____

Jay Engstrom
Chair

RESOLUTION NO. 2
SERIES OF 2022

A RESOLUTION OF THE PLANNING AND ZONING COMMISSION OF THE TOWN OF CARBONDALE, COLORADO, APPROVING THE 1st AMENDED CARBONDALE HIGHWAY 133 SUBDIVISION EXEMPTION FOR PROPERTIES LOCATED IN THE TOWN OF CARBONDALE, COLORADO

WHEREAS, the Town of Carbondale (“Applicant”) requested approval of a Subdivision Exemption for the following two properties:

761 Industry Place (parcel east of the Roaring Fork Coop retail store and north of Industry Place) and owned by Roaring Fork Cooperative Association (“Owner”)

765 Highway 133, aka Lot 2 Carbondale Highway 133 Subdivision Exemption (Public Works Yard) and owned by the Town of Carbondale

WHEREAS, the Town of Carbondale would like to expand the Public Works Yard and the Roaring Fork Cooperative Association is willing to sell 761 Industry Place to the Town;

WHEREAS, the request for the Subdivision Exemption would merge the property located at 761 Industry Place into the 765 Highway 133 property, creating one 1.932 acre lot which would be known as Lot 2, 1st Amended Carbondale Highway 133 Subdivision Exemption Plat;

WHEREAS, the Planning and Zoning Commission of the Town of Carbondale reviewed the 1st Amended Carbondale Highway 133 Subdivision Plat application during a Public Hearing on December 14, 2021 and approved said application on the terms and conditions set forth below;

NOW, THEREFORE BE IT RESOLVED BY THE PLANNING AND ZONING COMMISSION OF THE TOWN OF CARBONDALE, COLORADO, that the 1st Amended Carbondale Highway 133 Subdivision Plat is hereby approved, subject to the following conditions and findings:

Conditions

1. All representations of the Applicant and Applicant’s representatives at the Public Hearing shall be considered conditions of approval of this subdivision exemption.
2. The Subdivision Exemption Plat shall be in a form acceptable to and approved by Town Staff and the Town Attorney prior to recording. Applicant shall execute and

record the plat with the Garfield County Clerk and Recorder within six (6) months of approval by the Planning Commission.

3. Water rights for development may be due for the newly created Lot at the time of building permit.
4. The applicant shall be responsible for the costs of recordation of the approval documents.

Findings:

The Subdivision Exemption application complies with the criteria in Section 2.6.6. of the UDC as follows:

1. The subject property is suitable for subdivision within of Chapter 17.06

Section 6.1.1., the Purpose Section of Chapter 17.06 Subdivision, states each building site should be capable of accommodating a structure that would be in compliance with the development code, is not impacted by natural hazards that can't be mitigated, is adequately served by a street network and has accessible utility installations.

The lot is adequate in size and shape to be developed in the future with structures that comply with the development code. No natural hazards exist on the lot. The lot can be adequately served with utilities and streets.

2. All public utilities are in place on, or immediately adjacent to, the subject property;

The Public Works facility parcel is served by the sewer main that runs west from the Public Works yard through a utility easement between Grand Junction Pipe and the Roaring Fork Valley Coop, out to Highway 133. Water is provided off of the water main that runs west from the Public Works yard through the utility easement to Highway 133.

3. Each lot has the necessary dedicated public access required by this code at the time of the subdivision exemption application;

The Public Works facility lot has access off of the street right-of-way that runs in front of La Fontana Plaza. In addition, the 20 ft. wide access easement on Lot 1 of the Roaring Fork Cooperative Subdivision will remain in place.

4. The subdivision plat shall comprise and describe not more than three lots and, unless the property to be subdivided is wholly owned by the Town or another federal, state or local government entity, the entire parcel to be subdivided shall be no more than five acres in size; and

One lot is being created out of two lots.

5. The preparation of engineered design data and specifications is not needed to enable the commission to determine that the subject property meets the design Specifications in Chapter 17.06 *Subdivision*.

Engineering is not required to determine whether the property meets the design specification in Chapter 17.06 as utilities and access are available.

INTRODUCED, READ, AND PASSED THIS ____ day of _____, 2022.

PLANNING AND ZONING COMMISSION OF
TOWN OF CARBONDALE

By: _____
Jay Engstrom
Chair



**TOWN OF CARBONDALE
511 COLORADO AVENUE
CARBONDALE, CO 81623**

Memorandum

TO: Planning and Zoning Commission
FROM: Janet Buck, Planning Director
DATE: January 27, 2022
RE: Review of Draft Comprehensive Plan Update Report – 1-4-2022

Attached please find the Draft Comprehensive Plan Update report (Update) prepared by Cushing Terrell for your review. It is the same document that was emailed to you on January 10, 2022.

Here are some suggestions to help navigate the document:

The Table of Contents is hyperlinked. If you want to take a look at a particular Chapter such as the Future Land Use Map, just click on that topic in the Table of Contents.

If you want to skip back up to the Table of Contents, put a 3 in the page number box on the upper left corner of the screen and hit return.

The rollout of the Draft Comprehensive Plan was delayed slightly in order to allow time for the Draft Plan to be translated into Spanish in its entirety. (The Spanish version will be available at the end of January or beginning of February.) In addition, PR Studio is setting up Reading Rooms around Town in places like the library, high school library, Crystal Meadows Senior Housing, Recreation Center, coffee shop, etc. This is to allow people who don't have easy access to a computer to be able to read the plan and fill out the survey. The Reading Rooms should be up and running by January 24, 2022. The list of the locations will be posted on the Chart Carbondale website at chartcarbondale.com.

The Draft Comprehensive Plan Update has been sent to all Town Boards and Commissions since their meetings are monthly to allow adequate time for them to review the document and submit formal comments from the Board or Commission.

The formal rollout and public comment period will run from January 20, 2022 to February 24, 2022.

Here are some of the ways people will be able to provide feedback:

1. Online Opportunities

- Go to the Chartcarbondale.com website*
- Read the Draft Comprehensive Plan
- Take the Online Survey
- Leave Online Comments

Survey is open from January 20, 2022 through February 25, 2022.

2. Town-wide Reading Rooms Opportunities

Each Reading Room will have:

- A color copy of the Draft Comprehensive Plan Update
- Paper copies of Survey with drop box
- Comment cards
- Sign with instructions on how to download the Draft Comp Plan Update and survey

Reading Rooms will be open from January 24th through February 25th

3. Planning and Zoning Commission Meetings

The Draft Comprehensive Plan Update will be scheduled for discussion on the January 27, 2022, February 10, 2022 and February 24, 2022 meetings.

*We had received a lot of feedback on how difficult Kaleidoscope was to spell and use. As a result, Chart Carbondale now has an easy-to-spell website address. People can now access the Chart Carbondale, Comprehensive Plan Update at chartcarbondale.com

After the January/February 2022 review period, if the Planning Commission feels that the Update is ready, public hearings would be scheduled before the Planning Commission to consider adoption of the Comprehensive Plan Update. The Planning Commission would make a recommendation to the Board of Trustees. The Board would then hold public hearings to consider adoption of the Comprehensive Plan Update. These meetings will provide opportunities for public comments.

RECAP OF PROCESS

Why are we doing an Update?

In 2020, the Town Board and Planning Commission decided to do an Update to the 2013 Comprehensive Plan because there have been a lot of changes in the community

over the last eight years. In January of 2021, both the Board and the Planning Commission discussed six target areas that needed a deeper look. These included Downtown, Downtown North, High Density, Sustainability/Climate Action Plan, Multi-modal, and Aging in Community.

What is the Update intended to be?

The Update to the 2013 Comprehensive Plan is just that. An update. The Update will act as a supplement to the 2013 Comprehensive Plan. It features a deeper dive into the six target areas, includes updated growth trends and demographics, provides an updated Implementation Matrix, and has an updated Future Land Use Map.

What is the Update not intended to be?

This update is not intended to be a complete rewrite of the 2013 Comprehensive Plan. As a general rule, comprehensive plans are updated every ten years. The 2013 Plan has not yet reached that 10-year mark.

Planning Commission

The Planning Commission is the Project Steering Committee (PSC). Section 2.8.3.B.3.a. states that one of the Planning Commission's responsibilities is to provide recommendations to the Town Board regarding the Comprehensive Plan. (If this were a full re-write, there would most likely be a working group pulled together in addition to the Planning Commission.)

There have been six meetings with the Planning Commission, acting as the Project Steering Committee (PSC). Below are the topics which have been covered over the last five months:

- June 10, 2021
 - PSC Meeting #1
 - Overview
 - Draft Community Engagement Plan
 - Current Vision/Goals

- July 15, 2021
 - PSC Meeting #2
 - Community Engagement Update
 - Draft Vision and Goals
 - Demographics/Housing
 - Overview/Trends
 - Growth Projections
 - Downtown/Downtown North
 - Land Use/Zoning
 - Property Ownership
 - Proposed Uses

- August 12, 2021 PSC #3
 - Mobility and Access
 - Aging in Community
 - Climate Action Plan

- September 30, 2021 PSC #4
 - Draft Plan Framework and Goals
 - Future Land Use Map
 - Key Recommendations

- October 14, 2021 PSC #5
 - Key Recommendations
 - Implementation Strategies

- November 18, 2021 PSC #6
 - Draft Recommendations
 - Implementation Matrix

On a parallel track over the summer and fall, community outreach efforts were ongoing. Detail on the Community Engagement is summarized in the Update Appendix on page 113.

RECOMMENDATION

This is just the first discussion on the draft Comprehensive Plan Update. It is anticipated that it will be placed on the agenda for the February 10, 2022 meeting and February 24, 2022 meeting.

Staff’s recommendation is that the Planning Commission review the draft Update, discuss the document, and provide initial comments on the document. Members of the public may wish to provide public comments and feedback on the Update.



DRAFT

Carbondale Comprehensive Plan Update

02 ■ 2022



FOR REVIEW

Adoption Letter



Acknowledgments

Project Steering Committee (Planning + Zoning Commission, 2021):

Jay Engstom, Chair
Nicholas DiFrank, Vice-Chair
Jeff Davlyn
Marina Skiles
Nick Miscione
Kim Magee
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The 2022 Comprehensive Plan Update is informed by the voices of hundreds of participants representing the people of Carbondale. The team would like to provide special thanks to those participants who contributed their time and thoughts through the outreach process.

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Introduction

Statements on the Plan Update Purpose, Background and Engagement Process

Future Land Use Plan

Future Land Use Map Designations



8

Executive Summary

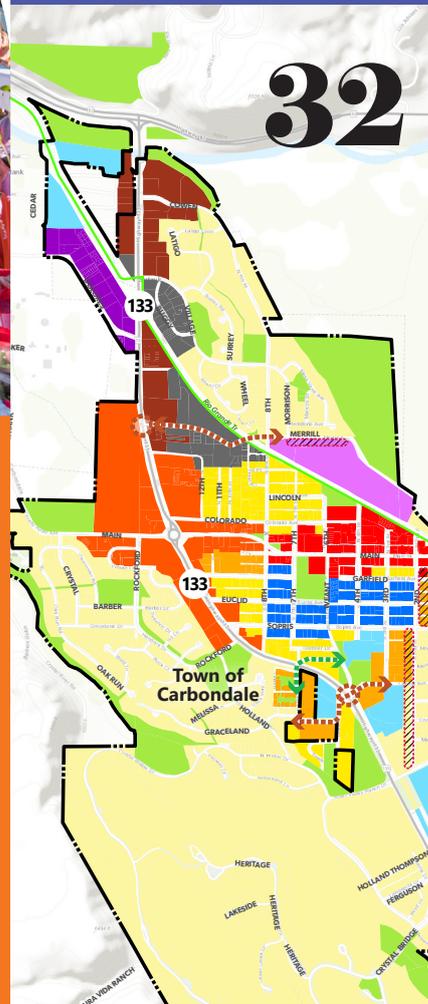
A quick glance of what the Plan Update focuses on and a summary of outcomes.



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Vision + Goals

Overarching statements that guide more detailed implementation strategies and actions.



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GOAL TOPIC 6: INCLUSIVITY + EQUITY

CATEGORY	#	STRATEGY / ACTION
Inclusivity	6.1	Embrace Carbondale as a welcoming economic circumstances or appearance
	6.1.1	Encourage the design of parks, playground space, art features or any gathering space welcoming and comfortable to those of diverse backgrounds and heritages.
	6.1.2	Leverage older adults' skills, connections, and willingness to stay active.
Inclusivity	6.2	Support community arts and culture and volunteerism, and unity.
	6.2.1	Foster relationships with non-profit volunteer organizations like AmeriCorps, Peace Corps for Humanity, UpRoot or others to support needs and implement local heritage, diversity, and food systems actions and goals.
Inclusivity	6.3	Maintain Carbondale as a viable and affordable place to live and their careers.
	6.3.1	Establish programs to include childcare/child care or other youth facilities/programming in development projects.
	6.3.2	Promote opportunities for the youth of Carbondale to have fun in town during all seasons through events and celebrations. A wide variety of year-round and outdoor activities for young people to hang-out in town will make Carbondale a healthy place to grow up.
	6.3.3	Recognize the benefit of great schools and community centers by promoting them as places that are supported and help bring us together and build a family-oriented community.
Mobility Equity	6.4	Address universal and equitable transportation needs
	6.4.1	Develop a sidewalk maintenance program that addresses regular snow and debris removal and upgrading deficient sidewalks to allow for safe and accessible travel for all ages and abilities.
	6.4.2	Research peer community programs and best practices to help property owners maintain their responsibilities for a well-maintained network of sidewalks and curbs that allows for more reasonable travel for wheelchair users and stroller.
	6.4.3	Work with RFTA to determine opportunities to improve the current paratransit program to allow for more equitable access to transit.



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Implementation Strategy

Actionable items to move the Plan Update forward and to measure success.

Appendix

- Definitions
- Existing Conditions Summary
- Future Cross Section Concepts
- Future Crossing Concepts

Quick Links

1.0

Executive Summary

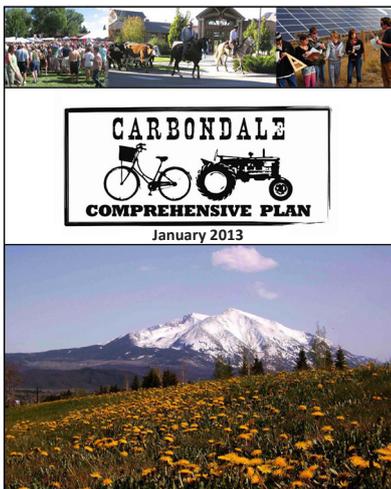
1.1 | Purpose

The 2022 Carbondale Comprehensive Plan Update, referred to thereafter as the Plan Update, serves as a supplement to the 2013 Carbondale Comprehensive Plan. The 2013 Comprehensive plan is still a relevant and valid document that will be used for guidance by the community. The Update will be used for further guidance based on the specific focus areas identified by the Town of Carbondale. In addition, the Update includes a range of broader town-wide topics that were identified as a part of the community engagement process.

1.2 | Refreshing the Town's Vision

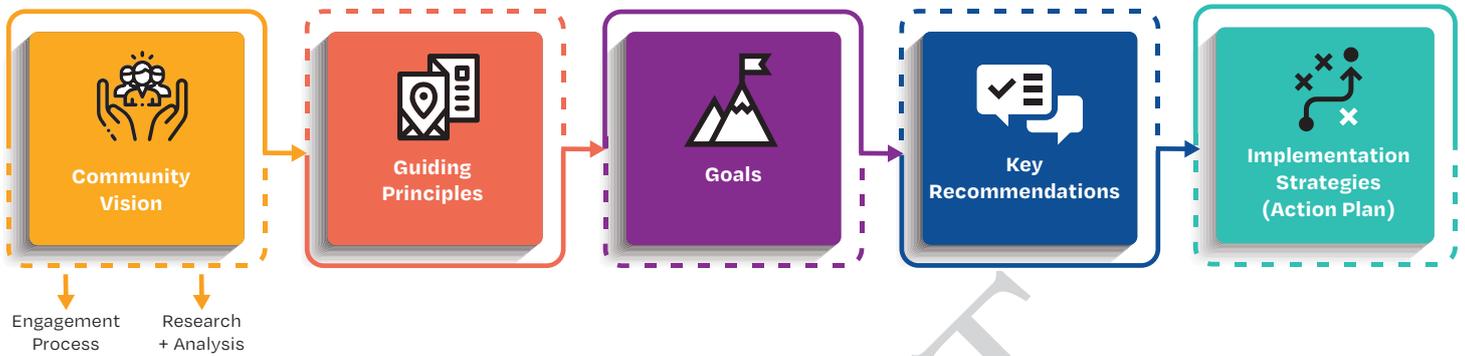
Carbondale's core philosophies have created a community where residents, workers and visitors thrive in an environmentally-responsible community that provides access to housing, jobs and recreational opportunities. However, emerging challenges and a new decade require a revised vision statement. A fresh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

| 2013 Comprehensive Plan |



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

Comprehensive Plan Update Framework



1.3 | Summary of Goals

The planning process included a review of the goals from the 2013 Plan for their relevance in 2021. Some goals were modified and carried through into this plan and several new goals were added.

The following eight goal topics were agreed upon by the Project Steering Committee and community:



#1: COMMUNITY CHARACTER

Actively preserve and protect Carbondale's small town character.



#2: ECONOMIC GROWTH

Embrace economic diversification and self-sufficiency.



#3: HOUSING

Solve the housing affordability challenge in Carbondale.



#4 SUSTAINABLE DEVELOPMENT

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



#5 UNIVERSAL ACCESS

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



#6: INCLUSIVITY + EQUITY

Prioritize social equity, health, and well-being.



#7: FINANCIAL SOLVENCY

Ensure the long-term fiscal health of the community.



#8: GOOD GOVERNANCE

Guarantee high quality and responsive governance.

1.4 | Focus Areas

Downtown

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

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

| Figure 1: Opportunity Areas were charretted with stakeholders and community members to illustrate concepts |

The Opportunity Area

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

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



Residential Focus Areas

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

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

Climate Action

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

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

Multi-Modal Access

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

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

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

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



Social Equity

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

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

Aging in Community

Building off recent successful projects projects that improved mobility, housing and services for people of all ages (including kids and/or people with mobility devices), Plan Update outcomes will help those who wish to stay and age in place, as well as those who seek a place that makes it easy to live, work, move or play no matter one's stage of life or ability.

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

Housing + Jobs

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

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

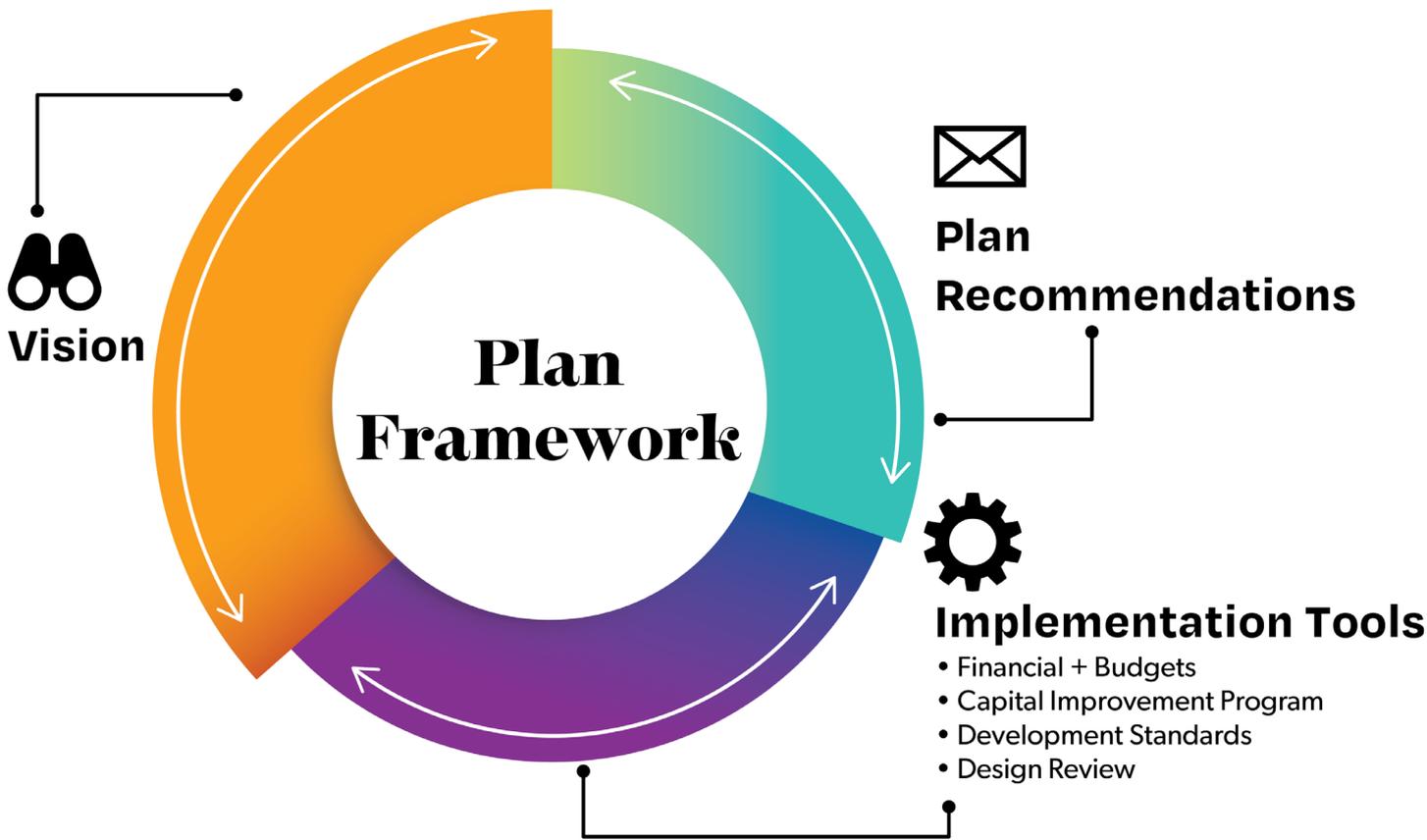
Historic Preservation

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

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

**"If it's going to happen
anywhere, it can happen in
Carbondale."**

–Stakeholder comment on the community's support for next-generation, out-of-the-box thinking



1.5 | Installing a Realistic Implementation Strategy

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

2.0

Introduction

2.1 | Purpose

The purpose of the Town of Carbondale Comprehensive Plan Update is to provide an opportunity for the community to re-assess the current 2013 Comprehensive Plan and to update it as needed in key areas identified by the Town of Carbondale. At the center of this Update is the opportunity for community members to re-evaluate the overall long-term community vision and policy direction for managing the built and natural environment in Carbondale.

