



Town of Carbondale  
511 Colorado Avenue  
Carbondale, CO 81623

**AGENDA**  
**PLANNING & ZONING COMMISSION**  
**THURSDAY, July 28, 2022**  
**7:00 P.M. Carbondale Town Hall & Via Zoom**

**ATTENTION: All regular Carbondale Planning and Zoning Commission Meetings, will be conducted in person and virtually via Zoom. If you wish to attend the meeting virtually, and you have a comment concerning one or more of the Agenda items, please email [msikes@carbondaleco.net](mailto:msikes@carbondaleco.net) by 4:00 p.m. on July 28, 2022. If you would like to comment virtually during Persons Present Not on the Agenda please email [msikes@carbondaleco.net](mailto:msikes@carbondaleco.net) with your full name and email address by 4:00 p.m. on July 28, 2022**

**Please click the link below to join the webinar:**  
**<https://us06web.zoom.us/webinar/83671002605>**

1. CALL TO ORDER
2. ROLL CALL
3. 7:00 p.m. – 7:05 p.m.  
Minutes of the July 14, 2022 meeting..... Attachment A
4. 7:05 p.m. – 7:10 p.m.  
Public Comment for Persons not on the agenda (See instructions above)
5. 7:10 p.m. – 7:30 p.m.  
PUBLIC HEARING – Red Hill Annexation/Rezoning .....Attachment B  
Applicant: Town of Carbondale/The Land Studio  
Location: Highways 133 & 82, County Road 107
6. 7:30 p.m. – 8:50 p.m.  
Comprehensive Plan Discussion .....Attachment C
7. 8:50 p.m. – 8:55 p.m.  
Staff Update
8. 8:55 p.m. – 9:00 p.m.  
Commissioner Comments
9. 9:00 p.m. – ADJOURN

Upcoming P & Z Meetings:  
8-11-22 – 39 Maroon Drive/ADU  
Pioneer Interests/Minor Site Plan Review/CUP  
8-25-22 - TBD

**Please note all times are approx.**

**MINUTES**  
**CARBONDALE PLANNING AND ZONING COMMISSION**  
Thursday July 14, 2022

**Commissioners Present:**

Jay Engstrom, Chair  
Marina Skiles  
Kim Magee  
Nick Miscione  
Jarrett Mork  
Kade Gianinetti (1<sup>st</sup> Alternate)

**Staff Present:**

John Leybourne, Planner  
Mary Sikes, Planning Assistant

**Commissioners Absent:**

Nicholas DiFrank, Vice-Chair  
Jeff Davlyn

**Other Persons Present**

Niki Delson, 1056 Village Road  
Sue Zislis, 648 Surrey Road  
Bella Fabela, 491 Morrison Street  
Judy Blanchard, 905 Melissa Lane  
Larry Bogatz, 476 Settlement Lane

The meeting was called to order at 7:02 p.m. by Jay Engstrom.

**May 26, 2022 Minutes:**

Jarrett made a motion to approve the May 26, 2022 minutes. Kade seconded the motion, and they were approved unanimously.

**June 9, 2022 Minutes:**

Marina made a motion to approve the June 9, 2022 minutes with revised change to a motion. Jarrett seconded the motion, and they were approved unanimously.

**Public Comment – Persons Present Not on the Agenda**

There were no persons present to speak on a non-agenda item.

**CAFCI Discussion**

Niki Delson, Co-Chair of CAFCI (Carbondale Age-Friendly Community Initiative) led the discussion and introduced herself.

Niki thanked Janet Buck and said that without her she would not have known anything about Planning and Zoning. She said that Janet was at our first inaugural event and that at every step of the way her door was always open. She thanked John too for mentoring them along the way.



Niki said that tonight that they would like to introduce the Commission to the concept of “Age-Friendly Communities”.

The following three items were explained and discussed;

- Overview of Age-Friendly Communities
- The Eight Domains of Livability
- Aging in Community – From the Comprehensive Plan to the Unified Development Code: Turning Philosophy Into Action

Nikki said that Carbondale has three wonderful designations;

- Creative Arts District
- Gold Standard Bike Friendly Community
- Thirteenth community in Colorado – AARP Network (American Association of Retired People)

Nikki said that CAFCI is a group of people that got together with a vision and desire to see Carbondale become more Age-Friendly. She asked how do you create a community that is friendly to the very young and the very old and everyone in between, a separate branch of AARP became formalized as Age-Friendly Network States and Communities and became an independent affiliate of the World Health Organization (WHO). She said that the WHO has twenty years of research on livable communities. She said that became the foundation of the AARP network, which in made up of six hundred sixty different members. She said that Pitkin and Eagle Counties are members, and that Garfield County did not join the network.

Nikki said that we are here, three and half years with our strategic plan of a five-year plan. She asked how do we work with non-profits and government entities to institutionalize the concept of age-friendly communities, that is our focus for the next year and a half and that’s why we are here tonight. She said that Planning and Zoning is probably the most important Commission in being able to get this built in, woven into the fabric of our community.

Nikki said that what distinguishes Carbondale from many of the other communities is that we come from the bottom up. She said that we are people organizing in the community and most of the other Age-Friendly Communities are government entities that are usually under the umbrella of senior services. She said that AARP really looked to us as a new model of how you work institutionally within all of the elements of government to have a concept, a vision, and an inspiration become policy.

Nikki said that being part of a network of six hundred sixty different communities gives us access to information and research. She said that AARP does support us, not financially, as our budget is zero. She said that we were a catalyst to become the Age Friendly Community Initiative and that we brought that to the Board of Trustees in 2019. She explained that the Town owns the designation of Age-Friendly Community. She said that when the Board of Trustees signed on to be an Age-Friendly Community they

promised to “Actively work with residents and local advocates to make their town, city, county or state become a more Age-Friendly place to live.” She said that joining the network gives the Town of Carbondale inspiration by showing what can be done because we are part of six hundred sixty members. She gave an example of assessing parks and that the Parks and Recreation Department goes out every year to assess parks but that they didn’t have an instrument or tool to do the assessing. She said that she went on to the bulletin board of members and asked if there was an instrument that anyone uses to assess parks, playgrounds, and public spaces. She said that within three hours she had the instrument and provided it to Eric Brendlinger, after the software developer customized it for the kinds of open spaces that we have. She said that AARP provides inspiration, connection, and support.

Nikki continued by saying that when she was talking to Cushing Terrell (CT) they asked “How do you put this into language that can go into the Updated Comp Plan or the Unified Development Code (UDC).” She said that she called up the Colorado AARP and asked them that question and that she found out that they have a relationship with the Public Policy Institute. She said that they sent us information on how to language it in certain ways, for the code.

Nikki said that she wants to distinguish between aging from aged. She said how we language what we are doing is really important because we are all aging in community from the time we are conceived until we are finished. She said that we would like to think of it as a process and that the older adults that are speaking tonight are just further along that continuum.

Nikki stated that she would like everyone to understand what the eight domains of livability are, which have been developed by the WHO, as they have done research on what makes a community livable for the very young, the very old and for everyone in between.

Bella Fabella, with Larry Bogatz translating;

I am Bella Fabella, and I am a member of the CAFCI Steering Committee.

Age-friendly Communities use a particular framework to organize and prioritize their work so that their communities become more livable for people of all ages. This framework focuses on eight domains:

- Outdoor Spaces and Buildings;
- Transportation;
- Housing;
- Social Participation;
- Work and Civic Engagement;
- Communication and Information;
- Community and Health Services;
- Respect and Social inclusion.

These are described in more detail in your packet.

I would like to give you a couple of Carbondale examples as they apply to “Respect and Social Inclusion” and where improvements could be made.

I am the only Latina who goes to the Wednesday Senior Lunches at the Orchard. Many of my Latino friends do not know about the lunches and they don’t go because they don’t have transportation, and they may feel embarrassed because they don’t think their English is good enough.

I also remember about 25 years ago while working at the Carbondale library I assisted with their transportation program which gave rides to many young people. Now there is no ride program and very little Hispanic participation in youth activities.

Here is another example: The Latino community is a large part of the Carbondale population. However, when government meetings and communications are only in English, our opinions aren’t known. We would like to contribute and be part of our hometown’s decisions, and Spanish translation would make us feel more welcome and allow us to be more active participants.

Sue Zislis introduced herself and read a recommendation on page 73 of the Comp Plan Update;

*Implement universal design elements into the UDC to better accommodate the typical functional challenges that occur throughout human development.*

She said that through life the circumstances of our existence are constantly shifting, not just of age but of ability. She went on to say that it happens to everyone through the aging process. She said that there is a spectrum of age and also of ability. She said that when this happens, even temporarily, you are disabled. She said that Carbondale is now tasked with creating and sustaining a town that enables an active lifestyle for everybody regardless of their current status on the ability spectrum.

Sue said that Planning and Zoning is at the core of this action. She explained that Universal Design is not the same as ADA. She went on to say that the Americans with Disabilities Act are a civil rights legal imperative that prohibit discrimination against people with disabilities in terms of access to public places. She gave the example of ramps into a public building that has steps.

Sue said that Universal Design is a barrier-free concept that supports inclusiveness. She said that it applies to user friendly design in broader terms than just for the issues that impact older people. She stated that accommodations for mobility challenges are the most compelling and the most noticeable. She said that Universal Design can level the playing field for all sorts of challenges.

Sue continued by saying that signage used to communicate an important message with high-contrast picture symbols instead of words will help more people understand the

message. She gave another example regarding windows that open side to side, instead of up and down, and that you are more likely to independently let fresh air into your home, which is a design issue.

Sue said that Universal Design makes self-reliant life easier and safer even for the most agile. She continued by giving more examples. She said that when housing developers include Universal Design features more people anywhere on the ability spectrum are enabled to stay in their homes and communities they love for much longer.

Sue continued by telling another story of a long-time local that would benefit from having an entry level bed and bath or a home with an elevator. She said that right now Carbondale has very few options for anyone of any age that is hoping to reduce their dependence on steps. She said that Universal Design says that if there has to be steps there are several strategies in the design of those steps that can reduce strain and increase safety for anybody of any age who hopes to be safer and less dependent on stairs.

Sue stated that equity in the workplace and all public spaces indoors and outdoors can also improve under the Universal Design umbrella that includes strategies to include all sorts of community engagement. She gave another example of someone with a temporary handicap parking sticker because of recovery from surgery that was complicated and wanting to go to a performance in the park. She said that you are unclear as to the safety and mobility in the park for the entire evening, if the park had a website that described parking availability, seating accommodations, and lighted pathways you could make that decision, whether to attend the concert. She said what we are saying is if there were up to date websites that accurately describe accessibility features for public places someone could know ahead of time to plan a safer outing within their current ability. She said that this is a core Universal Design concept.

Sue gave kudos to Roaring Fork Outdoor Volunteers because they updated their website to include accessibility information for everybody who lives in Carbondale.

Sue said that the wide range of Universal Design applications demonstrates support for inclusiveness and the diversity of human existence using strategies where everyone benefits.

Sue said that CAFCI fully backs the inclusion of the recommendation on page 73, of the Comp Plan Update, to incorporate Universal Design elements into the UDC and that we also offer our assistance in any way needed.

Judy Blanchard, Co-Chair of CAFCI, summarized five points;

- Aging in community focuses on aging not aged.
- The Town owns the Age-Friendly designation, not CAFCI.
- The P&Z is a real important player because the Commission will be taking the Comprehensive Plan and turning it into action and then turning action into code, in the UDC.

- There is a difference between ADA accommodations and Universal Design.
- As part of an Age-Friendly community we are part of a network of over sixty hundred sixty national communities and millions of people through the WHO Livable Communities' Program. We have access to evidence-based practices and resources that can help Carbondale continue to improve.

Judy said in closing that you are somewhere on the aging continuum and that you too would want a rich and rewarding life as you move along that continuum. She said hopefully you can live out a long healthy life in the community of your choice. She said that we are here to contribute and assist in any way we can.

Jay thanked CAFCI for all of their participation in the Comp Plan Update.

Judy thanked everyone and said that our municipal government from the Board of Trustees and all the Commissions and all of the people working for the Town are so open and accessible. She said that it is such a pleasure and that she moved here from the Washington, D.C. area and that it is a pleasure to work together.

Marina asked CAFCI if there were any additional comments for the Comp Plan Update.

Nikki said that it was really wonderful working with Janet on the Comp Plan Update. She said that we went to almost all of the focus groups and we asked if we could red-line the Comp Plan Update? She said that Janet said go for it and give us what your thinking is. She said that it took us days and most of it is already in the update.

Nikki said other than what we have already stated, an important piece is the Town having a Master Transportation Plan outside of just the circulator is probably what most people are talking about. She gave examples of all of the people that are in need of transportation, from all areas of Town and age groups. She said that we have the vision of not wanting to be autocratic in Carbondale and wanting people to have alternative means of transportation. She continued by saying that we are needing multi-model corridors for all ages and that Highway 133 is a nightmare in terms of safety.

Nikki continued by saying, how do you assess a dangerous intersection and how do you provide that information to CDOT, that has control over the highway, and waiting for someone to get killed, which has actually already happened. She said that through the network we came up with what is called a walk audit. She said that we walk audit every single priority corridor in Carbondale and as a result CAFCI does walk audits annually and that Carbondale has doubled the budget for maintenance of sidewalks and trails completed by the Public Works Department. She said that we got this into the Comp Plan Update as well as almost everything we suggested.

Nikki said that there is a section called Aging In Community but what is more important for us is to not have it as a separate item but instead as an umbrella, so that it does not look like older people are fighting with younger people for the limited resources that there are in any community. She asked how do you plan a community that makes it accessible for the very young and the very old? She said that one of the reasons that

AARP started to look at what we are doing here is because they recognized that you get a lot more participation when you are not fighting amongst groups for the limited resources but instead how do you create a town, which comes down to Planning and Zoning. She said that you will be able to create this vision so when we are no longer capable it is part of the fabric of the community that other people will advocate for.

There was a handout on Universal Design distributed from CAFCI.

Further discussion ensued regarding Universal Design and the process of applications that come before the P&Z.

John explained that the 2013 Comprehensive Plan has a matrix, which drives future amendments to the UDC. He explained that with the Comp Plan amendment that we are going through now a lot of items brought up tonight and in the red-lined version are also built into the implementation matrix. He said that the matrix guides P&Z's purview to make amendments to the UDC, to put those items within the UDC itself. He said that it would make it the law of the land, as Nick stated. He said that if a developer comes in and makes proposals, it could be requested to add Universal Design to some of your smaller units. He said that the first step is the Comprehensive Plan, that everyone has participated in, and once we get that adopted then we can start going down the Implementation Matrix looking for amendments, which is how the process works.

Jay explained that the Comp Plan would be a document referred to by other Commissions too for other processes going on in Carbondale.

Jarrett asked why Garfield County was not included in the AARP network?

Nikki stated that John Martin signed off on Garfield County becoming an Age-Friendly community and that is where it got left.

Jarret asked for clarification of the benefit of this network.

Judy explained that there are many evidence-based resources and practices. She said that there are many groups that we can talk to and that they have Challenge Grants, which we can apply for. She said that we just got a grant to develop the Human Nature Park, off Eighth Street, which will have accessible benches. She said that there are other grants that come up and they guide us to other grantors', which is a wealth of information.

Nikki gave another example of a benefit joining the network, how do you turn this language into code? She said that we would call Colorado AARP and that Roberto could come down and that he might confer with another state. She said that the assessment tool for the parks was developed elsewhere. She said that if any of the Commissions had a question, we could get the answer through the network. She talked about an example with Walk America, which helps communities' structure and develop infrastructure that makes pedestrians safer within the community. She said that AARP funded fellowships, which Sue and I both received as a six-month commitment, with an

action plan. She said that we get to talk to people all over the United States who have worked with pedestrian safety issues to develop an action plan that we could bring back to the Bike and Ped Commission, who would bring it to the Trustees. She said that we get the research and talk to the people that have actually done it, not just locally. She said that we are focused on Highway 133 currently because there have been three near misses in the last couple of months and that it is also dangerous by design.

Nikki said that one thing we found out looking at the action plan is that there is a lot of research that shows that street art, asphalt art at dangerous intersections actually has an impact on pedestrian safety. She said that you put artwork in the crosswalks and that the rates of near misses and pedestrian accidents gets diminished. She said that she never knew about this and that it was research presented to us in the third month of the walking college. She said that AARP brings us this information with easy access to get it.

Judy restated that if you have something that needs to be researched that we can do it for you.

Jarret asked Bella what would her ideal mode of transportation be to get around town?

Bella said that small buses, especially for the kids and that years ago there used to be one for the library, as well as for all of us that don't drive.

Further discussion ensued regarding a transportation plan.

Nick thanked everyone for sharing their wisdom and knowledge. He asked if CAFCI might know of someone that is a member of the Latin community who would be willing to act as a representative on this Commission.

Further discussion ensued regarding how to get this information out and that the P&Z ads should be bilingual.

### **Commission Discussion Work Session – Comp Plan Update**

The Commission agreed to break their review up into sections of the Comprehensive Plan Update and tonight Sections 1.0 – 3.0 was completed with the following recommended changes;

- It was clarified that the purple text will be changed to black after the review is complete, the purple text is currently the new portion of the update.
- The Foreword should be moved to section 5.4 Climate Action Plan in the beginning of that section, with the heading Foreword removed, Page 8. (Foreword is misspelled)
- The title of the update should be 2013 Comprehensive Plan Updated.
- Remove the quick links, Page 7.
- Comprehensive Plan Update Framework, Page 11 should be moved to Page 15 and remove the Plan Framework wheel that is currently on Page 15.

- Remove the remaining Summary of Goals, Page 11 as it is repeated on Page 25.
- Combine 1.0 and 2.0, Executive Summary and Introduction, calling it Introduction explaining the process, framework and summary of goals with explanation of the 2013 and 2022 process.
- Color coding should match, i.e., Vision is orange on Page 32, and on Page 10 it is purple, and Introduction is dark blue and orange.
- Explain that the goals tie into the Implementation Matrix on Page 25.

### **Staff Update**

John said that the interviews were conducted for the Planning Director position today, with Jay attending too.

John said that Janet is currently at a rehab center in Eagle.

### **Commissioner Comments**

Marina invited everyone to Mountain Fair and that they are looking for Peace Patrollers or any volunteering would be helpful.

### **Motion to Adjourn**

A motion was made by Marina to adjourn, Jarrett seconded the motion, and the meeting was adjourned at 9:25 p.m.





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

## **Planning and Zoning Memorandum**

Meeting Date: 7/28/2022

**TITLE:** Red Hill Annexation

**SUBMITTING DEPARTMENT:** Planning

**ATTACHMENTS:** Resolution No. 7 Series of 2022  
Annexation Request and Application

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### **BACKGROUND**

A Petition and Application for Annexation for a 25.95-acre parcel located to the North of the intersection of Highway 133 and Highway 82 has been submitted to the Town. The applicant is The Land Studio Inc. acting on behalf of the Town of Carbondale. The proposal is to zone the subject property Open Space (OS).

The Board reviewed the Petition on June 14, 2022. At the meeting, the Board approved Resolution No. 7, Series of 2022. This resolution sets August 9, 2022 as a public hearing to determine if the property is eligible for annexation (C.R.S. Section 31-12-104 and 31-12-105). This process also includes a public hearing before the Planning Commission with a recommendation to the Board of Trustees to either approve or deny the application.

The Town of Carbondale owns a portion of the land in the Annexation Parcel and Colorado Department of Transportation (CDOT) owns a portion of the right-of-way necessary to access portions of the lower and upper Red Hill parking lots. CDOT also owns a portion of County Road 107 up to and including the entrance to the Red Hill parking lot access. CDOT is also a signatory partner on the Petition for Annexation and are supportive of the Annexation.

When the Town of Carbondale acquired the Red Hill property, Garfield County and the Town of Carbondale entered into an agreement which included a requirement that the Town of Carbondale annex the Red

Hill property, including the CDOT portion of right-of-way.

The Town of Carbondale has completed extensive trail work on Red Hill and made significant improvements to the lower and upper parking lots adjacent to Highway 82, achieving the goal of enhancing safety for trail users who previously had to travel up County Road 107 before reaching the Red Hill trail network.

The completion of annexation of this parcel into the Town of Carbondale will provide recreational opportunities important to both Garfield County and the Town of Carbondale as well as the Town to provide emergency services to the annexed property.

This is a public hearing so the Planning Commission will open the public hearing to public comment and consider those comments.

## **DISCUSSION**

### **2013 Comprehensive Plan**

Chapter 4.12 Town Periphery of the Comprehensive Plan indicates that a portion of the parcel is located in the Phase 1 Potential Annexation Infill area (Figure 4.34). The intent of Phase 1 annexation areas is to promote infill and development of adjacent areas that already function as a part of the Town.

Some of the opportunities identified in the Comprehensive Plan are as follows:

Gateway enhancements - The location of the parcel is identified as being a gateway to the Town. The Comprehensive Plan indicates that this area should provide enhancements to the gateway. The improvements to the parking area have not only improved safety but also enhanced the Red Hill Trail Head.

### **Approval Criteria 2.4.2.C.1.3.b of the UDC.**

i. The amendment will promote the public health, safety, and general welfare;

***The Open Space zone district will allow the annexation parcel to be incorporated into the Town for continued safe use of the Red Hill trails system.***

ii. The amendment is consistent with the comprehensive Plan and the purposes stated in this Code;

***The Town's annexation of the Red Hill property and rezoning to Open Space will provide compatibility with surrounding uses, is consistent with the Code, and consistent with the proposed Future Land Use Designation***

***of Parkland/Open Space in the Town of Carbondale's Comprehensive Plan Update dated February 2022.***

iii. The amendment is consistent with the stated purpose of the proposed zoning district(s);

***The purpose of the Open Space zone district is to provide adequate lands open to the public for recreational use and to protect those lands from being used for purposes other than open space.***

iv. The amendment is not likely to result in significant adverse impacts upon the natural environment, including air, water, noise, stormwater management, wildlife, and vegetation or such impacts will be substantially mitigated;

***The proposed rezoning will help preserve the natural environment to be used for the purposes of recreation and open space.***

v. The amendment is not likely to result in material adverse impacts to other property adjacent to or in the vicinity of the subject property;

***The surrounding properties will not be adversely impacted with the parcel being zoned as Open Space. Much of the property is currently surrounded by Public Lands or Rural Garfield County Zoning.***

vi. Facilities and services (including roads and transportation, water, gas, electricity, police and fire protection and sewage and waste disposal, as applicable) will be available to serve the subject property while maintaining adequate levels of service to existing development.

***The Town is aware of the additional responsibility and services required to maintain this property as part of the Intergovernmental Agreement with Garfield County.***

### **Summary**

Staff concurs with the applicant's interpretation of the benefits of the Annexation for the Town of Carbondale and the users of the Red Hill Trail system.

### **RECOMMENDATION**

Staff recommends the following motion be approved.

**Move to recommend approval to the Board of Trustees the Red Hill Annexation and the Zoning of the property to Open space (OS).**

Prepared by: John Leybourne

**RESOLUTION NO. 7  
SERIES OF 2022**

**A RESOLUTION OF BOARD OF TRUSTEES OF THE TOWN OF CARBONDALE, COLORADO, FINDING SUBSTANTIAL COMPLIANCE WITH SECTION 31-12-107(1), C.R.S.; ESTABLISHING A DATE, TIME AND PLACE FOR A PUBLIC HEARING TO DETERMINE COMPLIANCE WITH SECTIONS 31-12-104 AND 31-12-105, C.R.S.; AUTHORIZING PUBLICATION OF NOTICE OF SAID HEARING; AND AUTHORIZING THE COMMENCEMENT OF ZONING PROCEDURES FOR LAND IN THE AREA PROPOSED TO BE ANNEXED**

**WHEREAS**, the Town Clerk has received and has referred to the Board of Trustees a Petition for Annexation ("Petition") submitted by the Town of Carbondale ("Town") and the Colorado Department of Transportation ("CDOT") for the annexation of certain real properties ("Annexation Parcel") described on the attached **Exhibit A** into the Town of Carbondale, Colorado;

**WHEREAS**, the Petition alleges that the requirements of Section 31-12-104, C.R.S., and Section 31-12-105, C.R.S., exist or have been met;

**WHEREAS**, the Town owns a portion of Annexation Parcel and CDOT owns a portion of the Annexation Parcel;

**WHEREAS**, an Annexation Map of the Annexation Parcel has been duly filed along with said Petition as required by Section 31-12-107(1)(d), C.R.S.;

**WHEREAS**, Section 31-12-107(1)(g), C.R.S., requires the Board of Trustees to determine whether the Petition is in substantial compliance with the requirements of the Municipal Annexation Act of 1965; and

**WHEREAS**, the form of the Petition substantially complies with the applicable requirements of Sections 31-12-104 and 31-12-105, C.R.S. of the Municipal Annexation Act of 1965.

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

1. Pursuant to Section 31-12-107(1)(g), C.R.S., the form of the Petition submitted is hereby deemed to be in substantial compliance with the Municipal

Annexation Act of 1965, including in particular Section 31-12-107(1)(g). The procedures outlined in Sections 31-12-108, 31-12-109, and 31-12-110, C.R.S., shall be followed.

2. The Board of Trustees hereby determines that it shall hold a public hearing to determine if the proposed annexation complies with Sections 31-12-104 and 31-12-105, C.R.S. and to establish whether or not said area is eligible for annexation pursuant to the Municipal Annexation Act of 1965, C.R.S. section 31-12-101 et seq., as amended; said hearing to be held at a regular meeting of the Board of Trustees on August 9, 2022 (not less than 30 nor more than 60 days after the date of this resolution) at the Carbondale Town Hall, 511 Colorado Avenue, Carbondale, CO.

3. The Town Clerk shall give public notice as follows: A copy of this resolution shall constitute notice that, on the given date and at the given time set by the Board of Trustees, the Board of Trustees shall hold a hearing for the purpose of determining and finding whether the area proposed to be annexed meets the applicable requirements of Sections 31-12-104 and 31-12-105, C.R.S., and is considered eligible for annexation. Said notice shall be published once a week for four consecutive weeks in a paper of general circulation, with the first publication to occur at least 30 days prior to the hearing. The proof of publication shall be returned when the publication is completed, and the certificate of the owner, editor or manager of the newspaper in which said notice is published shall be proof thereof. At least 25 days prior to the hearing, a copy of this resolution and the Petition, as filed, shall also be sent via registered mail by the Town Clerk to the Garfield County Board of County Commissioners, the Garfield County Attorney, and to any special districts having territory within the area to be annexed.

4. Town staff is hereby directed to initiate appropriate zoning procedures with regard to the territory proposed to be annexed.

INTRODUCED, READ, AND PASSED this 14<sup>th</sup> day of June

TOWN OF CARBONDALE

By: Ben Bohmfalk  
Ben Bohmfalk, Mayor

ATTEST:

Cathy Derby  
Cathy Derby, Town Clerk



## EXHIBIT A

### PORTION OF ANNEXATION PARCEL WITHIN COLORADO DEPARTMENT OF TRANSPORTATION HIGHWAY NO. 82 ROW

A Parcel of land situated within a portion Colorado Department of Transportation Highway No. 82 ROW per Project No. C 0821-091; said Parcel of land being located in Lot 9 and 21 of Section 28, Township 7 South, Range 88 West of the Sixth Principal Meridian and is further described as follows:

Beginning at a point on the Northerly right-of-way of said Highway 82, whence a found 3.25" 1986 B.L.M. Aluminum Cap monumenting the Northwest corner of the John Kelso Claim bears N.13°55'16".E a distance of 849.86 feet; thence S.47°46'57".E a distance of 196.24 feet; thence S.09°11'06".W a distance of 77.42 feet; thence S.09°11'06".W a distance of 77.42 feet; thence N.84°37'21".W a distance of 161.47 feet to a point being 1 foot northerly of an existing fence; thence the following eight (8) courses one foot northerly of an existing fence:

- 1) N.87°02'15".W a distance of 80.20 feet;
- 2) N.73°13'00".W a distance of 31.29 feet;
- 3) N.83°35'25".W a distance of 119.62 feet;
- 4) N.81°38'11".W a distance of 84.78 feet;
- 5) S.86°53'55".W a distance of 19.76 feet;
- 6) N.81°13'49".W a distance of 165.40 feet;
- 7) N.67°41'13".W a distance of 253.53 feet;
- 8) N.72°54'00".W a distance of 69.76 feet to a point on the Northerly right-of-way of said Highway 82;

thence along said right-of-way the following six (6) courses:

- 1) 290.62 feet along a non-tangent curve to the left having a radius of 1760.10 feet and a central angle of 09°27'38" (chord bears S.77°37'48".E, a distance of 290.29);
- 2) S.85°23'26".E a distance of 288.14 feet;
- 3) S.86°51'35".E a distance of 84.93 feet;
- 4) S.84°48'37".E a distance of 65.83 feet;
- 5) N.42°18'24".E a distance of 147.79 feet;
- 6) N.89°40'24".E a distance of 4.39 feet to the point of beginning.

Said Parcel of land containing 67,105 square feet or 1.541 acres, more or less.

County of Garfield  
State of Colorado

And

PORTION OF ANNEXATION PARCEL WITHIN RED HILL PUD PROPERTY

A Parcel of land situated within a portion that property described in the document recorded as Reception No. 907792 of the Garfield County records; said Parcel of land being located in Lot 7, 8, 9 and 21 of Section 28, Township 7 South, Range 88 West of the Sixth Principal Meridian and is further described as follows:

Beginning at a point on the Northerly right-of-way of Colorado Department of Transportation Highway No. 82 Project No. C 0821-091 whence a found 3.25" 1986 B.L.M. Aluminum Cap monumenting the Northwest corner of the John Kelso Claim ( Northwest corner of said Lot 7) bears N.13°55'16".E a distance of 849.86 feet; thence along said Northerly right-of-way the following nine (9) courses:

- 1) S.89°40'24".W a distance of 4.39 feet;
- 2) S.42°18'24".W a distance of 147.79 feet;
- 3) N.84°48'37".W a distance of 65.83 feet;
- 4) N.86°51'35".W a distance of 84.93 feet;
- 5) N.85°23'26".W a distance of 288.14 feet;
- 6) 460.83 feet along a non-tangent curve to the right having a radius of 1760.10 feet and a central angle of 15°00'04" (chord bears N.74°51'35".W, a distance of 459.51 feet);
- 7) N.60°21'09".W a distance of 288.32 feet;
- 8) N.62°45'15".W a distance of 149.95 feet;
- 9) N.61°55'48".W a distance of 324.64 feet to a point on the North-South ¼ line and west line of said Lot 21 of said Section 28, said point also being the Southwest corner of said property;

thence the following seven (7) courses along the boundary of said property:

- 1) N.01°15'25".E along said North-South ¼ line a distance of 241.21 feet to the Center ¼ corner of said Section 28;
- 2) S. 89°14'35".E along the East-West ¼ line of said Section 28 a distance of 1856.57 feet, to the Southwest corner of said Lot 7;
- 3) N.00°28'09". W along the westerly line of said Lot 7 a distance of 199.71 feet to the Northwest corner of said Lot 7;
- 4) N.88°28'22".E along the northerly line of said Lot 7 a distance of 154.32 feet to a point on the westerly line of County Road No. 107 right-of-way as recorded in Book 673 at Page 648 of the Garfield County records;
- 5) leaving said northerly line S.04°40'55".E along said westerly line a distance of 60.20 feet;
- 6) continuing along said westerly line S.25°33'55".E a distance of 137.53 feet;
- 7) continuing along said westerly line S.31°11'05".W a distance of 74.60 feet;

thence leaving said westerly line 80.28 feet along a non-tangent curve to the left having a radius of 247.00 feet and a central angle of 18°37'19" (chord bears S.42°24'08".W, a distance of 79.93 feet); thence 10.41 feet along a reverse curve to the right having a radius of 100.00 feet and a central angle of 05°57'46" (chord bears S.36°04'21".W, a distance of 10.40 feet); thence 36.69 feet along a reverse curve to the left having a radius of 150.00 feet and a central angle of 14°00'59" (chord bears S.32°02'45".W, a distance of 36.60 feet); thence 63.94 feet along a reverse curve to the right having a radius of 58.00 feet and a central angle of 63°09'38" (chord bears S.56°37'05".W, a distance of 60.75 feet); thence 14.56 feet along a reverse curve to the left having

a radius of 50.00 feet and a central angle of  $16^{\circ}40'52''$  (chord bears  $S.79^{\circ}51'27''.W$ , a distance of 14.51 feet); thence  $S.71^{\circ}31'01''.W$  a distance of 76.25 feet; thence 69.02 along a curve to the left having a radius of 304.00 feet and a central angle of  $13^{\circ}00'30''$  (chord bears  $S.65^{\circ}00'46''.W$ , a distance of 68.87); thence 27.44 feet along a reverse curve to the right having a radius of 100.00 feet and a central angle of  $15^{\circ}43'26''$  (chord bears  $S.66^{\circ}22'15''.W$ , a distance of 27.36 feet); thence 175.11 feet along a reverse curve to the left having a radius of 150.00 feet and a central angle of  $66^{\circ}53'10''$  (chord bears  $S.40^{\circ}47'23''.W$ , a distance of 165.33 feet); thence  $S.07^{\circ}20'48''.W$  a distance of 28.86 feet; thence 157.36 feet along a curve to the left having a radius of 340.00 feet and a central angle of  $26^{\circ}31'07''$  (chord bears  $S.05^{\circ}54'45''.E$ , a distance of 155.96 feet); thence 75.24 feet along a reverse curve to the right having a radius of 290.00 feet and a central angle of  $14^{\circ}51'52''$  (chord bears  $S.11^{\circ}44'23''.E$ , a distance of 75.02 feet) to the point of beginning.

Said parcel of land containing 1,063,279 square feet or 24.410 acres, more or less.

County of Garfield  
State of Colorado





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365 River Bend Way • Glenwood Springs, CO 81601 • Tel 970 927 3690 • [landstudio2@comcast.net](mailto:landstudio2@comcast.net)

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June 16, 2022

John M. Leybourne  
Town of Carbondale  
511 Colorado Ave.  
Carbondale, CO 81623

Re: **Red Hill Annexation**

Dear John:

The Land Studio, Inc. has been working with representatives of The Town of Carbondale to prepare The Red Hill Annexation Application. The following items have been attached per the requirements for this Application.

- A. Land Use Application Form
- B. Narrative describing the project and proposed zoning
- C. Annexation Plat
- D. Property Owners within 300'
- E. Garfield County Zoning Map
- F. Town of Carbondale Zoning Map
- G. Disclosure of ownership
- H. Intergovernmental Agreement

We look forward to working with you on this project and please email or call with discussion related to this Application as needed

Sincerely,

THE LAND STUDIO, INC

By:   
Julie J. Pratte

A.

## LAND USE APPLICATION FORM



Town of Carbondale  
511 Colorado Ave  
Carbondale, CO 81623  
(970)963-2733

LU22-14-15

Pre-Application Meeting Date \_\_\_\_\_

Fees \_\_\_\_\_ Date Pd \_\_\_\_\_

### Land Use Application

#### PART 1 – APPLICANT INFORMATION

Applicant Name: Town of Carbondale Phone: 970-510-1208

Applicant Address: 511 Colorado Avenue, Carbondale, CO 81623

E-mail: jbuck@carbondaleco.net

Owner Name: Town of Carbondale

Phone: Same

Address: Same

E-mail: Same

Location of Property: provide street address and either 1) subdivision lot and block; or 2) metes and bounds:

Hwy 82/133 N. County Road 107, Carbondale, CO 81623 (Town owned portion of Red Hill – 24.41 acres)

#### PART 2 – PROJECT DESCRIPTION

General project description:

Annexation and Rezoning to Open Space (O)

Size of Parcel: 24.41 ac # Dwelling Units: none Sq Ftg Comm: None

Type of Application(s): Annexation and Rezoning

Existing Zoning: Red Hill PUD Proposed Zoning: Open Space

#### PART 3 – SIGNATURES

I declare that I have read the excerpt from the Town of Carbondale Municipal Code Article 8 Land Use Fees. I acknowledge that it is my responsibility to reimburse the Town for all fees incurred as a result of this application.

I declare that the above information is true and correct to the best of my knowledge.

[Signature]  
Applicant Signature

5-11-2022  
Date

**Signature of all owners of the property must appear before the application is accepted.**

[Signature] 5-11-2022  
Owner Signature Date

\_\_\_\_\_  
Owner Signature Date

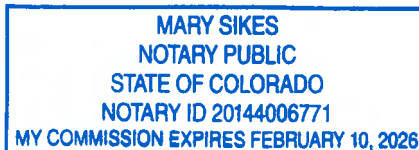
STATE OF COLORADO )  
 ) ss.  
COUNTY OF GARFIELD )

The above and foregoing document was acknowledged before me this 11<sup>th</sup> day of

MAY 2022, by Lauren Gister - Carbondale Town Manager

Witness my hand and official

My commission expires: 2-10-2026



[Signature]  
Notary Public

B.

NARRATIVE

Red Hill Annexation  
Town of Carbondale

APPLICATION NARRATIVE

This Land Use Application is being submitted to the Town of Carbondale to annex a parcel of land currently in Garfield County that is capable of being integrated into the Town of Carbondale, Colorado. In 2020 The Town of Carbondale acquired what is known as the Red Hill Parcel, which is located north of the intersection of Highway 133 and Highway 82 with Garfield County Parcel No. 2393-284-00-023 containing 25.95 acres.

The property lies adjacent to the Town of Carbondale and with successful annexation and zoning approvals, the annexation parcel will be zoned as Open Space in the Town of Carbondale. The Town of Carbondale owns a portion of the land in the Annexation Parcel and CDOT owns a right-of-way necessary to access portions of the lower and upper Red Hill parking lots as well as a portion of County Road 107 up to and including the entrance to the Red Hill parking lot access. When the Town of Carbondale acquired the Red Hill property, Garfield County and the Town of Carbondale entered into an agreement which includes a requirement that the Town of Carbondale annex the Red Hill property, including the CDOT portion of right-of-way.

As part of the Intergovernmental Agreement the Town of Carbondale has done extensive trail work on Red Hill and made significant improvements to the lower and upper parking lots adjacent to Highway 82 achieving the goal of enhancing safety for hikers and bikers who previously had to travel up County Road 107 before reaching the Red Hill trail network.

The completion of annexation of this parcel into the Town of Carbondale will provide recreational opportunities important to both Garfield County and the Town of Carbondale.

Approval Criteria 2.4.2.C.1.3.b

- i. The amendment will promote the public health, safety, and general welfare;

***The Open Space zone district will allow the annexation parcel to be incorporated into the Town for continued safe use of the Red Hill trails system.***

- ii. The amendment is consistent with the comprehensive Plan and the purposes stated in this Code;

***The Town's annexation of the Red Hill property and rezoning to Open Space will provide compatibility with surrounding uses, is consistent with***

***the Code, and consistent with the proposed Future Land Use Designation of Parkland/Open Space in the Town of Carbondale's Comprehensive Plan Update dated February 2022.***

- iii. The amendment is consistent with the stated purpose of the proposed zoning district(s);

***The purpose of the Open Space zone district is to provide adequate lands open to the public for recreational use and to protect those lands from being used for purposes other than open space.***

- iv. The amendment is not likely to result in significant adverse impacts upon the natural environment, including air, water, noise, stormwater management, wildlife, and vegetation or such impacts will be substantially mitigated;

***The proposed rezoning will help preserve the natural environment to be used for the purposes of recreation and open space.***

- v. The amendment is not likely to result in material adverse impacts to other property adjacent to or in the vicinity of the subject property; and

***The surrounding properties will not be adversely impacted with the parcel being zoned as Open Space. Much of the property is currently surrounded by Public Lands or Rural Garfield County Zoning.***

- vi. Facilities and services (including roads and transportation, water, gas, electricity, police and fire protection and sewage and waste disposal, as applicable) will be available to serve the subject property while maintaining adequate levels of service to existing development.

***The Town is aware of the additional responsibility and services required to maintain this property as part of the Intergovernmental Agreement with Garfield County.***

C.

ANNEXATION PLAT



ANNEXATION AND COUNTY ROAD No. 107 RIGHT-OF-WAY DEDICATION PLAT OF:  
**RED HILL RECREATION AREA**  
SITUATED IN LOTS 7, 8, 9 AND 24 OF SECTION 28, TOWNSHIP 7 SOUTH, RANGE 88 WEST OF THE 6TH P.M.  
COUNTY OF GARFIELD, STATE OF COLORADO  
SHEET 1 OF 2

**TOTAL ANNEXATION PARCEL**

A Parcel of land situated within a portion that property described in the document recorded as Reception No. 907792 of the Garfield County records and within a portion Colorado Department of Transportation Highway No. 82 ROW per Project No. C 0821-091; said Parcel of land being located in Lot 7, 8, 9 and 21 of Section 28, Township 7 South, Range 88 West of the Sixth Principal Meridian and is further described as follows:

Beginning at a point on the Northerly right-of-way of Colorado Department of Transportation Highway No. 82 Project No. C 0821-091 whence a found 3.25" 1986 B.L.M. Aluminum Cap monumenting the Northwest corner of the John Kelso Claim (Northwest corner of said Lot 7) bears N.13°55'16". E a distance of 849.86 feet; thence S.47°46'57". E a distance of 196.24 feet; thence S.09°11'06". W a distance of 77.42 feet; thence N.84°37'21". W a distance of 161.47 feet to a point being 1 foot northerly of an existing fence; thence the following eight (8) courses one foot northerly of an existing fence:

- 1) N.87°02'15". W a distance of 80.20 feet;
- 2) N.73°13'00". W a distance of 31.29 feet;
- 3) N.83°35'25". W a distance of 119.62 feet;
- 4) N.81°38'11". W a distance of 84.78 feet;
- 5) S.86°53'55". W a distance of 19.76 feet;
- 6) N.81°13'49". W a distance of 165.40 feet;
- 7) N.67°41'13". W a distance of 253.53 feet;
- 8) N.72°54'00". W a distance of 69.76 feet to a point on the Northerly right-of-way of said Highway 82;

thence the following four (4) courses along said right-of-way:

- 1) 170.20 feet along a non-tangent curve to the right having a radius of 1760.10 feet and a central angle of 05°32'26" (chord bears N.70°07'47". W, a distance of 170.14 feet);
- 2) N.60°21'09". W a distance of 288.32 feet;
- 3) N.62°45'15". W a distance of 149.95 feet;
- 4) N.61°55'48". W a distance of 324.64 feet to a point on the North-South ¼ line and west line of said Lot 21 of said Section 28, said point also being the Southwest corner of said property;

thence the following seven (7) courses along the boundary of said property:

- 1) N.01°15'25". E along said North-South ¼ line a distance of 241.21 feet to the Center ¼ corner of said Section 28;
- 2) S. 89°14'35". E along the East-West ¼ line of said Section 28 a distance of 1856.57 feet, to the Southwest corner of said Lot 7;
- 3) N.00°28'09". W along the westerly line of said Lot 7 a distance of 199.71 feet to the Northwest corner of said Lot 7;
- 4) N.88°28'22". E along the northerly line of said Lot 7 a distance of 154.32 feet to a point on the westerly line of County Road No. 107 right-of-way as recorded in Book 673 at Page 648 of the Garfield County records;
- 5) leaving said northerly line S.04°40'55". E along said westerly line a distance of 60.20 feet;
- 6) continuing along said westerly line S.25°33'55". E a distance of 137.53 feet;
- 7) continuing along said westerly line S.31°11'05". W a distance of 74.60 feet;

thence leaving said westerly line 80.28 feet along a non-tangent curve to the left having a radius of 247.00 feet and a central angle of 18°37'19" (chord bears S.42°24'08". W, a distance of 79.93 feet); thence 10.41 feet along a reverse curve to the right having a radius of 100.00 feet and a central angle of 05°57'46" (chord bears S.36°04'21". W, a distance of 10.40 feet); thence 36.69 feet along a reverse curve to the left having a radius of 150.00 feet and a central angle of 14°00'59" (chord bears S.32°02'45". W, a distance of 36.60 feet); thence 63.94 feet along a reverse curve to the right having a radius of 58.00 feet and a central angle of 63°09'38" (chord bears S.56°37'05". W, a distance of 60.75 feet); thence 14.56 feet along a reverse curve to the left having a radius of 50.00 feet and a central angle of 16°40'52" (chord bears S.79°51'27". W, a distance of 14.51 feet); thence S.71°31'01". W a distance of 76.25 feet; thence 69.02 along a curve to the left having a radius of 304.00 feet and a central angle of 13°00'30" (chord bears S.65°00'46". W, a distance of 68.87); thence 27.44 feet along a reverse curve to the right having a radius of 100.00 feet and a central angle of 15°43'26" (chord bears S.66°22'15". W, a distance of 27.36 feet); thence 175.11 feet along a reverse curve to the left having a radius of 150.00 feet and a central angle of 66°53'10" (chord bears S.40°47'23". W, a distance of 165.33 feet); thence S.07°20'48". W a distance of 28.86 feet; thence 157.36 feet along a curve to the left having a radius of 340.00 feet and a central angle of 26°31'07" (chord bears S.05°54'45". E, a distance of 155.96 feet); thence 75.24 feet along a reverse curve to the right having a radius of 290.00 feet and a central angle of 14°51'52" (chord bears S.11°44'23". E, a distance of 75.02 feet) to the point of beginning.

Said Parcel of land containing 1,130,384 square feet or 25,950 acres, more or less.

