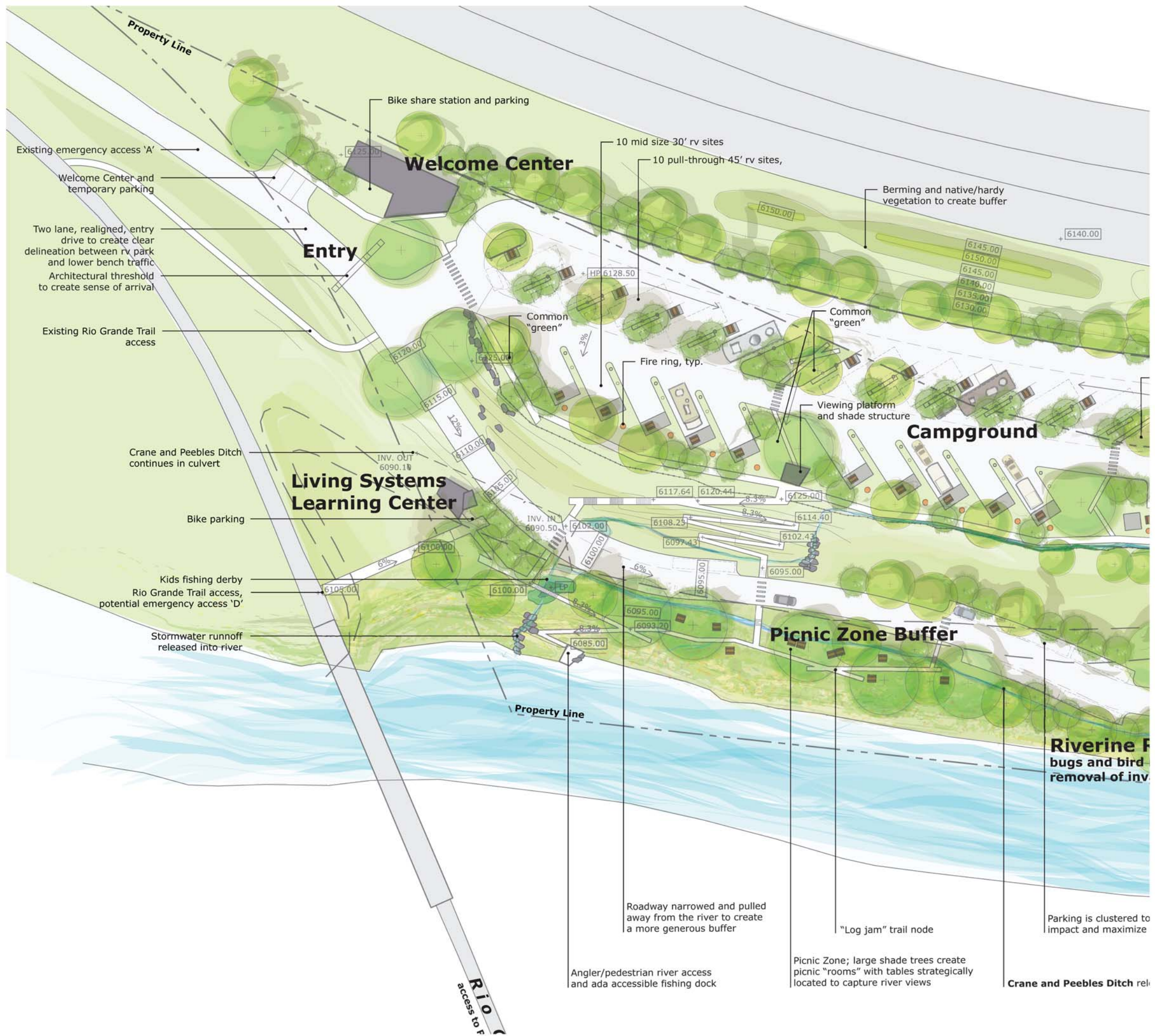




**Town of Carbondale
Gateway River Park**

SITE PLAN AND REPORT



Existing emergency access 'A'

Welcome Center and temporary parking

Two lane, realigned, entry drive to create clear delineation between rv park and lower bench traffic
Architectural threshold to create sense of arrival

Existing Rio Grande Trail access

Crane and Peebles Ditch continues in culvert

Bike parking

Kids fishing derby
Rio Grande Trail access, potential emergency access 'D'

Stormwater runoff released into river

Bike share station and parking

Welcome Center

Entry

Living Systems Learning Center

10 mid size 30' rv sites

10 pull-through 45' rv sites,

Berming and native/hardy vegetation to create buffer

Common "green"

Fire ring, typ.

Common "green"

Viewing platform and shade structure

Campground

Picnic Zone Buffer

Riverine F
bugs and bird
removal of inv.

Roadway narrowed and pulled away from the river to create a more generous buffer

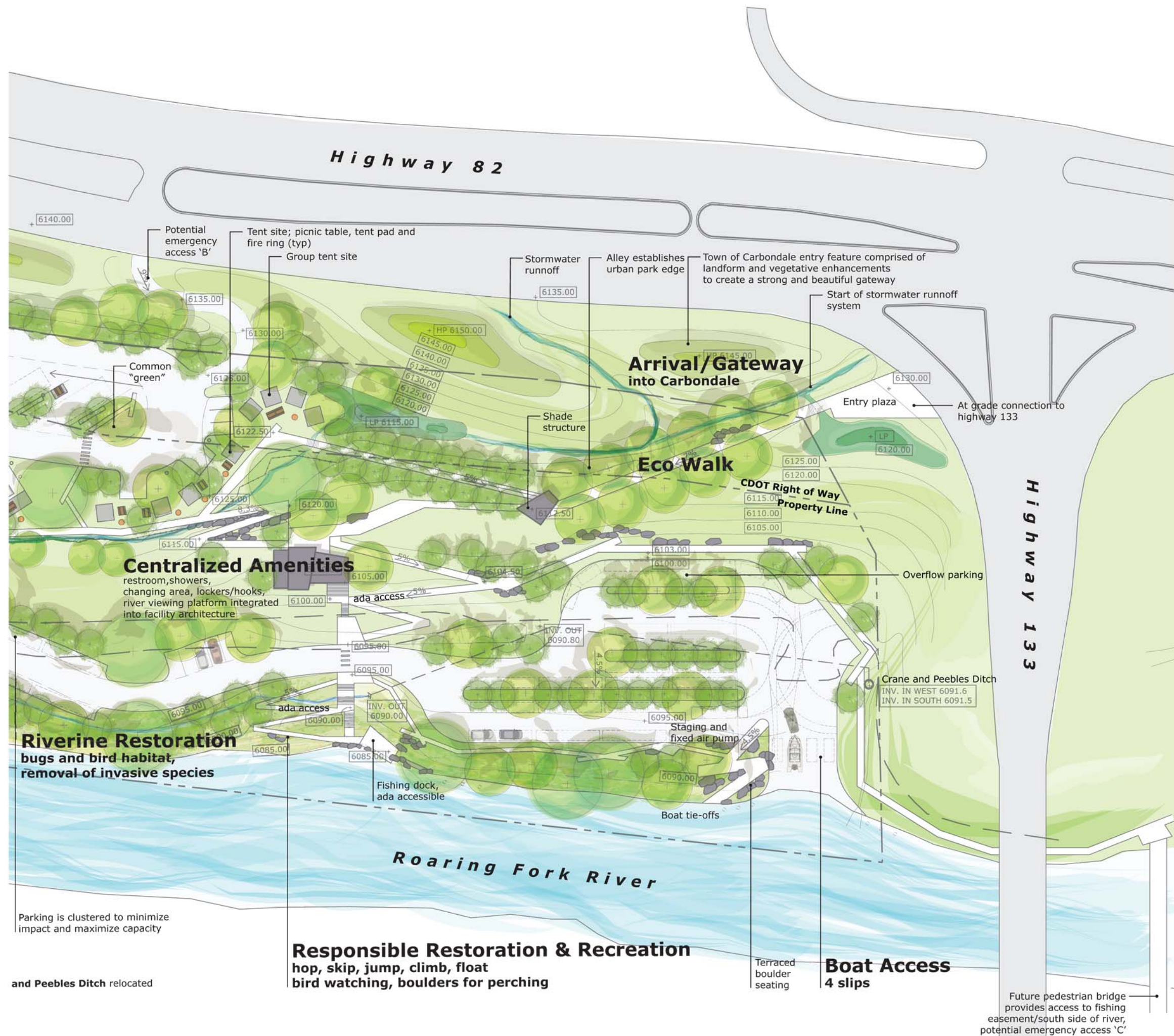
"Log jam" trail node

Parking is clustered to impact and maximize

Angler/pedestrian river access and ada accessible fishing dock

Picnic Zone; large shade trees create picnic "rooms" with tables strategically located to capture river views

Crane and Peebles Ditch rel



ACKNOWLEDGEMENTS

Town of Carbondale Trustees

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- Larry Ballenger - Town of Carbondale Public Works, Director
- Peter Benedict - CRMS, Director of Kayaking Programs
- Dan Bullock - Trout Unlimited, Director
- Jeff Dysart - Roaring Fork Anglers and Alpine Angling, Manager
- Stephen Ellsperman - Roaring Fork Conservancy, Ecologist
- Davis Farrar - BLM Red Hill Council, President
- James Foerster/Lange Adams - Elk Mountain Expeditions, Owners
- Tony Fotopulos - Roaring Fork Anglers and Alpine Angling, Fly Fishing Guide
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- Tim and Cheryl Heng - Gateway RV Park, Campground Hosts
- John Hoffmann - Town of Carbondale, Trustee
- Jeff Jackel - Town of Carbondale, Recreation Director
- Hollis Kerler - Town of Carbondale Parks and Recreation Commission
- Rick Lofaro - Roaring Fork Conservancy, Executive Director
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- Sara Tie - Carbondale Bike, Pedestrian, and Trails Commission

TABLE OF CONTENTS

Section 1.....Planning Summary . 1-1
Project Area . 1-2
Background and Process . 1-3
Vision and Uniqueness . 1-3
Team . 1-4

Section 2.....Visioning, Goals and Objectives . 2-1
Goals . 2-2
Objectives . 2-3

Section 3..... Background . 3-1
Current Management . 3-2
Regional Significance . 3-3
Site Context . 3-3
Project Site . 3-4
Funding Partners to-Date . 3-5
Previous Planning Efforts . 3-6
Concurrent Planning Efforts . 3-6

Section 4.....Research and Analysis . 4-1
Site Analysis Summarized . 4-2
Cultural History . 4-2
Easements and Encumbrances . 4-3
Current Facilities and Amenities . 4-4
Utilities . 4-4
Current Program . 4-4
Current User Groups . 4-5

Section 5.....Outreach and Public Input . 5-1
Steering Committee . 5-2
Stakeholder Groups . 5-3
Citizen Engagement . 5-4

Section 6.....Integrated Design Approach . 6-1
Culture, Water, Ecology, Energy . 6-2
Historical Renaissance . 6-3
Social Activation . 6-4
Economic Revitalization . 6-4
Highest and Best Use . 6-4
Brand Concept and Image . 6-5
Targeted Users . 6-5
Proposed Program . 6-6
Agency Coordination and Legals . 6-6

Section 7	Proposed Site Plan . 7-1	Active Play Diagram
	Illustrative Site Plan . 7-2	Wordle
	Hubs . 7-5	Site Plan
	Gateway(s) . 7-12	Phasing Plan
	Wayfinding . 7-13	Exhibit A - CDOT Property
	Facilities and Amenities . 7-15	Exhibit B - Existing Fields
	Vehicular Connectivity . 7-16	Exhibit C- Access Road
	Pedestrian Connectivity . 7-18	Signage Plan
	Planting . 7-19	
	Park and Riverbank Restoration . 7-20	
	High Performance Infrastructure . 7-20	
	Utilities . 7-21	
	Earthwork . 7-25	
	Energy and Sustainability . 7-26	
	Domestic and Wild Animals . 7-26	
	Lighting . 7-26	
	Education and Art . 7-26	
	Crane and Peebles Ditch . 7-27	
	Offsite Improvements . 7-27	
Section 8	Implementation Plan . 8-1	
	Development Strategy . 8-1	
	Schematic Component Phasing Plan . 8-2	
	Projected Construction Cost Estimates and Assumptions . 8-3	
	Project Components . 8-10	
	Suggested Funding Scenario: 7 Year Buildout . 8-14	
	Suggested Funding Scenario: 15 Year Buildout . 8-15	
Section 9	Proposed Management Scoping/Strategies . 9-1	
	Management Strategy . 9-2	
	Alliances and Stewardship . 9-3	
	Permitted Uses and Activities . 9-4	
Section 10	Future Funding and Partnering Scoping/Strategies . 10-1	
Appendix A	Meeting Records and Public Input. A-1	
Appendix B	Site Survey . B-1	
Appendix C	Maps and Illustrations. C-1	
	Site Aerial & Analysis	
	Site Images	
	Site Entitlements	
	Program Diagram	
	Connectivity Diagram	
	Accumulation Pathway Diagram	
	Community Engagement Diagram	



Gateway River Park from Highway 133

Overview

The Gateway River Park planning effort commenced at a critical juncture in the development of two key Town of Carbondale community planning projects—Gateway River Park Site Plan & Report and the Red Hill Alternative Transportation Feasibility Study. Although the Gateway River Park planning efforts preceded the Red Hill Transportation Study, careful consideration was given to the broad potential of creating a comprehensive ‘gateway’ solution. This report aims to define a long term, implementable and enduring vision for the Park that emphasizes and enables responsible river recreation as well as meaningful connections to adjacent resources. The process was strategically facilitated to capture broad community participation and support. The research, studies and strategies presented within represent the best combination of planning, design, facilitation, and collaborative teamwork to support the Town of Carbondale in achieving their vision.





