

Portion of East Basalt

restaurants / shops along river - visible from auto bridge + ped. bridge

hotel

parking / special events + festivals

intersection framed by buildings + trees
• slows traffic?
• sense of arrival

views of river, park + outdoor restaurants upon arrival

civic park

town hall

pedestrian bridge

views

views

Auto

Ped

Ped

Ped. Path

Two Rivers Road

Cottonwood Drive

Basalt Ave

Roaring Fork MHP

Roaring Fork MHP

Gisella Way

Emma Road

State Highway 82

Emma Road

W Cody Lane



To think about how to use the site that's currently being considered, one needs to look at its larger context.

Questions -

Is it a better idea to organize commercial space along auto routes or along pedestrian routes?

Is it a better idea to separate pedestrian routes from auto routes, or to integrate them?

How can we make downtown Basalt more visible from hwy. 82?

How can we better integrate Southside and Downtown into a single community - commercially, institutionally, pedestrian circulation?

Should the Hwy '82 intersection be moved to Midland Ave? Can it?

Does enhanced evolution of the community depend upon whether or not this happens?

If Two Rivers Road is made limited-use from Homestead to Original Rd., would RFTA local buses still come into downtown?

Observations -

There are already a lot of separate commercial districts in Basalt (Oldtown, Stubbies' Spur, Southside East, Southside West, Schoolroad Row, Willets/El Jebel aka 'West Basalt', Basalt Design Center) diffusing economic activity and vitality.

There is currently a surplus of commercial space in original Basalt, due in part to migration of businesses to Willets.

There is a limited amount of high- to medium-density housing. Ditto for housing that does not require auto access, and for housing that doesn't require a (large) mortgage.

Even if the Hwy. 82 intersection moved to Midland, there would still need to be the road east to Basalt Store, Stubbies Center etc.

One effect of moving intersection to Midland might be to further encourage auto traffic to the schools thru downtown. On the other hand, if TRR west of Campus is reduced to local traffic, and Hwy. 82 intersection stays where it is, more cars may choose to go to east intersection and access schools by coming back along TRR. This would reduce peak congestion in Downtown, which may become more of an issue in future years, if vitality and growth occur.

Concepts

Create entry monuments on '82 at east and west ends of Basalt Core

Identify Roaring Fork Waterfront Campus - a cluster of institutional uses bordering public parkland along the river.

Name the districts, to give them identity, suggest patterns for future evolution, and enhance wayfinding.

Basalt Core

'Oldtown' is more desirable and less urban than Downtown

Stubbies Spur

Southside East and Southside West

Library District

Roaring Fork Waterfront Campus

School-road Row

Basalt Design Center

Riverside

Basalt Waterfront Esplanade

West Basalt

Willets

El Jebel

Where possible, locate C, I and H uses with auto/service/parking on one side and pedestrian access/parkland on the other, to enhance pedestrian environment. Orient spaces to pedestrian/P side. This differs from traditional planning with buildings fronting an auto roadway with minimal sidewalks for peds, and backing up against other buildings, service alleys or private yards. Locate parking off roads, convenient, but out of sight.

Conclusions -

Rather than looking for some anchor business or attraction, focus on enhancing an integral advantage of Basalt - its location at the intersection of two rivers - to make it more desirable. In a dry-climate (and maybe getting dryer), water activities and just the sight and sound of water, can be a powerful attractor. (Note the popularity of the riverfront park in Redstone, even though most businesses still turn their backs to the river there as well.) Pedestrian/commercial areas in both Aspen and Carbondale are pretty much isolated from their rivers. Building on this strength can draw people here for all sorts of activities, and businesses.

In the short term, Old town is more in need of medium- to high-density housing to create a critical mass of population, than it is of more commercial space. Therefore, focus immediate redevelopment on residential, with commercial uses allocated to locations/projects that are several years in the future.

Commercial uses should not extend west of Midland along TRR. That land is best used for either additional institutional uses (synergy with RMI and Conservancy) or housing (High Density, Medium Density or seniors/CRCC).

The land west of Library/Post Office, which had been suggested (zoned?) for further commercial expansion, should instead be used for High to Medium density housing. House more people for critical mass, while concentrating comm. uses in and between existing comm. neighborhoods.