The Comprehensive Plan Update (Plan Update) addresses community needs and values, changing conditions, and priorities in the community. The Plan Update elements include land use, mobility, economic development, housing, environment, natural resources, recreation, and infrastructure

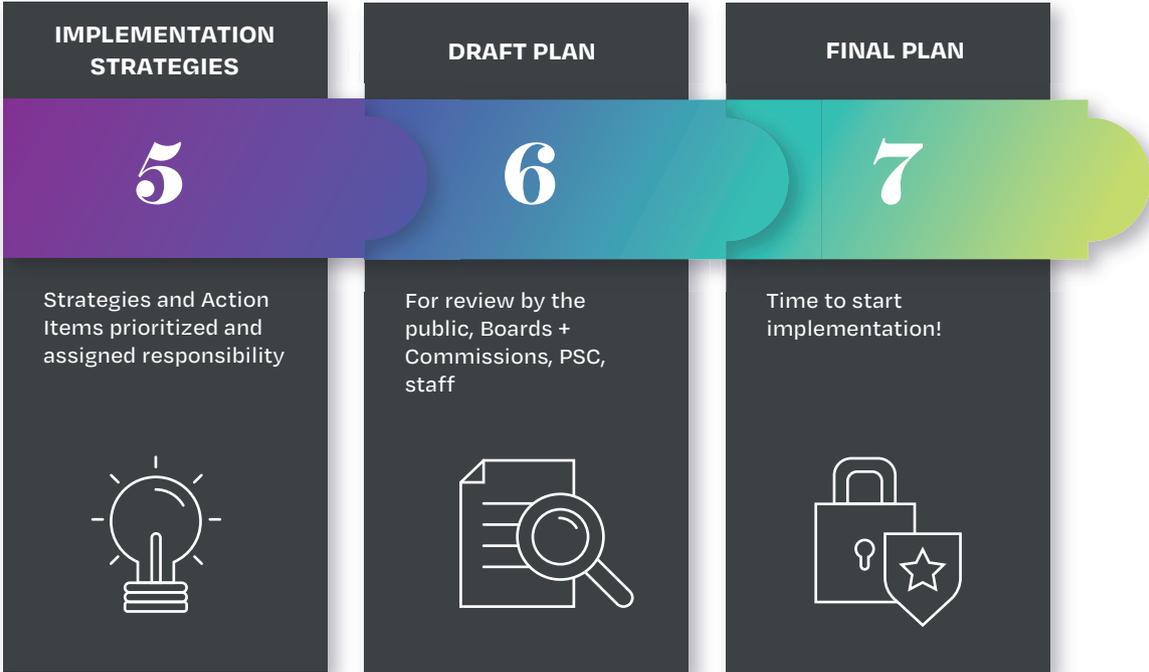
capacity and services. This Update serves as a 'Supplement' to the 2013 Carbondale Comprehensive Plan. The Update is not intended as a wholesale re-write of the 2013 Comprehensive Plan, but rather focuses on an analysis of key Plan Elements as defined by the Town of Carbondale. In addition, the Update includes a range of broader town-wide topics that were identified as a part of the community engagement process.

The Update is organized in two Parts; Part 1; Town-wide planning needs and recommendations, and Part 2; Key Focus Areas identified by the Town as high priority areas for the Comprehensive Plan Update process. As the community outreach process continued to advance, several other topics were identified by community members.

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



Comprehensive Plan Update Process



2.2 | Background

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

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

Community Engagement Plan

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

Existing Conditions Summary

The Plan Update process included data collection and assessment and an Existing Conditions Summary Memorandum. The Existing Conditions Summary was provided to the Town on September 3, 2021 and provides an overview of existing conditions, current plans and programs and policies that may inform how the Town makes decisions with respect to the built and non-built environment in the Town. The Existing Conditions Memorandum is available on the project website: <https://chartcarbondale.com>.

¿ESTÁ NUESTRO FUTURO ENFOCADO?

¡EL PUEBLO DE CARBONDALE ESTÁ ACTUALIZANDO SU PLAN INTEGRAL Y NECESITA TU VOZ!

UN PLAN INTEGRAL ES UN MAPA PARA LA COMUNIDAD QUE NOS AYUDA A LOGRAR NUESTRA VISIÓN Y METAS COLECTIVAS.



TOMA LA ENCUESTA EN LÍNEA ES SENCILLO AL TOMAR LA FOTO DEL CUADRO NEGRO TE SALE EL LINK PARA LA ENCUESTA Y PARA MÁS INFORMACIÓN VISITA EL PROYECTO EN EL SITIO WEB:

[CARBONDALEKALEIDOSCOPE.ORG/CHART-CARBONDALE]

**¡LA ENCUESTA SE CIERRA EL 6 DE AGOSTO!
¡APRESÚRATE A LLENARLA!**



**CHART
CARBONDALE**



| Figure 2: Postcard in Spanish advertising the online survey |

| Figure 3: Community Engagement Plan |

Date(s)	Event/Task	Purpose	Target Audience(s)	Outreach Strategies
Jul 1 - Aug 16	Online + paper survey	Ask general questions about public concerns, recent successes and vision for the future	General public	Press release, social media posts, email blasts, postcards with QR codes
Jul - Aug	Stakeholder focus group interviews	Group interviews with representatives from stakeholder organizations to understand opportunities/constraints in topic areas	Stakeholders were identified by Town staff in consultation with leadership	N/A
Jul 2	First Fridays Kick-off Event	Kick off the Comp Plan Update - generate awareness for the effort and promote the online survey	General public	Social media event + direct advertisements, email blasts
Aug 16	Spanish-speaking Community Meeting	Hold a community meeting in Spanish to hear from the Latino community	LatinX community	Personal engagement - Latino community leaders went to predominantly Spanish-speaking neighborhoods to personally invite community members
Aug 17	Community Meeting (in English)	Present initial analyses on growth, housing, mobility and have small-group conversations to gather input on Comp Plan focus areas	General public	Press release, social media posts, newspaper ads, email blasts, flyers
Aug 17	Downtown/ Opportunity Area Design Charrettes	Get key stakeholders together to discuss potential future uses and design of infill development Downtown and Opportunity Area	General public, Downtown/ Opportunity Area stakeholders	Personal emails, website
Oct 27	Spanish-speaking Virtual Open House	Present draft plan items for public comment, get input on prioritization of projects/policy	LatinX community	Press release, email blasts, newspaper ads, radio ads, flyers around town
Oct 28	English Virtual Open House	Present draft plan items for public comment, get input on prioritization of projects/policy	General public	Press release, email blasts, newspaper ads, radio ads, social media post
Nov 3 - Nov 28	Draft Recommendations Poll	Get feedback on the Draft Recommendations presented at Virtual Public Meetings	General public	Press release, email blasts, newspaper ads, social media posts
Jan 3 - Jan 23	Draft Plan Poll	Get feedback on the Draft Future Land Use Map, Implementation Plan	General public	Press release, email blasts, social media posts

2.3 | Engagement Process

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

Project Steering Committee

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

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

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

Stakeholder Focus Group Sessions

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

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

Session topics included:

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

Online + Print Survey Snapshot

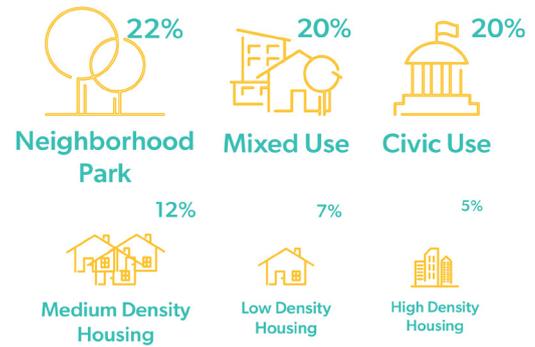
"I would love to have a garden or gathering place where the community could come together and sell food."
 -Arts + Culture Focus Group

"The only thing zoning downtown is producing is overpriced residential development."
 -Development + Infrastructure Focus Group

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

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

What future uses would you like to see in the Opportunity Area?



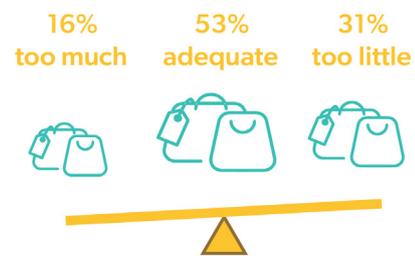
| Figure 6: Opportunity Area future uses |

How do you feel about residential growth in Carbondale?



| Figure 7: Residential growth survey results |

How do you feel about commercial growth in Carbondale?



| Figure 8: Commercial growth survey results |

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



| Figure 9: Transportation system priorities |

August Community Meetings

Spanish-speaking Community Meeting

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

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

Community Meeting in English

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

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





Downtown / Opportunity Area Design Charrettes

| Downtown + Opportunity Area Design Charrettes |

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

The Existing Conditions Memo in the Appendix highlights charrette outcomes.



Boards and Commissions Engaged

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

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

Charrette Takeaway

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

Virtual Public Meetings

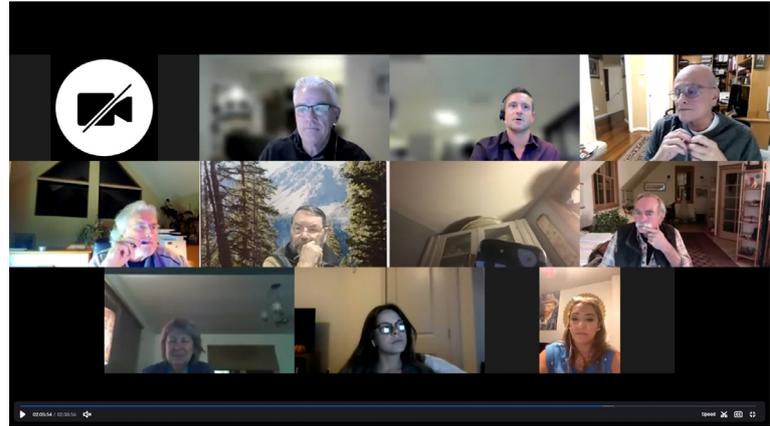
When Draft Plan Recommendations were ready for public review, two Virtual Public Meetings were held to get input.

Virtual Public Meeting in Spanish

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

Virtual Public Meeting in English

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



| Virtual Public Meeting in English |

Discussion highlights from the Virtual Public Meetings include:

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

Draft Recommendations Poll

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

Downtown Recommendations:



Opportunity Area Recommendations:



Residential Focus Area Recommendations:



Aging in Community Recommendations:



Climate Action Plan Recommendations:



Mobility + Access Recommendations:



Housing + Jobs Recommendations:



the results from the meeting and online polls:

Draft Plan Poll

A poll that solicited feedback on the draft plan was available online and in booklet form at various Reading Rooms around Town from January 11th through February 11th.

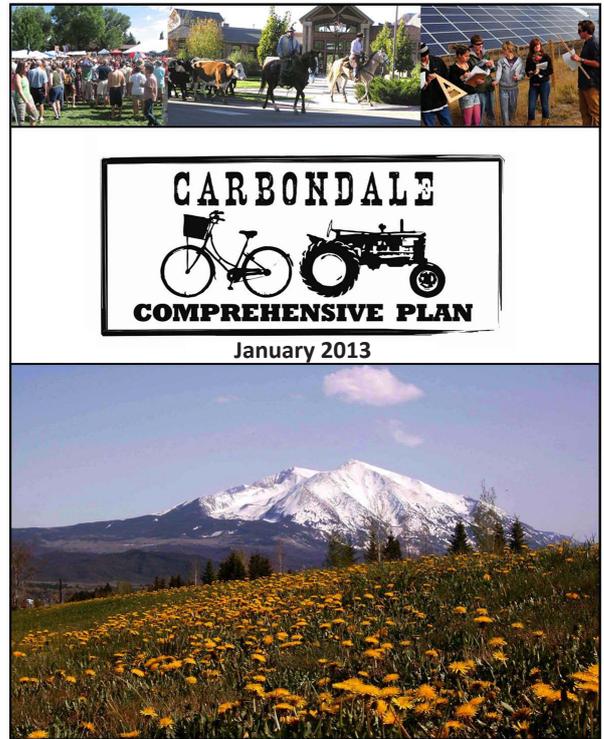
2.4 | Relevance to Other Plans + Studies

This 2021 Comprehensive Plan Update serves as a supplement to the 2013 Comprehensive Plan. The 2013 Comprehensive plan is still a relevant and valid document that will be used for guidance by the community. The Plan Update will be used for further guidance based on the specific focus areas identified by the Board of Trustees and Planning and Zoning Commission. Strategies from the 2013 Comprehensive Plan were evaluated for 2021 relevance and incorporated into an updated Implementation Matrix.

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

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

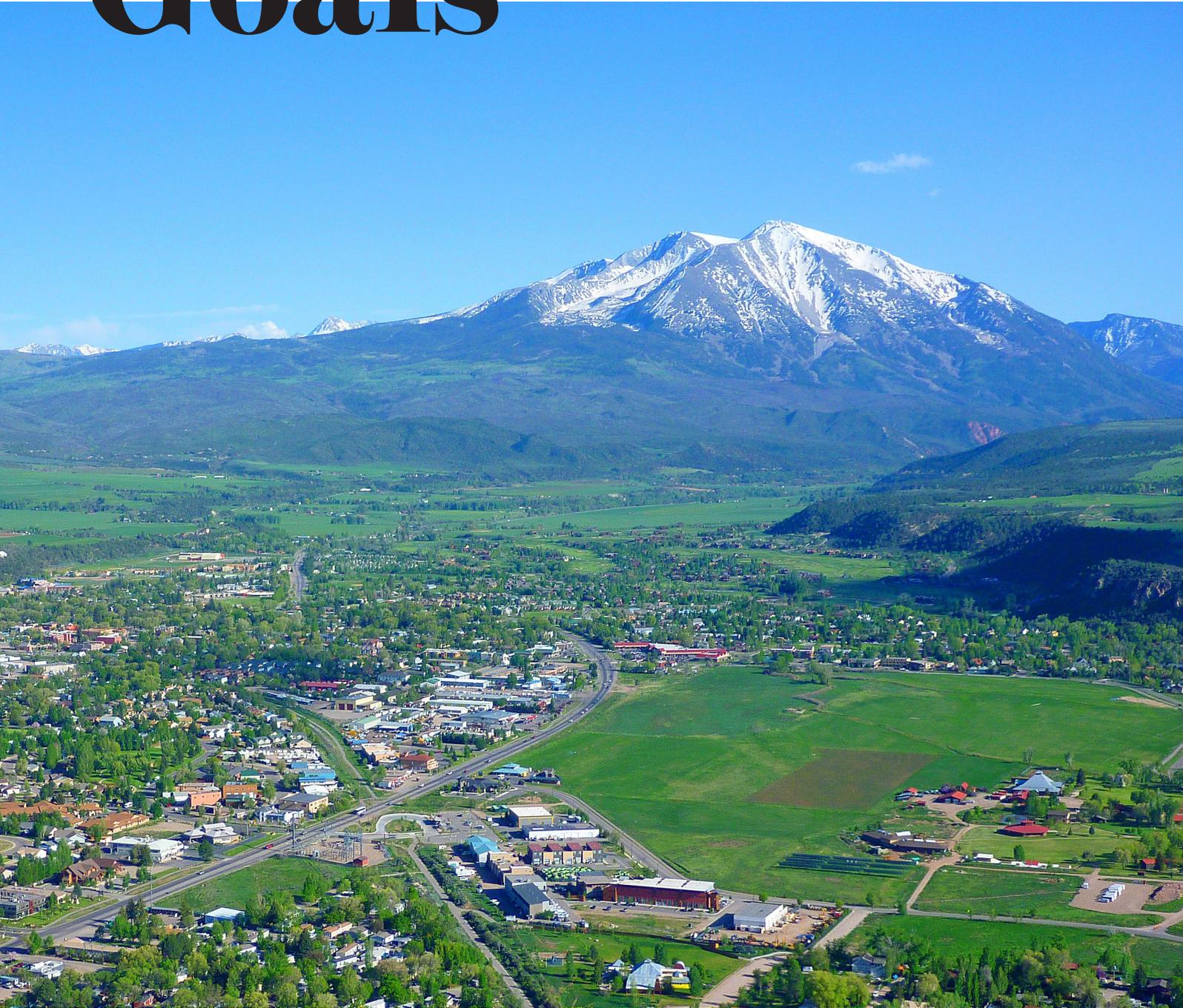
The Unified Development Code (UDC) was evaluated, and areas of recommended changes are referenced as strategies based on public and stakeholder input. An update to the UDC is an implementation strategy for achieving this plan's goals.



| 2013 Comprehensive Plan |

This Plan Update serves as a supplement to the 2013 Comprehensive Plan. The 2013 Plan is still a relevant and valid document that will be used for guidance by the Board of Trustees and Planning + Zoning Commission.

3.0 Vision + Goals



3.1 | Vision

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

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

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



3.2 | Community Framework Plan

Community Framework

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

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

Definitions

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



Community Character

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

Resiliency

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

Inclusivity + Equity

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

3.3 | Goals + Guiding Principles

Goal Topics

Each Goal is followed by an Intent Statement and a series of Guiding Principles to further articulate the purpose and meaning of each Goal.

#1: COMMUNITY CHARACTER



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

Guiding Principles:

- Protect the physical and natural environment.
- Support the existence of an ethnically and culturally diverse community.
- Preserve and enhance access to the local decision-making process.

#2: ECONOMIC GROWTH



Intent: Embrace economic diversification and self-sufficiency.

Guiding Principles:

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

#3: HOUSING



Intent: Solve the housing affordability challenge in Carbondale.

Guiding Principles:

- Prioritize housing affordability and housing diversity.

#4 SUSTAINABLE DEVELOPMENT



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

Guiding Principles:

- Promote Carbondale as a leader in sustainable development.
- Plan for highly effective sustainable infrastructure systems to meet community needs.
- Protect the region's natural resources, agricultural lands, rivers and open spaces.

- Promote an ethic that encourages a balance between community growth and protection of natural resources.

#5 UNIVERSAL ACCESS



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

Guiding Principles:

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

#6: INCLUSIVITY + EQUITY



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

Guiding Principles:

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

#7: FINANCIAL SOLVENCY



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

Guiding Principles:

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

#8: GOOD GOVERNANCE

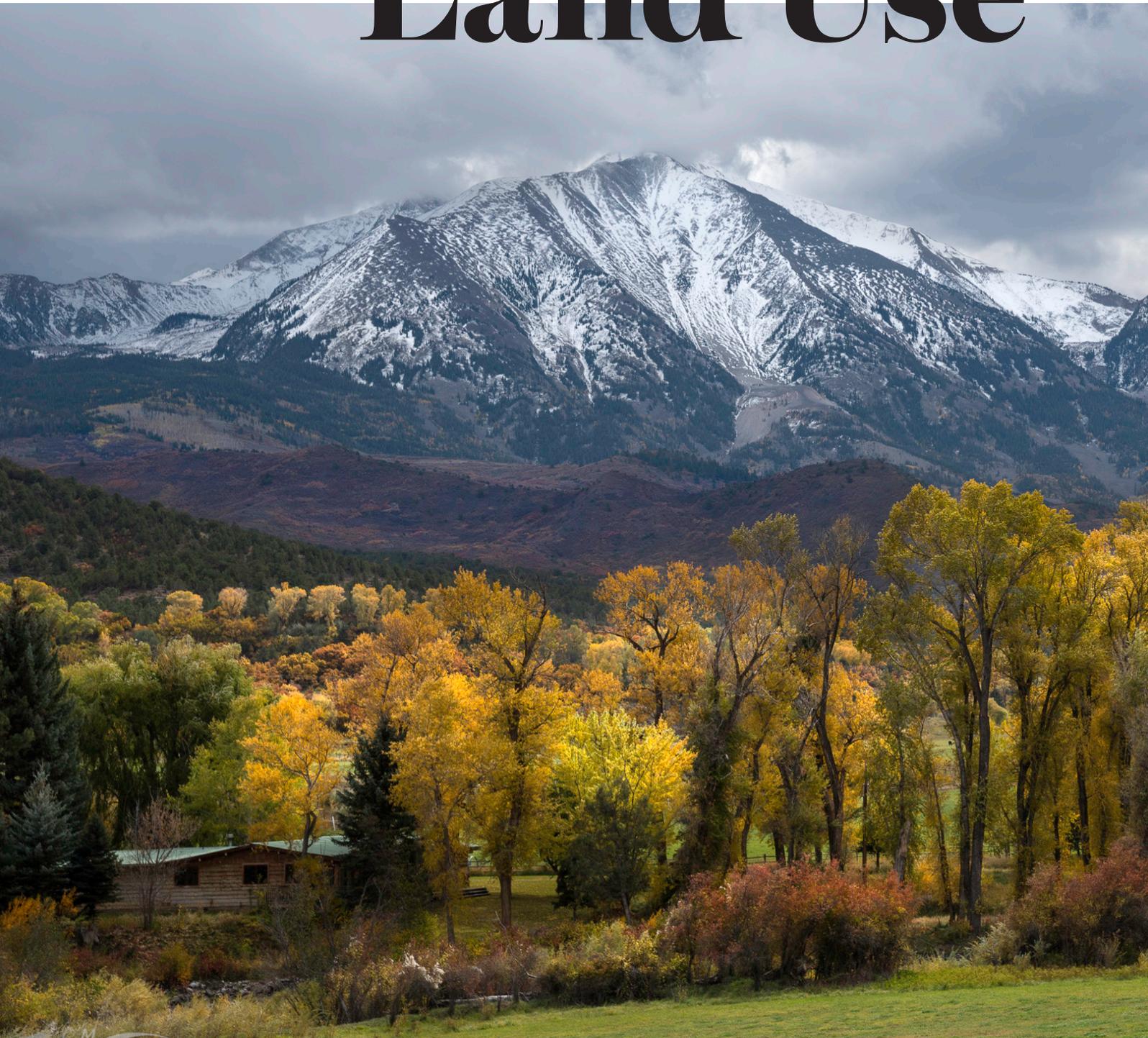


Intent: Guarantee responsive and inclusive governance.

Guiding Principles:

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

4.0 Future Land Use





4.1 | Future Land Use Map

The 2022 Future Land Use Map (FLUM) provides a roadmap for land uses and character patterns in the community, as seen in Figure 11.