County of Garfield  
State of Colorado

**PORTION OF RED HILL PUD PROPERTY TO BE DEDICATED TO GARFIELD COUNTY AS COUNTY ROAD NO. 107 RIGHT-OF-WAY**

Portion of Red Hill PUD Property to be dedicated to Garfield County as County Road No. 107 Right-of-Way

A Parcel of land situated within a portion that property described in the document recorded as Reception No. 907792 of the Garfield County records; said Parcel of land being located in Lot 7, 8 and 9 of Section 28, Township 7 South, Range 88 West of the Sixth Principal Meridian and is further described as follows:

Beginning at a point on the Northerly right-of-way of Colorado Department of Transportation Highway No. 82 Project No. C 0821-091 whence a found 3.25" 1986 B.L.M. Aluminum Cap monumenting the Northwest corner of the John Kelso Claim (Northwest corner of said Lot 7); thence 75.24 feet along a non-tangent curve to the left having a radius of 290.00 feet and a central angle of 14°51'52" (chord bears N.11°44'23". W, a distance of 75.02 feet); thence 157.36 feet along a reverse curve to the right having a radius of 340.00 feet and a central angle of 26°31'07" (chord bears N.05°54'45". W, a distance of 155.96 feet); thence N.07°20'48". E a distance of 28.86 feet; thence 175.11 feet along a curve to the right having a radius of 150.00 feet and a central angle of 66°53'10" (chord bears N.40°47'23". E, a distance of 165.33 feet); thence 27.44 feet along a reverse curve to the left having a radius of 100.00 feet and a central angle of 15°43'26" (chord bears N.66°22'15". E, a distance of 27.36 feet); thence 69.02 feet along a reverse curve to the right having a radius of 304.00 feet and a central angle of 13°00'30" (chord bears N.65°00'46". E, a distance of 68.87 feet); thence N.71°31'01". E a distance of 76.25 feet; thence 14.56 feet along a curve to the right having a radius of 50.00 feet and a central angle of 16°40'52" (chord bears N.79°51'27". E, a distance of 14.51 feet); thence 63.94 feet along a reverse curve to the left having a radius of 58.00 feet and a central angle of 63°09'38" (chord bears N.56°37'05". E, a distance of 60.75 feet); thence 14.56 feet along a reverse curve to the left having a radius of 100.00 feet and a central angle of 14°00'59" (chord bears N.32°02'45". E, a distance of 36.60 feet); thence 10.41 feet along a reverse curve to the left having a radius of 100.00 feet and a central angle of 05°57'46" (chord bears N.36°04'21". E, a distance of 10.40 feet); thence 80.28 feet along a reverse curve to the right having a radius of 247.00 feet and a central angle of 18°37'19" (chord bears N.42°24'08". E, a distance of 79.93 feet) to a point on the Westerly line of County Road 107 right-of-way as recorded in Book 673 at Page 648 of the Garfield County records; thence along said Westerly line the following eight (8) courses:

- 1) S 31°11'05" W a distance of 129.28 feet;
- 2) S 63°58'05" W a distance of 119.39 feet;
- 3) S 71°03'05" W a distance of 78.99 feet;
- 4) S 62°42'05" W a distance of 36.45 feet;
- 5) S 57°02'05" W a distance of 92.79 feet;
- 6) S 07°41'05" W a distance of 141.56 feet;
- 7) S 16°04'55" E a distance of 159.52 feet;
- 8) S 25°37'36" E a distance of 34.66 feet to a point on the Northerly line of said Highway 82 right-of-way;

thence along said Northerly line S.89°40'24". W a distance of 65.71 feet to the point of beginning.

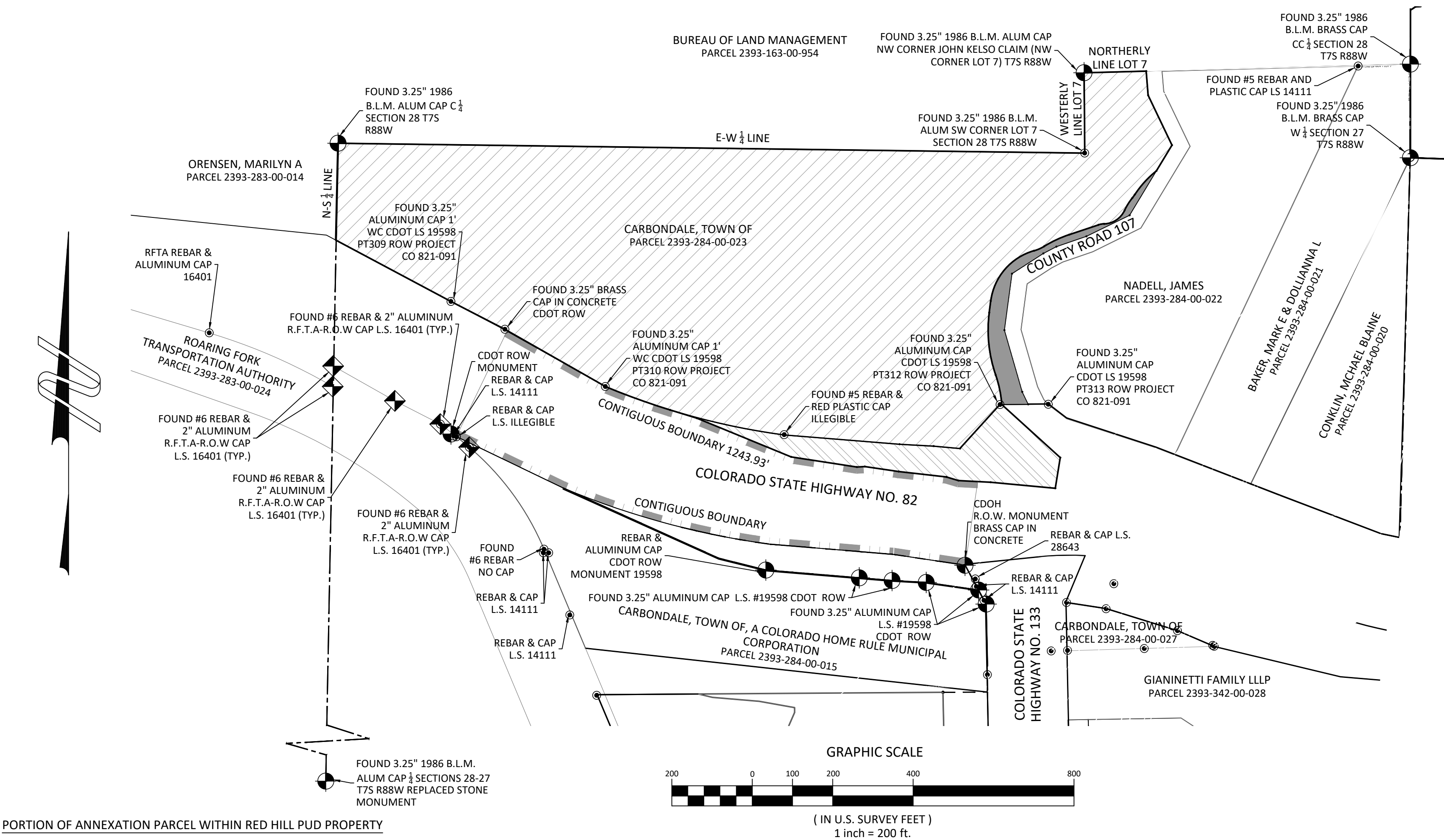
Said parcel of land containing 22,529 square feet or 0.517 acres, more or less.

County of Garfield  
State of Colorado

**GENERAL UTILITY NOTES:**

The locations of underground utilities have been plotted based on utility maps, construction/design plans, other information provided by utility companies and actual field locations in some instances. These utilities, as shown, may not represent actual field conditions. It is the responsibility of the contractor to contact all utility companies for field location of utilities prior to construction.

NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF CERTIFICATION SHOWN HEREON.



**PORTION OF ANNEXATION PARCEL WITHIN RED HILL PUD PROPERTY**

A Parcel of land situated within a portion that property described in the document recorded as Reception No. 907792 of the Garfield County records; said Parcel of land being located in Lot 7, 8, 9 and 21 of Section 28, Township 7 South, Range 88 West of the Sixth Principal Meridian and is further described as follows:

Beginning at a point on the Northerly right-of-way of Colorado Department of Transportation Highway No. 82 Project No. C 0821-091 whence a found 3.25" 1986 B.L.M. Aluminum Cap monumenting the Northwest corner of the John Kelso Claim (Northwest corner of said Lot 7) bears N.13°55'16". E a distance of 849.86 feet; thence along said Northerly right-of-way the following nine (9) courses:

- 1) S.89°40'24". W a distance of 4.39 feet;
- 2) S.42°18'24". W a distance of 147.79 feet;
- 3) N.84°48'37". W a distance of 65.83 feet;
- 4) N.86°51'35". W a distance of 84.93 feet;
- 5) N.85°23'26". W a distance of 288.14 feet;
- 6) 460.83 feet along a non-tangent curve to the right having a radius of 1760.10 feet and a central angle of 15°00'04" (chord bears N.74°51'35". W, a distance of 459.51 feet);
- 7) N.60°21'09". W a distance of 288.32 feet;
- 8) N.62°45'15". W a distance of 149.95 feet;
- 9) N.61°55'48". W a distance of 324.64 feet to a point on the North-South ¼ line and west line of said Lot 21 of said Section 28, said point also being the Southwest corner of said property;

thence the following seven (7) courses along the boundary of said property:

- 1) N.01°15'25". E along said North-South ¼ line a distance of 241.21 feet to the Center ¼ corner of said Section 28;
- 2) S. 89°14'35". E along the East-West ¼ line of said Section 28 a distance of 1856.57 feet, to the Southwest corner of said Lot 7;
- 3) N.00°28'09". W along the westerly line of said Lot 7 a distance of 199.71 feet to the Northwest corner of said Lot 7;
- 4) N.88°28'22". E along the northerly line of said Lot 7 a distance of 154.32 feet to a point on the westerly line of County Road No. 107 right-of-way as recorded in Book 673 at Page 648 of the Garfield County records;
- 5) leaving said northerly line S.04°40'55". E along said westerly line a distance of 60.20 feet;
- 6) continuing along said westerly line S.25°33'55". E a distance of 137.53 feet;
- 7) continuing along said westerly line S.31°11'05". W a distance of 74.60 feet;

thence leaving said westerly line 80.28 feet along a non-tangent curve to the left having a radius of 247.00 feet and a central angle of 18°37'19" (chord bears S.42°24'08". W, a distance of 79.93 feet); thence 10.41 feet along a reverse curve to the right having a radius of 100.00 feet and a central angle of 05°57'46" (chord bears S.36°04'21". W, a distance of 10.40 feet); thence 36.69 feet along a reverse curve to the left having a radius of 150.00 feet and a central angle of 14°00'59" (chord bears S.32°02'45". W, a distance of 36.60 feet); thence 63.94 feet along a reverse curve to the right having a radius of 58.00 feet and a central angle of 63°09'38" (chord bears S.56°37'05". W, a distance of 60.75 feet); thence 14.56 feet along a reverse curve to the left having a radius of 50.00 feet and a central angle of 16°40'52" (chord bears S.79°51'27". W, a distance of 14.51 feet); thence S.71°31'01". W a distance of 76.25 feet; thence 69.02 along a curve to the left having a radius of 304.00 feet and a central angle of 13°00'30" (chord bears S.65°00'46". W, a distance of 68.87); thence 27.44 feet along a reverse curve to the right having a radius of 100.00 feet and a central angle of 15°43'26" (chord bears S.66°22'15". W, a distance of 27.36 feet); thence 175.11 feet along a reverse curve to the left having a radius of 150.00 feet and a central angle of 66°53'10" (chord bears S.40°47'23". W, a distance of 165.33 feet); thence S.07°20'48". W a distance of 28.86 feet; thence 157.36 feet along a curve to the left having a radius of 340.00 feet and a central angle of 26°31'07" (chord bears S.05°54'45". E, a distance of 155.96 feet); thence 75.24 feet along a reverse curve to the right having a radius of 290.00 feet and a central angle of 14°51'52" (chord bears S.11°44'23". E, a distance of 75.02 feet) to the point of beginning.

Said parcel of land containing 1,063,279 square feet or 24.410 acres, more or less.

County of Garfield  
State of Colorado

**PORTION OF ANNEXATION PARCEL WITHIN COLORADO DEPARTMENT OF TRANSPORTATION HIGHWAY NO. 82 ROW**

A Parcel of land situated within a portion Colorado Department of Transportation Highway No. 82 ROW per Project No. C 0821-091; said Parcel of land being located in Lot 9 and 21 of Section 28, Township 7 South, Range 88 West of the Sixth Principal Meridian and is further described as follows:

Beginning at a point on the Northerly right-of-way of said Highway 82, whence a found 3.25" 1986 B.L.M. Aluminum Cap monumenting the Northwest corner of the John Kelso Claim bears N.13°55'16". E a distance of 849.86 feet; thence S.47°46'57". E a distance of 196.24 feet; thence S.09°11'06". W a distance of 77.42 feet; thence S.09°11'06". W a distance of 77.42 feet; thence N.84°37'21". W a distance of 161.47 feet to a point being 1 foot northerly of an existing fence; thence the following eight (8) courses one foot northerly of an existing fence:

- 1) N.87°02'15". W a distance of 80.20 feet;
- 2) N.73°13'00". W a distance of 31.29 feet;
- 3) N.83°35'25". W a distance of 119.62 feet;
- 4) N.81°38'11". W a distance of 84.78 feet;
- 5) S.86°53'55". W a distance of 19.76 feet;
- 6) N.81°13'49". W a distance of 165.40 feet;
- 7) N.67°41'13". W a distance of 253.53 feet;
- 8) N.72°54'00". W a distance of 69.76 feet to a point on the Northerly right-of-way of said Highway 82;

thence along said right-of-way the following six (6) courses:

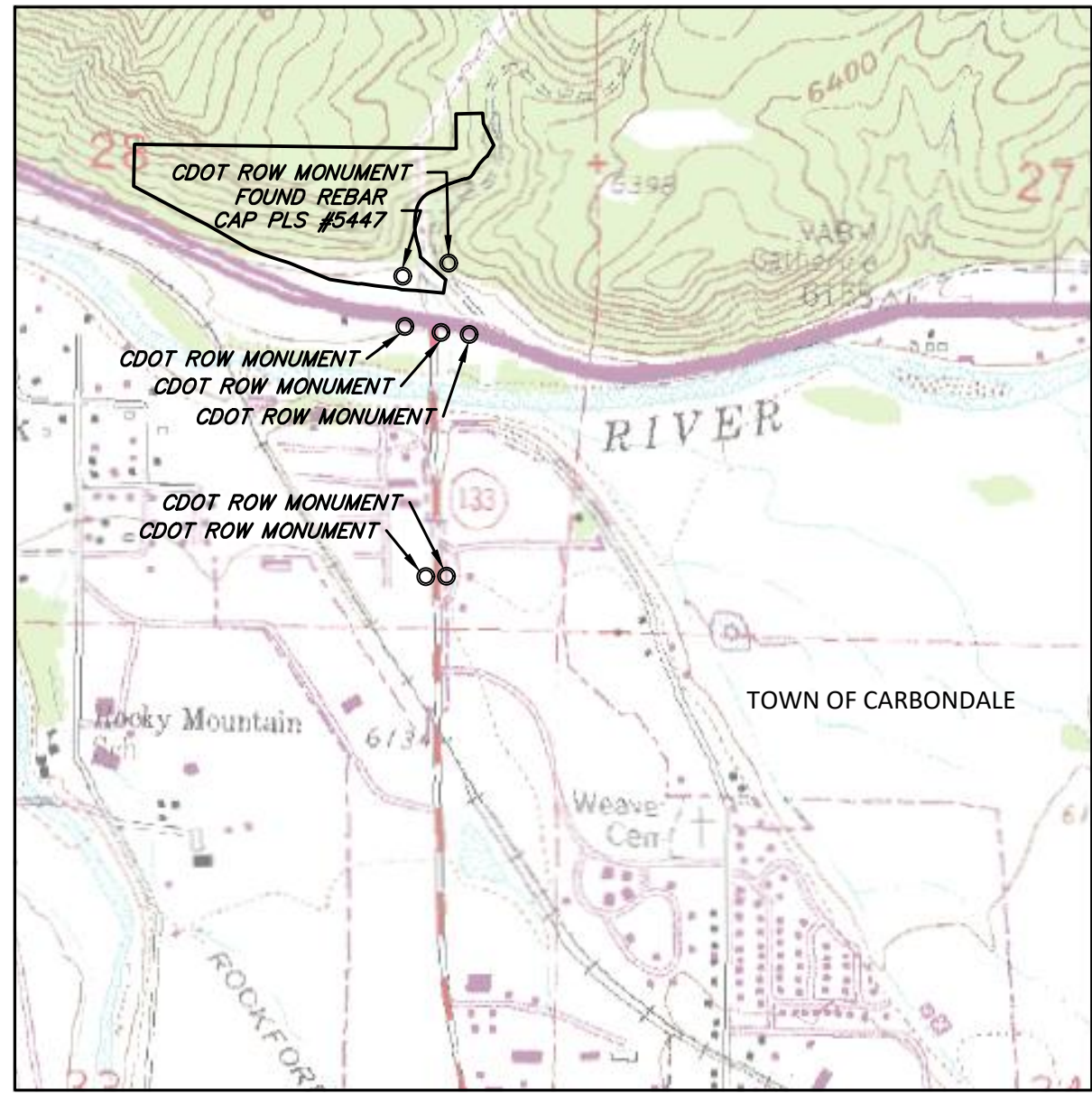
- 1) 290.62 feet along a non-tangent curve to the left having a radius of 1760.10 feet and a central angle of 09°27'38" (chord bears S.77°37'48". E, a distance of 290.29);
- 2) S.85°23'26". E a distance of 288.14 feet;
- 3) S.86°51'35". E a distance of 84.93 feet;
- 4) S.84°48'37". E a distance of 65.83 feet;
- 5) N.42°18'24". E a distance of 147.79 feet;
- 6) N.89°40'24". E a distance of 4.39 feet to the point of beginning.

Said Parcel of land containing 67,105 square feet or 1.541 acres, more or less.

County of Garfield  
State of Colorado

**SOPRIS ENGINEERING - LLC**

CIVIL CONSULTANTS  
502 MAIN STREET, SUITE A3  
CARBONDALE, COLORADO 81623  
(970) 704-0311 SOPRISENG@SOPRISENG.COM



VICINITY MAP  
SCALE 1"=1000'

**MAP NOTES**

- 1) DATE OF PREPARATION: March-May 2021.
- 2) BASIS OF BEARING: A bearing of N 89°57'00" W between the found #5 steel bars used as the Town of Carbondale street monument located at 2nd & Main Street and Eighth & Main Street Intersection.
- 3) BASIS OF SURVEY: The Colorado Department of Transportation Right-of-Way mapping of State Highways No. 82, Project Number C 0821-091 dated 2/14/11, Gateway Annexation to the Town of Carbondale Reception No. 814641, Special Warranty Deed Reception No. 907792 and the Improvement Survey Plat of the Redhill Property prepared by SGM Job No. 2017-230.001 - dated 05/25/17, various documents of record, and the found monuments, as shown.
- 4) This survey does not constitute a title search by Sopris Engineering, LLC (SE) to determine ownership or easements of record. For all information regarding easements, rights-of-way and/or title of record SE relied upon the items outlined in Note 3.
- 5) The contiguous Town of Carbondale boundary utilized for this Annexation is per the Gateway Park Annexation recorded as Reception No. 814641 of the Garfield County records (Town Ordinance 14, Series of 2011).
- 6) The record bearings contained in the referenced Colorado Department of Transportation Right-of-Way mapping of State Highways No. 82 have been rotated 1°02'53" counterclockwise to be consistent with the basis of bearing listed in survey not 2 above.
- 7) All references to recorded documents and plats indicated herein refer to the records of the Garfield County Clerk and Recorder.

**TOWN OF CARBONDALE BOARD OF TRUSTEES CERTIFICATE**

The Annexation and County Road No. 107 right-of-way Dedication Plat of Red Hill Recreation Area depicted on this Plat was approved by Ordinance No. \_\_\_\_, Series of \_\_\_\_, on the \_\_\_\_ day of \_\_\_\_, 20\_\_.

Witness my hand and the seal of the Town of Carbondale.

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Town Clerk

**SURVEYOR'S STATEMENT**

I, Mark S. Beckler, L.S. No. 28643, a professional land surveyor licensed under the laws of the State of Colorado, do hereby state that the The Annexation and County Road No. 107 right-of-way Dedication Plat of Red Hill Recreation Area, as shown hereon, was prepared under my supervision on the basis of certain plats, deeds and other documents of record which were augmented with a field inspection conducted under my supervision and that such Annexation Map is true and correct to the best of my knowledge and belief.

BY: \_\_\_\_\_  
Mark S. Beckler, L.S. No. 28643

**CLERK AND RECORDER'S ACCEPTANCE**

This Annexation and County Road No. 107 right-of-way Dedication Plat of Red Hill Recreation Area was filed for record in the office of the Clerk and Recorder of Garfield County at \_\_\_\_\_ o'clock \_\_\_\_ M. on the \_\_\_\_ day of \_\_\_\_, 2021, as Reception No. \_\_\_\_\_.

\_\_\_\_\_  
Clerk and Recorder

By \_\_\_\_\_  
Deputy

DRAFT



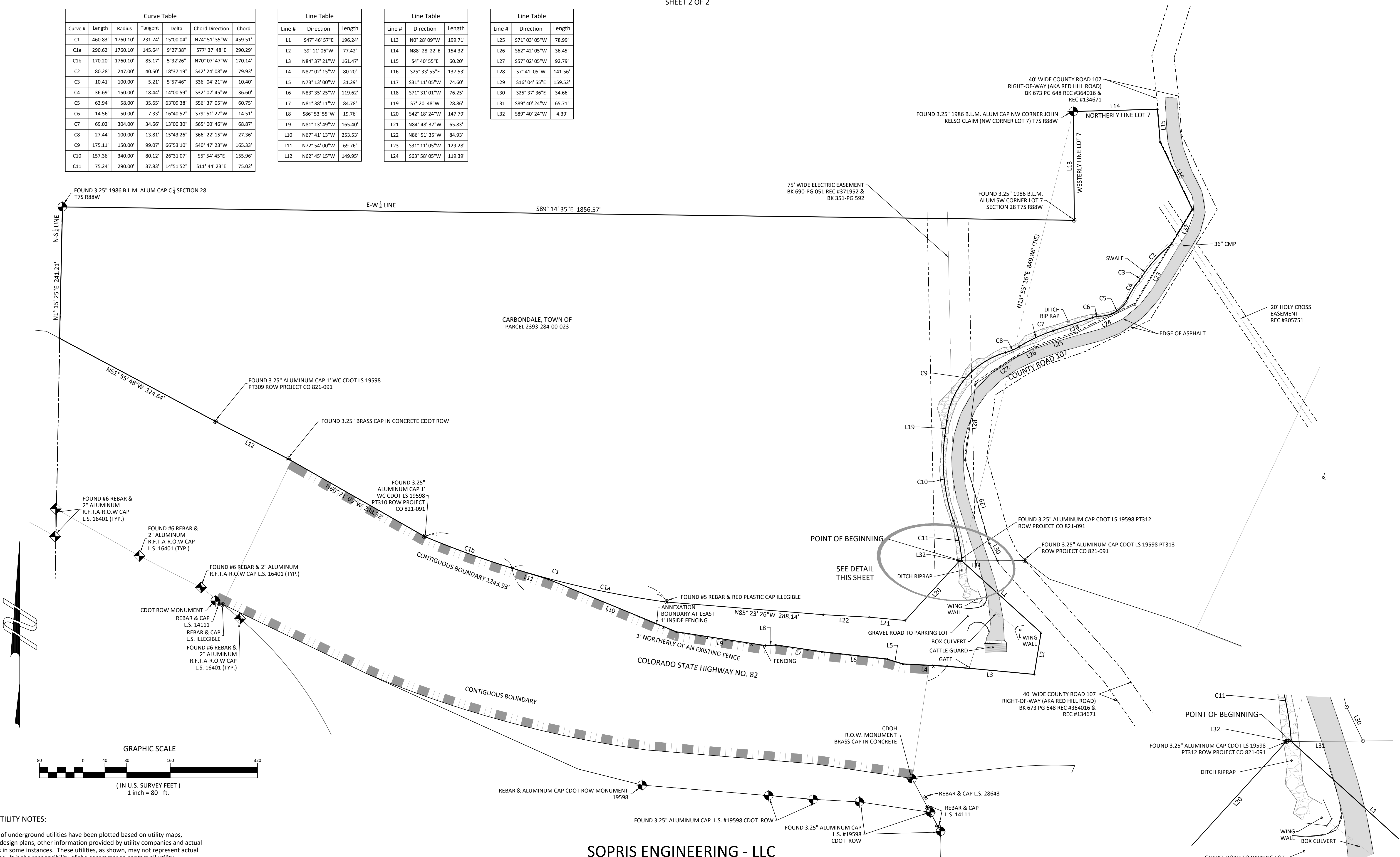
ANNEXATION AND COUNTY ROAD No. 107 RIGHT-OF-WAY DEDICATION PLAT OF:  
**RED HILL RECREATION AREA**  
SITUATED IN LOTS 7, 8, 9 AND 24 OF SECTION 28, TOWNSHIP 7 SOUTH, RANGE 88 WEST OF THE 6TH P.M.  
COUNTY OF GARFIELD, STATE OF COLORADO  
SHEET 2 OF 2

Curve Table					
Curve #	Length	Radius	Tangent	Delta	Chord Direction
C1	460.83'	1760.10'	231.74'	15°00'04"	N74° 51' 35" W
C1a	290.62'	1760.10'	145.64'	9°27'38"	S77° 37' 48" E
C1b	170.20'	1760.10'	85.17'	5°32'26"	N70° 07' 47" W
C2	80.28'	247.00'	40.50'	18°37'19"	S42° 24' 08" W
C3	10.41'	100.00'	5.21'	5°57'46"	S36° 04' 21" W
C4	36.69'	150.00'	18.44'	14°00'59"	S32° 02' 45" W
C5	63.94'	58.00'	35.65'	63°09'38"	S56° 37' 05" W
C6	14.56'	50.00'	7.33'	16°40'52"	S79° 51' 27" W
C7	69.02'	304.00'	34.66'	13°00'30"	S65° 00' 46" W
C8	27.44'	100.00'	13.81'	15°43'26"	S66° 22' 15" W
C9	175.11'	150.00'	99.07'	66°53'10"	S40° 47' 23" W
C10	157.36'	340.00'	80.12'	26°31'07"	S5° 54' 45" E
C11	75.24'	290.00'	37.83'	14°51'52"	S11° 44' 23" E

Line Table		
Line #	Direction	Length
L1	S47° 46' 57" E	196.24'
L2	S9° 11' 06" W	77.42'
L3	N84° 37' 21" W	161.47'
L4	N87° 02' 15" W	80.20'
L5	N73° 13' 00" W	31.29'
L6	N83° 35' 25" W	119.62'
L7	N81° 38' 11" W	84.78'
L8	S86° 53' 55" W	19.76'
L9	N81° 13' 49" W	165.40'
L10	N67° 41' 13" W	253.53'
L11	N72° 54' 00" W	69.76'
L12	N62° 45' 15" W	149.95'

Line Table		
Line #	Direction	Length
L13	N0° 28' 09" W	199.71'
L14	N88° 28' 22" E	154.32'
L15	S4° 40' 55" E	60.20'
L16	S25° 33' 55" E	137.53'
L17	S31° 11' 05" W	74.60'
L18	S71° 31' 01" W	76.25'
L19	S7° 20' 48" W	28.86'
L20	S42° 18' 24" W	147.79'
L21	N84° 48' 37" W	65.83'
L22	N86° 51' 35" W	84.93'
L23	S31° 11' 05" W	129.28'
L24	S63° 58' 05" W	119.39'

Line Table		
Line #	Direction	Length
L25	S71° 03' 05" W	78.99'
L26	S62° 42' 05" W	36.45'
L27	S57° 02' 05" W	92.79'
L28	S7° 41' 05" W	141.56'
L29	S16° 04' 55" E	159.52'
L30	S25° 37' 36" E	34.66'
L31	S89° 40' 24" W	65.71'
L32	S89° 40' 24" W	4.39'



GENERAL UTILITY NOTES:

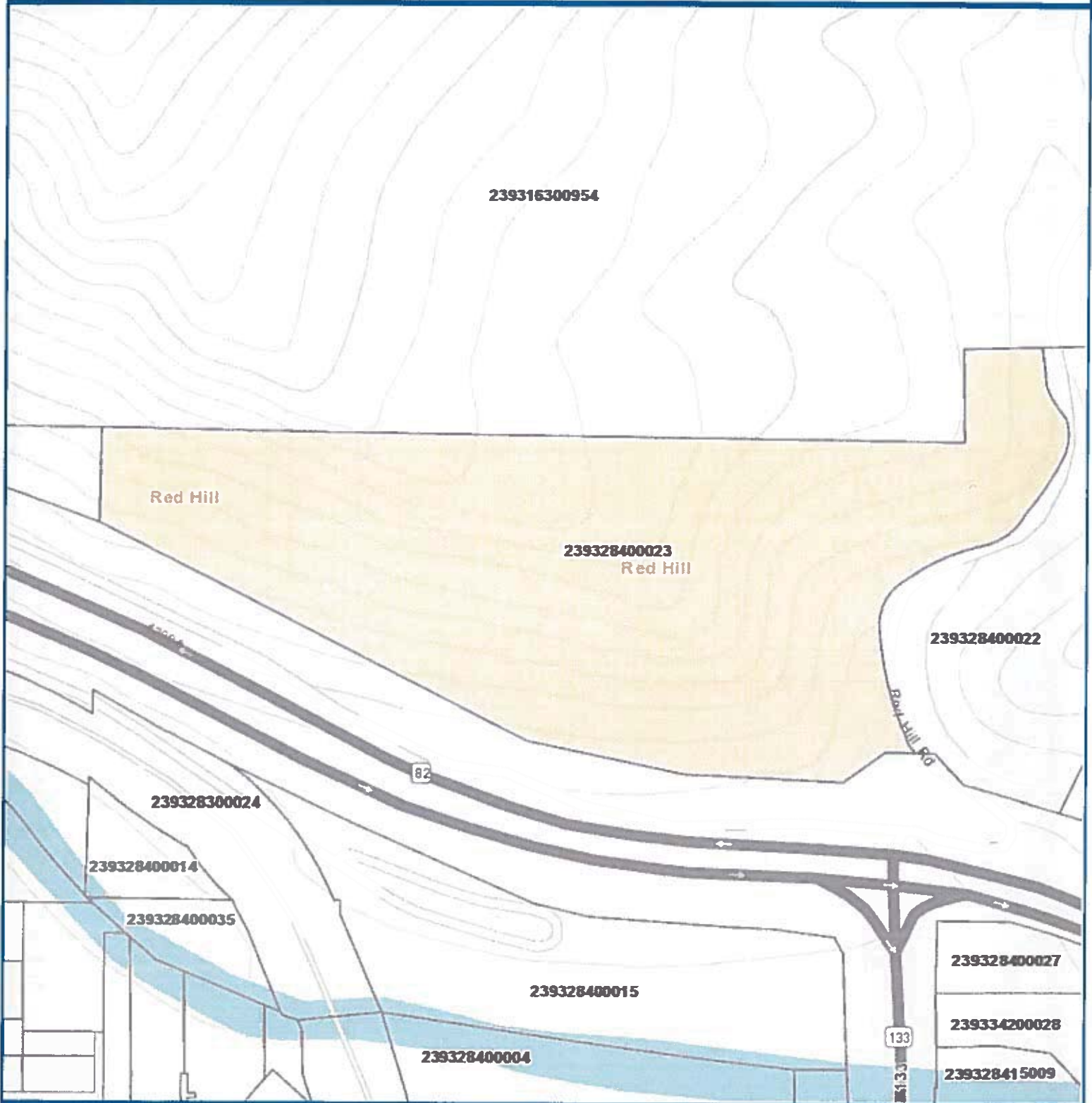
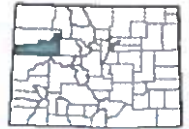
The locations of underground utilities have been plotted based on utility maps, construction/design plans, other information provided by utility companies and actual field locations in some instances. These utilities, as shown, may not represent actual field conditions. It is the responsibility of the contractor to contact all utility companies for field location of utilities prior to construction.

NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF CERTIFICATION SHOWN HEREON.

**SOPRIS ENGINEERING - LLC**  
CIVIL CONSULTANTS  
502 MAIN STREET, SUITE A3  
CARBONDALE, COLORADO 81623  
(970) 704-0311 SOPRIENG@SOPRIENG.COM

D.

PROPERTY OWNERS  
WITHIN 300'



**Garfield County Land Explorer**

Printed by Web User



1 inch = 376 feet  
1 inch = 0.07 miles



Garfield County      **Garfield County Colorado**  
[www.garfield-county.com](http://www.garfield-county.com)      Colorado

**Disclaimer**

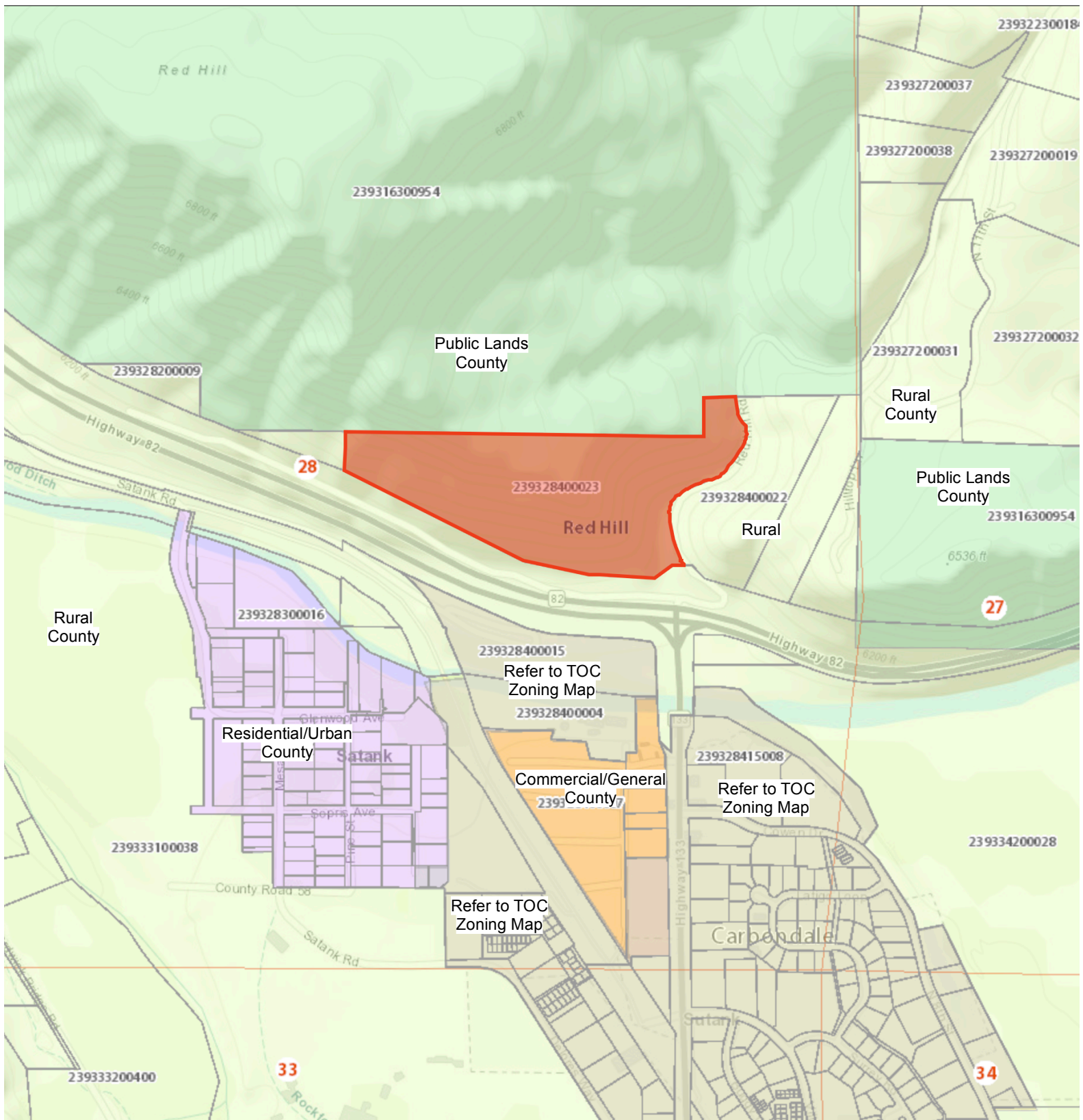
This is a compilation of records as they appear in the Garfield County Offices affecting the area shown. This drawing is to be used only for reference purposes and the County is not responsible for any inaccuracies herein contained.

Property Owners within 300'

Parcel	Physical Address	Owner	Account Num	Mailing Address
2.3932E+11	Not available CARBONDALE	BUREAU OF LAND MANAGEM	R043957	2300 RIVER FRONTAGE ROAD SILT, CO 81652
2.3933E+11	Not available CARBONDALE	ORENSEN, MARILYN A	R011562	PO BOX 344 LAFAYETTE, CO 80026
2.3933E+11	214 HILLTOP LN CARBONDALE	NADELL, JAMES	R011187	PO BOX 1922 CARBONDALE, CO 81623-4922
2.3933E+11	Not available CARBONDALE	CARBONDALE, TOWN OF	R011185	511 COLORADO AVENUE CARBONDALE, CO 81623
ROW	Not available null			

E.

GARFIELD COUNTY  
ZONING MAP

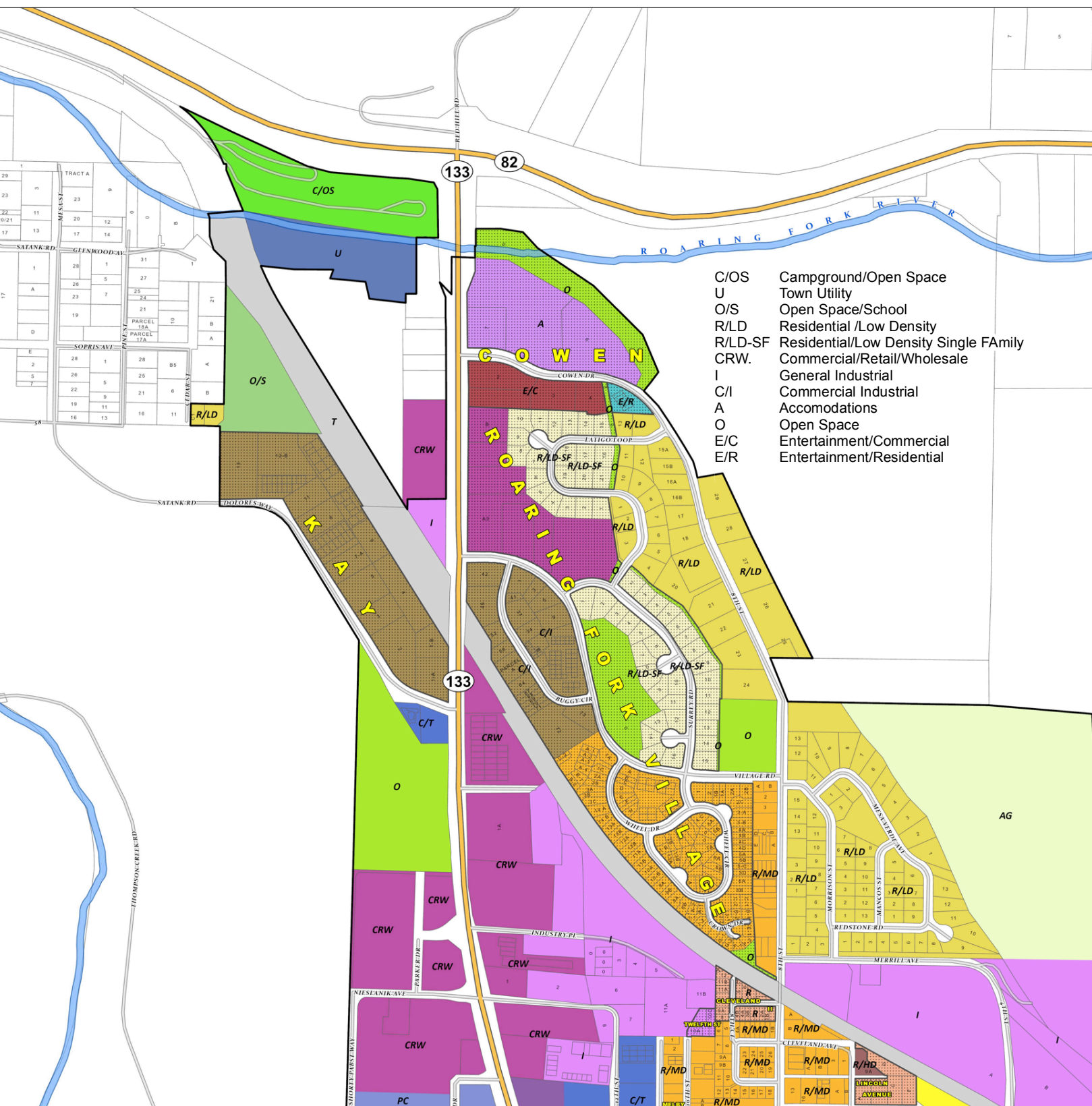


Garfield County Zoning Map

F.

TOWN OF CARBONDALE  
ZONING MAP





Town of Carbondale Zoning Map



G.

DISCLOSURE OF  
OWNERSHIP

**ORIGINALS ENCLOSED  
DO NOT DISCARD**

**SPECIAL WARRANTY DEED**

**THIS DEED**, dated June 7, 2018 between ASPEN VALLEY LAND TRUST, a Colorado nonprofit corporation, whose address is 320 Main Street, Suite 204, Carbondale, Colorado 81623 ("Grantor"), and the TOWN OF CARBONDALE, COLORADO, a Colorado home rule municipal corporation, whose address is 511 Colorado Avenue, Carbondale, Colorado 81623 ("Grantee"):

**WITNESS**, that the Grantor, for and in consideration of the sum of TEN DOLLARS (\$10.00) AND OTHER GOOD AND VALUABLE CONSIDERATION, the receipt and sufficiency of which is hereby acknowledged, has granted, bargained, sold and conveyed, and by these presents does grant, bargain, sell, convey and confirm unto the Grantee, its successors and assigns forever, all the real property, together with improvements, if any, situated, lying and being in the County of Garfield and State of Colorado, described as follows:

**SEE EXHIBIT "A" ATTACHED HERETO**

Also known by street and number as: Hwy 82/133 N. County Road 107, Carbondale, Colorado 81623 (the "Property")

**TOGETHER** with all and singular the hereditaments and appurtenances thereunto belonging, or in anywise appertaining, the reversions, remainders, rents, issues and profits thereof, and all the estate, right, title, interest, claim and demand whatsoever of the Grantor, either in law or equity, of, in and to the above bargained Property, with the hereditaments and appurtenances;

**TO HAVE AND TO HOLD** the said Property above bargained and described, with the appurtenances, unto Grantee, its successors and assigns forever. Grantor, for itself, its successors and assigns does covenant and agree that Grantor shall and will **WARRANT AND FOREVER DEFEND** the above bargained Property in the quiet and peaceable possession of Grantee, its successors and assigns, against all and every person or persons claiming the whole or any part thereof, by, through or under Grantor, **EXCEPT FOR AND SUBJECT TO THE EXCEPTIONS TO TITLE LISTED ON EXHIBIT "B" ATTACHED HERETO.**

**IN WITNESS WHEREOF**, Grantor has executed this deed as of the date set forth above.

63012629



Record: return to:  
Town of Carbondale  
511 Colorado Ave  
Carbondale, CO 81623  
Attn: Cathy Derby

## SPECIAL WARRANTY DEED

**THIS DEED**, dated June 7, 2018 between ASPEN VALLEY LAND TRUST, a Colorado nonprofit corporation, whose address is 320 Main Street, Suite 204, Carbondale, Colorado 81623 ("Grantor"), and the TOWN OF CARBONDALE, COLORADO, a Colorado home rule municipal corporation, whose address is 511 Colorado Avenue, Carbondale, Colorado 81623 ("Grantee"):

**WITNESS**, that the Grantor, for and in consideration of the sum of TEN DOLLARS (\$10.00) AND OTHER GOOD AND VALUABLE CONSIDERATION, the receipt and sufficiency of which is hereby acknowledged, has granted, bargained, sold and conveyed, and by these presents does grant, bargain, sell, convey and confirm unto the Grantee, its successors and assigns forever, all the real property, together with improvements, if any, situated, lying and being in the County of Garfield and State of Colorado, described as follows:

SEE EXHIBIT "A" ATTACHED HERETO

Also known by street and number as: Hwy 82/133 N. County Road 107, Carbondale, Colorado 81623 (the "Property")

**TOGETHER** with all and singular the hereditaments and appurtenances thereunto belonging, or in anywise appertaining, the reversions, remainders, rents, issues and profits thereof, and all the estate, right, title, interest, claim and demand whatsoever of the Grantor, either in law or equity, of, in and to the above bargained Property, with the hereditaments and appurtenances;

**TO HAVE AND TO HOLD** the said Property above bargained and described, with the appurtenances, unto Grantee, its successors and assigns forever. Grantor, for itself, its successors and assigns does covenant and agree that Grantor shall and will WARRANT AND FOREVER DEFEND the above bargained Property in the quiet and peaceable possession of Grantee, its successors and assigns, against all and every person or persons claiming the whole or any part thereof, by, through or under Grantor, EXCEPT FOR AND SUBJECT TO THE EXCEPTIONS TO TITLE LISTED ON EXHIBIT "B" ATTACHED HERETO.

**IN WITNESS WHEREOF**, Grantor has executed this deed as of the date set forth above.

63012629



Record: return to:  
Town of Carbondale  
511 Colorado Ave  
Carbondale, CO 81623  
Attn: Cathy Derby

GRANTOR:

ASPEN VALLEY LAND TRUST

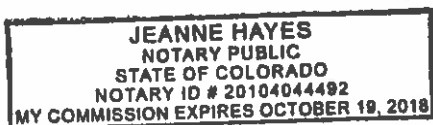
By:

Suzanne F. Stephens  
Suzanne F. Stephens, Executive Director

STATE OF COLORADO     )  
  ) ss.  
COUNTY OF GARFIELD    )

June The foregoing instrument was acknowledged before me this 7<sup>th</sup> day of  
June, 2018, by Suzanne F. Stephens, Executive Director, Aspen Valley Land Trust.

My commission expires 10.19.2018.  
Witness my hand and official seal.