Moving the '82 intersection to Midland Avenue might enhance visibility of the town (may...) but otherwise primarily enhances auto-oriented way-finding and speed. It doesn't really enhance walk-ability of the overall town, or address a major pedestrian desire line.

Even if the intersection moved, there would still need to be the road east to Basalt Store, Stubbies Center etc.

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choose to go to east intersection and access schools by coming back along TRR. This would reduce peak congestion in Downtown, which may become more of an issue in future years, if vitality and growth occur.

Any pedestrian underpass on '82 should be adjacent to the RFTA P&R stops; that's where the majority of ped. crossing desire lines will occur in future. The main pedestrian desire line extends across the river at 7-11 bridge. Conclusion, there is no real reason to try to move the intersection and will& resources should be targeted to other priorities.

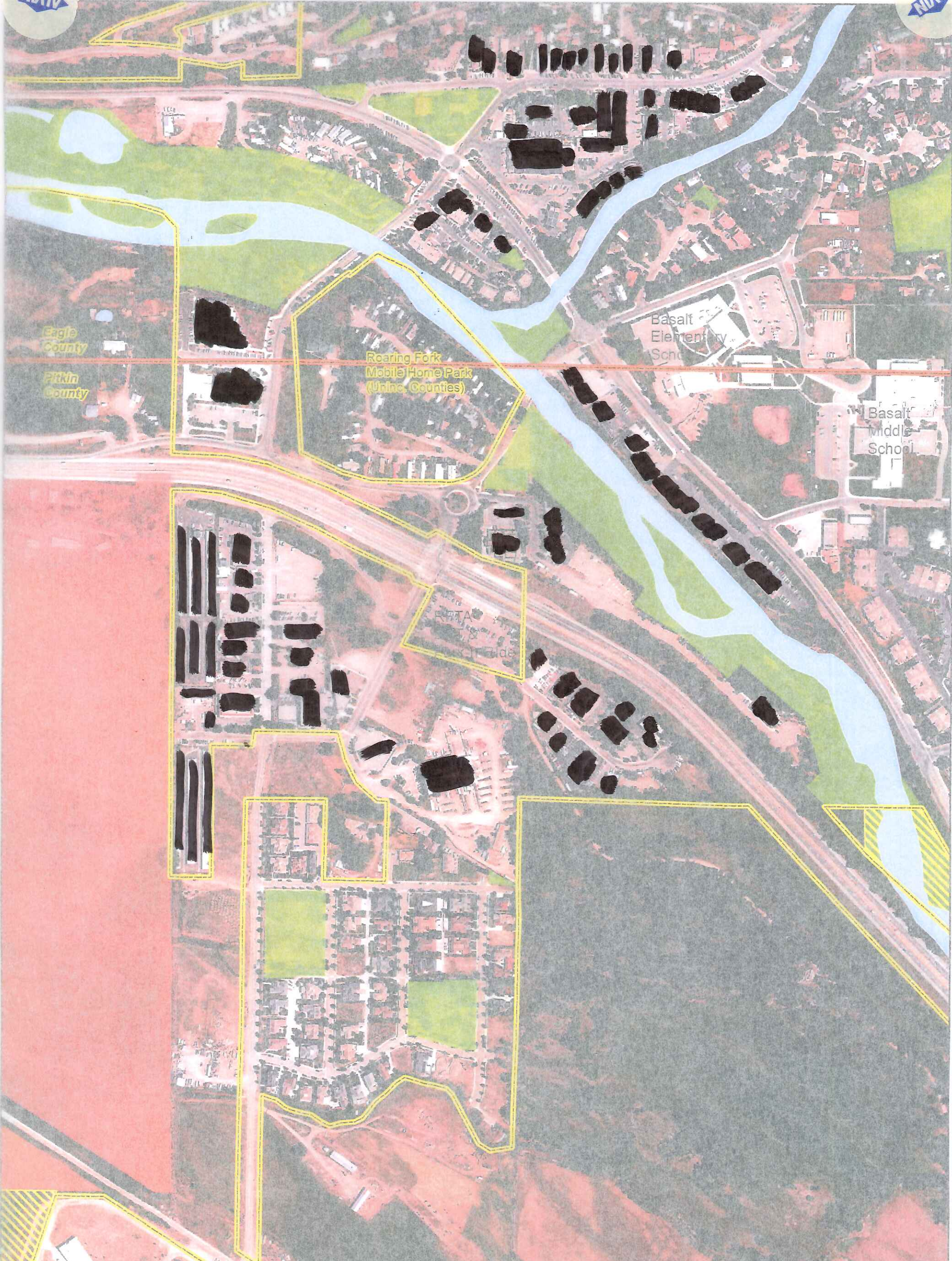
Use enhanced monuments along highway 82, signature landscaping& fencing, and landmark buildings to make Basalt more visible along the highway, rather than trying to move the intersection.