Existing park conditions



Steering committee site visit

The Gateway Park planning team facilitated a process by which through community informed involvement, an innovative, well-defined and sustainably-sound plan was produced that can be utilized to successfully seek additional grant monies to fund its implementation. In particular the Park’s Site Plan and Report:

- Captures, synthesizes and articulates the shared vision for developing this important community resource.
- Documents site analyses and data collected to understand existing conditions and envision potential proposed improvements.
- Incorporates Steering Committee, Stakeholder and Public input as summarized in the project records. Input received was synthesized into common messages and directly informed the project’s goals and objectives, the planning and outreach process, the park’s program, phasing, and more.
- Scopes potential implementation, funding and management strategies that will be vetted throughout future detailed design phases.
- Illustrates the collaborative planning vision in an easily legible Site Plan, including how the plan can be phased over a 10-year period.

The Gateway River Park Site Plan and Report are conceptual in nature. The ideas illustrated in the schematic documents are not final, but rather provide a basis for developing detailed documents and enable the Town of Carbondale to seek future partners and funding. This planning document, like others, is intended to be adaptive and updated to complement current information and public process. The schematic Site Plan and associated exhibits and diagrams are for future amenities that will need to undergo further analysis and detailing to ensure the final plans comply with relevant land use code and/or other Town, County, State or Federal laws and regulations. As requested by the Town, the Gateway River Park Site Plan and Report does not evaluate any in-stream whitewater recreation structures.

Project Area

The 7.19 acre Gateway River Park (Park) is located in Garfield County, Colorado at the northernmost end of the West Elk Scenic Byway and anchors the important northern entrance to the Town of Carbondale. Located just west of the US Highway 82 and at a key crossroads with Colorado State Highway 133 and the Rio Grande Trail, the Park is a notable gateway and community resource. The Park boasts approximately one-quarter mile of Roaring Fork River frontage and is just one mile from downtown Carbondale. Adjoining public and private lands, heavily used for recreation purposes, surround the project area.

Background and Process

The Gateway River Park parcel was purchased December 23, 2010 through a joint, collaborative funding effort involving the Town of Carbondale, Garfield County, Colorado Parks & Wildlife Department (CPWD) and Great Outdoors Colorado (GOCO). Upon acquisition of the parcel, the partners quickly identified that a community-inspired strategic planning effort was needed to evaluate how best to develop the property for statewide public recreational use. In July 2012 the Bluegreen Team was engaged to develop a schematic Site Plan and Report for the project area. An outline schedule is as follows:

Timeline	
Proposals solicited	June 2012
Selection of consultant team	July 2012
Project start-up	August 2012
Steering committee meeting #1	September 2012
Stakeholder Interviews	September 2012
Steering committee meeting #2	October 2012
Public Open House	October 2012
Steering committee meeting #3	October 2012
Steering committee meeting #4	November 2012
Draft(s) Site Plan + Report	August–December 2012
Final Site Plan + Report	November 2012
Town Trustees + Parks Commission	December 2012
Adoption of the Plan + Report	December 2012–January 2013

Vision and Uniqueness

The environment and aesthetic qualities of the Gateway River Park site are infused with the character, mountain spirit and sense of place that is Carbondale. Throughout the Park planning process these qualities were elevated and enhanced to better meet the needs and demands of the Park’s use well into the future. It’s the balance of healthy ecosystems and the presence of wildlife shared with Carbondale’s human community that is so critical. The team’s solutions are rooted in environmental understanding and informed planning that best balances the diverse recreational needs of each user group, and with the varied wildlife needs.



Steering committee site visit



View from the upper bench toward the lower bench and the Roaring Fork River

Team

The planning and design team joins the Town of Carbondale, Garfield County, the Colorado Parks and Wildlife Department (CPWD) and the Great Outdoors Colorado (GOCO) and is led by Bluegreen, a broadly talented studio that addresses all phases of planning and design, from shaping ideas to directing implementation. Bluegreen’s design work encompasses a variety of project types and scales including civic centers, recreational amenities and parks, as well as streetscapes. Bluegreen excels in facilitating community engagement programs, and brings the best of current and effective engagement strategies to this project. The planning team includes key collaborator Sopris Engineering with whom Bluegreen has worked since the studio’s inception in 2001. Sopris Engineering is located in Carbondale and has a long history of providing critical technical, costing and phasing strategies support in determining innovative design solutions. Planning and design team highlights include:

- Extensive experience in crafting and facilitating community-led planning projects, including those for parks and recreational facilities.
- Innovative strategies for designing parks that balance the needs of diverse user groups and balance recreational use with environmental protection.
- Technical expertise in all relevant skill areas, including demonstrated project leadership.
- Philosophy for environmentally sound and sustainable practices in our studios and our work that reflects that of the Carbondale community.
- Commitment to completing the project scope within the time frame required by the grant funding the project.



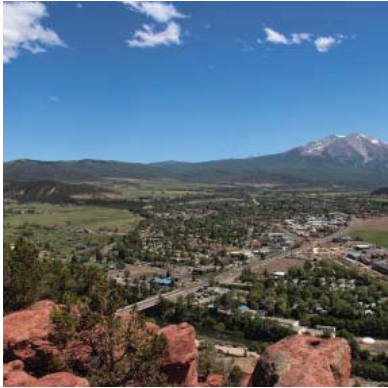
Steering committee members walk along the lower bench access road toward the park entrance

Overview

Goals represent the broad, idealistic and long term desires that translate a vision into a specific end result. Objectives are more specific as to how goals will be realistically accomplished. The Gateway River Park planning process engaged representatives of the Town of Carbondale, Garfield County and the Colorado Parks & Wildlife Department to establish the Park’s vision, mission, goals and objectives. Through a series of steering committee, stakeholder and community meetings the goals were honed and conformed to guide future Park development.

Vision ...*a picture of the preferred future; a statement that describes how the future will look if the Park achieves its ultimate aim...* **Gateway River Park fosters an unparalleled river and park experience for our environmentally-focused communities.**





View of the Town of Carbondale from Red Hill

Mission ...a statement of the overall purpose of the Park; it describes what the Park does, for whom it is done and the benefits... Gateway River Park is a landscape manifestation of the spirit of Carbondale. It provides a living-venue for both human and non-human species to contribute meaningfully to our natural environment. Natural systems are preserved and replicated in this urban context and provide extraordinary environmental and educational benefit.

Goals

Goals ...broad, long-term aims that define accomplishment of the mission...

Gateway River Park

- 1 Creates a gateway entrance to Carbondale that reflects the unique character of the community
- 2 Secures in perpetuity this important Roaring Fork River access point and serves as a portal for responsible river recreation
- 3 Is a community resource that attracts broad public recreational use

Objectives

Objectives ...specific, quantifiable, realistic targets that measure the accomplishment of a goal over a specified period of time...

Gateway River Park COMMUNITY OBJECTIVES

- 1 Continues as the most valued (heavily used) boat ramp in Colorado for river recreation, specifically, fishing
- 2 Provides diverse options for smooth, safe and efficient river put-in and take-out
- 3 Provides basic amenities and utilities to draw quality-seeking users
- 4 Partners with organizations/schools/non-profits to provide satellite environmental learning center
- 5 Provides user-friendly and accessible operations and management
- 6 Inspires the community to participate in the Park’s protections, upkeep and care

Gateway River Park ENVIRONMENTAL OBJECTIVES

- 7 Reclaims and restores the site and river’s edge
- 8 Employs xeric restoration practices
- 9 Increases shade for fish and habitat for insects
- 10 Provides food and vegetative cover for birds
- 11 Captures and cleanses site and proximate storm water
- 12 Removes invasive plant material and becomes a demonstration of excellence

Gateway River Park ECONOMIC OBJECTIVES

- 13 Remains cost-effective and inviting for users of all types
- 14 Enables long-term financial sustainability
- 15 Partners with organizations and agencies that can foster shared financial viability



Existing conditions at the lower bench



View from boat launch

Overview

Abundant with natural resources, Gateway River Park is a beacon for the surrounding community. In addition to recreational river access, the property accommodates recreational vehicle (RV) users from around the country. Strategically located in the mid-Roaring Fork Valley and at the north entrance to Carbondale, the Park is ideal as a destination for visitors intent on exploring all that Carbondale and the surrounding valley has to offer.





Existing RV park facilities

Current Management

Current management, repair and maintenance, and overall administration of the Carbondale Gateway River Park is under the direction of the Town of Carbondale Public Works Director, Larry Ballenger. He has delegated and received assistance from the Recreation Director, Jeff Jackel, and the Utility Director, Mark O’Meara in the operational oversight, maintenance and repair of the Park. The Park’s existing RV Campground reservation and fee collection system falls under the direction of the Recreation Department, and all utility service maintenance, repair and upgrades within the Park, as deemed necessary, fall under the responsibility of the Utilities Department. Park on-call security and patrol is being performed by the Carbondale Police Department. Working in collaboration, all three department heads have outlined duties and responsibilities for their respective staff to follow in managing and administering the day-to-day operations of the Park.

Assisting in these efforts are two volunteer RV Park Campground Hosts who work 5½ months from May 1st thru October 15th. Their primary duties are to ensure visitor advance campsite reservations exist and are paid for, that campground rules and regulations are followed, that minor Park maintenance and custodial needs are met, and serve as information and good-will public relation ambassadors for the Town of Carbondale.

Both internet on-line and phone-in RV Park campground reservations, with credit card payment, are being handled through the Carbondale Recreation & Community Center. A new reservation software system will be in place next summer to better handle these on-line campground reservations. The campground will be advertised within several RV Travel Guides & Campground Directories, including the “Good Sam” directory. It is anticipated that within the next couple of years, all campsites, except a few designated first come, first serve drop-in camper sites, will require an advanced paid reservation. A 14-day stay limit is currently in place for the campground.

A public boat launch and adjacent parking area for commercial and private fishermen, rafting, kayaking, and inner-tubing is operated and maintained by the Town on the lower bench of the Gateway River Park property for the benefit of the Colorado Parks & Wildlife Department (CP&W), who designated and named this Roaring Fork River boat launch site the “*Bob Terrell State Wildlife Area*”.

While the Town of Carbondale has yet to enforce and collect boat launch fees, the Conservation Easement in place with the CP&W allows the Town to charge \$2.00 per person for commercial or public access to the boat ramp and use of adjacent parking area. This fee is exempt for fishermen, engaged in fishing, who possess a current fishing license.

Collection of boat ramp and parking fees has not been managed because an on-site “Caretaker/Park Ranger” does not reside within the existing resident home located on the upper bench. This was the proposed intent of town staff when purchasing the property and stated within the Conservation Easement with CP&W. Due to current Town budget constraints, this resident home on the property is being utilized as a temporary Town employee housing unit.