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

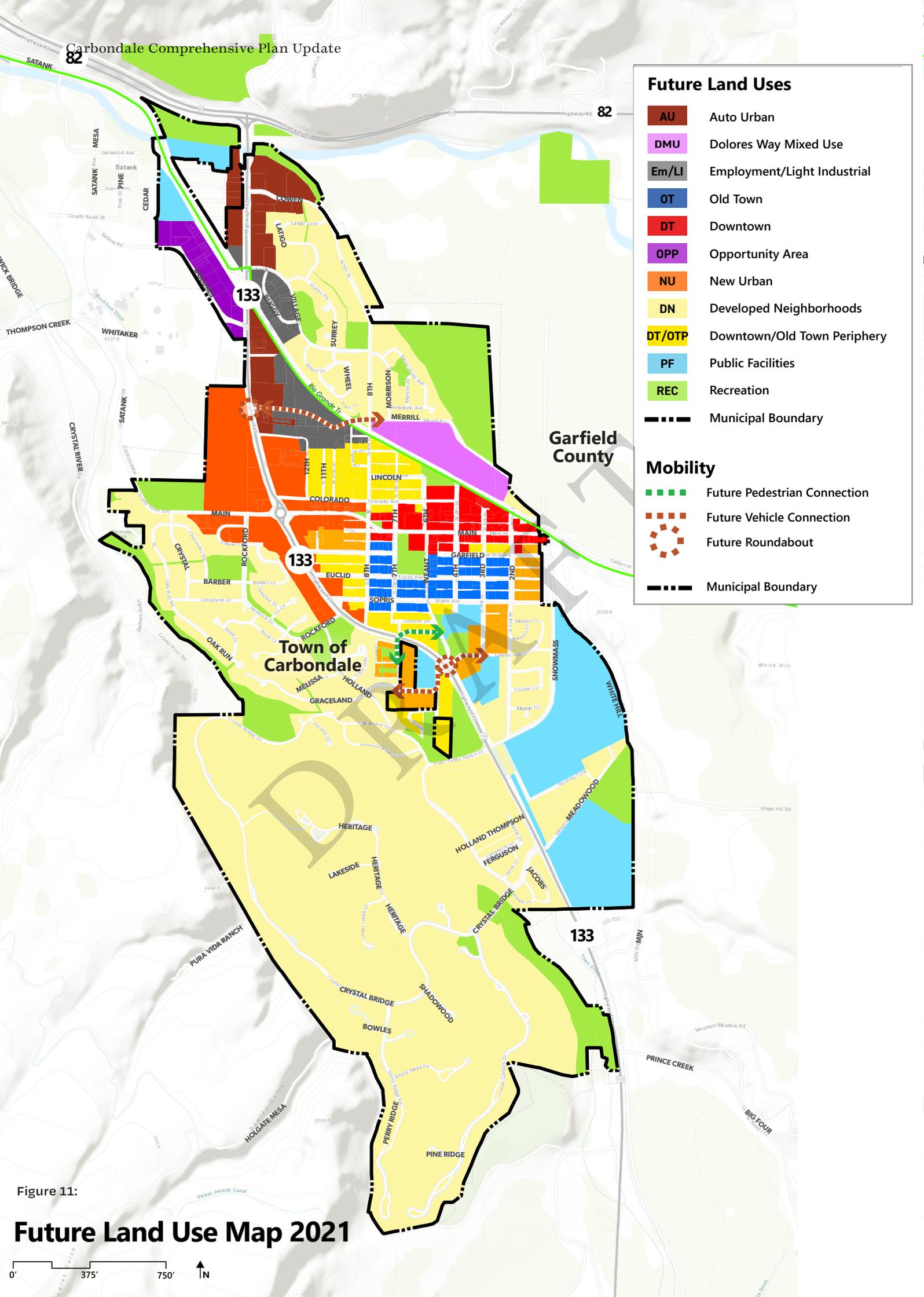
Future Land Uses

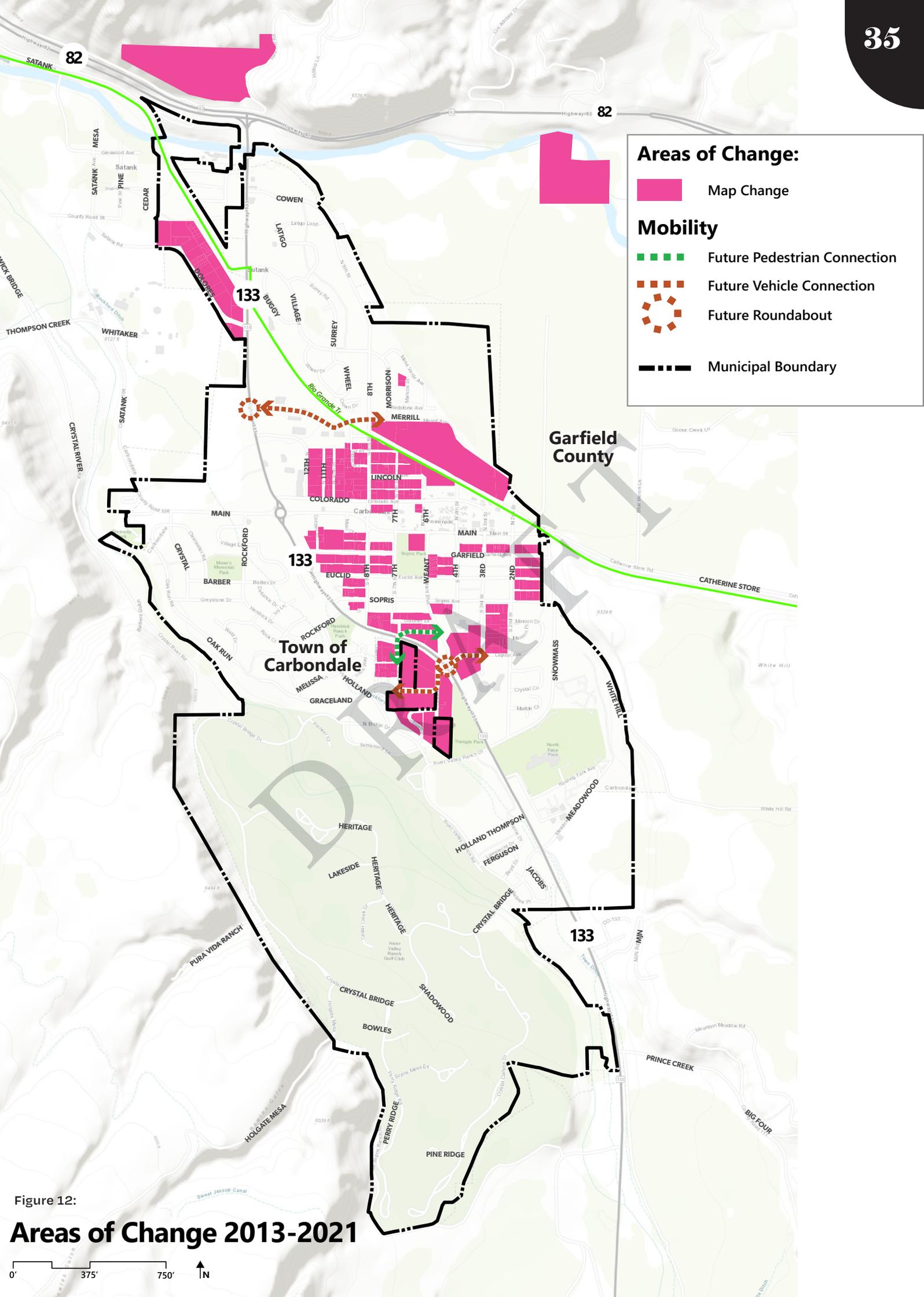
- AU** Auto Urban
- DMU** Dolores Way Mixed Use
- Em/LI** Employment/Light Industrial
- OT** Old Town
- DT** Downtown
- OPP** Opportunity Area
- NU** New Urban
- DN** Developed Neighborhoods
- DT/OTP** Downtown/Old Town Periphery
- PF** Public Facilities
- REC** Recreation
- Municipal Boundary**

Mobility

- Future Pedestrian Connection**
- Future Vehicle Connection**
- Future Roundabout**
- Municipal Boundary**

Figure 11:
Future Land Use Map 2021





Areas of Change:

- Map Change

Mobility

- Future Pedestrian Connection
- Future Vehicle Connection
- Future Roundabout
- Municipal Boundary

Figure 12:
Areas of Change 2013-2021



Summary of Changes

Figure 12 highlights key Areas of Change from the 2013 Comprehensive Plan's Future Land Use Map. Key modifications include:

- Redefinition of some Future Land Use categories.
- Clarification of land uses.
- Location of transition areas between unlike land uses.
- Key multi-modal connections.
- Future Land Uses in Garfield County in-holdings to ensure smooth transitions and compatibility if annexed.

Land Use Classifications / Definitions

Future land use designations with *no significant change*:

- Developed Neighborhoods:** 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.
- 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.



| Developed neighborhoods like River Valley Ranch - no significant change |

- 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 buildings. Commercial, mixed-use, light industrial, local food production, live/work, and urban residential uses are all allowed in appropriate places.
- Auto Urban:** This designation emphasizes convenient automobile access and parking. It 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.
- Public Facilities:** Preserves community institutional uses.

Areas with *minimal change*:

Downtown: Historic center of commerce, culture, civic life, and celebrations; the heart of the community.

- Changes included:
 - Post Office (647 Main St.)
 - A portion of the Forest Service property (SW corner of Weant Blvd. & Main St.)
 - KDNK station (76 S 2nd St.)
 - The Launchpad (NE Corner of 4th St. & Garfield Ave.)

Old Town: Encompasses the oldest residential neighborhood in the historic town grid.

- Map changes applied to protect existing historic housing stock: 1.5 blocks extending north from Euclid to the alley before Main Street, and one block extending west from South 4th St. to Sopris Park.

Dolores Way Mixed-Use: Mixed-use neighborhood with close access to transit and the Rio Grande Trail.

- Label revised to "Light Industrial Mixed-Use" to preserve and increase emphasis on the light industrial economy.

Recreation: Parks and sports fields. Public open space and trails. River and public land access. Pocket parks/landscaped areas.

- Label revised to "Parkland/Open Space" to emphasize potential parks and open space uses.



| Downtown |



| Dolores Way Mixed Use |

Opportunity Area



| Existing |



| Existing |



| Opportunity Area |

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

Uses include:

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

Building mass and scale:

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

Relationship of development to mobility network:

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



| Vision |



| Vision |

Parking:

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

Landscaping:

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



| Vision |

Connectivity:

- Scale right of way to accommodate automobiles, bicycles, pedestrians and street trees depending on the 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/Merrill Avenue.
- Facilitate multi-modal connections Downtown to the Rio Grande Trail to establish public trail connections to the Carbondale Nature Park.

Residential Medium Density



| Existing |



| Existing |

Provide a wider range of housing flexibility than single-family areas while maintaining historic scale and density. Designation contributes to compact areas within larger neighborhoods and may be located near centers of commerce or employment to provide walkable access to services and workplaces.

Uses include:

- Single- and multifamily attached units, townhouses, condominiums, cottages.
- Accessory Dwelling Units (ADUs).

Building mass and scale:

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

Relationship of development to mobility network:

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

Connectivity:

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



| Vision |



| Vision |



| Vision |



| Vision |

Parking:

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

Residential High Density



| Existing |



| Existing |

Creates opportunities to incorporate missing middle housing and affordable units with high levels of urban services.

Uses include:

- Duplexes, apartment buildings, townhouses, and other multifamily attached units, condominiums, and larger multifamily apartments if appropriately scaled.
- Accessory Dwelling Units.

Building mass and scale:

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

Relationship of development to mobility network:

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

Connectivity:

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

Parking:

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



| Vision |



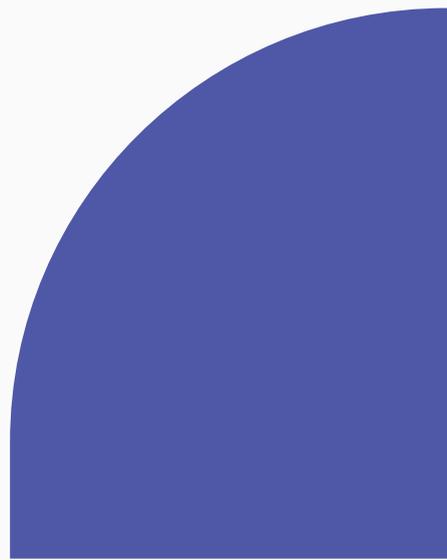
| Vision |



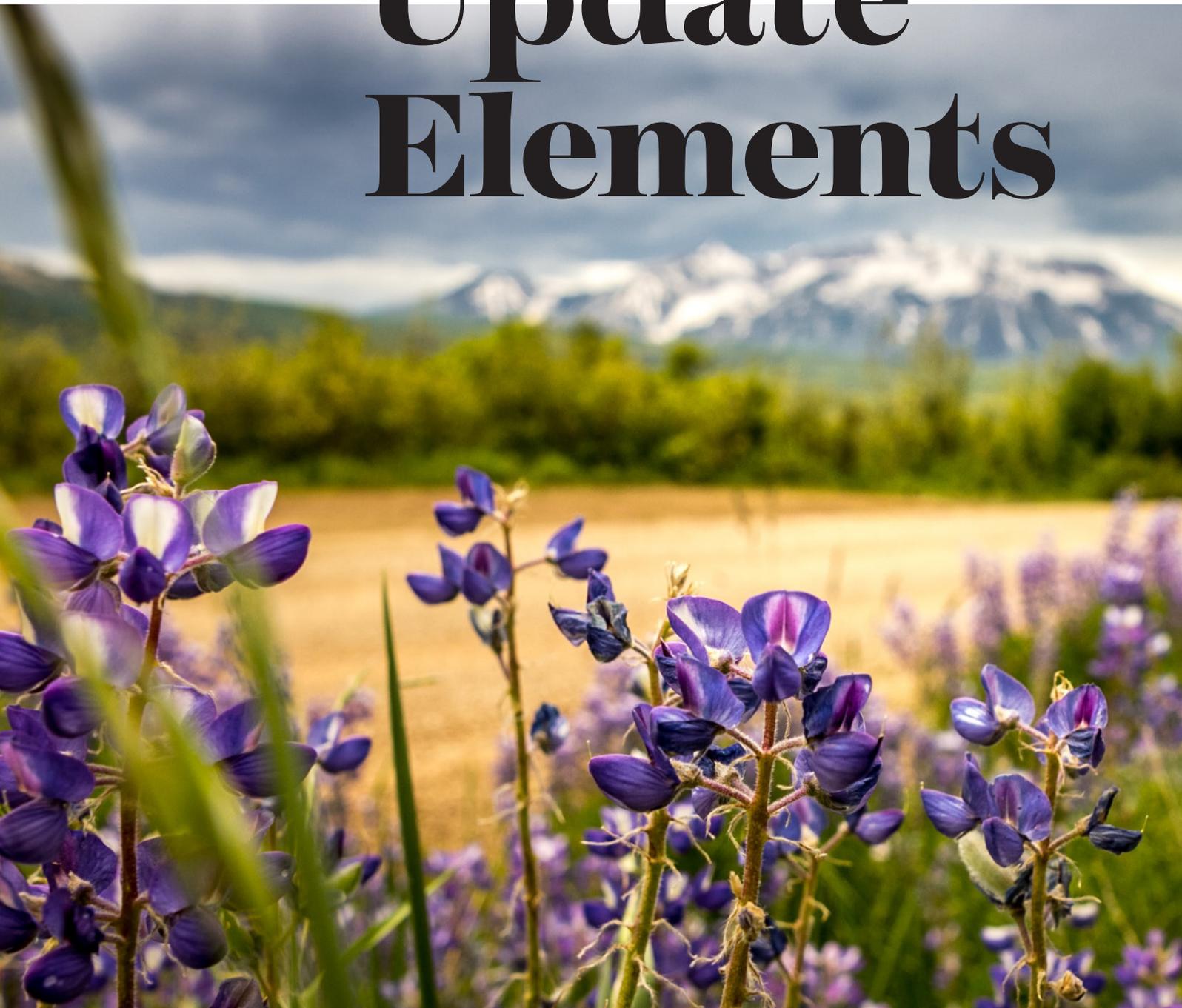
| Vision |



| Vision |



5.0 Plan Update Elements





5.1 | Overview

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

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

5.2 | Housing + Jobs

Overview

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

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

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

Growth

There are currently 199 units under development, plus the recently completed Sopris Lodge with 78 senior assisted living units. An additional 105 units have been approved but not built for a total of 382 units. This trend is unlikely to continue at this pace.



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

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

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

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

Community Input

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

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

Recommendations

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

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

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



5.3 | Multi-modal Access + Circulation

Overview

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

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

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



| RFTA Park-n-ride |

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

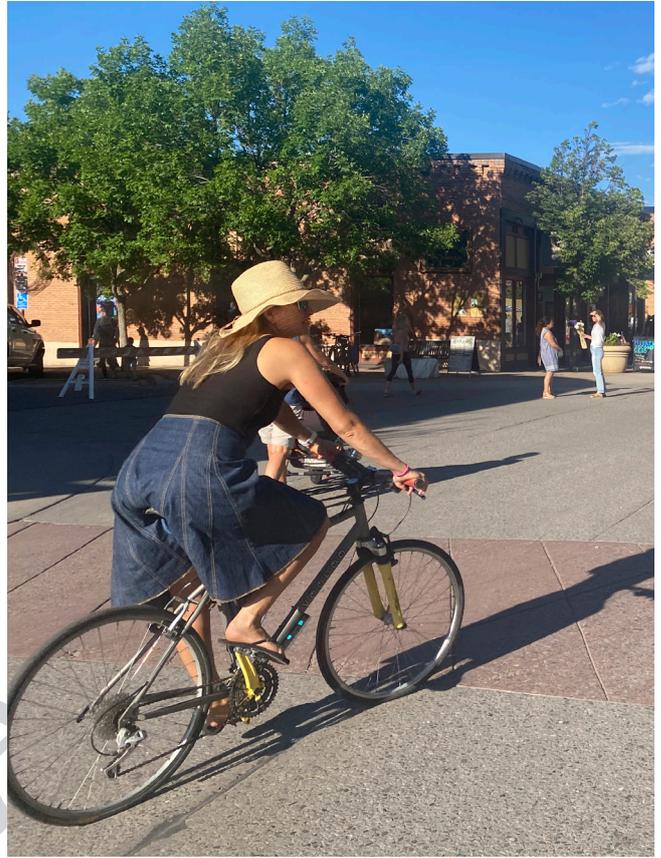
Recommendations

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

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



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



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



| Figure 13: Future roundabout and intersection highlights at Highway 133 and Lewies Lane / Weant Blvd |

5.4 | Climate Action

Overview

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

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

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

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

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

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

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

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

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



Recommendations

Climate Protection

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

1. Establish incremental steps and a methodology for tracking and reporting progress towards carbon neutral goals.
2. Every 3-5 years review existing plans and strategies to evaluate implementation methods, emerging technologies, opportunities, and issues facing the community. As needed to advance carbon reductions, update plans and strategies to include new or modified priorities. Updates should include actionable items, timelines, measurable benchmarks, and enforcement mechanisms.
3. Build capacity to enforce Codes, Plans, and strategies related to climate protection, resilience, equity.
4. Focus on emission reduction targets and decarbonization strategies for existing buildings.
5. Develop and implement programs and policies to respond to findings and action items recommended in updated versions of the CAP plan.
6. Engage in regional collaboration with surrounding communities to advocate for policies to expand renewable energy resources at the regional and State level.
7. Develop and implement programs that respond to the findings of the Three County Solar and Storage, Regional Energy Inventory study conducted by CLEER.
8. Pursue a Zero Energy District.
9. Develop and implement programs and policies to expand public and private infrastructure for zero emission vehicles.
10. Leverage Holy Cross and Xcel service territory for maximizing on-site electric and renewable infrastructure.
11. Consider adopting Low Impact Development (LID) strategies intended to address environmental impacts associated with on-site stormwater management and water quality strategies. LID strategies may include bio-retention, impervious surface materials and use of drought tolerant plant materials.
12. Establish project performance strategies to define interim sustainable development targets and measures (i.e., energy consumption and carbon reduction, water, construction waste recycling, trip reduction, equity, etc.).
13. Define specific measurable targets to account for incremental efforts to achieve overall CO2 emission reduction targets - i.e., the Town's long-range goal is 50% reduction in CO2 emission by 2030. This measure is intended to establish how the Town will monitor and be accountable and how the community will work toward this target. There is no quantitative means to do so now.



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

Resilience

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

Equity

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

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



5.5 | Aging in Community

Overview

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

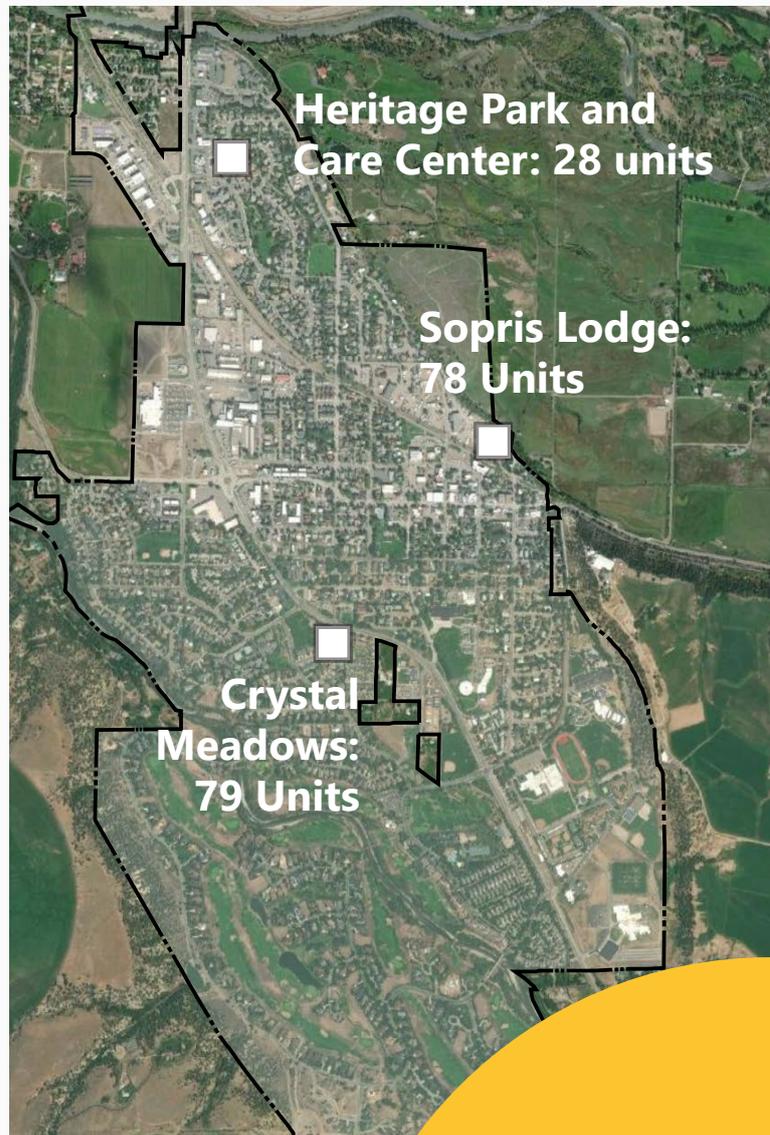
Age Friendly, livable communities include essential features that allow residents of all ages, ability levels, incomes, races, and ethnicities to thrive. People of all ages benefit from the adoption of policies and programs that make neighborhoods walkable, feature transportation options, enable access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

In addition, the ability and desire to own and operate a private automobile will vary across one's lifetime. As residents' age, they may rely more heavily on a mobility device such as a wheelchair or walker. Sidewalks, curb ramps, and crosswalks that are compliant with the Americans with Disabilities Act (ADA) provide a reliable and more comfortable option for those traveling with mobility devices. Frequent and comprehensive transit and paratransit service provide a reliable and convenient alternative to driving for those with limited mobility or for longer travel distances. As the community demographics continue to shift toward an older population, the Town of Carbondale will need to enhance transportation options to facilitate travel for all populations without reliance solely on the automobile to access places locally and regionally.

Community Input

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

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



| Figure 14: Existing housing facilities for older adults in Carbondale |

Recommendations

Transportation

23. Develop a sidewalk maintenance program that addresses regular snow and debris removal as well as upgrading deficient sidewalks to allow for comfortable and accessible travel for all ages and abilities.
24. Research peer community programs and education for property owners on their responsibilities. A well-maintained network of sidewalks and curb ramps allows for more reliable travel by wheelchair, walker, or stroller.
25. Work with RFTA to determine opportunities to enhance the current paratransit program to allow for more reliable and convenient access to trips.
26. Integrate electric bikes into the transportation system by educating users, implementing parking for e-bikes, and considering e-bikes in the design of bike facilities (e.g., width of bike facilities).

Housing and Services

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

29. Establish programs to include childcare/ daycare or other youth facilities/programming into new development projects.
30. Ensure the Town continues to meet demand for housing that supports the growing demographic shift toward an increase in younger families and older adults.
31. Install tools such as form-based codes to help create a built environment that intentionally provides opportunities for older people to easily participate in community life, avoiding aging in isolated enclaves.
32. Implement universal design elements into the UDC to increase accessibility and visibility by wheelchairs or other mobility devices.
33. Establish a percentage of overall project housing unit target in the UDC for units with universal design features.
34. Encourage age-friendly concepts to be elevated as a part of the design and development of capital improvement projects.
35. Recognize caregivers, particularly home care workers, in planning, land-use, and economic policy development.