Do reduce Two Rivers Road west of Waterfront Campus (to Original Rd). to local traffic/ped/bicycle route - with necessary and appropriate provisions for landowners' access/service/emergency.

Some of the ideas generated are simply not possible in the near future, but may become possible over time as economics change, land changes hands, owners' needs and lifestyles change. It is this that merits taking a long view, not some heavy-handed intent to make things happen in a certain way.






Use incentives to *positively* motivate and encourage landowners and all the community to evolve their properties and activities toward desirable end results.

(Note: Looking back at the thoughts above and on the initial maps, one is reminded that there is already some commercial/social focus on the west side of the lower Frying Pan (motel, restaurant, shops, office bldg.). Those bldgs. are remote from thru streets though, and somewhat hidden behind other buildings and parking lots. Is that the right place to start 'Waterfont Basalt' because of the existing bldgs. and uses, or not? It would be well worth doing another concept map that starts with this area and examines what might evolve to strengthen and enhance it, and what that would imply for the rest of Basalt...)



CURRENT COMMERCIAL USES

RAJ 5-8-14

- Portion of East Basalt**
-  Town Boundary
 -  County Boundary
 -  Open Space_PitkinCounty
 -  Parks
 -  Conservation Easement





WATERFRONT BASALT

RAJ 5-8-14

Basalt High School

Portion of East Basalt

- Town Boundary
- County Boundary
- Open Space_PitkinCounty
- Parks
- Conservation Easement





DIRECT PATHS
ENCOURAGED TO
HIGH DENSITY

DESIGNATED
TO CONNECT
NEIGHBORHOODS

SOMEDAY...?
ENHANCE TRR
COMM. BLOCK
W CENTRAL PKG.
& HIGH DENSITY
HOUSING ON RIVER

ENCOURAGE
FUTURE EVOL-
UTION TO MAKE
BETTER USE
OF RIVER

LONG-TERM
ALLOW ADD'L
COMMERCIAL
USES TO CON-
NECT EXIST.
NEIGHBORHOODS

- ROADS
- PARKING
- INSTITUTIONS
- GREEN/NATURE
- PEDESTRIAN CORRIDOR
- HOUSING - HIGH TO MED. DENSITY & HOTEL/MOTEL
- COMMERCIAL USES W/ POSSIBLE PARKING BELOW POSSIBLE RESIDENTIAL ABOVE

- ① BASALT WATERFRONT: RIVER-FACING COMMERCIAL USE, CENTRAL PARKING, HIGH DENSITY HOUSING
- ② ENTRY MONUMENTS, MAYBE W/ SIGNATURE LAND SCAPING ALONG HWY.
- ③ ROARING FORK WATERFRONT CAMPUS
- ④ BASALT RIVERFRONT ESPLANADE
- ⑤ CONSIDER LIMITING TRR FROM WOODSTEAD TO ORIGINAL TO LOCAL TRAFFIC/PEDESTRIANS, BICYCLES & NATURE
- ⑥ SOMEDAY...? THIS NEIGHBORHOOD COULD CONNECT DOWNTOWN W/ P.O. & LIBRARY & PROVIDE MORE HIGH DENSITY HOUSING ADJACENT TO TRANSIT & INSTITUTIONS

CURRENT FOCUS

1/25/14

- Portion of East Basalt
- Town Boundary
 - County Boundary
 - Open Space_PitkinCounty
 - Parks
 - Conservation Easement