Jeanne Hayes  
Notary Public

## EXHIBIT A

ALL THAT PART OF THE FOLLOWING DESCRIBED PARCEL WHICH LIES WESTERLY OF THE WEST LINE OF COUNTY ROAD 107 IN LOTS 7, 8, 9 AND 21, SECTION 28, TOWNSHIP 7 SOUTH, RANGE 88 WEST, 6TH P.M.:

COMMENCING AT A BRASS CAP FOUND IN PLACE AND PROPERLY MARKED FOR THE EAST QUARTER CORNER OF SAID SECTION 28, NORTHEAST CORNER OF SAID LOT 8, AND SOUTHEAST CORNER OF SAID LOT 7, THE POINT OF BEGINNING; THENCE S 01 DEGREES 46'54" W ALONG THE COMMON EAST LINE OF SAID SECTION 28, AND SAID LOT 8 A DISTANCE OF 944.97 FEET; THENCE LEAVING SAID SECTION LINE N 78 DEGREES 20'58" W ALONG THE NORTH RIGHT OF WAY OF STATE HIGHWAY NO. 82 A DISTANCE OF 45.58 FEET; THENCE CONTINUING ALONG SAID RIGHT OF WAY N 69 DEGREES 07'24" W 269.70 FEET;  
THENCE ALONG SAID RIGHT OF WAY N 68 DEGREES 48'24" W 328.90 FEET;  
THENCE ALONG SAID RIGHT OF WAY N 71 DEGREES 52'54" W 234.2 FEET;  
THENCE ALONG SAID RIGHT OF WAY N 52 DEGREES 29'24" W 57.10 FEET;  
THENCE ALONG SAID RIGHT OF WAY S 89 DEGREES 44'06" W 111.46 FEET;  
THENCE ALONG SAID RIGHT OF WAY S 89 DEGREES 44'06" W 8.54 FEET;  
THENCE ALONG SAID RIGHT OF WAY S 42 DEGREES 22'06" W 31.07 FEET;  
THENCE ALONG SAID RIGHT OF WAY S 42 DEGREES 22'06" W 117.63;  
THENCE ALONG SAID RIGHT OF WAY N 84 DEGREES 53'32" W 64.93 FEET;  
THENCE ALONG SAID RIGHT OF WAY N 86 DEGREES 37'40" W 85.07 FEET;  
THENCE ALONG SAID RIGHT OF WAY N 85 DEGREES 17'54" W 101.60 FEET;  
THENCE ALONG SAID RIGHT OF WAY N 85 DEGREES 17'54" W 186.60 FEET;  
THENCE ALONG SAID RIGHT OF WAY ALONG A CURVE TO THE RIGHT WITH A RADIUS OF 1760.4 FEET AND DELTA ANGLE OF 14 DEGREES 59'54" A DISTANCE OF 460.70 FEET (LONG CHORD BEARING N 74 DEGREES 45'54" W 459.5 FEET);  
THENCE ALONG SAID RIGHT OF WAY N 60 DEGREES 34'05" W 287.99 FEET; THENCE ALONG SAID RIGHT OF WAY N 62 DEGREES 09'47" W 150.26 FEET; THENCE ALONG SAID RIGHT OF WAY N 61 DEGREES 56'24" W 327.44 FEET TO THE COMMON NORTHSOUTH CENTER LINE OF SAID SECTION 28 AND WEST LINE OF SAID LOT 21; THENCE LEAVING SAID RIGHT OF WAY ALONG SAID CENTER LINE N 01 DEGREES 20'27" E 240.86 FEET TO THE COMMON CENTER OF SAID SECTION 28 AND NORTHWEST CORNER OF SAID LOT 21; THENCE S 89 DEGREES 10'22" E ALONG THE EAST-WEST CENTER LINE OF SAID SECTION 28, 1858.20 FEET TO THE WEST LINE OF SAID LOT 7; THENCE LEAVING SAID CENTER LINE AND ALONG SAID WEST LINE OF LOT 7 N 00 DEGREES 28'14" W 199.71 FEET TO THE NORTHWEST CORNER OF LOT 7; THENCE ALONG NORTH LINE OF SAID LOT 7 N 88 DEGREES 34'42" E 812.12 FEET TO THE COMMON EAST LINE OF SAID SECTION 28 AND SAID LOT 7; THENCE ALONG SAID EAST LINE S 00 DEGREES 04'18" W 231.55 FEET TO THE POINT OF BEGINNING; EXCEPT SAID POWER TRANSMISSION RIGHT OF WAY DESCRIBED IN BOOK 351 AT PAGE 597 AS RECEPTION NO. 222266;

COUNTY OF GARFIELD  
STATE OF COLORADO

## EXHIBIT B

RIGHT OF PROPRIETOR OF A VEIN OR LODE TO EXTRACT AND REMOVE HIS ORE THEREFROM SHOULD THE SAME BE FOUND TO PENETRATE OR INTERSECT THE PREMISES AS RESERVED IN UNITED STATES PATENT RECORDED DECEMBER 19, 1923 IN BOOK 73 AT PAGE 177.

RIGHT OF WAY FOR DITCHES OR CANALS CONSTRUCTED BY THE AUTHORITY OF THE UNITED STATES, AS RESERVED IN UNITED STATES PATENT RECORDED JUNE 7, 1924 IN BOOK 112 AT PAGE 581, IN PATENT RECORDED DECEMBER 19, 1923 IN BOOK 73 AT PAGE 177, AND IN PATENT RECORDED JUNE 11, 1927 IN BOOK 112 AT PAGE 597.

EASEMENTS AND RIGHTS OF WAY AS GRANTED IN INSTRUMENT RECORDED JULY 25, 1963 IN BOOK 351 AT PAGE 592.

RIGHTS OF ACCESS TO AND FROM STATE HIGHWAY NO. 82 FROM AND TO ANY PART OF THE SUBJECT PROPERTY ABUTTING UPON SAID HIGHWAYS, ALONG OR ACROSS A LINE DESCRIBED AS FOLLOWS: SOUTHERLY LINE: BEGINNING AT A POINT ON THE EAST LINE OF LOT 21, SECTION 28, FROM WHICH THE E1/4 CORNER OF SECTION 28 BEARS N. 54 DEGREES 21' E. A DISTANCE OF 1684.6 FEET; THENCE N. 85 DEGREES 20' W., A DISTANCE OF 224.1 FEET; THENCE ALONG THE ARC OF A CURVE TO THE RIGHT, HAVING A RADIUS OF 2035.0 FEET, A DISTANCE OF 223.8 FEET (THE CHORD OF THIS ARC BEARS N. 79 DEGREES 12'30" W., A DISTANCE OF 223.6 FEET). ALSO, SOUTHERLY LINE: BEGINNING AT A POINT ON THE WEST LINE OF LOT 9, SECTION 28, FROM WHICH THE E1/4 CORNER OF SECTION 28 BEARS N. 54 DEGREES 21' E. A DISTANCE OF 1684.6 FEET; THENCE S. 85 DEGREES 20' E., A DISTANCE OF 85.7 FEET; THENCE S. 81 DEGREES 34' E., A DISTANCE OF 180.2 FEET TO THE WESTERLY RIGHT OF WAY LINE OF STATE HIGHWAY NO. 133; THENCE ALONG THE WESTERLY RIGHT OF WAY LINE OF STATE HIGHWAY NO. 133, S. 28 DEGREES 20'30" E., A DISTANCE OF 109.8 FEET; THENCE CONTINUING ALONG SAID RIGHT OF WAY LINE, S. 1 DEGREE 16' E., A DISTANCE OF 153.1 FEET; AS TAKEN BY THE BOARD OF COUNTY COMMISSIONERS OF GARFIELD COUNTY AND THE DEPARTMENT OF HIGHWAYS, STATE OF COLORADO, UNDER RULE AND ORDER RECORDED SEPTEMBER 4, 1970 IN BOOK 413 AT PAGE 22.

RIGHTS OF ACCESS TO AND FROM STATE HIGHWAY NO. 82, FROM AND TO ANY PART OF THE SUBJECT PROPERTY ABUTTING UPON SAID HIGHWAYS, ALONG OR ACROSS A LINE DESCRIBED AS FOLLOWS: SOUTHERLY LINE: BEGINNING AT A POINT ON THE EAST LINE OF LOT 21, SECTION 28, FROM WHICH THE E1/4 CORNER OF SECTION 27 BEARS N. 82 DEGREES 28' E. A DISTANCE OF 6642.1 FEET; THENCE N. 85 DEGREES 19'30" W. A DISTANCE OF 232.9 FEET; THENCE N. 75 DEGREES 58'30" W. A DISTANCE OF 121.1 FEET; THENCE N. 65 DEGREES 47'30" W. A DISTANCE OF 424.0 FEET; SOUTHERLY LINE: BEGINNING AT A POINT ON THE WEST LINE OF LOT 9, SECTION 28, FROM WHICH THE E1/4 CORNER OF SECTION 27 BEARS N. 82 DEGREES 28' E. A DISTANCE OF 6642.1 FEET; THENCE S. 85 DEGREES 19'30"

E. A DISTANCE OF 81.9 FEET; THENCE S. 86 DEGREES 51'30" E. A DISTANCE OF 85.0 FEET; THENCE S. 81 DEGREES 50'30" E. A DISTANCE OF 131.6 FEET; TO THE WESTERLY RIGHT OF WAY LINE OF STATE HIGHWAY NO. 133 (MAY, 1972); THENCE S. 28 DEGREES 20'30" E. ALONG THE WESTERLY RIGHT OF WAY LINE OF STATE HIGHWAY NO. 133 A DISTANCE OF 39.6 FEET; THENCE S. 1 DEGREE 16' E. CONTINUING ALONG THE WESTERLY RIGHT OF WAY LINE OF STATE HIGHWAY NO. 133 A DISTANCE OF 153.1 FEET. AS TAKEN BY THE BOARD OF COUNTY COMMISSIONERS OF GARFIELD COUNTY AND THE DEPARTMENT OF HIGHWAYS, STATE OF COLORADO, UNDER RULE AND ORDER RECORDED MAY 30, 1974 IN BOOK 460 AT PAGE 35.

TERMS, CONDITIONS AND PROVISIONS OF RESOLUTION NO. 80-114 RECORDED JUNE 17, 1980 IN BOOK 550 AT PAGE 281.

TERMS, CONDITIONS, PROVISIONS, BURDENS, OBLIGATIONS AND EASEMENTS AS SET FORTH AND GRANTED IN EASEMENT AGREEMENT RECORDED JULY 11, 1980 UNDER RECEPTION NO. 305558 AND AMENDMENT RECORDED JANUARY 20, 1989 AT RECEPTION NO. 398505.

TERMS, CONDITIONS, PROVISIONS, BURDENS, OBLIGATIONS AND EASEMENTS AS SET FORTH AND GRANTED IN RIGHT OF WAY EASEMENT RECORDED JULY 18, 1980 UNDER RECEPTION NO. 305751.

TERMS, CONDITIONS AND PROVISIONS OF RESOLUTION NO. 95-BOE-020 RECORDED JULY 25, 1995 AT RECEPTION NO. 481032.

TERMS, CONDITIONS AND PROVISIONS OF RESOLUTION NO. 85-137 RECORDED AUGUST 08, 1985 IN BOOK 673 AT PAGE 648.

TERMS, CONDITIONS AND PROVISIONS OF ORDER RECORDED FEBRUARY 27, 1985 IN BOOK 664 AT PAGE 831 AND RULE AND DECREE RECORDED JUNE 19, 1986 IN BOOK 690 AT PAGE 51.

ANY FACTS, RIGHTS, INTERESTS OR CLAIMS WHICH MAY EXIST OR ARISE BY REASON OF THE ENCROACHMENT OF OVERHEAD POWER LINES CROSSING THE EASTERLY PORTION OF SUBJECT PROPERTY. SHOWN ON IMPROVEMENT SURVEY PLAT CERTIFIED MAY 25, 2017 PREPARED BY SGM, JOB #20172300001 AND STORED AS OUR ESI 33814251.

CLAIMS OF RIGHT, TITLE AND/OR INTEREST IN THE PROPERTY BETWEEN THE BOUNDARY LINE AND THE FENCE AS DEPICTED ON THE SURVEY PREPARED BY SGM, JOB NO. 20172300001 WHETHER SAID CLAIMS ARISE BY ABANDONMENT, ADVERSE POSSESSION OR OTHER MEANS. SAID DOCUMENT STORE AS OUR ESI 33814251

## REAL PROPERTY TRANSFER DECLARATION - (TD-1000)

### GENERAL INFORMATION

**Purpose:** The Real Property Transfer Declaration provides essential information to the county assessor to help ensure fair and uniform assessments for all property for property tax purposes. Refer to 39-14-102(4), Colorado Revised Statutes (C.R.S.).

**Requirements:** All conveyance documents (deeds) subject to the documentary fee submitted to the county clerk and recorder for recordation must be accompanied by a Real Property Transfer Declaration. This declaration must be completed and signed by the grantor (seller) or grantee (buyer). Refer to 39-14-102(1)(a), C.R.S.

**Penalty for Noncompliance:** Whenever a Real Property Transfer Declaration does not accompany the deed, the clerk and recorder notifies the county assessor who will send a notice to the buyer requesting that the declaration be returned within thirty days after the notice is mailed.

If the completed Real Property Transfer Declaration is not returned to the county assessor within the 30 days of notice, the assessor may impose a penalty of \$25.00 or .025% (.0025) of the sale price, whichever is greater. This penalty may be imposed for any subsequent year that the buyer fails to submit the declaration until the property is sold. Refer to 39-14-102(1)(b), C.R.S.

**Confidentiality:** The assessor is required to make the Real Property Transfer Declaration available for inspection to the buyer. However, it is only available to the seller if the seller filed the declaration. Information derived from the Real Property Transfer Declaration is available to any taxpayer or any agent of such taxpayer subject to confidentiality requirements as provided by law. Refer to 39-5-121.5, C.R.S. and 39-13-102(5)(c), C.R.S.

1. Address and/or legal description of the real property sold: Please do not use P.O. Box numbers

See attached "Exhibit A"

2. Type of Property purchased: ☐ Single Family Residential ☐ Townhome ☐ Condominium ☐ Multi-Unit Res ☐ Commercial  
☐ Industrial ☐ Agricultural ☐ Mixed Use ☒ Vacant Land ☐ Other \_\_\_\_\_

3. Date of Closing: June 11, 2018

Date of Contract if different than date of closing: January 23, 2018

4. Total sale price: Including all real and personal property. \$825,000.00

5. Was any personal property included in the transaction? Personal property would include, but not limited to, carpeting, draperies, free standing appliances, equipment, inventory, furniture. If the personal property is not listed, the entire purchase price will be assumed to be for the real property as per 39-13-102, C.R.S.

☐ Yes ☒ No If yes, approximate value \$ \_\_\_\_\_ Describe: \_\_\_\_\_

6. Did the total sales price include a trade or exchange of additional real or personal property? If yes, give the approximate value of the goods or services as of the date of closing.

☐ Yes ☒ No If yes, value \$ \_\_\_\_\_

If yes, does this transaction involve a trade under IRS Code Section 1031? ☐ Yes ☒ No

7. Was 100% interest in the real property purchased? Mark "no" if only a partial interest is being purchased.

☒ Yes ☐ No If no, interest purchased: \_\_\_\_\_ %

8. Is this a transaction among related parties? Indicate whether the buyer or seller are related. Related parties include persons within the same family, business affiliates, or affiliated corporations.

☐ Yes ☒ No

9. Check any of the following that apply to the condition of the improvements at the time of purchase:

☐ New ☐ Excellent ☐ Good ☐ Average ☐ Fair ☐ Poor ☐ Salvage

If the property is financed, please complete the following:

10. Total amount financed: \$ \_\_\_\_\_

11. Type of financing: (Check all that apply)

☐ New ☐ Assumed ☐ Seller ☐ Third Party ☐ Combination; Explain





12. Terms:

☐ Variable Starting interest rate % \_\_\_\_\_  
Fixed Interest rate % \_\_\_\_\_  
☐ Length of time years \_\_\_\_\_  
Balloon Payment ☐ Yes ☐ No If yes, amount \$0.00 Due Date \_\_\_\_\_

13. Mark any that apply:

- ☐ Seller assisted down payment  
☐ Seller concessions  
☐ Special terms of financing.

If marked, please specify: \_\_\_\_\_

For properties other than residential (Residential is defined as: single family detached, townhomes, apartments, and condominiums) please complete questions 14-16 if applicable. Otherwise, skip to #17 to complete.

14. Did the purchase price include a franchise or license fee? ☐ Yes ☒ No

If yes, franchise or license fee value? \_\_\_\_\_

15. Did the purchase price involve an installment land contract? ☐ Yes ☒ No

If yes, date of contract: \_\_\_\_\_

16. If this was a vacant land sale, was an on-site inspection of the property conducted by the buyer prior to the closing?

☒ Yes ☐ No

Remarks: Please include any additional information concerning the sale you may feel is important.

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

17. Signed on this day of June 11, 2018

Have at least one of the parties to the transaction sign the document, and include an address and a daytime phone number.

Signature of ☒ Grantee(Buyer) ☐ or Grantor(Seller)

TOWN OF CARBONDALE, A COLORADO HOME RULE  
MUNICIPAL CORPORATION

By: \_\_\_\_\_

DAN RICHARDSON, MAYOR

18. All future correspondence (tax bills, property valuations, etc.) regarding this property should be mailed to:

TOWN OF CARBONDALE, A COLORADO HOME RULE MUNICIPAL CORPORATION

511 COLORADO AVENUE, CARBONDALE, CO 81623

Phone: \_\_\_\_\_ Email: \_\_\_\_\_

**Exhibit A**

ALL THAT PART OF THE FOLLOWING DESCRIBED PARCEL WHICH LIES WESTERLY OF THE WEST LINE OF COUNTY ROAD 107 IN LOTS 7, 8, 9 AND 21, SECTION 28, TOWNSHIP 7 SOUTH, RANGE 88 WEST, 6TH P.M.:

COMMENCING AT A BRASS CAP FOUND IN PLACE AND PROPERLY MARKED FOR THE EAST QUARTER CORNER OF SAID SECTION 28, NORTHEAST CORNER OF SAID LOT 8, AND SOUTHEAST CORNER OF SAID LOT 7, THE POINT OF BEGINNING; THENCE S 01 DEGREES 46'54" W ALONG THE COMMON EAST LINE OF SAID SECTION 28, AND SAID LOT 8 A DISTANCE OF 944.97 FEET; THENCE LEAVING SAID SECTION LINE N 78 DEGREES 20'58" W ALONG THE NORTH RIGHT OF WAY OF STATE HIGHWAY NO. 82 A DISTANCE OF 45.58 FEET; THENCE CONTINUING ALONG SAID RIGHT OF WAY N 69 DEGREES 07'24" W 269.70 FEET; THENCE ALONG SAID RIGHT OF WAY N 68 DEGREES 48'24" W 328.90 FEET; THENCE ALONG SAID RIGHT OF WAY N 71 DEGREES 52'54" W 234.2 FEET; THENCE ALONG SAID RIGHT OF WAY N 52 DEGREES 29'24" W 57.10 FEET; THENCE ALONG SAID RIGHT OF WAY S 89 DEGREES 44'06" W 111.46 FEET; THENCE ALONG SAID RIGHT OF WAY S 89 DEGREES 44'06" W 8.54 FEET; THENCE ALONG SAID RIGHT OF WAY S 42 DEGREES 22'06" W 31.07 FEET; THENCE ALONG SAID RIGHT OF WAY S 42 DEGREES 22'06" W 117.63; THENCE ALONG SAID RIGHT OF WAY N 84 DEGREES 53'32" W 64.93 FEET; THENCE ALONG SAID RIGHT OF WAY N 86 DEGREES 37'40" W 85.07 FEET; THENCE ALONG SAID RIGHT OF WAY N 85 DEGREES 17'54" W 101.60 FEET; THENCE ALONG SAID RIGHT OF WAY N 85 DEGREES 17'54" W 186.60 FEET; THENCE ALONG SAID RIGHT OF WAY ALONG A CURVE TO THE RIGHT WITH A RADIUS OF 1760.4 FEET AND DELTA ANGLE OF 14 DEGREES 59'54" A DISTANCE OF 460.70 FEET (LONG CHORD BEARING N 74 DEGREES 45'54" W 459.5 FEET); THENCE ALONG SAID RIGHT OF WAY N 60 DEGREES 34'05" W 287.99 FEET; THENCE ALONG SAID RIGHT OF WAY N 62 DEGREES 09'47" W 150.26 FEET; THENCE ALONG SAID RIGHT OF WAY N 61 DEGREES 56'24" W 327.44 FEET TO THE COMMON NORTH-SOUTH CENTER LINE OF SAID SECTION 28 AND WEST LINE OF SAID LOT 21; THENCE LEAVING SAID RIGHT OF WAY ALONG SAID CENTER LINE N 01 DEGREES 20'27" E 240.86 FEET TO THE COMMON CENTER OF SAID SECTION 28 AND NORTHWEST CORNER OF SAID LOT 21; THENCE S 89 DEGREES 10'22" E ALONG THE EAST-WEST CENTER LINE OF SAID SECTION 28, 1858.20 FEET TO THE WEST LINE OF SAID LOT 7; THENCE LEAVING SAID CENTER LINE AND ALONG SAID WEST LINE OF LOT 7 N 00 DEGREES 28'14" W 199.71 FEET TO THE NORTHWEST CORNER OF LOT 7; THENCE ALONG NORTH LINE OF SAID LOT 7 N 88 DEGREES 34'42" E 812.12 FEET TO THE COMMON EAST LINE OF SAID SECTION 28 AND SAID LOT 7; THENCE ALONG SAID EAST LINE S 00 DEGREES 04'18" W 231.55 FEET TO THE POINT OF BEGINNING; EXCEPT SAID POWER TRANSMISSION RIGHT OF WAY DESCRIBED IN BOOK 351 AT PAGE 597 AS RECEPTION NO. 222266;

COUNTY OF GARFIELD  
STATE OF COLORADO



FOREIGN INVESTMENT IN REAL PROPERTY TAX ACT OF 1980  
(26 U.S.C. 1445)(“FIRPTA”)

CERTIFICATION BY TRANSFEROR (ENTITY)  
(Pursuant to Regulation C.F.R.1.1445-2(b)(2)(i))

To: **TOWN OF CARBONDALE, A COLORADO HOME RULE MUNICIPAL CORPORATION**, (hereinafter referred to as the “Transferee”).

Section 1445 of the Internal Revenue Code provides that a transferee of a U. S. real property interest must withhold tax if the transferor is a foreign person. For U.S. tax purposes (including section 1445), the owner of a disregarded entity (which is legal title to a U.S. real property interest under local law) will be the transferor of the property and not the disregarded entity.

To inform the transferee that withholding of tax is not required upon the disposition of a U. S. real property interest, by **ASPEN VALLEY LAND TRUST, A COLORADO NON-PROFIT CORPORATION**, hereinafter referred to as the transferor, the undersigned hereby certifies the following on behalf of the transferor:

1. The transferor is not a foreign corporation, foreign partnership, foreign trust, or foreign estate (as those items are defined in the Internal Revenue Code and Income Tax Regulation);
2. The transferor is not a disregarded entity as defined in section 1.1445-2(b)(iii);
3. The transferor's U.S. employer identification number is [REDACTED]; and
4. The transferor's office address is:  
[REDACTED]
5. The transferor understands that this certification will be disclosed to the Internal Revenue Service by the transferee and that any false statement contained therein could be punished by fine, imprisonment, or both.
6. Under penalties of perjury I declare that I have examined this certification and to the best of my knowledge and belief it is true, correct and complete, and I further declare that I have authority to sign this document on behalf of the transferor (i.e. a responsible officer if a corporation, by a general partner if a partnership, and by a trustee or equivalent fiduciary of the case of a trust or estate).

All information required to be obtained in connection with document has been obtained from information supplied by the transferor to Land Title Guarantee Company. For privacy and security reasons, Land Title will retain this information. In the event you are contacted by the Internal Revenue Service concerning FIRPTA, please contact the Company immediately for a copy of this Affidavit which discloses the transferor's Tax Identification Number.

Date: 06/11/2018

**ASPEN VALLEY LAND TRUST, A COLORADO NON-PROFIT CORPORATION**

By: [Signature]  
**SUZANNE STEPHENS, EXECUTIVE DIRECTOR**

State of Colorado )

)ss.

County of **GARFIELD** )

Sworn to before me on this day of June 11th, 2018 by **SUZANNE STEPHENS AS EXECUTIVE DIRECTOR OF ASPEN VALLEY LAND TRUST, A COLORADO NON-PROFIT CORPORATION**

Witness my hand and official seal

My Commission expires: 10.19.2018

[Signature]  
Notary Public

**JEANNE HAYES**  
NOTARY PUBLIC  
STATE OF COLORADO  
NOTARY ID # 20104044492  
MY COMMISSION EXPIRES OCTOBER 19, 2018

Note:

1. If you have any questions or concerns arising from your obligation as transferor in regard to this tax, it is suggested that you immediately contact your local Internal Revenue Service office, attorney or accountant if you do not fully understand these regulations. More information, including the regulations promulgated under FIRPTA, is available at the website for the Internal Revenue Service, [www.irs.gov/businesses/small/international](http://www.irs.gov/businesses/small/international)
2. The transferee is required to retain this certification until the end of the fifth taxable year following the taxable year in which the transfer takes place. The transferee must make this certification available to the Internal Revenue Service when requested in accordance with the requirements of 26 U.S.C 6001 and regulations thereunder.



LAND TITLE GUARANTEE COMPANY  
901 GRAND AVENUE #202  
GLENWOOD SPRINGS, CO 81601  
Phone: (970) 945-2610  
Fax: (800) 318-8206

**"PURCHASERS"**  
**STATEMENT OF SETTLEMENT**

PROPERTY ADDRESS: HWY 82/133 NO COUNTY ROAD 107, CARBONDALE, CO 81623

SELLER(S): ASPEN VALLEY LAND TRUST, A COLORADO NON-PROFIT CORPORATION

BUYER(S): TOWN OF CARBONDALE, A COLORADO HOME RULE MUNICIPAL CORPORATION

SETTLEMENT DATE: June 11, 2018

DATE OF PRORATION: June 11, 2018

DESCRIPTION	DEBIT	CREDIT
<b>Sales Price &amp; Earnest Money</b>		
Sales Price	825,000.00	
<b>Miscellaneous Charges</b>		
DONATION OF LAND FROM ASPEN VALLEY LAND TRUST TO THE TOWN OF CARBONDALE		825,000.00
<b>SubTotals</b>	825,000.00	825,000.00
<b>Totals</b>	825,000.00	825,000.00

The above figures do not include sales or use taxes on property

APPROVED AND ACCEPTED

**PURCHASER(S)**

TOWN OF CARBONDALE, A COLORADO HOME RULE  
MUNICIPAL CORPORATION

By: 

DAN RICHARDSON, MAYOR

LAND TITLE CLOSING AGENT:



Jessica Reed



Escrow No: 63012629

Date: June 11, 2018

### CLOSING INSTRUCTIONS

1. **PARTIES/PROPERTY.** ASPEN VALLEY LAND TRUST, A COLORADO NON-PROFIT CORPORATION, Seller and TOWN OF CARBONDALE, A COLORADO HOME RULE MUNICIPAL CORPORATION, Buyer, hereby engage Land Title Guarantee Company, (the "Closing Company"), which agrees to provide closing and settlement services pursuant to the contract, dated January 23, 2018, including any counterproposals and amendments (the "Contract"), in connection with the closing of the following described real estate in the county of Garfield, Colorado (the "Property"):

ALL THAT PART OF THE FOLLOWING DESCRIBED PARCEL WHICH LIES WESTERLY OF THE WEST LINE OF COUNTY ROAD 107 IN LOTS 7, 8, 9 AND 21, SECTION 28, TOWNSHIP 7 SOUTH, RANGE 88 WEST, 6TH P.M.:

COMMENCING AT A BRASS CAP FOUND IN PLACE AND PROPERLY MARKED FOR THE EAST QUARTER CORNER OF SAID SECTION 28, NORTHEAST CORNER OF SAID LOT 8, AND SOUTHEAST CORNER OF SAID LOT 7, THE POINT OF BEGINNING; THENCE S 01 DEGREES 46'54" W ALONG THE COMMON EAST LINE OF SAID SECTION 28, AND SAID LOT 8 A DISTANCE OF 944.97 FEET; THENCE LEAVING SAID SECTION LINE N 78 DEGREES 20'58" W ALONG THE NORTH RIGHT OF WAY OF STATE HIGHWAY NO. 82 A DISTANCE OF 45.58 FEET; THENCE CONTINUING ALONG SAID RIGHT OF WAY N 69 DEGREES 07'24" W 269.70 FEET;

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COUNTY OF GARFIELD  
STATE OF COLORADO

also known as HWY 82/133 NO COUNTY ROAD 107, CARBONDALE, CO 81623

2. **INFORMATION / INSTRUCTIONS.** Closing company is authorized to obtain any information necessary for the closing. The Seller and Buyer hereby instruct Closing Company to act as scrivener for each party in the preparation and/or completion of those documents necessary to carry out the terms and conditions of the Contract, including the Deed, (collectively the "Documents"), and to deliver and record, where necessary, the Documents, pursuant to the Contract. The Seller and Buyer agree to hold Closing Company harmless from any liability, damages or expenses arising out of this instruction. The Seller and Buyer represent and acknowledge that a.) Closing Company has recommended that the parties consult with legal counsel regarding the Documents; b.) Closing Company has not advised or instructed the parties regarding the creation, effect or adequacy of the Documents; c.) the Deed shall be completed on a form that is approved by the parties; d.) the parties shall review the Deed and instruct the Closing Company to make all necessary modifications.
3. **CLOSING FEE.** Closing Company will receive a fee not to exceed \$150.00 for providing these closing and settlement services.
4. **GOOD FUNDS.** Closing Company is authorized to receive funds and disburse when all funds received are either: a) available for immediate withdrawal as a matter of right from the financial institution in which the funds have been deposited or b) are available for



immediate withdrawal as a consequence of an agreement of a financial institution in which the funds are to be deposited or a financial institution upon which the funds are to be drawn ("Good Funds").

5. **RELEASE/DISBURSEMENT.** Closing Company is not authorized to release any signed documents or things of value prior to receipt and disbursement of Good Funds, except as provided in sections 10 and 11.
6. **DISBURSER.** Closing Company shall disburse all funds, except those funds as may be separately disclosed in writing to Buyer and Seller by Closing Company or Buyer's lender on or before closing. All parties agree that no one other than the disbursing party can assure that payoff of loans and other disbursements will actually be made.
7. **SELLER'S NET PROCEEDS.** Seller will receive the net proceeds of closing as indicated:
  - ☐ Cashier's Check, at Seller's expense
  - ☒ Funds Electronically transferred (wire transfer) to an account specified by Seller, at Seller's expense
  - ☒ Closing Company's trust account check
8. **FURNISHED INFORMATION AND DOCUMENTS.** Buyer and Seller will furnish any additional information and documents required by Closing Company that will be necessary to complete this transaction.
9. **CLOSING STATEMENT.** Closing Company will prepare and deliver accurate, complete and detailed closing statements to Buyer and Seller at time of closing. The Buyer and Seller acknowledge, by their signature to these instructions and to the closing statements, that Closing Company may have relied on information provided to it by the Buyer and/or Seller, in order to calculate each party's share of the real estate taxes, utility charges, homeowner's association dues and all other taxes and assessments that may affect the Property, and agree to accept such calculations as final and binding between themselves, and that Closing Company is not responsible for any errors or shortfalls that may be caused by incorrect, inaccurate or incomplete information.
10. **FAILURE OF CLOSING.** If closing or disbursement does not occur on or before Closing Date set forth in the Contract, Closing Company, except as provided herein, is authorized and agrees to return all documents, monies, and things of value to depositing party, upon which Closing Company will be relieved from any further duty, responsibility or inability in connection with these instructions. In addition, any promissory note, deed of trust or other evidence of indebtedness signed by Buyer shall be voided by Closing Company with the originals returned to Buyer and a copy to Buyer's lender.
11. **EARNEST MONEY DISPUTE.** Except as otherwise provided herein, Closing Company shall release the Earnest Money as directed by written mutual instructions signed by both Buyer and Seller. In the event of any controversy regarding the Earnest Money held by Closing Company (notwithstanding any termination of the Contract), Closing Company shall not be required to take any action. Closing Company, at its option and sole discretion, may (a) await any proceeding, (b) interplead all parties and deposit Earnest Money and other money or things of value into a court of competent jurisdiction and shall recover court costs and reasonable attorney and legal fees, or (c) deliver written notice to Buyer and Seller that unless Closing Company receives a copy of the Summons and Complaint or Claim (between Buyer and Seller), containing the case number of the lawsuit (Lawsuit) within 120 calendar days of Closing Company's written notice is delivered to the parties, Closing Company shall be authorized to return the Earnest Money to Buyer. In the event Closing Company does receive a copy of the Lawsuit and has not interpleaded the monies at the time of any Order, Closing Company shall disburse the Earnest Money pursuant to the Order of the Court.
12. **SUBSEQUENT AMENDMENTS.** Any amendments to, or termination of, these Closing Instructions must be in writing and signed by Buyer, Seller and Closing Company.
13. **WITHHOLDING.** The Internal Revenue Service and the Colorado Department of Revenue may require Closing Company to withhold a substantial portion of the proceeds of this sale when Seller either a) is foreign person or b) will not be a Colorado resident after closing. Seller should inquire of Seller's tax advisor to determine if withholding applies or if an exemption exists.
14. **COUNTERPARTS.** This document may be executed by Buyer, Seller and Closing Company, separately, and when each party has executed a copy, such copies taken together shall be deemed to be a full and complete contract between the parties.
15. **COMMON INTEREST COMMUNITY DOCUMENTS.** Seller's obligation to provide the CIC Documents is set forth in the Contract. Seller authorizes the Association, if any, to provide the CIC Documents to Buyer. Seller's obligation to furnish the CIC Documents shall be fulfilled upon Buyer's receipt of the CIC Documents.
16. **NOTICE, DELIVERY AND CHOICE OF LAW.**
  - a. **Physical Delivery.** Except as effective in 16(b) below, all notices must be in writing. Any notice to Buyer shall be provided when received by Buyer, any notice to Seller shall be effective when received by Seller, and any notice to Closing Company shall be effective when received by Closing Company.
  - b. **Electronic Delivery.** As an alternative to physical delivery, signed documents and written notice may be delivered in electronic form by the following indicated methods only:
    - ☒ Facsimile
    - ☒ E-Mail
    - ☐ No Electronic DeliveryDocuments with original signatures shall be provided upon request of any party.
  - c. **Choice of Law.** This contract and all disputes arising hereunder shall be governed by and construed in accordance with the laws of the State of Colorado applicable to Colorado residents who sign a contract in this state for property located in Colorado.
17. **ADVICE BY CLOSING COMPANY.** No advice has been given to the parties by Closing Company on taxes, usury, forfeiture, or on any matter in relation to the sale of the Property. If so desired the parties will consult an attorney on all matters arising out of the Contract and the closing of the sale.

18. ADDITIONAL PROVISIONS. \_\_\_\_\_

**SELLER(S):**

ASPEN VALLEY LAND TRUST, A COLORADO NON-  
PROFIT CORPORATION

By: \_\_\_\_\_  
SUZANNE STEPHENS, EXECUTIVE DIRECTOR

**BUYER(S):**

TOWN OF CARBONDALE, A COLORADO HOME RULE  
MUNICIPAL CORPORATION

By:  \_\_\_\_\_  
DAN RICHARDSON, MAYOR

Closing Company: LAND TITLE GUARANTEE COMPANY

Date: June 11, 2018

By: Jessica Reed



18. ADDITIONAL PROVISIONS. \_\_\_\_\_

SELLER(S):

ASPEN VALLEY LAND TRUST, A COLORADO NON-  
PROFIT CORPORATION

By: \_\_\_\_\_

SUZANNE STEPHENS, EXECUTIVE DIRECTOR

BUYER(S):

TOWN OF CARBONDALE, A COLORADO HOME RULE  
MUNICIPAL CORPORATION

By: \_\_\_\_\_

**COUNTERSIGNED**

DAN RICHARDSON, MAYOR

Closing Company: LAND TITLE GUARANTEE COMPANY

Date: June 11, 2018

By: Jessica Reed



18. ADDITIONAL PROVISIONS. \_\_\_\_\_

**SELLER(S):**

ASPEN VALLEY LAND TRUST, A COLORADO NON-  
PROFIT CORPORATION

By: **COUNTERSIGNED**  
SUZANNE STEPHENS, EXECUTIVE DIRECTOR

**BUYER(S):**

TOWN OF CARBONDALE, A COLORADO HOME RULE  
MUNICIPAL CORPORATION

By:   
DAN RICHARDSON, MAYOR

Closing Company: LAND TITLE GUARANTEE COMPANY

Date: June 11, 2018

By: Jessica Reed

SURVEY AFFIDAVIT  
ORDER NO. 63012629

This affidavit is dated May 1, 2018 and is given by the undersigned as an inducement to Land Title Guarantee Company to issue its' title insurance commitment and policy without survey exception on the following described real property (the property):

SEE THE ATTACHED "EXHIBIT A"

The undersigned hereby affirms that the improvements on the property as shown on that certain Improvement Survey dated May 25, 2017, and prepared by ~~[39]~~ JOB NO. 20172300001, have not been materially altered, relocated, enlarged, or diminished, and that no improvements, including fences or walls, have been constructed on the property since the date of the above Improvement Survey by the undersigned or by any other party.

IN WITNESS WHEREOF this affidavit has been executed as of the day and year first above written.

ASPEN VALLEY LAND TRUST, A COLORADO NON-PROFIT CORPORATION

By: [Signature]  
Title: Executive Director

State of Colorado )  
County of Garfield ) ss.

Subscribed and sworn to before me this 1st day of May, 2018  
By Suzanne Stephens



[Signature]

My Commission expires: 10-19-2018

EXHIBIT A

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THENCE ALONG SAID RIGHT OF WAY N 84 DEGREES 53'32" W 64.93 FEET;  
THENCE ALONG SAID RIGHT OF WAY N 86 DEGREES 37'40" W 85.07 FEET;  
THENCE ALONG SAID RIGHT OF WAY N 85 DEGREES 17'54" W 101.60 FEET;  
THENCE ALONG SAID RIGHT OF WAY N 85 DEGREES 17'54" W 186.60 FEET;  
THENCE ALONG SAID RIGHT OF WAY ALONG A CURVE TO THE RIGHT WITH A RADIUS OF 1760.4 FEET AND DELTA ANGLE OF 14 DEGREES 59'54" A DISTANCE OF 460.70 FEET (LONG CHORD BEARING N 74 DEGREES 45'54" W 459.5 FEET);  
THENCE ALONG SAID RIGHT OF WAY N 60 DEGREES 34'05" W 287.99 FEET;  
THENCE ALONG SAID RIGHT OF WAY N 62 DEGREES 09'47" W 150.26 FEET;  
THENCE ALONG SAID RIGHT OF WAY N 61 DEGREES 56'24" W 327.44 FEET TO THE COMMON NORTH-SOUTH CENTER LINE OF SAID SECTION 28 AND WEST LINE OF SAID LOT 21; THENCE LEAVING SAID RIGHT OF WAY ALONG SAID CENTER LINE N 01 DEGREES 20'27" E 240.86 FEET TO THE COMMON CENTER OF SAID SECTION 28 AND NORTHWEST CORNER OF SAID LOT 21; THENCE S 89 DEGREES 10'22" E ALONG THE EAST-WEST CENTER LINE OF SAID SECTION 28, 1858.20 FEET TO THE WEST LINE OF SAID LOT 7; THENCE LEAVING SAID CENTER LINE AND ALONG SAID WEST LINE OF LOT 7 N 00 DEGREES 28'14" W 199.71 FEET TO THE NORTHWEST CORNER OF LOT 7; THENCE ALONG NORTH LINE OF SAID LOT 7 N 88 DEGREES 34'42" E 812.12 FEET TO THE COMMON EAST LINE OF SAID SECTION 28 AND SAID LOT 7; THENCE ALONG SAID EAST LINE S 00 DEGREES 04'18" W 231.55 FEET TO THE POINT OF BEGINNING; EXCEPT SAID POWER TRANSMISSION RIGHT OF WAY DESCRIBED IN BOOK 351 AT PAGE 597 AS RECEPTION NO. 222266;

COUNTY OF GARFIELD  
STATE OF COLORADO

### Agreement for Taxes

It is hereby understood and agreed between the Buyer(s) and Seller(s) of the property known as: HWY 82/133 NO COUNTY ROAD 107, CARBONDALE, CO 81623

☒ Other: THERE WILL BE NO TAX PRO-RATION BETWEEN SELLER AND PURCHASER FOR THIS TRANSACTION. IF TAXES ARE ASSESSED FOR THE PERIOD OF TIME DURING THE SELLERS OWNERSHIP WITHOUT REFERENCE TO THE SELLER'S PENDING/APPROVED EXEMPTION, THE SELLER WILL PAY THOSE TAXES. IF TAXES ARE ASSESSED FOR THE PERIOD AFTER THE PURCHASERS OWNERSHIP THEN THE PURCHASER WILL BE RESPONSIBLE FOR THOSE TAXES.

This adjustment shall be:

☒ A final settlement.

☐ Re-adjusted between the Buyer(s) and Seller(s) as soon as the taxes have been billed by the County Treasurer. If a re-adjustment is necessary, Land Title Guarantee Company will not make or be responsible for this re-adjustment.

It is further understood and agreed between the Buyer(s) and Seller(s) that:

☐ No governmental body taxing authority has certified an assessment lien to the County Treasurer for special improvements installed prior to the date of the Buyer's execution of the Agreement for Purchase.

☐ Special Taxing District Assessments being paid in annual installments are to be assumed by the Buyer(s), with current annual assessments in the amount of \$0.00, with the total payoff amount of this assessment being \$0.00. This assessment will be fully paid on \_\_\_\_\_.

Note: Land Title Guarantee Company and/or its underwriter assumes no responsibility or any liability for the adjustment of special taxes on assessments unless they are shown on the County Treasurer's Certificate of Taxes Due. Any adjustment shall be made between the Buyer's and Seller(s), if necessary, and Land Title Guarantee Company, or its underwriter will not make or be responsible for the re-adjustment or liability in connection therewith.

This Agreement made and executed this day of June 11th, 2018

Seller(s)

ASPEN VALLEY LAND TRUST, A COLORADO NON-PROFIT CORPORATION

By: 

SUZANNE STEPHENS, EXECUTIVE DIRECTOR

Buyer(s)

TOWN OF CARBONDALE, A COLORADO HOME RULE MUNICIPAL CORPORATION

By: **COUNTERSIGNED**

DAN RICHARDSON, MAYOR



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ASPEN VALLEY LAND TRUST, A COLORADO NON-PROFIT CORPORATION

By: \_\_\_\_\_

SUZANNE STEPHENS, EXECUTIVE DIRECTOR

Buyer(s)

TOWN OF CARBONDALE, A COLORADO HOME RULE MUNICIPAL CORPORATION

By: \_\_\_\_\_

DAN RICHARDSON, MAYOR



### Agreement for Taxes

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By: **COUNTERSIGNED**  
SUZANNE STEPHENS, EXECUTIVE DIRECTOR

Buyer(s)

TOWN OF CARBONDALE, A COLORADO HOME RULE MUNICIPAL CORPORATION

By:   
DAN RICHARDSON, MAYOR

## Utility Agreement

### No Adjustment for Water and Sewer

At the closing of HWY 82/133 NO COUNTY ROAD 107, CARBONDALE, CO 81623 (Property Address) on June 11th, 2018 (Date), by Land Title Guarantee Company, both the Buyer(s) and Seller(s) fully understand that Land Title Guarantee Company DOES NOT notify the telephone company, the electric and/or gas company(s), the cable company or the Seller's present insurance company to cancel or transfer to the new owners, any of the above.

IT IS THE SELLER(S) RESPONSIBILITY to call the gas and/or electric company for a final reading and to give them your forwarding address for the final bill. It is also the Seller(s) responsibility to notify your telephone company, cable company, trash company and your present insurance agent.

IT IS THE BUYER(S) RESPONSIBILITY to call the gas and/or electric company, giving them the personal information they may require for their records, the telephone company, the trash company and the cable company to put service into your name(s) with the correct mailing address, if different than the property just purchased.

The final reading of the metered water/sewer account or the proration of the standard bill is to be handled on 06/11/2018.

LAND TITLE GUARANTEE COMPANY is escrowing \_\_\_\_\_ from the Seller(s) and/or \$ \_\_\_\_\_ from the Buyer(s).

The Parties hereto further agree to the following:

\* It is hereby agreed by the undersigned Seller(s) and Buyer(s) that Land Title Guarantee Company has not asked for a final reading of the metered water and sewer account or calculated any escrows or prorations of any standard bills, included water, sewer and storm drainage. Furthermore, Land Title Guarantee Company makes no representations or guarantee as to the status of said account(s). The Seller(s) and Buyer(s) herein agree to hold Land Title Guarantee Company or its underwriter harmless for any penalties for non-payment.

FURTHER, Seller acknowledges that there [ ] is [ X ] is not currently a formal or informal homeowners/landowners association and/or sub-association which may require periodic assessments and other fees as a result of this transaction. If there is an association and/or sub-association heretofore not known to the settlement agent and/or seller's agent, Land Title Guarantee Company shall escrow funds from seller pending receipt of a written status letter from the association. Land Title Guarantee Company is hereby instructed to pay the amount stated on said status letter.

In the event the homeowners'/landowners' association dues, assessments or fees exceed the escrowed amount, the additional charges are the responsibility of the Seller(s). Land Title Guarantee Company or its underwriter shall not make or be responsible for the additional charges.

If there is a formal or informal homeowners'/landowners' association involved and if that association has requested copies of the Buyer and Seller Settlement Statements as a requirement to transfer their records to the new owners, the undersigned hereby authorize Land Title Guarantee Company to deliver a copy of said statements to that association. Land Title Guarantee Company is hereby released of any liability in connection with same.

This Agreement was made and executed this day of June 11th, 2018

Seller:

ASPEN VALLEY LAND TRUST, A COLORADO NON-PROFIT CORPORATION

By:

SUZANNE STEPHENS, EXECUTIVE DIRECTOR

Buyer:

TOWN OF CARBONDALE, A COLORADO HOME RULE MUNICIPAL CORPORATION

**COUNTERSIGNED**

By:

DAN RICHARDSON, MAYOR





## Utility Agreement

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Seller:

ASPEN VALLEY LAND TRUST, A COLORADO NON-PROFIT CORPORATION

By: **COUNTERSIGNED**  
SUZANNE STEPHENS, EXECUTIVE DIRECTOR

Buyer:

TOWN OF CARBONDALE, A COLORADO HOME RULE MUNICIPAL CORPORATION

By:   
DAN RICHARDSON, MAYOR

## DISCLOSURES

The undersigned hereby acknowledge that they understand and agree to the following provisions:

### Laws Relating to Unclaimed Funds

All parties are hereby advised that checks issued by Land Title Guarantee Company ("Land Title") and not cashed by the payee are subject to laws of escheat and/or unclaimed property. Should Land Title transfer such funds to a state office, pursuant to such laws, Land Title shall be released from all further responsibility under this agreement and shall not be liable to any Party.

### FDIC Limit Notice

The insurance coverage provided by the Federal Deposit Insurance Corporation protects a depositor up to cumulative maximum deposit of \$250,000.00 for each insured financial institution. Ownership is determined by the deposit records of the financial institution and/or the records of the named custodian of any escrow accounts. Land Title and its underwriter assume no responsibility for nor will the undersigned hold same liable for any loss which arises from the fact that the amount of the above deposit may cause the aggregate amount of any individual depositor's accounts to exceed \$250,000.00.

### Funds Held by Land Title

Land Title shall deposit all funds received pursuant to any closing and settlement services separate and apart from the assets of the company, in an account designated as an escrow account or custodial account and so recognized by the depository institution in the name of Land Title as Escrow Agent (Escrow Account). Similar deposits from other customers conducting other real estate transactions are included in this Escrow Account. The majority of these funds are received at closing and on completion of the transaction, are disbursed for the benefit of the seller, buyer or in the case of a refinance, for the benefit of the owner.

Land Title will pay any and all costs associated with the use of the Escrow Account, but in order to help keep settlement costs and fees down, Land Title may arrange for the bank to provide it with a number of services at a reduced rate, or at no charge, or may earn interest on the Escrow Account balance. Interest earned, if any, shall be paid to Land Title. In no event will any such arrangement restrict or limit in any way the disbursement of the funds you deposit in accordance with the instructions given by you and the Statement of Settlement relating to your transaction.