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



5.6 | Historic Preservation

Overview

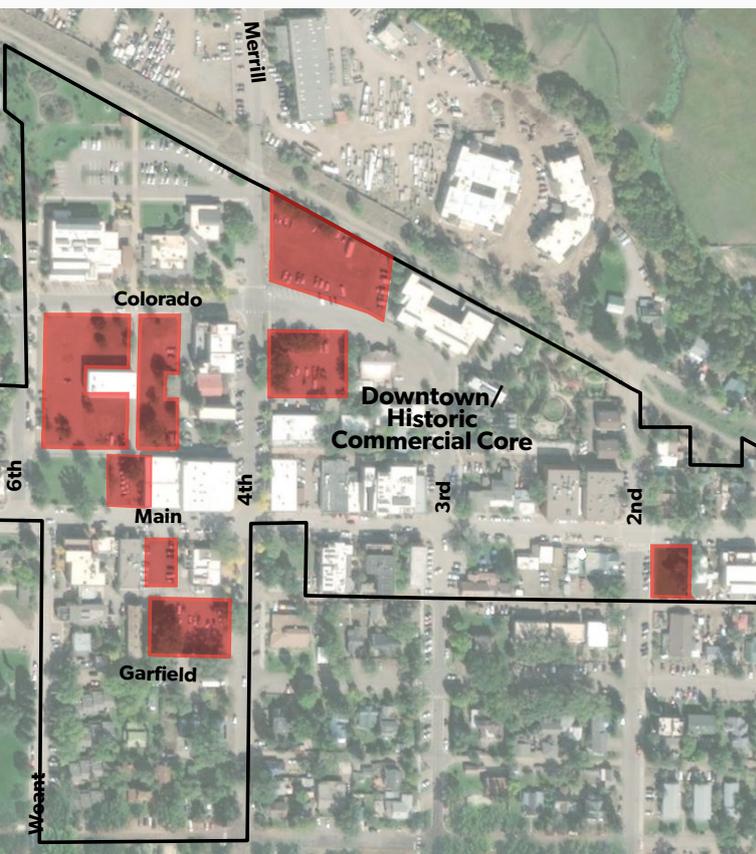
The Plan Update process included opportunities to engage the Carbondale Historic Preservation Commission (CHPC) to discuss their specific vision and priorities, preservation strategies, and ideas for the Downtown, historic commercial core, the Opportunity Area and other areas of historic and cultural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

Community Input

During the Plan Update process, the questions were asked:

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

| Figure 15: Vacant Parcels in the Downtown |



Recommendations

1. Develop a dedicated funding source such as a revolving loan program to fund preservation efforts and building/interior improvements.
2. Update the Downtown historic design guidelines and expand for residential uses, particularly into the Old Town Residential (OTR) neighborhood.
3. Work with property owners to ensure historic area boundaries are accurate and clear.
4. Create a courtesy review for the CHPC for projects within OTR neighborhoods.
5. Consider form-based residential infill development standards to ensure new development, building additions and new elements like ADUs are compatible with adjacent contributing historic resources and neighborhood context.
6. Consider ways to direct future development toward key areas of vacant or underutilized parcels Downtown.
7. Consider language that promotes pedestrian connectivity between Historic Commercial Core (HCC) and the Opportunity Area, which has possible but uncertain future development potential.
8. Consider ways to promote the HCC zone as a mixed-use hub of activity with small, local, and essential businesses, food and beverage establishments, entertainment destinations and a diverse mix of housing.
9. Consider adopting language that provides a credit for on-street parking to support retail and residential uses, as well as community events.
10. Consider ways to adopt form-based code language that places larger emphasis on character, massing, and scale, building articulation and adjacencies rather than enforcing building use as the basis of requirement.

5.7 | Downtown

Overview

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

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

| Main Street, Downtown
Carbondale |

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

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



Community Input

During the Plan Update process, the following questions were asked:

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

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

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

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

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

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



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

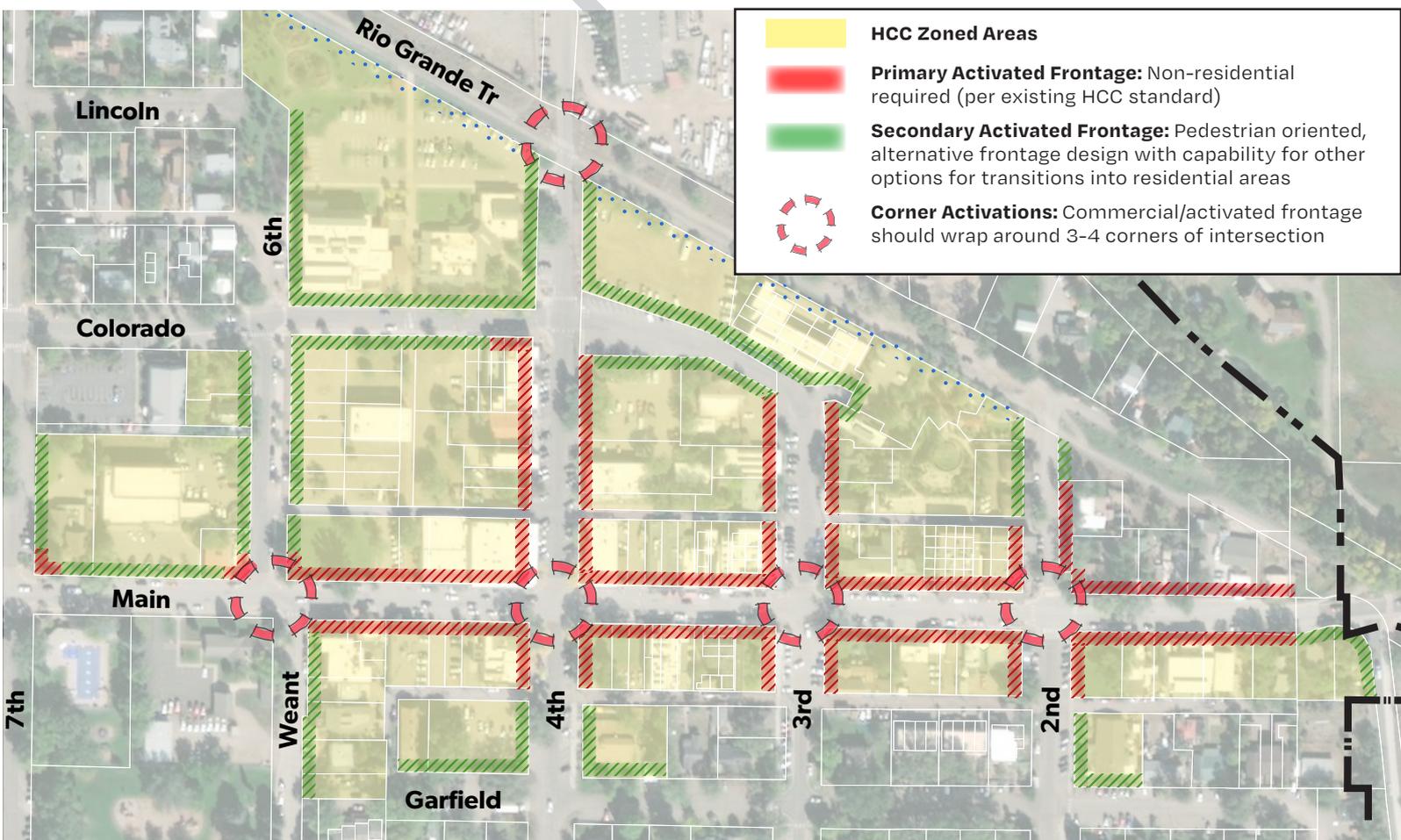
Recommendations

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

Unified Development Code Recommendations

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

| Figure 16: Historic Commercial Core Zone Frontage Design Framework |



5.8 | Opportunity Area

Overview

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

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

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

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

Community Input

During the Plan Update process, the questions were asked:

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

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

| Figure 17: Opportunity Area Parcels |



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

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

Other Observations

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



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

Recommendations

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

6. Integrate light industrial/commercial and creative makerspace units that include increased floor to ceiling area, flexible floor area and access doorways / roll-up doors.
7. Allow non-residential uses to evolve based on new realities of retail and provide for "work from home" units.
8. Optimize density to prevent need for annexations and to populate downtown core to the benefit of downtown businesses and pedestrian and transit access.
9. Consider allowing the property owners the ability to subdivide for permanent financing mechanics and varying lot sizes and uses.
10. Consider redevelopment near the Rio Grande Trail corridor in a way that may accommodate future light rail or other transit facilities.

Future Land Use Recommendations

11. Define the Opportunity Area as the Light Industrial/Mixed Use Neighborhood that provides the framework for a Light Industrial/Mixed Use Neighborhood Zone with a vision for a medium-scale, light manufacturing, or creative space district.
12. Consider an increase in density if a proposed design supports the intent of the new neighborhood.
13. Create urban design standards to define street and blocks, alleys, parcels and building footprints, building typologies, massing, and scale, building articulation, and fenestration concepts.
14. Provide a central gathering space that includes shade trees, benches, and other amenities.

| Figure 18: Opportunity Area Conceptual Uses Diagram |



5.9 | Residential Focus Areas

Overview

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

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

Community Input

During the Plan Update process, the key questions asked were:

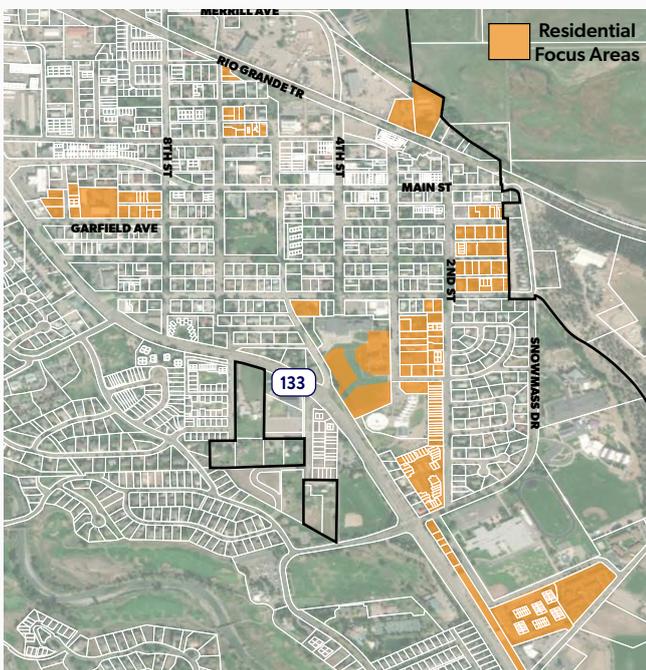
- How does what's on the ground in Residential Focus Areas compare to what's possible to build?
- If these areas develop to allowable standards will the results be acceptable, including potential displacement of at-risk communities?
- What mechanisms can be used to ensure compatibility between areas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

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

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

Recommendations

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



| Figure 19: Residential Focus Areas are areas within town that are currently zoned Residential/High Density |

6.0 Implementation Strategy



ation



6.1 | Implementation Matrix

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

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

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

Low priority actions are relatively less complex and may be completed in the near term or immediately after adoption. Medium priority indicates a need for additional resources or time. High priority items may be longer term in nature often requiring additional financial resources, staff time or political support. A higher priority may, however, indicate a time-sensitive action or project to be completed with more urgency.

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

 **High Priority (0 to 3 Yrs)**

 **Medium Priority (4 to 6 Yrs)**

 **Low Priority (7 to 10+ Yrs)**

GOAL TOPIC 1: COMMUNITY CHARACTER				
CATEGORY	#	STRATEGY / ACTION	RESPONSIBILITY	PRIORITY
Highway 133 Character	1.1	Ensure the Highway 133 corridor through the length of town is visually attractive.		
	1.1.1	Prioritize and fund a Highway 133 Corridor Study to evaluate the multi-modal, safety and urban design components of the corridor.	Town, Arts and Culture Organizations	Medium Priority
	1.1.2	Highlight the future intersection and roundabout at Highway 133 and Lewies Ln/Weant Blvd as the southern entry into Downtown emphasizing the Historical Society Park, entryway focal points, landscaping and open spaces.	Town, Arts and Culture Organizations	Medium Priority
	1.1.3	Acquire additional right-of-way along the south side of Highway 82 right of way adjacent to town-owned property and enter into an MOU agreement with CDOT for landscape improvements.	Public Works, CDOT	Medium Priority
Access + Mobility	1.2	Promote an interconnected, integrated and safe multi-modal (bicycle, pedestrian and transit) system.		
	1.2.1	Implement the recommendations associated with multi-modal mobility improvements and policies and the Future Land Use Plan.	Planning and Public Works Departments, Planning Commission, Bicycle & Ped Commission	High Priority
	1.2.2	Create a speed zone and establish enforcement tools to reduce motor vehicle driving speeds and promote a pedestrian-first approach throughout the Town.	Bicycle & Ped Commission	Medium Priority
Historic + Cultural Resources	1.3	Expand historic preservation opportunities and cultural resources and maintain the historic scale of Downtown Carbondale.		
	1.3.1	Develop a historic preservation program that includes an asset inventory study and strategies to help ongoing historic preservation resource needs backed by a dedicated funding source.	Town, CHPC, Town Board	Medium Priority
	1.3.2	Update the Downtown historic design guidelines and include residential uses, particularly into the Old Town neighborhood.	CHPC, Planning Commission	High Priority
	1.3.3	Adopt form-based residential infill development standards to ensure new development, additions and ADUs are compatible with adjacent historic and neighborhood context.	Planning Commission & Planning Department	High Priority
	1.3.4	Create a facade renovation improvement program and funding source.	CHPC & Town Board	Medium Priority
	1.3.5	Create opportunities for public spaces and green spaces in the Downtown and include policy and CIP updates to the Town's Parks and Recreation Master Plan.	Town, Parks & Rec Commission	Medium Priority

 **High Priority**
 **Medium Priority**
 **Low Priority**

GOAL TOPIC 1: COMMUNITY CHARACTER

CATEGORY	#	STRATEGY / ACTION	RESPONSIBILITY	PRIORITY
Zoning + Land Use	1.4	Amend the Unified Development Code to support community and Downtown vitality.		
	1.4.1	Evaluate opportunities for flexible development standards associated with parking requirements. Adopt language that provides a credit for on-street parking to support retail and residential uses, as well as community events	Planning Department, Planning Commission, Town Board	
	1.4.2	Evaluate development incentives as parking reduction credits for projects located adjacent to public transit services.	Planning Department, Planning Commission	
	1.4.3	Provide credit for on-street parking to support project related ground floor retail uses and event parking requirements (on-street parking must be located adjacent to the project site).	Planning Department, Planning Commission	
	1.4.4	Amend the ground floor commercial use standards to acknowledge more flexible design solutions intended to address ground level activation in certain areas Downtown. The design standards would include variations for certain ground floor conditions based on primary (Main Street and intersection corners) and secondary street frontage conditions. Ground floor variations may consider active retail, commercial office and other acceptable ground floor uses and forms – to help make adjustment where the HCC zone transitions to non-HCC residential areas.	Planning Department, Planning Commission, Town Board	
	1.4.5	Review current UDC building height requirements and amend as necessary.	Planning Department, Planning Commission	
	1.4.6	Evaluate the feasibility of a joint venture, shared parking investment strategy in the downtown to improve efficiencies between day-use retail, employment uses and night-time residential uses.	Planning Department, Planning Commission	
	1.4.7	Incentivize redevelopment in Downtown (particularly vacant and underutilized parcels) to establish a mixed-use hub of activity with small, local and essential businesses, food and beverage establishments, entertainment destinations and a diverse mix of housing.	Planning Department, Planning Commission, Town Board	
	1.4.8	Encourage incremental development to occur over a long period of time as needed.	Planning Department, Planning Commission	
	1.4.9	Consider ways to adopt form-based code language that places larger emphasis on character, massing and scale, building articulation and adjacencies rather than building use.	Planning Department, Planning Commission	
Zoning + Land Use	1.5	Re-evaluate light industrial use areas in context to adjacent neighborhoods and the community as a whole.		
	1.5.1	Implement the Future Land Use Plan Light Industrial/ Mixed Use designation by updating the land use code and strengthening applicable design standards.	Planning Department, Planning Commission	

GOAL TOPIC 1: COMMUNITY CHARACTER

CATEGORY	#	STRATEGY / ACTION	RESPONSIBILITY	PRIORITY
Zoning + Land Use	1.6	Implement a new Opportunity Area zone classification.		
	1.6.1	Streets and blocks in the Opportunity Area should prioritize pedestrian-focused street frontages with side- and rear-loaded vehicle access.	Planning Department, Planning Commission	
	1.6.2	Establish design guidelines and standards to reinforce appropriate massing and scale and architectural compatibility to create suitable transitions to adjacent uses/densities.	Planning Department, Planning Commission	
	1.6.3	Neighborhood scale retail commercial uses should be concentrated near the 4th Street and Rio Grande Trail intersection.	Planning Department, Planning Commission	
	1.6.4	Integrate light industrial/commercial and creative makerspace units that include increased floor to ceiling area, flexible floor area and access doorways / roll-up doors.	Planning Department, Planning Commission	
	1.6.5	Orient new redevelopment near the Rio Grande Trail corridor to keep the possibility of future transit opportunities.	Planning Department, Planning Commission	

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GOAL TOPIC 2: ECONOMIC DEVELOPMENT

CATEGORY	#	STRATEGY / ACTION	RESPONSIBILITY	PRIORITY
Arts + Culture	2.1	Promote Carbondale as a destination for arts, performances, festivals, and cultural events.		
	2.1.1	Establish a community brand and marketing program.	Economic Development Organizations	
	2.1.2	Create attractive, consistent wayfinding and gateways along Highways 82 and 133.	Town, CDOT	
	2.1.3	Support and contribute to public art, especially downtown.	Town, Carbondale Arts, Chamber, Downtown Businesses	
	2.1.4	Support the continued success of the keystone events, such as Carbondale Mountain Fair, Potato Day, Dandelion Day, the Farmers Market, rodeo, street dances and other festivities.	Town, Carbondale Arts, Chamber, Downtown Businesses	
Recreation, Tourism + Scenic Beauty	2.2	Enhance recreational and scenic amenities unique to Carbondale to attract and sustain economic activity.		
	2.2.1	Build off of RFC's management plans to enhance preservation efforts and access.	Town, Land Conservation Organizations, property owners, Garfield County	
	2.2.2	Continue land conservation strategies for areas on the town periphery.	Town, Land Conservation Organizations, property owners, Garfield County	
	2.2.3	Increase the capacity of the community sports fields inventory.	Public Works and Recreation Departments, Roaring Fork School District	
Local, Regional Business	2.4	Continue to cultivate a business climate that fosters locally owned and growing professional services sectors.		
	2.4.1	Provide leadership and support for business enterprises.	Environmental Board; economic development groups, business / professional organizations	
Local, Regional Business	2.5	Support local, regional and state government agencies and organizations to enhance existing businesses and promote new businesses in town.		
	2.5.1	Promote the Carbondale Revolving Loan Fund and continue to seek funding.	Town, Economic Development Organizations	
	2.5.2	Invest in geographically referenced business inventory data /software such as Reference USA that could be available for economic development and business use.	Economic Development Organizations	
	2.5.3	Work with Garfield County Economic Development to seek out state economic development programs through the Dept. of Local Affairs, Office of Economic Development and International Trade or others.	Economic Development Organizations	

GOAL TOPIC 2: ECONOMIC DEVELOPMENT				
CATEGORY	#	STRATEGY / ACTION	RESPONSIBILITY	PRIORITY
Higher Education + Trade Schools	2.5	Support higher educational and vocational programs and facilities aimed at expanding the capacity of the workforce.		
	2.5.1	Work in partnership with CMC to plan for future facilities needs.	Town, CMC	
	2.5.2	Support CMC's use of town facilities such as the 3rd Street Center, parks, multi-modal facilities.	Recreation & Public Works Departments, 3rd Street Center	
	2.5.3	Explore opportunities for CMC internship programs with the town.	Town, CMC	
Business Recruitment + Retention	2.6	Develop a clear, consistent, and cost-effective business attraction and recruitment strategy for target industries as defined by the community.		
	2.6.1	Identify existing business clusters and interview owners to document the reasons they located their businesses in Carbondale. Using this information, establish a list of proven business assets and promote them.	Economic development organizations	
	2.6.2	Support existing business development centers to provide start-up assistance including location and planning assistance.	Economic development organizations	
	2.6.3	Work with Garfield County Economic Development to promote the local lifestyle and economic assets to targeted industries.	Economic development organizations	
Business Recruitment + Retention	2.7	Promote restaurants, taverns and lodging as economic drivers and tax revenue generators.		
	2.7.1	Partner with tech organizations/companies to increase online exposure to small businesses through the town's website or the business community's online venues.	Economic development organizations	
Facilitate the coordination of business and economic development groups	2.8	Facilitate the coordination of business and economic development groups.		
	2.8.1	Seek funding for a professional local/regional economic development coordinator.	Town, Garfield County, economic development organizations, State of Colorado	
	2.8.2	Continue to partner with non-profits and businesses on specific projects. Assist in the formation of non-English-speaking business groups or commerce associations.	Town, Garfield County, economic development organizations, State of Colorado	
	2.8.3	Develop a requirement check-list for new businesses and post prominently on the town website.	Town Administration & Finance Departments	



High Priority



Medium Priority



Low Priority

GOAL TOPIC 2: ECONOMIC DEVELOPMENT

CATEGORY	#	STRATEGY / ACTION	RESPONSIBILITY	PRIORITY
Local Food Sourcing	2.9	Promote local food sources and distribution methods.		
	2.9.1	Secure a long-term lease agreement for a location for the farmers market.	Town, Public Works Department, Downtown business organization	
Local Food Sourcing	2.10	Support local food and agriculture organizations to strengthen the local food system (i.e., growing, processing, marketing, and consumption).		
	2.10.1	Support efforts of local/regional organizations to develop regional food system inventory of food assets, and promote opportunities to create a diverse and holistic regional food system.	Planning Department, local food and agriculture organizations	

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

 **High Priority**  **Medium Priority**  **Low Priority**

GOAL TOPIC 3: HOUSING + JOBS

CATEGORY	#	STRATEGY / ACTION	RESPONSIBILITY	PRIORITY
Land Use + Zoning	3.4	Evaluate the UDC to identify and remove barriers to affordable housing supply.		
	3.4.1	Ensure that land-use regulations governing Planned Unit Development (PUD's) and subdivision covenants facilitate and remove barriers to construction of more affordable housing.	Planning Department & Planning Commission	
	3.4.2	Educate homeowners on Accessory Dwelling Units (ADU) regulations and provide guidance on permitting and construction conversion. Research best practices from peer communities for enforcement and monitoring.	Planning Department	
	3.4.3	Consider adoption of recent Garfield County modifications to the County's Land Use & Development and Building Codes to allow for "Tiny Homes."	Planning Department & Planning Commission	
	3.4.4	Consider residential infill design standards / guidelines to address design compatibility, form, scale and character, specifically to address, adjacencies, roof line forms, solar access, entry and window alignments, setbacks, upper level stepbacks and privacy and other mass and scale standards to ensure compatibility of structures between low and high-density uses and protection of neighborhood character as changes occur over time.	Planning Department & Planning Commission	
	3.4.5	Consider revisions to the "Transitions between unlike land uses" (UDC 3.7.5) in the Town's Unified Development Code that strengthen design compatibility in areas where R/HD zones abut or are across the street from R/LD zones.	Planning Department & Planning Commission	
Land Use + Zoning	3.5	Support and expand the Carbondale Affordable Creative Space effort to promote and fund arts-oriented space.		
	3.5.1	Duplicate 2018 pilot survey for that identified preliminary demand potential for 42 live-work artist units, 11 shared creative workspaces, and other arts-oriented space that could be pursued further in plans for redevelopment throughout Carbondale - particularly in conjunction with infill redevelopment of Downtown and the Opportunity Area.	Carbondale Arts, Art & Culture Organizations, Town Board	

GOAL TOPIC 4: SUSTAINABLE DEVELOPMENT

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

 **High Priority**
 **Medium Priority**
 **Low Priority**

GOAL TOPIC 4: SUSTAINABLE DEVELOPMENT

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

GOAL TOPIC 4: SUSTAINABLE DEVELOPMENT				
CATEGORY	#	STRATEGY / ACTION	RESPONSIBILITY	PRIORITY
Resiliency	4.3	Focus on community resilience.		
	4.3.1	Develop outreach, education, and communication to support concepts and strategies that advance Resilience.	E-Board, Sustainability Organizations	
	4.3.2	Develop and implement programs and policies to respond to the findings of the 2018 Vulnerability Consequences and Adaptation Planning Scenarios (VCAPS) Report.	E-Board, Sustainability Organizations	
	4.3.3	Resiliency programs and policies adopted by the Town should include defined goals, performance targets, measurable benchmarks, timelines, and transparent reporting and enforcement mechanisms.	E-Board, Sustainability Organizations	
	4.3.4	Develop specific resilience strategies at the Building, Community, and Regional and Ecosystem scales.	E-Board, Sustainability Organizations	
	4.3.5	Engage in regional collaboration with surrounding communities to advance interconnectedness and shared systems (environmental, economic, workforce, supply chain, and utility structures, etc.).	E-Board, Sustainability Organizations	
Equitable Green Infrastructure	4.4	Ensure equal access to green and sustainable housing, infrastructure and services.		
	4.4.1	Align affordable housing developments with sustainable building practices and maintenance programs.	Planning & Building Departments, Town Board	
	4.4.2	Focus financial resources and support programs that promote an energy transition around lower to moderate income (LMI) households.	Town Board	
Green Infrastructure, Health + Wellness	4.5	Invest in public parks, open spaces, streetscapes, trails, pathways, landscaping, and public buildings.		
	4.5.1	Update the Parks, Open Space and Trails master plan and continue to make improvements as funding allows.	Parks & Rec Department, Bike & Ped Commission	
	4.5.2	Continue to require that new development contributes its fair share to the cost of expanding the town parks, open space, multi-modal network and infrastructure.	Parks & Rec Department, Bike & Ped Commission	
	4.5.3	Employ naturalized storm water treatment techniques such as naturalized detention, bio-swales, rain gardens, terracing and porous pavements.	Parks & Rec Department, Bike & Ped Commission	
	4.5.4	Consider adopting Low Impact Development (LID) strategies intended to address environmental impacts associated with on-site stormwater management and water quality strategies. LID strategies may include; bio-retention, impervious surface materials and use of drought tolerant plant materials.	Parks & Rec Department, Bike & Ped Commission	

