



Town of Carbondale
511 Colorado Avenue
Carbondale, CO 81623

AGENDA
PLANNING & ZONING COMMISSION
THURSDAY, September 10, 2020
7:00 P.M. Virtual Meeting *

1. CALL TO ORDER
2. ROLL CALL
3. 7:00 p.m. – 7:05 p.m.
Minutes of the August 27, 2020 meeting.....Attachment A
5. 7:05 p.m. – 7:10 p.m.
Public Comment for Persons not on the agenda (See instructions below)
6. 7:10 p.m. – 7:35 p.m.
Continued Virtual HEARING –Annexation, Rezoning, Major Site Plan Review,
Conditional Use Permit and Vested Rights.....Attachment B
Applicant: Eastwood 133, LLC
Location: 0430 Highway 133
7. 7:35 p.m. – 7:40 p.m.
Staff Update
8. 7:40 p.m. – 7:45 p.m.
Commissioner Comments
9. 7:45 p.m. – ADJOURN

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

ATTENTION: Due to the continuing threat of the spread of the COVID-19 Virus, all regular Carbondale P & Z Meetings will be conducted virtually. If you have a comment concerning one or more of the Agenda items please email msikes@carbondaleco.net by 4:00 pm on September 10, 2020.

If you would like to comment during the meeting please email msikes@carbondaleco.net with your full name and address by 4:00 pm on September 10, 2020. You will receive instructions on joining the meeting online prior to 7:00 p.m. Also, you may contact msikes@carbondaleco.net to get a phone number to listen to the meeting, however, you will be unable to make comments.

Upcoming P & Z Meetings:
September 24 - TBD

MINUTES
CARBONDALE PLANNING AND ZONING COMMISSION
Thursday August 27, 2020

Commissioners Present:

Michael Durant, Chair
Ken Harrington, Vice-Chair
Jay Engstrom
Jeff Davlyn
Marina Skiles
Jade Wimberley

Staff Present:

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

Commissioners Absent:

Nick Miscione
Nicholas DiFrank (1st Alternate)
Erica Stahl Golden (2nd Alternate)

Other Persons Present Virtually

Doug Pratte
Rob Carincross
Joran Sarick
Yancy Nichol, Engineer
Andrea Korber, Architect, 57 Village Lane

The meeting was called to order at 7:01 p.m. by Michael Durant.

July 16, 2020 Minutes:

Jay made a motion to approve the July 16, 2020 minutes. Ken seconded the motion and they were approved unanimously.

August 13, 2020 Minutes:

Jeff made a motion to approve the August 13, 2020 minutes. Marina 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.

CONTINUED VIRTUAL HEARING – Annexation, Rezoning, Major Site Plan Review, Conditional Use Permit and Vested Rights

Location: 0430 Highway 133

Applicant: Eastwood 133, LLC

Janet said that this is a continued public hearing to consider an application for Annexation, Rezoning, Major Site Plan Review, Conditional Use Permit, and Vested Rights.

Janet stated that the first public hearing was on August 13, 2020. She said at that meeting, she went through the direction in the Comprehensive Plan, the Annexation Criteria and the proposed rezoning. She continued by saying that the applicant then presented the proposed project. She stated that the Commission opened the public hearing for public comment. She said that there were no comments. She stated that the hearing was then continued to tonight.

Janet explained that the intent of this meeting was to check compliance with the UDC.

Janet said that overall, she found that the development complies with the zoning parameters and in fact, do not maximize the site. She stated that the setbacks are larger than required. She said that the allowed building height is 35 ft. feet and the large building is 23 ft. and the smaller buildings are around 15 ft. or less.

Janet stated that they exceed the parking requirements. She said that one point on that is that there is an option to have more landscape on the north side of the site and reduce the number of parking spaces. She said that Staff would prefer to see the landscape strip rather than the parking spaces. She stated that they would still be in compliance.

Janet said that the UDC has Use-Specific Standards specific to Self-Storage Facilities. She stated that they include building height, materials, driveway widths, and fencing and screening, which have been met.

Janet stated that the Tree Board reviewed this application at their August 20th meeting. She said that overall they seemed to be in favor of the proposal but made a list of comments which were included in the packet.

Janet said that the screening along the south and east side of the property seems straightforward. She said that she would like to have a better idea of the type of fencing proposed on the north and west sides of the property.

Janet stated that she went through the design standards for commercial buildings with frontage along Highway 133 that are 10,000 sq. ft. or larger. She said that overall they seem to be in compliance. She said that Staff would like to see a little more architectural detail on the west side of the building, perhaps a "top" or a cap and some additional windows.

Janet said overall, the Site Plan and proposed development appear to be in compliance with the Comprehensive Plan and the UDC. She said that Staff supports this application.

Janet stated there are still some outstanding items which need to be resolved in order to move this forward to the Board. She said that while not all of these are under the Planning Commission purview, it is difficult to prepare conditions of approval without some type of resolution on them.

Janet outlined the items which need resolution:

- Water Rights – Water rights associated with the property and consumptive use. She said that she did send the application to the Water Rights Engineer.
- We need a traffic study in order to determine if there needs to be highway improvements. CDOT requested that as well.
- She said that we need clarification from CDOT about of timing for closing driveway for the property to the north. The access control plan states the driveway to the tire store will close once a shared driveway is available.
- She stated that we need a cost analysis for maintenance of Highway 133 landscape area and revenue from monthly rental fee
- There needs to be clarification on the responsibility of installation of art and maintenance of artwork
- Clarification on screening of property on the west and north sides of the property

Janet said for the record that there was an email received from Jason White, which was emailed to the Commission and the applicant.

Ken asked for clarification of process regarding traffic study and things that need to be worked out and completed. He asked how the conditions and findings can be drafted to move forward so as to not slow down the project.

Janet explained that she can make blanket conditions but that she isn't sure that serves the Town and the applicant very well because she will err on the conservative side. She said that the applicant can let us know what the status is during their presentation because some of the items are in progress.

Ken asked for clarification regarding parking and asked if what they show us is what they have to build. He said that with the new standard that it will provide sufficient parking and getting more green space is going to be more attractive overall and make for a better project.

Janet said that in her Staff report that she suggested that we not count the parking spaces in front of the garage doors. She said that there is a section in the code where it is prohibited from providing too many parking spaces, which is no more than 125% of the maximum. She said that she thought she was getting close by not counting the garage doors. She continued by saying that some of the parking relates to the office and the retail.

Further discussion ensued about parking.

Janet said that she thinks we can agree that the landscape strip will replace the head-in parking spaces on the north side of the property, which eliminates eleven spaces. She said then we are down to seventeen.

Marina said that she agrees with that.

Janet said that she can make that a condition.

Jeff asked what the new regulation requires.

Doug stated that it was nine and Janet agreed.

Ken said that with a shared driveway it may involve reconfiguration of the location of that drive. He asked if that comes back to the Planning and Zoning Commission.

Janet said that it would be the Public Works Director and that it should be looked at now. She said that CDOT's comments said that they might want that driveway realigned to match up with the driveway across the highway. She said that this is Major Site Plan Review and that it needs to be figured out now. She said that they will not be coming back to the Commission for anything else.

Jay said that he would piggyback on that question. He asked if the Access Control Plan was created by CDOT or the Town process.

Janet explained that it was a joint process Garfield County, the Town and CDOT and that it was adopted. She said that there was a lot of public outreach and public comment on it. She said that Yancy is here and that he was involved in that.

Jay asked if at this point it could be altered.

Janet said not without inter-governmental agreement between Garfield County and CDOT.

Jay said that there has been discussion that this lot would be a great site for affordable housing and that he thought it was good to let the public know how much housing was in process now. He asked how many units were in process right now.

Janet said that she is hearing both sides and that we may have too many residential units. She listed the following developments which are coming online; Main Street Marketplace/115 units, 1201 Main Street/27 units, Red Hill Lofts/30 all deed restricted units, Thompson Park/40 units, and Carbondale Center Place/76 units (in rezoning process).

Janet said that her thought is that this lot is just north of the substation and that there may not be a lot of people eager to live next to the substation. She said that this property has limited access and that it is right in and right out only. She said that the

Comp Plan points to a commercial development. She said that one of the benefits with this proposal would be limited vehicle trips and screening the substation.

Doug Pratte introduced himself and said that his team is here. He said that we gave a fairly lengthy presentation at the last meeting and those that were not there saw the video. He said that they weren't planning on going through all of those documents.

Doug said that he would give an update on the resolution points and that we are supporting Janet's recommendation for a continuance;

- Water Rights – We don't have water rights with this property so we will be working with Scott Fifer to look at the consumptive use of water and what the cash in-lieu of fees will be for the project.
- Traffic Study – Sopris Engineering is preparing an Access Permit Application for the Eastwood 133 self - storage facility. He said that it will address traffic and the improvements needed to Highway 133. He said that we are hoping to have that application ready in the next few weeks.
- Timing of closing of the driveway to the north – he said that it would be addressed in the Access Permit. He said that in the CDOT comments that it was stated that it would be required at the time of re-development for the property to the north.
- Platting of easement – he said that we will be platting the easement for access to the property to the north. He said that will be a condition of approval of the access permit to get that easement in place.
- Highway 133 Landscape Area – we are working on a cost analysis of the maintenance of the Highway 133 landscape area and bike/pedestrian path. He said that the goal of this application has been to provide a rental fee that covers the cost.
- Installation and maintenance of art – Rob and Andi have been working with Amy Kimberly from Carbondale Arts on the costs of the initial installation of the murals, the annual maintenance costs as well as the costs for the sculptures along the art walk. He said that it is planned to have these costs covered with the monthly rental fee.
- Screening – He said that they are looking to put on the west and south sides a wood or wood faux screen fence with landscape. He said that they have landscape proposed on the outside of the fence that faces the mobile home park. He said that on the north there would landscape along the path rather than screening. He said that there are security gates which will automatically open when a storage user comes in but that they are located at the storage facility.
- E-Board – He said that we have worked with Colin Quinn, the Chair of the E-Board, in a couple of emails as well as Scott Mills. He said that we have had positive response with the E-Board. He said that he has an updated matrix of community outreach through August.
- Annexation Plat – He said that he would be working with Staff about refinement of the plat.
- Bike/Pedestrian Path – He said that path, which will be installed by the applicant, will be a ten foot wide path that starts at the crosswalk at Cowen Drive and it will

run all the way south and adjoin the path that is at the park and ride intersection. He said that there is also a six foot path that connects from the bike path west to the mobile home park.