The party for whose benefit the funds are disbursed (most often the seller or owner, in the case of a refinance) may elect to have a portion of the interest earned on the fiduciary funds in the Escrow Account paid to that party. If the seller or owner makes this election, please (i) inform Land Title immediately, (ii) check the box provided below on this form and (iii) complete an IRS Form W-9 (which will be provided by Land Title). It is important to know that the fiduciary funds cannot be placed in a separate interest bearing account for that party's benefit until Land Title is in receipt of all required forms. A non-refundable administrative fee of \$50.00 will be collected by Land Title as compensation for processing the documentation, set up and transfer of funds to the separate account, maintaining of audit and reconciliation records and coordinating the tax documentation.

Authorized and accepted this day of June 11th, 2018.

**Seller(s):**

ASPEN VALLEY LAND TRUST, A COLORADO NON-PROFIT CORPORATION

By: 

SUZANNE STEPHENS, EXECUTIVE DIRECTOR

**Buyer(s):**

TOWN OF CARBONDALE, A COLORADO HOME RULE MUNICIPAL CORPORATION

By: 

DAN RICHARDSON, MAYOR

**COUNTERSIGNED**

If the election is made to have a portion of the interest earned on the fiduciary funds in the Escrow Account paid to you, please check the appropriate box below.

- ☐ Seller hereby elects to have Seller's fiduciary funds invested and agrees to the administrative fee of \$50.00.
- ☐ Buyer hereby elects to have Buyer's fiduciary funds invested and agrees to the administrative fee of \$50.00.
- ☐ Owner (Refinance) hereby elects to have Owner's fiduciary funds invested and agrees to the administrative fee of \$50.00.



## DISCLOSURES

The undersigned hereby acknowledge that they understand and agree to the following provisions:

### Laws Relating to Unclaimed Funds

All parties are hereby advised that checks issued by Land Title Guarantee Company ("Land Title") and not cashed by the payee are subject to laws of escheat and/or unclaimed property. Should Land Title transfer such funds to a state office, pursuant to such laws, Land Title shall be released from all further responsibility under this agreement and shall not be liable to any Party.

### FDIC Limit Notice

The insurance coverage provided by the Federal Deposit Insurance Corporation protects a depositor up to cumulative maximum deposit of \$250,000.00 for each insured financial institution. Ownership is determined by the deposit records of the financial institution and/or the records of the named custodian of any escrow accounts. Land Title and its underwriter assume no responsibility for nor will the undersigned hold same liable for any loss which arises from the fact that the amount of the above deposit may cause the aggregate amount of any individual depositor's accounts to exceed \$250,000.00.

### Funds Held by Land Title

Land Title shall deposit all funds received pursuant to any closing and settlement services separate and apart from the assets of the company, in an account designated as an escrow account or custodial account and so recognized by the depository institution in the name of Land Title as Escrow Agent (Escrow Account). Similar deposits from other customers conducting other real estate transactions are included in this Escrow Account. The majority of these funds are received at closing and on completion of the transaction, are disbursed for the benefit of the seller, buyer or in the case of a refinance, for the benefit of the owner.

Land Title will pay any and all costs associated with the use of the Escrow Account, but in order to help keep settlement costs and fees down, Land Title may arrange for the bank to provide it with a number of services at a reduced rate, or at no charge, or may earn interest on the Escrow Account balance. Interest earned, if any, shall be paid to Land Title. In no event will any such arrangement restrict or limit in any way the disbursement of the funds you deposit in accordance with the instructions given by you and the Statement of Settlement relating to your transaction.

The party for whose benefit the funds are disbursed (most often the seller or owner, in the case of a refinance) may elect to have a portion of the interest earned on the fiduciary funds in the Escrow Account paid to that party. If the seller or owner makes this election, please (i) inform Land Title immediately, (ii) check the box provided below on this form and (iii) complete an IRS Form W-9 (which will be provided by Land Title). It is important to know that the fiduciary funds cannot be placed in a separate interest bearing account for that party's benefit until Land Title is in receipt of all required forms. A non-refundable administrative fee of \$50.00 will be collected by Land Title as compensation for processing the documentation, set up and transfer of funds to the separate account, maintaining of audit and reconciliation records and coordinating the tax documentation.

Authorized and accepted this day of June 11th, 2018.

**Seller(s):**

ASPEN VALLEY LAND TRUST, A COLORADO NON-PROFIT CORPORATION

By: **COUNTERSIGNED**  
SUZANNE STEPHENS, EXECUTIVE DIRECTOR

**Buyer(s):**

TOWN OF CARBONDALE, A COLORADO HOME RULE MUNICIPAL CORPORATION

By:   
DAN RICHARDSON, MAYOR

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- ☐ Seller hereby elects to have Seller's fiduciary funds invested and agrees to the administrative fee of \$50.00.
- ☐ Buyer hereby elects to have Buyer's fiduciary funds invested and agrees to the administrative fee of \$50.00.
- ☐ Owner (Refinance) hereby elects to have Owner's fiduciary funds invested and agrees to the administrative fee of \$50.00.

## REAL PROPERTY TRANSFER DECLARATION - (TD-1000)

### GENERAL INFORMATION

**Purpose:** The Real Property Transfer Declaration provides essential information to the county assessor to help ensure fair and uniform assessments for all property for property tax purposes. Refer to 39-14-102(4), Colorado Revised Statutes (C.R.S.).

**Requirements:** All conveyance documents (deeds) subject to the documentary fee submitted to the county clerk and recorder for recordation must be accompanied by a Real Property Transfer Declaration. This declaration must be completed and signed by the grantor (seller) or grantee (buyer). Refer to 39-14-102(1)(a), C.R.S.

**Penalty for Noncompliance:** Whenever a Real Property Transfer Declaration does not accompany the deed, the clerk and recorder notifies the county assessor who will send a notice to the buyer requesting that the declaration be returned within thirty days after the notice is mailed.

If the completed Real Property Transfer Declaration is not returned to the county assessor within the 30 days of notice, the assessor may impose a penalty of \$25.00 or .025% (.00025) of the sale price, whichever is greater. This penalty may be imposed for any subsequent year that the buyer fails to submit the declaration until the property is sold. Refer to 39-14-102(1)(b), C.R.S.

**Confidentiality:** The assessor is required to make the Real Property Transfer Declaration available for inspection to the buyer. However, it is only available to the seller if the seller filed the declaration. Information derived from the Real Property Transfer Declaration is available to any taxpayer or any agent of such taxpayer subject to confidentiality requirements as provided by law. Refer to 39-5-121.5, C.R.S. and 39-13-102(5)(c), C.R.S.

1. Address and/or legal description of the real property sold. Please do not use P.O. Box numbers

See attached "Exhibit A"

2. Type of Property purchased: ☐ Single Family Residential ☐ Townhome ☐ Condominium ☐ Multi-Unit Res ☐ Commercial  
☐ Industrial ☐ Agricultural ☐ Mixed Use ☒ Vacant Land ☐ Other \_\_\_\_\_

3. Date of Closing: June 11, 2018

Date of Contract if different than date of closing: January 23, 2018

4. Total sale price: Including all real and personal property. \$825,000.00
5. Was any personal property included in the transaction? Personal property would include, but not limited to, carpeting, draperies, free standing appliances, equipment, inventory, furniture. If the personal property is not listed, the entire purchase price will be assumed to be for the real property as per 39-13-102, C.R.S.  
☐ Yes ☒ No If yes, approximate value \$ \_\_\_\_\_ Describe: \_\_\_\_\_
6. Did the total sales price include a trade or exchange of additional real or personal property? If yes, give the approximate value of the goods or services as of the date of closing.  
☐ Yes ☒ No If yes, value \$ \_\_\_\_\_  
If yes, does this transaction involve a trade under IRS Code Section 1031? ☐ Yes ☒ No
7. Was 100% interest in the real property purchased? Mark "no" if only a partial interest is being purchased.  
☒ Yes ☐ No If no, interest purchased: \_\_\_\_\_ %
8. Is this a transaction among related parties? Indicate whether the buyer or seller are related. Related parties include persons within the same family, business affiliates, or affiliated corporations.  
☐ Yes ☒ No
9. Check any of the following that apply to the condition of the improvements at the time of purchase:  
☐ New ☐ Excellent ☐ Good ☐ Average ☐ Fair ☐ Poor ☐ Salvage

If the property is financed, please complete the following:

10. Total amount financed: \$ \_\_\_\_\_
11. Type of financing: (Check all that apply)  
☐ New ☐ Assumed ☐ Seller ☐ Third Party ☐ Combination; Explain \_\_\_\_\_



12. Terms:

☐ Variable Starting interest rate % \_\_\_\_\_  
Fixed Interest rate % \_\_\_\_\_  
☐ Length of time years \_\_\_\_\_  
Balloon Payment ☐ Yes ☐ No If yes, amount \$0.00 Due Date \_\_\_\_\_

13. Mark any that apply:

- ☐ Seller assisted down payment  
☐ Seller concessions  
☐ Special terms of financing.

If marked, please specify: \_\_\_\_\_

For properties other than residential (Residential is defined as: single family detached, townhomes, apartments, and condominiums) please complete questions 14-16 if applicable. Otherwise, skip to #17 to complete.

14. Did the purchase price include a franchise or license fee? ☐ Yes ☒ No  
If yes, franchise or license fee value? \_\_\_\_\_
15. Did the purchase price involve an installment land contract? ☐ Yes ☒ No  
If yes, date of contract: \_\_\_\_\_
16. If this was a vacant land sale, was an on-site inspection of the property conducted by the buyer prior to the closing?  
☒ Yes ☐ No

Remarks: Please include any additional information concerning the sale you may feel is important.

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

17. Signed on this day of June 11, 2018

Have at least one of the parties to the transaction sign the document, and include an address and a daytime phone number.  
Signature of ☒ Grantee(Buyer) ☐ or Grantor(Seller)

TOWN OF CARBONDALE, A COLORADO HOME RULE  
MUNICIPAL CORPORATION

By:   
DAN RICHARDSON, MAYOR

18. All future correspondence (tax bills, property valuations, etc.) regarding this property should be mailed to:

TOWN OF CARBONDALE, A COLORADO HOME RULE MUNICIPAL CORPORATION

511 COLORADO AVENUE, CARBONDALE, CO 81623

Phone: \_\_\_\_\_

Email: \_\_\_\_\_

### Exhibit A

ALL THAT PART OF THE FOLLOWING DESCRIBED PARCEL WHICH LIES WESTERLY OF THE WEST LINE OF COUNTY ROAD 107 IN LOTS 7, 8, 9 AND 21, SECTION 28, TOWNSHIP 7 SOUTH, RANGE 88 WEST, 6TH P.M.:

COMMENCING AT A BRASS CAP FOUND IN PLACE AND PROPERLY MARKED FOR THE EAST QUARTER CORNER OF SAID SECTION 28, NORTHEAST CORNER OF SAID LOT 8, AND SOUTHEAST CORNER OF SAID LOT 7, THE POINT OF BEGINNING; THENCE S 01 DEGREES 46'54" W ALONG THE COMMON EAST LINE OF SAID SECTION 28, AND SAID LOT 8 A DISTANCE OF 944.97 FEET; THENCE LEAVING SAID SECTION LINE N 78 DEGREES 20'58" W ALONG THE NORTH RIGHT OF WAY OF STATE HIGHWAY NO. 82 A DISTANCE OF 45.58 FEET; THENCE CONTINUING ALONG SAID RIGHT OF WAY N 69 DEGREES 07'24" W 269.70 FEET;

THENCE ALONG SAID RIGHT OF WAY N 68 DEGREES 48'24" W 328.90 FEET;  
THENCE ALONG SAID RIGHT OF WAY N 71 DEGREES 52'54" W 234.2 FEET;  
THENCE ALONG SAID RIGHT OF WAY N 52 DEGREES 29'24" W 57.10 FEET;  
THENCE ALONG SAID RIGHT OF WAY S 89 DEGREES 44'06" W 111.46 FEET;  
THENCE ALONG SAID RIGHT OF WAY S 89 DEGREES 44'06" W 8.54 FEET;  
THENCE ALONG SAID RIGHT OF WAY S 42 DEGREES 22'06" W 31.07 FEET;  
THENCE ALONG SAID RIGHT OF WAY S 42 DEGREES 22'06" W 117.63;  
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THENCE ALONG SAID RIGHT OF WAY N 85 DEGREES 17'54" W 101.60 FEET;  
THENCE ALONG SAID RIGHT OF WAY N 85 DEGREES 17'54" W 186.60 FEET;  
THENCE ALONG SAID RIGHT OF WAY ALONG A CURVE TO THE RIGHT WITH A RADIUS OF 1760.4 FEET AND DELTA ANGLE OF 14 DEGREES 59'54" A DISTANCE OF 460.70 FEET (LONG CHORD BEARING N 74 DEGREES 45'54" W 459.5 FEET);  
THENCE ALONG SAID RIGHT OF WAY N 60 DEGREES 34'05" W 287.99 FEET;  
THENCE ALONG SAID RIGHT OF WAY N 62 DEGREES 09'47" W 150.26 FEET;  
THENCE ALONG SAID RIGHT OF WAY N 61 DEGREES 56'24" W 327.44 FEET TO THE COMMON NORTH-SOUTH CENTER LINE OF SAID SECTION 28 AND WEST LINE OF SAID LOT 21; THENCE LEAVING SAID RIGHT OF WAY ALONG SAID CENTER LINE N 01 DEGREES 20'27" E 240.86 FEET TO THE COMMON CENTER OF SAID SECTION 28 AND NORTHWEST CORNER OF SAID LOT 21; THENCE S 89 DEGREES 10'22" E ALONG THE EAST-WEST CENTER LINE OF SAID SECTION 28, 1858.20 FEET TO THE WEST LINE OF SAID LOT 7; THENCE LEAVING SAID CENTER LINE AND ALONG SAID WEST LINE OF LOT 7 N 00 DEGREES 28'14" W 199.71 FEET TO THE NORTHWEST CORNER OF LOT 7; THENCE ALONG NORTH LINE OF SAID LOT 7 N 88 DEGREES 34'42" E 812.12 FEET TO THE COMMON EAST LINE OF SAID SECTION 28 AND SAID LOT 7; THENCE ALONG SAID EAST LINE S 00 DEGREES 04'18" W 231.55 FEET TO THE POINT OF BEGINNING; EXCEPT SAID POWER TRANSMISSION RIGHT OF WAY DESCRIBED IN BOOK 351 AT PAGE 597 AS RECEPTION NO. 222266;

COUNTY OF GARFIELD  
STATE OF COLORADO

# Garfield County Treasurer

## Statement Of Taxes Due

Account Number R011185  
Acres 25.94  
Assessed To

Parcel 239328400023

ASPEN VALLEY LAND TRUST  
320 MAIN STREET, SUITE 204  
CARBONDALE, CO 81623

**Legal Description**

Section: 28 Township: 7 Range: 88 ALL THAT PT OF LOTS 7,8,9 & 21 LYING N OF HWY 82 & W. OF CO. RD 107

**Situs Address**

Year	Tax	Interest	Fees	Payments	Balance
<b>Tax Charge</b>					
2017	\$5,838.88	\$0.00	\$0.00	(\$5,838.88)	\$0.00
Total Tax Charge					\$0.00
<b>Grand Total Due as of 05/01/2018</b>					<b>\$0.00</b>

Tax Billed at 2017 Rates for Tax Area 011 - 1R-MF - 011

Authority	Mill Levy	Amount	Values	Actual	Assessed
GARFIELD COUNTY	11.1550000	\$900.98	VACANT COMMERCIAL LOTS	\$278,530	\$80,770
GARFIELD COUNTY - CAPITAL E	1.8500000	\$149.42			
GARFIELD COUNTY - RETIREMEN	0.6500000	\$52.50	Total	\$278,530	\$80,770
CARBONDALE AND RURAL FIRE -	7.6590000	\$618.62			
BASALT WATER CONSER	0.0390000	\$3.15			
COLO RIVER WATER CONS	0.2540000	\$20.52			
SCHOOL DISTRICT RE-1 - GEN	21.8330000	\$1,763.46			
SCHOOL DISTRICT RE-1 - MIL	8.2270000	\$664.50			
SCHOOL DISTRICT RE-1 - BON	13.9780000	\$1,129.01			
COLORADO MTN COLLEGE	3.9970000	\$322.84			
GARFIELD COUNTY PUBLIC LIBR	1.0010000	\$80.85			
CARBONDALE & RURAL FIRE -	1.6470000	\$133.03			
<b>Taxes Billed 2017</b>	<b>72.2900000</b>	<b>\$5,838.88</b>			

ALL TAX LIEN SALE AMOUNTS ARE SUBJECT TO CHANGE DUE TO ENDORSEMENT OF CURRENT TAXES BY THE LIENHOLDER OR TO ADVERTISING AND DISTRAINT WARRANT FEES. CHANGES MAY OCCUR AND THE TREASURER'S OFFICE WILL NEED TO BE CONTACTED PRIOR TO REMITTANCE AFTER SEPTEMBER 1ST. TAX SALE REDEMPTION AMOUNTS MUST BE PAID BY CASH OR CASHIERS CHECK.

Garfield County Treasurer

P.O. Box 1069

Glenwood Springs, CO 81602-1069

(970) 945-6382





**NOTICE TO TITLE COMPANY:** Division of the property subject to this Easement is prohibited in accordance with Section 7.1. This Easement further requires \$1,000.00 be paid by the recipient to Aspen Valley Land Trust or its successor at the time of every transfer of this Property, as described in Section 16. This payment is exempt from the transfer fee restrictions contained within C.R.S. 38-35-127.

## DEED OF CONSERVATION EASEMENT IN GROSS

### **RED HILL** *Garfield County*

THIS DEED OF CONSERVATION EASEMENT IN GROSS ("Easement") is granted this 14th day of June, 2018, by **THE TOWN OF CARBONDALE** ("Landowner") to and for the benefit of **ASPEN VALLEY LAND TRUST**, a Colorado nonprofit corporation having offices at 320 Main Street, Suite 204, Carbondale, Colorado 81623 (the "Trust") and the **BOARD OF COUNTY COMMISSIONERS OF PITKIN COUNTY, COLORADO**, a body corporate and politic ("Pitkin County"), as co-grantees (the Trust and Pitkin County are hereinafter collectively referred to as the "Co-Grantees" and individually as a "Co-Grantee") (all the parties are referred to collectively as the "Parties"). The Trust is hereby designated as "Lead Grantee," defined in Section 21.1 hereafter.

The following exhibits are attached hereto and incorporated by reference herein:

- Exhibit A: Property Legal Description,
- Exhibit B: Map of Property,
- Exhibit C: Survey,
- Exhibit D: Description of Activity Envelope,
- Exhibit E: Red Hill Road Realignment Conceptual Design.

### RECITALS

WHEREAS, Landowner is the sole owner in fee simple of approximately 24.99 acres of real property in Carbondale, the County of Garfield, State of Colorado, more particularly described in Exhibit A and shown in Exhibit B (the "Property").

WHEREAS, the Property possesses open space, natural, scenic, and recreational values (collectively, "Conservation Values") of importance to Landowner, the Co-Grantees, the people of Garfield County, and the people of the State of Colorado that are worthy of preservation;

Return to: Aspen Valley Land Trust  
320 Main Street, Suite 204  
Carbondale, CO 81623  
970-963-8440





WHEREAS, the Conservation Values of the Property are more particularly described in the Baseline Documentation, described in Section 4 herein, and include the following conservation purposes, the protection of which are recognized for qualified conservation contributions under Section 170(h)(4)(A) of the Internal Revenue Code of 1986, as amended ("IRC"), and under Section 1.170A-14(d) of the Treasury Regulations:

- Open Space [Reg. § 1.170A-14(d)(4)]. The Property qualifies as open space because it will be preserved for the scenic enjoyment and it will yield a significant public benefit.
  - Scenic Enjoyment. The Property adds to the scenic character of the local landscape in which it lies, and provides a degree of openness, contrast and variety to the overall landscape. The entire Property is visually accessible to the general public from Colorado State Highway 82, Colorado State Highway 133, and County Road 107, which are open to and actively used by residents of Garfield County and the State of Colorado. In particular, the Property includes the lower slopes of the face of Red Hill, visible from throughout the Town of Carbondale. The terms of the Easement do not permit a degree of intrusion or future development that would interfere with the essential scenic quality of the land.
  - Governmental Policies. Conservation of the Property is promoted by local, state, and federal governmental policies, including the goals and policies of the Town of Carbondale and Garfield County. The laws and regulations of the State of Colorado and the United States support conservation of the Property relative to its scenic and natural area values:
    - Significant Public Benefit. The Property's unique location at the entrance to Carbondale, and adjacent to a popular public recreation area, mean that it is important to the local landscape and will provide significant recreational resources to the general public that attract tourism and commerce to the area. It is located adjacent to the Town of Carbondale in Garfield County, where there is intense development and development pressure in the vicinity of the Property. The Property provides relief from proposed commercial development at the entrance of Carbondale. There is a strong likelihood that development of the Property would contribute to degradation of the scenic and natural character of the area. Preservation of the Property will continue to provide an opportunity for the general public to appreciate its scenic values and to gain access across the Property to the adjacent Bureau of Land Management (BLM) Red Hill Recreation Area, defined below.
- Recreation [Reg. § 1.170A-14(d)(2)]. This Property is intended for use by the general public and to provide public access to the existing BLM Red Hill Special Recreation Management Area (aka "Red Hill Recreation Area"), located adjacent to the north boundary of the Property. This property has plans for public trails, which will link adjacent publicly owned open space with the Property.

WHEREAS, Landowner intends to convey to the Co-Grantees the right to preserve and protect the Conservation Values in perpetuity and the Co-Grantees agree by accepting this grant to honor the intentions of Landowner stated herein and to preserve and protect in perpetuity the Conservation Values;

WHEREAS, the Trust is a charitable organization as described in IRC §501(c)(3), and is a publicly-supported organization as described in IRC §170(b)(1)(A) whose primary purpose is to permanently preserve and protect the natural, scenic, agricultural, historical, and open space resources of the greater Roaring Fork and Colorado River Valleys, and who is a "qualified organization" to do so within the meaning of IRC §170(h)(3), possessing the resources and commitment to protect and defend the conservation purposes of this grant;

WHEREAS, the Board of Directors of the Trust has duly authorized the Trust's Executive Director or her designee to execute and accept this Easement on behalf of the Trust;

WHEREAS, the Board of County Commissioners of Pitkin County, Colorado is a body corporate and politic and is duly authorized to execute and accept the Easement.

#### AGREEMENT

NOW, THEREFORE, in consideration of the matters above, the mutual covenants, terms, conditions and restrictions contained herein, and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties agree as follows:

##### 1. GRANT

Landowner hereby voluntarily and irrevocably grants and conveys to the Co-Grantees this unrestricted gift of a perpetual Conservation Easement in gross ("Easement") over and across the Property pursuant to C.R.S. §§38-30.5-101 *et seq.*, through the terms mutually agreed to in this Easement, and to hold said Easement unto the Co-Grantees and their successors and assigns forever pursuant to the terms set forth herein. Landowner agrees that the donation of the Easement gives rise to a property right, immediately vested in the Co-Grantees, which shall constitute a binding servitude upon the Property and shall be subject to prior reservations, easements, encumbrances and exceptions of record, except as otherwise set forth herein.

##### 2. PURPOSES

Pursuant to the terms of C.R.S. §§38-30.5-101 *et seq.*, the purposes of the Easement are to assure that the Property will remain forever predominantly in its scenic, natural and open space condition, subject to the uses of the Property permitted hereunder, to protect and preserve the Conservation Values in perpetuity, to prevent any use of the Property that is inconsistent with the preservation and protection of the Conservation Values and, in the event of their degradation or destruction, to require restoration of such Conservation Values.

The purpose of this Easement is to preserve and protect the Conservation Values of the Property in perpetuity, listed hereafter in order of priority. The Conservation Values are prioritized in order to guide the perpetual protection, enforcement, and management of the Conservation Values over time pursuant to Sections 7 and 12 herein; and the approval,

amendment, and termination requests relating to the preservation and protection of the Conservation Values pursuant to Sections 11, 19, and 14, respectively.

The primary purpose of this Deed is to protect the Property's open space and public recreational values; the secondary purpose of this Deed is to protect the Property's scenic and natural value, which provides significant public benefit. (This paragraph collectively defines the "Purposes").

Should the Property's use for the primary Purpose become impossible to achieve, the Property shall continue to be protected for the secondary Purposes, and remain available for the primary Purpose. Should the Property's use for all of the listed Purposes become impossible, the Parties shall proceed in accordance with Sections 14 and 15 below, and consistent with applicable laws, to continue to honor the original Purposes set out for protection by this Easement.

### 3. INTENT

Subject to the express reservations and prohibitions described in Section 7 below, the Parties' intent is to permit all uses of the Property that are consistent with the Purposes of the Easement (defined above) as determined by the Co-Grantees in their sole discretion. Nothing in this Easement is intended to compel a specific use of the Property other than the preservation and protection of the Conservation Values.

### 4. BASELINE DOCUMENTATION

The Parties acknowledge that a Baseline Documentation of the Conservation Values and relevant features of the Property has been prepared on April 30, 2018 by Colorado Wildlife Science, a company familiar with conservation easements, the Property, and the environs, and is on file with the Parties and incorporated herein by reference (the "Baseline Documentation"). The Parties and Landowner acknowledge and agree that by the execution of this Easement they approve, acknowledge, and accept the Baseline Documentation as an accurate representation of the condition of the Property at the time of this grant. The Parties agree that the Baseline Documentation is not intended to preclude the use of other evidence to establish the present condition of the Property should a controversy arise over its use.

### 5. RIGHTS OF THE CO-GRANTEES

To fulfill the Purposes of this Easement, Landowner hereby conveys to the Co-Grantees a property right and interest in the form of this Easement, which immediately vests with the Co-Grantees (as agreed in Section 1 and stipulated in Section 14.3, herein), and includes the following affirmative rights:

5.1. All development rights deriving from the Property in any way ("Co-Grantees' Development Rights"), except those expressly reserved by Landowner in Section 7 of this Easement. The Parties agree that Co-Grantees' Development Rights shall be held by the Co-Grantees in perpetuity in order to fulfill the Purposes of this Easement, and to ensure that such rights are forever released and terminated as to Landowner; such Development Rights shall not be utilized by the Co-Grantees on or off of the Property;

5.2. The right to preserve and protect the Conservation Values in perpetuity;

5.3. The right to enter upon the Property at least annually at times agreed to mutually by Landowner and the Co-Grantees to inspect the Property thoroughly, to monitor Landowner's compliance with, and otherwise enforce the terms of this Easement; no agreement shall be required in the event the Co-Grantees reasonably believe that immediate entry upon the Property is essential to prevent or mitigate a violation of the Easement;

5.4. The right, as an interest owner in the Property, to prevent or enjoin Landowner or third parties (whether or not invitees of Landowner) from engaging in any activity or use of the Property that is inconsistent with the Purposes of the Easement; and the right to require Landowner or third parties, as may be responsible, to restore such areas or features of the Property that are damaged by any inconsistent activity or use, subject to the qualifications of Section 13.5 herein;

5.5. To place and maintain on the Property a sign or signs indicating that a conservation easement is held by the Co-Grantees on the Property, and recognizing donors to this project and conservation partners. The size and number of the sign(s), and the location, design and content of such signs shall be mutually agreed to by the Trust and Landowner in accordance with applicable signage regulations and the terms of this Deed. The Trust shall be responsible for the maintenance of any such signs, except those installed and maintained by the Landowner to guide public access rules and regulations.

5.6. The right, as an interest owner in the Property, to receive notification from and join Landowner as a party to any condemnation or eminent domain proceedings affecting the Property (as described in Section 14), or to any leases, surface use agreements, damage agreements or rights-of-way that may be proposed, granted or required hereafter as a result of mineral development (as described in Section 7.3.E) or other activities with the potential to impact the surface of the Property or its Conservation Values; and

5.7. Any other rights that the Parties may approve consistent with the Purposes of the Easement, including adding additional purposes or defining additional Conservation Values.

#### **6. RIGHTS OF LANDOWNER**

Landowner reserves to itself and to its personal representatives, heirs, successors, and assigns, all rights and obligations accruing from its ownership of the Property, including the right to engage in activities and uses of the Property not prohibited herein and that are consistent with the Purposes of the Easement, pursuant to IRC §170(h)(4) and C.R.S. §38-30.5-102.

#### **7. PROHIBITED AND PERMITTED USES / RESERVED AND RESTRICTED RIGHTS**

The following uses and practices by Landowner, though not an exhaustive recital, are either permitted or prohibited by this Easement. Certain uses, where indicated, require notice to Co-Grantees or approval from the Co-Grantees according to Sections 10 and 11. Any other activities that are inconsistent with the Purpose of this Easement, as defined by Section 2, or with

preservation and protection of the Conservation Values, as described in more detail in the Recitals, are prohibited. Landowner shall request the Co-Grantees' prior approval for uses not expressly described herein when there is a question as to their consistency with the Purposes of this Easement.

**7.1. Division of Property.** Landowner may not divide or subdivide (including *de facto* subdivision) the Property into more than one parcel of land. At all times the Property shall be owned as a single parcel subject to this Easement, unless otherwise approved by the Co-Grantees. Ownership of the single parcel by joint tenancy or tenancy in common is permitted; however, actions to partition or condominiumize the Property are prohibited.

**7.2. Improvements.** The construction, location, relocation or expansion of any structures or improvements (defined as permanent or temporary structures or other physical, human-introduced development of or on the Property) is prohibited on the Property, except as follows in this Section.

A. Residences and Buildings. Residences, residential structures, and industrial or commercial buildings or structures are prohibited on the Property.

B. Impervious Surfaces. Impervious surfaces are materials that do not allow water to percolate into the soil on the Property. This includes, but is not limited to, permanent, non-seasonal rooftops, and concrete and asphalt surfaces. Impervious surfaces are prohibited outside of the Activity Envelope described below, unless otherwise approved by the Co-Grantees for the purpose of furthering public safety, minimizing erosion or rockfall hazard, or other similar purposes.

C. Activity Envelope. Landowner retains a 4.29-acre disturbance envelope, as legally described and shown on Exhibit C herein (the "Activity Envelope"), for the purpose of servicing and enabling public use and enjoyment of the Property. Within the Activity Envelope, Landowner may engage in all non-industrial and non-commercial uses then permitted by applicable laws (as defined in Section 21.1 and referred to hereafter as "Applicable Laws") and consistent with the Purposes of this Easement, including but not limited to construction of trails and a trailhead, parking lot, landscaping, and grading. The following structures and improvements are specifically permitted or prohibited within the Activity Envelope. The Landowner assumes all responsibility for construction, ongoing maintenance, and liability, to the extent allowed by Colorado law and consistent with the immunities, defenses or limitations on liability as provided in Section 13.3, below, associated with such improvements, and agrees to make best efforts to ensure the Property and improvements located thereon are maintained in a safe, clean and usable manner.

a. Trail-Related Structures and Improvements. Trail-related structures (such as trails, trailheads, fencing, trash receptacles, restrooms or port-a-pots, a picnic site, interpretive and directional signs, and/or a gazebo or picnic shelter) are permitted within the Activity Envelope in order to facilitate passive recreational use of the



Property and provide public access to the Red Hill Recreation Area. The current plans underway to design and build trails both within and beyond the Activity Envelope to connect the property to the existing Red Hill trail system, as more particularly described in Section 7.2.F, below, are approved as of the grant of this Easement. The location and design of additional public trails located outside the Activity Envelope shall require approval by the Co-Grantees prior to construction, in accordance with Section 7.2.F, below.

*b. Parking Lot and Underpass Landing.* A dirt or gravel parking lot may be constructed on the lower bench (highway level) of the Activity Envelope for the purpose of providing trailhead parking to the general public, and a connection may also be constructed within the Activity Envelope to link such parking lot to the new trailhead described in Section 7.2.F, below, and the design and construction of such parking lot and trailhead connection shall not require any future approval from the Co-Grantees. Such parking lot shall not be paved or expanded to the upper bench of the Activity Envelope without approval of the Co-Grantees. In addition, the Co-Grantees recognize that in the future, a highway underpass or overpass may be desirable in this location; in which case the Activity Envelope may be used as a landing site for such over- or underpass, upon notice to the Co-Grantees, provided public access to any existing trails on the Property is not blocked or impaired as a result.

*c. Road Realignment.* Landowner reserves the right to use a part of the Activity Envelope to realign a portion of County Road 107, which lies adjacent to the Property, or to authorize Garfield County to use a part of the Activity Envelope to conduct the realignment, in order to improve safety concerns on the road, upon notice to the Co-Grantees. The plans for realignment of a portion of County Road 107, as they currently exist in draft conceptual form as shown on Exhibit E, are approved as of the grant of this Easement, including road construction, storage, and removal of road material, such that Landowner may use the Activity Envelope for temporary storage of road material. The Co-Grantees agree that their approval of these draft plans shall automatically, without further consideration, review or approval, extend to any final plans, including all alterations or modifications to the draft plans, that result from the Landowner, Garfield County and the Colorado Department of Transportation's completion of their comprehensive design and engineering processes. In the event further or additional road realignment is desired in the future, Landowner may use the Activity Envelope for temporary storage of road material, upon approval of the Co-Grantees of a plan regarding such road construction, storage and removal of road material.

*d. Miscellaneous Utilities, Structures and Improvements.* Landowner may locate additional minor structures, facilities, and utilities within the Activity Envelope in a manner consistent with the terms and Purposes of this Easement in order to

enhance public safety and facilitate recreational use of the Property, including but not limited to lighting, electric lines or solar panels, and water wells and lines.

D. Fencing. New or replaced fencing is permitted on the Property in a manner that is compatible with the movement of the wildlife across the Property, except as necessary to prevent wildlife from entering the highway Right-of-Way or other dangerous areas. Any disturbance to the Property that results from such fence maintenance or construction shall be reseeded within three months, season permitting, or as otherwise approved by the Co-Grantees so as to prevent the spread of weeds. Fencing along Property boundaries that detrimentally affects the general public's visual access to and across the Property is prohibited, except within the Activity Envelope.

E. Roads and Access Easements. There are no existing roads on the Property. A parking lot and a portion of County Road 107 may be located across a portion of the Activity Envelope in accordance with Section 7.2.C, above; and an appropriate Right-of-Way or access easement may be granted across the Property as necessary and in connection with the such parking lot and public road; however, no other roads or roadways are permitted on the Property.

F. Trails. The development and use of non-motorized foot and bike paths are permitted on the Property in order to access the Red Hill Recreation Area in a manner and location that minimizes erosion and disturbance to the Property's natural and scenic values. The current plans underway to design and build trails within and beyond the Activity Envelope to connect the property to the existing Red Hill trail system are approved as of the grant of this Easement. The Co-Grantees agree that such approval includes the construction of up to two multi-use trails that can accommodate pedestrians, bikes and horses and one pedestrian trail alignment, all of which will connect to the existing Red Hill trail system, and any trail-related structures, and shall automatically, without further approval, extend to any final plans that result from the design process and public outreach efforts. In the event further or additional trails are desired in the future, Landowner must request approval of the Co-Grantees of a plan regarding such trails. The design and location of future trails must be approved by the Co-Grantees prior to construction. Impervious surfaces, culverts, and grading may be used in trail design and construction only to the degree necessary to protect against erosion, rockfall hazards, and other public safety and environmental concerns.

G. Recreational Structures and Improvements. Outside of the Activity Envelope, low-impact (defined in Section 21.1 herein) recreational structures, such as a trailhead, picnic tables, picnic shelters, benches, kiosks and trail signs, are permitted in a location and manner not damaging to the Conservation Values (or as approved by the Co-Grantees). Permanent, roofed, or high-impact (defined in Section 21.1) structures or improvements are prohibited except as permitted within the Activity Envelope.

H. Utilities and Renewable Energy Technology. Utility lines as permitted by agreements preceding this Easement are permitted. Low-impact, renewable energy-generating structures (terms defined in Section 21.1 herein) are permitted as necessary to facilitate the Purposes of this Easement, such as roof-mounted solar panels, or solar- or wind-powered pumps. Commercial production of energy or the connection of renewable energy-generating structures to the power grid requires the Co-Grantee's prior approval.

Landowner shall promptly reseed and restore any surface impacts that result from the installation or maintenance of any above-described improvements to as close to the Property's original condition as possible within three months, season permitting, or as otherwise approved by the Co-Grantees.

7.3. Natural Resource Management Land Use. Landowner recognizes the importance of good resource management and stewardship to preserve and protect the Conservation Values. Accordingly, Landowner agrees not to alter the topography of the Property outside of the Activity Envelope through placement or removal of soil, gravel, land fill, or other materials, nor to impair or disturb the relatively natural habitat for native plants, wildlife, or ecosystems on the Property, except: (a) as necessary in emergencies including wildfire, flood and landslide; (b) as approved by the Co-Grantees and any required permitting agencies for habitat enhancement or restoration purposes, or pursuant to a management plan; (c) as necessary for improvements described in Section 7.2 above; and (d) as necessary for uses described in this Section 7.3, below. No surface alterations may be made that damage the Conservation Values.

A. Weed Control. Landowner agrees to control noxious weeds and invasive plant species on the Property in accordance with the Colorado Noxious Weed Act (January 23, 2006), as amended, and other Applicable Laws, and shall not intentionally introduce noxious weeds or invasive species to the Property.

B. Off-Road Use of Vehicles. Off-road use of motor vehicles is permitted only as necessary for property maintenance and the construction, location, relocation, expansion or maintenance of any structures or improvements approved in Section 7.2, above, in a manner that does not result in rutting, erosion, or damage to the natural ecosystems or scenic values of the Property, and as necessary in emergencies. Recreational and public use of off-road vehicles is prohibited on the Property.

C. Trash, Dumping, Storage and Staging. Landowner shall not dump or permanently accumulate trash, garbage, snow piles from street cleaning, or other refuse on the Property. The Property may not be used for construction staging or materials storage, except on a temporary basis as necessary to construction, location, relocation, expansion or maintenance of the improvements permitted herein.



D. Mining and Minerals. To the best of the Parties' knowledge and belief, there is no current or past history of mineral development or mining on the Property, and Landowner owns all the minerals associated with the Property. Mining, quarrying, drilling, boring, or exploring for or removing oil, gas, minerals, rocks, stones, gravel or earth (collectively hereafter "**minerals**") on or below the Property is prohibited. Landowner shall not sell, lease, transfer or separate from the Property any mineral rights as of the date of this Easement grant, but should a third party mineral rights holder require surface or sub-surface access to minerals on or below the Property, Landowner agrees to notice the Co-Grantees and include Co-Grantees as a party to any negotiations regarding mineral leases, surface use agreements, damage agreements, or other related mineral agreements (collectively hereafter "**Mineral Agreements**") that may affect the surface of the Property or its Conservation Values (including ground and surface water resources) for the purpose of protecting and preserving to the extent possible, and if necessary, restoring and remediating, the Conservation Values. The Co-Grantees shall claim no rights to proceeds or royalties from any permitted mineral development and Landowner shall retain sole execution authority for all permitted Mineral Agreements, provided the Co-Grantees have been properly notified and provided the opportunity to participate in negotiations for such Mineral Agreements.

E. Future Non-Surface Mineral Development. In accordance with Section 5.6, Landowner shall notice and obtain the consent of the Co-Grantees prior to engaging in or entering into any non-surface occupancy mineral development, units, pools, leases, or agreements affecting the Property or underlying minerals, which documents, leases, and agreements (the "Mineral Agreement" or "Mineral Agreements") shall be subordinate to this Easement, shall reference this Easement, and summarize the restrictions of this paragraph.

F. Water Rights. There are no water rights included in or encumbered by this Easement.

G. Commercial and Industrial Activities. Landowner shall not conduct commercial or industrial activity on the Property, except in a manner consistent with the terms and Purposes of this Easement.

H. Recreation. Passive non-motorized recreational uses such as hiking, horseback riding, mountain biking, picnicking, and wildlife viewing are permitted on the Property in manner consistent with the terms and Purposes of this Easement. Hunting and public or commercial shooting ranges are prohibited on the Property in order to preserve public safety and quietude.

Nothing permitted by this Easement or approved by the Co-Grantees in accordance with this Easement constitutes approval by any government or regulatory agency for construction, development or land use; nor does any permit or approval granted by a government or regulatory agency override the terms of this Easement. Landowner retains responsibility for obtaining and

complying with all necessary permits and Applicable Laws before engaging in uses or activities permitted under this Easement.

#### 8. PUBLIC ACCESS

Landowner intends to and shall provide substantial and regular access to the public on this Property via public trails and other amenities that may be constructed in the future, which amenities are not required. Upon the opening of such trails or amenities to the public, Landowner agrees to make best efforts to maintain the Property and its amenities in a safe and usable condition for the general public. If circumstances or conditions arise that prohibit the Landowner from providing public access, or warrant temporary or permanent closure of public access due to landslides, floods, fires, or other unsafe conditions, Landowner may enact closures or other measures necessary to protect its Property and public safety until such circumstances or conditions may be cured. Temporary closures and limitations on public access may also be enacted by the Landowner as necessary for construction or maintenance of the Property and its amenities, or to protect the Property, its amenities and sensitive ecosystems on a temporary or seasonal basis. In the event public trail access is closed or limited for any duration, Landowner shall notify the Co-Grantees, and ensure that public access is provided under all reasonable and prudent circumstances. Landowner shall ensure that any public access is consistent with Colorado's recreational use statute C.R.S. § 33-41-101 *et seq.*

#### 9. REPRESENTATIONS AND WARRANTIES

Landowner represents and warrants that, to the best of its actual knowledge, based upon its review of the assessments and reports provided to Landowner by the Trust, including the Mineral Assessment Report and Transaction Screen Process Report:

9.1. Except for fuels customarily used or transported in connection with agricultural and construction activities; no substance defined, listed, or otherwise classified pursuant to any federal, state, or local law or regulation as hazardous, toxic, polluting, or otherwise or threatening to human health or the environment exists or has been used or released on the Property;

9.2. There are not now any underground storage tanks located on the Property, and no underground storage tanks have been removed from the Property in a manner not in compliance with Applicable Laws;

9.3. Landowner and the Property are in compliance with all federal, state, and local laws and regulations applicable to the Property, and Landowner is not aware of any existing, pending or threatened litigation affecting or relating to the Property;

9.4. Landowner has good and sufficient title to the Property, subject to the exceptions listed in the Special Warranty Deed from the Trust to Landowner dated 6/7/18 and recorded in the Office of the Garfield County Clerk & Recorder on 6/11/18 at Reception No. 907792, and has lawful authority to grant and convey the Easement, and that Landowner shall warrant and forever defend the title to the Easement against all and every person or persons lawfully

claiming by, through or under Landowner, the whole or any part thereof, except for rights-of-way, easements, restrictions, covenants and mineral reservations of record.

**10. NOTICE OF INTENTION TO UNDERTAKE CERTAIN PERMITTED ACTIONS;  
REQUESTS FOR APPROVAL**

The purpose of requiring Landowner to notify the Co-Grantees before undertaking certain activities and uses of the Property, as identified in Section 7 or elsewhere in this Easement, is to afford the Co-Grantees an opportunity to update its or their records and, if approval is required, to ensure that the activities in question are consistent with the terms and Purposes of this Easement. Landowner shall notice the Co-Grantees and seek the approval of the Co-Grantees according to Section 11 below, for proposed activities or uses not described herein when there is a question as to consistency with the terms or Purposes of the Easement or protection of the Conservation Values. Whenever notice and the approval are required, Landowner shall notify the Co-Grantees in writing not less than 60 days prior to the date Landowner intends to undertake the activity in question, and describe the nature, scope, design, location, timetable, and any other material aspect of the proposed activity in sufficient detail to permit the Co-Grantees to make an informed judgment as to the activity's consistency with the terms and Purposes of this Easement. Whenever notice is required without the Co-Grantees' approval, Landowner shall notify the Co-Grantees in writing not less than 30 days in advance of the proposed activity, unless this Easement provides otherwise.

**11. CO-GRANTEES' APPROVAL**

Whenever this Easement requires that Landowner obtain the Co-Grantees' approval for any activity or use of the Property, or if Landowner desires approval for any activity or use not clearly consistent with the terms or Purposes of the Easement, such approval shall be given in the Co-Grantee's sole discretion if they determine that such activity will not damage the Conservation Values, which burden of proof lies with the Landowner. Approval may be withheld in the sole discretion of the Co-Grantees if either determine that the proposed activity would damage the Conservation Values or be otherwise inconsistent with the terms and Purposes of this Easement. The Co-Grantees shall set forth their determination, as required, and the reason(s) for the determination, in writing to Landowner within 30 days of receipt of Landowner's written notice and request for approval (as described in Section 10, above). In the event that either of the Co-Grantees should withhold approval, that Party shall also specify to Landowner any modifications to the request that might render the request consistent with the terms and Purposes of the Easement.

**12. CO-GRANTEES' REMEDIES: ENFORCEMENT**

The Co-Grantees shall have the right to prevent and correct, or require correction of, violations of this Easement. The Co-Grantees are not responsible for monitoring for or enforcing violations of any Applicable Laws, permits, or third party contracts affecting the Property now or in the future, except to the degree that any violations of Applicable Laws also violate this Easement, damage the Conservation Values, or are otherwise inconsistent with the Purposes or terms of this Easement.

If either or both Co-Grantees find what they believe is a violation, or a threat of a violation of this Easement, either one or both of the Co-Grantees shall determine if notice or enforcement is appropriate and] shall notify Landowner of the nature of the alleged violation. Upon receipt of this notice, Landowner shall immediately discontinue any activity, or assist to discontinue any third party's activity, that could increase or expand the alleged violation and shall either: (a) restore the Property within 60 days as is best possible to its condition prior to the violation, or if immediate restoration is not possible, Landowner shall submit a restoration plan to the Co-Grantees within 60 days; or (b) provide a written explanation to the Co-Grantees of the reason why the alleged violation should be permitted. If the Co-Grantees are not satisfied with Landowner's written explanation or restoration actions, the Co-Grantees and Landowner agree to meet as soon as possible to resolve their differences. If a resolution cannot be achieved at the meeting, the Parties agree to attempt to resolve the dispute pursuant to Section 12.1, below.

At any time, including if Landowner does not immediately discontinue any activity that could increase or expand the alleged violation, or if the Co-Grantees believe an ongoing, imminent, or threatened activity violates the Easement, the Co-Grantees may take immediate legal action to stop the activity without prior notice to Landowner, without waiting for the period provided for cure to expire, and without waiting for the 60-day mediation period to expire. The Co-Grantees may bring an action at law or in equity, *ex parte* as necessary, in a court of jurisdiction to enforce the terms of this Easement and to enjoin a violation by temporary or permanent injunction, which may require restoration of the Property to the condition that existed prior to the violation. The Co-Grantees' remedies described here shall be in addition to all remedies now or hereafter existing at law or in equity, and shall include, without limitation, the right to recover damages for violation of the terms of this Easement or injury to the Conservation Values, including damages for the loss of scenic, aesthetic, or environmental values, and the right to other remedies designed to deter bad acts, including restitution of tax benefits or payments for the Easement, disgorgement of profits, and liquidated and punitive damages. The Co-Grantees may apply any damages recovered to the cost of undertaking restorative, remedial or corrective action on the Property without limiting Landowner's liability for such damages or corrective action.