 **High Priority**  **Medium Priority**  **Low Priority**

GOAL TOPIC 4: SUSTAINABLE DEVELOPMENT

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

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GOAL TOPIC 5: MULTI-MODAL MOBILITY + ACCESS				
CATEGORY	#	STRATEGY / ACTION	RESPONSIBILITY	PRIORITY
Mobility Master Plan	5.1	Develop a comprehensive town-wide Transportation Master Plan (TMP).		
	5.1.1	Revisit the community long-term vision for multi-modal transportation based on comprehensive community outreach process.	Public Works Department, Bike & Ped Commission	Medium Priority
	5.1.2	Program for short and near-term project identification and potential funding opportunities.	Public Works Department, Bike & Ped Commission	Medium Priority
	5.1.3	Conduct a bicycle and pedestrian facility inventory and identify missing gaps in the Town. Build off the 2019 High Priority Bicycle and Pedestrian Corridors Map and modify with additional high priority corridors.	Public Works Department, Bike & Ped Commission	Medium Priority
	5.1.4	Prioritize completing and upgrading bicycle and pedestrian infrastructure on corridors identified in the 2019 High Priority Bicycle and Pedestrian Corridors Map. Understand that the 2019 High Priority Bicycle and Pedestrian Corridors Map will continue to evolve based on changes to land use, key destinations, or desired circulation for people biking. Identify the appropriate facility type and prioritization for each corridor based on the unique context of each corridor (i.e. right of way, adjacent land uses, crash history, vehicle speed and volumes, and community input.) Build off the toolbox developed in the 8th Street Corridor project as a foundation for future active transportation enhancements.	Public Works Department, Bike & Ped Commission	Medium Priority
	5.1.5	Identify locations for bicycle/pedestrian cut throughs where roadways do not provide connectivity. Consider changes to development code to require bicycle/pedestrian cut throughs. Pursue properties or easements to provide pedestrian and bicycle connections between existing neighborhoods.	Public Works Department, Bike & Ped Commission	Medium Priority
	5.1.6	Implement sidewalks and upgrade deficient sidewalks. Through outreach and inputs (such as access to key destinations, crash history, and vehicle volumes and speed), identify high priority sections of roadway where sidewalks should be completed or upgraded. Consideration should be made for certain sections of roadway where sidewalks may not be constructed, due to trade-offs such as parking loss or community character.	Public Works Department, Bike & Ped Commission	Medium Priority

GOAL TOPIC 5: MULTI-MODAL MOBILITY + ACCESS

CATEGORY	#	STRATEGY / ACTION	RESPONSIBILITY	PRIORITY
Capital Improvement Plan	5.2	Improve safety and convenience for pedestrians and cyclists crossing the highway.		
	5.2.1	Improve pathway along Meadowood Drive connecting to Highway 133.	Public Works Department, Bike & Ped Commission	■
	5.2.2	Connect Snowmass Drive and Meadowood Drive through Roaring Fork School District Campus.	Public Works Department, Bike & Ped Commission	■
	5.2.3	Complete pathway and/or sidewalk along Main Street connecting Highway 133 and CRMS.	Public Works Department, Bike & Ped Commission	■
	5.2.4	Sidewalks along 8th St. between Village Road and the sidewalks on Cowen Drive.	Public Works Department, Bike & Ped Commission	■
	5.2.5	Complete the gap in the sidewalk along Sopris Avenue between 3rd and 4th Streets.	Public Works Department, Bike & Ped Commission	■
	5.2.6	Promote pedestrian connectivity between Downtown and the Opportunity Area and improve pedestrian conditions on Merrill Ave that connects to town open space.	Public Works Department, Bike & Ped Commission	■
Pedestrian Safety	5.3	Improve safety and convenience for pedestrians and cyclists crossing the highway.		
	5.3.1	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, Bike & Ped Commission	■
	5.3.2	Identify safe routes to school and prioritize improvements at key corridors and crossings.	Planning and Public Works Departments, Planning Commission, Bike & Ped Commission	■
Highway Crossings	5.4	Prioritize safe highway crossings to access bus stops.		
	5.4.1	Work with RFTA and CDOT to evaluate safety and functionality of existing and proposed stops and routes and recommend changes.	Planning and Public Works Departments, RFTA, CDOT	■
	5.4.2	As part of the highway access management plan and project leadership team highway design process, explore the full range of options for pedestrian crossings including but not limited to: traffic calming designs, signalized crossings, visually enhanced crosswalks, and pedestrian islands.	Planning and Public Works Departments, Planning Commission, Bike & Ped Commission	■
Multi-modal Corridor Improvements	5.5	Establish a new multi-modal street connection between 8th Street and Highway 133 north of Main Street.		
	5.5.1	Extend Industry Place to connect with 8th Street and establish multi-modal facilities (sidewalks and/or pathways).	Planning and Public Works Departments, Planning Commission, Bike & Ped Commission	■

GOAL TOPIC 5: MULTI-MODAL MOBILITY + ACCESS				
CATEGORY	#	STRATEGY / ACTION	RESPONSIBILITY	PRIORITY
Multi-modal Corridor Improvements	5.6	Improve the safety and functionality of Highway 133 intersections and balance vehicle access to properties with pedestrian and bike enhancements.		
	5.6.1	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, Bike & Ped Commission	Medium Priority
Multi-modal Corridor Improvements	5.7	Develop access to bus stops that does not impede the flow of traffic or endanger motorists, cyclists or pedestrians.		
	5.7.1	Work with RFTA and CDOT to evaluate safety and functionality of existing and proposed stops and routes and recommend changes.	Planning and Public Works Departments, RFTA, CDOT	Medium Priority
	5.7.2	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, Bike & Ped Commission	Medium Priority
Multi-modal Corridor Improvements	5.8	Capitalize on the Rio Grande Trail by connecting to it, prioritizing connections near downtown and connections in future developments and redevelopments along the trail.		
	5.8.1	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	Medium Priority
Multi-modal Corridor Improvements	5.9	Improve and expand connections between neighborhoods and the Highway 133 Trail/ Crystal Valley Trail.		
	5.9.1	Improve priority multi-modal corridors and highway crossings as depicted in Figure A8 in the Appendix.	Planning and Public Works Departments, Planning Commission, Bike & Ped Commission	High Priority
Transit Access	5.10	Continue to plan for and pursue funding for a local transit circulator service with routes that reach more of the neighborhoods in town.		
	5.10.1	Conduct a study to determine the best model for providing additional local transit service. Include assessment of transit models in other communities in the valley, potential funding models, provider models, service area and other operational characteristics.	Planning and Public Works Departments, Town Board, RFTA	High Priority
	5.10.2	Explore funding options for local transit and develop a financial feasibility study.	Town Administration, Planning, RFTA	High Priority
Transit Access	5.11	Continue to work with Roaring Fork Transit Authority and Colorado Department of Transportation to maintain safe and convenient transit facilities and services.		
	5.11.1	Work with RFTA to evaluate safety and functionality of existing and proposed stops and routes and recommend changes.	Planning and Public Works Departments, RFTA, CDOT	Medium Priority

 **High Priority**
 **Medium Priority**
 **Low Priority**

GOAL TOPIC 5: MULTI-MODAL MOBILITY + ACCESS

CATEGORY	#	STRATEGY / ACTION	RESPONSIBILITY	PRIORITY
Travel Demand Management + Parking	5.12	Implement programmatic and infrastructure strategies to reduce the need to drive a single occupancy vehicle.		
	5.12.1	Seek travel demand strategies to reduce parking demands to complement the Downtown mixed-use commercial and neighborhood urban form, including enforcement of timed parking, parking maximums, permit programs, or unbundling (requiring the separate pricing of residential parking from the rent or sale price of a home or building).	Planning, Public Works & Police Departments	
	5.12.2	Support local businesses that will provide more opportunities and convenience for those who live in town to shop in Carbondale and help reduce the need to drive.	Town Board	
	5.12.3	Develop and implement a downtown parking plan to address on-site parking, shared parking, collector lots, and replacement of informal parking.	Town, Planning Commission, Downtown business organizations, Historic Preservation Commission	
	5.12.4	Explore potential sites and financing for future parking to accommodate the loss of any downtown parking should private lots that currently serve as informal parking be developed.	Town Board, Planning Commission, Downtown business organizations	

GOAL TOPIC 6: INCLUSIVITY + EQUITY				
CATEGORY	#	STRATEGY / ACTION	RESPONSIBILITY	PRIORITY
Inclusivity	6.1	Embrace Carbondale as a welcoming and caring place for everyone regardless of economic circumstances or appearances.		
	6.1.1	Encourage the design of parks, playgrounds, open space, art features or any gathering space to feel welcoming and comfortable to those of all cultures and heritages.	Parks & Rec Department, Parks & Rec Commission	
	6.1.2	Leverage older adults' skills, connections, time and willingness to stay active.	Parks & Rec Department, Parks & Rec Commission	
Inclusivity	6.2	Support community arts and culture and special events that inspire civic pride, volunteerism, and unity.		
	6.2.1	Foster relationships with non-profit volunteer organizations like AmeriCorps, Peace Corps, Habitat for Humanity, UpRoot or others to support community needs and implement local heritage, diversity, housing and food systems actions and goals.	Arts & Cultural Organizations, Housing Organizations, CHCP, Mt. Sopris Historical Society	
Inclusivity	6.3	Maintain Carbondale as a viable and affordable location for young people to build their lives and their careers.		
	6.3.1	Establish programs to include childcare/daycare or other youth facilities/programming into new development projects.	Planning Department, Planning Commission	
	6.3.2	Promote opportunities for the youth of Carbondale to have fun in town during all seasons through festivals and celebrations. A wide variety of year-round indoor and outdoor activities for young people to gather and hang-out in town will make Carbondale a fun and healthy place to grow up.	Parks & Rec Department, Parks & Rec Commission	
	6.3.3	Recognize the benefit of great schools and community centers by promoting them as places that are well supported and help bring us together and retain a family-oriented community.	School District, Parks & Rec Department	
Mobility Equity	6.4	Address universal and equitable transportation access for all community members.		
	6.4.1	Develop a sidewalk maintenance program that addresses regular snow and debris removal as well as upgrading deficient sidewalks to allow for comfortable and accessible travel for all ages and abilities.	Public Works Department	
	6.4.2	Research peer community programs and education property owners on their responsibilities. A well-maintained network of sidewalks and curb ramps allows for more reliable travel by wheelchair, walker, or stroller.	Public Works Department	
	6.4.3	Work with RFTA to determine opportunities to enhance the current paratransit program to allow for more reliable and convenient access to trips.	Town Board, Public Works Department	
	6.4.4	Integrate electric-bikes into the transportation system by educating users, implementing parking for e-bikes, and considering e-bikes in the design of bike facilities (e.g., width of bike facilities).	Bike & Ped Commission, Public Works Department	
	6.4.5	Provide walkable environments including well-maintained sidewalks, no-skid surfaces, good lighting, bus shelters, benches, traffic islands, well-marked crosswalks, and crossing signals with adequate time to cross.	Bike & Ped Commission, Public Works Department	

GOAL TOPIC 6: INCLUSIVITY + EQUITY

CATEGORY	#	STRATEGY / ACTION	RESPONSIBILITY	PRIORITY
Housing Equity	6.5	Preserve existing and add new housing and services for people of all ages and abilities.		
	6.5.1	Ensure the Town continues to meet demand for housing that meets the growing demographic shift toward an increase in younger families and older adults.	Planning Department, Planning Commission	
	6.5.2	Install tools such as form-based codes to help create a built environment that intentionally provides opportunities for older people to easily participate in community life, avoiding aging in isolated enclaves.	Planning Department, Planning Commission	
	6.5.3	Create housing options along a continuum of size that are affordable, accessible, close to services and located within existing communities (including nursing homes and rehabilitation centers).	Town Board	
	6.5.4	Implement universal design elements into the UDC and capital improvements plans to increase accessibility and visibility by wheelchairs or other mobility devices.	Planning & Building Departments, Planning Commission	
	6.5.5	Establish a percentage of overall project housing unit target in the UDC for units with universal design features.	Planning & Building Departments, Planning Commission, Town Board	
Age Friendly Community	6.6	Expand the presence of age-friendly initiatives into the planning and land use framework.		
	6.6.1	Recognize caregivers, particularly home care workers, in planning, land-use, and economic policy development.	Planning Commission	
	6.6.2	Establish and implement procedures for inclusion that engage stakeholders and allow for community engagement and input.	Town Board	
	6.6.3	Consider creating an advisory committee to implement Carbondale Age-Friendly Community Initiative projects and efforts.	Town Board	

**High Priority****Medium Priority****Low Priority**

GOAL TOPIC 7: FINANCIAL SOLVENCY				
CATEGORY	#	STRATEGY / ACTION	RESPONSIBILITY	PRIORITY
Land Use / Housing	7.1	Balance employment-generating uses and diversity in housing types.		
	7.1.1	Ensure the Future Land Use Plan considers the job-generating potential of each land use designation.	Planning Department, Planning Commission	Medium Priority
	7.1.2	Locate residential future land use/zoning designations where parcel orientation and alignment does not prohibit a mix of building or unit types.	Planning Department, Planning Commission	Medium Priority
Town Assets	7.2	Develop a town asset management plan to define the value of Town holdings and the effective use of these assets.		
	7.2.1	Conduct a comprehensive town asset inventory by department formatted as a promotional document.	Finance, Administration, and Public Works Departments	Low Priority
	7.2.2	Phase improvements and maintenance according to the priorities in the comprehensive plan.	Finance, Administration, and Public Works Departments	Low Priority
	7.2.3	Conduct a focused revenue and maintenance and improvement needs assessment and develop funding and phasing strategies	Finance, Administration, and Public Works Departments	Low Priority
Town Revenues	7.3	Diversify town revenues.		
	7.3.1	Identify potential alternative revenue sources including state/federal grants for projects that advance the Comp plan goals.	Finance, Administration, and Public Works Departments	Low Priority
Town Revenues	7.4	Ensure growth and development pays its share for infrastructure and services.		
	7.4.1	Utilize cost-benefit analyses when considering new development.	Finance, Administration, and Public Works Departments	Low Priority
	7.4.2	Align fiscal policies and levels of service with future land use strategies.	Finance, Administration, and Public Works Departments	Low Priority

 **High Priority**
 **Medium Priority**
 **Low Priority**

GOAL TOPIC 8: GOOD GOVERNANCE

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

6.2 | Plan Monitoring

Next Steps

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

7.0 Appendix



Included in the Appendix:

- 7.1: Definitions
- 7.2: Existing Conditions Memo
- 7.3: Cross Section Concepts
- 7.4: Crossing Concepts
- 7.5: Publicity Log

7.1 | Definitions

Aging in the Community

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

Bioretention

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

Climate Protection

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

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

Comprehensive Plan

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

Equity

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

Festival street

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

Historic Commercial Core

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

Income-based housing

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

Low impact development

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

Maker space

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

Mixed-use development

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

Multi-modal

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

Public realm

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

Right-of-way

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

Shared parking

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

Stormwater management

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

Traffic calming

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

Transportation demand management

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

Universal design

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

Workforce housing

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

DRAFT

7.2 | Existing Conditions Memo

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

DRAFT



MEMORANDUM

Date: September 4, 2021

To: Town of Carbondale

From: Cushing Terrell

RE: Existing Conditions Memorandum – Comprehensive Plan Update

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

Existing Conditions

Growth and Economic Profile

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

Growth Forecasting

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

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

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

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

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

Economic Profile

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

The two most critical themes emerging from that analysis are:

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

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

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

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

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

Housing Development Snapshot

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

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

Takeaways:

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

Short-Term Rentals

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

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

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

Key Takeaways and Next Steps

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

Land Use and Community Character

Character, Land Use and Zoning

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

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

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

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

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

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

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

Historic Preservation

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

Population and Growth Trends

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

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

Demographic Snapshot

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

(Source: US Census 2019 ACS Estimates)

Capacity for Growth

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

Downtown Focus Area

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

Existing Uses and Activities

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



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

Vision for Future Land Use (2013 Comp Plan)

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

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

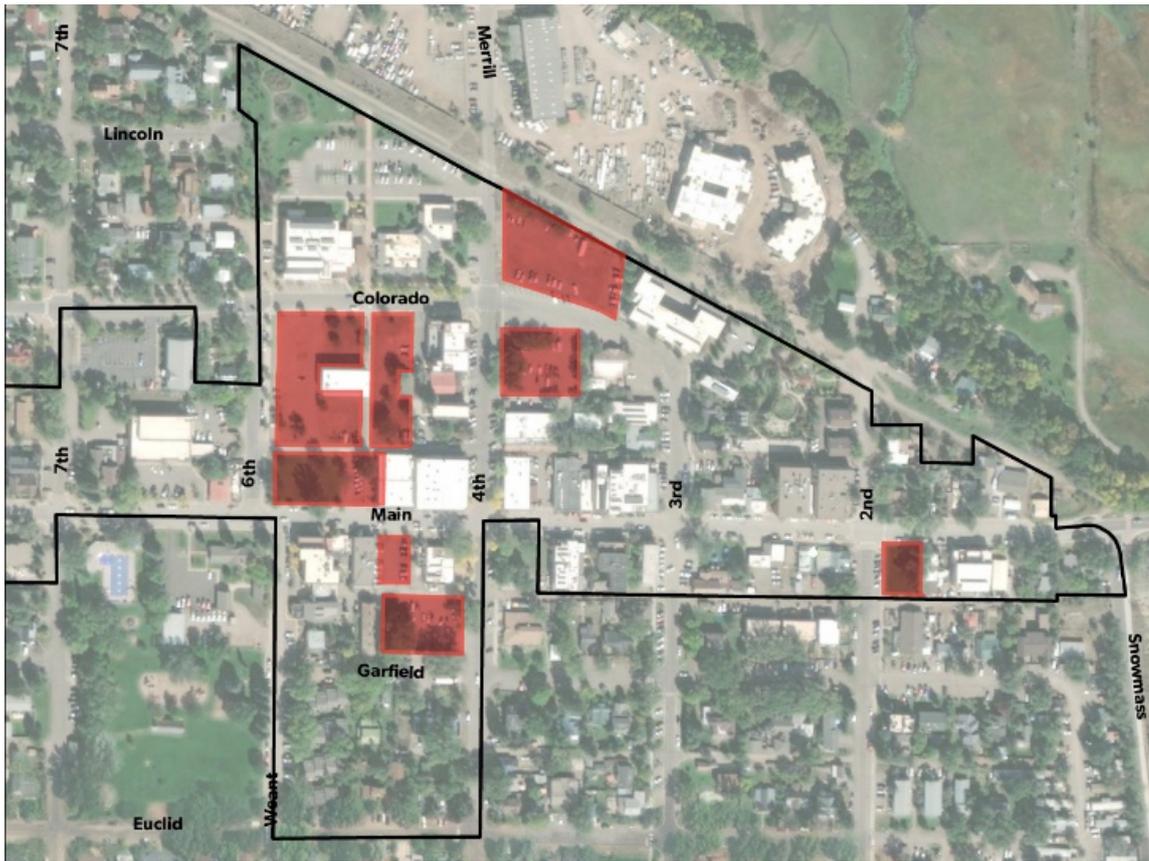


Figure A3: Vacant Downtown parcels.

Downtown North Focus Area

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

Existing Uses and Activities

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



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

Vision for Future Land Use (2013 Comp Plan)

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

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

Residential Focus Areas

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

Existing Uses and Activities

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



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

Vision for Future (UDC)

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

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

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

Housing Capacity in Focus Areas

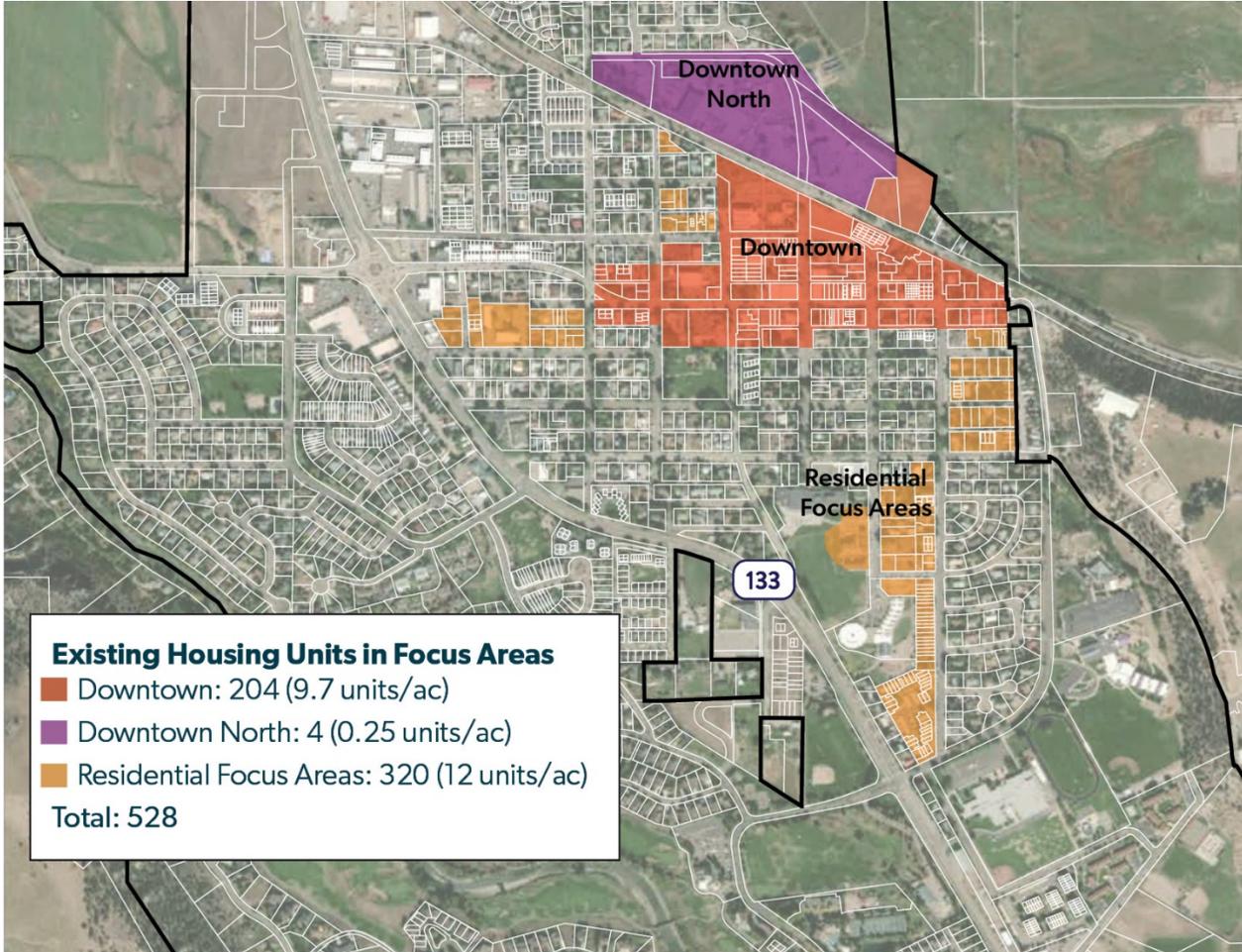


Figure A6: Existing Housing Units in Focus Areas

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

Key Takeaways and Next Steps

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

Infrastructure and Utilities

Water System

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

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

Raw Water Ditch System

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

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

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

Waste Water and Storm Water Systems

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

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

Power

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

Broadband and Technology

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

Key Takeaways and Next Steps

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

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

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

Climate Action

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

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

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

Existing Successes and Accomplished:

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

Efforts In Progress:

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

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

Environmental Bill of Rights (EBOR, 2018)

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

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

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

Climate Action Plan (2017)

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

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

2018 VCAPS

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

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

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

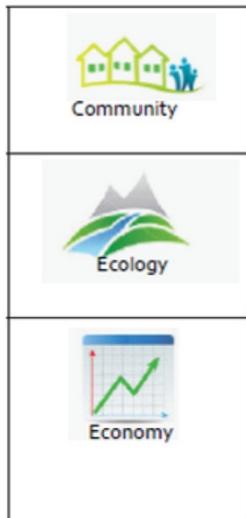
Other water efficiency efforts are underway to increase efficiency to meet the goals of the CAP and the EBOR. Watershed efficiency projects include the Source Water Protection Plan for the Crystal River and Weaver Ditch project which aims to conserve more water supply and decrease waste before usage.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

A Shifting Framework

CLIMATE ACTION PLAN + SUSTAINABILITY

COMPARING FRAMEWORK FOR A SUSTAINABLE FUTURE

2013 FRAMEWORK



PROPOSED FRAMEWORK 2021 COMP PLAN UPDATE



Town of Carbondale, CO Comp Plan Update

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

Key Takeaways and Next Steps

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

Mobility

Previous Plan Review

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

Comprehensive Plan (2013)

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

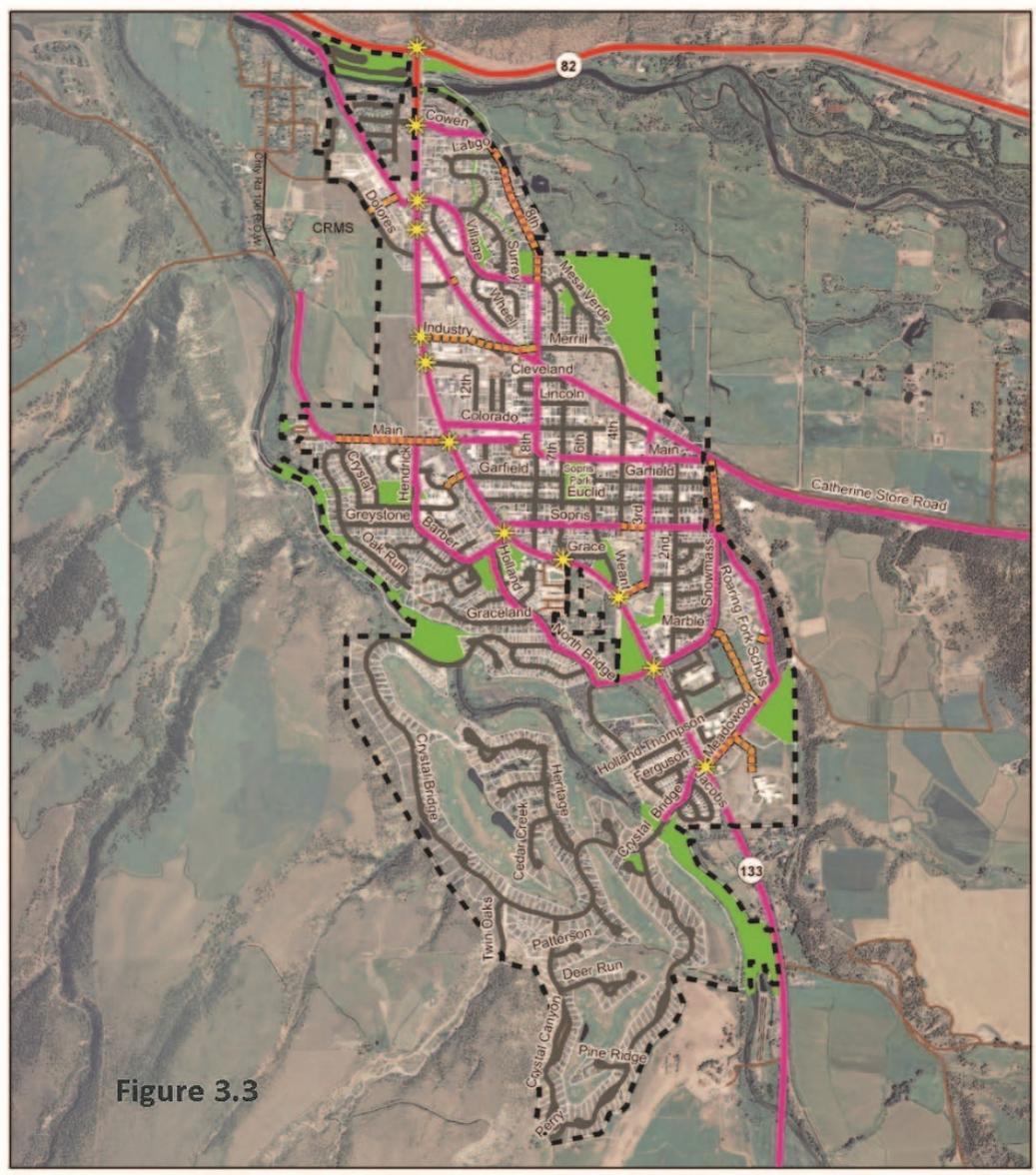


Figure A8: Priority Mobility Corridors.

Carbondale Bicycle and Pedestrian Corridors (2019)

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

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

Existing Modal Networks

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

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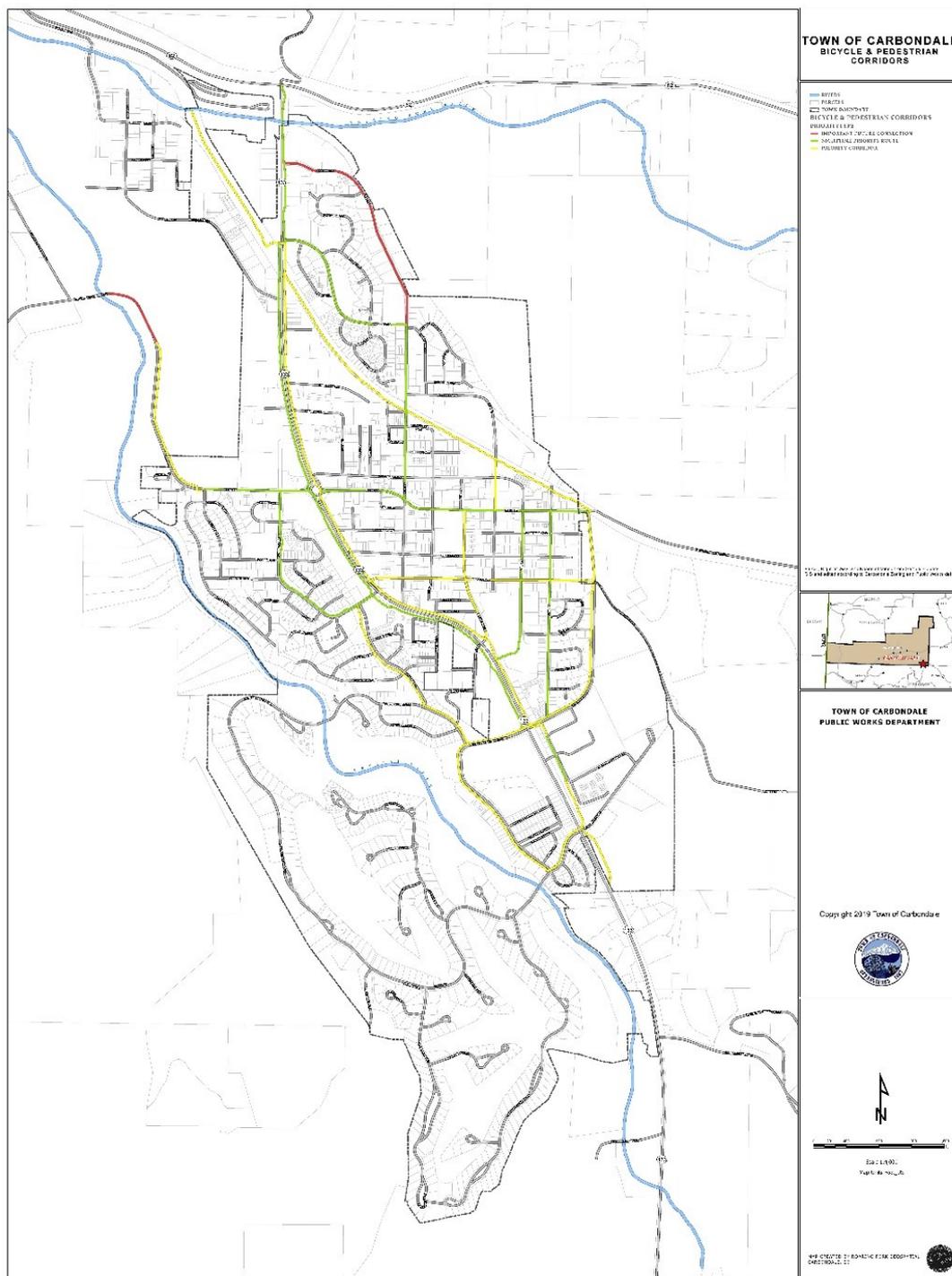


Figure A9: Bicycle and Pedestrian Network

Bicycle Network

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

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

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

Pedestrian Network

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

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

Transit Network

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

Vehicle Network

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

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

Key Takeaways and Next Steps

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

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

Aging in Community

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

Key Observations: Housing

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

Mobility

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

Summary of Community Engagement

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

Community Engagement Plan

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

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

Oct 19	Spanish-speaking Virtual Open House	Present draft plan items for public comment, get input on prioritization of projects	Latino community	Personal engagement (same strategies as Aug 16 th event)
Oct 21	Virtual Open House	Present draft plan items for public comment, get input on prioritization of projects	General public	Press release, social media ads, newspaper ads, email blasts, flyers

Project Steering Committee (PSC)

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

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

Three more PSC meetings are scheduled to discuss:

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

Other Boards and Commissions Engaged

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

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

Web Page

The Town contracted PR Studio to enhance overall communications between the Town and community members, and they worked with staff to create an engagement website for all Town communications called Carbondale Kaleidoscope (<https://carbondalekaleidoscope.org/>). The Comprehensive Plan Update (called Chart Carbondale) was used as a kick-off project for the larger engagement site, which launched on July 2nd,

2021 (<https://carbondaiekaleidoscope.org/chart-carbondale>). The web page hosts information about the project and offers several ways to engage including map pinning, an ideas forum, and a survey. The page can be translated into Spanish so that Latino community members can participate online.

Stakeholder Focus Group Sessions

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

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

- RFTA
 - CAFCI
 - Senior Matters
 - RE-1 School District
 - Valley Settlement
 - La Clinica del Pueblo
 - Carbondale Arts
 - KDNK
 - Clay Center
 - Stepping Stones
 - Family Resource Center
 - Andy Zanca Youth Empowerment Program
 - Youth Entity
 - Voices
 - Artists
 - CLEER
 - AVLT
 - Roaring Fork Soccer Club
 - Wilderness Workshop
 - Downtown Property and Business Owners
 - Downtown North Property and Business Owners
1. Affordable housing – representatives from affordable housing providers and developers (Philip Jeffreys), real estate professionals (Cindy Sadlowski, Brian Leasure) and non-profit community organizations (Sydney Schalit). Key discussion topics included:
 - a. Biggest challenges:
 - i. Residents in deed-restricted units can get “trapped”, where they can’t afford market-rate homes so they have to stay put which keeps those starter homes off the market for others.

- ii. Supplying housing for undocumented community members who are not eligible for public housing assistance, which leaves a third of the community unsupported, who often become victims to predatory housing situations.
 - iii. The conversion of long-term rental properties into short-term vacation rentals (AirBnB, VRBO). Countless stories of Carbondale's workforce getting kicked out of rental homes because the short-term rental market is more profitable.
 - iv. More senior housing is needed for the Town's aging population.
 - b. Recent successes:
 - i. Since 1997, Carbondale's inclusionary housing ordinance has required any new development with more than 4 units to provide deed-restricted units, which has helped with supply.
 - c. Potential opportunities:
 - i. Move away from single-family zoning.
 - ii. Initiate a tax on short-term rentals and second homes (vacancy tax) that goes into a fund for the construction affordable housing.
 - iii. The Town waives fees and reduces parking requirements for affordable housing developments.
- 2. Local businesses and economy – local business owners Downtown and on Highway 133 (Riley Soderquist, Federico Pena), the Carbondale Chamber of Commerce (Andrea Stewart), representatives from Downtown North landowners/developers (Bob Schultz), Carbondale developers (Jack Schragger) representatives from Leland Consultants (Ted Kamp). Key discussion topics included:
 - d. Biggest challenges:
 - i. Attraction and retention of employees due to the high cost of housing, availability of childcare and public transportation.
 - ii. Businesses must cut hours due to staffing shortages.
 - iii. Lack of parking downtown and enforcement of 2-hour parking.
 - iv. HCC Zone District acts as a barrier to redevelopment Downtown. First-floor commercial/retail requirements, parking requirements and inclusionary zoning make development in HCC challenging.
 - e. Businesses that are missing in Carbondale:
 - i. New apparel and sporting apparel retail.
 - ii. A destination hotel near downtown – current hotels cater to transient workers, not as much for tourists staying in town.
 - f. Potential opportunities:
 - i. Maintain the sense of place in Downtown Carbondale – avoid separate hub areas along 133, Downtown, Downtown North.
 - ii. Live/work developments to provide makers spaces and housing.
 - iii. Dormitory-style housing for younger workforce (shared living spaces with private bedrooms).
- 3. Access, mobility and aging in community – representatives from the Bike + Pedestrian Commission (Matthew Gworek), RFTA (David Johnson), CAFCI (Niki Delson), Senior Matters (Sue Zislis), and Safe Routes to Schools (Jeff Gatlin) and representatives from Fehr and Peers (Carly Sieff). Key discussion topics included:
 - a. Biggest challenges:

- i. Barriers to walking include lack of sidewalks, poorly designed sidewalks, lack of proper crosswalks, signage and seating areas.
 - ii. Highway 133 crossings are dangerous for pedestrians of all ages.
 - iii. Homeowners do not take responsibility of maintaining the sidewalks in front of their homes (removal of snow, encroaching landscaping, encroaching on Town's right-of-way).
 - iv. Lack of a comprehensive Transportation Plan with recommendations on projects and steps to achieve mobility goals.
 - v. Lack of bicycle education for both bicyclists and drivers.
 - vi. Lack of funding for mobility infrastructure.
 - vii. First and last mile connections – the Carbondale Circulator is good for regional trips but lacks connections in-town.
 - b. Potential opportunities:
 - i. Expand transit routes to connect to schools and City Market – would require significant investment from the Town.
4. Sustainability, agriculture and recreation – representatives from CLEER (Maisa Metcalf, Stefan Johnson), Biospace, Full Circle Construction (Amanda Poindexter), Aspen Valley Land Trust (Suzanne Stephens), Confluence Architecture (Angela Loughry), Sustainable Settings, Rock Creative (Kade Gianinetti), Cushing Terrell Sustainability (Ashleigh Powel). Key discussion topics included:
- a. Biggest challenges:
 - i. Retrofitting existing buildings for energy efficiency and creating incentives.
 - ii. Promoting infill development and preventing sprawl.
 - iii. Ensuring equitable access to recreation opportunities.
 - iv. Ensuring adequate infrastructure for electric vehicles in all new developments.
 - v. Parking requirements in some zone districts that make affordable housing development infeasible.
 - vi. Lack of staff to enforce sustainability development regulations.
 - vii. Supporting local farmers as the industry transitions from large ranching operations to small-scale farming initiatives.
 - viii. Balancing sustainability development regulations with the need for affordable housing.
 - ix. Daycare is not currently allowed in any zone districts without extensive review
 - b. Potential opportunities:
 - i. The Town leads by example by electrifying their fleet.
 - ii. Reduce parking requirements in downtown zone districts to discourage driving and allow for more affordable housing development.
 - iii. Hire a staff member that is responsible for enforcing sustainability development regulations.
 - iv. Create a vertically-integrated local food distribution operation and medium-sized animal processing facility to support local farming/ranching initiatives.
 - v. Limit/regulate short-term rentals and second homes.
 - vi. Create a mixed-use industrial park (consider Downtown North) to create jobs and housing so that people can live and work in Carbondale.
 - vii. Include a daycare facility as part of the redevelopment of Downtown North.

5. Arts, culture and community services – representatives from Carbondale Arts (Amy Kimberly), Clay Center (Angela Bruno), youth programs (Kirsten McDaniel), and public service providers (Maria Alvarez). Key discussion topics included:
 - a. Biggest challenges:
 - i. The cost and availability of housing for the creative community. Artists are moving away because they can no longer afford to live in Carbondale.
 - ii. Lack of small “makers spaces” or light industrial spaces for lease for artists.
 - iii. Community disagreement over the closure of a block of Main Street.
 - b. Recent successes:
 - i. New developments have willingly included public art and involved the Creative District.
 - c. Potential opportunities:
 - i. The Latino community would love a park and garden with trees, seating and vendor spaces to sell food and goods.
 - ii. Live/work spaces would greatly benefit the arts community – particularly smaller spaces and units.
 - iii. A hotel in Downtown Carbondale would provide more jobs for the Latino community that wouldn’t require driving to Aspen.
 - iv. Consider ranching/agriculture as part of the arts/culture/creative district.
 - v. A dedicated event space downtown that can be rented for creative events.
 - vi. Vendor space at the RFTA park-n-ride for food/beverage vendors.

6. Development, infrastructure, Downtown and Downtown North – representatives from Sopris Lodge, Carbondale Center Place (Riley Soderquist), Sopris Engineering, Poss Architecture, Fields Development Group (Gavin Brooke), BLDG Seed Architects (Ramsey Fulton), DHM (Laura Kirk), Downtown North property owners, the Dinkel House (James Ibbotson), other local developers/planners (Bob Schultz, Jack Schrager), and representatives from Leland consultants (Ted Kamp). Key discussion topics included:
 - a. Biggest challenges:
 - i. Carbondale being developed solely for profit by outside interests.
 - ii. Zoning in Downtown is producing overpriced residential development.
 - iii. Understanding how much more commercial development Carbondale can support.
 - iv. Parking requirements Downtown are hindering affordable housing development.
 - v. Creating a balance of residential and commercial space throughout Carbondale.
 - vi. Recent development on Highway 133 doesn’t fit the character of Carbondale.
 - vii. Lack of a dedicated revenue source for affordable housing.
 - viii. Proliferation of Planned Unit Developments (PUDs) that are difficult to amend.
 - b. Potential opportunities:
 - i. Downtown North becomes a net zero village since it’s within Holy Cross’ territory (moving to all renewables by 2030).
 - ii. Downtown North redevelops with a variety of housing types (rental, for-sale, townhomes, apartments, small-lot single family).
 - iii. Review Town regulations (particularly HCC Zone District) to assess where changes could be made to incentivize affordable housing and redevelopment Downtown.

- iv. Identify dedicated revenue sources to subsidize affordable housing and provide public parking downtown.
- v. Explore aesthetic design guidelines for Downtown.

Survey Results

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

Demographics

- There was good representation from various neighborhoods in Carbondale, 22% live in River Valley Ranch, 16% live in Old Town, 15% live in Downtown, 15% live in Garfield County (outside of Town boundaries) and 10% live in Crystal Village, among others.
- Survey responders generally reflected Carbondale's aging population, with 33% over the age of 65, 20% between 55 and 64, 17% between 45 and 54, and 17% between 35 and 44.
- When asked what their relationship to Carbondale is, 36% of survey responders live there full-time, 23% shop/eat/drink there, 22% recreate in the area, and 10% work full-time in Carbondale.

Community/character

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



Figure A10: Carbondale Identity Word Cloud

- Survey responders were most concerned about how rapid growth/development (19%), housing affordability (15%), population growth (9%), gentrification (8%), high cost of living (8%) and too much traffic (7%) are threatening their quality of life.

- 95% of responders stated that they consider Carbondale their long-term home, and those that did not cited such reasons as the cost of housing/living and too much change (growth, loss of character).
- When asked if they believed having a historic downtown was an economic boost for Carbondale, 85% of responders said yes, while 4% said no and 11% didn't know. Similarly, 84% of responders stated they would like to see incentives to preserve historically significant buildings, while 6% said they would not like to see incentives and 11% didn't know.

Land Use, Growth + Housing

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

How do you feel about residential growth in Carbondale?



Figure A11: Residential growth

How do you feel about commercial growth in Carbondale?

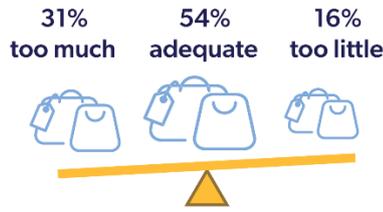


Figure A12: Commercial growth

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

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

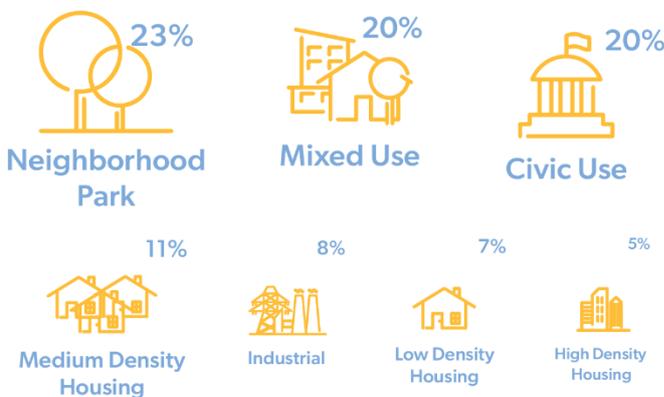


Figure A13: North Downtown Future Uses

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

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

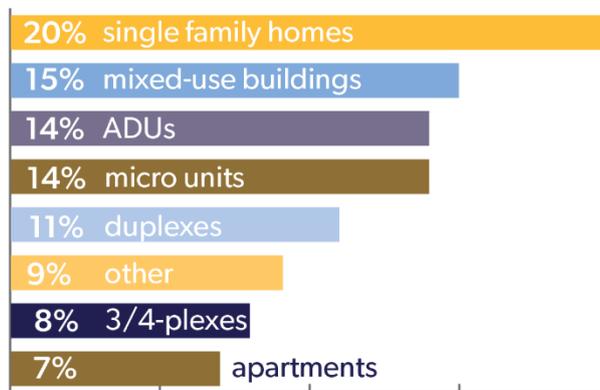


Figure A14: Housing

Mobility

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

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

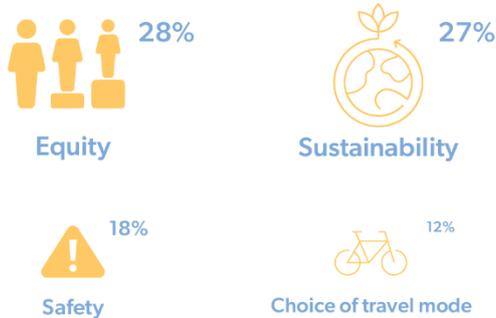


Figure A15: Transportation Goals

- Common destinations that survey takers use via Carbondale's transportation system include Main Street (24%), Highway 82 (18%), Carbondale businesses outside of Downtown (14%), parks/the recreation center (11%) and trailheads (11%).
- Survey responders identified the lack of sidewalks (22%) and lack of overall connectivity (21%) as the biggest challenges associated with walking in Carbondale. Common "other" answers accounting for 18% of responses included no challenge/fine as-is, speeding/careless drivers and crossing Highway 133.
- When asked what the biggest challenges associated with biking in Carbondale are, the most common response was "other" (22%) - where responders frequently wrote in no challenge/fine as-is, careless cyclists, and speeding/careless drivers. Lack of overall connectivity (18%), streets are uncomfortable or unsafe to bike along (17%), and lack of bike racks (14%) were other common answers.