Regional Significance

The Gateway River Park is home to one of the most heavily used fishing boat launches in the State of Colorado. This is an especially remarkable accolade and harkens to the gold medal fishing waters of the lower Roaring Fork River. The Park also marks the Highway 133 portal to the much used and well-known West Elk Scenic Byway.

Site Context

The Gateway River Park is ideally located at a central point in the Roaring Fork Valley. Situated north of the Park across Highway 82, the Red Hill Special Recreation Management Area offers an extensive system of pedestrian trails for public use. The Rio Grande Trail forms the western boundary of the Park and connects to a valley-wide bike and hike pedestrian system. Heading south from the Park, the Rio Grande Trail provides access to the RFTA Bus Rapid Transit station which is only a ¼ mile from the Park. The southern boundary of the Park is the Roaring Fork River. The adjacent Park property of the lower bench is also known as the Bob Terrell State Wildlife area, which is one of more than 300 sanctioned wildlife areas in Colorado.

The diversity of access to surrounding context is due in part to the varied terrain, which shifts dramatically within the boundaries of the Park. A transition from mountainside to river within only a couple hundred feet sets the tone for the extraordinary landscape that is Gateway River Park.



View of Gateway River Park from Highway 82



Site aerial



Existing RV park

Project Site

The Park is situated at the intersection of Highways 82 and 133, between Red Hill and the Roaring Fork River. It is within walking distance of the Red Hill Recreation Area, Rio Grande Trail System and the Roaring Fork River. Predominant setbacks and easements are related to Highways 82 & 133 and the Roaring Fork River. Because of these adjacent elements, the Gateway River Park has significant setback requirements that must be considered for future development.

Topography

Topographic features include a steep topographic bench that provides separation from adjacent Highway 82 as well as divides the upper bench and RV Park from the lower bench and boat launch area. Existing site conditions include approximately forty-five feet of grade change from the northern most side of the park to the river’s edge. Previous grading work adjusted a majority of site topography, particularly the extents of the lower bench. The wide grade differentials are largely the result of natural conditions descending from mountain to river.

Built Features

An RV Park campground occupies the upper bench, while a boat launch and parking lot area resides on the lower bench. The RV Park contains full site hook-ups for recreational vehicles as well as individual and tent camp sites. A large gravel parking area accommodates the often times heavy traffic associated with the boat ramp. A gravel road connects the two main groupings of built features as well as the topographic upper and lower benches

Vegetation

Much of the upper bench of the Park is barren due to lack of irrigation, with the exception of a few trees scattered throughout the RV Park. The lower bench contains a swatch of riparian vegetation along the river in which invasive species have been identified.

Culture

The RV Park serves as a destination campground for avid outdoors people traveling through the area who wish to stop in Carbondale. Regular users from around the country frequent the park and campground on an annual basis and have established the identity of this transient-by-nature, yet reliable user group. The boat launch area has an equally devoted albeit different user group. Boaters and anglers travel from around the state to access the Gold Medal fishing waters of the lower Roaring Fork River from the Gateway River Park.

Sensory

The Park contains a juxtaposition of sensory experiences. The Park is barely visible from Highways 82 and 133 due to the extreme topographic conditions. Highway noise is prominent on the upper bench, and despite the views of the Roaring Fork, there is no hint of sound from the water flowing in the river below. Upon entering the lower bench, the highway views and noise disappear and is replaced by the steady sounds of the Roaring Fork River. Views from the lower bench capture both the Roaring Fork River and adjacent Red Hill Recreation Area.

Ecology & Habitat

The Roaring Fork River corridor provides home to a variety of flora and fauna and supports Gold Medal fishing. Currently, numerous invasive species inhabit the banks of the river along the Park property. Numerous fish live within the waters below, as the popularity of this corridor as a fishing access point attests. The lower Roaring Fork River is also notorious among locals as a prime bird watching corridor.



Existing park signage



View of Red Hill from the lower bench

Funding Partners to-Date

The Park was purchased December 23, 2010, through a joint collaborative funding effort enabled by the Town of Carbondale, Garfield County, the Colorado Parks & Wildlife Department (CP&W) and the Great Outdoors Colorado (GOCO).

Previous Planning Efforts

Prior to the Gateway Park property being acquired by the Town of Carbondale, this parcel and other property along the river was the subject of an extensive study and report entitled “Feasibility & Conceptual Design for the Carbondale Gateway River Park” (October 2003). The report was derived from a consultant team, who worked with a Gateway River Park Task Force to fully evaluate the merits and design of a river access park. The 2003 study included picnic and restroom facilities, a visitor/tourist information kiosk, a handicap fishing pier, river launch access for rafts, kayaks and small boats, and a river trail leading to a pedestrian bridge spanning the Roaring Fork River and connecting to the Carbondale Trail System. This report included an extensive review of stakeholder input and interviews conducted with area landowners and affected agencies. All of this input was integrated into a final report and presented to the Carbondale Board of Trustees on October 28, 2003.



Intersection of Highways 82 and 133 at Gateway River Park and Red Hill

Concurrent Planning Efforts

Concurrent with, yet slightly behind the Gateway River Park Site planning effort, the Town engaged a consultant team in a feasibility study to evaluate up to six multi-modal (alternative transportation) connectivity studies for the Red Hill Special Recreation Management Area. Red Hill is situated north of the intersection of State Highway 133 and 82. The Gateway River Park is a key, adjacent open space parcel that spans the area between Red Hill to the north, the Rio Grande Trail to the west, and a potential pedestrian & bicycle river-crossing bridge toward Town to the southeast. The pedestrian connection from Town to Red Hill has long underserved the vision, needs and desires of the Carbondale community and a comprehensive approach to safe, non-motorized accessibility and connectivity is paramount. The Red Hill consultant team recognizes the value of including Gateway River Park in their studies, unfortunately however and as informed by a team conference call, the Red Hill planning team’s efforts were not advanced enough to influence the schematic Gateway River Park design. Their studies will be incorporated into the later detailed design phases for the Park.



Steering committee site visit

Overview

The site analysis of the Town of Carbondale's recently acquired Gateway River Park unveils a Park that has tremendous potential, but currently lacks an experience that is consistent with the values of the community. Significant topographic and vegetative alterations made through time have left the site in poor condition, resulting in invasive species and a sun-scorched environment. The site has several layers of legal regulations that, in general, focus use of the Park for recreation and restoration purposes and is in complement with the vision of the community. The site's current utilities, amenities, facilities and program are limited to basic services for boat ramp and RV camping users. It is generally understood that the amenities underserve the needs of the current and projected program.



Site Analysis Summarized

The site maintains a strong topographic divide between an upper and lower bench, although there is vehicular connection by way of a single lane gravel road. The upper bench contains the RV park campground facilities, while the majority of the lower bench serves as parking access for the boat launch. Vegetation is particularly sparse on the upper bench due to lack of reliable irrigation. A riparian condition along the river’s edge on the lower bench is considerably greener, although it is riddled with numerous invasive plant species.



View of Gateway River Park from Highway 133

Cultural History

Pat Groom purchased the land that we know as Gateway Park in 1974. Some of the existing site conditions included a cattle stockyard, cattle load outs, barn, railroad, and caboose. Cattle were loaded onto the trains that ran on what is now the Rio Grande Trail. The site provided cattle access to the Roaring Fork River. When the above was taking place, Highway 82 was situated due south and adjacent to the existing Highway 82 highway corridor.

What is today the Gateway Park lower bench, was previously under water as part of the Roaring Fork River, which extended to the edge of the present day Crane & Peebles Ditch. According to Mr. Groom, 20 feet of fill was added to the river to create the lower bench in hopes that it would accommodate hikers, bikers, and possibly small cabins. He elaborated that the fill condition that is now the lower bench did not greatly impact the Roaring Fork River because the flow of the river was previously re-directed when the Highway 133 bridge abutment was constructed prior to his work.

The upper bench of the Gateway Park site evolved into a “man camp” with 36 sites serving as employee housing for Mr. Groom’s excavation company. A steady flow of work in Aspen, such as the construction of the Ritz Carlton, kept his excavation company busy and the RV Park was a convenient way to house workers during that busy time.

Easements and Encumbrances

The Gateway River Park is bound to the West by the RFTA right-of-way, to the north and east by CDOT right-of-ways, and to the south by the Roaring Fork River. The RFTA right-of-way encompasses decommissioned railroad land, which currently serves as the very popular Rio Grande Trail. The right-of-way extends 100 feet on either side of the former rail (currently trail) centerline. The trail provides connectivity to a valley-wide hike and bike trail system and is exactly ½ mile (10-15 minute walk) from the Carbondale VelociRFTA Park-n-Ride, where Highway 133 intersects with Village Rd.

Special note should be given to the conditions between Hwy 82 and the Gateway River Park property labeled as Parcels IA and IB (highlighted in pink) on the attached Exhibit A-CDOT Property. A portion of the existing RV park as well as some proposed improvements encroach upon parcels currently owned by CDOT encompassing 1.086 acres. Installation of improvements within property owned by CDOT requires a Special Use Permit/Utility permit, or would require the Town to acquire the property. The Special Use Permit/Utility permit process typically takes 3-6 months. It may be in the Town’s best interest to acquire the property to remove CDOT from the approval process. Preliminary discussions with CDOT have indicated that the right-of-way within the A-Line appears to be adequate to facilitate any future widening of Highway 82 and upon preliminary review, the parcel south of the right-of-way could potentially be acquired by the Town of Carbondale. Dorlynn Erickson with the CDOT Region 3 ROW department is performing a preliminary review of what would be required for the Town to obtain the ROW. She has indicated that it would require a Disposal Process which takes 6 months to a year to complete.

Currently an access restriction deed, or A-Line, exists at the right-of-way. Proposed access, such as the pedestrain connections outlined in the Site Plan require an A-Link break permit, which could potentially be obtained concurrently with the Dispoal Process described above.

The Crane & Peebles Ditch flows parallel to the Roaring Fork River, and has since 1890. The owners and users of this ditch are: Aspen Glen Club, Homeowners Association at Aspen Glen, and the Roaring Fork Water and Sanitation District. The flow and the volume of the ditch water must not be compromised; however, manipulation of the current channel as part of the Gateway River Park master plan will be reviewed by the ditch management at their fall 2012 board meeting.

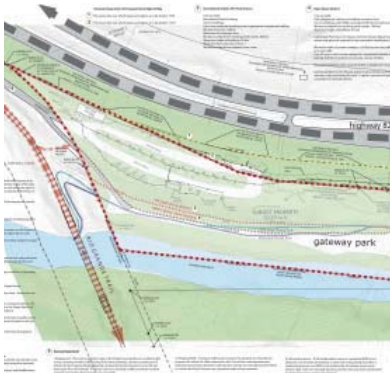


Diagram of site entitlements



Existing condition of Crane and Peebles Ditch at the lower bench



Existing RV park amenities

The Gateway property is regulated by easements, including some that follow the topographic divisions of the upper and lower benches. The upper bench is denoted as the Recreational Vehicle Park District while the lower bench is sanctioned as an Open Space District. There are restrictions associated with both areas, although the restrictions are greater in the open space district on the lower bench. A Conservation Easement encompasses the entire Park parcel with greater restrictions on the lower bench, where sports facilities and unregulated public use are prohibited in order to protect and preserve the Roaring Fork River.

Current Facilities and Amenities

Gateway RV Park resides in the upper bench of the property and contains 7 full hookup sites for large recreational vehicles (40-45'), 9 full hookup sites for medium recreational vehicles (30' maximum), as well as 3 individual and 4 group tent sites. Additional facilities include a dilapidated structure with restrooms and showers, a dump station, and a single family residence. The lower bench consists of a single lane gravel road that connects to a large parking area that serves a boat launch. A portable toilet serves as restroom facilities near the boat launch.

Utilities

The RV Park on the upper bench receives electricity from a pole and drop. The Roaring Fork River serves as an obstacle for direct underground utility connections (electric, water, sewer) to the Gateway River Park. As a result, septic systems are in place to serve the Park residence, dump station and individual RV sewer hook-ups. There is a water well and an irrigation system, although the system has fallen into disrepair. There are no known existing utilities on the lower bench.