Enforcement of the terms of this Easement shall be at the sole discretion of the Co-Grantees and any forbearance by either or both of the Co-Grantees to exercise their rights under this Easement shall not be construed to be a waiver by either or both of the Co-Grantees of their rights, or of any term(s) of the Easement, including any subsequent breach of the same or other term(s) of this Easement. No delay or omission by either or both of the Co-Grantees in the exercise of any right or remedy shall impair such right or remedy or be construed as a waiver. The failure of either or both of the Co-Grantees to discover a violation or to take immediate legal action shall not bar either or both of the Co-Grantees from doing so at any time after the date upon which the violation is discovered.

All reasonable costs incurred by both the Co-Grantees in enforcing the terms of this Easement by legal or other means, including but not limited to expert fees, staff time, legal fees, and costs of pursuing legal or other action, and costs of restoration necessitated by Landowner's violation of the terms of this Easement, shall be borne by Landowner, unless Landowner

ultimately prevails in a judicial enforcement action, or a court finds as a matter of law that one or both of the Co-Grantees acted in bad faith in seeking to enforce the terms of this Easement, in which cases each Party shall bear its own costs. If the Parties agree to mediation, the Parties will equally share the cost of the mediator's fees.

**12.1. Mediation.** If a dispute arises between the Parties concerning the consistency of any proposed activity with the terms of this Easement, and Landowner agrees not to proceed with the activity pending resolution of the dispute, any Party may refer the dispute to mediation by written request to the other. Within 10 days of the receipt of such request, the Parties shall select a trained and impartial mediator, preferably with experience in real property law and land conservation. If the Parties are unable to agree on a mediator, or no such experienced mediator is available, then the Parties shall each select a qualified mediator and those two mediators shall select a mediator who shall alone mediate the dispute. Mediation shall then proceed in accordance with the following guidelines:

A. Purpose. The purpose of the mediation is to: (a) promote discussion between the Parties; (b) help the Parties develop and exchange information concerning the issues in dispute; and (c) help the Parties develop proposals that will enable them to arrive at a mutually acceptable resolution. The mediation is not intended to result in or be interpreted as resulting in any modification or amendment of the terms, conditions, or restrictions of this Easement;

B. Participation. The mediator may meet with the Parties and their counsel jointly or *ex parte*. The Parties agree that they will participate in the mediation process in good faith and expeditiously, except in cases where the Co-Grantees believe that there is ongoing damage to Conservation Values, in which case the Co-Grantees can suspend their involvement in the mediation to remedy this threat of ongoing violation. Representatives of the Parties with settlement authority will attend mediation sessions as required by the mediator;

C. Confidentiality. All information presented to the mediator shall be confidential and may be disclosed by the mediator only with the consent of the Parties or their respective counsel. The mediator shall not be subject to subpoena by any Party in any subsequent litigation;

D. Time Period and Fees. No Party shall be obligated to continue the mediation process beyond a period of 60 days from the date of the initial meeting with the mediator, nor if the mediator concludes that there is no reasonable likelihood that continuing mediation will result in a mutually agreeable resolution. The Parties shall each bear 1/3 of the mediator's fees.

### **13. COSTS, LIABILITIES, TAXES, AND ENVIRONMENTAL COMPLIANCE**

**13.1. Costs, Legal Requirements and Liabilities.** Landowner retains all responsibilities and obligations and shall bear all costs and liabilities related to the ownership, operation, and maintenance of the Property, including the payment of any property and other



taxes related to the Property (provided Landowner is tax-exempt), and maintenance of liability insurance coverage. Landowner shall make best efforts to keep the Property free of any liens arising out of any work performed for, materials furnished to, or obligations incurred by Landowner. Nothing in this Easement shall be interpreted as prohibiting Landowner from obtaining loans secured by deeds encumbering the Property, provided any such deeds are subordinate to this Easement;

**13.2. Control.** Nothing in this Easement shall be construed as giving rise, in the absence of a judicial decree, to any right or ability of the Co-Grantees to exercise physical or managerial control over the day-to-day operations of the Property, or over any of Landowner's activities on the Property, or otherwise to become an operator with respect to the Property within the meaning of The Comprehensive Environmental Response, Compensation, and Liability Act of 1980, as amended ("CERCLA"), and any Colorado state law counterpart;

**13.3. Hold Harmless.** To the extent allowed by Colorado law, Landowner shall hold harmless, indemnify and defend the Co-Grantees and their members, directors, officers, employees, agents, and contractors and the heirs, personal representatives, successors, and assigns of each of them (collectively, the "Co-Grantees' Parties") from and against all liabilities, including, without limitation, court awarded third-party attorneys' fees, arising from or in any way connected with: (a) the injury to or the death of any person, or damage to property, occurring on or about or related to the Property occurring after Landowner takes title to the Property, unless and to the extent such injury, death, or damage was caused by the willful and wanton act (as defined by C.R.S. §13-21-102(1)(b)) or omission of any of the Co-Grantees' Parties; (b) the violation or alleged violation of, or other failure to comply with, any state, federal, or local law, regulation, or requirement, including, without limitation, CERCLA, occurring after Landowner takes title to the Property, by any person other than any of the Co-Grantees' Parties, in any way affecting, involving, or relating to the Property; (c) the presence or release of hazardous or toxic substances in, on, from, or under the Property occurring at any time after Landowner takes title to the Property, of any substance now or hereafter defined, listed, or otherwise classified pursuant to any federal, state, or local law, regulation, or requirement as hazardous, toxic, polluting, or otherwise contaminating to the air, water, or soil, or in any way harmful or threatening to human health or the environment, unless and to the extent caused by any of the Co-Grantees' Parties; and (d) the obligations, covenants, representations, and warranties described herein. However, nothing herein shall be interpreted as a waiver of governmental immunity, to which Landowner would otherwise be entitled under § 24-10-101, *et seq.*, C.R.S., as amended, or any other rights, protections, immunities, defenses or limitations on liability provided by law; and, all of Landowner's obligations pursuant to this Easement shall be in accordance with the Colorado Constitution and other local government budgeting laws applicable within the State of Colorado, such that nothing in this Easement should be construed as a multi-year financial obligation of the Town of Carbondale.

**13.4. Waiver of Certain Defenses.** Landowner hereby waives the defenses of laches, estoppel and prescription. Landowner waives any defenses or rights available to Landowner pursuant to C.R.S. §38-41-119 and agrees that the one-year statute of limitation provided by C.R.S. §38-41-119 does not apply to this Easement;

**13.5. Acts Beyond Landowner's Control.** Nothing contained in this Easement shall be construed to entitle the Co-Grantees to bring any action against Landowner for any injury to or change in the Property resulting from causes beyond Landowner's control or from any prudent action taken by Landowner under emergency conditions to prevent, abate, or mitigate significant injury to the Property. Landowner is not responsible for acts of third parties not authorized to access the Property, but shall be responsible for all third parties, including guests or invitees, authorized by Landowner to access the Property. To the extent allowed by Colorado law and consistent with the immunities, defenses or limitations on liability as provided in Section 13.3, above, during any period of ownership when Landowner is a government entity, Landowner is and shall be responsible for all parties authorized by Landowner to access the Property. For any period of ownership when Landowner is a non-government entity, Landowner is not responsible for acts of third parties not authorized to access the Property, but shall be responsible for all third parties, including guests or invitees authorized by Landowner to access the Property. Nothing herein shall be interpreted as a waiver of governmental immunity, to which Landowner would otherwise be entitled under § 24-10-101, *et seq.*, C.R.S., as amended. The Co-Grantees retain the right to enforce the terms of this Easement against third parties or Landowner or both for violations of the Easement or damage to the Property.

#### **14. EXTINGUISHMENT AND CONDEMNATION**

**14.1. Extinguishment.** The Parties agree that any changes in the economic viability of the uses permitted or prohibited by this Easement, or changes to neighboring land and its use shall not be deemed circumstances or conditions justifying the termination or extinguishment of the Easement. In addition, the inability of Landowner, or Landowner's heirs, successors or assigns, to implement any or all of the uses permitted under this Easement shall not impair the validity of the Easement, or be considered grounds for termination or extinguishment of this Easement. Further, this Easement cannot be abandoned, released, terminated, extinguished, or affected by adverse possession.

If circumstances arise in the future that render the Purposes of this Easement impossible to accomplish, the Easement can only be terminated or extinguished, in whole or in part, by judicial proceedings after a court of competent jurisdiction has found that the Purposes of this Easement are impossible to accomplish and has explored all options for importing other Purposes for the Easement. Each Party shall promptly notify the others when it first learns of such circumstances. The amount of the proceeds to which the Co-Grantees shall be entitled from any sale, exchange, or involuntary conversion of all or any portion of the Property subsequent to such termination, shall be determined, unless otherwise provided by Colorado law at the time, in accordance with the Proceeds paragraph below, and such proceeds shall be used by the Co-Grantees in a manner consistent with the conservation Purposes of the original Easement contribution, as required by §1.170A-14(g)(6)(i) of Treasury Regulations;

**14.2. Condemnation.** If all or any part of the Property is taken by condemnation, or by purchase in lieu of condemnation by any public, corporate, or other authority so as to terminate the Easement in whole or in part, Landowner and the Co-Grantees shall act jointly to recover the full value of the interests in the Property subject to the taking or in-lieu purchase, and all

damages resulting therefrom. All expenses reasonably incurred by Landowner and the Co-Grantees in connection with the taking or in-lieu purchase shall be paid out of the amount recovered. The Co-Grantees' share of the balance of the amount recovered shall be determined by multiplying that balance by the percentage set forth in Proceeds paragraph below;

**14.3. Proceeds.** Landowner and the Co-Grantees stipulate that as of the date of this Easement, they are each vested with a real property interest in the Property. The Parties further agree that the Co-Grantees' interest in the Easement has a value that is equal to no less than 50% of the fair market value of the Property. The actual percentage shall be determined by a qualified conservation easement real estate appraisal at the time of extinguishment, condemnation, or any other event terminating part or all of the Easement on the property, should any such event occur in the future, but is agreed not to be less than 50%. This value shall be represented as a percentage of the fair market value of the Property that is at least equal to the proportionate value that the Easement bears to the value of the Property as a whole at the time of the Easement's grant, which percentage shall remain constant in relation to any future fair market value of the Property. Such percentage shall be used only for determining the each of the Co-Grantees' proportion of proceeds from any payment of damages or action resulting from circumstances described in the Extinguishment and Condemnation paragraphs above, and including other events of partial or complete termination of the Easement. Should the Easement be condemned or otherwise terminated according to the Extinguishment or Condemnation paragraphs above, Co-Grantees, Trust and Pitkin County shall be entitled to compensation for their proportionate interests, which shall reflect the proportionate monetary contribution of each to the total Red Hill project as follows: 89% Trust and 11% Pitkin County. The Parties agree that the value of any improvements to the Property made by Landowner after the date of this Easement is reserved to Landowner.

#### **15. ASSIGNMENT OF EASEMENT**

Either Co-Grantee may, upon mutual agreement of the Parties, elect to transfer and assign its rights and obligations under this Easement solely to the other Co-Grantee. Should the Parties not agree, or if otherwise necessary or appropriate, the Co-Grantees may jointly elect to transfer and assign this Easement to another qualified land conservation organization, provided that organization is: (1) willing and able to accept the transfer; (2) a qualified organization at the time of transfer under §170(h) of the Internal Revenue Code of 1986, as amended (or any successor provision then applicable), and its applicable regulations; (3) authorized to acquire and hold conservation easements under Colorado law; and (4) charged with a mission similar to that of the Trust or Pitkin County Open Space and Trails. The Parties hereby agree that joint assignment of the Easement, if necessary, shall be offered first to Colorado Open Lands (COL). If COL should not meet the above criteria at the time of assignment, the Co-Grantees shall consult with and attempt to assign the Easement to Landowner's preferred assignee, but in the event the Parties are unable to agree, the Co-Grantees shall ultimately have the right to select and assign the Easement to an organization that meets the above criteria, and to notify Grantor of its selection prior to assignment. Furthermore, as a condition of any assignment under this paragraph, the Co-Grantees shall require the assignee to expressly agree, in writing, to carry out and uphold the Purposes and terms of the Easement and otherwise assume all of the obligations and liabilities of the Co-Grantees set forth herein or created hereby. After such transfer, the Co-Grantee(s) that



has assigned its rights shall have no further obligation or liability under this Easement. Should the Co- Grantees be unable to assign the Easement according to this procedure, a court with competent jurisdiction shall assign the Easement.

#### **16. SUBSEQUENT TRANSFERS OF PROPERTY**

Landowner agrees to notify any party who may purchase, lease, or otherwise hold interest in this Property of the terms of this Easement, and to provide a copy of the Easement and the Baseline Documentation to such party if requested. The conveyance document shall expressly refer to this Easement and acknowledge that all subsequent owners are subject to its terms. The Co-Grantees shall be available to meet with any prospective recipient of the Property to explain the terms of this Easement, either before or after closing, and to answer any questions related to this Easement or its supporting documentation.

In addition, at any time Landowner transfers the Property to a third party, including all subsequent transfers, that party shall pay \$1,000.00 to the Trust to cover administrative costs associated with the transfer, as well as to put the third party recipient on notice of the existence of this Easement. This payment is exempt from transfer fee restrictions of C.R.S. §38-35-127 because it does not affect residential real property.

#### **17. NOTICES**

Any communication that either Party is required to give to the other under the terms of this Easement shall be in writing and physically delivered or sent by first class mail, postage prepaid, to the following addresses, or to such other address as either Party may designate in the future by written notice to the other. Other communications not required by this Easement may be in the form of email or other electronic communication:

To Landowner:

The Town of Carbondale  
c/o Town Manager  
Carbondale Town Hall  
511 Colorado Ave.  
Carbondale, CO 81623

To AVLTT:

Aspen Valley Land Trust  
320 Main Street, Suite 204  
Carbondale, CO 81623  
Phone: 970-963-8440

To Pitkin County:

Pitkin County Board of County Commissioners  
c/o Pitkin County Open Space and Trails Director  
530 E. Main Street, 3rd Floor  
Aspen, CO 81611  
Phone: 970-920-5203

#### **18. RECORDATION**

The Co-Grantees shall record this Easement in the official records of Garfield County, Colorado and may re-record it at any time as may be required to preserve its rights in this Easement.

#### **19. AMENDMENT**

If circumstances arise under which an amendment to this Easement would be appropriate to promote the Purposes of the Easement, Landowner and the Co-Grantees may jointly amend this Easement. However, the Co-Grantees are under no obligation to amend this Easement, and may decline any amendment in their sole discretion. Any amendment shall be consistent with the Purposes of the Easement, and may not affect the Easement's perpetual duration. Any amendment shall be in writing, signed by all the Parties, and recorded in the records of the Clerk and Recorder of Garfield County, Colorado. Corrections to correct factual mistakes or typographical or clerical errors may be made at the discretion of the Co-Grantees. No amendment shall be allowed that affects the qualification of this Easement or the status of the Co-Grantees under any Applicable Laws, including C.R.S. §§38-30.5-101 *et seq.*, or IRC §170(h), or § 501(c)(3), or any regulations promulgated thereunder. No amendment shall be permitted that will confer impermissible private benefit to Landowner or to any other individual or entity (see Treas. Reg. 1.170A-14(h)(3)(i)), or that will result in private inurement to a Board member, staff or contract employee of the Co-Grantees (see Treas. Reg. 1.501(c)(3)-1(c)(2)). Amendments may be subject to a fee set by Co-Grantees according to Co-Grantees' policies to cover their staff time, legal and other costs.

#### **20. SUBORDINATION**

The Property is not subject to any mortgages or liens.

#### **21. GENERAL PROVISIONS**

**21.1. Definitions.** For the purposes of this Easement, the following words and phrases are defined as follows:

A. Landowner and Co-Grantee. The terms "Landowner," "Trust," "Pitkin County," and "Co-Grantee," and any pronouns used in place of those terms, refer to, respectively, the original landowner and all other landowners who succeed the original landowner, including but not limited to Landowner and Landowner's heirs, personal representatives, executors, administrators, successors and assigns, and respectively, Co-Grantees and their heirs, personal representatives, executors, administrators, successors and assigns, and the successors and assigns of the Aspen Valley Land Trust and Pitkin County, or both, respectively;

B. Easement. The terms "Easement," "conservation easement," "Deed of Conservation Easement," and "Deed of Conservation Easement in gross" refer to this legal document and to the immediately vested interest in real property defined by Colorado Revised Statutes §§38-30.5-101 *et seq.*;

C. Applicable Laws. The term "Applicable Laws" refers to all relevant federal, state, and local statutes, ordinances, judicial decisions, executive orders, codes or regulations having the force and effect of law that have bearing on or may control certain uses allowed by the Easement;

D. Low-Impact. The term "Low-Impact" refers to activities or improvements whose location, use and construction have negligible or no surface impact on the Property and do not damage the Conservation Values;

E. High-Impact. The term "high-impact" refers to any activities or improvements whose location, use, and construction may impair the Conservation Values through scenic impact from public rights-of-way, harassment of wildlife, earthmoving, re-contouring of land, construction of roads or installation of utility lines, increased erosion or compaction of soils, or damage to relatively natural habitat;

F. Renewable Energy Generating Structures. The term "renewable energy generating structures" refers to structures used to collect renewable energy resources that are replaced rapidly by natural processes, such as biomass, hydro, geothermal, solar or wind.

G. Lead Grantee. To fulfill the Purposes of this Easement, Grantor appoints the Trust as Lead Grantee for this Easement. As such, the Trust shall be responsible for annual monitoring visits to the Property, maintenance of baseline information and stewardship files, and receiving Grantor notices and requests for approval under the Easement, which notices and requests shall be reviewed jointly by the Co-Grantees, unless otherwise stated.

21.2. **Controlling Law**. The interpretation and performance of this Easement shall be governed by the laws of the State of Colorado;

21.3. **Liberal Construction**. This Easement shall be liberally construed in favor of the grant to effect the Purposes of the Easement and the policy and purpose of C.R.S. §38-30.5-101 *et seq.* If any provision in this instrument is found to be ambiguous, an interpretation consistent with ensuring continuation of the Purposes of the Easement that would render the provision valid shall be favored over any interpretation that would render it invalid. The common law rules of construction and of disfavoring restrictions on the use of real property and construing restrictions in favor of the free and unrestricted use of real property shall not apply to interpretations of this Easement or to disputes between the Parties concerning the meaning of particular provisions of this Easement;

21.4. **Severability**. If any provision or application of any provision of this Easement, is found to be invalid, the remainder of the provisions shall be deemed severable and remain in full force and effect;

**21.5. Entire Agreement.** This instrument sets forth the entire agreement between the Parties with respect to the Easement and supersedes all prior discussions, negotiations, understandings, or agreements relating to the Easement;

**21.6. No Forfeiture.** Nothing contained in this Easement will result in a forfeiture or reversion of Landowner's title in any respect;

**21.7. Joint and Several Obligation.** The obligations imposed by this Easement upon Landowner shall be joint and several. If the Property's ownership, now or in the future, is by a single entity consisting of multiple parties including shareholders, partners, or members, that entity is required to notify its shareholders, partners, or members of the entity's and its parties' individual rights and responsibilities, including monetary or other obligations set forth in this Easement;

**21.8. Successors.** The covenants, terms, conditions, and restrictions of this Easement shall be binding upon, and inure to the benefit of, the Parties hereto and Landowner's respective personal representatives, heirs, successors, transferees, and assigns, and the Co-Grantees' successors, transferees, and assigns, and shall continue as a servitude running in perpetuity with the Property;

**21.9. Termination of Rights and Obligations.** A Party's rights and obligations under this Easement terminate upon transfer of the Party's interest in the Easement or the Property, except that liability for acts or omissions occurring prior to transfer shall survive transfer;

**21.10. Captions.** The captions in this instrument have been inserted solely for convenience of reference and shall have no effect upon construction or interpretation;

**21.11. Counterparts.** The Parties may execute this instrument in two or more counterparts, which shall, in the aggregate, be signed by all the Parties. Each counterpart shall be deemed an original instrument as against any Party who has signed it. In the event of any disparity between the counterparts produced, the recorded counterpart shall be controlling;

**21.12. Merger.** Unless the Parties expressly state that they intend a merger of estates or interests to occur, no merger shall be deemed to have occurred hereunder or under any document executed in the future affecting this Easement. Should the Co-Grantees in the future own all or a portion of the fee interest in the Property, the Co-Grantees as successor in title to Landowner, shall observe and be bound by the obligations of Landowner and the restrictions imposed on the Property by this Easement. In addition, this Easement shall not merge with the fee title without the prior written approval of Landowner. The Easement shall not be extinguished, in whole or in part, through the legal doctrine of merger in view of the public interest in its enforcement.

**21.13. Acceptance of Gift per IRC Section 170(F)(8).** The Co-Grantees acknowledge receipt and acceptance of this Easement encumbering the Property, for which no goods or services were provided; and

**21.14. Authority to Execute.** Each Party represents that such Party has full power and authority to execute and deliver this Deed of Conservation Easement; to perform its obligations under this Easement; that the individual(s) executing this Easement on behalf of said Party are fully empowered and legally authorized to do so; and that this Easement constitutes a valid, enforceable, and legally binding obligation of said Party.

IN WITNESS WHEREOF, Landowner and the Co-Grantees have executed this Deed of Conservation Easement as of the date first written above.


*(Signatures on following page)*

**LANDOWNER:**

TOWN OF CARBONDALE,  
a Colorado home rule municipal corporation

  
\_\_\_\_\_  
Dan Richardson, Mayor

**ATTEST:**

  
\_\_\_\_\_  
Cathy Derby, Town Clerk

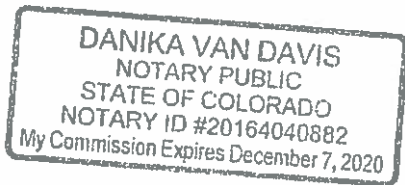
STATE OF COLORADO     )  
                                      ) ss.  
COUNTY OF GARFIELD)

The foregoing instrument was acknowledged before me this 7th day of June, 2018, by Dan Richardson as Mayor and Cathy Derby as Town Clerk of the Town of Carbondale, a Colorado home rule municipal corporation, as Landowner.

WITNESS my hand and official seal.  
[SEAL]

  
\_\_\_\_\_  
Notary Public

My commission expires: Dec-7-2020



ACCEPTED by CO-GRANTEES:

ASPEN VALLEY LAND TRUST,  
a Colorado nonprofit corporation,


By:   
Suzanne Stephens, Executive Director

STATE OF COLORADO     )  
  ) ss.  
COUNTY OF GARFIELD)

The foregoing instrument was acknowledged before me this 7th day of June,  
2018, by Suzanne Stephens as Executive Director of ASPEN VALLEY LAND TRUST, a  
Colorado nonprofit corporation.

WITNESS my hand and official seal.  
[SEAL]



  
Notary Public  
My commission expires: 10.19.2018



By: Patti Clapper  
Patti Clapper, Chairman of the Board of County Commissioners of Pitkin County

STATE OF COLORADO )  
 ) ss.  
COUNTY OF PITKIN )

WITNESS my hand and official seal.  
[SEAL]

JANE A. ACHEY  
NOTARY PUBLIC  
STATE OF COLORADO  
NOTARY ID # 19954088967  
MY COMMISSION EXPIRES AUGUST 04 2019

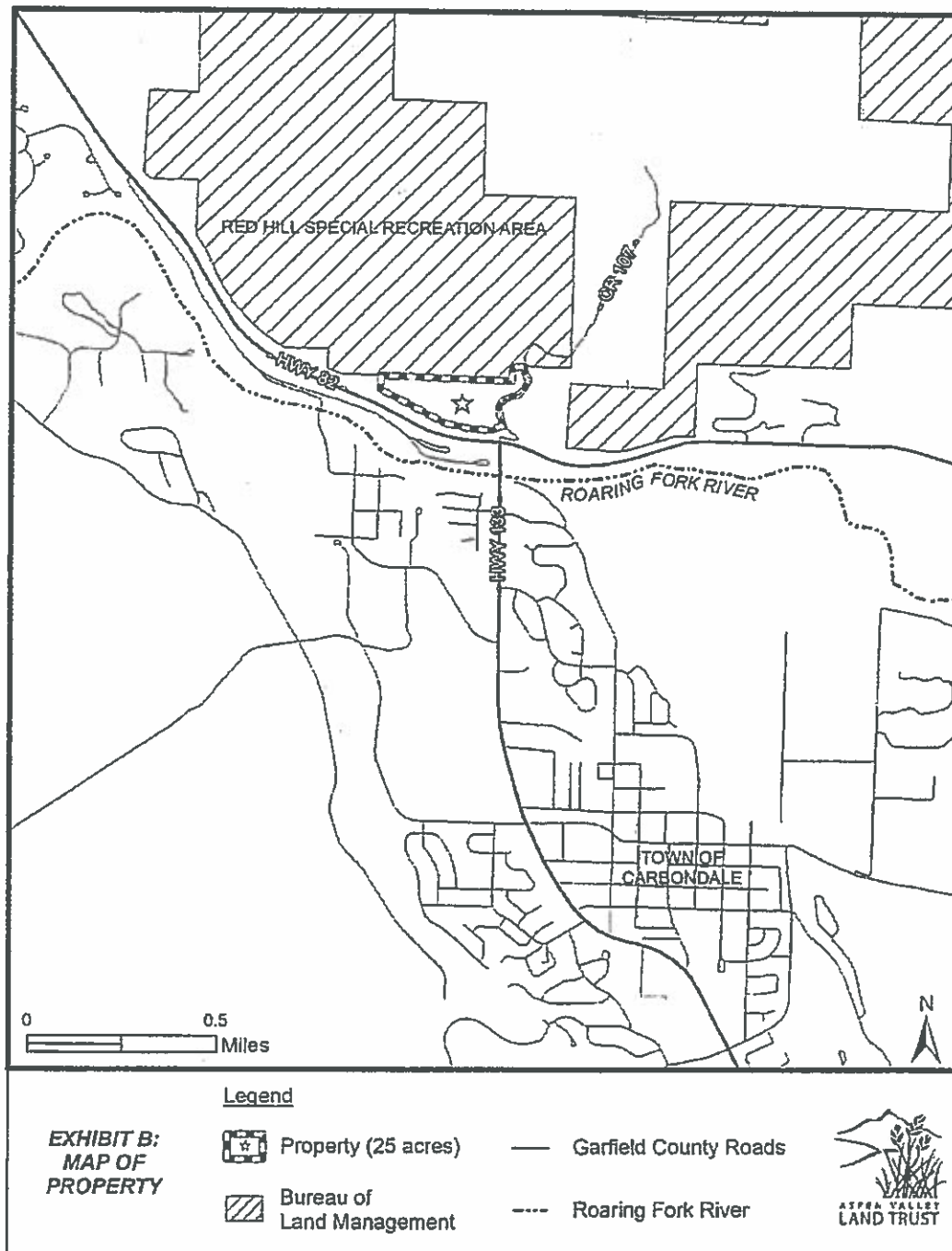
Loane A. Gehrig  
Notary Public  
My commission expires: August 4, 2019

**EXHIBIT A**  
**Legal Description of Property**

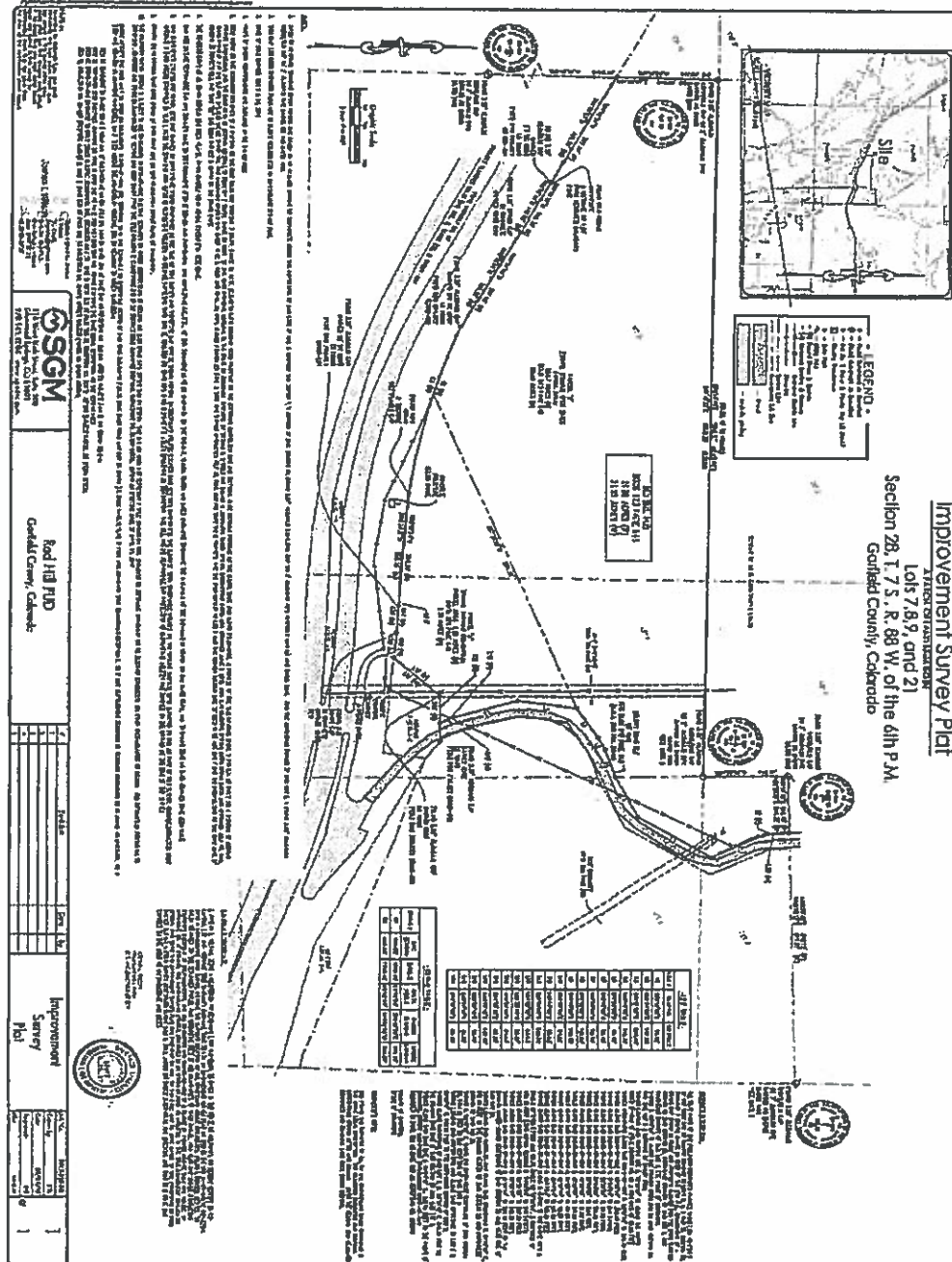
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COUNTY OF GARFIELD  
STATE OF COLORADO

**EXHIBIT B**  
Map of Property



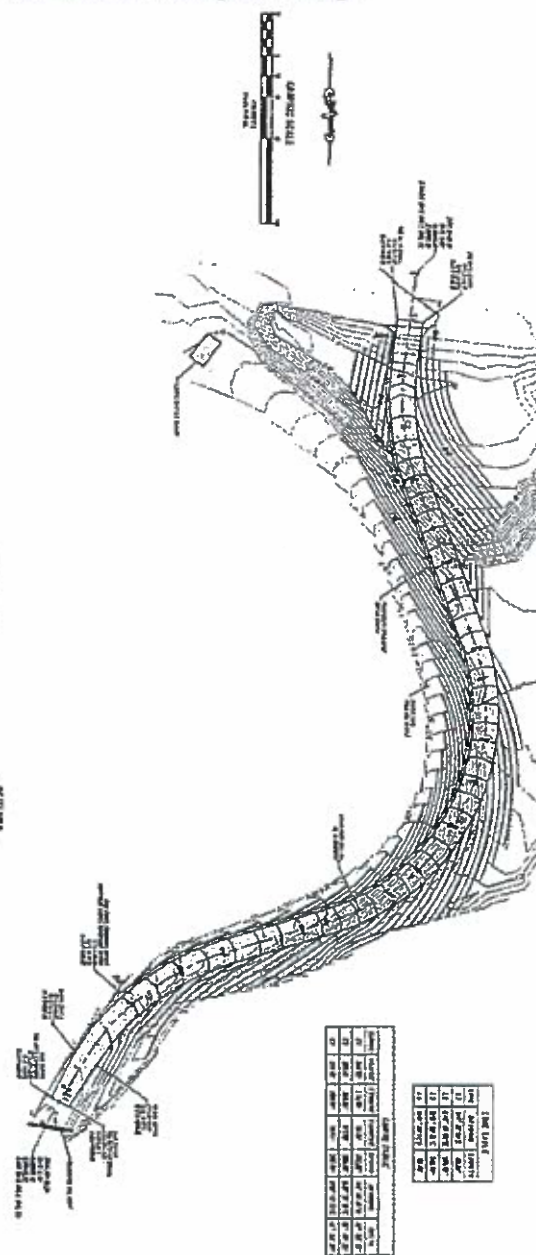
**EXHIBIT C**  
**Survey**



**EXHIBIT D**  
**Description of Activity Envelope**

The Activity Envelope is known as Parcel A consisting of 4.29 acres on the Red Hill PUD, as depicted on the PUD plat, which is recorded at Book 673 at Page 648 in Garfield County, Colorado.

This technical drawing illustrates the hull structure of a ship, showing a cross-section from the keel to the deck. The hull is divided into several sections, with labels indicating different parts: 'HULL' at the top, 'SHIP' on the right, and 'KEEL' at the bottom. The drawing includes various structural details such as the keel, ribs, and deck plating. A vertical line on the right side is labeled 'SHIP' and 'HULL'. The drawing is a detailed technical illustration of a ship's hull cross-section.



RED HILL RD. REALIGNMENT  
CARBONDALE, CO

**HOUGH FORT ENGINEERING**  
 2500 HWY 100  
 SUITE 100, WILSON, NJ 07094  
 Tel: 908/261-1111 • Fax: 908/261-1112



H.

INTERGOVERNMENTAL  
AGREEMENT





## INTERGOVERNMENTAL AGREEMENT

This INTERGOVERNMENTAL AGREEMENT (referred to herein as the "AGREEMENT") is entered into this 23 day of April, 2019, by and between the TOWN OF CARBONDALE, COLORADO, a Colorado home rule municipal corporation (hereinafter referred to as the "Town"), and the BOARD OF COUNTY COMMISSIONERS OF GARFIELD COUNTY, COLORADO (hereinafter referred to as the "County").

WHEREAS, the Town is the owner of that certain real property located in Garfield County as described on Exhibit A attached hereto and incorporated herein by this reference (the "Red Hill Property"); and

WHEREAS, Section 29-1-203, C.R.S., as amended, authorizes and enables local governments of the State of Colorado to enter into cooperative agreements or contracts; and

WHEREAS, the parties desire to establish mutual understanding concerning the Town's future annexation of all or the majority of the Red Hill Property; and

WHEREAS, the Town has or plans undertaking various improvements to the Red Hill Property, including construction of new trails to connect to the existing trail network, in a joint effort with the County construction of a parking lot to provide trailhead parking to the general public, and a joint effort with the County to realign a portion of County Road 107, which lies adjacent to the Property; and

WHEREAS, an extensive community process was completed for design of new hiking and multi-use trails (the "Red Hill Trail Expansion") on the Red Hill Property; and

WHEREAS, the Town's annexation of all or the majority of the Red Hill Property would be consistent and compatible with and further the Town's goals as set forth in the Town of Carbondale's Comprehensive Plan adopted in January 2013 and the Town's other annexation policies; and

WHEREAS, both parties share a desire to provide for future annexation of the Red Hill Property into the Town excepting the land necessary to realign County Road 107, but construction of the new trails contemplated in the Red Hill Trail Expansion is slated to be completed before the annexation can be completed; and

WHEREAS, a major goal of the Red Hill Trail Expansion is to enhance safety for hikers and bikers who must currently travel up County Road 107 before reaching the existing Red Hill trail network; and



**NOW, THEREFORE**, for and in consideration of the mutual covenants and agreements herein contained and each and every act to be performed hereunder by them, the Town and the County covenant and agree as follows:

1. **Annexation.** This Agreement is intended to set forth the parties' understanding and agreement for the Town's future annexation of the Red Hill Property pursuant to the Municipal Annexation Act of 1965, as amended ("the Act"). The parties recognize the Town's intent to annex the Red Hill Property excepting a portion of the property necessary to achieve the contemplated realignment of County Road 107. The Town shall also annex that portion of CDOT right-of-way necessary to encompass the portions of the lower parking area, the portions of the connecting road between the lower and upper parking areas, and the portions of County Road 107 up to and including the entrance to the parking lot access (approximately 200 feet north of SH-82), which are located within CDOT right-of-way. The parties agree that the Town shall prepare, and the County shall process, the necessary applications and documentation to initiate annexation, and the parties agree in good faith to undertake the necessary and proper processes, public notices, notifications, and public hearings in order for the Town to consider annexation of all or the majority of the Red Hill Property.

2. **Land Use Procedures.** The processing of the annexation application by the Town will be in accordance with its planning schedule and consistent with the terms and conditions set forth herein and the requirements and provisions of the Town's Municipal Code and annexation policies. The parties agree to use good faith efforts to process these applications to final approval. The parties recognize and agree, however, that certain legislative, judicial, or quasi-judicial acts by the Town are necessary to effectuate the approvals contemplated herein. It is not the intent of this Agreement to bind the Town to undertake or make such municipal acts or to limit public participation in hearings or to limit public remedies regarding such acts. Rather, it is the intent of this Agreement to describe certain municipal processes and the results currently anticipated by the parties, in order to facilitate the annexation process.

3. **Utility Services.** No water service, sewer service, or the need for any other utility service is contemplated to be necessary to serve the property to be annexed by the Town pursuant to this Agreement, nor are any fees or other dedications for water, sewer or other utility service contemplated herein.

4. **County Road 107 Construction and Maintenance Responsibilities.**

a. **Construction-** The Town shall make application to CDOT for the access permit needed for the realignment of County Road 107 and its intersection with State Highway 82 (SH-82). The County will be responsible for all costs of the realignment, including work necessary within CDOT right-of-way



to make the new connection to SH-82. Because there will be an excess of material from the realignment, and because it will be less expensive than disposing of the excess material, the County may place fill on Town property in the area of the upper and lower parking lots, including the connection to the newly aligned County Road 107, as shown on the plans. The Town will be responsible for the remainder of the costs associated with construction of the two parking areas.

b. **Maintenance-** The Town will be responsible for maintenance other than snow removal on that portion of County Road 107 located within CDOT right-of-way, from the intersection of SH-82 to the northern radius return from the parking lot access. The County will be responsible for maintenance of the remainder of County Road 107 including that portion of County Road 107 within CDOT right-of-way north of the parking lot connection. The County will perform all snow removal and ice control operations on the entirety of County Road 107.

5. **Future Improvements to the County Road 107/SH-82 Intersection.** Costs associated with future improvements to the County Road 107/SH-82 intersection required by CDOT, will be the responsibility of the party that triggered the need for the improvements. For example, if the Town changes the use of its property and this requires access improvements, the Town will be responsible for the cost of the improvements. If the County authorizes development on other properties that triggers the need for improvements, the County will be responsible for (or require the developer to be responsible for) the cost of the improvements. Nothing in this paragraph prevents the Town or County from requiring a third party to pay for the costs of required improvements.

6. **Additional Matters of Cooperation and Implementation.** It is the express intent of the parties to cooperate and diligently work to implement annexation processes that are necessary or appropriate in connection with the approval and implementation of this Agreement. The Town and the County will use their good faith efforts to reach agreement on all additional issues in an effort to ensure annexation of the Red Hill Property consistent with this Agreement. In the event of any legal or equitable action or other proceeding instituted by a third party, the parties hereby agree to cooperate in defending said action or proceeding. This agreement shall not be interpreted to create any third party beneficiaries or any rights to enforcement by any person not a party hereto.

7. **Term.** The term of this Agreement shall commence upon the date hereof and shall extend until all of the commitments hereunder are satisfied.

8. **Severability.** In the event any provision of this Agreement shall be held invalid or unenforceable by any court of competent jurisdiction, such holding shall not invalidate or render unenforceable any other provision hereof.



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07/24/2020 09:27:06 AM Jean Alberico  
4 of 5 Rec Fee:\$0.00 Doc Fee:0.00 GARFIELD COUNTY CO


9. Amendments, Changes, and Modifications. This Agreement may be modified or amended only upon written agreement authorized and executed by the Town and the County.

10. Applicable Law. This Agreement shall be governed in accordance with the laws of the State of Colorado.

11. Annual Appropriations/Authority. The obligations of the parties under this Agreement are subject to the appropriation of any necessary funds by their governing boards. The persons signing this document represent that they each have the authority of their respective board.

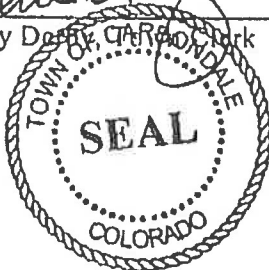
12. Non-Waiver of Governmental Immunity. No provision of this Agreement shall be construed as a waiver or abrogation of, or an intent to waive or abrogate, any of the monetary limitations or any other rights, immunities or protections afforded to either party or their respective directors, officials, officers, agents, and employees, by the Colorado Governmental Immunity Act, C.R.S. Sec. 24-10-101, *et seq.*, as it may be amended from time to time.

THE TOWN OF CARBONDALE, a  
Colorado home rule municipality

By:   
Dan Richardson, Mayor

ATTEST:

  
Cathy Derry, Clerk



THE BOARD OF COUNTY  
COMMISSIONERS OF GARFIELD  
COUNTY, COLORADO

By:   
John Martin, Chair

ATTEST:

  
Jean Alberico  
County Clerk



**EXHIBIT A**

**Legal Description of Property**

ALL THAT PART OF THE FOLLOWING DESCRIBED PARCEL WHICH LIES WESTERLY OF THE WEST LINE OF COUNTY ROAD 107 IN LOTS 7, 8, 9 AND 21, SECTION 28, TOWNSHIP 7 SOUTH, RANGE 88 WEST, 6TH P.M.: COMMENCING AT A BRASS CAP FOUND IN PLACE AND PROPERLY MARKED FOR THE EAST QUARTER CORNER OF SAID SECTION 28, NORTHEAST CORNER OF SAID LOT 8, AND SOUTHEAST CORNER OF SAID LOT 7, THE POINT OF BEGINNING; THENCE S 01 DEGREES 46'54" W ALONG THE COMMON EAST LINE OF SAID SECTION 28, AND SAID LOT 8 A DISTANCE OF 944.97 FEET; THENCE LEAVING SAID SECTION LINE N 78 DEGREES 20'58" W ALONG THE NORTH RIGHT OF WAY OF STATE HIGHWAY NO. 82 A DISTANCE OF 45.58 FEET; THENCE CONTINUING ALONG SAID RIGHT OF WAY N 69 DEGREES 07'24" W 269.70 FEET; THENCE ALONG SAID RIGHT OF WAY N 68 DEGREES 48'24" W 328.90 FEET; THENCE ALONG SAID RIGHT OF WAY N 71 DEGREES 52'54" W 234.2 FEET; THENCE ALONG SAID RIGHT OF WAY N 52 DEGREES 29'24" W 57.10 FEET; THENCE ALONG SAID RIGHT OF WAY S 89 DEGREES 44'06" W 111.46 FEET; THENCE ALONG SAID RIGHT OF WAY S 89 DEGREES 44'06" W 8.54 FEET; THENCE ALONG SAID RIGHT OF WAY S 42 DEGREES 22'06" W 31.07 FEET; THENCE ALONG SAID RIGHT OF WAY S 42 DEGREES 22'06" W 117.63; THENCE ALONG SAID RIGHT OF WAY N 84 DEGREES 53'32" W 64.93 FEET; THENCE ALONG SAID RIGHT OF WAY N 86 DEGREES 37'40" W 85.07 FEET; THENCE ALONG SAID RIGHT OF WAY N 85 DEGREES 17'54" W 101.60 FEET; THENCE ALONG SAID RIGHT OF WAY N 85 DEGREES 17'54" W 186.60 FEET; THENCE ALONG SAID RIGHT OF WAY ALONG A CURVE TO THE RIGHT WITH A RADIUS OF 1760.4 FEET AND DELTA ANGLE OF 14 DEGREES 59'54" A DISTANCE OF 460.70 FEET (LONG CHORD BEARING N 74 DEGREES 45'54" W 459.5 FEET); THENCE ALONG SAID RIGHT OF WAY N 60 DEGREES 34'05" W 287.99 FEET; THENCE ALONG SAID RIGHT OF WAY N 62 DEGREES 09'47" W 150.26 FEET; THENCE ALONG SAID RIGHT OF WAY N 61 DEGREES 56'24" W 327.44 FEET TO THE COMMON NORTHSOUTH CENTER LINE OF SAID SECTION 28 AND WEST LINE OF SAID LOT 21; THENCE LEAVING SAID RIGHT OF WAY ALONG SAID CENTER LINE N 01 DEGREES 20'27" E 240.86 FEET TO THE COMMON CENTER OF SAID SECTION 28 AND NORTHWEST CORNER OF SAID LOT 21; THENCE S 89 DEGREES 10'22" E ALONG THE EAST-WEST CENTER LINE OF SAID SECTION 28, 1858.20 FEET TO THE WEST LINE OF SAID LOT 7; THENCE LEAVING SAID CENTER LINE AND ALONG SAID WEST LINE OF LOT 7 N 00 DEGREES 28'14" W 199.71 FEET TO THE NORTHWEST CORNER OF LOT 7; THENCE ALONG NORTH LINE OF SAID LOT 7 N 88 DEGREES 34'42" E 812.12 FEET TO THE COMMON EAST LINE OF SAID SECTION 28 AND SAID LOT 7; THENCE ALONG SAID EAST LINE S 00 DEGREES 04'18" W 231.55 FEET TO THE POINT OF BEGINNING; EXCEPT SAID POWER TRANSMISSION RIGHT OF WAY DESCRIBED IN BOOK 351 AT PAGE 597 AS RECEPTION NO. 222266;

COUNTY OF GARFIELD  
STATE OF COLORADO



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

## Memorandum

**TO:** Planning and Zoning Commission

**FROM:** John Leybourne, Planner

**DATE:** July 22, 2022

**RE:** Review of Draft Comprehensive Plan Update 7-13-2022

**ATTACHMENTS:** Draft Carbondale Comprehensive Plan (update) 7-13-2022

### Background

This is a continued review of the Draft Comprehensive Plan (Update) prepared by Cushing Terrell. Since our last meeting only the draft Future Land Use Map has been updated.

.

Staff's recommendation is that the Planning Commission should:

- Continue review of the draft Update.
- Provide any comments on the Future Land Use Map or Comprehensive Plan Update.