- Parking – He said that they really appreciate the fact that the code has been amended. He said that he had calculated that nine off-street parking spaces were required, per the new code. He said that they agree with Staff that they would like to see the landscape strip on the north side of the north parking lot adjoining the path to the mobile home park. He said that we would like to commit to that now, he said that they have shown both alternatives on the landscape plan. He said that we will take that parking off if it is ok with the Commission and have the seventeen spaces that we discussed with Janet. He said that the outdoor garage spaces will still need a loading space outside of each garage door but that they won't contribute to our parking count.
- Landscape Plan – He said that regarding the comments from the Parks Department that the landscape architects will coordinate refinements with the Town related to their comments.

Doug said that he has all of the slides from the last presentation if anyone needs a refresher.

Ken said that you talked about the traffic study and that it looks like it's going to be focused on the access application and access permit. He said that one of his concerns is that we don't have a left in and that you are very close to the bridge so will you be looking at how to facilitate that for people coming from the south. He said that if they want to get to your facility how will they get turned around to get back to your facility.

Yancy Nichol from Sopris Engineering stated that Kimley Horn, that is doing the traffic study, has already started discussion about this. He said that there will be something in the study that refines that. He said that's what is nice about this use, if you break it down the maximum is fourteen trips in a peak hour and that is in and out. He said that there is no convenient way because we have to comply with the Access Control Plan. He said that Carbondale did not want a four-lane road and that this is a balance that you are going to see.

Michael asked if there was a center turn lane there.

Yancy said yes and most likely people would turn into the tire shop and then come back to the storage unit or the Red Rock Diner or go into the gas station to turn around.

Ken asked if the Town could petition CDOT to allow a left in since there is a center turn lane.

Yancy said that is going to be part of the discussion with the traffic engineer and if they will give a full movement until Highway 133 has capacity issues.

Further discussion ensued about traffic and the Access Control Plan.

Ken said that we have seen some beautiful drawings of the landscaping and asked if there was a rendering of the wood type fence.

Andi Korber from Land+Shelter shared her screen to give a tour of the site showing the fence and the mural walls.

Ken said that it really is a four-sided facility and said that it is quite nice.

Marina asked Yancy if there was talk of another round-about at Industry Way that would help with the right in and right out.

Yancy said that is correct that there is a round-about planned at that point when it gets built.

Marina asked what the schedule was for the round-about.

Yancy said that it is not for sure.

Further discussion ensued about the Access Control Plan.

Ken said that he was still struggling with the shared driveway and how it would impact the six foot trail that was being put in and how was it going to be put back together if the driveways have to shift.

Yancy explained about granting an easement as an option for the property to the north depending on the use. He said that if it was redeveloped with a high dense development and they wanted to change it then he would have to work with this property owner and to get realigned just north of the property. He said that there has been discussion with the owner of the tire shop so he does know what is going on.

Janet said that for the record, regarding the E-Board, that in the application it talked about the applicants meeting with the E-Board sometime in February or earlier this year. She said that meeting did not happen and that a correction will be put in the application.

Doug said that for clarification, Mavis Fitzgerald was at another agenda item at the February meeting for the E-Board and she gave a hard copy for the project sheet to Colin at that time. He said that it wasn't on the agenda and that there are not minutes regarding it so that is what the reference was to. He said that he would send the updated community outreach sheet and replace page eight in the application with that.

Andi said for that meeting there was a blizzard snowstorm and that she was supposed to be there too so Mavis was at Town Hall handing them the physical copy and that she couldn't make it because of the snowstorm. She said that Mavis was physically there, but it wasn't an item on the agenda.

Public Comments

There were no members of the public to comment.

The public comment portion of the meeting was left open for the next meeting.

Commissioner Comments

Ken asked if the six-foot trail would be deeded to the Town.

Janet said that she looks at it as a public easement just as portions of the trail along the highway and some of the art walk will go on private property.

Ken said that he would prefer this to be a sidewalk but not label it as a bike way or trail.

Doug said that they would agree with that and an easement for a sidewalk that accesses the property to the west is the intent.

Ken asked if it would be concrete.

Doug said that it was concrete.

Ken noted that there was a ninety degree turn or radius and thanked the architects.

Michael said that a lot of these concerns are not directly in the P&Z 's purview but buttoning these things up when it leaves P&Z will give the Board of Trustees the answers and it will go a lot more smoothly.

Marina said she echoes Michael's comments. She said that annexing this property is great for Carbondale and thank you for making it "Carbondale" and that it's not easy. She said that she wished it was a difficult use to make attractive and applauded the applicants and Staff.

Ken said that he echoes Marina's comments particularly that it was difficult to have a lumber yard that is an attractive building and that a storage building is equally as difficult. He said that they have done a great job making an attractive facility.

Jay said that he was hesitant as well but the more he saw about it the more he appreciated it. He said that he is really excited that they were able to connect the mobile home park with sidewalk and lighting. He said that a safe access from the bus stop to the mobile home park was really vital for the Town and that he commends the applicant for including that in their design as well.

Motion

Ken made a motion to continue the public hearing to September 10, 2020. Marina seconded the motion and it was approved unanimously.

County Referral – Hipa Hipa Marble Production

Janet stated that Planning Staff received a referral from Garfield County. She said that the application is for a Marble Production Shop/Facility to be located on the Planted Earth property. She said that the building would be approximately 30,000 sq. ft. She continued by saying that the facility would produce marble for counter tops, wall slabs, etc. She said that all of the fabrication would occur within the building and raw materials would be delivered to the facilities and products would be delivered to the sites. She said that there are no retail sales and a limited number of employees.

Janet stated that there would be two buildings. She said that they would each be single story with a maximum height of 25 ft. She stated that the buildings would be placed in

the level area used by Planted Earth as a landscape yard. She said that the site plans and architectural renderings are included in the attachments.

Janet said that this is where they had wanted to put a big box storage facility previously. She said that we came out in opposition and we were worried about the lights and the sheer size of it. She said that when she saw this that it looked really benign.

Janet said that Staff has reviewed this application and it appears that it would not negatively impact the Town. She said that Staff's only comment to the County was to ensure that lighting and noise were mitigated so that there would be no negative impacts. She said that Staff wanted to run this by the Planning Commission to be sure the Commission was in agreement.

Marina thanked Janet for sending this to the Commission. She said that this architecture is stunning. She said that she's not sure how it's sited and that she doesn't know what our purview is and how it is positioned or how it works as a marble processing factory because it looks like a Philip Johnson house from 1949. She wanted to know if this marble was from Marble or is it from Italy.

John Leybourne stated that it's not local and that its coming from all over the world.

Ken asked if they gave us a traffic count.

Janet said that their application was massive and that she only gave P&Z sections. She said the trucks accessing the site were small. She said that there is a site plan and that Planted Earth had two levels. She said that it will be in the place where the trees were, and the upper level might be a couple of duplexes but that was not part of this application.

Michael said that his concern is that they say there is no retail. He asked if there was going to be outside storage of stone.

Janet said that they said everything will be contained within the building.

Michael referenced a stone wholesaler off of Cattle Creek Road and that they were given a Special Use Permit by the County where they said they had no retail. He said that there are retail customers in there all the time walking around picking out stone. He said that intersection is not the safest intersection in Garfield County. He said that he would want to make sure that this does not happen here.

Jay said initially he was concerned about traffic access because of big trucks with marble going slow but compared with how massive Planted Earth was with trucks carrying trees, that they are cutting down the traffic to this site by a lot.

John shared the GIS map showing three parcels. He said that it is a huge site.

Ken asked where the building would be located on the drawing.

John said that it appears as if it were up on the maintenance portion. He said that it is hard to tell with the renderings.

Further discussion ensued regarding the location of the structure.

The following are comments for the County;

- Light and noise
- Restricting use to not allow retail
- No LED signage

Marina said that she hopes that the LED sign from Planted Earth will no longer be an issue.

Staff Update

Janet said that the Board did reappoint Michael and Jay to the P&Z Commission.

Janet said that the E-Board had a work session with the Board on August 18th and she participated. She said that they wanted to know how they fit in with the land use applications. She said that there was a comment about a concept of a moratorium on development. She said that there was also discussion about social justice debate whether that could mean smaller units for moms that work at City Market so they can have affordable housing.

Janet said that they reaffirmed their confidence in the land use process and in the code. She said that there was discussion with the E-Board and that if they wanted to make changes that they need to work with the Board and P&Z to change codes as well as become involved with public hearings.

Janet asked if anyone had been to the new City Market.

Jade brought up the cheese island.

Marina said that she actually doesn't eat cheese, which is what is so ironic.

Further discussion ensued regarding City Market.

Janet said that the real estate market is making things even more intense with people coming to town buying properties sight unseen. She said that Thompson Park is wanting to CO the free market units before the affordable housing units but we told them that they can't do it.

Michael said that it is the reverse Covid effect and that everyone is discovering that they don't have to live in New York in order to work in New York and that they are coming here.

John said that Colorado has the most active and highest per capita in the real estate market, specifically in the mountain communities in the nation.

Commissioner Comments

Marina thanked Jeff for bringing the additional Commissioners tonight. (his children)

Michael suggested using the stop and start video button if you are going to get up and walk around. He said if you want children and pets in your lap that is fine.

Ken said that we need to thank Nick for stepping in and being the Chair at the last meeting. He said that he did a very good job.

Motion to Adjourn

A motion was made by Marina to adjourn. Jade seconded the motion and the meeting was adjourned at 8:34 p.m.



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

Planning and Zoning Commission Agenda Memorandum

Meeting Date: 9-10-20

TITLE: Continued Public Hearing - Eastwood 133, LLC Self-Storage Facility
Annexation, Rezoning, Major Site Plan Review, Conditional Use
Permit, and Vested Rights

SUBMITTING DEPARTMENT: Planning Department

ATTACHMENTS: August 13, 2020 Planning Commission Minutes
August 27, 2020 Planning Commission Minutes (In Packet)
Traffic Study – Kimley Horn 9-3-20

BACKGROUND

This is a continued public hearing to consider an application for Annexation, Rezoning, Major Site Plan Review, Conditional Use Permit, and Vested Rights. The Planning Commission is required to hold a public hearing and recommend approval of the application or recommend denial. The Commission may also continue the public hearing.

The first public hearing on this application was on August 13, 2020. At that meeting, Staff presented an overview of the direction in the Comprehensive Plan, the Annexation Criteria, and the proposed rezoning. The applicant presented the proposed project to the Planning Commission. The Commission opened the public hearing for public comment. There were none. The hearing was then continued to August 27, 2020.