Basalt High School





STAGE 1-FUTURE

STAGE C

GENERATION M

GENERATION Z

STAGE G

SOMEDAY...?
ENHANCE TRC
COMM. D LOCK
W CENTRAL PKG.
& HIGH DENSITY
HOUSING AL RIVER

ENCOURAGE
FUTURE BUSI-
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- 3 ROARING FORK WATERFRONT CAMPUS
- 4 STAGES ARE COMING YEARS, GENERATIONS MIGHT HAPPEN IN FUTURE DECADES, IF THERE EXIST A WILL & CONSENSUS & INCENTIVES TO ALL ORWOOD COULD CONNECT DOWNTOWN W/ P.O. & LIBRARY & PROVIDE MORE HIGH DENSITY HOUSING ADJACENT TO TRANSIT & INSTITUTIONS
- 5
- 6

WATER FRONT B/TIMEFRAME

RAJ 5 RAJ 5/8/14

- Portion of East Basalt
- Town Boundary
 - County Boundary
 - Open Space_PitkinCounty
 - Parks
 - Conservation Easement

Basalt High School



Folks- I know the time period for public input has passed, but thought I'd drop off the attached further development of some ideas I had submitted earlier. Idea is to play off of the Town's location at the confluence to create a unique river-oriented business/entertainment district. Unlike some commercial tenant (Trader Joe's, etc). which will come or go at the whim of management and competitive leasing (or expensive concessions by government to lure them in ...), this is a permanent and intrinsic attribute which no one party can 'own,' though the Town can encourage and enhance its utilization.

This diagram departs from the notion that Midland Ave has to be the primary organizer for public uses, just because that is how cars access the existing core. It suggests instead, improving and extending the pedestrian link from Park and Ride, across 7-11 bridge, thru the 'Clark's Market' property, to the center of the existing Midland commercial neighborhood (roughly , just east of Alpine Bank). This ties together existing and proposed commercial uses in the shortest path, to encourage patrons to park once and then walk to multiple destinations. New buildings along the first part of this link can be oriented to the rivers, and parking located behind bldgs., where it is least prominent. Future evolution of existing bldgs. along the Frying Pan, and those stretching East along the Roaring Fork (opposite schools) can take advantage of this too, all within reasonable walking distance of new public parking located near the traffic circle, right off '82, without the need to consider changing the Hwy. 82 intersection and RFTA improvements. This also concentrates commercial and public activities in the most compact core, encouraging pedestrian circulation and keeping surrounding land available for high- to medium-density housing to create a critical mass of patrons and employees.

"Come visit Waterfront Basalt, a unique river- and nature-oriented pedestrian district right off Highway 82 in the center of the Roaring Fork Valley. Interesting and original locally-owned shops, restaurants and, linked by an art-filled mall (integrate Wyly Arts Center and galleries into the district layout and character) and green space along two gold medal rivers."

Imagine Timbo's Pizza, for example (a locally-owned independent business which should be nurtured), opened up to the river, with outdoor seating, and pedestrian access from Park and Ride and a convenient lot 'at the Circle'....

Best wishes winnowing down all the input, and thanks for all your efforts,

5/19/14 Robin Schiller

AS IT EXISTS

AS IT EXISTS

ENHANCE EXIST. RIVER-ORIENTED COMM. USES

RETAIN & ENCOURAGE INCREASING EXIST. LODGING USE
ENCOURAGE RIVERSIDE EVOLUTION

MAKE PEDESTRIAN CIRCULATION THE ORGANIZER FOR BASALT - NOT CARS

DO NOT ALLOW EXIST. LIB. & P.O. TO DRIVE FURTHER AUTO-ORIENTED LAND-USE PATTERN

FUTURE PEDESTRIAN- AND RIVER-ORIENTED COMMERCIAL W/ MED- TO HIGH-DENSITY RES. OR HOSPITALITY ABOVE

FUTURE PUBLIC PKG TO CAPTURE CARS RIGHT OFF '82, FUNNEL VISITORS ALONG PED. PATH INTO HEART OF BASALT

WATER FRONT BASALT (2)

RAS 5/16/14

- Portion of East Basalt
- Town Boundary
 - County Boundary
 - Open Space_PitkinCounty
 - Parks
 - Conservatic

Basalt High School