# **DRAFT**

# **2022 Carbondale Comprehensive Plan**

06 ■ 2022



**FOR REVIEW**



# 2013 Acknowledgments

## **Working Group:**

Mark Beckler  
Ben Bohmfalk  
Patti Brendlinger  
Gavin Brooke  
Trevor Cannon  
Andrea Chacos  
Larry Green  
Matt Hamilton  
Jeff Leahy  
Tom Penzel  
Andy Taylor  
Jason White  
Dale Will  
Oni Butterfly

## **Planning Commission:**

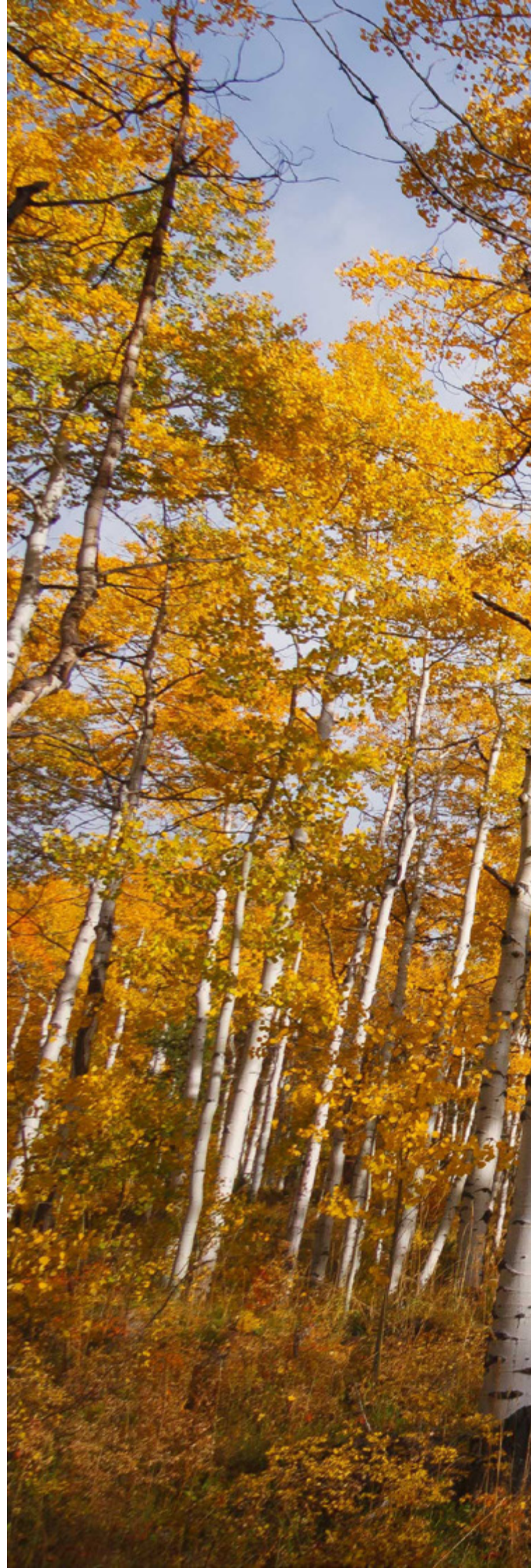
Jeff Dickinson, Chair  
Charlie Kees, Vice Chair  
Bill Spence  
Yuan Ruiz  
Gavin Brooke  
Rich Camp  
Jennifer Gee DiCuollo  
Michael Durant  
Heather Henry

## **Board of Trustees:**

Stacey Patch Bernot, Mayor  
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John Hoffmann  
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Elizabeth Murphy  
Pam Zentmyer

## **Consulting Team:**

RPI Consulting  
DHM Design  
Kendig Keast Collaborative  
Lamont Planning Services







# 2022 Acknowledgments

## **Project Steering Committee (Planning + Zoning Commission, 2022):**

Jay Engstom, Chair  
Nicholas DiFrank, Vice-Chair  
Jeff Davlyn  
Marina Skiles  
Nick Miscione  
Kim Magee  
Jarrett Mork  
Kade Gianinetti  
Elizabeth Cammack

## **Board of Trustees:**

Dan Richardson, Mayor  
Heather Henry  
Ben Bohmfalk  
Luis Yllanes  
Marty Silverstein  
Erica Sparhawk  
Lani Kitching

## **Town Planning Staff:**

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

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

## **2022 Carbondale Comprehensive Plan Prepared by:**

**Cushing  
Terrell.**

**Cushing Terrell**    [cushingterrell.com](https://cushingterrell.com)  
303 E. 17th Ave, Suite 105 | Denver, CO 80203

## **Consultant Partners:**

Fehr and Peers  
Leland Consulting Group  
PR Studio



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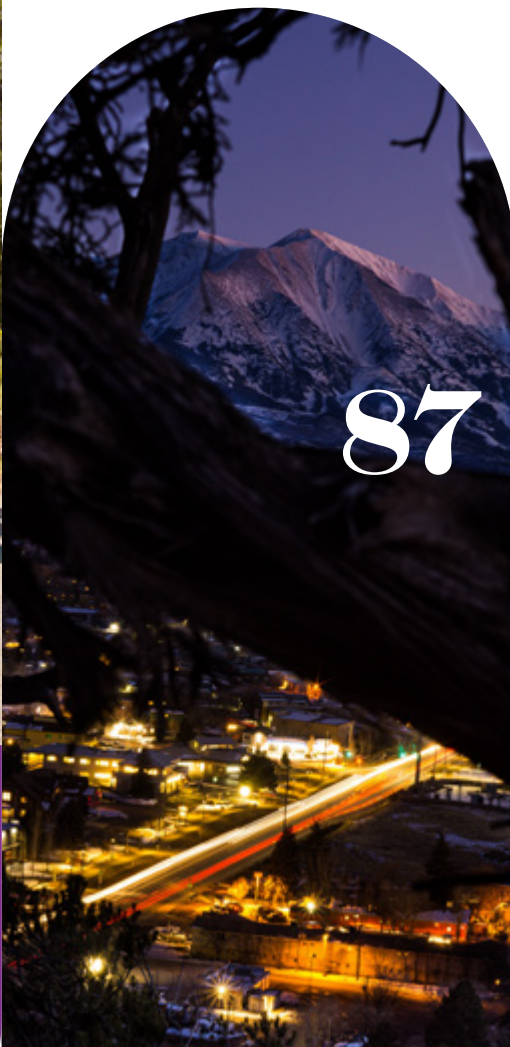




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# Quick Links



# Foreward

## Carbondale's Environmental Bill of Rights

### RESOLUTION NO 8. SERIES OF 2017

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

**WHEREAS,**

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

**WHEREAS,**

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

**WHEREAS,**

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

**WHEREAS,**

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

**WHEREAS,**

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

**WHEREAS,**

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

**WHEREAS,**

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

**WHEREAS,**

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

**WHEREAS,**

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

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

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

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

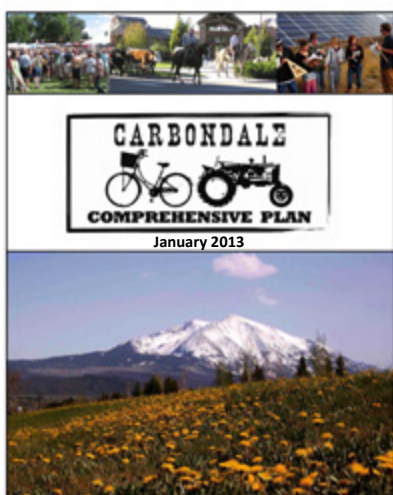
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# Executive Summary

## 1.1 | Purpose

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

| 2013 Comprehensive Plan |

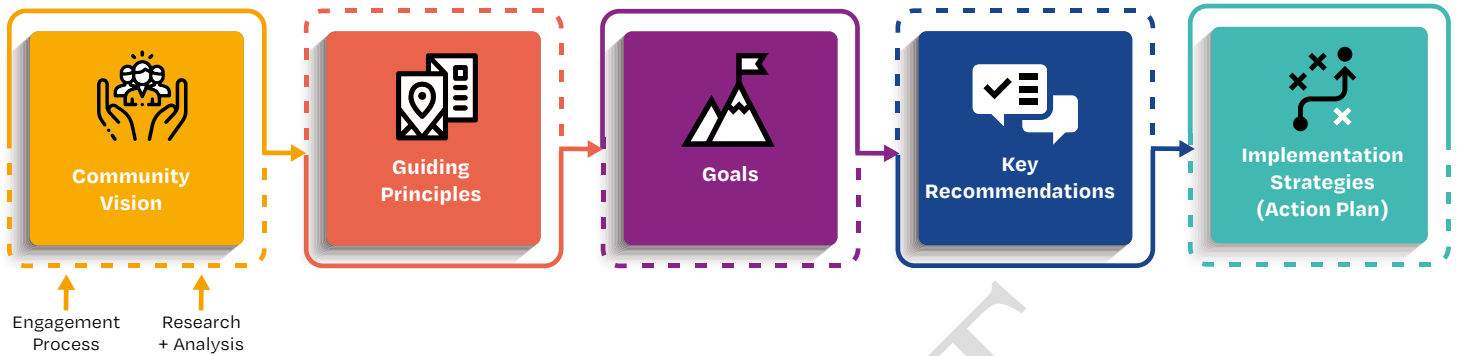


## 1.2 | Refreshing the Town's Vision

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

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

# 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 2022. Some goals were modified and carried through into this plan and several new goals were added.

The following 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 | 2022 Plan Focus Areas

### Downtown

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

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

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

### Downtown North

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

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





## Residential Focus Areas

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

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

## Climate Action

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



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

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

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

## Multi-Modal Access

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

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



## Social Equity

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

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

## Aging in Community

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

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

## Housing + Jobs

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

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

## Historic Preservation

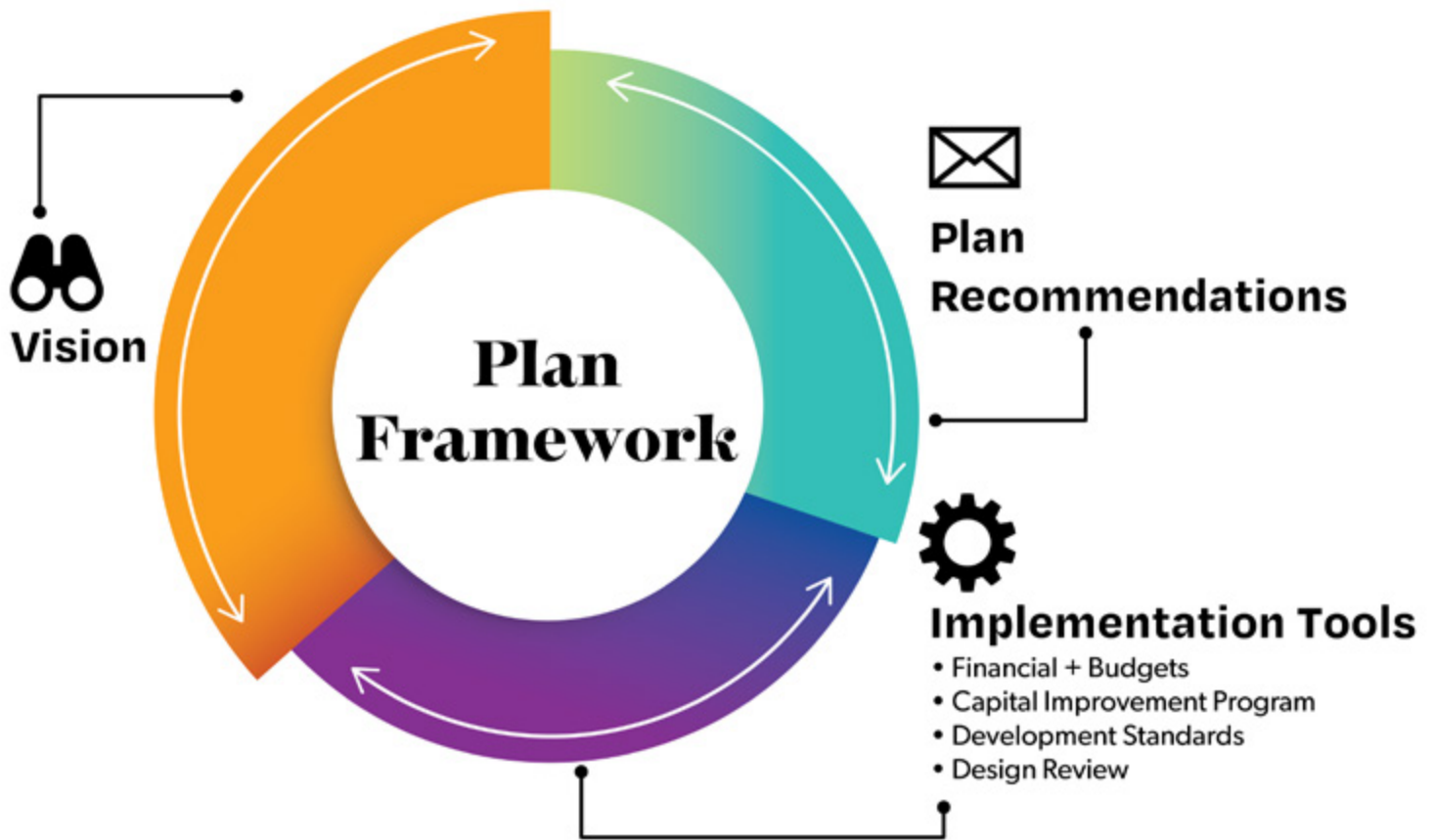
Preserving historic places and contributing resources, buildings and character was in alignment with strategies for the Downtown focus area, however the preservation efforts did not stop at the edges of the Historic Commercial Core zone district.

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

**"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 plan offers a new implementation strategy with a focus on simplicity, efficacy and impact. The Implementation Strategies and Matrix in Section 6.0 compiles all actionable items into a streamlined to-do list arranged by goals and priorities.

# 2.0

# Introduction


## 2.1 | Purpose

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

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

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

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



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

# Comprehensive Plan Update Process



## 2.2 | Carbondale's Challenges

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

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

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

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

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

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

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

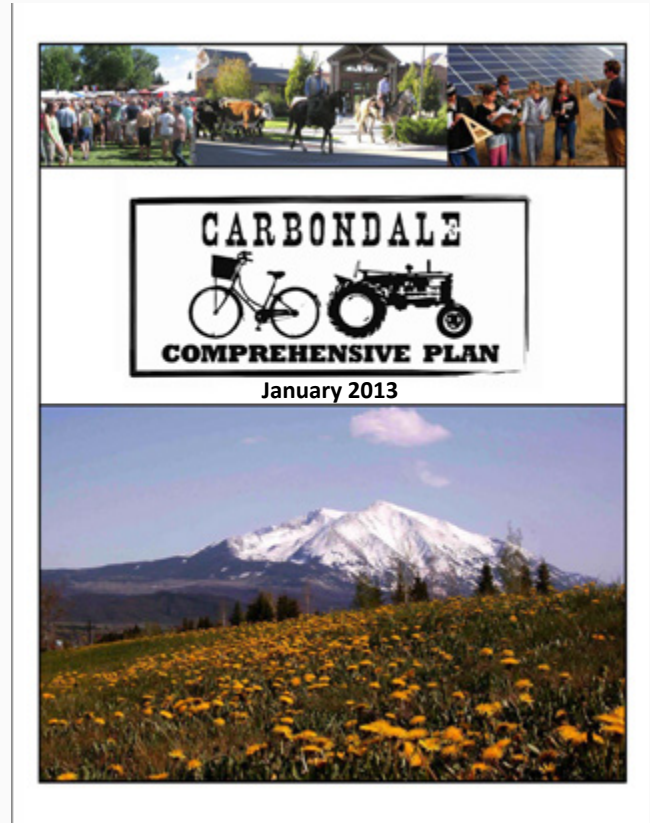
## 2.3 | Relevance to Other Plans + Studies

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

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

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

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



| 2013 Comprehensive Plan |

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



# 3.0 Vision + Goals







## 3.1 | Vision

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

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

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





## 3.2 | Community Framework Plan

### Community Framework

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

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

### Definitions

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





## **Community Character**

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

## **Resiliency**

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

## **Inclusivity + Equity**

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

## 3.3 | Goals + Guiding Principles

### Goal Topics

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

#### #1: COMMUNITY CHARACTER



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

##### Guiding Principles:

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

#### #2: ECONOMIC GROWTH



**Intent:** Embrace economic diversification and self-sufficiency.

##### Guiding Principles:

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

#### #3: HOUSING



**Intent:** Solve the housing affordability challenge in Carbondale.

##### Guiding Principles:

- Prioritize housing affordability and housing diversity.

#### #4 SUSTAINABLE DEVELOPMENT



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

##### Guiding Principles:

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

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

#### #5 UNIVERSAL ACCESS



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

##### Guiding Principles:

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

#### #6: INCLUSIVITY + EQUITY



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

##### Guiding Principles:

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

#### #7: FINANCIAL SOLVENCY



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

##### Guiding Principles:

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

#### #8: GOOD GOVERNANCE



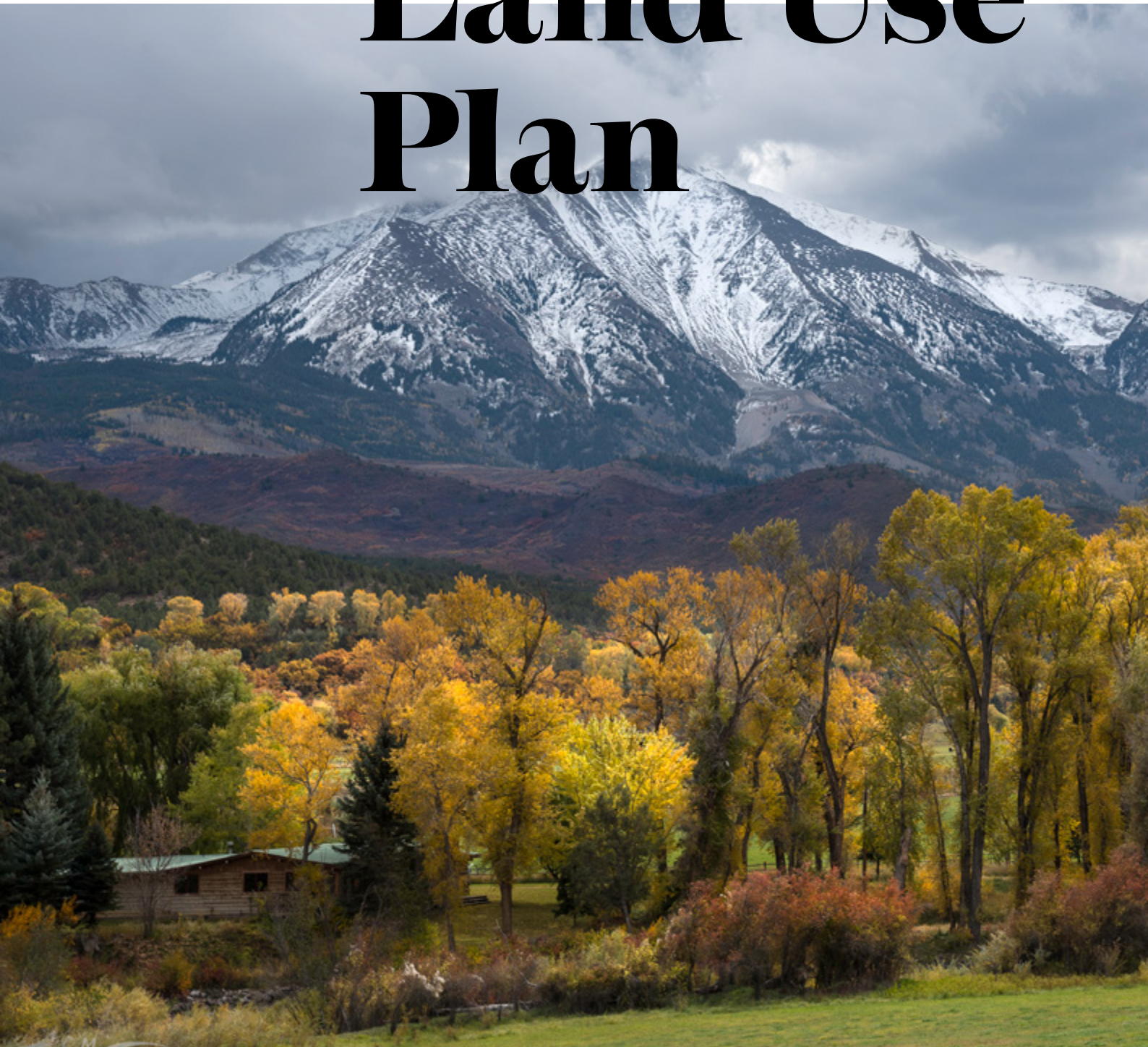
**Intent:** Guarantee responsive and inclusive governance.

##### Guiding Principles:

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



# 4.0 Future Land Use Plan



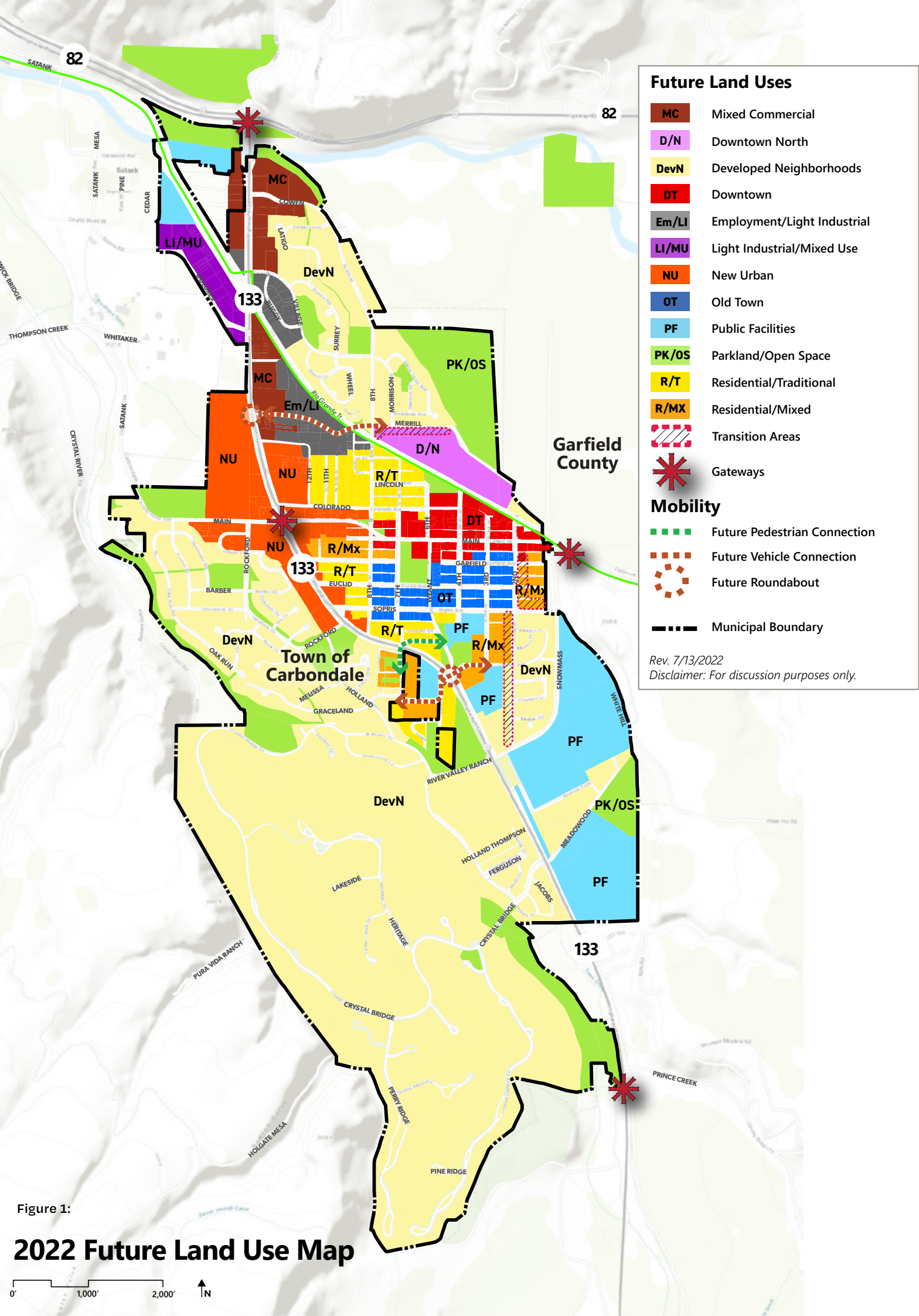


## 4.1 | Future Land Use Map

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

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







## 4.2 | Future Land Use Designations





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





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







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







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





**Figure 2: Future Land Use Designation Summary Table**

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

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

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

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

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



## Old Town



| Existing residential |



| Existing residential |

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

### Top priorities include:

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

### Relationship of development to streets:

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

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

### Uses:

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

### Building Mass and Scale:

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





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

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

#### Parking:

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



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

#### Landscaping:

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

#### Connectivity:

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

## Residential Traditional



| Existing |



| Existing |

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

### Relationship of development to streets:

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

### Uses:

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

### Building mass and scale:

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

### Parking:

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

### Landscaping:

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

### Connectivity:

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



| Example Residential Traditional Typology |



| Example Residential Traditional Typology |



| Example Residential Traditional Typology |



| Example Residential Traditional Typology |



## Residential Mixed



| Existing |



| Existing |

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

### Relationship of development to streets:

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

### Uses:

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

### Building mass and scale:

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

### Parking:

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



| Example Residential Mixed Typology |



| Example Residential Mixed Typology |



| Example Residential Mixed Typology |



| Example Residential Mixed Typology |

### Connectivity:

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



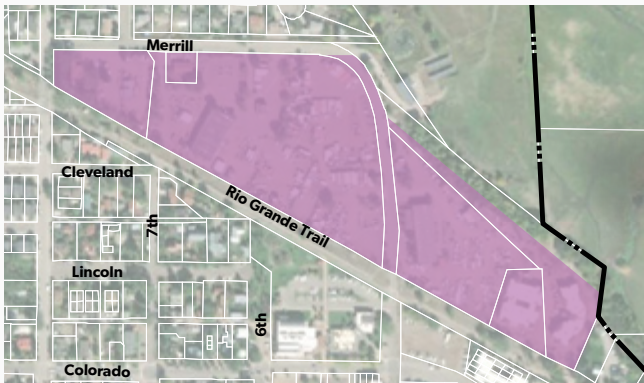
## Downtown North



| Existing |



| Existing |



| Downtown North |

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

### Relationship of development to mobility network:

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

### Uses:

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

### Building mass and scale:

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



| Example Downtown North Landscaping |



| Example Downtown North Typology |

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

#### Parking:

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

#### Landscaping:

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



| Example Downtown North Typology |

#### Connectivity:

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

## Downtown



| Main Street |



| Downtown Commercial |

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

### Top priorities include:

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

### Relationship of development to streets:

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

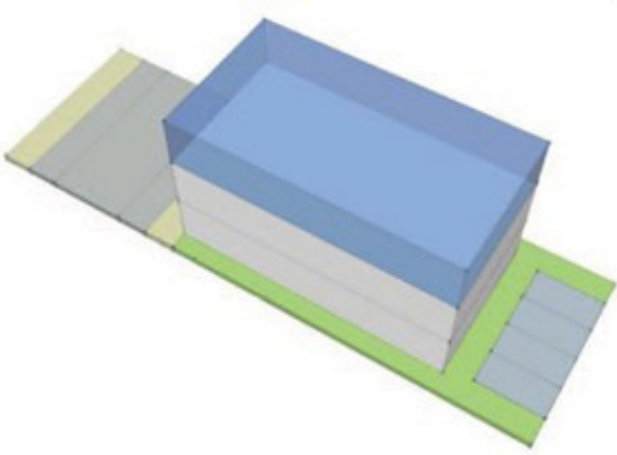
### Uses:

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

### Building Mass and Scale:

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





| Figure 3: Main Street typical parking configuration |

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

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

**Connectivity:**

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

## Developed Neighborhoods



| River Valley Ranch |



| Keator Grove |

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

### Top priorities include:

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

### Uses and Intensities:

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

### Landscaping:

- Encourage and invest in street trees

### Connectivity:

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



## Light Industrial / Mixed Use



| Existing Mixed Use |



| Dolores Way Streetscape |

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

### Building Relationship to Highway/Street:

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

### Uses:

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

### Building Mass and Scale and Impacts on Adjacent Properties:

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

### Parking:

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

### Connectivity:

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

## Highway 133 Character Spectrum Summary

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

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



**Ped/Bike-  
Oriented**



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

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

**New-Urban** - This designation balances an urban, pedestrian/bike friendly feel with the need to accommodate automobile access and parking on-site. Buildings should be the focal point of the site by locating them close to the sidewalks or pathways along the street while parking should be behind the buildings or located in less visible, well screened lots to the side of the buildings. Commercial, mixed use, small scale lodging, and urban residential uses are all considered appropriate here.

| **Figure 4:** Spectrum of development orientation |

## Employment / Light Industrial



| Existing |



| Example landscape screening |

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

### Building Relationship to Highway/Street:

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

### Uses:

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

### Building Mass and Scale and Impacts on Adjacent Properties:

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

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

### Parking:

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

### Connectivity:

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

## Mixed Commercial



| La Fontana |



| Example landscape screening |

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

### Building Relationship to Highway/Street:

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

### Uses:

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

### Building Mass and Scale:

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

### Parking:

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

### Connectivity:

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



## New Urban



| Carbondale Center Place - Under Construction |



| Example New Urban development |

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

### Building Relationship to Highway/Street:

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

### Uses:

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

### Building Mass and Scale:

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

### Parking:

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

### Connectivity:

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

## ✱ Gateways ✱



| North Gateway |

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



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

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

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

## Recreation



| Carbondale Nature Park |



| Sports fields |

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

According to the Colorado Small Community Parks Planning System (Colorado Department of Local Affairs<sup>1</sup>), a town Carbondale's size with diverse array of recreational preferences should have between 80-100 acres of parks and open space. According to these standards, the community currently needs about 14 acres of sports fields. While the inventory of outdoor recreation oriented open space is more than adequate, sports fields in the town's inventory do not meet the small community standards. Originally, the Carbondale Nature Park was purchased to build sports fields, but more passive uses have evolved, including its current use as a dog park, resulting in a continued need for sports fields.

### Existing Parks, Trails Open Space Plans

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

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

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

## Town Periphery



| Potato farmer near Carbondale |



| Town Periphery |

### Planning in the Town Periphery

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

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

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

### Land Features

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

### Community Priorities for Land Conservation

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

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



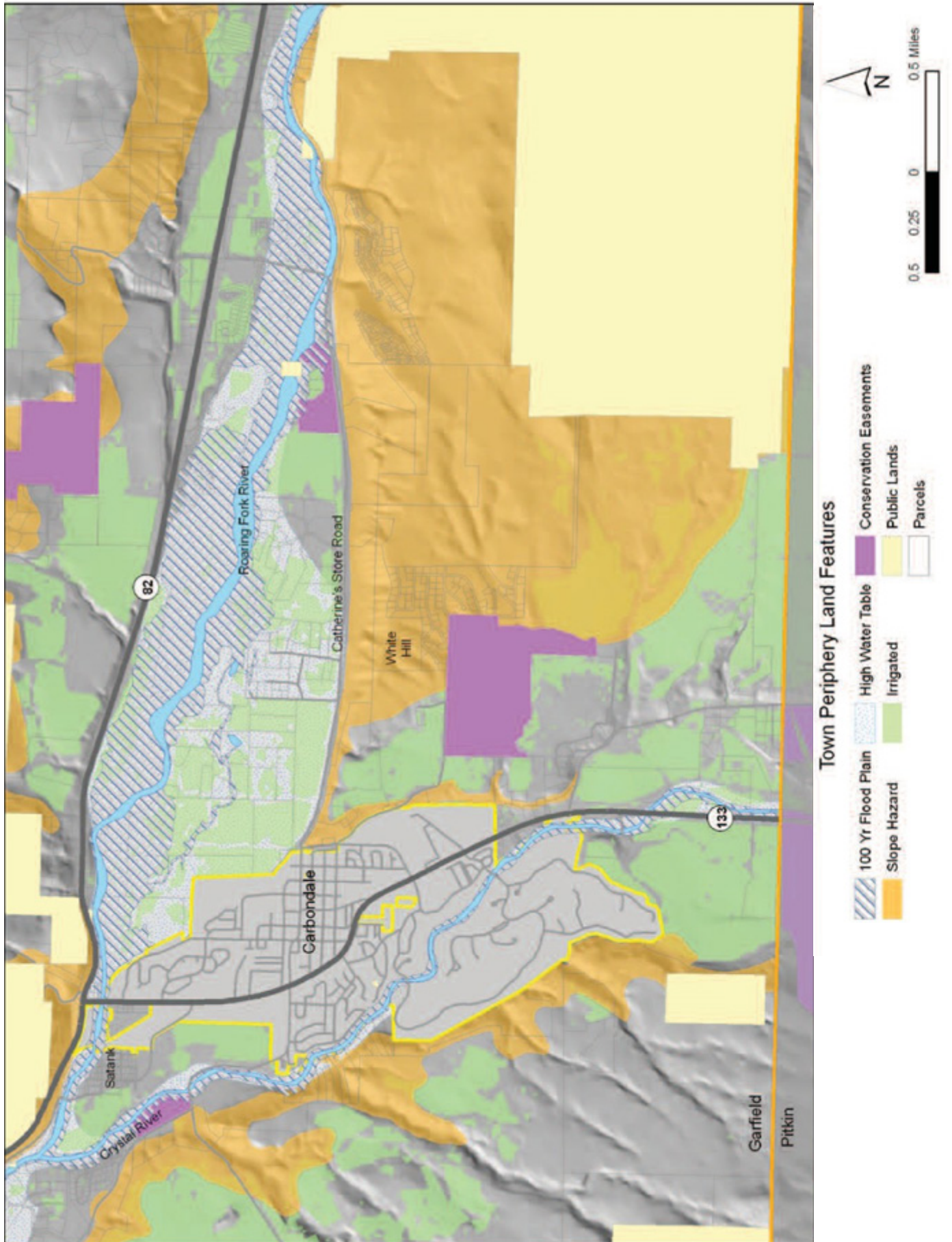


Figure 5: Town Periphery Land Features

### Land Conservation Partnerships

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

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

### Coordination with Garfield County

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

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

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

### Two Mile Area Language:

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



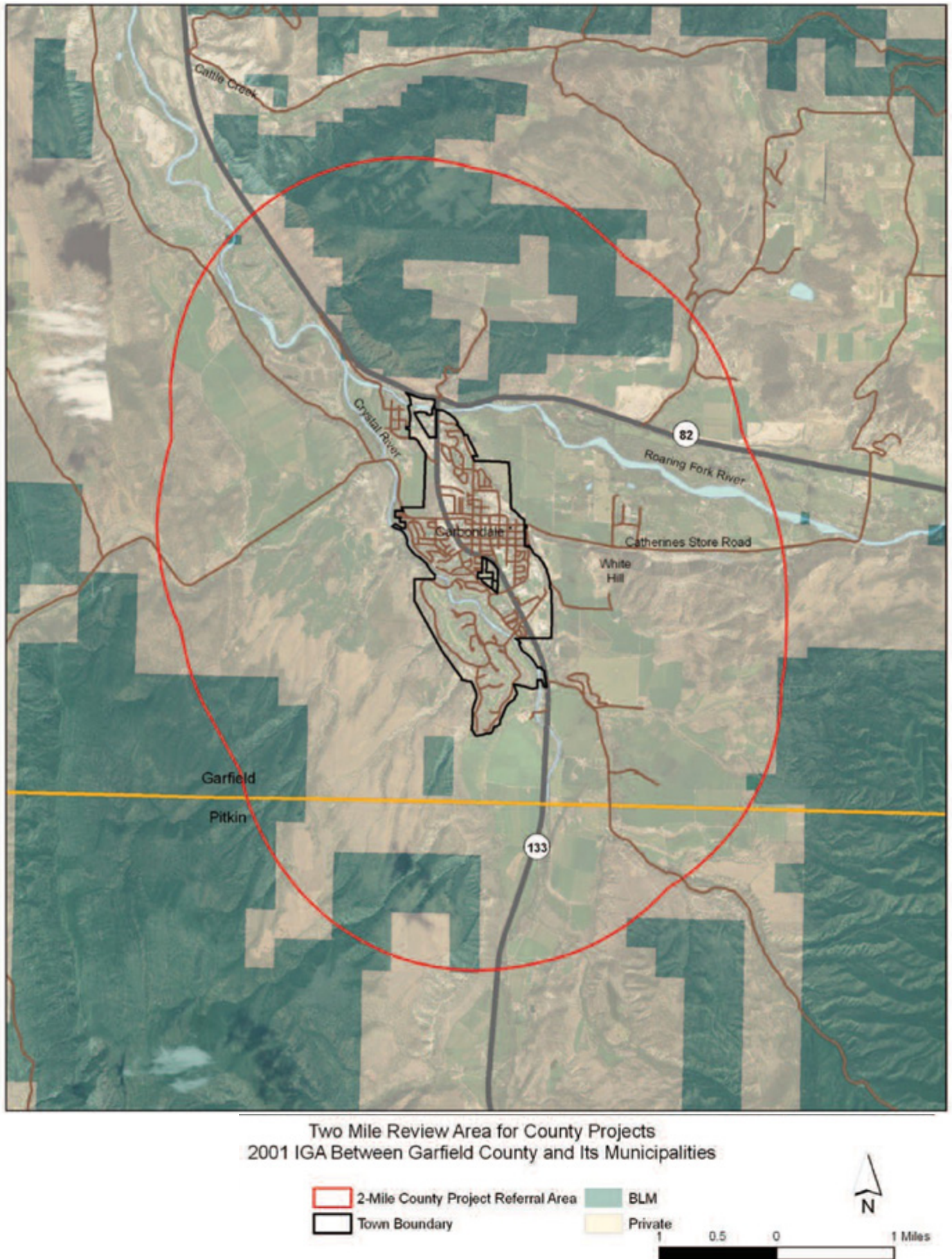


Figure 6: Two Mile Review Area for County Projects



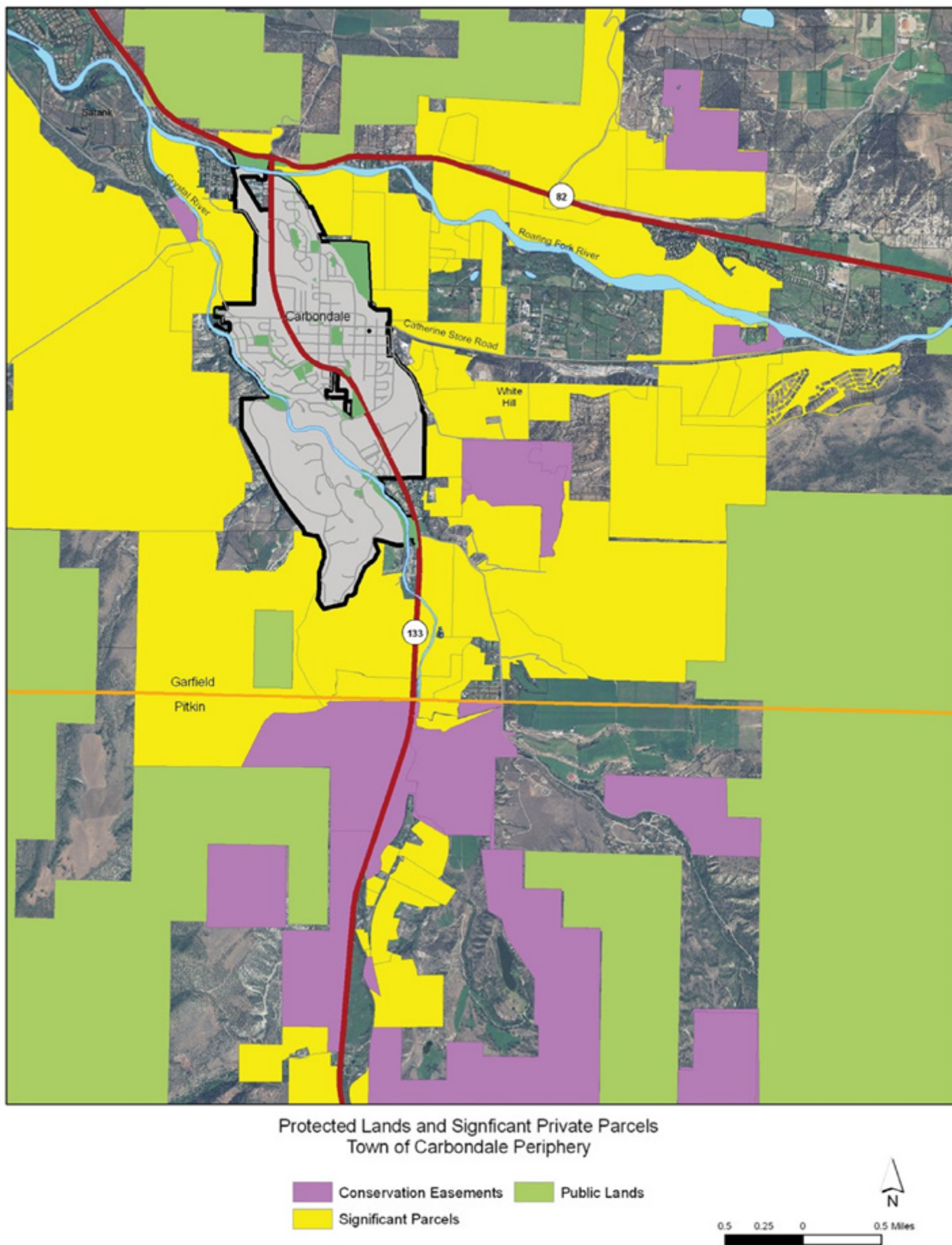


Figure 7: Two Mile Review Area for County Projects





| Town Periphery |

### Town Periphery Future Land Use Designations

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

#### Phase 1 Potential Annexation – Infill Areas

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

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

#### Phase 1 Opportunities

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

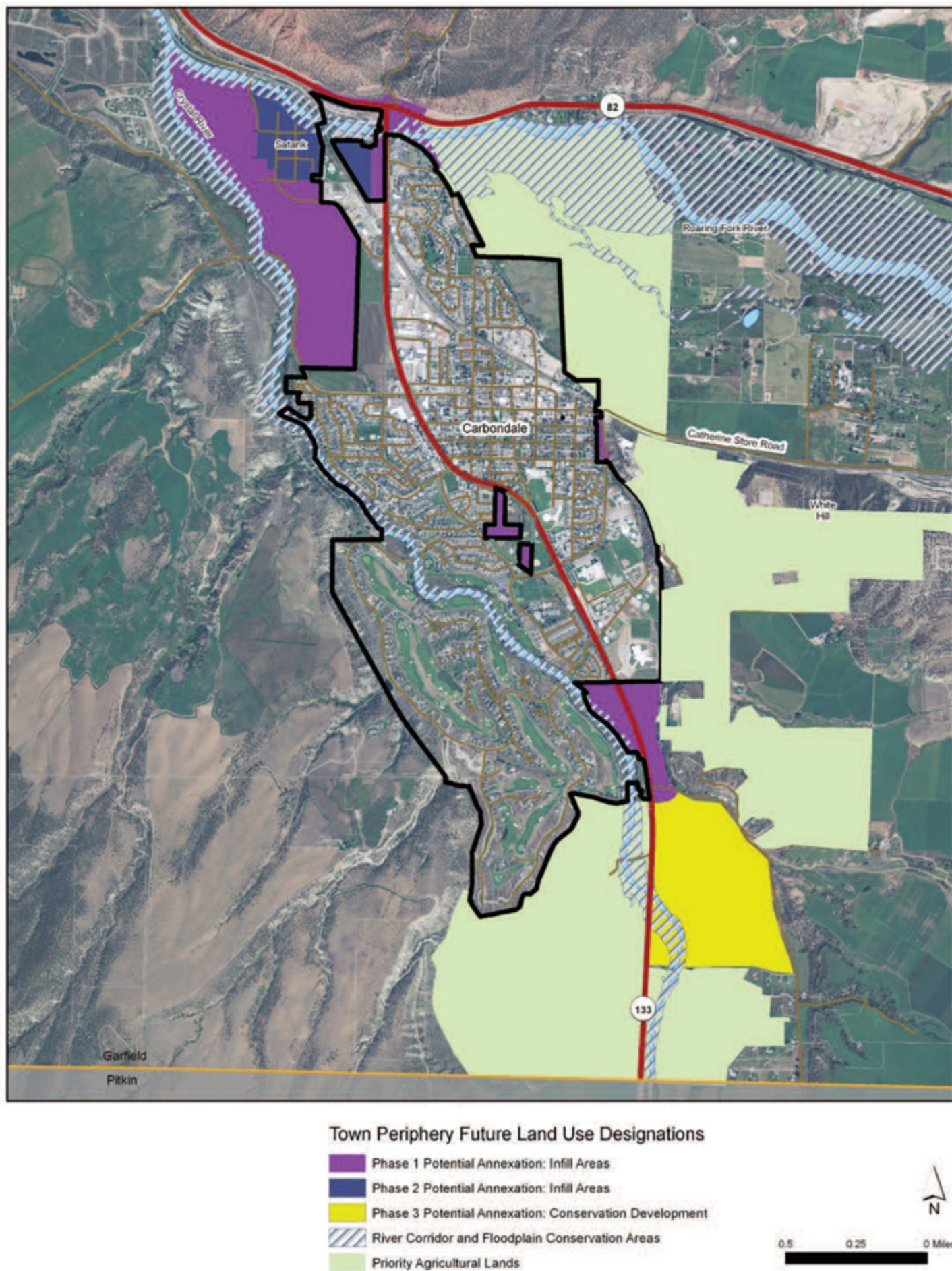


Figure 8: Town Periphery Future Land Use Designations





| Colorado Rocky Mountain School |

#### Guidance for specific areas:

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

Phase 2 Potential Annexation - Infill Areas

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

**Phase 2 Opportunities**

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

Phase 3 Potential Annexation - Conservation Development

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

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

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

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

**Phase 3 Opportunities**

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



### River Corridor Conservation Areas

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

### Priority Agricultural Land

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

### Annexation Criteria

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

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

# 5.0 Plan Elements





## 5.1 | Overview

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

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



## 5.2 | Housing + Jobs

### Overview

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

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

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

### Growth

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



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

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

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

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

### Community Input

During the planning process, the following questions were posed;

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



## Recommendations

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

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

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



## 5.3 | Multi-modal Access + Circulation

### Overview

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

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

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



| RFTA Park-n-ride |

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



## Recommendations

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

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

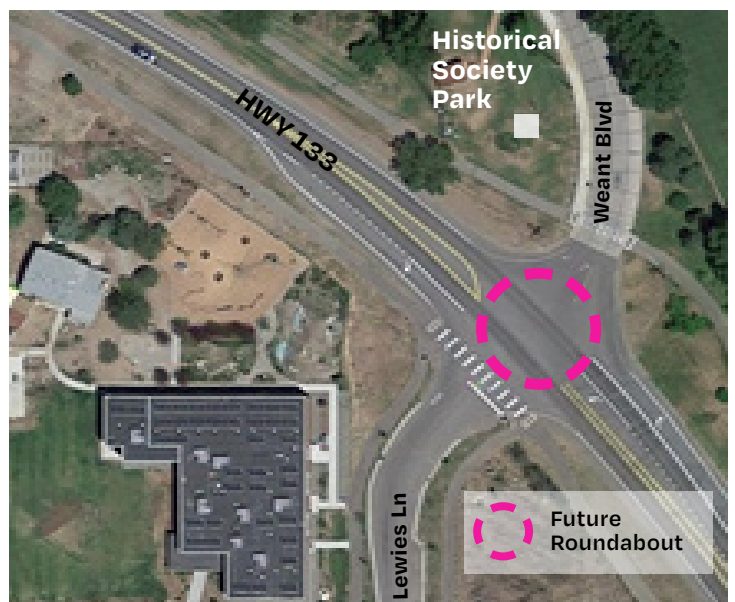


7. Invest in programs that enhance transportation including Transportation Demand Management strategies that promote non-single occupancy vehicle modes of travel, wayfinding, bicycle parking, lighting, maintenance of transportation facilities, and Safe Routes to School programs.
8. Implement high-quality,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



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

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





## 5.4 | Climate Action

### 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, pervious surface materials and use of drought tolerant plant materials.
12. Establish project performance strategies to define interim sustainable development targets and measures (i.e., energy consumption and carbon reduction, water, construction waste recycling, trip reduction, equity, etc.).
13. Define specific measurable targets to account for incremental efforts to achieve overall CO2 emission reduction targets - i.e., the Town's long-range goal is 50% reduction in CO2 emission by 2030. This measure is intended to establish how the Town will monitor and be accountable and how the community will work toward this target. There is no quantitative means to do so now.