At that meeting, Staff presented the staff report on compliance with the zoning parameters and development standards in the Unified Development Code (UDC). Overall, the Site Plan and proposed development appeared to meet the standards in the UDC. The Commission opened the public hearing for public comment. There were none.

At the conclusion of that meeting, the Planning Commission continued the public hearing to September 10, 2020 and directed Staff to prepare conditions of approval and findings for the Commission's consideration.

The public hearing before the Board of Trustees is currently scheduled for September 22, 2020. Staff is planning to request that the Board to simply make a motion at that

meeting to continue the public hearing to October 13, 2020 in order to allow time for the applicants to update their application and submit additional information.

A number of conditions have been included in this Staff Report. The intent of some of the conditions is to obtain information necessary in order for Staff to formulate recommendations prior to the Board's initial public hearing on October 13, 2020.

The conditions require information on the proposed monthly rental fee and potential revenue as well as an analysis of the costs of maintenance of the landscape area and the artwork.

The conditions require clarification of who will be responsible for the installation of the art as well as the maintenance of the art, including the murals. It is an important part of this development and Staff would like assurance that it will move forward as designed and that maintenance responsibilities are clear.

During the review of self-storage facilities for this site in the past, the Board has expressed the desire have to some type of revenue stream since there would be limited or no sales tax revenue. The Town will be requesting that the monthly rental fee be adequate to also provide revenue to the Town which can be used for other Town purposes, such as affordable housing, parks, public improvements.

A Traffic Study was submitted on September 3, 2020. CDOT has requested this as well for the Highway Access Permit application. This has been attached. Staff has not had time to review and comment on the study but will do so prior to the Board meeting.

RECOMMENDATION

Staff recommends approval of the application. Staff commends the applicant for their efforts in preparing a development proposal that provides enhancements to the entryway to the Town, including the landscape and artwork along Highway 133. In a number of areas, the proposal exceeds the requirements of the UDC, particularly the provision of landscaped areas around the entire development to buffer the self-storage facility, larger setbacks to reduce the visual impact of the structure, and the reduced height. The design of the buildings is attractive and the lower portions of the buildings, which include the garage doors, are effectively screened. The proposal is for a net zero building which aligns with the Town's ethos.

Staff recommends that the following motion be approved: **Recommend approval of the Annexation, Rezoning, Major Site Plan Review, Conditional Use Permit, and Vested Rights with the findings and conditions included in the Staff report.**

1. Approval of the Major Site Plan Review is contingent upon Town approval of an Annexation Agreement.

2. Approval of the Major Site Plan Review is contingent upon Town approval of a Development Improvements Agreement which addresses construction of public improvements associated with the development prior to issuance of a building permit.
3. Approval of the Major Site Plan Review is contingent upon Town approval of the engineering plans. The final engineering plans shall address the conflict between the existing irrigation line along Highway 133 and the proposed trail/hardscape. Any relocation of the irrigation line, including heads, shall be responsibility of the applicant.
4. An engineer's estimate shall be prepared to reflect all public improvements, subject to Town review and approval, by September 30, 2020.
5. The Land Use Application shall be revised and re-submitted by September 30, 2020 to address the following:
 - a. Update the public outreach matrix.
 - b. Amend the parking plan to only include the head-in parking on the north and south sides of the building and replace the parking along the northerly boundary of the property with the landscape strip.
 - c. Include details on the screening of the west side of the property.
 - d. Adjust the architectural detail on the west side of the building to soften the appearance of the façade, i.e., a cap or additional windows.
 - e. Include required vesting language on the Site Plan
 - f. Provide engineering which shows the trail along Highway 133 in its entirety, including the connections on the north and south side.
 - g. Amend and re-label the Annexation Plat to clarify the property lines, particularly the easterly property line and include an explanation of the Exemption noted on the plat.
 - h. Provide a response to the Tree Board comments and amend the landscaping plan accordingly.
 - i. Submit a revised lighting plan which provides point-by-point foot candle readings at the property line as required by UDC Section 5.10.3(B). The revised lighting plan shall also address potential light trespass to the neighbor to the north due to the 12 ft. tall light fixtures.
 - j. Elevations revised to remove signage from building elevation.

- k. Correct language in the text which suggests a “six-foot asphalt pedestrian/bike path along HWY 133” to instead reflect a 10 ft. wide trail (page 29).
 - l. Submit a site plan which shows location, width, and purpose of all proposed easements.
 - m. Label trail along the north side of the property as a “sidewalk.”
- 6. The applicant shall submit the following information on or before September 24, 2020:
 - a. Proposed percentage of the monthly rental fee to be dedicated to the Town and the potential revenue from the fee.
 - b. A cost analysis for the maintenance of the Highway 133 landscape area, including irrigation, on both the private property and CDOT right-of-way.
 - c. Clarification on the responsibility of the installation and maintenance of the artwork, both on the private property and the CDOT right-of-way.
- 7. A Traffic Impact Study shall be prepared and submitted to the Town by September 24, 2020. The Study shall address any potential highway improvements which may be required as a result of this development.
- 8. Approval of the Major Site Plan Review is contingent upon CDOT approval of the Highway Access Permit.
- 9. The applicant shall provide confirmation on the timing of the closure of the driveway of the property located to the north (Tire Store) by September 24, 2020.
- 10. The applicant shall provide more detail on the CDOT process required to construct the Art Walk in the CDOT right-of-way and outline responsibilities and timeline for obtaining CDOT approvals. This shall be submitted to the Town by September 24, 2020.
- 11. All required public utility, public access, and public pedestrian/bicycle easements, including the cross access easement to benefit the property to the north, shall be dedicated to the Town of Carbondale prior to the recordation of the Development Improvements Agreement. The location and size of the easements shall be subject to review and approval of Town Staff.
- 12. The developer shall be responsible for the construction and cost of all infrastructure improvement. The construction of the infrastructure shall be

completed within one (1) year of the recordation of the Development Improvements Agreement.

13. The developer shall be required to submit a current title commitment for the easement dedications for review and approval by the Town Attorney prior to recordation of the Development Improvements Agreement. This commitment shall be prepared at the expense of the developer.
14. A fee-in-lieu of highway improvements may be required at the time of recordation of the Development Improvements Agreement. A final determination of fees shall be made by the Town Board.
15. A fee-in-lieu of water rights shall be required at the time of recordation of the Development Improvements Agreement. A final determination of fees shall be made by the Town Board.
16. The applicant shall enter into an agreement with the Carbondale & Rural Fire Protection District to pay impact fees prior to recordation of the Development Improvements Agreement.
17. All lighting shall be in compliance with Section 5.10 of the UDC (Exterior Lighting). The lighting plan shall be subject to review and approval of Town Staff.
18. All representations of the Applicant in written submittals to the Town or in public hearings concerning this project shall also be binding as conditions of approval.
19. The Applicant shall pay and reimburse the Town for all other applicable professional and Staff fees pursuant to the Carbondale Municipal Code.

FINDINGS

Comprehensive Plan

Town Periphery

1. The property is in the Phase 1 Potential Annexation Infill area and is contiguous to the Town. This is an area that already functions as a part of the Town. Infill and redevelopment in these areas would maintain the Town's compact footprint while promoting walking and biking.
2. Annexation of this property provides contiguity allow the opportunity for the properties to the north to be annexed into the Town. This would allow any development or re-development to proceed under the Town's standards.

3. The landscape, artwork and trail associated with the proposed self-storage facility enhance the gateway into Town. The development would help screen the electrical substation.
4. There would be retail sales associated with the use. A monthly rental fee for the units is proposed.

Annexation Criteria

1. An application for Major Site Plan Review has been submitted concurrently with the Annexation request.
2. The development promotes multi-modal transportation by providing a trail extending along Highway 133 from the RFTA park-and-ride to the Cowen Center crosswalk. This will add to the length of continuous trail along the west side of Highway 133 from the north side of Town and extending south by RVR. In addition, a public trail is proposed along the north side of the property from Highway 133 to the mobile home park property to serve as a new east/west bicycle and pedestrian connection.
3. Annexation/development does not adversely affect the Town's fiscal conditions as the Fiscal Impact Report finds that the proposed development will be "fiscal-positive" with a new annual surplus of \$23,180. In addition, a monthly rental fee for the storage units is proposed in order to generate additional revenue for the Town.
4. The annexation/development does not degrade public infrastructure or level of service as any required infrastructure to serve the development will be the responsibility of the developer and fees in lieu of water rights will be required.
5. The annexation/development provides public trails exceeding the minimum requirements of the municipal code.

Findings - Rezoning

1. The amendment will promote the public health, safety, and general welfare and will allow redevelopment of the property under the Town's development standards;
2. The amendment is consistent with the Comprehensive Plan and the purposes stated in this Unified Development Code as this property is designated as "Auto Urban" and the CRW zone district would be the most appropriate zoning for that designation.
3. The amendment is consistent with the purpose of the CRW zone district as this provides a larger service use that does not require clustering with other retail

uses, is located adjacent to Highway 133, provides an attractive commercial development, and mitigates the impact of the use from residential areas.

4. The amendment does not result in significant adverse impacts upon the natural environment, including air, water, noise, storm water management, wildlife, and vegetation;
5. The amendment does not result in material adverse impacts to other property adjacent to or in the vicinity of the subject property; and
6. Facilities and services (including roads and transportation, water, gas, electricity, police and fire protection, and sewage and waste disposal, as applicable) are available to serve the subject property while maintaining adequate levels of service to existing development.

Findings - Major Site Plan Review

1. The site plan is consistent with the Comprehensive Plan as it provides a larger service use that does not require clustering with other retail uses, is located adjacent to Highway 133, provides an attractive commercial development, and mitigates the impact of the use from residential areas.
2. The site plan is consistent with previous precedent plan or land use approval as it is in compliance with the Comprehensive Plan;
3. The site plan complies with all applicable development and design standards set forth in this Code; and
4. Traffic generated by the proposed development is adequately served by existing streets within Carbondale and any traffic impacts will be sufficiently mitigated.

Findings - Conditional Use Permit – Self-storage facility and upper-level residential dwelling unit

1. The site, buildings, and use meet all criteria specified for the use and all applicable regulations and development standards as specified in this Code and for the zone district in which the use is located;
2. The proposed use is consistent with the Comprehensive Plan as it provides a larger service use that does not require clustering with other retail uses, is located adjacent to Highway 133, provides an attractive commercial development, and mitigates the impact of the use from residential areas;
3. The site is in conformance with the development standards of the zone district in which it is located;

4. The proposed use is planned in a manner that will minimize adverse impacts on the traffic in the neighborhood or surrounding uses;
5. The proposed use is compatible with adjacent uses in terms of scale, site design, and operating characteristics.