Current Program

The Gateway RV Park campground is open to campers from mid-April to mid-October. During the rest of the year, campground access is prohibited. The boat launch is accessible year round, although the majority of use occurs in the warmer months.

Current User Groups

The Gateway River Park is accessed and utilized by a diversity of individuals. There are 5 primary user groups that have been identified as integral to the final outcome of the Gateway River Park Site Plan:

- Commercial & Private Fishermen
- The Community At-Large
- Out-of town Campers & Recreational Tourists
- Trail (biking and walking)
- Commercial & Private Boaters (rafters and kayakers)

The additional user group of homeless and vagrants has been acknowledged throughout the planning process. Although the Park is not intended to accommodate the homeless population, their presence must be recognized, and measures to mitigate them will ultimately depend on cooperative efforts among the Town of Carbondale, CDOT and Garfield County.



'Stickies Board' at the Gateway River Park public open house

Overview

Bringing together the Carbondale community into an environment of authentic listening and meaningful dialog to create a vision for the future of Gateway River Park was paramount. The process was founded on establishing community trust in the purpose of the project, the project team and the integrity of the planning effort. The process included regular steering committee meetings, one-on-one and small group meetings, multi-day stakeholder interviews, a public open house, and broad community access to project progress on the Town of Carbondale website. The open house was publicized in newspapers, online and on the radio to reach the largest amount of the concerned public. The success of the Plan is based on transparency of the process and consistency in outreach. The Team is grateful for the time, energy and thoughtful contributions that guided the Gateway River Park planning effort.





Steering committee meeting at the Carbondale Town Hall

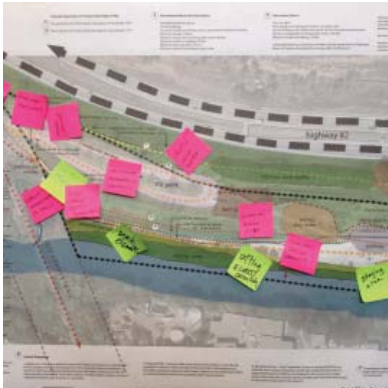
Steering Committee

A knowledgeable, community-based **steering committee** was formed including citizens and stakeholders that have a deep-rooted interest in the success of the Park. Committee members volunteered many hours, both in the field and at the drawing table, to inform a process and design that is the foundation of this Site Plan and Report. For the committee meetings that occurred early in the planning process, the Park’s existing conditions (including features, amenities, program and user-groups), easements/encumbrances, comprehensive site analysis, and draft goal/objectives statements were reviewed and discussed. Throughout the process, the committee often broke into sub-groups to allow for more detailed discussions. These discussions generated questions, comments, and potential design solutions which were noted on site maps and other graphic presentation materials. For the committee meetings that occurred later in the planning process, proposed conditions (including features, amenities, program and user groups), refined goal/objectives statements, and an on-site field verification of the draft Site Plan were reviewed and critiqued. Feedback was documented via sticky-tab notes on Site Plan drafts, scribed onto large format tablets, and summarized in meeting records.

The Steering Committee Members included:

- Tamra Allen—Garfield County Planning Dept., Long Range Planner
- Larry Ballenger— Town of Carbondale Public Works (Parks) Director
- Peter Benedict—Colorado Rocky Mountain School, Director of Kayaking Programs
- Dan Bullock—Trout Unlimited, Executive Director
- *Jeff Dysart— Roaring Fork Anglers and Alpine Angling, Owner/ Manager
- Stephen Ellsperman—Roaring Fork Conservancy, Ecologist
- Davis Farrar—Carbondale/BLM Red Hill Council, President
- James Foerster/Lange Adams—Elk Mountain Expeditions, Owners
- Tony Fotopulos—Roaring Fork Anglers and Alpine Angling, Fly Fishing Guide/Owner
- John Foulkrod—Town of Carbondale, Trustee
- John Groves—Colorado Parks and Wildlife, District Wildlife Manager
- Tim & Cheryl Heng—Gateway RV Park, Campground Hosts
- John Hoffmann—Town of Carbondale, Trustee
- Jeff Jackel—Town of Carbondale, Recreation Director
- Hollis Kerler— Town of Carbondale Parks and Recreation Commission, Member
- Rick Lofaro—Roaring Fork Conservancy, Executive Director
- Chris Striefel—TRU Real Estate, Managing Broker
- Sara Tie—Carbondale Bike, Pedestrian, and Trails Commission, Member

*invitee was unable to participate



Preliminary site program feedback

Stakeholder Groups

Stakeholder interviews were critical in understanding the diverse, detailed and dynamic opportunities and constraints at the project site. One-on-one and small group meetings and multi-day interviews were conducted including **stakeholders** such as adjacent land owners, commercial and private river users, the RV Park operators and users, the Town of Carbondale Trustees, representatives of Town departments and more. On several occasions stakeholders were contacted additionally to confirm or discuss topics of particular note. Feedback was documented in summary meeting records, which directly informed and assisted in the planning and design solutions.

The Stakeholder interviewees included:

Town of Carbondale Trustees

- Mayor Stacey Bernot—Mayor
- John Foulkrod— Mayor Pro Temp
- *Allyn Harvey—Town Trustee
- John Hoffmann—Town Trustee
- *Frosty Merriott—Town Trustee
- *Elizabeth Murphy—Town Trustee
- *Pam Zentmyer—Town Trustee

*invitee was unable to participate

Town of Carbondale Boards/Commissions

- Becky Moller—Town of Carbondale Parks & Recreation Commission, Chair
- Sarah Tie— Town of Carbondale Bike, Pedestrian, and Trails Commission, Chair
- James Foerster—Elk Mountain Expeditions, Owner

Town of Carbondale Staff

- Larry Ballenger—Public Works (Parks) Department, Director
- Nancy Barnett—Finance Department, Director
- Eric Brendlinger—Recreation Department, Recreation Manager
- Janet Buck—Planning and Zoning Department, Senior Planner
- Mark Hamilton— Administration Department, Town Attorney
- Jay Harrington—Administration Department, Town Manager
- Jeff Jackel—Recreation Department, Director
- Mark O’Meara—Utilities Department, Director
- Gene Schilling—Police Department, Chief of Police
- Josh Walberg—Public Works Department, Parks Maintenance Supervisor

County/State/Federal Agencies

- Tamra Allen—Garfield County Planning Department, Long Range Planner
- Roland Wagner— Colorado Department of Transportation, Resident Engineer
- Jason White—Roaring Fork Transportation Authority, Planner
- John Groves—Colorado Department of Parks and Wildlife, District Wildlife Manager

Roaring Fork Conservancy

- Rick Lofaro—Director
- Stephen Ellsperman—Ecologist

Red Hill Council

- Davis Farrar—President

Colorado Rocky Mountain School

- Peter Benedict— Director of Kayaking Programs

Aspen Valley Land Trust

- Martha Cochran—Executive Director

Carbondale Chamber of Commerce

- Andrea Stewart— Executive Director

Additional stakeholders

- Tony Fotopoulos—Roaring Fork Anglers and Alpine Angling, Fly Fishing Guide/Owner
- Amy Fulstone—Adjacent Property Owner
- Rick Harrington—Adjacent Property Owner
- Pat Groom—Former Property Owner
- Jerry and Sandy Spady—Regular RV users

Citizen Engagement

The Gateway River Park **public open house** was scheduled at a critical juncture in the project schedule. The open house was offered in the evening, following general business hours, and included two separate opportunities to participate. The community was asked to engage in the process at a time when all site conditions, opportunities and constraints were well-documented by the team, and a programming scenario contemplated, but prior to the development of any particular site feature(s). This enabled the community to have an authentic voice in the development of the site plan, responding to concepts and possibilities rather than feeling limited to a pre-proposed plan. Tools

used to solicit feedback from the community were broad-reaching, innovative and fun! Six stations were established at Carbondale Town Hall to offer a variety of ways for the public to provide input.

The open house commenced with a brief overview of the project to-date, key milestones and general discussion of possible site concepts. The open house was well-staffed by the consultant team which allowed for important small group discussions to be well-documented by the team concurrent with station use. The consultant team supported the public in using the six stations to ensure meaningful and quality-driven feedback. Station feedback was transcribed into meeting records and used by the Team to directly inform site design solutions. The stations included:

- **Looping Slideshow**—a repeating slideshow of graphics illustrating existing and proposed conditions such as site entitlements, site analysis, preliminary program diagram, play concepts, site photography, precedent imagery and more
- **Bubble Thought**—participants have the opportunity to disguise with silly costume attire (or not), write an important note on a chalk board “bubble” and photo-document their important contribution
- **Wordle**—participants were asked to add or subtract from a graphically organized list of relevant project words and phrases. Words and phrases were documented throughout the early planning stages as a direct result of project analyses and design opportunities
- **Program Dollars (and “sense”)**— participants are provided three individual play money dollars and asked to allocate toward their three most important program elements. Those program elements with the most accumulated dollars reflect the voice of the community as a degree of importance/priority
- **Stickies Board**—participants were provided a large-scale , easily legible site program diagram on which they can place stickies (Post-It Notes) of particular comments, concerns, interests, amenities and more
- **Chatter Box**—for those participants sometimes shy to share their feedback as part of a larger group, they are provided the opportunity to share their thoughts, ideas, and concerns via a handheld audio recording device



Public open house introduction



The bubble thought station...complete with disguises



Gateway River Park 'Wordle' diagram



Steering committee meeting

Overview

The Gateway Park integrated process has two dimensions. The first involves the Team working closely with the Town of Carbondale, Colorado Parks & Wildlife Department, Steering Committee, stakeholders and general public to engage in a fun and collaborative process to realize the collective vision for the Carbondale Gateway River Park. The second involves careful analysis and design to effectively support the interrelation of natural and built systems. The process reveals a design solution rooted in nature and environment, while providing a greatly enhanced recreation experience. Amenities and features are schematically located to guide the Park’s future to meet local, regional and statewide boating, fishing, overnight camping, and recreational day-use needs, while supporting the enhancement and protection of the natural environment.





Kickoff meeting at the Carbondale Town Hall

The community, client and team collaboratively examined what new recreational facilities were needed and what improvements should be done to improve existing amenities. At the heart of the collaboration was the critical engagement of those most affected by and knowledgeable about the Park. Input gathered and data collected by the team informed the process. A public outreach open house was invaluable in gathering additional input and confirming project direction with the interviewed stakeholders.

The resulting Site Plan is a ‘snapshot in the planning process’ and one that illustrates cohesive amenities and the collective vision. Complements in use, program and pattern were maximized, while conflicts (such as commercial and private river access or the interrelation of human and non-human species) were studied and overcome by careful planning and design. Tools to overcome conflicts include a clear hierarchy of circulation, well-defined spaces and wayfinding strategies.

Culture, Water, Ecology, Energy

The best designs result from active listening and authenticity in place-making. The team listened carefully to not only the community and its people, but also to the site and its natural resources.

Cultural identification

All those who participated in the creation of the Site Plan wanted to improve the park, but a common theme emerged and prevailed ‘to enhance the Park while not changing the character and culture of the place.’ The Park as it exists today is somewhat modest, rustic and eclectic in character. This prevailing theme was fundamental in the creation of the Site Plan.

Water

The site’s relationship to the Roaring Fork River is extraordinary, providing access for a variety of river recreation users. This stretch of public-owned riverfront also allows for the highest level of care and stewardship of this important natural resource. Water, and its protection, is a prevailing concept in the development of Gateway Park. Improving (repairing the degraded) river function to enhance water quality is a major theme that guided the design of the Park.

Ecology

While water is a defining element of the Park and a resource to connect amenities both visually and experientially, it is rather the comprehensive approach to creating a healthy ecosystem (including water) that sets Gateway River Park apart. The restoration of the Park and attention to the relationships between *people and nature*, and *wildlife and nature*, are paramount. Topography is manipulated to create places for people as well as benches and slopes for wildlife. Riparian and upland habitats are created with plants layered and diverse, creating shade and providing food.