Economics

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

Community Priorities

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

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



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

Below are some of the discussion highlights:

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

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

- Meeting participants and facilitators agreed that they appreciated being included in this process and would like to stay involved. They wanted to know how their input would be incorporated into future decisions that the Town makes.
- It was valuable that the meeting was in Spanish (rather than translated from English), empowering participants to speak more freely and feel more included.

- The best way to reach more Spanish-speaking community members is personal outreach, advertisements (flyers, newspaper ads, etc.) are not as effective at explaining the importance of getting involved.

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

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

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

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

Community Open House, August 17, 2021

Figure A20: Images from the August Public Open House.

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

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

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

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

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

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

Not good to Age in Community

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

Design Charrettes, August 17, 2021

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



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

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

Current/Former Elected or Appointed Officials:

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

Business Owners:

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

Entities

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

Property owners in the Downtown and Downtown North:

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

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

- Sopris Engineering
- Mark Chain
- DHM
- Poss Architecture

Some of the key takeaways from these sessions included:

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

Local Businesses Survey: Carbondale Chamber

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

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

7.3 |

Carbondale Cross Section Concepts

Overview

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

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

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

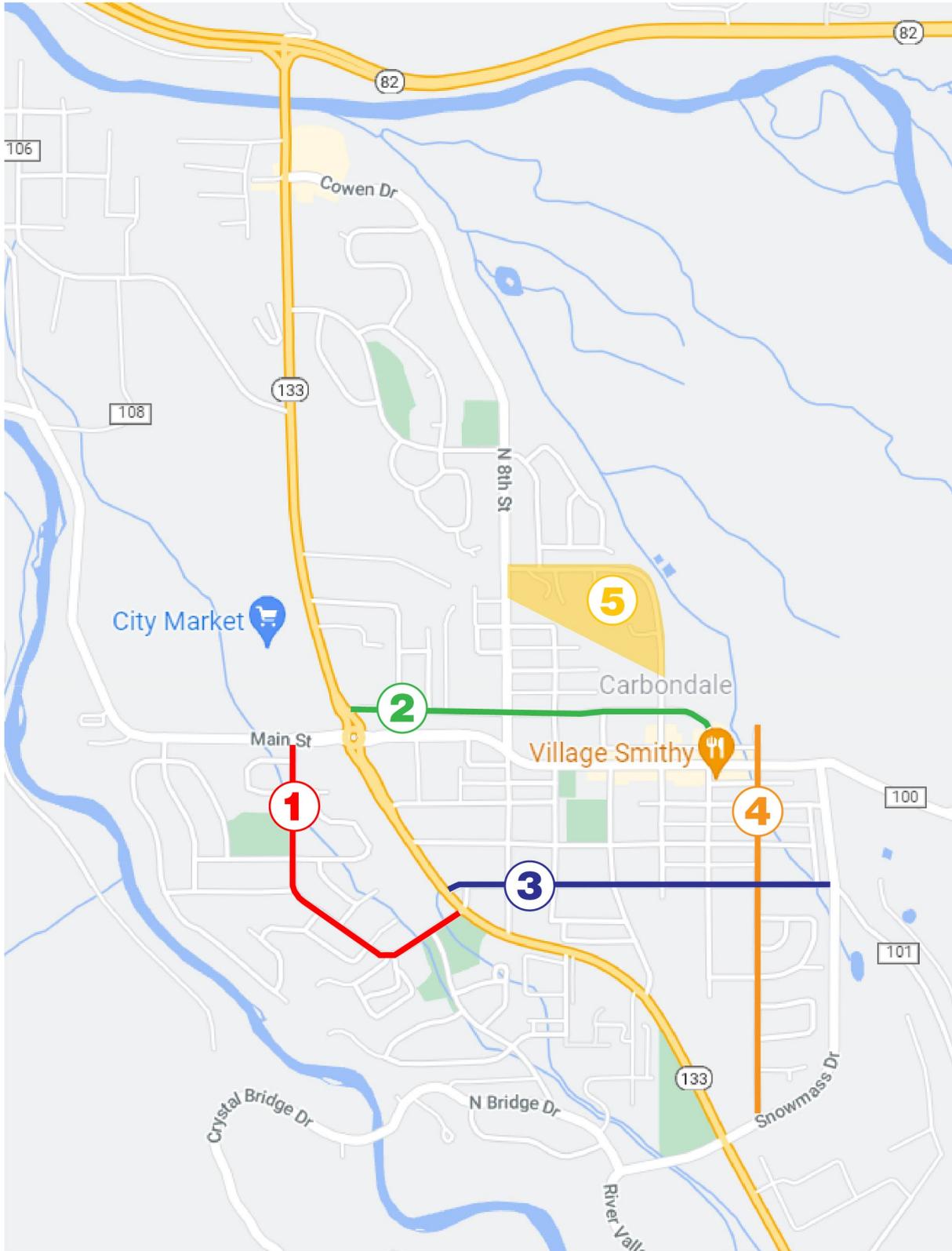


Figure 1: Selected Roadways for Improved Cross Sections

Methodology

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

1. Hendrick Drive

Existing Conditions

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

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

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



Source: Google Street View

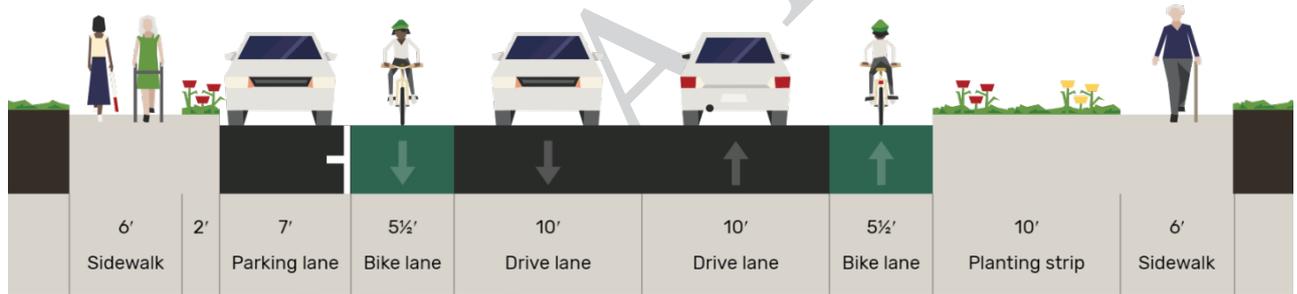
Community input from the Master Plan process indicated there is a desire for a continuous sidewalk on the west side of the street. Currently the sidewalk on that side is inconsistent, which forces people walking

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

Proposed Cross Section

The proposed cross section for Hendrick Drive, displayed in **Figure 3**, includes a continuous sidewalk on the west side of the street, on-street parking on one side of the street, two travel lanes, and bike lanes on both sides of the street. This cross section maintains the existing detached sidewalk on the east side of the street which is currently in good condition. In order to accommodate the features in this cross section, travel lanes will need to be narrowed to ten-feet and the parking lane will need to be narrowed to eight-feet. One side of on-street parking was repurposed to create bike lanes on both sides of the street to provide dedicated facilities for people biking on this key corridor. The curb-to-curb width in this cross section was not changed from the existing curb-to-curb width. Existing parcel GIS data was used to estimate that with the existing curb-to-curb width there is about eight to ten-feet of right-of-way remaining on the west side of the street where a comfortable detached sidewalk can be accommodated.

Figure 3: Proposed Cross Section for Hendrick Drive



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2. Colorado Avenue

Existing Conditions

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

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

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



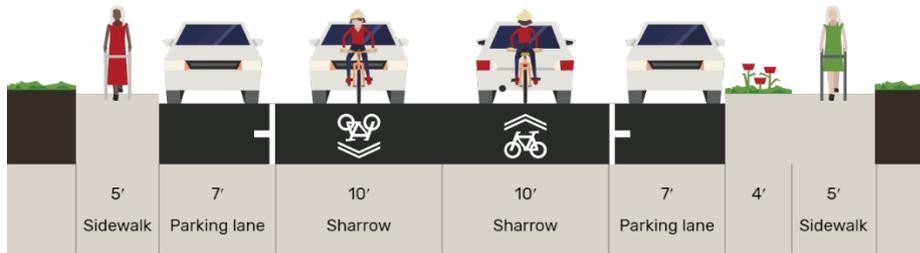
Source: Google Street View

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

Proposed Cross Section

The proposed cross section at locations where there is not currently angled parking, displayed in **Figure 5**, includes a continuous sidewalk on both sides of the street, parallel parking on both sides of the street, and two shared travel lanes for people biking and people driving. This cross section aligns with the sections of Colorado Avenue that already include sidewalks and ensure those sidewalks extend the length of the corridor. Parallel parking, rather than angled parking, was chosen for this cross section as it makes it easier for drivers to see oncoming bikes before pulling out into the travel lane. Angled parking can restrict a driver's field of vision for oncoming vehicles and can create greater conflict between people driving pulling out and people biking.

Figure 5: Proposed Cross Section for Colorado Avenue



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3. Sopris Avenue

Existing Conditions

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

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

Figure 6: Existing Cross Section of Sopris Avenue (Looking East)

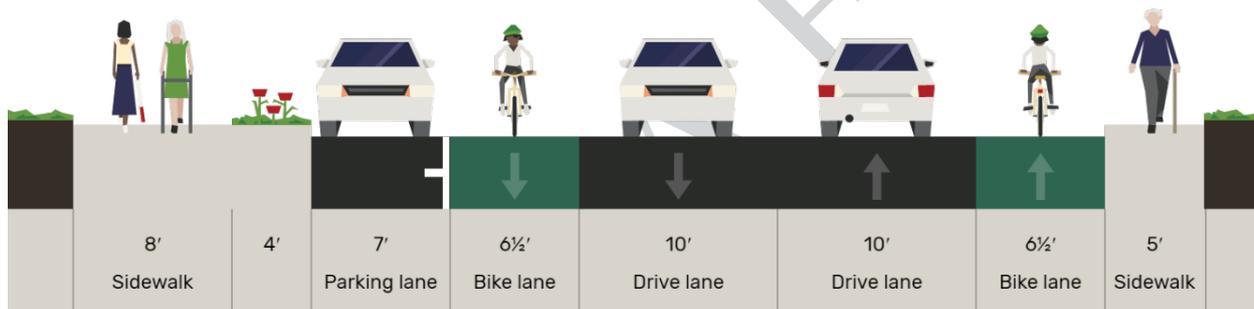


Source: Google Street View

Proposed Cross Section

The proposed cross section, displayed in **Figure 7**, includes a continuous sidewalk on both sides of the street, parallel parking on the north side of the street, two vehicle travel lanes, and a dedicated bicycle lane in both directions. Parallel parking, rather than angles parking, was chosen for this cross section as it makes it easier for drivers to see oncoming bikes before pulling out into the travel lane. Perpendicular parking can restrict a driver's field of vision for oncoming vehicles and can create greater conflict between vehicles pulling out and people biking. The curb-to-curb width in this proposed cross section would not change from the existing curb-to-curb width. The proposed new continuous sidewalk on the north side of the street can be accommodated within the City's existing right-of-way. For the block between 4th Street and 3rd Street, next to the library, the existing curb-to-curb width is not wide enough to accommodate bike lanes. Painting sharrows on the travel lanes in this section can be a way to continue to alert drivers to the presence of people biking for this segment where bike lanes cannot be accommodated.

Figure 7: Proposed Cross Section for Sopris Avenue



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4. 2nd Street

Existing Conditions

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

The cross section of 2nd Street changes slightly throughout its length, but always includes two travel lanes, one in each direction, and has a posted speed limit of 20 MPH. There is an eight-foot sidewalk on the east side of the road which runs almost the length of the corridor. The sidewalk narrows to six-feet between Garfield Avenue and Main Street and does not continue north between Main Street and the Rio Grande

trail. There is no pedestrian facility on the west side of the street and no dedicated bicycle facilities. There are segments of 2nd Street, on the south side of the corridor, where there is angled parking located on private property outside of the City's right-of-way. **Figure 8** displays the existing cross section where there is no angled parking and **Figure 9** displays the existing cross section where angled parking is present. New potential cross sections for both of these cross section types are provided in the following section.

Figure 8: Existing Cross Section of 2nd Street - No Perpendicular Parking Present (Looking North)



Source: Google Street View

Figure 9: Existing Cross Section of 2nd Street - Perpendicular Parking Present (Looking North)



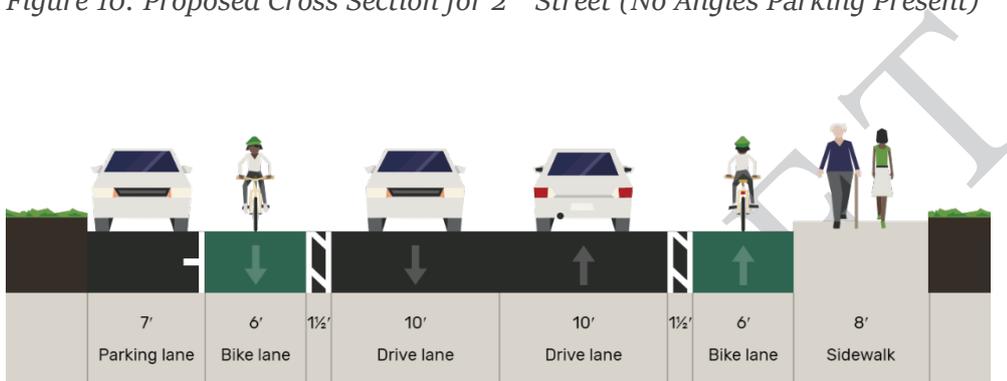
Source: Google Street View

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

Proposed Cross Sections

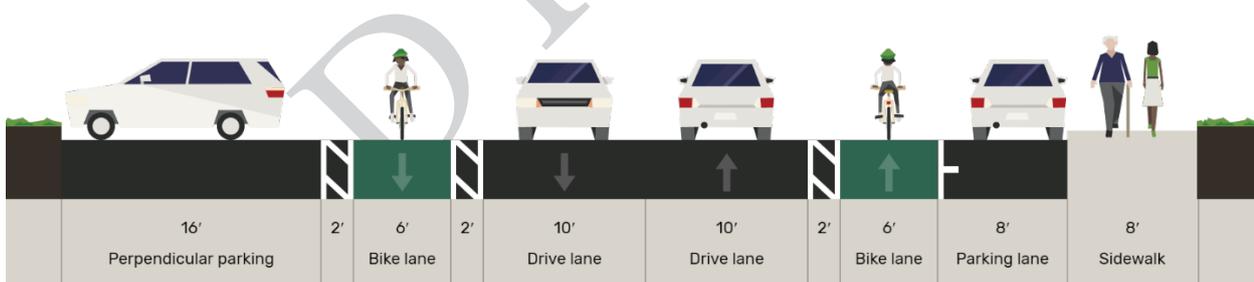
The proposed cross sections, displayed in **Figures 10 & 11**, includes the existing sidewalk on the east side of the street, two vehicle travel lanes, and a bike lane on each side of the street. **Figure 10** displays the proposed cross section on sections of roadway where angled parking is not present today. The right-of-way for these sections is about 50-feet and can accommodate parallel parking on one side of the street, a bike lane in either direction, and two travel lanes. **Figure 11** displays the cross section for sections of 2nd Street where parallel parking is present adjacent to the City right-of-way. The right-of-way in these areas is about 54-feet and can accommodate a buffered bike lane in either direction, two travel lanes, and an eight-foot parallel parking lane on the east side of the street as well as the existing eight-foot sidewalk.

Figure 10: Proposed Cross Section for 2nd Street (No Angles Parking Present)



Made using Streetmix

Figure 11: Proposed Cross Section for 2nd Street (Angled Parking Present)



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5. Future Roadways

Existing Conditions

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

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

Figure 12: Aerial of North Downtown between 8th Street & 2nd Street



Source: Google Earth

Figure 13: Existing Cross Section of Merrill Avenue (Looking East)

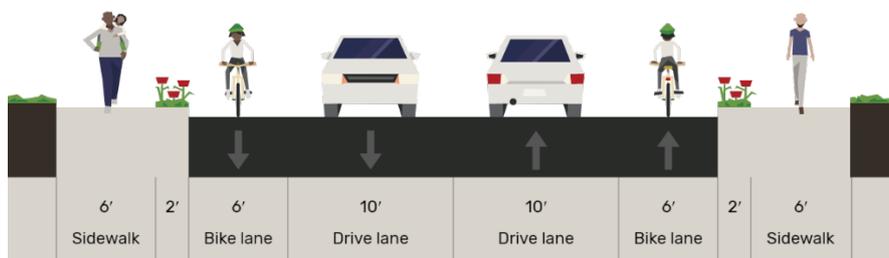


Source: Google Street View

Proposed Cross Section

While future roadways in the North Downtown area will vary, there are some principles that can be applied to each new roadway to ensure walking, rolling, and biking are prioritized. New roads should be configured in a grid system to allow for maximum connectivity within the North Downtown area as well as connectivity to the surrounding neighborhoods. Wherever a street will not connect to an adjacent roadway, pedestrian and bicycle cut-thrus should be implemented to ensure continued connectivity for those modes. Additionally, travel lanes should be no more than ten-feet wide where possible to encourage slower vehicle speeds and allow for more right-of-way to be dedicated to active modes of transportation. Where on-street parking is needed, parallel parking should be implemented rather than angled parking. Parallel parking allows for better visibility of oncoming traffic and people biking before parked cars pull out into travel lanes. Parallel parking also allow for more right-of-way to be reserved for people walking and biking. On low volume low speed streets, shared lanes with sharrow are likely comfortable enough bicycle infrastructure as long as 85th percentile vehicle speeds are 20 MPH or below and average annual daily traffic is less than 2,000 vehicles. On collector streets, bike lanes or wide multi-use paths should be implemented where possible. **Figure 14** displays one possible cross section for a future roadway which follows these parameters.

Figure 14: Proposed Cross Section for Future Collector in North Downtown



Made using Streetmix

7.4 |

Carbondale Crossing Concepts

Overview

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

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

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

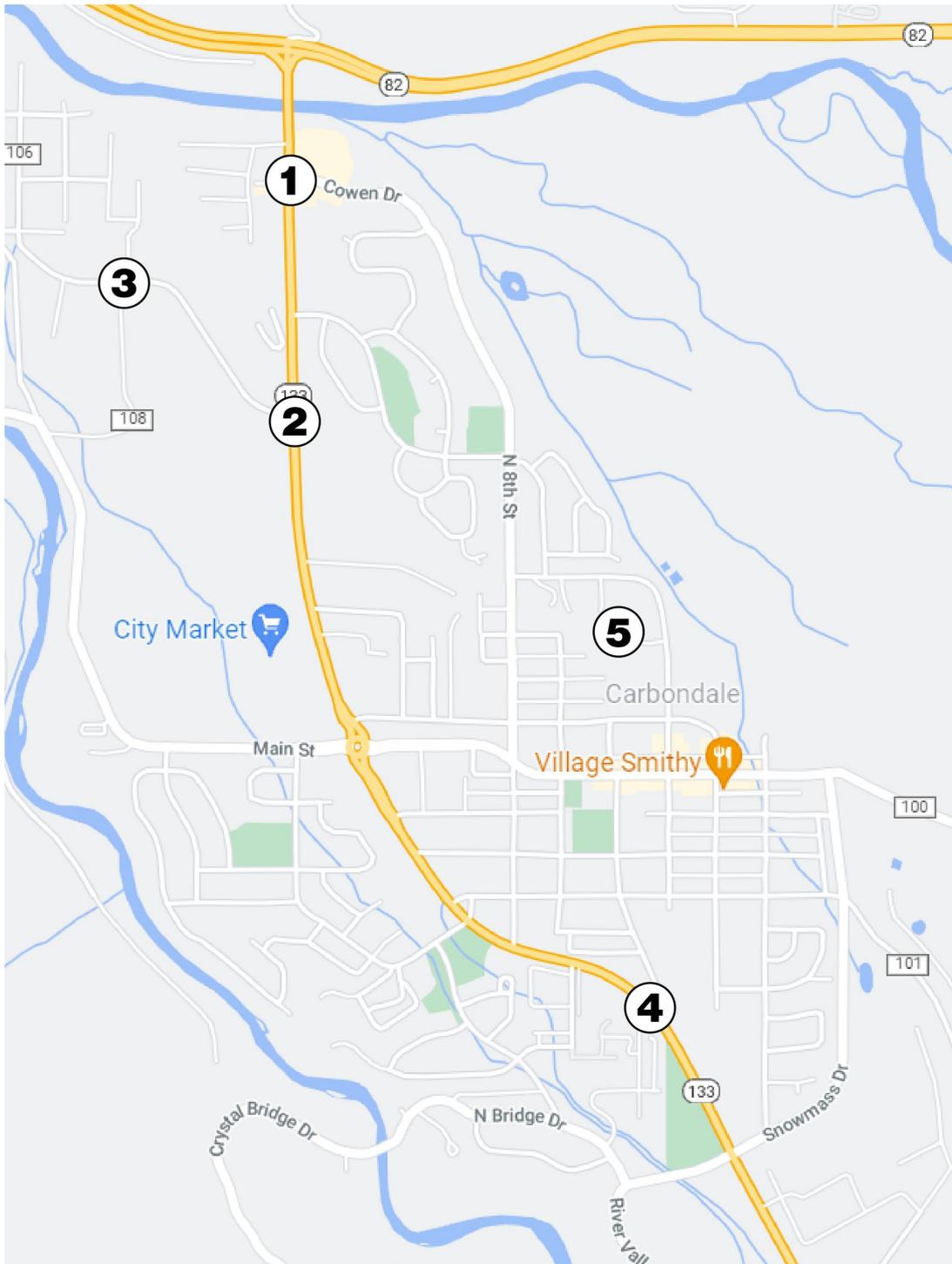


Figure 1: Selected Intersections for Crossing Treatments

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

Methodology

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

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

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

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

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

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

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

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

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

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

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

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

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

1. CO 133 & Cowen Drive

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



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

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

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

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

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

Table 1: Characteristics of CO 133 & Cowen Drive

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

2. CO 133 & Dolores Way

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

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



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

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

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

Table 2: Characteristics of CO 133 & Dolores Way

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

3. Dolores Way & Carbondale Community School Drive

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

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



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

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

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

4. CO 133 & Weant Boulevard/Lewies Lane

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

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



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

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

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

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

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

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

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

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

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

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

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



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



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

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

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

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

Glossary of Enhanced Crossing Treatments



Figure 10: High-Visibility Continental Crosswalk Markings

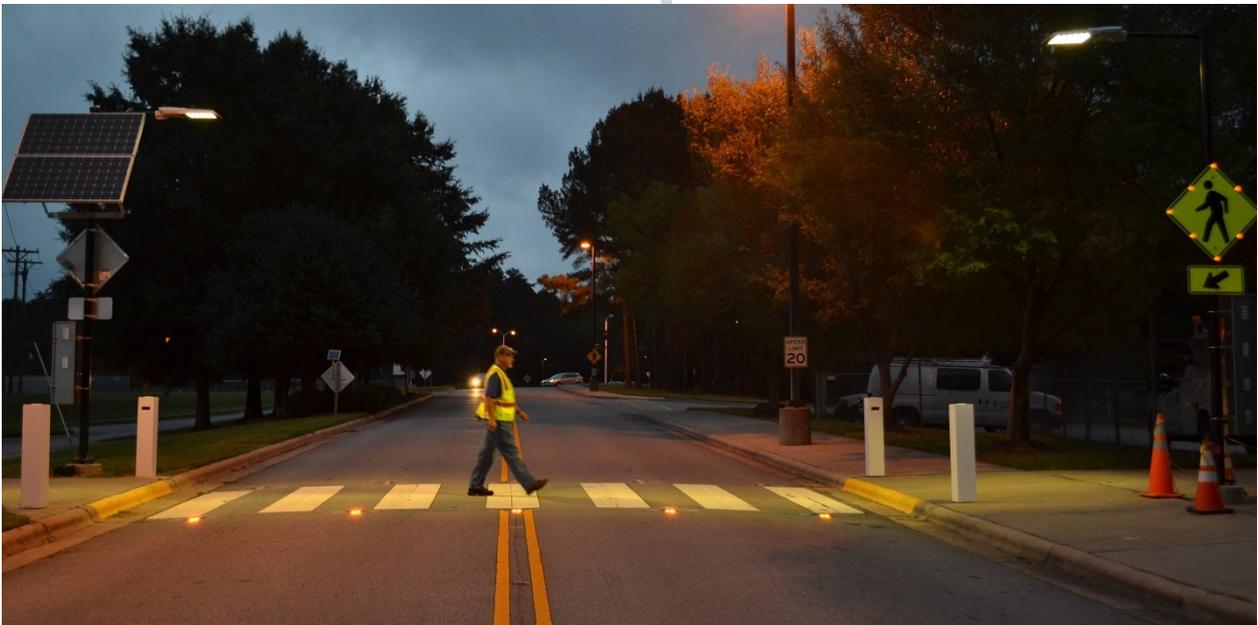


Figure 11: Nighttime Crosswalk Lighting



W11-2



W16-7p



W11-15



W11-15p



S1-1



R1-5

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



Figure 13: Curb Extension



Figure 14: Raised Crosswalk



Figure 15: Pedestrian Refuge Island



Figure 16: Rectangular Rapid Flashing Beacon (RRFB)



Figure 17: Pedestrian Hybrid Beacon (PHB)

7.5 | Town of Carbondale Chart Carbondale, Comprehensive Plan Update

Publicity Log July – November 2021



created by: PRS | Kathleen Wanatowicz

Postcards Promoting July Survey

400 Postcards advertising the July survey and website were handed out at First Friday, July 2nd and circulated around town and distributed at the Farmer's Market.