Prepared By: Janet Buck, Planning Director

MINUTES

CARBONDALE PLANNING AND ZONING COMMISSION

Thursday August 13, 2020

Commissioners Present:

Nick Miscione
Jeff Davlyn
Marina Skiles
Jade Wimberley

Staff Present:

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

Commissioners Absent:

Ken Harrington, Vice-Chair
Michael Durant Chair
Jay Engstrom
Nicholas DiFrank (1st Alternate)
Erica Stahl Golden (2nd Alternate)

Other Persons Present Virtually

Rob Cairncross
Jordan Sarick
Doug Pratte
Mavis Fitzgerald
Yancy Nichol, Engineer
Andrea Korber, Architect, 57 Village Lane
Colby Christoff
Ben Genshaft

The meeting was called to order at 7:10 p.m. by Nick Miscione.

July 16, 2020 Minutes:

The minutes were tabled, all the Commissioners present were not at the 7-16-2020 meeting.

Public Comment – Persons Present Not on the Agenda

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

VIRTUAL HEARING – Annexation, Rezoning, Major Site Plan Review, Conditional Use Permit and Vested Rights

Location: 0430 Highway 133

Applicant: Eastwood 133, LLC

Janet said that this is a public hearing to consider an application for Annexation, Rezoning, Major Site Plan Review, Conditional Use Permit, and Vested Rights. She said that the Commission is required to hold a public hearing and recommend approval

of the application or recommend denial or the Planning Commission may also continue the public hearing.

Janet said that since this is a complex project, she suggested that the Commission split the review into two hearings. She said that this is the first hearing tonight.

Janet said that she will touch on annexation and rezoning issues first. She said then the applicant can present the project and the P&Z can ask questions of the applicant.

Janet said then the public hearing should be opened for public comment. She said then the Commission would then continue the public hearing to August 27, 2020. She said that at that meeting she will go over the zoning and development standards in the UDC.

Janet said that tonight is the big picture overview to take a look at the development to see what it looks like. She said at the end if you have questions or need additional information it would be a good opportunity to let the applicants and Staff know. She said that the applicants are going to explain the details of the application.

Janet said that the property is the 2 acre parcel just north of the substation on Highway 133 across from Alpine Bank. She said that the property is currently zoned Commercial General in Garfield County.

Janet stated that the applicants would like to annex the property into the Town and rezone the parcel to the Commercial/Retail/Wholesale (CRW) zone district. She said that the applicant then proposes to develop a self-storage facility with one residential unit. She stated that the self-storage facility would include a small office for an on-site manager. She said that there would also be retail sales to include sale of packing materials.

Janet stated that the 2013 Comprehensive Plan shows that the parcel is located in the Phase 1 Potential Annexation Infill area. She said that the Town has two phases, she said that this is Phase 1. She said that Phase 1 are the areas immediately adjacent to the Town. She said that the intent of those areas is to promote infill and development of areas that already function as part of the Town. She said that it goes on to say that these are the most logical areas for annexation because infill would maintain the Town's compact footprint. She said if remember in the Comp Plan that the intent is not to sprawl but to develop inward.

Janet said that the Comp Plan talks about some of the opportunities in the Phase 1 areas and this location.

Janet said that this location is identified as being a gateway to the Town. She said that you will see in the application that landscape, artwork and trails are proposed as part of this application.

Janet stated that the Comp Plan also notes that this parcel is a logical infill location for annexation. She said that if you look on the Zoning Map that it is contiguous with the

Town. She said that the properties north of that like Red Rock Diner and the tire store it will look like they are part of Town, but they are not. She said that it provides a logical path for future annexations with the thought that those areas are ripe for redevelopment. She said that if they were to redevelop that we would rather have them develop under the Town's standards rather than the County's standards.

Janet stated that the Comp Plan includes the following Annexation Criteria.

1. Annexation should be reviewed concurrently with development proposals.

Janet said that this has been done with this application.

2. Annexation/development should promote multi-modal transportation systems.

Janet said that they are proposing a trail extending along Highway 133 from the RFTA park-and-ride to the Cowen Center crosswalk is proposed. She said what this will add to the length of continuous trail along the west side of Highway 133 from the north side of Town and extending south by RVR. In addition, a public trail is proposed along the north side of the property from Highway 133 to the mobile home park property.

3. Annexation should not adversely affect the Town's fiscal conditions.

Janet said that they submitted a Fiscal Impact Report that was submitted with the application, which is required by State statute. She said that the report finds that the proposed development will be "fiscal-positive" with a new annual surplus of \$23,180. She stated that in addition, a monthly rental fee for the storage units is proposed in order to generate additional revenue for the Town. She said that this percentage has not been figured out yet but that it will be worked through as we move to the Board because the Board is more the numbers group.

4. Annexation should not degrade public infrastructure or level of service.

Janet said that any required infrastructure to serve the development will be the responsibility of the developer. She said that in addition, either water rights or fees in lieu of water rights will be required.

5. Annexation/development should include at least one of these assets:

- a. Public trails, priority public open space, or public parks, all exceeding the minimum requirements of the code.
- b. Affordable housing exceeding the minimum requirements of the code.
- c. Agricultural land conservation

Janet said that construction of two public trails is proposed as part of the application.

6. Development should avoid geologic hazards.

Janet said that there are no geologic hazards associated with the property.

She said that the Future Land Use map designates the property as Auto-Urban. The elements of Auto-Urban are:

- Auto oriented but pedestrian/bike friendly.
- That buildings set back, emphasizing landscaping and parking in the front.
- Buildings can be up to 3 stories tall.
- Interesting varied façade.
- Building facades and roofline should be broken up to avoid monotony and box-like structures. Facades should have three-dimensional architectural elements.
- Flexible mix of commercial uses that may include residential upstairs.

Janet said that during the development of the 2013 Comprehensive Plan, it had always been envisioned that the CRW zone district would be the most appropriate zoning for the Auto Urban area.

Janet said that she touched on some of the annexation issues in the Staff report including the need for a traffic impact study, potential need for improvements to the highway, Access Control Plan, Fiscal Impact Report and Water Rights. She said that these are a work in progress and that she will flesh those out as we proceed in this process.

Janet said that some of the points of discussion for this meeting may include the following:

- Is it appropriate to annex this property into the Town?
- Is the CRW zone district appropriate?
- What additional considerations need to be included to ensure the development meets the annexation criteria in the 2013 Comprehensive Plan?

Janet said that it is kind of over-arching and that she is not going into the nitty gritty of the setbacks, the building height, how many street trees there are. She said that she was thinking tonight of basically taking it out of the box and having the applicants present it to see what's on the table and then move into the details at the next meeting.

Marina thanked Janet for her Staff report and said that it was very helpful. She asked for clarification of the reason for annexation.

Janet said that they get utilities. She said that the County knows that this is in our annexation areas so when property owners that are within our Phase 1 areas go to the County to develop, the County encourages them to contact the Town. She said that the County zoning is Commercial General. She said it would be interesting to see what they could do under the County zoning verses the Town zoning of CRW. She said that she doubts that the County has the development standards that we do in our UDC.

Doug Pratte introduced himself and said that he is the Planner working on the application with Rob Cairncross and Jordan Sarick.

Doug began with his presentation showing the street view and he introduced the owners.

Rob Cairncross, one of the owners, gave his history in the valley. He said that we feel we have come up with a creative solution for this parcel. He introduced the team.

- Architect, Andi Korber/Land+Shelter
- Engineers, Yancy Nichol and Colby Christoff/Sopris Engineering, LLC
- Public Outreach, Mavis Fitzgerald/Project Resource Studio

Mavis gave an overview of the public outreach including the noticing in both English and Spanish.

Doug outlined the following in his presentation.

- Community meetings and outreach.
- Eastwood 133 Self-Storage Site on the Zoning Map.
- Annexation Plat.
- Zoning Map showing surrounding parcels with labeling.
- State Highway 133 Access Control Plan showing the shared access with the property to the north.
- Town of Carbondale Bike and Pedestrian Corridors, highlighting the connections.
- Site Plan showing paths along the highway and on the north side to the mobile home park and the shared access, explaining the right in and right out and a low traffic generator.

Andi outlined her architectural presentation.

- Drivers experience from the highway both north and south.
- Site plan showing three buildings and their heights.
- Highway view with art walk paths, art walk mural, one story building and two story building.
- Screening wall at east and south.
- Integrated Art with murals and sculptures with locations of bump outs.
- Overall public art in Carbondale and how it fits in.
- The view at night of the entrance to Carbondale, lighting the murals.

- Pedestrian experience east/west and north/south.
- Storefront entrance with parking.
- Northwest corner location of apartment.
- Storage areas with entrance and exit.
- Elevations with durable materials.
- Energy program and solar array.
- Elevations compliance showing articulation, glazing, scale and mass.

Doug gave an overview and next steps of the project.

Commissioner Comments

Marina commended the team for their time and efforts to the entrance to the Town with the focus on art. She asked what the free standing walls were made of.

Andi explained that it is a retaining wall to keep the storage yard flat made of block at the base of the art walls. She explained that the art would be facing the highway and that the wall would wrap around toward the substation.

Marina asked about the sculptures and if they would be part of all the Carbondale sculptures.

Andi explained that these sculptures might lend themselves to a permanent location on this site but that it hasn't been decided. She said that they do have a commitment that Carbondale Arts would like to manage it and that we have created a source for funding for both installation and maintenance.

Jeff agreed with Marina and said that it was a very impressive effort. He said that he appreciates all the outreach that has been done. He asked about the shared access and will it be modified in there is a redevelopment.

Dough explained that when the parcel to the north is redeveloped that it would trigger the shared access coordinating with CDOT with a legal easement provided on the plat.

Yancy Nichol explained that the site plan has been laid out so that the development could work with the access to the highway. He said that they will obtain the access permit as this project moves forward.

Jeff said that he is curious about the trail development on the Highway 133 easement and the timeline of its completion.

Yancy said that we will obtain a special use permit from CDOT for the trail and landscaping to be done in one phase. He said that they will give an extension of time for a project of this size. He said that the trail will probably be deeded over to the Town so the Town will actually be the one that obtains the permit, which will allow the Town to own and maintain the trail.