Energy and sustainability

Energy saving strategies are encouraged across all aspects of the Park. Leveraging the site’s natural resources is a strategy to reduce non-renewable energy needs. Minimizing heat island effect, using materials with low-embodied energy, providing responsible waste management, utilizing passive and active solar, and implementation of high efficiency infrastructure are all important opportunities contemplated for project integration. Included as a resource in this document is the SSI overview and checklist to help guide future phases of Park design and details.

Historical Renaissance

The recent ranching history of the property reveals itself in many ways including the relationship to the highway box culverts for moving cattle, as well as the relation to the railway (now known as the Rio Grande Trail) for loading cattle onto box cars. An old barn once existed on the property but has since been demolished. While the recent ranching history did not prevail as a desired contemporary park theme, the use of natural materials and maintaining a strong relationship to the environment and railway corridor do. The earlier histories of the property were not researched as part of this effort.

Social Activation

Tremendous opportunity exists to activate the site beyond its current RV camping and boat ramp access. The Site Plan capitalizes on the site’s natural amenities to attract a broader demographic of park users. Opportunities for passive and active recreation on-site as well as on-river are illustrated. Active, on-site recreation includes features such as safe, ‘log-jam’ climbing structures, ‘rock-outcrop’ trail features for jumping and playing and boardwalks for ADA-accessible fishing. Passive, on-site recreation includes shaded seating areas for picnicking and watching boat put-in/take-out, and learning opportunities such as catch and release best practices and the Learning Systems Center.

Economic Revitalization

The scenic beauty of Gateway Park and views to Red Hill and Mount Sopris are a major draw for visitors. Providing places for locals and visitors to recreate, learn and explore Carbondale’s open space amenities is a theme that is repeated through the planning process. The participants reiterated the importance of Gateway River Park as an economic generator to create sustainability within not only the limits of Gateway Park, but ideally the broader parks system. Attracting more visitors while providing current and future residents with places to recreate and gather is critical. The Site Plan demonstrates numerous concepts, such as informational wayfinding, improved RV camping and a controlled arrival check-point, that will enhance the Park and contribute to the economy of Carbondale.



Existing parking area at the lower bench

Highest and Best Use

The public outreach revealed, and the planning process confirmed, that the highest and best use for the Park is access to river recreation with improved/protected river function. Maintaining and improving the recreational vehicle and camping use was a close second. That said, the community acknowledged the existing site as underused by the typical community member and this opportunity was to be explored. While keeping the highest and best uses as such, the Team integrated sub-themes and sub-concepts into the Park design as an undercurrent in providing a diversity of learning and exploration opportunities to the river and non-river using communities.

Brand Concept and Image

Creating a cohesive and unified brand concept and image for the Park was a recurring topic throughout the planning process. Strategies discussed include the adoption of a clear set of design guidelines as well as defining and promoting a single name for the Park, despite the various interests such as RV camping, fishing and more. Additionally, some naming confusion regarding the valued designation of the Bob Terrell State Wildlife Area was identified. Each stakeholder, covenant, program element and designation were all recognized as important, but not necessary for inclusion in the Park’s name. Ultimately, conveying the unified brand concept and image—consistently— is fundamentally important to the success of marketing this valuable community asset. The outreach process and input received, directed a focused attention to crafting and implementing design guidelines and naming the Park simply “Gateway River Park”. In addition to naming, additional brand strategies to consider include: positioning, messaging (words and phrases) and design (color and logo).



Park entrance

Targeted Users

- Anglers—private and commercial
- Boaters (including kayak, raft, tube)—private and commercial
- Camping and recreational vehicle RV users
- Children and their parents
- Non-river users (typical community member)
- Pedestrians (Biking & Walking)
- Scenic Byway Users
- Schools, learning centers, non-profits
- Tourists
- Special Activities—such as festivals (for seasons not in conflict with river access demands)

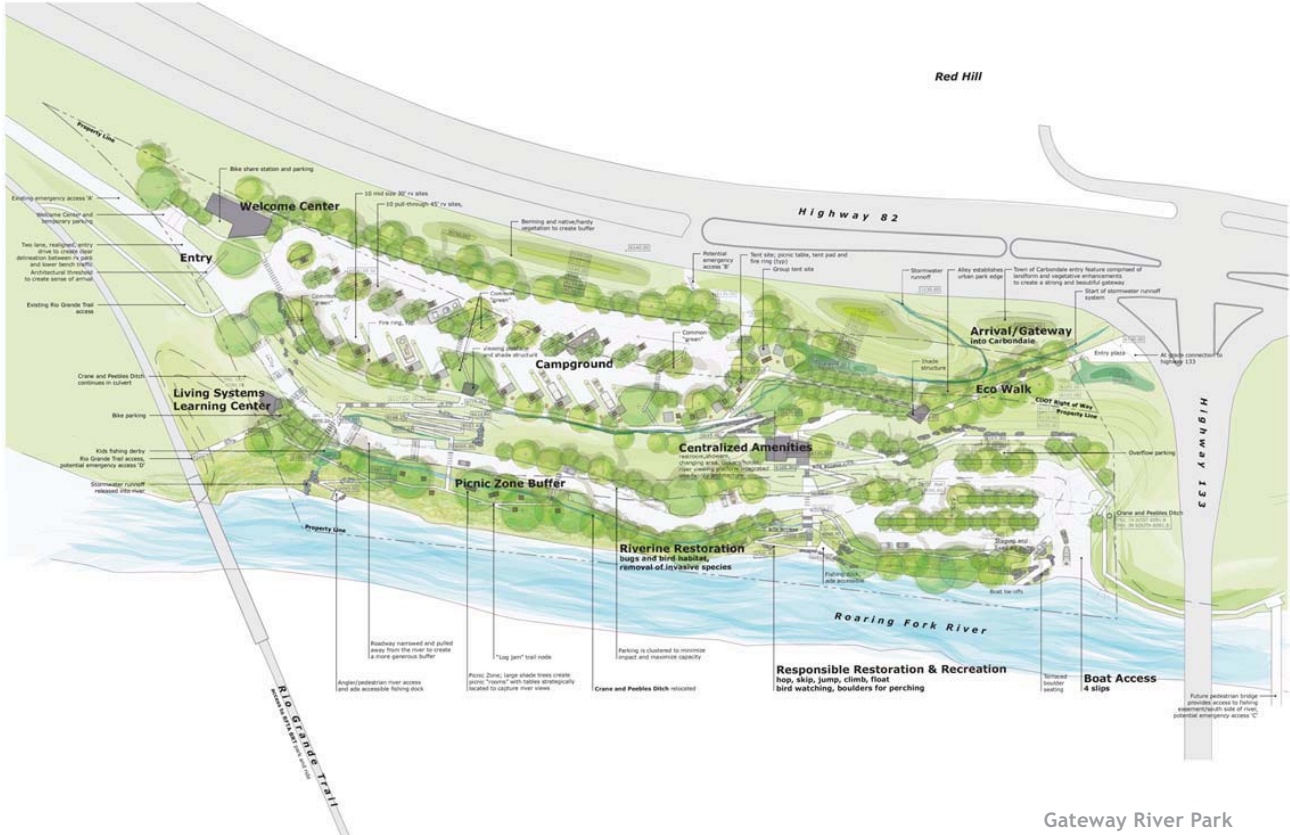
Please note that the homeless population was identified as a current user but not a targeted user.

Proposed Program

- Primary Program—Recreational River Access
- Secondary Program—Gateway to Carbondale, Ecowalk, Camping and RVing, Learning Systems Center, fishing eddies, pedestrian/ bicycle trails, bouldering and climbing play zones, seating areas for passive recreation, picnicking, community gatherings

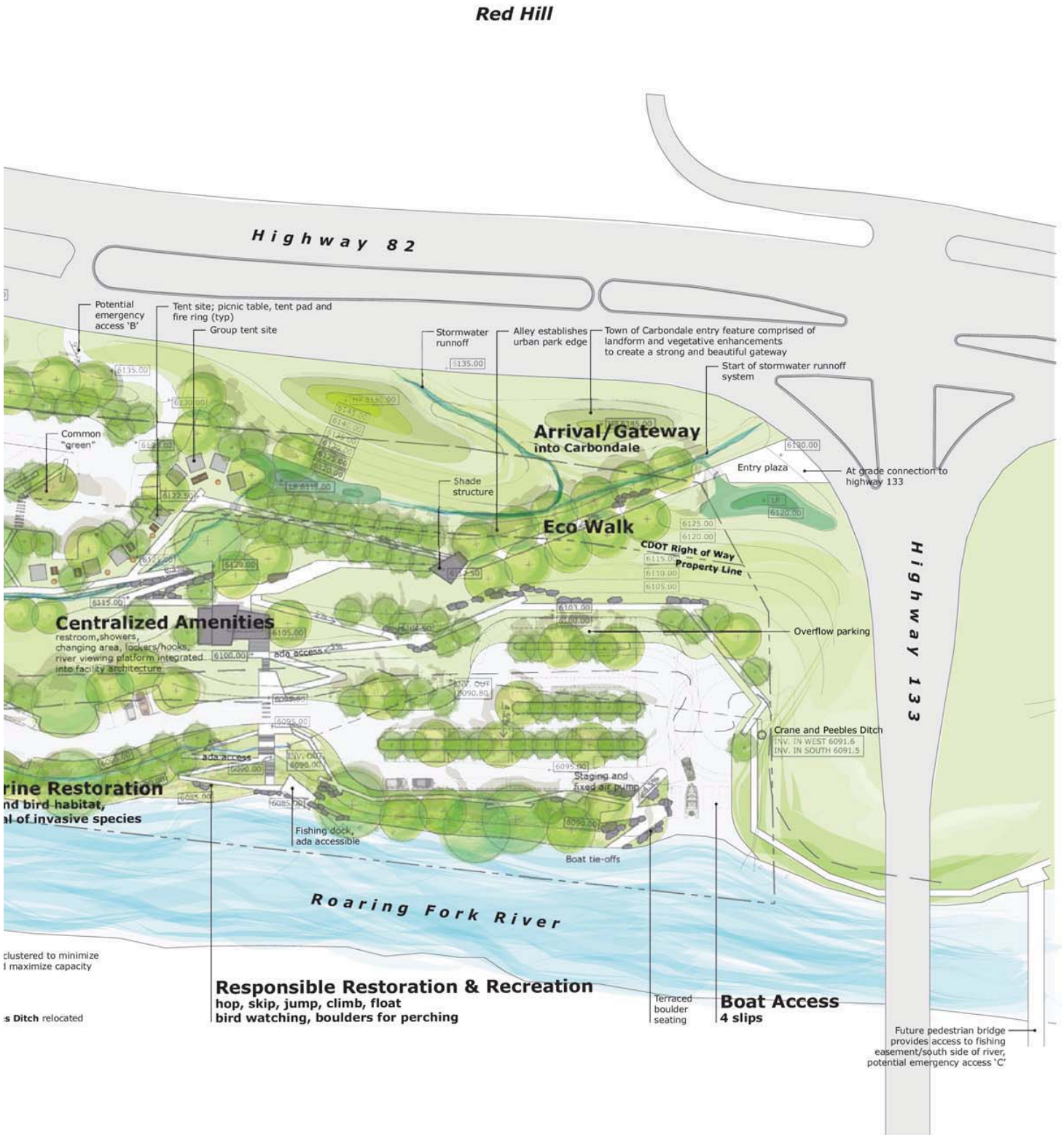
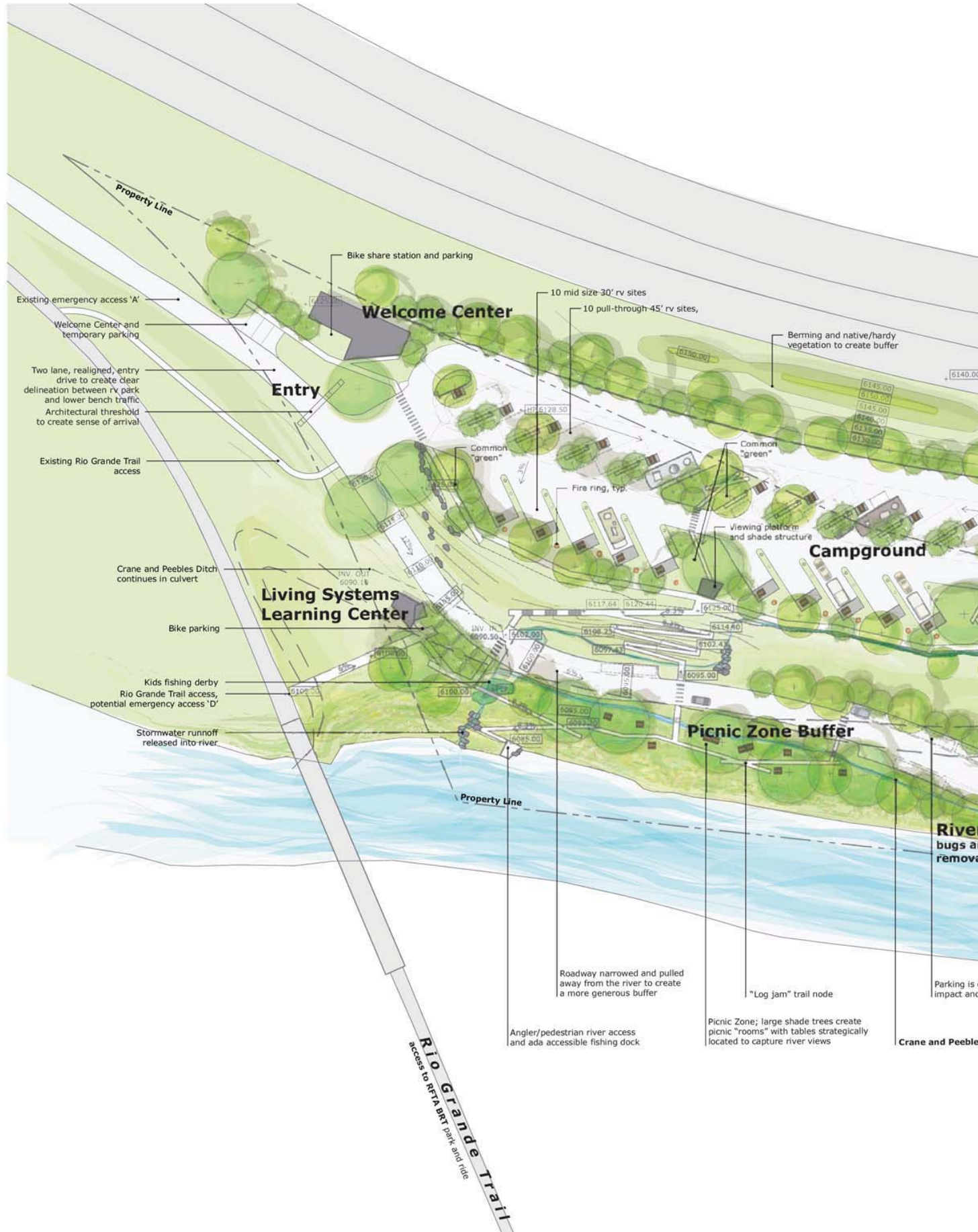
Agency Coordination and Legals