**| 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.

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



## 5.5 | Aging in Community

### Overview

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

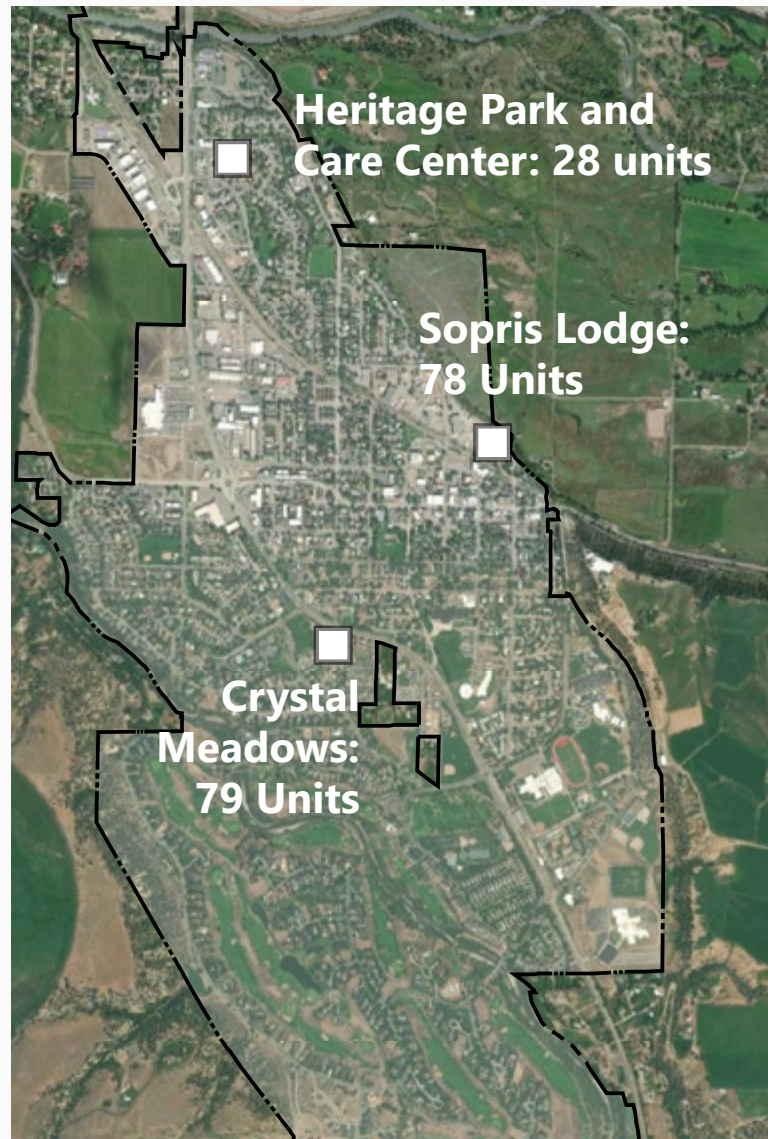
Age Friendly, livable communities include essential features that allow residents of all ages, ability levels, incomes, races, and ethnicities to thrive. People of all ages benefit from the adoption of policies and programs that make neighborhoods walkable, feature transportation options, enable access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

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

### Community Input

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

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



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



## Recommendations

### Transportation

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

### Housing and Services

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

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



## 5.6 | Historic Preservation

### Overview

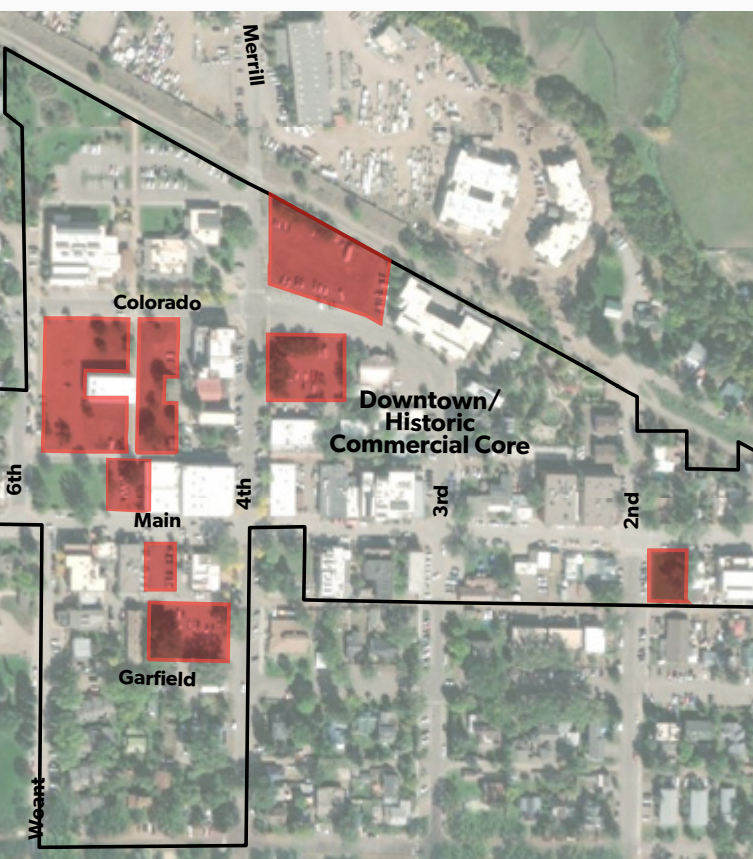
The Plan Update process included opportunities to engage the Carbondale Historic Preservation Commission (CHPC) to discuss their specific vision and priorities, preservation strategies, and ideas for the Downtown, historic commercial core, Downtown North and other areas of historic and cultural resources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

### Community Input

During the planning process, the questions were asked:

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

| Figure 11: Vacant Parcels in the Downtown |



### Recommendations

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



## 5.7 | Downtown

### Overview

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

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

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

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

| Main Street, Downtown  
Carbondale |



## Community Input

During the planning process, the following questions were asked:

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

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

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

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

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

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

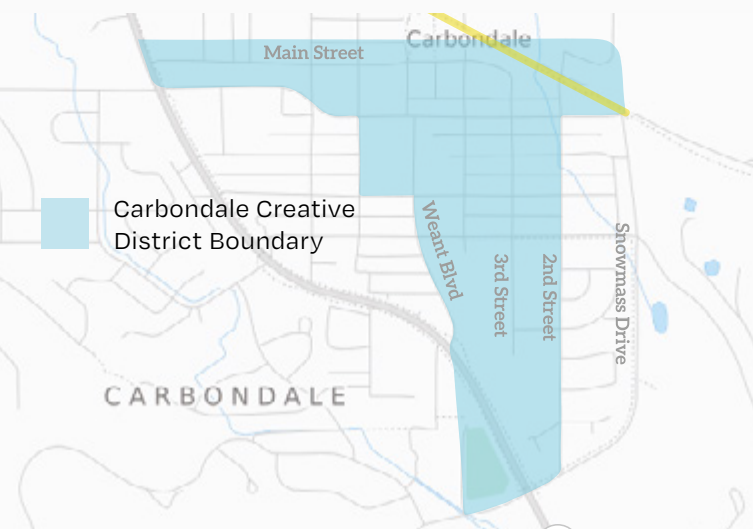


| True Nature provides public gathering spaces and gardens in Downtown Carbondale |

## Recommendations

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

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

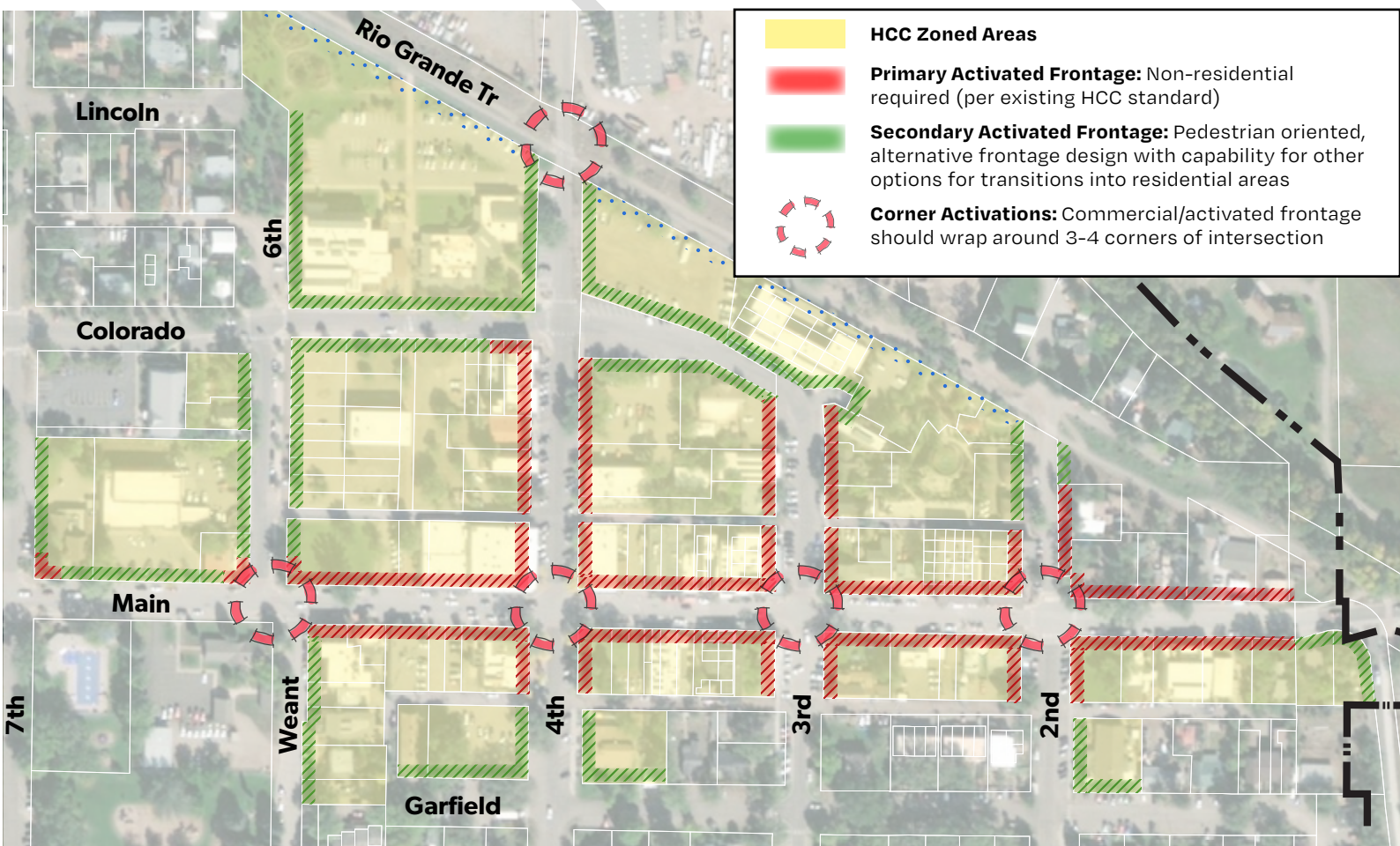




## Unified Development Code Recommendations

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

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



## 5.8 | Downtown North

### Overview

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

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

As Carbondale evolves, Downtown North will become an increasingly important property. Due in part to its location adjacent to the Downtown HCC zone, and the size and scale of the development footprint, Downtown North could feasibly help address several 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 Downtown North provide upwards of 100-125 jobs now, and locations for light industrial uses throughout the Town are limited. The current uses and related jobs are difficult to transfer to other areas of Town. As a result, the community will be faced with debating the merits and trade-offs of two very different ideas of what Downtown North may be in the future.

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

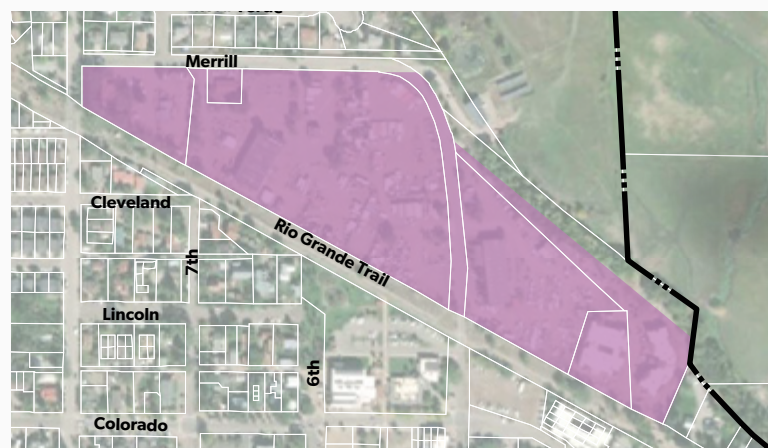
### Community Input

During the planning process, the questions were asked:

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

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

| Figure 14: Downtown North Parcels |





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

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

#### Other Observations

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



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

## Recommendations

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

### **Future Land Use Recommendations**

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

| Carbondale Nature Park, north of Downtown North |





## 5.9 | Residential Focus Areas

### Overview

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

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

### Community Input

During the planning process, the key questions asked were:

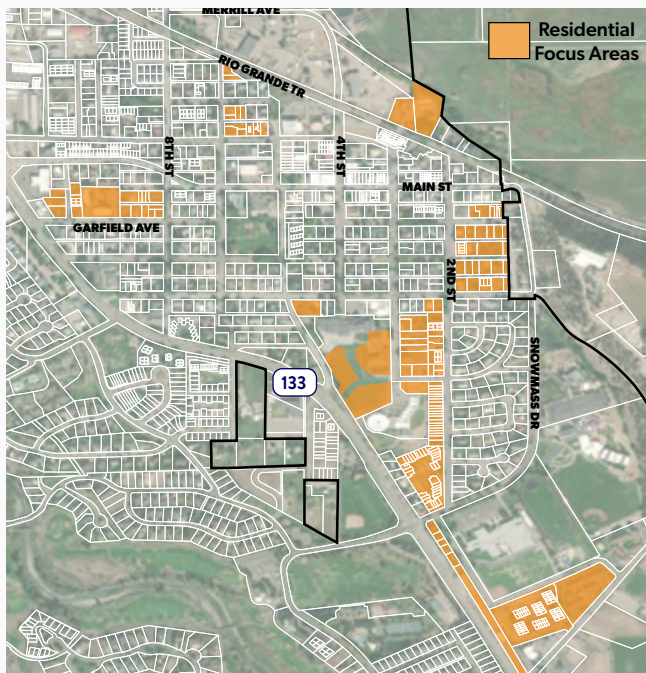
- How does what's on the ground in Residential Focus Areas compare to what's possible to build?
- If these areas develop to allowable standards will the results be acceptable, including potential displacement of at-risk communities?
- What mechanisms can be used to ensure compatibility between areas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

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

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

### Recommendations

16. 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.
17. Consider residential infill design standards / guidelines to address design compatibility, form, scale, and character. The development standards should specifically address adjacencies, roof line forms, solar access, entry and window alignments, setbacks, upper level step-backs, and privacy and other mass and scale standards to ensure compatibility of structures between low and high-density uses and protection of neighborhood character as changes may occur over time.



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

# 6.0 Implementation Strategy



# 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 timeline in the Implementation Matrix.

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

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

## GOAL TOPIC 1: COMMUNITY CHARACTER

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

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



Ongoing



## GOAL TOPIC 1: COMMUNITY CHARACTER

CATEGORY	#	STRATEGY / ACTION	RESPONSIBILITY	TIMELINE
Zoning + Land Use	<b>1.4</b>	<b>Amend the Unified Development Code to support community and Downtown vitality.</b>		
	<b>1.4.1</b>	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	●
	<b>1.4.2</b>	Evaluate development incentives as parking reduction credits for projects located adjacent to public transit services.	Planning Department, Planning Commission	● ●
	<b>1.4.3</b>	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	● ●
	<b>1.4.4</b>	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	●
	<b>1.4.5</b>	Review current UDC building height requirements and amend as necessary.	Planning Department, Planning Commission	●
	<b>1.4.6</b>	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	● ● ●
	<b>1.4.7</b>	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	● ●
	<b>1.4.8</b>	Encourage incremental development to occur over a long period of time as needed.	Planning Department, Planning Commission	● ● ●
	<b>1.4.9</b>	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	●
	<b>1.4.10</b>	When reviewing subdivisions or PUDs, encourage a variety of design to promote a difference in design between buildings	Planning Department, Planning Commission	
	<b>1.4.11</b>	Develop regulations in the UDC for private common open spaces.	Planning Department, Planning Commission	

GOAL TOPIC 1: COMMUNITY CHARACTER				
CATEGORY	#	STRATEGY / ACTION	RESPONSIBILITY	TIMELINE
Zoning + Land Use	<b>1.5</b>	<b>Re-evaluate light industrial use areas in context to adjacent neighborhoods and the community as a whole.</b>		
	<b>1.5.1</b>	Implement the Future Land Use Plan Light Industrial/ Mixed Use designation by updating the land use code and strengthening applicable design standards.	Planning Department, Planning Commission	●
Zoning + Land Use	<b>1.6</b>	<b>Implement a new Downtown North zone classification.</b>		
	<b>1.6.1</b>	Streets and blocks in the Downtown North should prioritize pedestrian-focused street frontages with side- and rear-loaded vehicle access.	Planning Department, Planning Commission	●
	<b>1.6.2</b>	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	●
	<b>1.6.3</b>	Neighborhood scale retail commercial uses should be concentrated near the 4th Street and Rio Grande Trail intersection.	Planning Department, Planning Commission	●
	<b>1.6.4</b>	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	●
	<b>1.6.5</b>	Orient new redevelopment near the Rio Grande Trail corridor to keep the possibility of future transit opportunities.	Planning Department, Planning Commission	●

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



## GOAL TOPIC 2: ECONOMIC DEVELOPMENT

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

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



GOAL TOPIC 2: ECONOMIC DEVELOPMENT				
CATEGORY	#	STRATEGY / ACTION	RESPONSIBILITY	TIMELINE
Local, Regional Business	2.4	<b>Support local, regional and state government agencies and organizations to enhance existing businesses and promote new businesses in town.</b>		
	2.4.1	Promote the Carbondale Revolving Loan Fund and continue to seek funding.	Town, Economic Development Organizations	●
	2.4.2	Invest in geographically referenced business inventory data /software such as Reference USA that could be available for economic development and business use.	Economic Development Organizations	●
	2.4.3	Work with Garfield County Economic Development to seek out state economic development programs through the Dept. of Local Affairs, Office of Economic Development and International Trade or others.	Economic Development Organizations	●
	2.4.4	Prioritize mixed-use development in the Downtown North that supports the needs of local businesses	Town Board, Planning Department, Economic	
Higher Education + Trade Schools	2.5	<b>Support higher educational and vocational programs and facilities aimed at expanding the capacity of the workforce.</b>		
	2.5.1	Work in partnership with CMC to plan for future facilities needs.	Town, CMC	● ● ●
	2.5.2	Support CMC's use of town facilities such as the 3rd Street Center, parks, multi-modal facilities.	Recreation & Public Works Departments, 3rd Street Center	● ● ●
	2.5.3	Explore opportunities for CMC internship programs with the town.	Town, CMC	● ● ●
	2.5.4	Support talent and workforce development programs to nurture a vibrant economy through the Arts	CMC, Carbondale Arts, Roaring Fork School District, Clay Center	
	2.5.5	Support maker space or teaching space to provide a collaborative space for teaching, learning, making, exploring and sharing that uses high tech to no tech tools	CMC, Carbondale Arts, Roaring Fork School District, Clay Center	
Business Recruitment + Retention	2.6	<b>Develop a clear, consistent, and cost-effective business attraction and recruitment strategy for target industries as defined by the community.</b>		
	2.6.1	Identify existing business clusters and interview owners to document the reasons they located their businesses in Carbondale. Using this information, establish a list of proven business assets and promote them.	Economic development organizations	● ● ●
	2.6.2	Support existing business development centers to provide start-up assistance including location and planning assistance.	Economic development organizations	● ● ●
	2.6.3	Work with Garfield County Economic Development to promote the local lifestyle and economic assets to targeted industries.	Economic development organizations	● ●

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





## GOAL TOPIC 2: ECONOMIC DEVELOPMENT

CATEGORY	#	STRATEGY / ACTION	RESPONSIBILITY	TIMELINE
Business Recruitment + Retention	<b>2.7</b>	<b>Promote restaurants, taverns and lodging as economic drivers and tax revenue generators.</b>		
	<b>2.7.1</b>	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	<b>2.8</b>	<b>Facilitate the coordination of business and economic development groups.</b>		
	<b>2.8.1</b>	Seek funding for a professional local/regional economic development coordinator.	Town, Garfield County, economic development organizations, State of Colorado	●
	<b>2.8.2</b>	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	● ●
	<b>2.8.3</b>	Develop a requirement check-list for new businesses and post prominently on the town website.	Town Administration & Finance Departments	● ● ●
Local Food Sourcing	<b>2.9</b>	<b>Continue to promote local food sources and distribution methods.</b>		
	<b>2.9.1</b>	Secure a long-term lease agreement for a location for the farmers market.	Town, Public Works Department, Downtown business organization	●
Local Food Sourcing	<b>2.10</b>	<b>Support local food and agriculture organizations to strengthen the local food system (i.e., growing, processing, marketing, and consumption).</b>		
	<b>2.10.1</b>	Support efforts of local/regional organizations to develop regional food system inventory of food assets, and promote opportunities to create a diverse and holistic regional food system.	Planning Department, local food and agriculture organizations	●

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



### GOAL TOPIC 3: HOUSING + JOBS

CATEGORY	#	STRATEGY / ACTION	RESPONSIBILITY	TIMELINE
Local & Regional Approach	<b>3.1</b>	<b>Address housing affordability at the local and regional level concurrently.</b>		
	<b>3.1.2</b>	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	●
	<b>3.1.3</b>	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	●
	<b>3.1.4</b>	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	● ●
	<b>3.1.5</b>	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	●
	<b>3.1.6</b>	Consider allocating Town resources or reducing infrastructure and permitting fees to assist qualifying affordable housing developments.	Town Board	●
Housing Inventory	<b>3.2</b>	<b>Work with housing entities/providers to expand the inventory of affordable housing in a variety of configurations, addressing the full diversity of needs (e.g. entry level bedroom units, housing with elevator access, co-housing, options for both affordable rental and homeownership).</b>		
	<b>3.2.1</b>	Identify funding mechanisms and possible sites for affordable rental housing.	Town Board	●
	<b>3.2.2</b>	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	●
	<b>3.2.3</b>	Consider a buy down program for Carbondale's existing affordable housing stock (any HDR area or mobile home park) to preserve affordability.		
	<b>3.2.4</b>	Prioritize affordable, medium-density housing inventory in Downtown North	Town Board, Planning Department	
Ongoing Monitoring	<b>3.3</b>	<b>Evaluate performance and outcomes of the Town's inclusionary residential requirements and adjust accordingly.</b>		
	<b>3.3.1</b>	Establish a baseline of housing through inventorying, then evaluate the Town's inclusionary residential requirements based on community need and amend as needed.	Planning Department, non-profit housing organizations	● ●
	<b>3.3.2</b>	Evaluate market disincentives of inclusionary community housing.	Planning Department, non-profit housing organizations	● ●
	<b>3.3.3</b>	Evaluate inclusionary zoning regulations to ensure they do not discourage mixed-use developments that would otherwise include needed housing. Explore programs allowing limited sale/transfer of unit requirements in such cases.	Town Board	● ●

### GOAL TOPIC 3: HOUSING + JOBS

CATEGORY	#	STRATEGY / ACTION	RESPONSIBILITY	TIMELINE
Land Use + Zoning	<b>3.4</b>	<b>Evaluate the UDC to identify and remove barriers to affordable and accessible housing supply.</b>		
	<b>3.4.1</b>	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	● ●
	<b>3.4.2</b>	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	● ●
	<b>3.4.3</b>	Consider amending the UDC to allow detached ADUs.		
	<b>3.4.4</b>	Amend the UDC to define and allow tiny homes.	Planning Department & Planning Commission	●
	<b>3.4.5</b>	Consider residential infill design standards / guidelines to address design compatibility, form, scale and character, specifically to address, adjacencies, roof line forms, solar access, entry and window alignments, setbacks, upper level setbacks and privacy and other mass and scale standards to ensure compatibility of structures between low and high-density uses and protection of neighborhood character as changes occur over time.	Planning Department & Planning Commission	●
	<b>3.4.6</b>	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	●
	<b>3.4.7</b>	Continue to negotiate with developers when rezoning to address phasing, diversity in housing, and affordable housing requirements.		
	<b>3.4.8</b>	Monitor short-term rentals (STRs) to ensure that local/workforce housing is not converted into STRs. Amend the UDC to prohibit STRs where inappropriate.		
Land Use + Zoning	<b>3.5</b>	<b>Support and expand the Carbondale Affordable Creative Space effort to promote and fund arts-oriented space.</b>		
	<b>3.5.1</b>	Duplicate 2018 pilot survey for that identified preliminary demand potential for 42 live-work artist units, 11 shared creative workspaces, and other arts-oriented space that could be pursued further in plans for redevelopment throughout Carbondale - particularly in conjunction with infill redevelopment of Downtown and Downtown North.	Carbondale Arts, Art & Culture Organizations, Town Board	● ●
	<b>3.5.2</b>	Continue to pursue diversity in housing types by encouraging live/work space for artists.		

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



Ongoing

**GOAL TOPIC 4: SUSTAINABLE DEVELOPMENT**

CATEGORY	#	STRATEGY / ACTION	RESPONSIBILITY	TIMELINE
Climate Action Plan	<b>4.1</b>	<b>Implement plans and policies related to climate action and the Environmental Bill of Rights.</b>		
	<b>4.1.1</b>	Establish incremental steps and a methodology for tracking and reporting progress towards carbon neutral goals.	Sustainability organizations, E-Board, Town Board	●
	<b>4.1.2</b>	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	●
	<b>4.1.3</b>	Build capacity to enforce codes, plans, and strategies related to climate protection, resilience, equity.	Sustainability organizations, E-Board, Town Board	●
	<b>4.1.4</b>	Focus on emission reduction targets and decarbonization strategies for existing buildings, not just new construction.	Sustainability organizations, E-Board, Town Board	●
	<b>4.1.5</b>	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	●
	<b>4.1.6</b>	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	●
	<b>4.1.7</b>	Pursue a Zero Energy District.	Sustainability organizations, E-Board, Town Board	●
	<b>4.1.8</b>	Develop and implement programs and policies to expand public and private infrastructure for zero emission vehicles.	Sustainability organizations, E-Board, Town Board	●
	<b>4.1.9</b>	Leverage Holy Cross and Xcel service territory for maximizing on-site electric and renewable infrastructure.	Sustainability organizations, E-Board, Town Board	●
	<b>4.1.10</b>	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	●
	<b>4.1.11</b>	Define specific measurable targets to account for incremental efforts to achieve overall Co2 emission reduction targets -- i.e. the Town's long-range goal is 50% reduction in CO2 emission by 2030. Intended to establish how the Town will monitor and be held accountable and how the community will work toward this target. There is no quantitative means to do so now.	Sustainability organizations, E-Board, Town Board	●

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



Ongoing



## GOAL TOPIC 4: SUSTAINABLE DEVELOPMENT


CATEGORY	#	STRATEGY / ACTION	RESPONSIBILITY	TIMELINE
Climate + Comp Plan Event Outcomes (CLEER Sept. 23, 2021)	<b>4.2</b>	<b>Implement goals and strategies from the Climate &amp; the Carbondale Comp Plan Event.</b>		
	<b>4.2.1</b>	Require irrigation rain sensors for all new buildings.	Building Department	●
	<b>4.2.2</b>	Create an investment fund for people to invest in a low-income housing revolving fund.	Town Board	●
	<b>4.2.3</b>	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	●
	<b>4.2.4</b>	Require existing buildings to electrify and add efficiency on resale, provide financing and assistance.	Building Department	●
	<b>4.2.5</b>	Consider deconstruction for reuse, repurposing, recycling, and waste management when designing new buildings.	Building Department	●
	<b>4.2.6</b>	Discontinue natural gas systems in all new development.	Building Department	●
	<b>4.2.7</b>	Require electric appliances in all renovated or upgraded buildings.	Building Department	●
	<b>4.2.8</b>	Establish a renewable micro-grid for energy use in emergencies.	Town Board	●
	<b>4.2.9</b>	Explore ways to incorporate agrivoltaics into solar production areas to produce local food and efficiently use space between arrays.	Town Board	●
	<b>4.2.10</b>	Incentivize the use of local and reclaimed materials in new developments.	Building Department & E-Board	●
	<b>4.2.11</b>	Create an education campaign on residential composting (how it works, how to properly compost, yard composting vs. community composting).	E-Board	● ●
	<b>4.2.12</b>	Amend the UDC to incentivize sustainable/low-water landscaping techniques for new developments and when retrofitting existing grass yards.	Planning & Building Departments	●
	<b>4.2.13</b>	Expand the Town's open ditch irrigation system.	Town Board	● ● ●
	<b>4.2.14</b>	Encourage rain water collection for plants and irrigation.	Planning & Building Departments	●
	<b>4.2.15</b>	Incentivize new developments to include space for community gardens and food production. Integrate eatable landscape concepts in parks and in streetscapes.	Planning & Building Departments	●
	<b>4.2.16</b>	Require new commercial parking lots to plant trees.	Planning & Building Departments	●
	<b>4.2.17</b>	Update the UDC to require all new development to provide electric hook-ups for electric vehicles		
	<b>4.2.18</b>	Provide town based "green waste" disposal coupled with composted mulch for residents use.		
	<b>4.2.19</b>	Phase out the town's gas powered parks maintenance equipment and convert to electric.		

## GOAL TOPIC 4: SUSTAINABLE DEVELOPMENT

CATEGORY	#	STRATEGY / ACTION	RESPONSIBILITY	TIMELINE
Resiliency	<b>4.3</b>	<b>Focus on community resilience.</b>		
	<b>4.3.1</b>	Develop outreach, education, and communication to support concepts and strategies that advance Resilience.	E-Board, Sustainability Organizations	● ●
	<b>4.3.2</b>	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	●
	<b>4.3.3</b>	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	●
	<b>4.3.4</b>	Develop specific resilience strategies at the Building, Community, and Regional and Ecosystem scales.	E-Board, Sustainability Organizations	●
	<b>4.3.5</b>	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	●
	<b>4.3.6</b>	Continue to collaborate on the County-wide Natural Hazard Mitigation Plan that addresses fires, floods, mudslides, etc.		
Equitable Green Infrastructure	<b>4.4</b>	<b>Ensure equal access to green and sustainable housing, infrastructure and services.</b>		
	<b>4.4.1</b>	Align affordable housing developments with sustainable building practices and maintenance programs.	Planning & Building Departments, Town Board	● ●
	<b>4.4.2</b>	Focus financial resources and support programs that promote an energy transition around lower to moderate income (LMI) households.	Town Board	● ● ●
	<b>4.4.3</b>	Continue to nurture and expand the urban forest canopy	Parks & Rec Department, Public Works	
	<b>4.4.4</b>	Maintain an open ditch policy		
Green Infrastructure, Health + Wellness	<b>4.5</b>	<b>Invest in parks, open spaces, streetscapes, trails, the Rio Grande Artway, pathways, landscaping, green stormwater infrastructure and public buildings.</b>		
	<b>4.5.1</b>	Update the Parks, Open Space and Trails master plan and continue to make improvements as funding allows.	Parks & Rec Department, Bike & Ped Commission	● ●
	<b>4.5.2</b>	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	●
	<b>4.5.3</b>	Employ naturalized storm water treatment techniques such as naturalized detention, bio-swales, rain gardens, terracing and porous pavements.	Parks & Rec Department, Bike & Ped Commission	●
	<b>4.5.4</b>	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	●
	<b>4.5.5</b>	Advance ways to promote public/private partnerships that enhance our health and wellness		

## GOAL TOPIC 4: SUSTAINABLE DEVELOPMENT

CATEGORY	#	STRATEGY / ACTION	RESPONSIBILITY	TIMELINE
Rivers	<b>4.6</b>	<b>Identify key riparian areas for acquisition and conservation.</b>		
	<b>4.6.1</b>	Support efforts to establish a Garfield County open space tax fund and acquisition/management program.	Town Board, E-Board	● ● ●
Rivers	<b>4.7</b>	<b>Embrace the river corridors.</b>		
	<b>4.7.1</b>	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	● ● ●
	<b>4.7.2</b>	Develop safe boating and shoreline access points using natural materials.	Parks & Rec Department, Parks & Rec Commission	● ● ●
	<b>4.7.3</b>	Develop shoreline trail and access construction standards according to best management practices.	Parks & Rec Department, Parks & Rec Commission	● ● ●

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

## GOAL TOPIC 5: MULTI-MODAL MOBILITY + ACCESS

CATEGORY	#	STRATEGY / ACTION	RESPONSIBILITY	TIMELINE
Transportation Master Plan	<b>5.1</b>	<b>Develop a comprehensive town-wide Transportation Master Plan (TMP).</b>		
	<b>5.1.1</b>	Revisit the community long-term vision for multi-modal transportation based on a comprehensive community outreach process.	Public Works Department, Bike & Ped Commission	●
	<b>5.1.2</b>	Program for short and near-term project identification and potential funding opportunities.	Public Works Department, Bike & Ped Commission	●
	<b>5.1.3</b>	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	●
	<b>5.1.4</b>	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	●
	<b>5.1.5</b>	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	●
	<b>5.1.6</b>	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	● ●
	<b>5.1.7</b>	Develop and adopt a Complete Streets policy that includes strategies for traffic calming. Utilize the Complete Streets policy to require new roadways to be constructed with comfortable bicycle and pedestrian infrastructure.	Public Works Department	●

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





## GOAL TOPIC 5: MULTI-MODAL MOBILITY + ACCESS

CATEGORY	#	STRATEGY / ACTION	RESPONSIBILITY	TIMELINE
Connected Multi-modal Network	<b>5.2</b>	<b>Develop an interconnected, integrated and safe multi-modal (bicycle, pedestrian and transit) system.</b>		
	<b>5.2.1</b>	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	●
	<b>5.2.2</b>	Create a reduced speed zone and establish infrastructure improvements and enforcement tools to reduce motor vehicle driving speeds and promote a pedestrian-first approach throughout the Town.	Bicycle & Ped Commission, Police Department	● ●
	<b>5.2.3</b>	Establish a new multi-modal street connection between 8th Street and Highway 133 north of Main Street. Extend Industry Place to connect with 8th Street and establish multi-modal facilities (sidewalks or pathways).	Planning and Public Works Departments, Planning Commission, Bike & Ped Commission	● ●
Highway Crossings for People Walking + Biking	<b>5.3</b>	<b>Improve safety and convenience for pedestrians and cyclists crossing the highway.</b>		
	<b>5.3.1</b>	Improve pathway along Meadowood Drive connecting to Highway 133.	Public Works Department, Bike & Ped Commission	● ●
	<b>5.3.2</b>	Connect Snowmass Drive and Meadowood Drive through Roaring Fork School District Campus.	Public Works Department, Bike & Ped Commission	● ●
	<b>5.3.3</b>	Complete pathway and/or sidewalk along Main Street connecting Highway 133 and CRMS.	Public Works Department, Bike & Ped Commission	● ●
	<b>5.3.4</b>	Complete sidewalks along 8th St. between Village Road and the sidewalks on Cowen Drive.	Public Works Department, Bike & Ped Commission	● ●
	<b>5.3.5</b>	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	● ●
	<b>5.3.6</b>	Strategically use green pavement markings to indicate the continuation of a bike lane through an intersection in high-conflict locations.	Public Works Department, Bike & Ped Commission	● ●
	<b>5.3.7</b>	Improve pedestrian access to Red Hill and ensure safe pedestrian and bicycle crossing of State Highway 82.	Bike & Ped Commission, Garfield County	● ●

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

 Ongoing

## GOAL TOPIC 5: MULTI-MODAL MOBILITY + ACCESS

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

## GOAL TOPIC 5: MULTI-MODAL MOBILITY + ACCESS

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

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



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



## GOAL TOPIC 6: INCLUSIVITY + EQUITY

CATEGORY	#	STRATEGY / ACTION	RESPONSIBILITY	TIMELINE
Housing Equity	<b>6.5</b>	<b>Preserve existing and add new housing and services for people of all ages and abilities.</b>		
	<b>6.5.1</b>	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	●
	<b>6.5.2</b>	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	●
	<b>6.5.3</b>	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	●
	<b>6.5.4</b>	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	●
	<b>6.5.5</b>	Establish a percentage of overall project housing unit target in the UDC for units with universal design features.	Planning & Building Departments, Planning Commission, Town Board	●
Mobility Equity	<b>6.6</b>	<b>Address universal and equitable transportation access for all community members.</b>		
	<b>6.6.1</b>	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	●
	<b>6.6.2</b>	Research peer community programs and educate property owners on their responsibilities. A well-maintained, dependable and safe network of unobstructed sidewalks and curb ramps allows for safer travel by all people with mobility or vision challenges as well as families with beginning bike riders or using strollers.	Public Works Department	● ● ●
	<b>6.6.3</b>	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	●
	<b>6.6.4</b>	Integrate and accommodate electric bikes, adult tricycles and bikes with trailers into the transportation system by educating users, implementing parking for e-bikes, and considering e-bikes in the design of bike facilities (e.g., width of bike facilities).	Bike & Ped Commission, Public Works Department	● ● ●
	<b>6.6.5</b>	Provide walkable environments including well-maintained sidewalks, no-skid surfaces, good lighting, bus shelters, benches, traffic islands, well-marked crosswalks, and crossing signals with adequate time to cross.	Bike & Ped Commission, Public Works Department	●

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



## GOAL TOPIC 7: FINANCIAL SOLVENCY

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

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



Ongoing

## GOAL TOPIC 8: GOOD GOVERNANCE

CATEGORY	#	STRATEGY / ACTION	RESPONSIBILITY	TIMELINE
Open + Inclusive Governance	<b>8.1</b>	<b>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.</b>		
	<b>8.1.1</b>	Identify stakeholder/community groups to participate in meetings in an open collaborative process.	Town Board	● ●
Open + Inclusive Governance	<b>8.2</b>	<b>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.</b>		
	<b>8.2.1</b>	Ensure private property owners are at the table for land use or long-range planning discussions and meetings.	Town Board	● ●
Regional Collaboration	<b>8.3</b>	<b>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.</b>		
	<b>8.3.1</b>	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	<b>8.4</b>	<b>Revise or formalize review standards and processes to include any needed parties or stakeholders depending on the nature of a project or effort.</b>		
	<b>8.4.1</b>	Ensure rules and regulatory process is clear through Town information or development guides on Town website or other outlets.	Planning Department	● ●
Review Processes	<b>8.5</b>	<b>Ensure timely development project reviews.</b>		
	<b>8.5.1</b>	Ensure rules and regulatory process is clear through Town information or development guides on Town website or other outlets.	Planning Department	● ●
	<b>8.5.2</b>	Identify local developers, planners or designers to participate in a review of the development application system to identify areas to enhance the process.	Planning Department	● ● ●

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



## 6.2 | Plan Monitoring

### Next Steps

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



# 7.0 Appendix



Included in the Appendix:

- 7.1: Definitions
- 7.2: Background + Engagement Process for 2022 Planning Effort
- 7.3: Existing Conditions Memo
- 7.4: Cross Section Concepts
- 7.5: Crossing Concepts
- 7.6: 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.

### **Built Environment**

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

### **Climate Protection**

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

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

### **Complete Streets**

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

### **Comprehensive Plan**

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

### **Ecosystem**

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

### **Equity**

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

### **Festival street**

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

### **Historic Commercial Core**

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

### **Income-based housing**

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

### **Low impact development**

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

### **Maker space**

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

### **Mixed-use development**

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

### **Multi-modal**

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

**Natural Environment**

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

**Public realm**

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

**Right-of-way**

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

**Shared parking**

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

**Stormwater management**

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

**Sustainable Development**

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

**Traffic calming**

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

**Transportation demand management**

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

**Universal design**

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

**Workforce housing**

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

## 7.2 | Background (2022)

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

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

### Community Engagement Plan

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

### Existing Conditions Summary

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



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



| Figure 17: Community Engagement Plan |

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

# Engagement Process

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

## Project Steering Committee

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

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

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

## Stakeholder Focus Group Sessions

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

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

Session topics included:

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



| Figure 18: Chart Carbondale web page |

## Online + Print Survey

The initial survey was available online and at Town Hall on paper from July 2nd to August 6th, 2021. The purpose of this survey was to ask general questions about public concerns, recent successes and the community's vision for the future of Carbondale. It received 483 responses online and 41 paper surveys, totaling 524 responses. Below are some highlights from the survey and the full survey results can be found in the Existing Conditions Summary Memo in the Appendix.

### Demographics

- 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.



| Figure 19: Carbondale Identity Word Cloud |

### Community/Character

- When asked how they would describe the identity of Carbondale, responders had diverse answers (see Figure 19 word cloud). Words and phrases like "small town", "communal", "friendly", "mountain", "funky" were common.
- 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.

## Online + Print Survey Snapshot

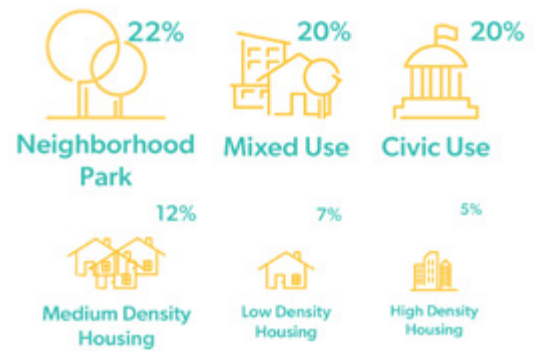
"I would love to have a garden or gathering place where the community could come together and sell food."  
-Arts + Culture Focus Group

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

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

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

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



| Figure 20: Downtown North future uses |

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



| Figure 21: Residential growth survey results

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



| Figure 22: Commercial growth survey results |

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



| Figure 23: Transportation system priorities |



## Top Priorities from the Survey:

1. More locally-attainable housing for Carbondale's workforce
2. Preserve Carbondale's small-town, funky character
3. Recent growth is overwhelming  
- desire to grow slowly and intentionally
4. Traffic congestion needs to be addressed
5. Focus on sustainability and Climate Action Plan
6. Protect natural resources and preserve open space

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1. More locally-attainable housing for Carbondale's workforce
  2. Preserve Carbondale's small-town, funky character
  3. Recent growth is overwhelming  
- desire to grow slowly and intentionally
  4. Traffic congestion needs to be addressed
  5. Focus on sustainability and Climate Action Plan
  6. Protect natural resources and preserve open space



| Figure 24: Overall Comp Plan priorities from survey results |

## August Community Meetings

### Spanish-speaking Community Meeting

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

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

### Community Meeting in English

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

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







## Downtown / Downtown North Design Charrettes

| Downtown + Downtown North Design Charrettes |

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

The Existing Conditions Memo in the Appendix highlights charrette outcomes.



## Boards and Commissions Engaged

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

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

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

## Virtual Public Meetings

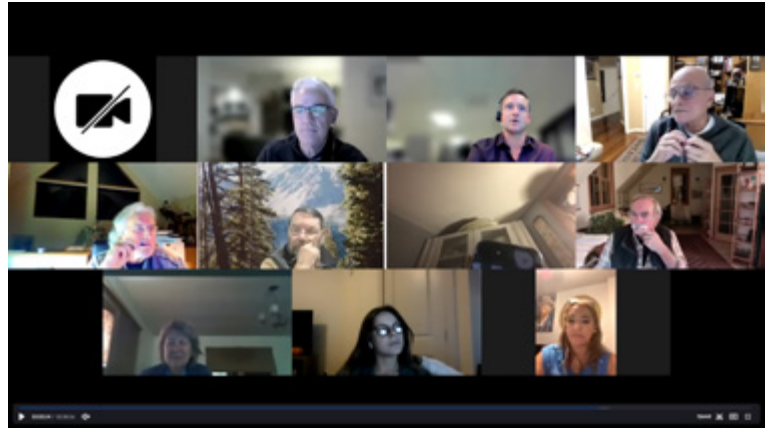
When Draft Plan Recommendations were ready for public review, two Virtual Public Meetings were held to get input.