Nick asked for clarification of the standards for the trail.

Doug explained that we will be working through this with next steps forward and that we have designed the trail to meet the standards of the Town.

Jeff said that there have been transportation improvement fees required for other annexations in the past and how would that work with this project.

Janet said that she wanted to put this on the table and that typically we get a traffic impact study that lets us know if any highway improvements are required. She said it would include traffic counts, which could trigger improvements to the highway. She said that the future round-about will be discussed and if there will be costs required to help pay for it. She said that its not a set formula for every development. She said that it is an unknown right now. She said that with Thompson Park that highway improvements were required, which the developer paid for.

Janet asked who will be responsible for painting and maintaining the murals?

Doug explained that what has been discussed is some sort of rental fee as a funding source and a portion of that to be used for maintaining the murals as well as painting. He said that we have not identified how much that fee is that we anticipate that with the Town and the Arts District that there is an opportunity to work in that regard to have some funding for maintenance.

Marina asked if the fee would be added on to the monthly rental of each storage unit.

Doug said that it could be a portion of that fee. He said that we haven't established how much that fee is.

Marina asked if would be for the sculptures too.

Doug replied yes.

Janet asked Andi who maintains the De Rail Park.

Marina said that it is volunteer based because she weeds it regularly. She said that Carbondale Arts maintains it.

Marina said that she doesn't want a town full of self-storage units. She asked if this is going to take the place of units being demoed on Colorado Avenue.

Janet said the other application is still in the rezoning process at the Board level.

Marina said this could be in addition to the other storage units.

Janet replied yes.

Marina asked the Commission if this was worth discussing?

Janet said that at the last Board meeting on Tuesday night that they have been working through some of the design and some of the issues with the Mixed-Use zone district. She said that they directed Staff to create an Ordinance of approval to rezone the property to Mixed-Use and C/T. She said that if it gets approved the project would go back through a Major Site Plan Review.

Nick asked if the Board approved the zone split.

Janet said that they are not quite done with it and that there is an Ordinance going before them on August 25th. She said that they would then go back and work on the Major Stie Plan Review for the mixed-use building up in front and the storage building.

Nick asked about the path of travel on the north side of the lot and that it does pass through the mobile home park. He asked if that was for vehicular access, pedestrians, or bicycles.

Doug said that it would be gated emergency access so if for some reason vehicles needed to get out of this parcel that they have an alternative way out. He said that it won't become a thoroughfare. He said that the mobile home park would be granted use for an emergency as well. He said that it would not be used as traffic flow through by the public or the users of this facility.

Rob stated that the mobile home park did change owners recently and that they have been working to get in touch with the representative at this corporation in Irvine, California to explain what we are proposing.

Nick asked how the access would be controlled?

Doug said that it would have a gate with a Knox box or control mechanism.

Public Comments

There were no members of the public to comment.

The public comment portion of the meeting was left open for the next meeting.

Janet asked the Commission if there was anything else that they needed to make their decision. She said that it was a thorough application.

Marina said that Janet and the applicant went above and beyond with the packet.

Motion

Marina made a motion to continue the public hearing to August 27, 2020. Jeff seconded the motion and it was approved unanimously.

Marina applauded the applicants to contributing to the vision of Carbondale.

Re-appointments for Planning Commission

Marina made a motion to reappoint Michael Durant and Jay Engstrom as regular voting members of the Planning and Zoning Commission. Jeff seconded the motion and they were recommended unanimously.

Janet said that it was nice to have Jade back after her summer of study.

Staff Update

Janet said that she got to go in the new City Market and that it is beautiful inside. She said that it looks better than everything that was shown at the public hearings. She said that they are already stocking shelves. She said that this store will be the district headquarters for the valley. She said that hopefully people will shop here instead of going to El Jebel and therefore eliminated the sales tax leakage in town.

There was discussion about traffic flow around City Market and the fueling station exit.

Janet said that City Market is shooting for opening at the end of August.

Janet said that building plans are still coming in and it isn't slowing down.

Further discussion ensued about the real estate market in the valley.

John shared his screen showing the fire map and explained the location of the fires. He explained how to sign up for the reverse 911.

John commended Nick for his job chairing the CHPC hearing regarding the demoing of the telegraph building at 234 Main Street.

There was further discussion regarding the CHPC hearing and other historic properties throughout Carbondale and their success stories.

Commissioner Comments

Marina commended Nick for his volunteering on two commissions.

Jeff said that this was his daughter Mala's second P&Z meeting and the first one was four years ago when she was an infant in Town Hall.

Motion to Adjourn

A motion was made by Jeff to adjourn. Marina seconded the motion and the meeting was adjourned at 9:04 p.m.



September 3, 2020

Mr. Colby Christoff, P.E.
Sopris Engineering, LLC.
502 Main Street
Carbondale, CO 81623

Re: Level Two Traffic Impact Study
Eastwood 133 Self-Storage
SH-133 Carbondale, Colorado

Dear Mr. Christoff:

This traffic study documents the results of a trip generation, trip distribution, and traffic assignment for the Eastwood 133 Self-Storage project to be located along the west side of State Highway 133 (SH-133), south of State Highway 82 (SH-82) in Carbondale, Colorado. Per State of Colorado Department of Transportation (CDOT) requirements, this study presents the results of a Level Two trip generation and auxiliary turn lane improvement identification for increased traffic from the new Eastbound 133 Self-Storage project. The Eastwood 133 Self-Storage project consists of 77,000 square feet of self-storage and one apartment unit. A vicinity map illustrating the location of the project and the proposed access is attached in **Figure 1**.

Regional access to Eastwood 133 Self-Storage will be provided by State Highway 82 (SH-82). Primary and direct access to the site will be provided by State Highway 133 (SH-133). SH-133 is a CDOT maintained highway with a 35 mile per hour speed limit through the study area and is classified with a category R-A: Regional Highway. SH-133 provides two through lanes northbound and one through lane southbound with a two-way left turn lane adjacent to the site. The SH-133 Access Control Plan identifies that access for this property would be restricted to right-in/right-out movements only. Attached **Figure 2** illustrates the existing geometry. The adjacent street network is also shown in the aerial attached.

Trip Generation

Site-generated traffic estimates are determined through a process known as trip generation. The number of trips were determined for Eastwood 133 Self-Storage based trip generation rates and equations provided by the 10th Edition of the *Trip Generation Manual* published by the Institute of Transportation Engineers (ITE). The ITE Trip Generation Report rate that applied to Mini Warehousing (ITE 151) and Low-Rise Residential (ITE 220) were used for calculation of trip generation. The following table identifies the expected project trip generation for Eastwood 133 Self-Storage. As shown, Eastwood 133 Self-Storage is anticipated to generate 126 daily trips, with eight (8) of these trips occurring during the morning peak hour and 15 of these trips occurring during the afternoon peak hour.

Eastwood 133 Self-Storage Project Trip Generation

Land Use and Quantity	Weekday Vehicles Trips						
	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Mini Warehouse (ITE 151) 77,000 SF	118	5	3	8	7	7	14
Residential (ITE 220) 1 DU	8	0	0	0	1	0	1
Total Trips	126	5	3	8	8	7	15

Trip Distribution and Traffic Assignment

Distribution of site traffic on the street system was based on the area street system characteristics, existing traffic patterns, existing and anticipated surrounding demographic information, and the proposed access system for the project. The directional distribution of traffic is a means to quantify the percentage of site-generated traffic that approaches the site from a given direction and departs the site back to the original source.

Access along SH-133 for this property was identified as a right-in/right-out restricted movement driveway according to the Access Control Plan. The attached **Figures 3 and 4** illustrate the trip distribution and assignment, respectively, with the access as a right-in/right-out driveway. The expected trip distribution for the site is anticipated to have 70 percent of trips arriving from the south while the remaining 30 percent will be arriving from the north. The access restriction would cause otherwise left turning vehicles to turn around and make U-turns to the north and south of the site. If this site doesn't have access that allows left turn movements, it is believed that traffic arriving from the south would likely travel north past the site and turn around (possibly at Red Rock Diner) while traffic leaving wishing to head north would have to exit and turn south on SH-133 and then turn around (possibly at Alpine Bank on the northeast corner of SH-133/Village Road). There isn't a lot of street network connectivity in this area but arriving traffic from the south could instead use 8th Street and Cowen Drive if the drivers are knowledgeable of the street network. Therefore, if possible, it is requested that consideration be given to allow full turning movements, even if temporarily. The trip distribution and assignment have been illustrated in the attached **Figure 5 and Figure 6**, respectively, for a full-movement access along SH-133.

Future Traffic Volumes

Based on information provided on the website for the Colorado Department of Transportation, the 20-year growth factor along SH-133 adjacent to the study area is 1.12. This value equates to an annual growth rate of approximately 0.52 percent per year. Traffic information from the CDOT Online Transportation Information System (OTIS) website is attached. Based on this, a 0.52 percent annual growth rate was used to calculate future annual daily traffic (ADT) along SH-133. With the applied annual growth rate, the existing ADT of 1,800 vehicles per day in 2018 may grow to approximately 2,018 vehicles per day by 2040.

Auxiliary Turn Lane Analysis

A CDOT Access Permit will be required for the new project access along SH-133. Based on the need for an Access Permit, CDOT requires auxiliary turn lane improvement identification. Auxiliary turn lane requirements were calculated based on the State of Colorado State Highway Access Code (SHAC) for the access intersection along SH-133. According to the State Highway Access Code for category R-B roadways with a 35 mile per hour speed limit, the following thresholds apply:

- A left turn deceleration lane with taper and storage length is required for any access with a projected peak hour left turn ingress turning volume greater than 10 vehicles per hour (vph).
- A right turn deceleration lane and taper length is required for any access with a projected peak hour right ingress turning volume greater than 25 vehicles per hour (vph).
- A right turn acceleration lane with taper is required for any access with a projected peak hour right turning volume greater than 50 vph when the posted speed on the highway is 45 mph or greater and the highway has only one lane for through traffic in the direction of the right turn. A right turn acceleration lane is not required on multi-lane highways of this category. The taper length will be included within the required acceleration length.

Based on these thresholds and warrants contained in the Access Code, the R-B (Rural Highway) designation of SH-133, a 35-mph posted speed limit, and the anticipated project traffic volume were applied at the proposed access as follows:

SH-133 Access

Right-in/Right-out Access

Based on the right-in/right-out access, a southbound right turn deceleration lane and acceleration lane auxiliary turn lane analysis is applicable only to this access type. A southbound right turn deceleration lane is not believed to be warranted based on projected assignment project peak hour traffic volume being eight (8) vph which is less than the 25 vph threshold. Likewise, an acceleration lane isn't warranted based on the 35-mph posted speed limit. Of note, the exiting right out volume is only projected to be seven (7) vph.