English and Spanish

IS OUR FUTURE IN FOCUS?

CARBONDALE IS UPDATING ITS COMPREHENSIVE PLAN AND WE NEED YOUR INPUT!
THE COMPREHENSIVE PLAN ACTS AS A ROADMAP FOR OUR COMMUNITY TO HELP US ACHIEVE OUR COLLECTIVE VISION AND GOALS.



TAKE THE ONLINE SURVEY AND FIND MORE INFORMATION ON THE PROJECT WEB PAGE:

[CARBONDALEKALEIDOSCOPE.ORG/CHART-CARBONDALE]

SURVEY CLOSSES AUGUST 6TH!



Source: Sopris Sun – Inclusion in the Bi-Weekly News Ad (11 Mentions)

- 6/17/21 - Comprehensive Plan Update
- 7/1/21 - Comprehensive Plan Update, Chart Carbondale event at First Friday
- 7/15/21 - CHART CARBONDALE
- 7/29/21 - CHART CARBONDALE
- 8/12/21 - CHART CARBONDALE
- 8/26/21 - COMMUNITY INPUT NEEDED
- 9/9/21 - CHART CARBONDALE: SAVE THE DATE FOR NEXT TOWN WIDE MEETING
- 10/7/21 - SAVE THE DATES: Chart Carbondale Comprehensive Plan Virtual Meetings
- 10/21/21 - SAVE THE DATES: Chart Carbondale Comprehensive Plan Virtual Meetings
- 11/4/21 - Chart Carbondale, Comprehensive Plan Update
- 11/18/21 – Chart Carbondale, Online Poll



STAY INFORMED - NEW TOWN NOTIFICATION SYSTEM:

The Town of Carbondale notification system is now live. By visiting the "I Want To" tab on www.carbondalegov.org, you can sign up and choose the type of Town information you want to receive, including press releases, special events, water outages, employment opportunities, volunteer and board openings, community development, and Carbondale information in Spanish. This is a great opportunity to stay informed and up to date on all things Carbondale.

KEEP ALCOHOL USE TO PERMITTED BUSINESSES AND SPECIAL EVENTS:

Alcohol consumption is permitted within licensed bars and restaurants ONLY. Alcohol consumption is NOT permitted in the Fourth Street Plaza Park, or within the street closure beyond the boundaries of the licensed premises. Thank you for keeping Carbondale safe.

YARD WASTE DROP-OFF:

The next yard waste drop-off is June 19. Yard waste drop-off is available every other Saturday from 9:00 a.m. – 12:00 p.m. until Sept. 18. The drop-off site is located at Fourth St. and Colorado Ave. Permitted yard waste includes mowed grass clippings, garden waste, and branches no larger than 2-inches in diameter. No plastic bags are allowed in the drop-off. This service is provided to Town of Carbondale residents only. To view the full drop-off schedule, visit the Town's calendar at www.carbondalegov.org.

DOWNTOWN FARMER'S MARKET:

The downtown Farmer's Market is now open for the summer months. Shop local farmers, producers, and artisans every Wednesday from 10:00 a.m. – 3:00 p.m. The Farmer's Market is located on Main and S. Fourth St. and will run until Sept. 29.

COMPREHENSIVE PLAN UPDATE:

The first community engagement opportunity launching the Town's Comprehensive plan update will kick off July 2 at the next First Friday. This includes a new online website tool to interact and engage with the community and Carbondale projects.



Thank you for remembering to keep your dog on a leash in our public areas. Leash laws are in effect in Carbondale for the safety of your dog and those around them. Dogs are NOT allowed in any Carbondale Parks except for Glassier Park, Hendricks Dog Park, and the Carbondale Nature Park. Dogs may be unleashed in these three parks ONLY.

Source: Sopris Sun – Direct Ads / Community Survey

7/22/21 – ¼ page ad in English & Spanish

Want to get involved in the Town's Comprehensive Plan Update?

Chart Carbondale will act as a road map for the future of the community, and we need your input to make it the best it can be!

Visit our booth at the Farmers Market!

Stay up to date by registering on the project website or scanning the qr code:

10am to noon
7/14, 7/21,
7/28, & 8/04

www.CarbondaleTelescope.com/Chart-Carbondale

CHART CARBONDALE
The Future is a Plan

¿Quieres estar involucrado en la actualización del plan integral?

Chart Carbondale será un mapa para el futuro de la comunidad y necesitamos tu voz para hacerlo lo mejor que se pueda.

Visita nuestro puesto en el mercado de agricultores.

Ponte al día registrando en el sitio web del proyecto o escaneando este código:

10am - 12pm
7/14, 7/21,
7/28, y 8/04

www.CarbondaleTelescope.com/Chart-Carbondale

CHART CARBONDALE
The Future is a Plan



August Meetings - Postcards Distribution

325 postcards (English one side, Spanish one side)
+ 50 Flyers in English + 50 Flyers in Spanish

Source: Sopris Sun – Direct Ads | Community Meetings in August

8/5/21 - 1/4 page ad in English & Spanish

8/12/21 - 1/4 page ad in English & Spanish

Carbondale Comprehensive Plan Community Meeting
Discussion & Conversation:
How can Carbondale help meet your needs?

The future of Carbondale is important and the town wants to hear from everyone. Make your voice heard!

Tuesday, August 17th | 6-8pm |
Third Street Center - Calloway Room

Childcare and food provided!

Stay up to date by registering on the project website or scanning the QR code:
www.carbondale.kaleidoscope.com/Chart-Carbondale

CHART CARBONDALE
The Future is Now

Reunión de la comunidad hispanohablante sobre el Plan Maestro de Carbondale
Discusión y Conversación:
¿Cómo puede Carbondale ayudar a cubrir sus necesidades?

El futuro de Carbondale es importante y la ciudad quiere escuchar a cada uno de ustedes. ¡Que se escuchen sus voces!

Lunes, 16 de agosto | de 6 a 8 p.m. |
Third Street Center - Calloway Room

Habrá cuidado de niños y comida.

Manténgase actualizado al inscribirse en el sitio web del proyecto o al escanear el código QR:
www.carbondale.kaleidoscope.com/Chart-Carbondale

CHART CARBONDALE
The Future is Now

Flyers and Sopris Sun Ads for October Community Meetings

- 10/7/21 - 1/4 page ad in English & Spanish
- 10/14/21 - 1/4 page ad in English & Spanish
- 10/21/21 - 1/4 page ad in English & Spanish
- 10/28/21 - 1/4 page ad in English & Spanish

TOWN OF CARBONDALE
CHART CARBONDALE
The Future is in Your Hands

Virtual Outreach Meetings:
October 27 6 pm - 8 pm Spanish
October 28 6 pm - 8 pm English

WE WELCOME YOUR FEEDBACK

Overview:

- Our consultant team will present the draft plan for public feedback. Participants will have the opportunity to provide comments and recommendations into the chat.
- The purpose of these virtual meetings is to present key pieces of the draft plan for public feedback. Comments and recommendations throughout the process so far that we've used to develop the plan for Carbondale. We will be asking questions like:
 - Did we hear you right?
 - Are there recommended changes moving in the right direction?

Feedback needed:

- The draft Future Land Use Map
- Any recommendations:
 - Housing
 - Downtown
 - Climate Action
 - Aging in Community

Any recommendations will be posted in Spanish by Friday, October 8 for those who would like to review them prior to the meeting. Visit <https://carbondale.townscope.org/> for more information.

919-510-1202 • carbondale.townscope.org/chart-carbondale

MUNICIPALIDAD DE CARBONDALE
CHART CARBONDALE
The Future is in Your Hands

Reuniones informativas virtuales:
27 de octubre 6 pm a 8 pm | Español
28 de octubre 6 pm a 8 pm | Inglés

AGRADECEMOS SU OPINIÓN Y COMENTARIOS

Propósito general:

El propósito de estas reuniones virtuales es presentar las partes clave del plan de desarrollo para retroalimentación pública. Los comentarios y recomendaciones durante el proceso para así poder utilizarlos en el desarrollo del plan de desarrollo para Carbondale. Estaremos haciendo preguntas como:

- ¿Hemos escuchado correctamente a las personas?
- ¿Hay recomendaciones que estén moviendo en la dirección correcta?

Comentarios necesarios:

- Vivienda
- Centro para la vejez del centro
- Acción climática
- Compromiso en la comunidad

Los comentarios y recomendaciones serán publicados en la página web del proyecto en inglés y en español antes del viernes 8 de octubre para que las personas que deseen familiarizarse con el plan de desarrollo puedan verlo antes de la reunión. Visite <https://carbondale.townscope.org/> para obtener más información.

919-510-1202 • carbondale.townscope.org/chart-carbondale

TOWN OF CARBONDALE
CHART CARBONDALE
The Future is in Your Hands

Virtual Outreach Meetings:
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Being part of the planning process is a great way to learn more about your community and contribute your ideas. Get involved through our virtual meetings!

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- Are there recommended changes moving in the right direction?

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919-510-1202 • carbondale.townscope.org/chart-carbondale

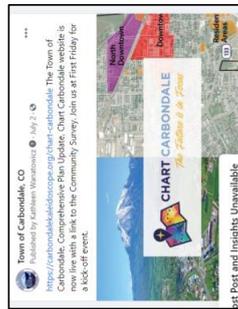
Flyers and Posters distributed around Town English & Spanish

Social Media Posts – 15 Posts on the Town of Carbondale Social Media

June 30



July 2



July 8



July 23



August 9



August 9



August 13



August 16



August 19



September 1



September 8



September 27



October 21



November 9



Advertisement in Mountain Fair Guide

OUR COMMUNITY | OUR VISION



Tell us your view

Carbondale Kaleidoscope is our hub for listening, sharing Town projects, initiatives and gathering your input to sculpt our future.

CARBONDALEKALEIDOSCOPE.ORG

How to Chart Carbondale Informational Flyers

HOW TO CHART CARBONDALE



TOWN OF CARBONDALE



CHART CARBONDALE
The Future is in Your Hands

Participate in the Update to the Comprehensive Plan: Chart Carbondale.

Being part of the planning process is a great way to learn more about your community and contribute your ideas. There are a number of ways for you to get involved:

Public Meetings:
Attend the meetings. Public meetings are an opportunity for you to share your ideas, concerns, and feedback. These findings help guide the drafting of the Update to the Comprehensive Plan.

Surveys:
Participate in the click-off surveys and register on the website to get small updates on opportunities for engagement: <https://carbondaletaleidoscope.org/chart-carbondale>. Paper copies are available at Town Hall, 211 Cedar Street, Carbondale, CO 81623. The deadline to fill out the survey is **August 6, 2021**.

Online:
Help plan online by registering on the Chart Carbondale website: <https://carbondaletaleidoscope.org/chart-carbondale>. You can also provide comments on the specific topic areas or provide comments in general. Also, this is where the information will be gathered on the specific topics being updated. In addition, online tools such as discussion boards, surveys, and maps are available.

Help plan online by registering on the Chart Carbondale website: <https://carbondaletaleidoscope.org/chart-carbondale>.

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Help plan online by registering on the Chart Carbondale website: <https://carbondaletaleidoscope.org/chart-carbondale>.



Join us and get involved!

970-510-1202 • carbondaletaleidoscope.org/chart-carbondale

Radio Ads

Radio Underwriting and Direct Radio Spots

August Open House Meetings

- KNDK
- Spanish Radio (60 @ 30 seconds)

October Virtual Meetings

- KDNK
- Spanish Radio (60 @ 30 seconds)



Direct List Serve Email Outreach

Chart Carbondale Email System for Registered Users

- (9) Emails

ALL (9)	DRAFT (1)	SENT (8)	
Title	Date Created	Date Sent	Actions
Chart Carbondale, Comprehensive Plan Update A 205 📧 54.9% More stats	12 Nov 2021, 11:36	12 Nov 2021, 16:03	
Carbondale Comprehensive Plan Project Update	9 Nov 2021, 9:40		
REMINDER TONIGHT - Virtual Meeting Tonight Chart Carbondale, Comprehensive Plan Update A 192 📧 58.9% More stats	28 Oct 2021, 11:27	28 Oct 2021, 13:42	
REMINDER: Virtual Outreach Meetings-Comprehensive Plan Update A 178 📧 61.8% More stats	21 Oct 2021, 9:28	22 Oct 2021, 9:35	
Virtual Outreach Meetings A 172 📧 70.3% More stats	5 Oct 2021, 16:08	7 Oct 2021, 12:33	
DATE CHANGE FOR OCTOBER MEETINGS Chart Carbondale, Town's Comprehensive Plan Update October meetings to present draft plan recommendations A 161 📧 56.5% More stats	23 Sep 2021, 14:07	23 Sep 2021, 14:09	
Chart Carbondale, Town's Comprehensive Plan Update A 159 📧 64.2% More stats	21 Sep 2021, 14:20	21 Sep 2021, 14:37	
Public is invited to give input on climate in Carbondale Comp Plan A 154 📧 72.7% More stats	23 Aug 2021, 15:57	13 Sep 2021, 11:58	
Carbondale's Comprehensive Plan Update A 146 📧 84.9% More stats	23 Aug 2021, 12:54	23 Aug 2021, 12:55	

Farmers Market Outreach Dates: July 7, 14, 21, 28 and Aug 4
10 am – 12 pm



Carbondale Chamber of Commerce Email – October 21

Carbondale Chamber of Commerce
Stanz-Alone eFlyer, Chart Carbondale

TOWN OF CARBONDALE

CHART CARBONDALE
The Future is Now

Virtual Outreach Meetings:
October 27 6 pm - 8 pm Spanish
October 28 6 pm - 8 pm English

WE WELCOME YOUR FEEDBACK

Being part of the planning process is a great way to learn more about your community and contribute your ideas. Get involved through our virtual meetings:

Overview:
 Our consultant team will present the draft plan, followed by a public comment period. You will have the opportunity to give questions and comments into the plan.
 The plan will be updated based on your feedback. We need all pieces of the draft plan for public feedback. We need all feedback to be received by the end of the public comment period.
 We will use your feedback to develop recommendations to the future of Carbondale.

Feedback needs:
 - The draft Future Land Use Map
 - Any recommendations
 - Mobility
 - Open Space
 - Recreation
 - Community Health
 - Agriculture
 - Aging in Community

For more information, visit www.chartcarbondale.com

Press Release Schedule

- **June 30, 2021** / Chart Carbondale, the Town's Comprehensive Plan Update efforts launch Friday, July 2
- **August 2, 2021** / Chart Carbondale, Town's Comprehensive Plan Update upcoming open house community meetings
- **September 20, 20201** / Chart Carbondale, Town's Comprehensive Plan Update - Public Meetings
- **October 27, 2021** / EVENT REMINDER: Chart Carbondale, Comprehensive Plan Update Virtual Meetings
- **November 16, 2021** / Town of Carbondale Comprehensive Plan Update Draft Recommendations



CHART CARBONDALE

The Future is in Focus



Town of Carbondale
511 Colorado Avenue
Carbondale, CO 81623





**TOWN OF CARBONDALE
511 COLORADO AVENUE
CARBONDALE, CO 81623**

Board of Trustees Agenda Memorandum

Meeting Date: 1/25/2022

TITLE: Planning Department Administrative Report

SUBMITTING DEPARTMENT: Planning Department

ATTACHMENTS: None

Comprehensive Plan Update – In September of 2021, Cushing Terrell (CT) developed Draft Recommendations for the Comprehensive Plan Update based on the community feedback received during the summer and fall of last year.

At their October 14, 2021 meeting, the Planning Commission reviewed the Draft Plan Framework and Goals.

Virtual Public Meetings were held on October 27th and October 28th for the public to review and comment on the Draft Recommendations. At those meetings, CT polled the participants to determine level of support for the various recommendations.

In mid-November, CT issued revised draft Recommendations which reflected the feedback from the public. The revised Draft Recommendations also incorporated the feedback from the CLEER Summit held on September 23, 2021. The revised Draft Recommendations were sent to all Town Boards and Commissions, CLEER, and were posted on the Town's website.

On November 18, 2021, the Planning Commission reviewed the newly revised Draft Recommendations and the Implementation Matrix.

The draft Future Land Use Map, the Implementation Matrix and the revised Draft Recommendations were posted on the Chart Carbondale website in early December to collect feedback from the community on those items via a poll that ran from December 6th through January 3rd.

CT has now prepared the first draft of the Comprehensive Plan Update report. The rollout of the Draft Comprehensive Plan was delayed slightly in order to allow time for the Plan to be translated into Spanish in its entirety. In addition, PR Studio is setting up Reading Rooms around Town in places like the library, high school, Crystal Meadows Senior Housing, Recreation Center, coffee shop, etc. This is to allow people who don't have easy access to a computer to be able to read the plan and fill out the survey. The Reading Rooms should be up and running by January 24, 2022.

The Draft Comprehensive Plan has been sent to all Town Boards and Commissions since their meetings are monthly to allow adequate time for them to review the document and submit formal comments from the Board or Commission.

The formal rollout and public comment period will run from January 24, 2022 to February 24, 2022.

Here are some ways people will be able to provide feedback:

1. Online Opportunities

- Go to the Chartcarbondale.com website.
- Read the Draft Comprehensive Plan
- Take the Online Survey
- Leave Online Comments

Survey is open from January 20, 2022 through February 25, 2022.

2. Town-wide Reading Rooms Opportunities

Each Reading Room will have:

- A color copy of the Draft Comprehensive Plan Update (English and Spanish)
- Paper copies of Survey with drop box
- Comment cards
- Sign with instructions on how to download the Draft Comp Plan Update and survey

Reading Rooms will be open from January 24th through February 25th

3. Planning and Zoning Commission Meetings

The Planning and Zoning Commission will begin its review of the Draft Comprehensive Plan Update at its January 27, 2022 meeting which starts at 7:00 p.m. (Due to COVID, the meeting will be Zoom only.) The

information on how to participate in the Zoom meeting is on the agenda for the meeting. People can also call Planning Staff at 970/510-1210 for more details.

Next Planning and Zoning Commission meetings: February 10th and February 24th.

After the January/February 2022 review period, public hearings would then be scheduled hearings before the Planning Commission and the Board of Trustees to consider adoption of the Comprehensive Plan Update.

On a final note, we had received a lot of feedback on how difficult Kaleidoscope was to spell and use. As a result, Chart Carbondale now has an easy-to-spell website address. People can now access the Chart Carbondale, Comprehensive Plan Update at chartcarbondale.com

RFTA Regional Bikeshare/ First and Last mile Mobility Study – Planning Staff has been participating in the Technical Advisory Committee which is exploring different governance models, cost sharing and the feasibility of expanding the regional bike share program (WE-Cycle) by utilizing Destination 2040 funds. RFTA has presented a phase one plan that requires local matching funds for the program. Public input received during the Comprehensive Plan Update indicates more of a need for an expanded circulator system in town.

Eagle and Roaring Fork Valley Roadmap - Staff has been participating in this ongoing regional effort. The purpose is to build workforce resilience across two regions (Eagle County and the Roaring Fork Valley - Aspen to Glenwood) as they are connected in many ways and vulnerable to various economic and natural crises.

520 Mesa Verde Preliminary Plat and Final Plat - At their June 24, July 25, September 30 and October 14 Planning Commission meetings, the Commission reviewed an application for a preliminary plat to subdivide an existing platted lot in Colorado Meadows Subdivision. At the October 14, 2021 meeting, the Commission approved the Preliminary Plat with conditions. At the November 23, 2021 Trustee meeting, the Board approved the Final Plat with conditions limiting each lot to a single-family home with no ADU's allowed.

Roaring Fork Cooperative Association. - Planning Staff prepared two land use applications in cooperation with the Roaring Fork Coop in October 2021. The Planning and Zoning Commission reviewed the first application at the December 12, 2021 meeting to divide an existing parcel located to the east of the Roaring Fork Coop into two lots. The Commission then reviewed the second application to combine one of the newly created lots with the existing Public Works Yard. The Planning Commission approved both Subdivision Exemptions.

Lot 1, Carbondale Center Place – Planning Staff received a request to amend the Development Improvements Agreement for Lot 1, Carbondale Center Place. This is the mixed-use property located just to the south of City Market. The request is to change the deadline for construction of some of the public improvements and to tie them to the construction buildings along Main Street.

Block JJ Minor Plat Amendment – Staff reviewed and approved the Minor Plat Amendment for Lot 5, Block JJ in River Valley Ranch.

Red Hill Annexation – The Town entered into a contract with Land Studio to prepare and process a land use application for Annexation and Zoning for the town-owned Red Hill property. Planning Staff compiled the various agreements, documentation and plats needed to prepare an Annexation and Zoning land use application for the Red Hill Annexation to provide to Land Studio.

River Valley Ranch – Request for Interpretation - On September 24, 2021, a letter was submitted by Otten Johnson on behalf of Crystal Outdoors, LLC, the owner of the RVR Golf Course, to the Planning Department requesting that the Planning Director provide a formal written interpretation of the UDC, particularly as it relates to PUD amendments. In December 2021, Otten Johnson asked that the interpretation be put on hold.

Property Inquiries – The demand for housing in the Town and valley remain high. Planning and Building Staff has been dealing with numerous building permit and planning inquiries as well as providing information on affordable housing programs.

Garfield County Hazard Mitigation Plan – Staff is working with Garfield County to update the Garfield County Hazard Mitigation Plan. This effort includes all municipalities in the Garfield County to identify various hazards and methods of mitigation. This plan is updated every five years.

Deed Restriction Violations - Staff is working with the Garfield County Housing Authority on possible violations of deed restrictions in affordable housing units in Town.

Mapping – Roaring Fork Geospatial (RFG) continues to work with Cushing Terrell on the Chart Carbondale effort. In addition to data collection, this effort is to update and upgrade the maps in the Update to the Comprehensive Plan.

Certified Local Government Annual Report – Planning Staff prepared the Certified Local Government (CLG) report in order to maintain the Town and the Carbondale Historic Preservation Commission in good standing with History Colorado.

Planning Records – Planning Staff continues to work with Jill Peterson on organizing, scanning, and placing planning files in Laserfiche. Approximately 30 years' worth of files (1990 – 2020) have been completed. This will make it easier for Town Staff and the public to do research on properties.

Prepared By: John Leybourne and Janet Buck