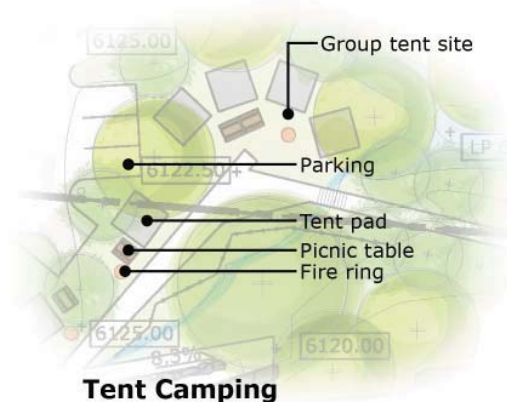
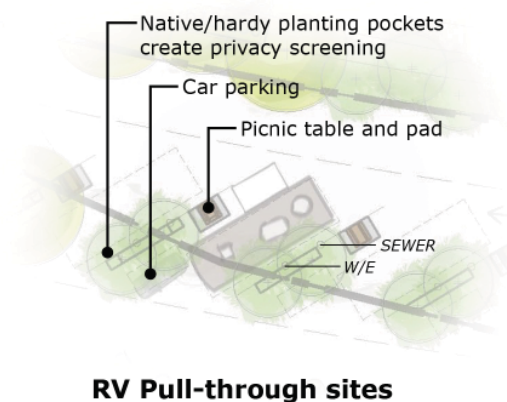
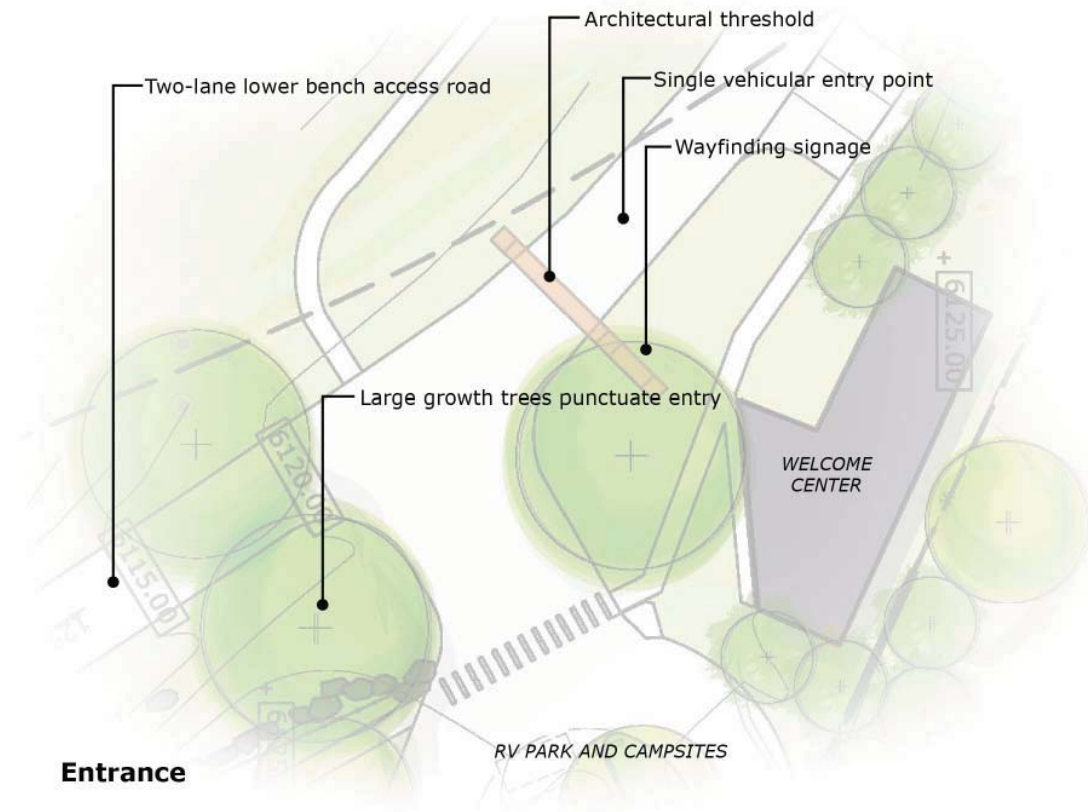
The Gateway River Park Site Plan and Report are conceptual in nature. The ideas illustrated in the schematic documents are not final, but rather provide a basis for developing detailed, coordinated documents. The schematic Site Plan and associated exhibits are for future amenities that will need to undergo further analysis and detailing to ensure the final plans comply with relevant land use code and/or other Town, County, State or Federal laws and regulations including the Colorado Department of Transportation, Colorado Parks and Wildlife, the Roaring Fork Transportation Authority, Board for the Crane and Peebles ditch, among others. It is understood that various approvals, licenses and easements are due to implement the site plan as currently envisioned, such efforts will be completed as part of detailed design to complement the degree of information required to satisfy such processes.



Overview

The proposed Site Plan captures the community’s interest in a focused yet layered and diverse open space amenity. To illustrate the depth of opportunity realized in the Site Plan, this chapter includes both the overall Site Plan, as well as illustrations of individual “hubs” or activity nodes. Each is accompanied by descriptive text. Concepts such as wayfinding, learning center and ecowalk that are sometimes difficult to perceive in plan view are described more fully in text and diagram in the pages that follow.





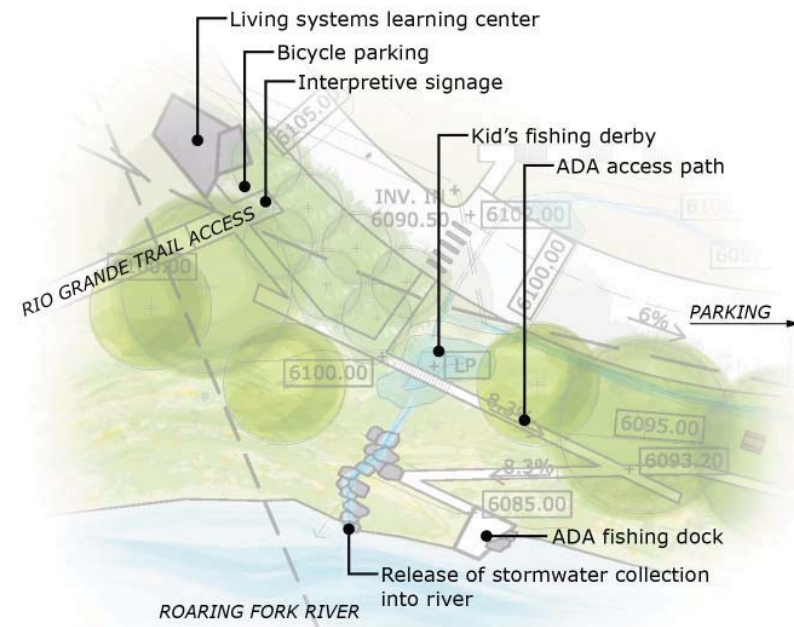
Hubs

Arrival: Welcome Center and General Store

An architectural “frame” or threshold, marks the easterly vehicular Park entry and welcomes visitors and draws them into the Park. It also creates an important single vehicular portal into the Park and enables better dissemination of information and management. Three trees with 50’ canopies are proposed to punctuate the arrival space and introduce the hospitable qualities of shade. The Welcome Center is proposed to occupy the existing single family residential structure located at the Park entry. It is proposed that the structure be expanded and aesthetically modified to complement the overall Park architectural vernacular. The Welcome Center will be inviting and an informative, as it will contain a plethora of information related to the Park and adjacent recreational areas. The General Store is envisioned to sell modest supplies such as propane, fishing licenses, and ice that will not compete with the Town’s retail establishments.

Campground

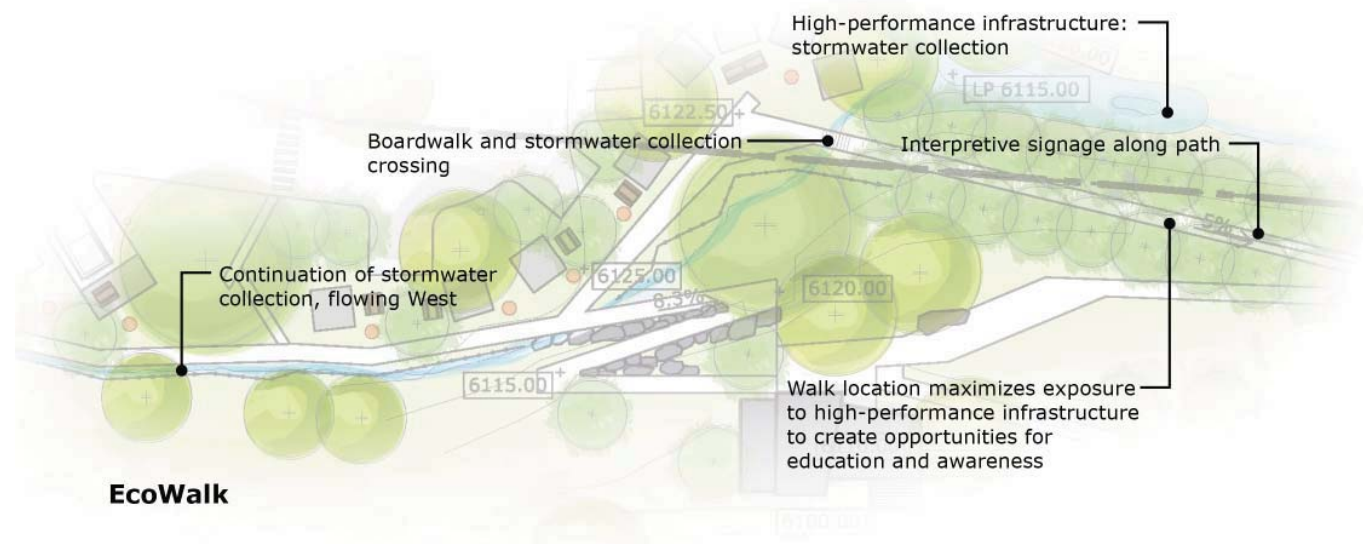
The character of the campground is defined by unique planting pockets, variation in placement of vegetation for screening, and three public “greens.” Screening and native plant pockets foster a private camping experience that exudes the Carbondale, Colorado spirit. Public “greens” act as the vegetative fabric that balances the functionality of the site with programed spaces that enhance and anchor the RV Park entry, central space and eastern-most boundary. Other amenities such as upgraded 50 amp utility hook-ups, picnic tables, and fire rings oriented toward river views add an enhanced level of comfort that attract and secure long-term and repeated use of this unique amenity. Bathrooms and showers are shifted to a centralized location to connect the site, enjoy broader use, and reduce maintenance requirements. Showers are envisioned to be coin/token operated to offset operational costs. Access to RV spots is refined to buffer the highway, maximize access to the site’s views and open space, and accomodate diverse RV sizes.