Full Movement Access

As a full movement access, a left turn deceleration lane is not believed to be warranted based on projected assignment traffic volume being six (6) entering vehicles per hour (vph) and the threshold being 10 vph. Although this lane exists today, designated as a Two-Way Left Turn Lane (TWLTL). A southbound right turn deceleration lane is also not believed to be warranted based on projected assignment project peak hour traffic volume being two (2) vph which is less than the 25 vph threshold. Likewise, an acceleration lane along southbound SH-133 from the eastbound right turn exit is not anticipated to be warranted with the SH-133 posted speed limit of 35 mph. For reference, the project peak hour traffic volume being five (5) vph, which is less than the 50 vph threshold.

Sight Distance Evaluation

It is recommended that appropriate sight distance be provided at the SH-133 Access to give drivers exiting the Eastwood 133 Self-Storage a clear view of oncoming traffic. Vegetation and objects within sight triangles must not obstruct drivers' views of the adjacent travel lanes. AASHTO design intersection sight distances for left turn from stop and right turn from stop were evaluated at the access along SH-133. The following sight distance parameters can be applied.

With a speed limit of 35 miles per hour along SH-133, the intersection sight distance for a passenger vehicle turning left from stop is 390 feet to the right. The sight distance for a passenger vehicle turning right from stop is 335 feet to the left. Therefore, all obstructions for left turning drivers from stop should be clear to the right within the triangle created with a vertex point located 14.5 feet from the edge of the major road traveled way (typical position of the minor road driver's eye when stopped) and a line of sight distance of 390 feet within the inside northbound SH-133 through lane. Likewise, all obstructions for right turning vehicles from stop should be clear to the left within the triangle created with a vertex point located 14.5 feet from the edge of the major road traveled way and a line of sight distance of 335 feet to the middle of the southbound approaching lane of SH-133. These distances are shown in the attached aerial photograph. As shown in this aerial, it is believed that appropriate sight distance will be available for vehicles exiting the access along SH-133.

Recommendations

Based on the analysis presented in this report, Kimley-Horn and Associates, Inc. believes Eastwood 133 Self-Storage project will be incorporated into the existing roadway network. It is anticipated that a CDOT Access Permit will be required at the project access. The access along SH-133 should operate with stop control on the eastbound access approach with a R1-1 "STOP" sign being installed. If you have any questions or require anything further, please feel free to call me at (303) 228-2300.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

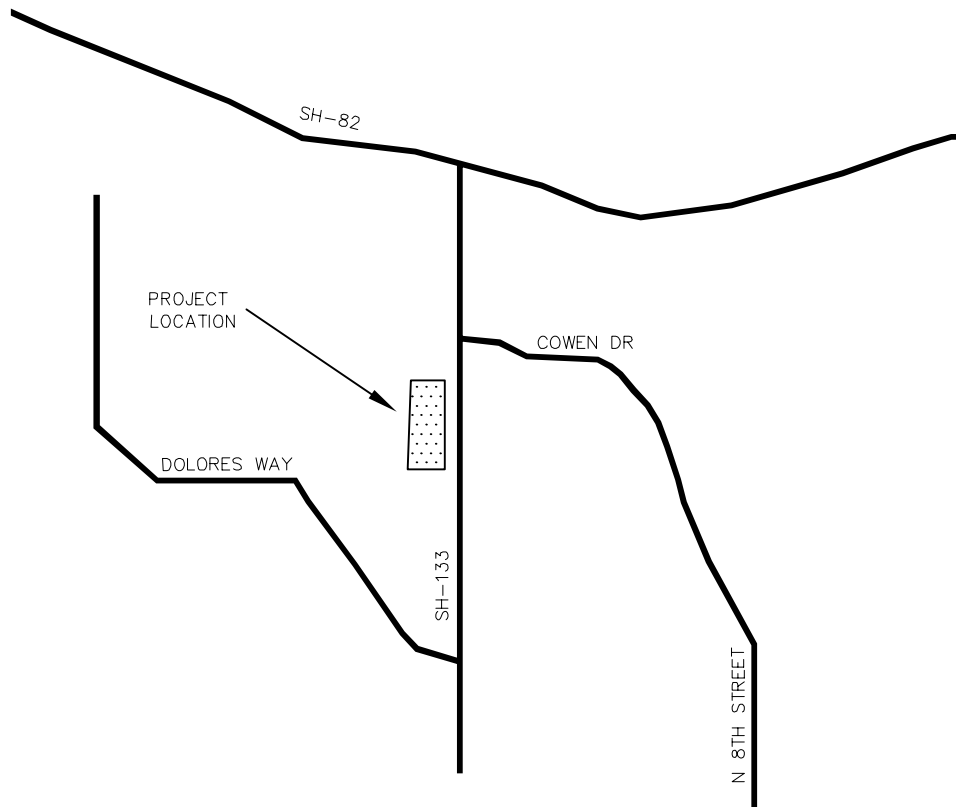


Curtis D. Rowe, P.E., PTOE
Vice President





Sight Distance Requirements from Access
(Orange Triangle to North for Right Turn – Blue Triangle to South for Left Turn)