### Virtual Public Meeting in Spanish

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

### Virtual Public Meeting in English

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



| Virtual Public Meeting in English |

#### Discussion highlights from the Virtual Public Meetings include:

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



## Draft Recommendations Poll

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

### Downtown Recommendations:



### Downtown North Recommendations:



### Residential Focus Area Recommendations:



### Aging in Community Recommendations:



### Climate Action Plan Recommendations:



### Mobility + Access Recommendations:



### Housing + Jobs Recommendations:



## Draft Plan Survey + Reading Rooms

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

### Vision

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

### Goals + Guiding Principles

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

### Percentage of Support for Goals + Guiding Principles:



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

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



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

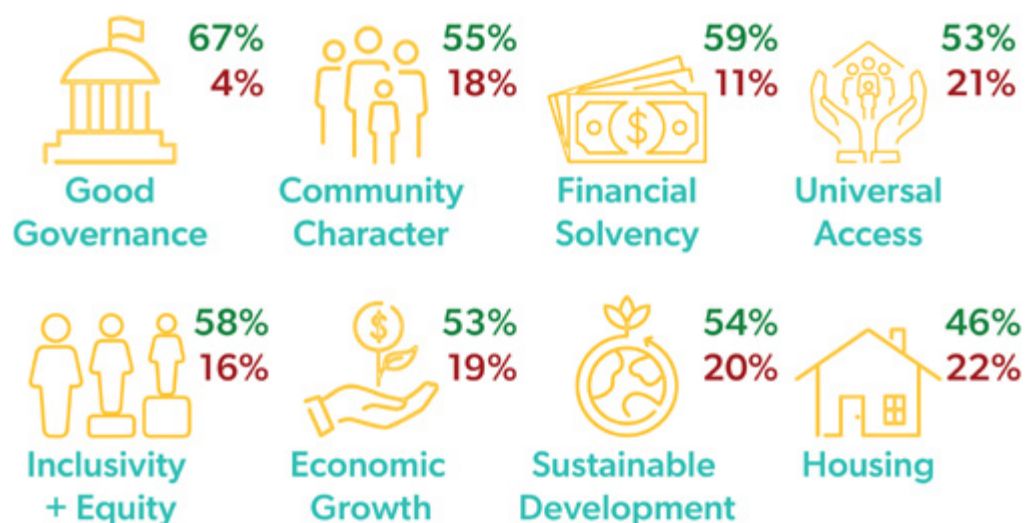
### Future Land Use Map

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

### Implementation Strategy

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

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



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

## 7.3 | Existing Conditions Memo

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

DRAFT



## MEMORANDUM

Date: September 4, 2021

To: Town of Carbondale

From: Cushing Terrell

RE: Existing Conditions Memorandum – Comprehensive Plan Update

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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 <sup>th</sup> 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 19<sup>th</sup> Century. Located off the major highways has spared Main Street the effects of incoming national franchises and larger projects and has kept the scale of parcels and buildings to a comfortable, walkable size. However the majority of new commercial developed on Highway 133 in auto-centric suburban retail centers (exceptions include Carbondale Center Place, Lot 1, and Carbondale Marketplace). Vacant parcels in the HCC zone are reminders of contemporary struggles for small downtowns to remain vibrant in the era of online shopping and stay-at-home convenience. While many forces contribute to vacancies, Main Street Carbondale fares better than many other community downtowns of comparable size.

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

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

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



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

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

### Historic Preservation

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

### Population and Growth Trends

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

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

### Demographic Snapshot

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

(Source: US Census 2019 ACS Estimates)

### Capacity for Growth

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

## Downtown Focus Area

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

### Existing Uses and Activities

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



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

### Vision for Future Land Use (2013 Comp Plan)

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

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

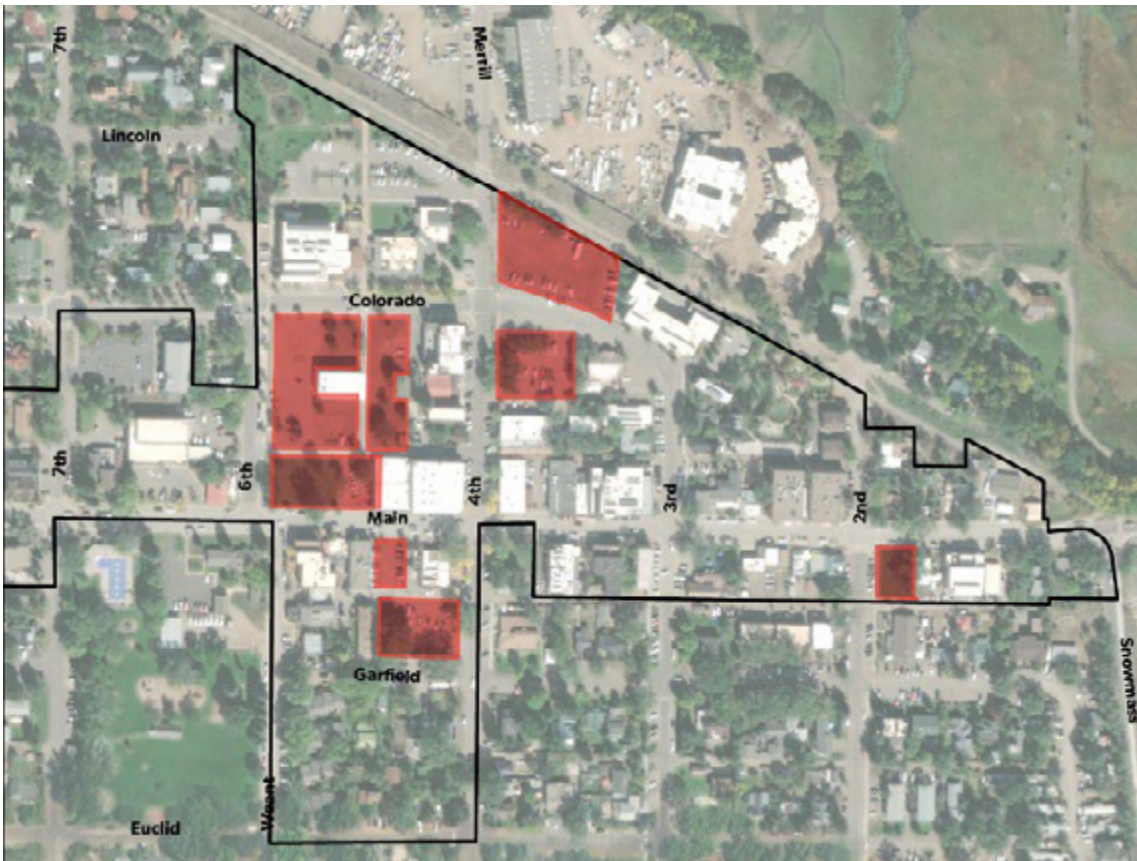


Figure A3: Vacant Downtown parcels.

## Downtown North Focus Area

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

### Existing Uses and Activities

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





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

#### Vision for Future Land Use (2013 Comp Plan)

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

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

## Residential Focus Areas

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

#### Existing Uses and Activities

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





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

#### Vision for Future (UDC)

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

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

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

## Housing Capacity in Focus Areas

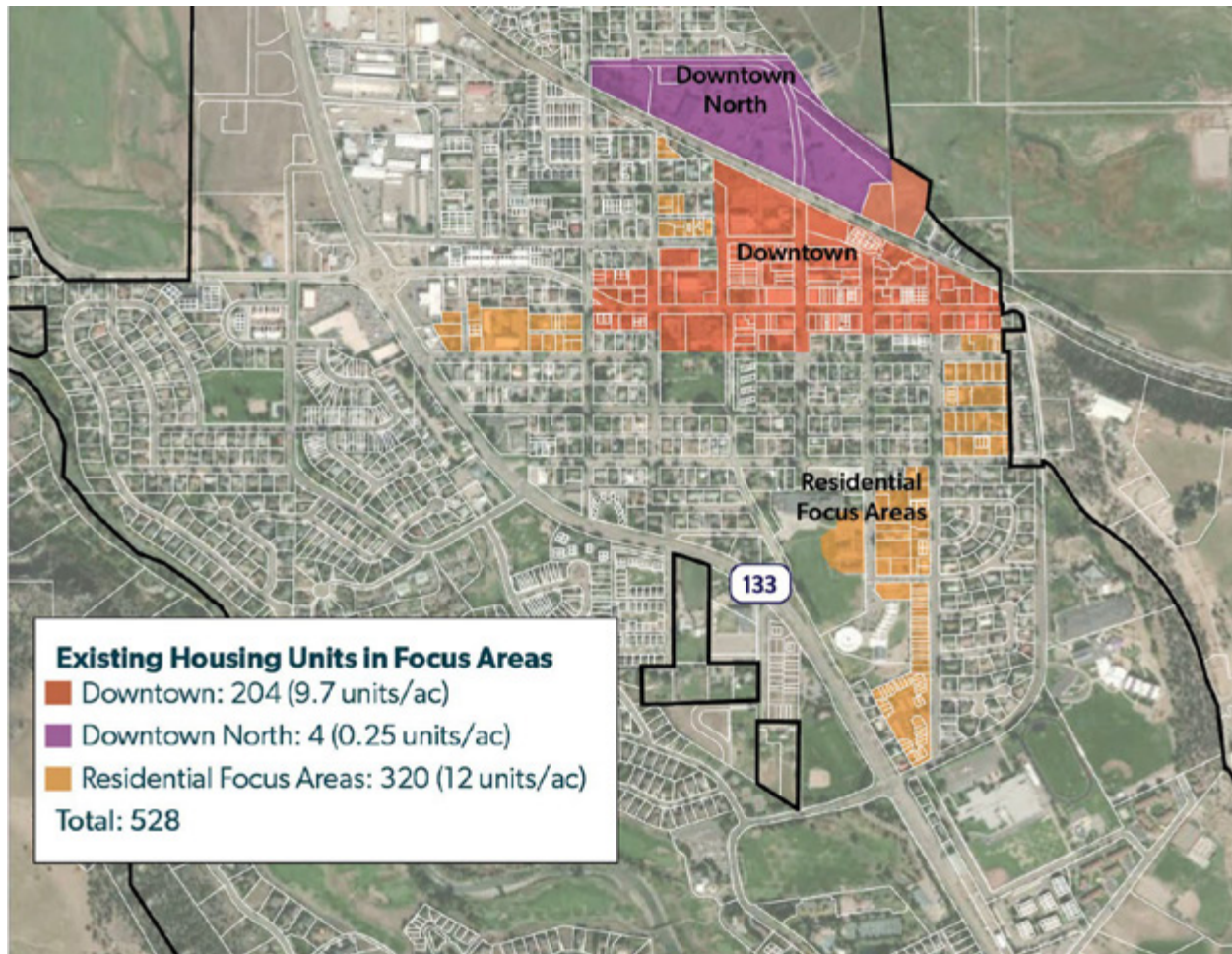


Figure A6: Existing Housing Units in Focus Areas

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

## Key Takeaways and Next Steps

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

## Infrastructure and Utilities

### Water System

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

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

### Raw Water Ditch System

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



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

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

### Waste Water and Storm Water Systems

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

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

### Power

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

### Broadband and Technology

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

## Key Takeaways and Next Steps

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

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



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

## Climate Action

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

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

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

### Existing Successes and Accomplished:

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

### Efforts In Progress:

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

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

#### Environmental Bill of Rights (EBOR, 2018)

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

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

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

#### Climate Action Plan (2017)

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

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

#### 2018 VCAPS

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

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

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

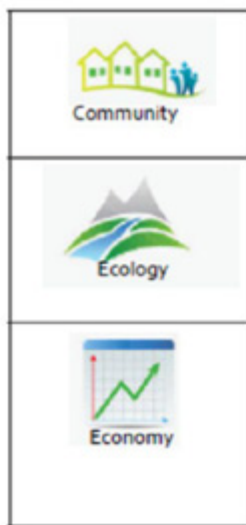
Other water efficiency efforts are underway to increase efficiency to meet the goals of the CAP and the EBOR. Watershed efficiency projects include the Source Water Protection Plan for the Crystal River and Weaver Ditch project which aims to conserve more water supply and decrease waste before usage.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

#### A Shifting Framework

## CLIMATE ACTION PLAN + SUSTAINABILITY

### COMPARING FRAMEWORK FOR A SUSTAINABLE FUTURE

#### 2013 FRAMEWORK



#### PROPOSED FRAMEWORK 2021 COMP PLAN UPDATE



Town of Carbondale, CO Comp Plan Update

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

## Key Takeaways and Next Steps

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

## Mobility

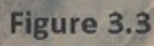
### Previous Plan Review






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

#### Comprehensive Plan (2013)

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





 Priority Multi-Modal Corridors 
  Future Connections 
  Crossings  
 Town Boundary 
  Streets  
 Public Recreation Land 
  County Roads

### Carbondale Bicycle and Pedestrian Corridors (2019)

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

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

### Existing Modal Networks

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

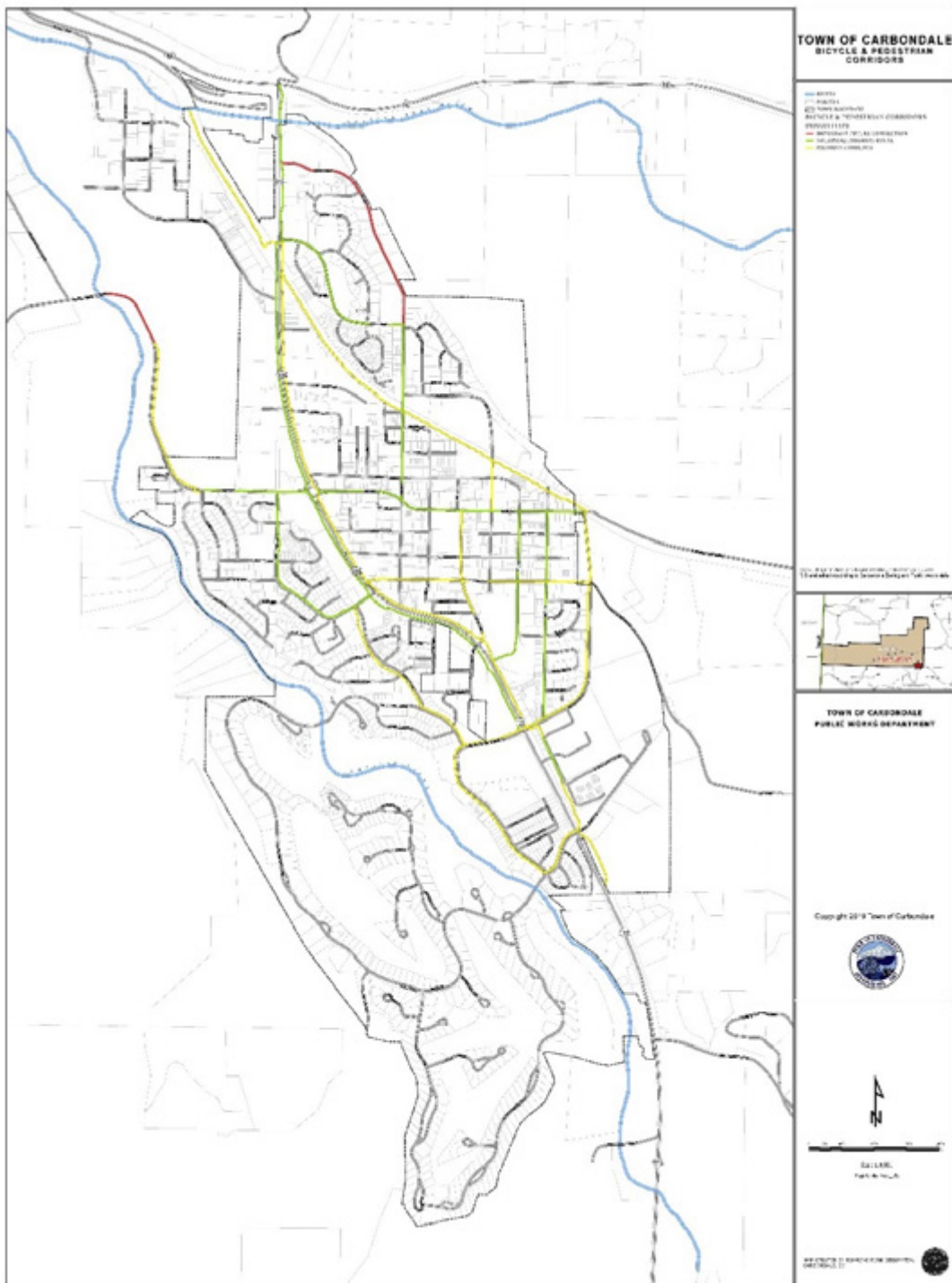


Figure A9: Bicycle and Pedestrian Network

### Bicycle Network

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

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

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

### Pedestrian Network

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

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

### Transit Network

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

### Vehicle Network

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

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



## Key Takeaways and Next Steps

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

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

## Aging in Community

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

### Key Observations: Housing

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

### Mobility

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

## Summary of Community Engagement

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

### Community Engagement Plan

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

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

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

#### Project Steering Committee (PSC)

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



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

Three more PSC meetings are scheduled to discuss:

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

#### Other Boards and Commissions Engaged

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

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

#### Web Page

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

#### Stakeholder Focus Group Sessions

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

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

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

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

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

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



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

### Survey Results

The survey was available online and at Town Hall on paper from July 2<sup>nd</sup> to August 6<sup>th</sup>, 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.



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



Figure A11: Residential growth

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



Figure A12: Commercial growth

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

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



Figure A13: North Downtown Future Uses

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

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

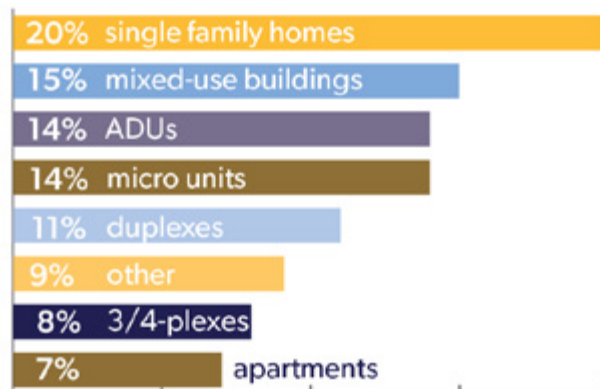


Figure A14: Housing

### Mobility

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

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



Figure A15: Transportation Goals

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



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

## Economics

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

## Community Priorities

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



Figure A16: Community Priorities

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



Figure A17: Top Themes

#### Spanish-speaking Community Meeting, August 16, 2021

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

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



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

Below are some of the discussion highlights:

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

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

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

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



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

	2		0		0
	0		0		1
	11		3		5
	1		0		1
	2		0		3
	0	<b>ANY OTHER FUNCTIONS OR IDEAS?</b> <b>PLACE A STICKY NOTE BELOW.</b> <b>¿ALGUNAS FUNCIONES O IDEAS ADICIONALES?</b> <b>COLOQUE UNA NOTA ADHESIVA CON SUS IDEAS A CONTINUACIÓN.</b>			
	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 17<sup>th</sup> 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	<b>ANY OTHER FUNCTIONS OR IDEAS?</b> <b>PLACE A STICKY NOTE BELOW.</b> <b>¿ALGUNAS FUNCIONES O IDEAS ADICIONALES?</b> <b>COLOQUE UNA NOTA ADHESIVA CON SUS IDEAS A CONTINUACIÓN.</b>			
	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 4<sup>th</sup> Street
- Southeast corner of Capitol and 3<sup>rd</sup> Street (historic structure)
- Fante parcel on the SE corner of 4<sup>th</sup> 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.

## 7.4 |

# Carbondale Cross Section Concepts

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## 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. 2<sup>nd</sup> 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 2<sup>nd</sup> 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.

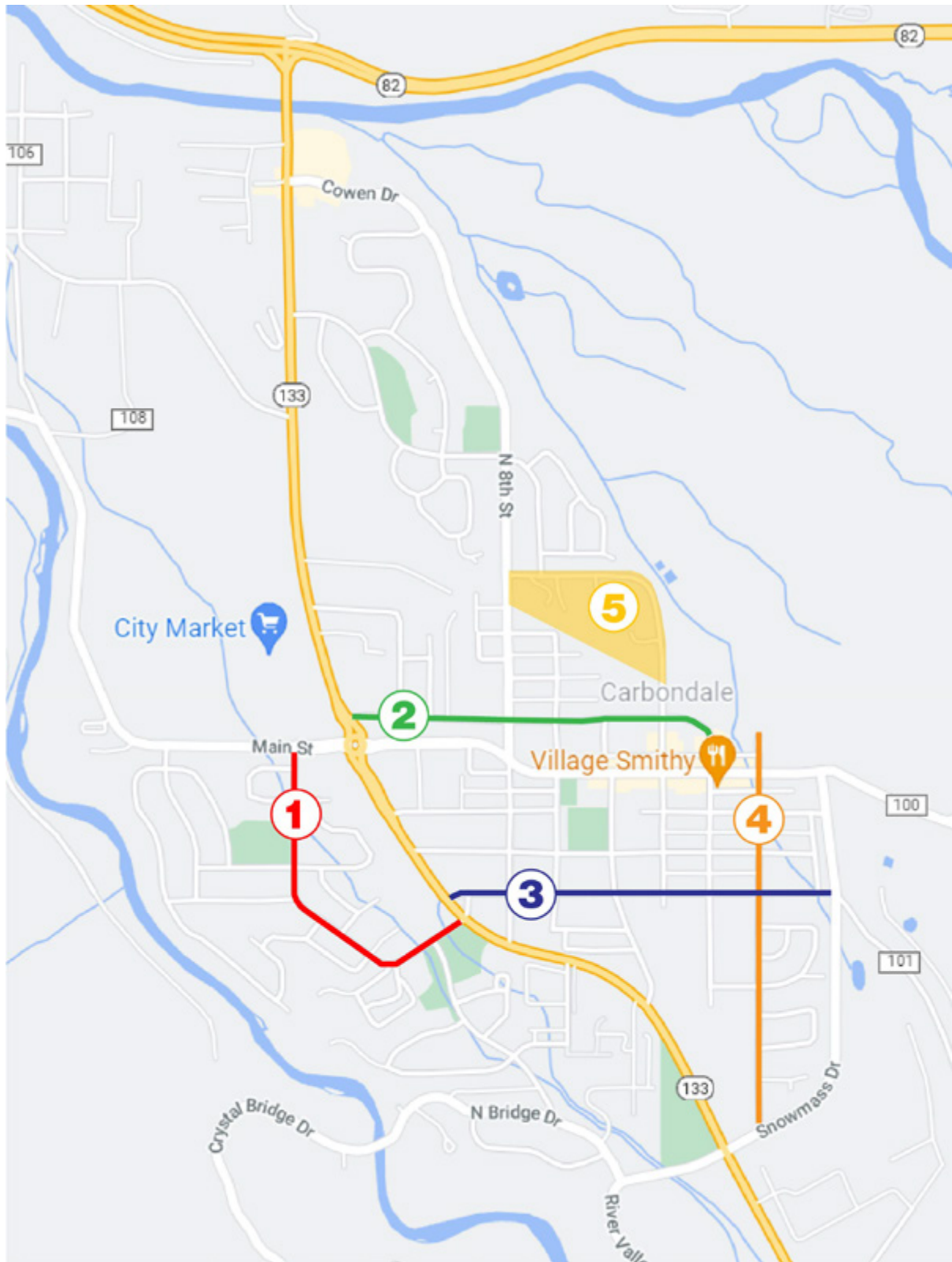


Figure 1: Selected Roadways for Improved Cross Sections

## 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

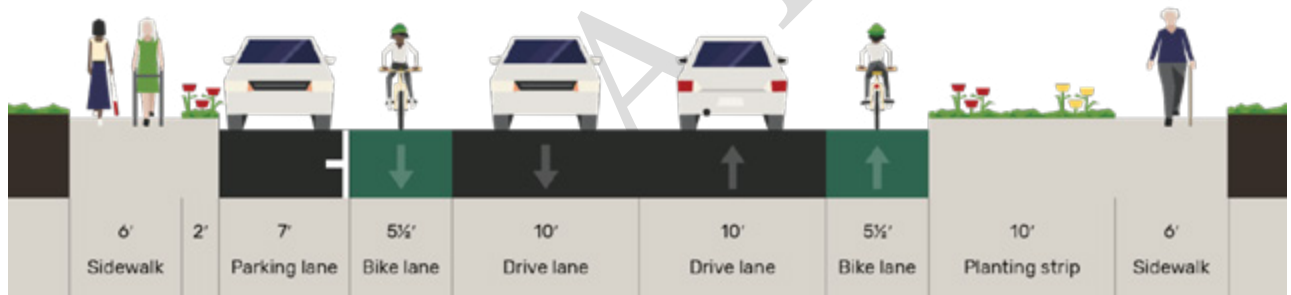


to cross the street where the sidewalk ends. It was expressed that this can be challenging, especially at night, and can require out of direction travel.

### 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 8<sup>th</sup> Street to 4<sup>th</sup> 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 3<sup>rd</sup> Street and 2<sup>nd</sup> 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)

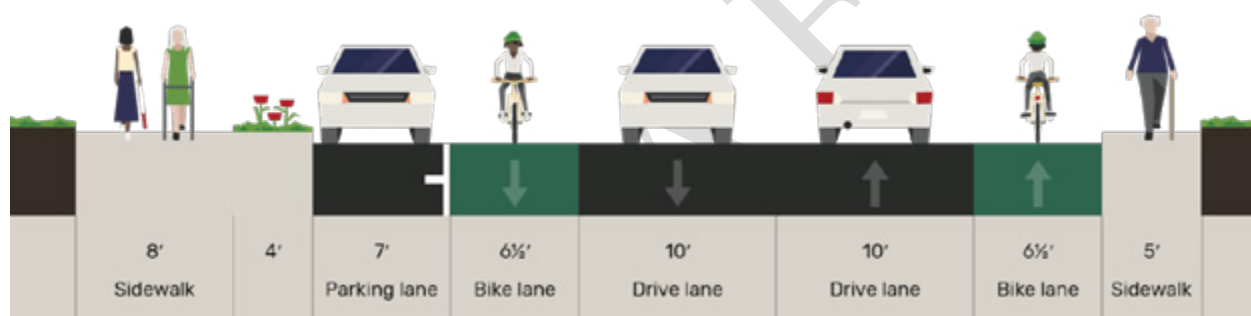


Source: Google Street View

## 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 4<sup>th</sup> Street and 3<sup>rd</sup> 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. 2<sup>nd</sup> Street

### Existing Conditions

2<sup>nd</sup> Street runs north-south and is classified as a local road south of Sopris Avenue and a collector north of Sopris Avenue. 2<sup>nd</sup> 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 2<sup>nd</sup> Street to create a direct north-south multimodal corridor through the east side of town and to connect to the Rio Grande Trail. 2<sup>nd</sup> 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 2<sup>nd</sup> 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 2<sup>nd</sup> 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 2<sup>nd</sup> Street - No Perpendicular Parking Present (Looking North)*



Source: Google Street View

*Figure 9: Existing Cross Section of 2<sup>nd</sup> Street - Perpendicular Parking Present (Looking North)*



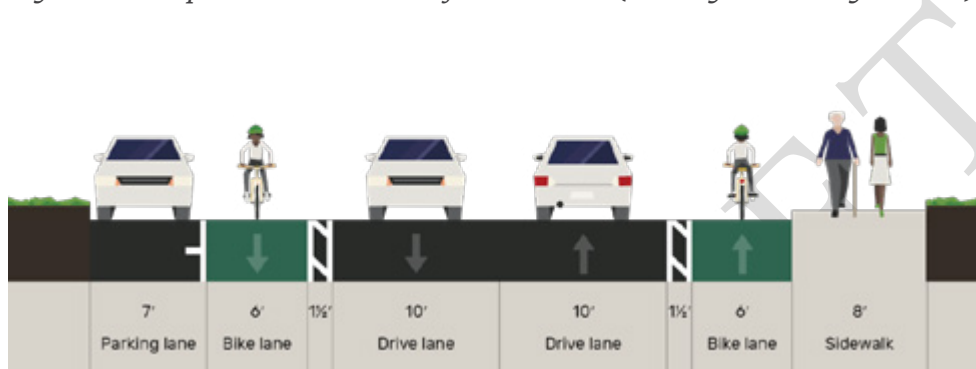
Source: Google Street View

Community input from the Master Plan process indicated there is a desire for bike lanes on 2<sup>nd</sup> 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

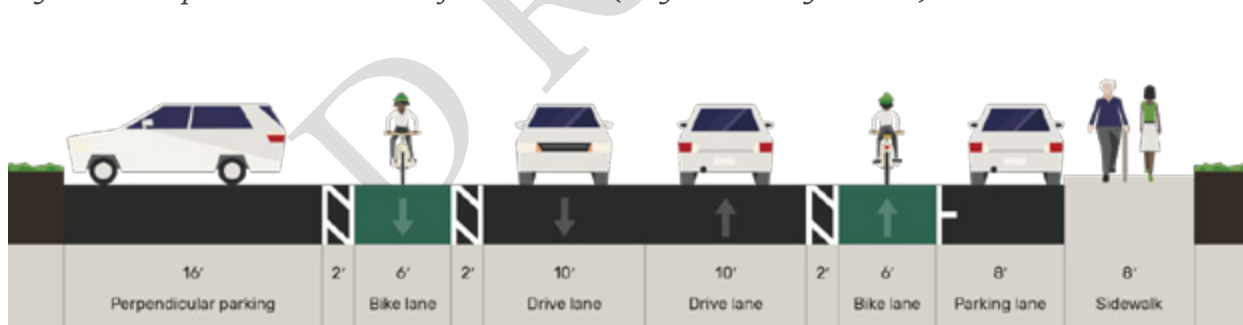
The proposed cross sections, displayed in **Figures 10 & 11**, includes the existing sidewalk on the east side of the street, two vehicle travel lanes, and a bike lane on each side of the street. **Figure 10** displays the proposed cross section on sections of roadway where angled parking is not present 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 2<sup>nd</sup> 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 2<sup>nd</sup> Street (No Angles Parking Present)*



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*Figure 11: Proposed Cross Section for 2<sup>nd</sup> 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 8<sup>th</sup> Street and 2<sup>nd</sup> 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 2<sup>nd</sup> 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 8<sup>th</sup> Street & 2<sup>nd</sup> Street*



Source: Google Earth



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

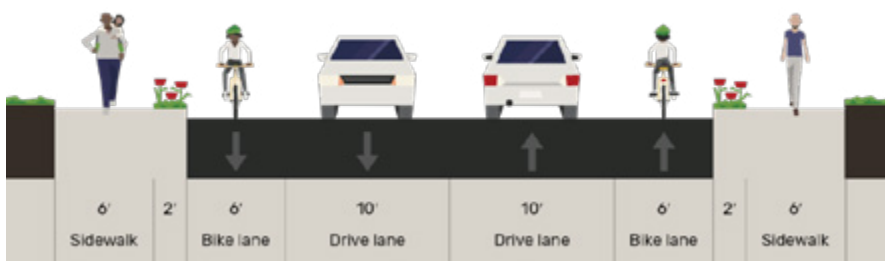


Source: Google Street View

### 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 sharrows are likely comfortable enough bicycle infrastructure as long as 85<sup>th</sup> 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



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## 7.5 |

# Carbondale Crossing Concepts

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## 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.

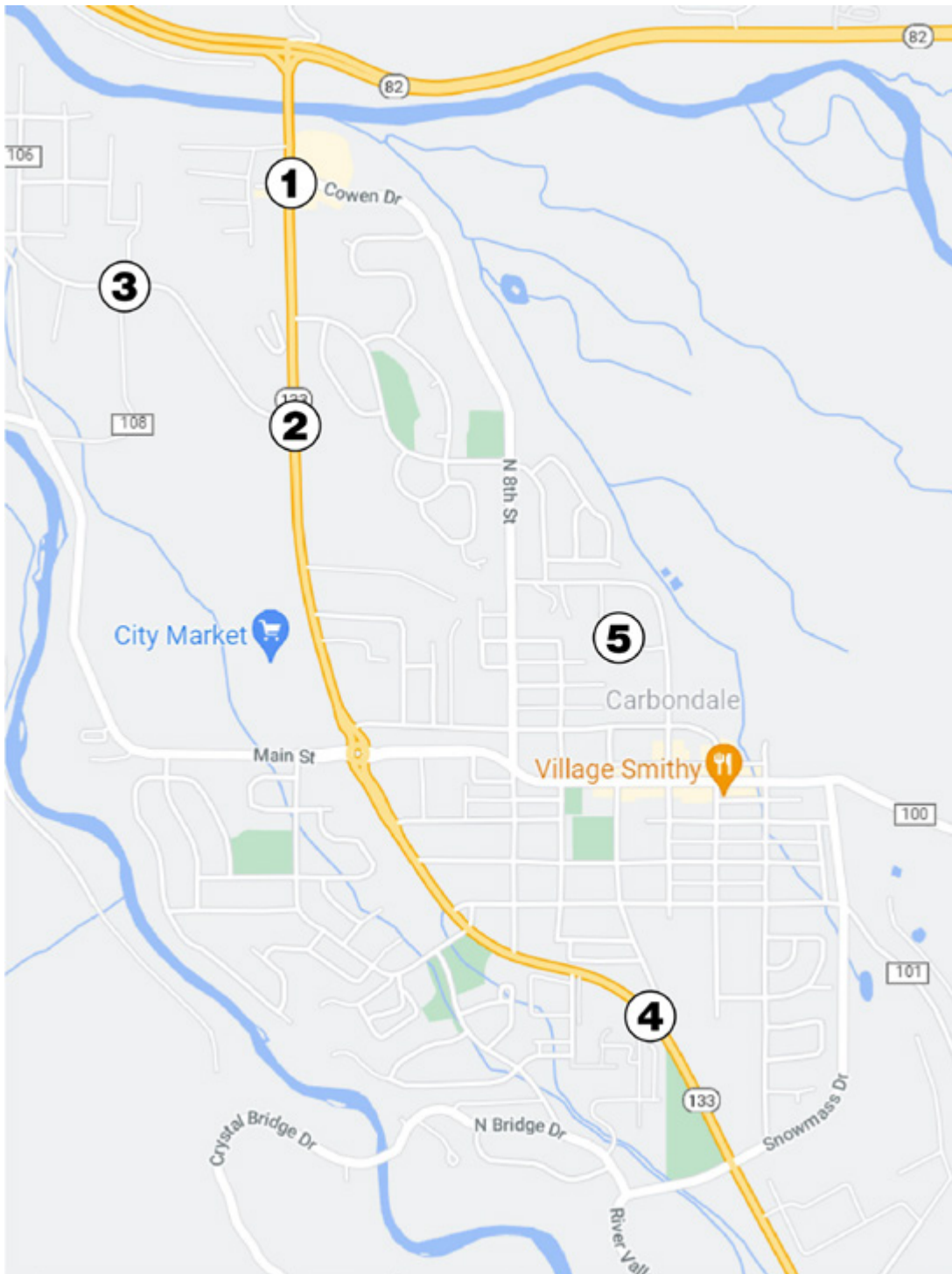


Figure 1: Selected Intersections for Crossing Treatments

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

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

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

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

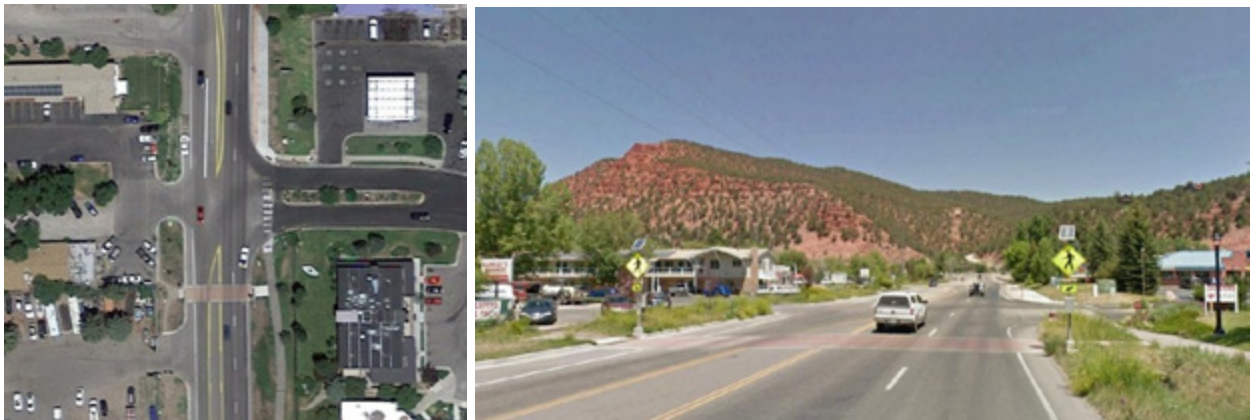
Geometric treatments like pedestrian refuge islands, curb extensions, parking prohibitions, road diets, or speed reductions can reduce the scale of crosswalk treatments needed to protect pedestrians and cyclists by making the street itself safer. Crosswalk treatments may be scaled back depending on the 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
<b>Recommended treatment</b>	<b>Pedestrian refuge island, curb extension on west side of CO 133, Advance Yield Here To Pedestrians sign and yield line</b>

## 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>
<b>Recommended treatment</b>	<b>Pedestrian refuge island, curb extensions, high-visibility crosswalk markings, RRFB (including nighttime lighting, crosswalk warning signs)</b>



### 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
<b>Recommended treatment</b>	<b>Repaint high-visibility crosswalk markings, add nighttime lighting, implement raised crosswalk, add Advance Yield Here To Pedestrians sign and yield line</b>

#### 4. CO 133 & Weant Boulevard/Lewies Lane

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

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



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

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

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

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

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



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

North Downtown, the area north of the Rio Grande Trail and between 8<sup>th</sup> Street and 2<sup>nd</sup> 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 2<sup>nd</sup> 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 8<sup>th</sup> Street and 4<sup>th</sup> Street/Merrill Avenue can be improved, and new connections might be established along 7<sup>th</sup> Street and 2<sup>nd</sup> 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 8<sup>th</sup> Street & 2<sup>nd</sup> Street



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

**Table 5: Characteristics of Future Crossings in North Downtown between 8<sup>th</sup> Street & 2<sup>nd</sup> 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: 4<sup>th</sup> St &amp; 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
<b>Recommended treatment</b>	<b>High-visibility crosswalk markings, nighttime lighting, signage</b> <b>Optional additions: curb extensions, raised crosswalk, supplemental signage</b>

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



## Glossary of Enhanced Crossing Treatments



Figure 10: High-Visibility Continental Crosswalk Markings

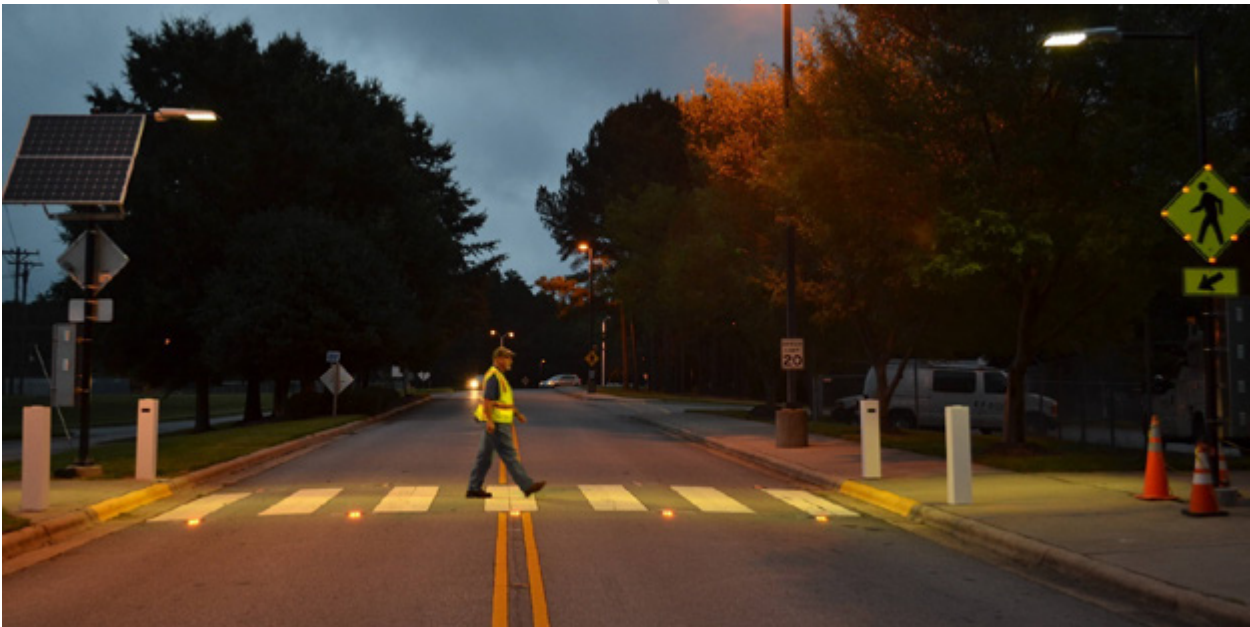


Figure 11: Nighttime Crosswalk Lighting



**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)



## **7.6 | Town of Carbondale**

### **Chart Carbondale, Comprehensive Plan Update**

#### **Publicity Log**

July – November 2021



created by: PRS | Kathleen Wanatowicz

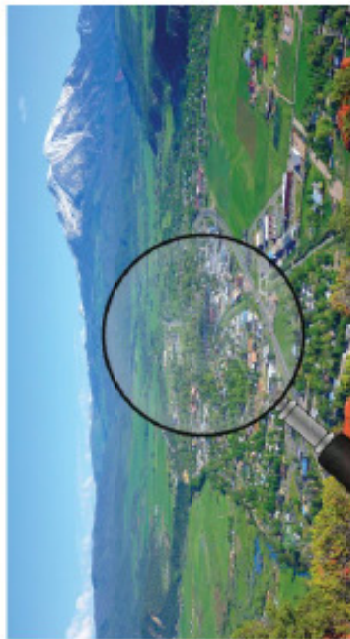
## Postcards Promoting July Survey

**400 Postcards** advertising the July survey and website were handed out at First Friday, July 2<sup>nd</sup> 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 CLOSING AUGUST 6TH!**



**CHART  
CARBONDALE**



## 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 E: 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



**TOWN OF  
CARBONDALE**

NEWS

**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](http://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 developments, 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](http://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 5. 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.

**WE LOVE  
DOGS IN  
CARBONDALE**



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 Glasier 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 roadmap 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:**

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

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

[www.CarbondaleInfoScope.com/](http://www.CarbondaleInfoScope.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:**

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

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

[www.CarbondaleInfoScope.com/](http://www.CarbondaleInfoScope.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 - ¼ page ad in English & Spanish

8/12/21 - ¼ 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 | 4-8pm |  
Third Street Center - Callaway Room

ChiliCare and food provided!

Stay up to date by registering on the project website or scanning the QR code:  
[www.Carbondale.kaleidoscope.coop/CharnCarbondale](http://www.Carbondale.kaleidoscope.coop/CharnCarbondale)

CHART CARBONDALE  
360.242.9999 | [www.chartcarbondale.com](http://www.chartcarbondale.com)

**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. ¡Haga su voz oír!

Lunes, 16 de agosto | de 4 a 8 p.m. |  
Third Street Center - Callaway Room

Habrá comida de libre y comida

Monitoreo actualizado al registrarse en el sitio web del proyecto o al escanear el código QR:  
[www.Carbondale.kaleidoscope.coop/Chart-Carbonndale](http://www.Carbondale.kaleidoscope.coop/Chart-Carbonndale)

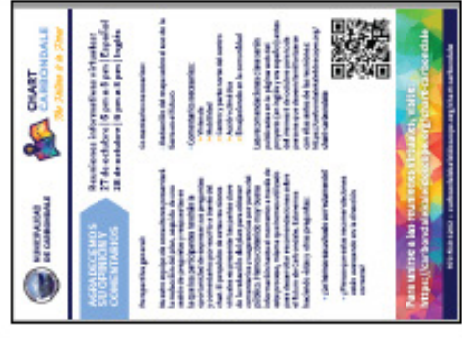
CHART CARBONDALE  
360.242.9999 | [www.chartcarbondale.com](http://www.chartcarbondale.com)

# 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



Flyers and Posters distributed around Town  
English & Spanish





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

 <p><b>JUNE 30</b></p>	 <p><b>JULY 2</b></p>	 <p><b>JULY 8</b></p>	 <p><b>JULY 23</b></p>	 <p><b>AUGUST 9</b></p>	 <p><b>AUGUST 9</b></p>
 <p><b>AUGUST 13</b></p>	 <p><b>AUGUST 16</b></p>	 <p><b>AUGUST 19</b></p>	 <p><b>SEPTEMBER 1</b></p>	 <p><b>SEPTEMBER 8</b></p>	 <p><b>SEPTEMBER 27</b></p>
				 <p><b>OCTOBER 21</b></p>	 <p><b>NOVEMBER 9</b></p>



## 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



TOWN OF CARBONDALE

**HOW to CHART CARBONDALE**



**CHART CARBONDALE**  
*The Future is Now*

**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 excellent opportunity for you to voice your opinion and provide input on the Comprehensive Plan. The Town's Planning Commission is acting on the project and your input will be a key factor in the final decision. Meetings will be held on the following dates:

- **Public Meeting: Comprehensive Meeting 10**  
Aug. 13, 2023 at 7:00 p.m.
- **English Language Chart Carbondale Community Meeting**  
Aug. 14th 6 p.m. at Elm Street Center
- **English Language Chart Carbondale Community Meeting**  
Aug. 17th 6 p.m. at Elm Street Center
- **Planning Commission Meeting 28**  
Sep. 14, 2023 at 7:00 p.m.
- **Planning Commission Meeting 29**  
Oct. 14, 2023 at 7:00 p.m.
- **Planning Commission Meeting 30**  
Nov. 14, 2023 at 7:00 p.m.

**Online:**

Help plan online by registering on the chart Carbondale website: <https://chartcarbondale.com>. The website will provide you with the specific steps and an overview of the plan. Also, this is where the information will be gathered on the specific topics being updated. In addition, online meetings will be held on the following dates:

- **Public Meeting: Comprehensive Meeting 10**  
Aug. 13, 2023 at 7:00 p.m.
- **English Language Chart Carbondale Community Meeting**  
Aug. 14th 6 p.m. at Elm Street Center
- **English Language Chart Carbondale Community Meeting**  
Aug. 17th 6 p.m. at Elm Street Center
- **Planning Commission Meeting 28**  
Sep. 14, 2023 at 7:00 p.m.
- **Planning Commission Meeting 29**  
Oct. 14, 2023 at 7:00 p.m.
- **Planning Commission Meeting 30**  
Nov. 14, 2023 at 7:00 p.m.

**Join us and get involved!**

870-510-1300 • [chartcarbondale.com](https://chartcarbondale.com)

## 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 (4)	BLAST (1)	CONF (8)	
Topic			
Date Created		Date Zero	Action
Client Calendar, Comprehensive Plan Update			
A 206	2024-04	12 Nov 2021 11:35	<a href="#">View</a>
Calendar, Comprehensive Plan Project Update			
A 192	2024-04	9 Nov 2021 9:40	<a href="#">View</a>
Blizzard Calendar - Virtual Meeting Tonight Client Calendar, Comprehensive Plan Update			
A 192	2024-04	28 Oct 2021 11:27	<a href="#">View</a>
Blizzard, Virtual Outreach Meetings Comprehensive Plan Update			
A 178	2024-04	21 Oct 2021 6:26	<a href="#">View</a>
Virtual Outreach Meetings			
A 172	2024-04	9 Oct 2021 16:08	<a href="#">View</a>
DATE CHANGE FOR OCTOBER MEETINGS - Client Calendar, Town Comprehensive Plan Update Booked meetings in person with plan reconnoissance			
A 101	2024-04	23 Sep 2021 14:09	<a href="#">View</a>
Client Calendar, Town Comprehensive Plan Update			
A 159	2024-04	21 Sep 2021 14:26	<a href="#">View</a>
Public is invited to give input on climate in Calendar Comp Plan			
A 154	2022-04	28 Aug 2021 18:87	<a href="#">View</a>
Calendar, Comprehensive Plan Update			
A 148	2024-04	23 Aug 2021 12:55	<a href="#">View</a>





## 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, 2021** / 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