Living Systems Learning Center

Living Systems Learning Center

The Living Systems Learning Center exudes a playful character that enables education via interpretive and interactive site exhibits that are intellectually stimulating for all ages. The facility, open-air and non-conditioned, is comprised of the same architectural language utilized throughout the Park and creates a cohesive Park aesthetic that is satisfyingly familiar. The Learning Center doubles as a secondary shelter for passive recreation and is the portal for important ADA access to the river.

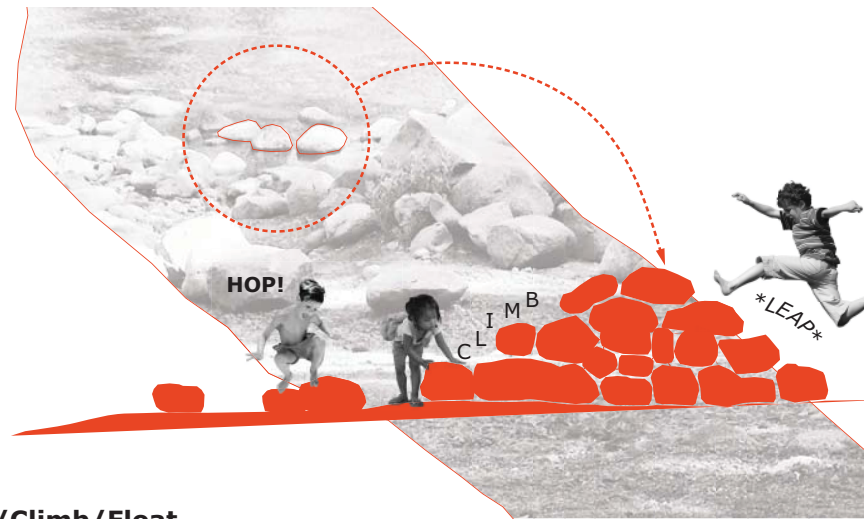


EcoWalk

Eco Walk

The character of the eco walk embodies the abstraction of a log jam occurring in nature. Just as logs collide in nature and collect debris within water systems, the proposed eco walk paths converge and create nodes that collect people and create pedestrian spaces. The walk moves throughout the Park adjacent to the high performance infrastructure and stormwater treatment systems and integrates interpretive signage with insights into the system's origins, function and benefits.

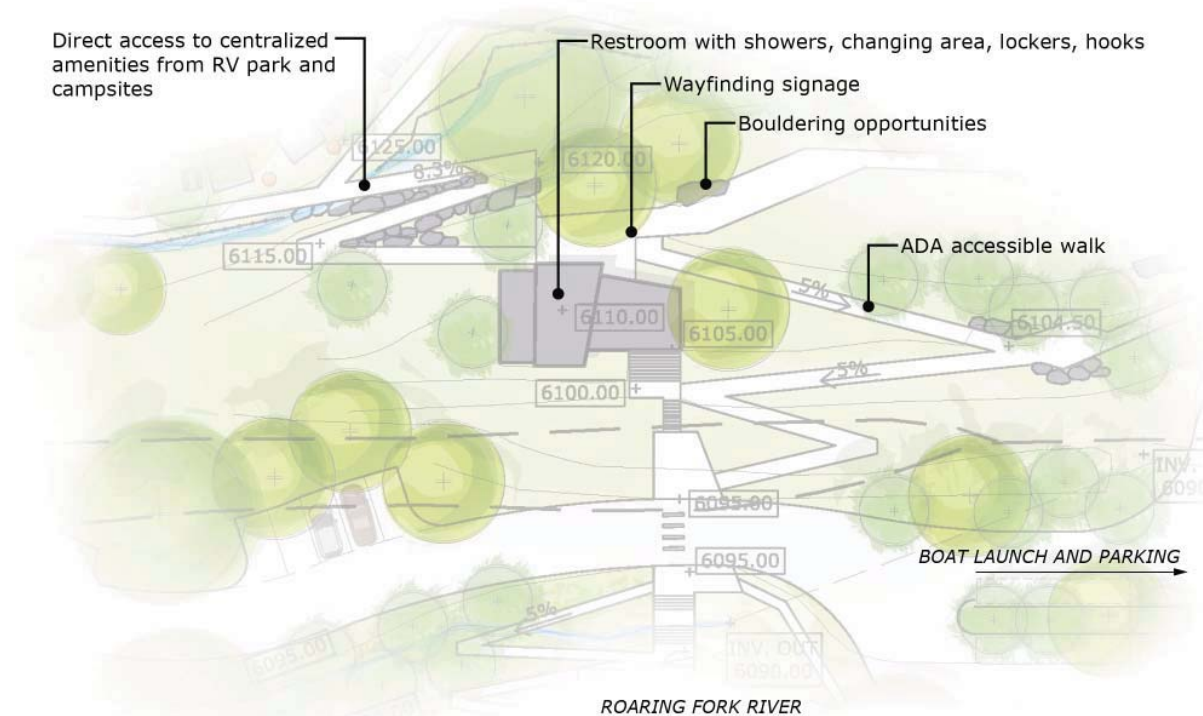




Play: Jump/Skip/Climb/Float

Play: Jump/Skip/Climb/Float

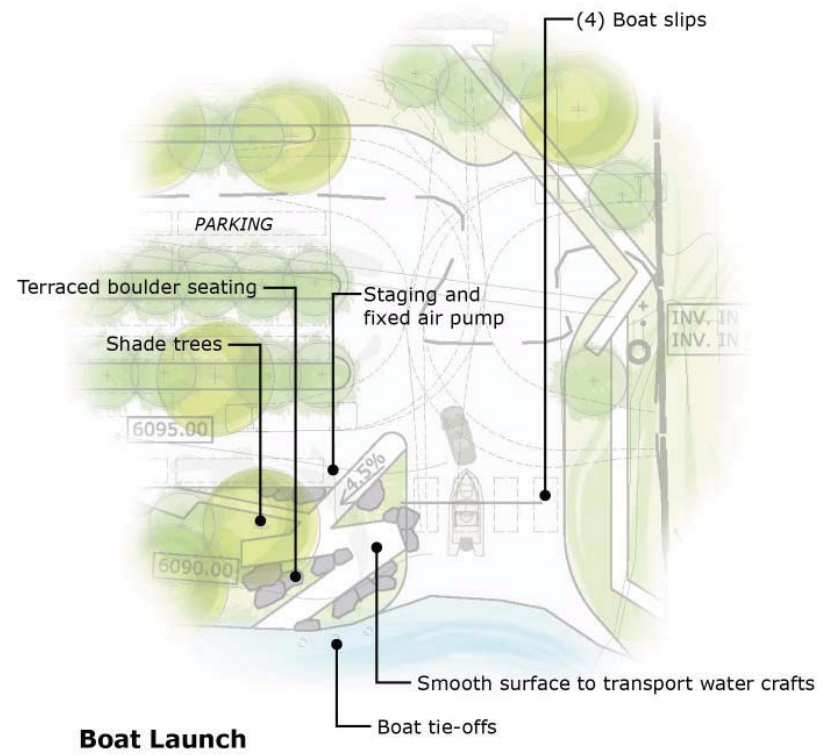
Play equipment in its traditional form is not part of the vision for Gateway River Park. Instead, the Park experience is designed to encourage users to “Hop, skip, jump, climb, and float!” The design of a path located adjacent to the ADA fishing dock or Living Systems Learning Center, for example, may include stone that is placed to inspire a playful change in foot cadence, pattern, or a hop. Boulders strategically located in gathering spaces, such as adjacent to the centralized restroom and Welcome Center, are collected from the site and reused for users of all ages to climb. They also enhance access to the riverbank and beckon Park users to launch watercraft and float the Roaring Fork River.



Centralized Amenities

Centralized Amenities

The site plan illustrates a centralized concept for restroom, shower, changing area, locker/hooks, and light concessions. The character of the centralized amenities is lively, cohesive and refined. Bathrooms and showers are shifted to a centralized location to connect the site, enjoy broader use, and reduce maintenance requirements. The shift from multiple to single restroom facilities was largely informed by the Parks Commission and a desire to minimize capital and maintenance costs. A single location brings cross use vitality and an eyes-on, community approach to mitigating unwanted use and/or vandalism.

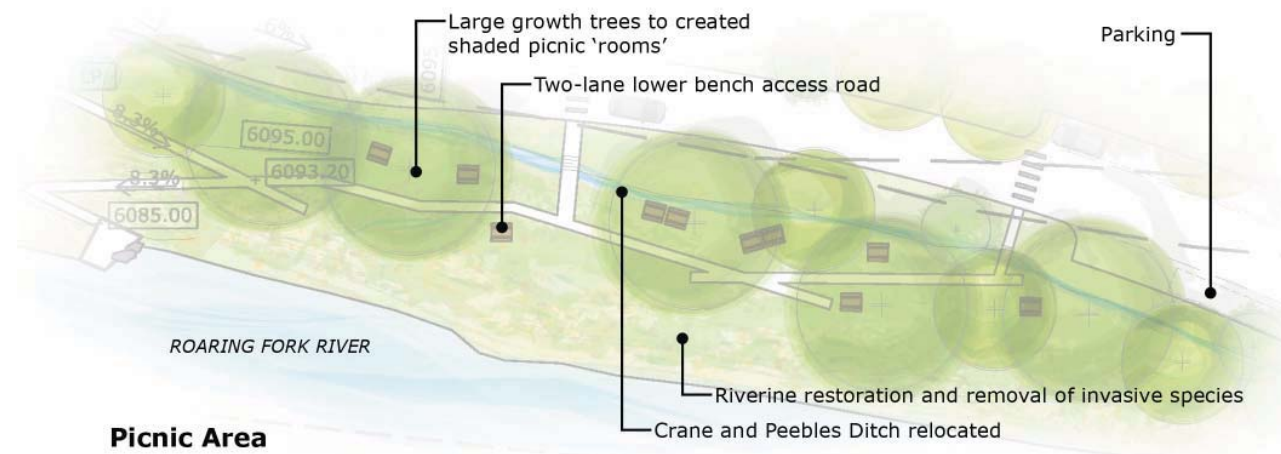


Boat Ramp and Truck/Trailer Parking

The boat ramp character is functional yet exploratory. It is proposed that the boat ramp (proper) expand to the east to include one additional boat slip, bringing the total number of slips to four. The boat ramp is located adjacent to boat staging, a fixed air pump, boat tie-offs, and regulatory and informational signage indicating a time limit for utilizing ramp and tie-offs. The exploratory character of the boat ramp is inherently created by the anticipation of departing shore and embarking on a river journey. Parking is organized by a system of stormwater swales, and maximized for vehicles of all sizes. The intended use for the parking lot (proper) is trailers and rigs with boats. To accommodate this user group, ample parallel parking is provided.