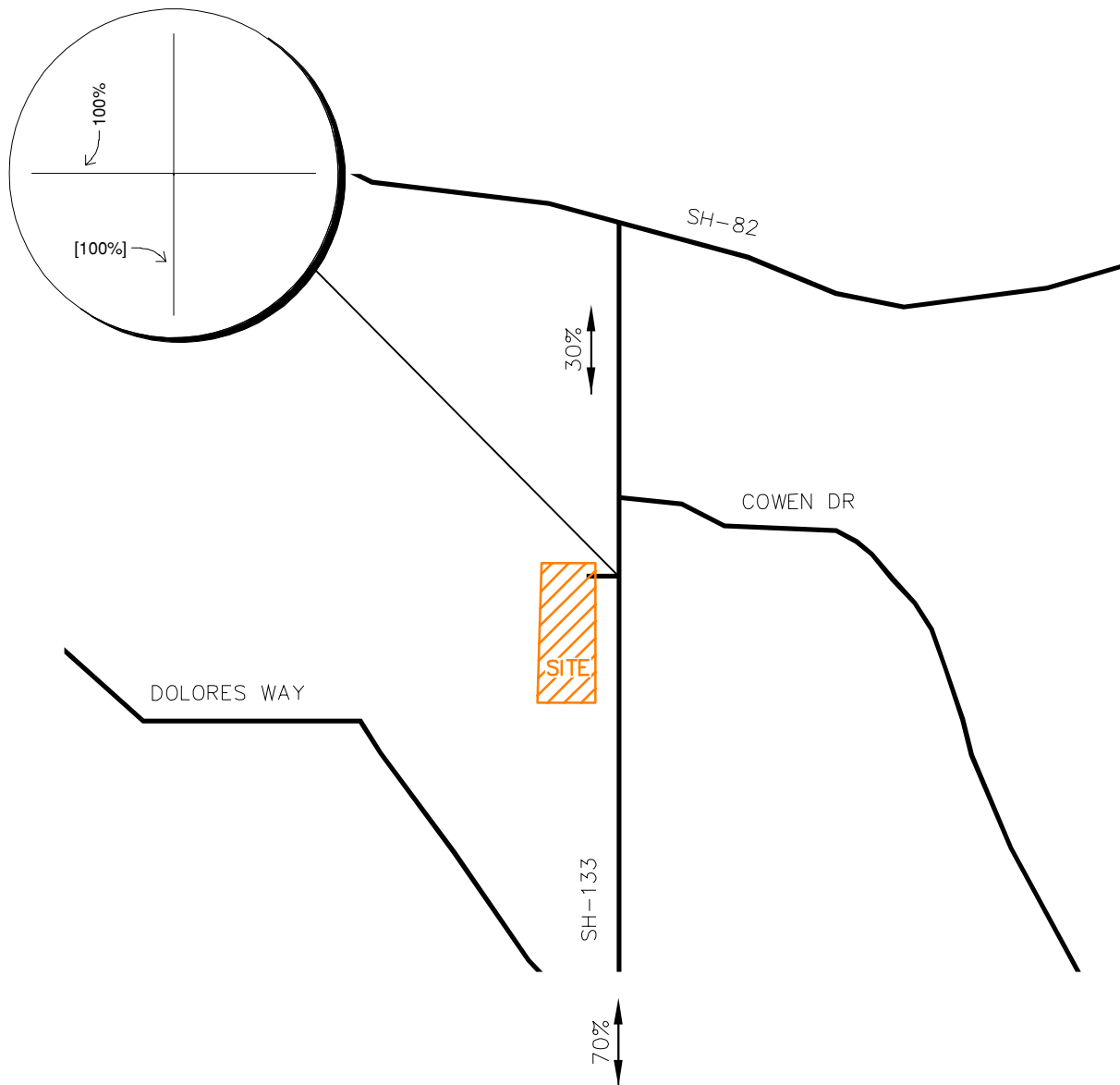
EASTWOOD 133 SELF-STORAGE
CARBONDALE, COLORADO
VICINITY MAP

FIGURE 1



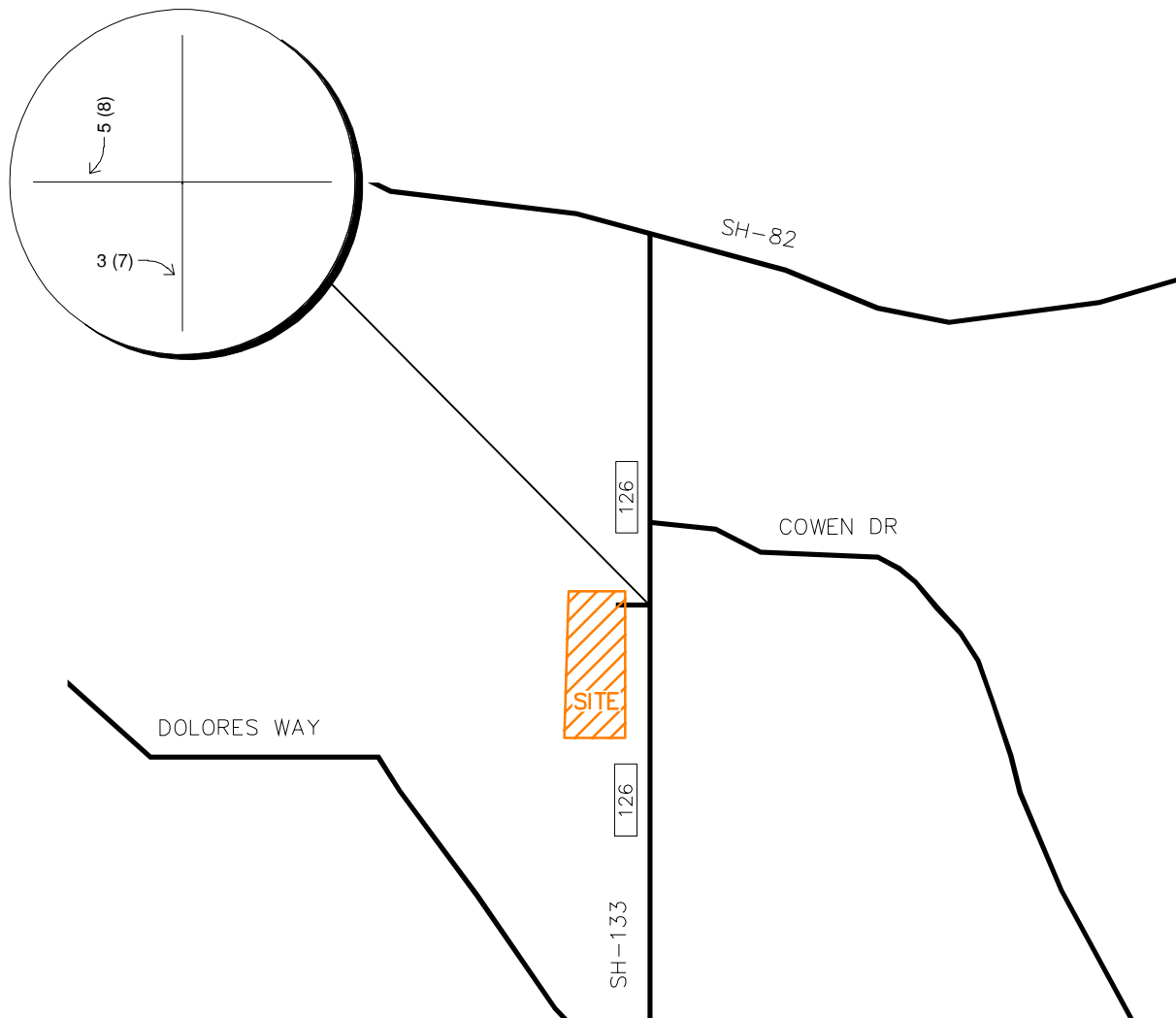
EASTWOOD 133 SELF-STORAGE
CARBONDALE, COLORADO
SITE AREA

FIGURE 2



EASTWOOD 133 SELF-STORAGE
CARBONDALE, COLORADO
TRIP DISTRIBUTION (RIRO ACCESS)

FIGURE 3

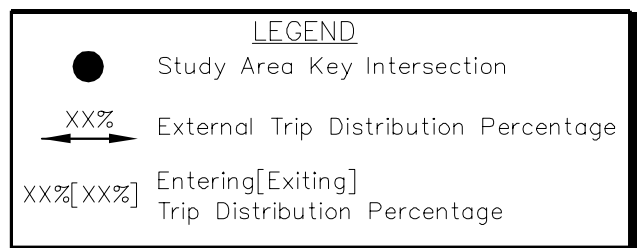
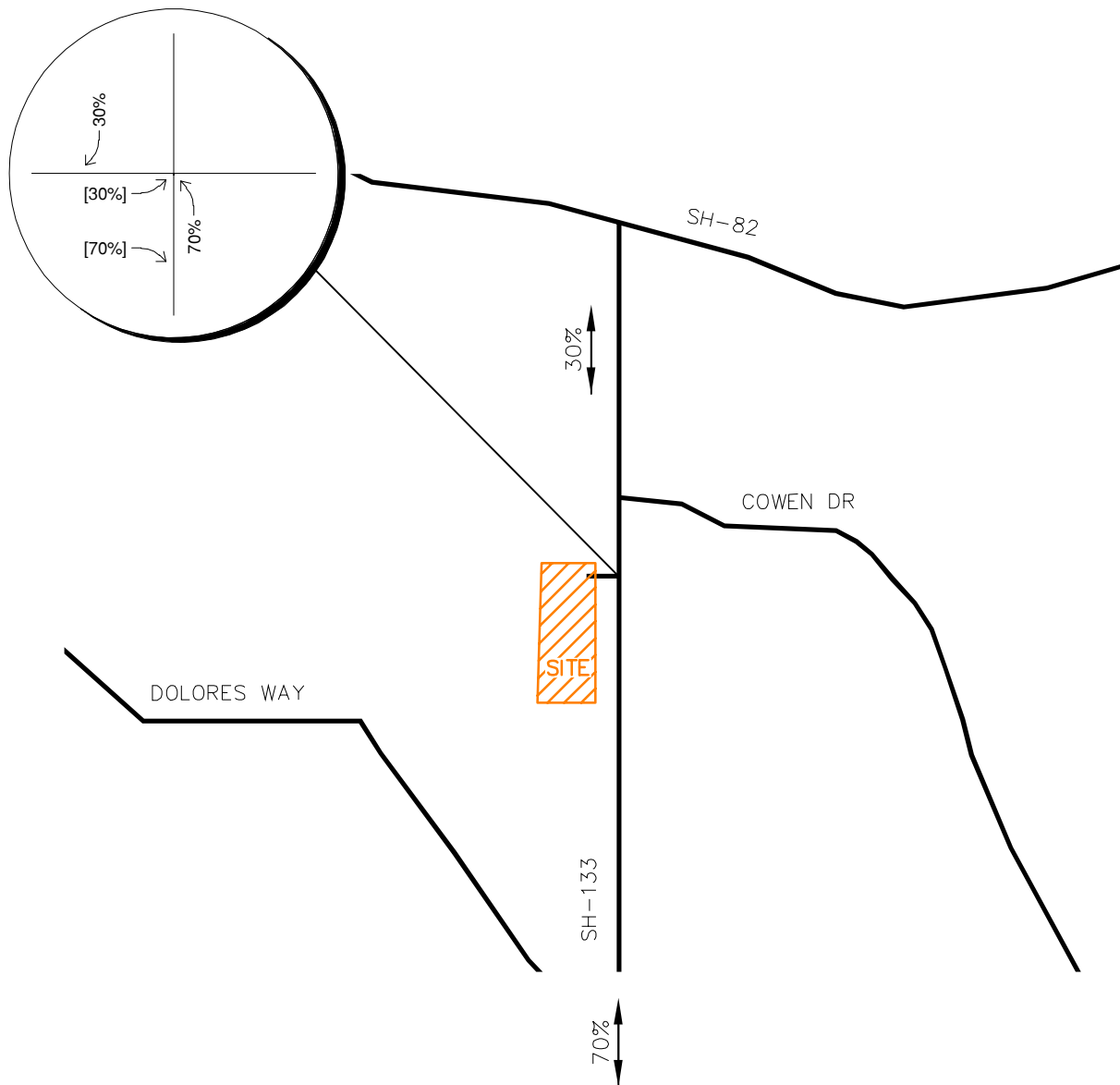


LEGEND

- Study Area Key Intersection
- XXX(XXX) Weekday AM(PM)
Peak Hour Traffic Volumes
- [XX,X00] Estimated Daily Traffic Volume

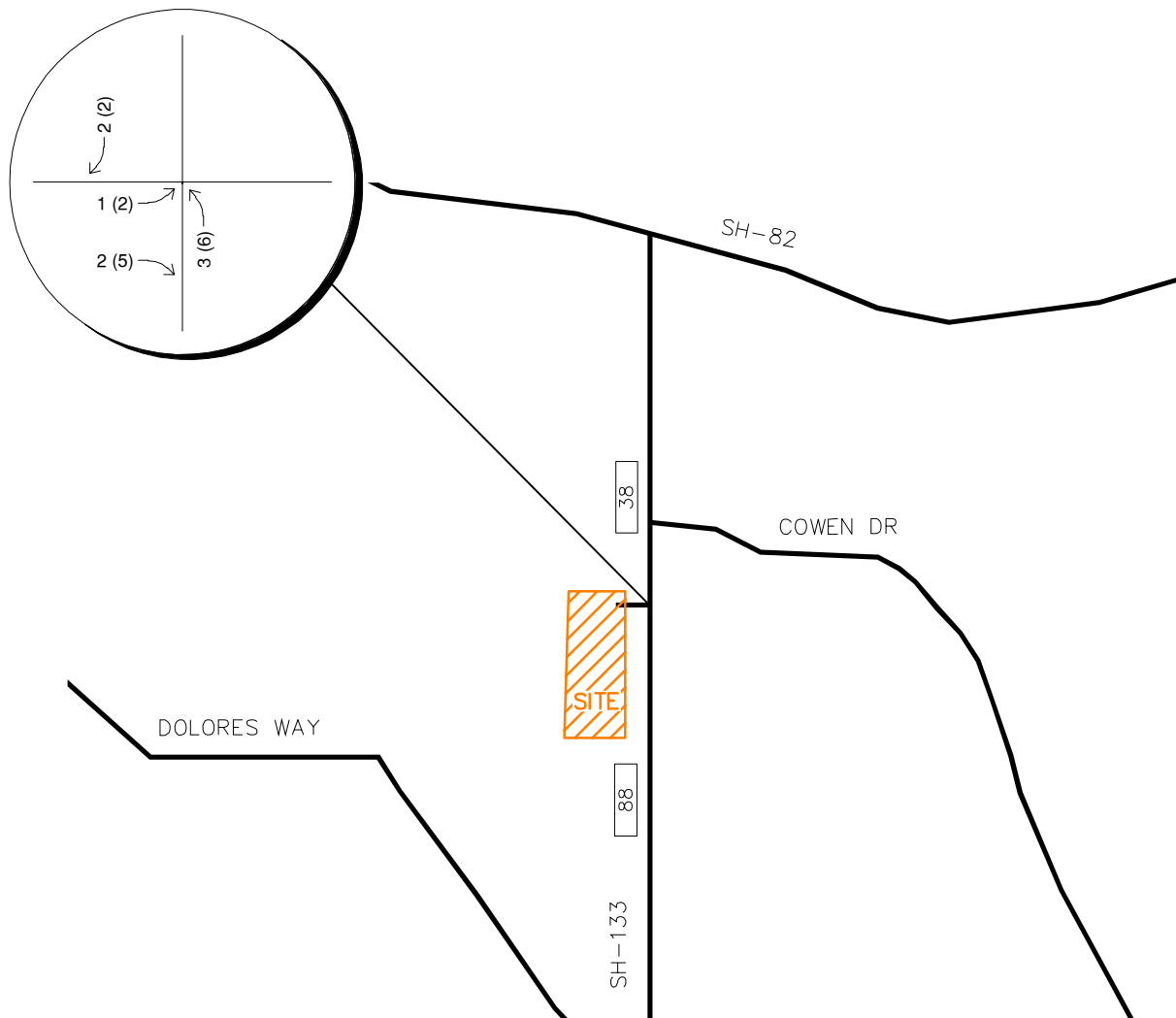
EASTWOOD 133 SELF-STORAGE
CARBONDALE, COLORADO
TRAFFIC ASSIGNMENT (RIRO ACCESS)

FIGURE 4



EASTWOOD 133 SELF-STORAGE
CARBONDALE, COLORADO
TRIP DISTRIBUTION (FULL ACCESS)

FIGURE 5



LEGEND

- Study Area Key Intersection
- XXX(XXX) Weekday AM(PM)
Peak Hour Traffic Volumes
- [XX,X00] Estimated Daily Traffic Volume

EASTWOOD 133 SELF-STORAGE
CARBONDALE, COLORADO
TRAFFIC ASSIGNMENT (FULL ACCESS)

FIGURE 6

Project Eastwood 133 Self-Storage
Subject Trip Generation for Mini Warehouse
Designed by MAG Date September 02, 2020 Job No. 096671005
Checked by _____ Date _____ Sheet No. 1 of 2

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 10th Edition, Average Rate Equations

Land Use Code - Mini-Warehouse (151)

Independant Variable - 1000 Square Feet Gross Floor Feet (X)

Gross Floor Area = 77,000

X = 77.0

T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (100 Series Page 84)

T = 0.10 (X)		Directional Distribution:	60% ent.	40% exit.
T = 0.10 *	77	T = 8	Average Vehicle Trip Ends	
		5 entering	3	exiting
		5 + 3	= 8	

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (100 Series Page 85)

T = 0.17 (X)		Directional Distribution:	47% ent.	53% exit.
T = 0.17 *	77	T = 14	Average Vehicle Trip Ends	
		7 entering	7	exiting
		7 + 7	= 14	

Weekday (100 Series Page 83)

T = 1.51 (X)		Directional Distribution:	50% entering, 50% exiting	
T = 1.51 *	77	T = 118	Average Vehicle Trip Ends	
		59 entering	59	exiting
		59 + 59	= 118	

Project Eastwood 133 Self-Storage
 Subject Trip Generation for Multifamily Housing (Low-Rise)
 Designed by MAG Date September 02, 2020 Job No. 096671005
 Checked by _____ Sheet No. 2 of 2

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 10th Edition, Average Rate Equations

Land Use Code - Multifamily Housing (Low-Rise) (220)

Independent Variable - Dwelling Units (X)

$$X = 1$$

T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (Series 200 Page 32)

		Directional Distribution: 23% ent. 77% exit.			
$T = 0.46 * X$		T =	0	Average Vehicle Trip Ends	
$T = 0.46 *$	1.0	0	entering	0	exiting
		0	+	0	= 0

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (Series 200 page 33)

		Directional Distribution: 63% ent. 37% exit.			
$T = 0.56 * X$		T =	1	Average Vehicle Trip Ends	
$T = 0.56 *$	1.0	1	entering	0	exiting
		1	+	0	= 1

Weekday (Series 200 Page 31)

		Directional Distribution: 50% entering, 50% exiting			
Daily Weekday		T =	8	Average Vehicle Trip Ends	
$T = 7.32 * X$		4	entering	4	exiting
$T = 7.32 *$	1.0	4	+	4	= 8

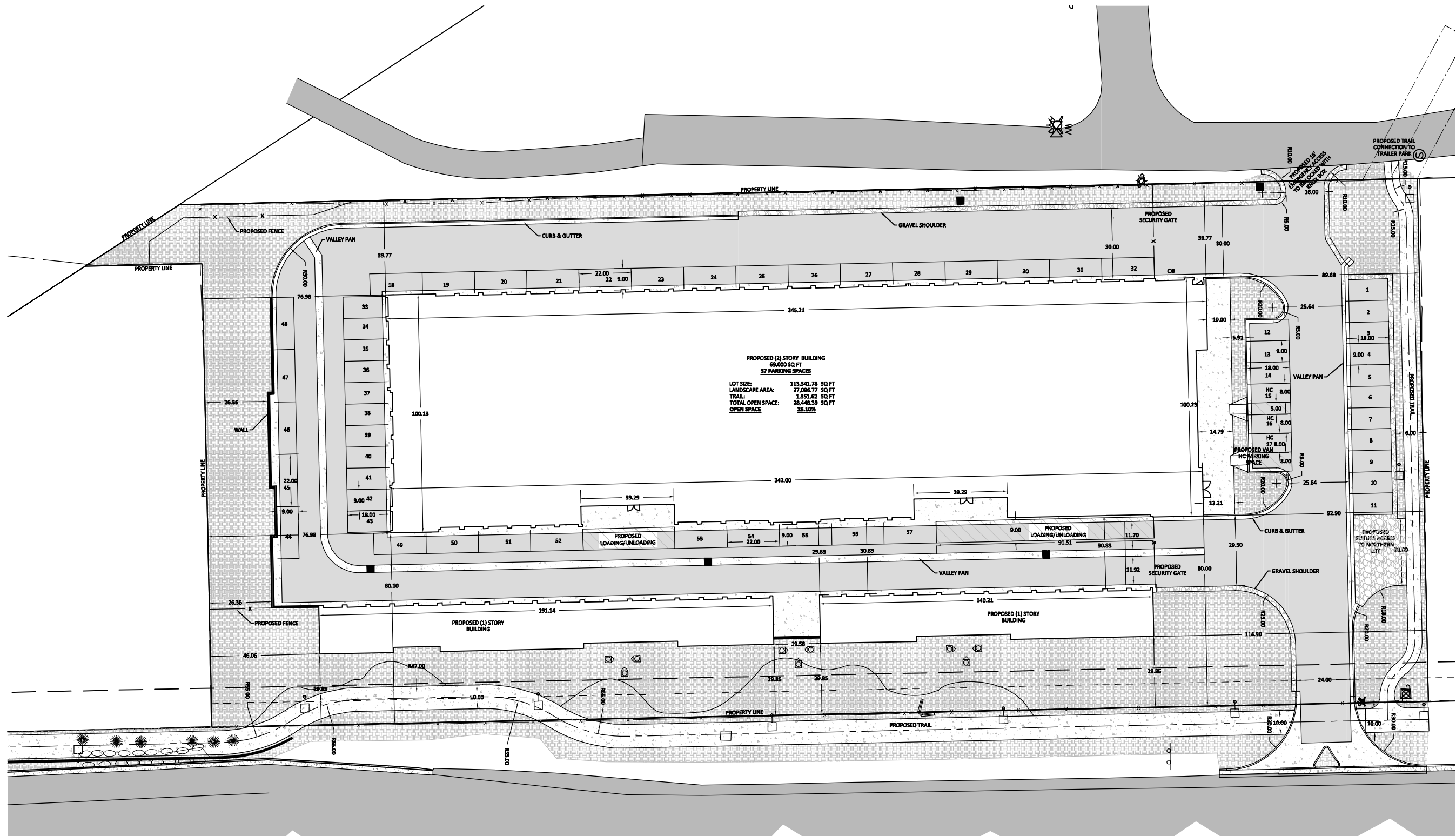
Peak Hour of Generator, Saturday (Series 200 Page 37)

		Directional Distribution: 50% ent. 50% exit.			
Daily Weekday		T =	1	Average Vehicle Trip Ends	
$T = 0.70 * X$		-1	entering	1	exiting
$T = 0.70 *$	1.0	-1	+	1	= not ok

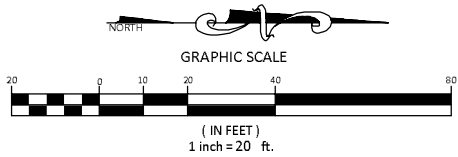
Eastwood 133 Self-Storage OTIS Growth Rate

Station ID	2018 AADT	20 YrGrowth Factor	Yearly Growth Rate
133A	1800	1.12	0.52%

6/20/2018 1:51 PM CARBONDALE STAMPS/STAMPING DIVISION L133-CE-2018-04-30-2020-42181



PROPOSED (2) STORY BUILDING
69,000 SQ. FT.
57 PARKING SPACES
LOT SIZE: 113,341.78 SQ. FT.
LANDSCAPE AREA: 27,086.77 SQ. FT.
TRAIL: 1,351.62 SQ. FT.
TOTAL OPEN SPACE: 28,448.39 SQ. FT.
OPEN SPACE: 25.10%



SITE IMPROVEMENTS LEGEND

- PROPOSED RETAINING WALL
- PROPOSED FENCE
- PROPOSED STORM INLET
- PROPOSED LIGHT POLE
- PROPOSED SIGN
- PROPOSED ASPHALT PAVEMENT
- PROPOSED CONCRETE/SIDEWALK
- PROPOSED GRAVEL
- PROPOSED LANDSCAPE
- EXISTING EASEMENT
- EXISTING PROPERTY LINE



CALL 2-BUSINESS DAYS IN ADVANCE
BEFORE YOU DIG, GRADE, OR EXCAVATE
FOR THE MARKING OF UNDERGROUND
MEMBER UTILITIES

SOPRIS ENGINEERING, LLC.
CIVIL CONSULTANTS
502 MAIN STREET
CARBONDALE, CO 81623
(970) 704-0311
FAX: (970) 704-0313

SOPRIS ENG
STAMP

DESIGNED BY	CHC	04-30-20
DRAWN BY	QDN	04-30-20
CHECKED BY	YTN	04/30/20
DATE:	04-20-20	
JOB NO.	18151	

EASTWOOD 133, LLC
CARBONDALE, COLORADO
LAND USE REVIEW

REGIONAL
STAMP

DATE	REVISION
00/00/00	XXX

TITLE
SITE IMPROVEMENTS
PLAN

DRAWING NO.
C-1.0