Picnic Area and Small Vehicle Parking

Picnic areas are proposed to be located adjacent to large growth trees along the river's edge. The location of the tables and shade, provided by mature tree canopies, fosters a peaceful outdoor "room" character. Adjacent parking is provided for small cars and overflow parking demands, although users are encouraged to utilize the system of trails to access these areas. The trails in this area are modest, narrow and pervious to support a more natural and passive recreation environment. The road platform is reduced in width, parking clustered, and site restoration maximized.



Gateway(s)

Gateway River Park is located at a key entrance to Carbondale and at the intersection of Highways 82 and 133. Envisioned as the ‘gateway,’ the Park is designed to accentuate and make visible to residents and visitors the values of the Carbondale community, their appreciation of environment and an active, outdoors-driven culture.

The existing elevation of the Park is lower than both highways; therefore berming and vegetative enhancement is proposed to create a landscape gesture that serves as a strong and beautiful gateway into the Town of Carbondale. Landscape gestures capitalize on the site’s natural beauties such as the Roaring Fork River and views to Mount Sopris, as these are widely appreciated attractions in and of themselves.

A single entry and check-in point is proposed for Gateway River Park with the intent of creating a strong sense of arrival and clarity in information distribution. The single entry is defined by an overhead frame, or threshold, located adjacent to the Welcome Center. This threshold is the first opportunity for visitors to observe the architectural vernacular of the Park. This architectural vernacular, or theme, is woven throughout the design and materiality of structures, wayfinding elements, signage, and more. While passing through the threshold the eye is drawn to a planting island dividing the vehicular path of travel so as to create the option of turning left into the RV Park or driving straight to descend to the lower bench. The lower bench contains the Living Systems Learning Center, picnic area, trails, boat launch, human perching and seating opportunities, and parking.

Wayfinding

It is imperative that wayfinding be integrated into the Gateway River Park master plan. Within the Park limits, an extreme amount of grade change between the upper and lower bench limits user line of site, which makes pedestrian and vehicular circulation difficult to navigate. The addition of wayfinding elements allow for clear navigation by foot and by vehicle. Wayfinding elements also allow for the Park’s diverse uses, from RVer, to angler, to fisherman, to picnicker, to easily find the spaces and program elements that draw them to the Park.

Wayfinding is intended to be part of the Gateway River Park experience and is not limited to signage. For example, trees are strategically placed in dense groves in some locations, while providing clearings in others to highlight access and site features such as the Roaring Fork River. The utilization and repetition of materials in the ground plane are also part of the wayfinding experience. For example, a three foot wide softscape path suggests secondary pedestrian circulation where an eight foot wide hardscape path suggests a primary pedestrian route leading to a major site feature or node.



Wayfinding signage at Lady Bird Johnson Wildlife Center



Facilities and Amenities

Welcome Center and Campground

The Welcome Center is intended to be staffed with a Town employee or contracted entity that will provide general Park maintenance, information to visitors and facilitate the reservation process for RV and camp sites. Enhanced RV facilities include 10 large pull thru sites and 10 medium sites, each with a picnic table, water and sewer hook-ups, and planted buffer. The medium sized RV sites also include fire rings that are located on the south/river side of the site capitalizing on the site’s natural resources. Tent site facilities include four individual tent sites and one group site, each with a tent pad, picnic table, fire ring (located on the south/river side of the site), and planted screening. Two water spigots are located adjacent to the tent sites. There are three “common greens” located within the RV Park that can be utilized by both RV and campsite occupants; one anchoring the far west side of the RV Park, one anchoring the far east side of the RV Park, and one central to all sites. A shade structure/river viewing platform is located within the central green.

Centralized Amenities

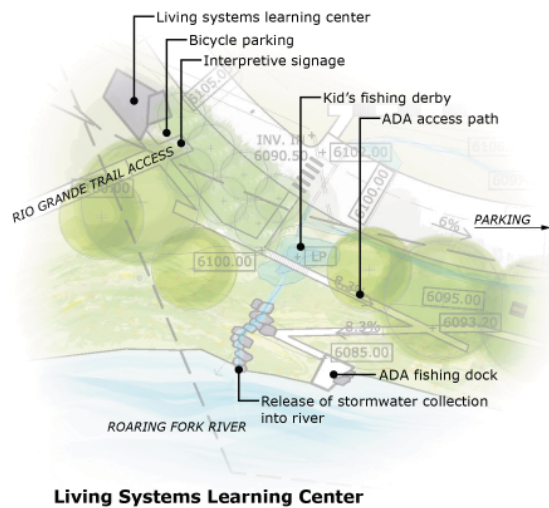
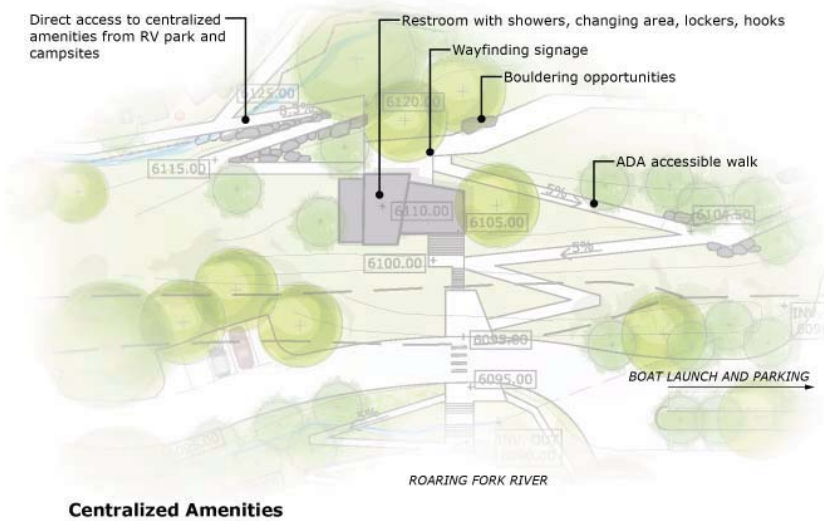
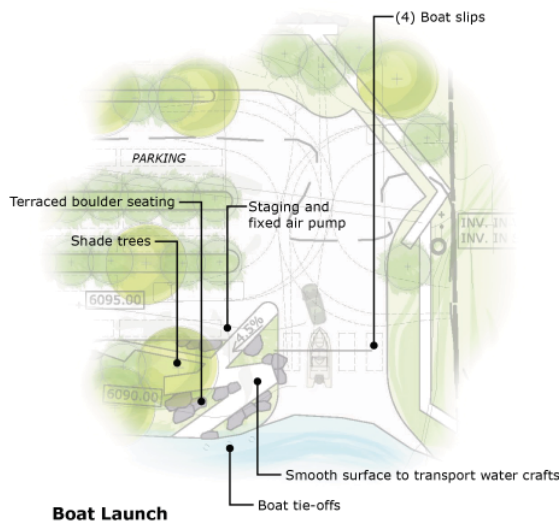
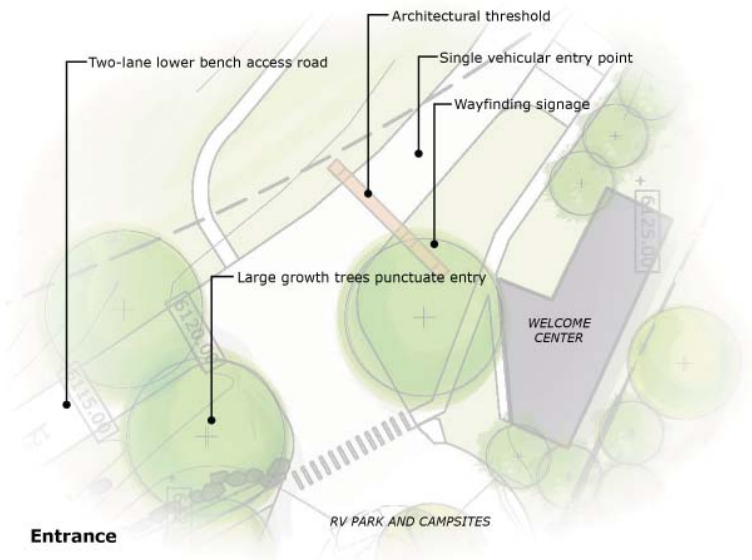
The site plan illustrates a centralized concept for restroom, shower, changing area, locker/hooks, and light concessions. The centralization of the above amenities into one facility is intended to activate the Park core and create cohesiveness and awareness between the upper and lower benches. For example, due to the differentiation in grade between the upper and lower bench an RV Park user may not be aware that there are ADA fishing facilities proposed for construction at the lower bench. With the centralization of restrooms, that RV Park user will visit the restroom and encounter signage or other Park guests that foster awareness of lower bench activities. The activity and multi-functionality of the facility is intended to create a “buzz” of information and excitement for the Park. A centralized facility will also focus and minimize maintenance efforts. Paths providing access to the centralized facilities are ADA accessible.

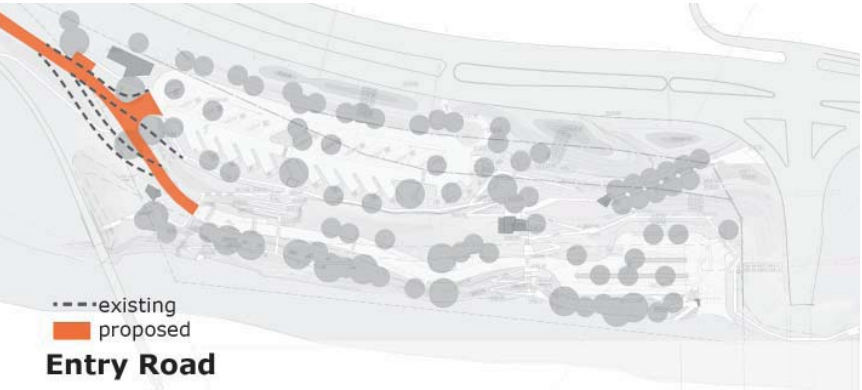
Learning Center

Opportunities for passive recreation include hiking, photography, bird watching, picnicking, and nature study are located at/near the Living Systems Learning Center on the west side of the site. Path enhancements and ramping allow users to access these amenities as well as the adjacent ADA fishing dock. Wireless hot-spots allow for the use of technology that creates awareness of Park recreation facilities as well as Town of Carbondale dining opportunities.

Boat Ramp

Boulder seating is terraced along the edge of the Roaring Fork River adjacent to the boat put-in, located at the ADA fishing docks, and integrated into paths to create passive recreation spaces. Active recreation opportunities include a four slip boat launch, expanded river front for fishing, boat anchor/tie-ups, and air pump for water craft.



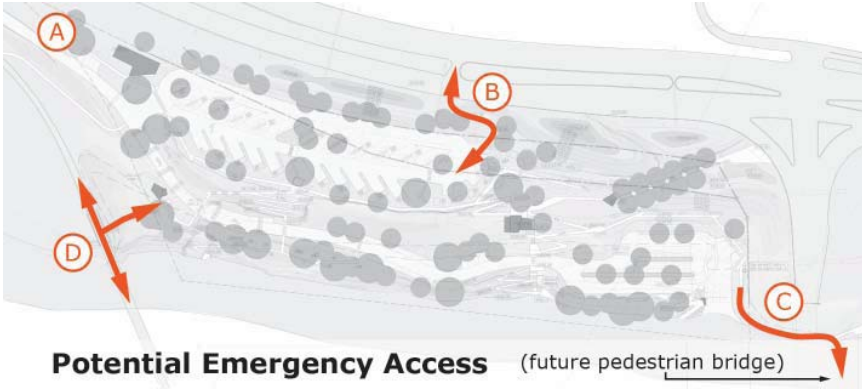


Vehicular Connectivity

Existing vehicular Park access requires traveling two miles west past Gateway River Park on Highway 82, turning left onto Satank Road, and backtracking east until arriving at the Park entry. As the above diagram illustrates, existing vehicular access splits before the Welcome Center and does not foster a clear sense of arrival. The proposed access moves the road onto Park property, creates a clear point of arrival and associated controls. Vehicular access to the entry is lengthy; it is encouraged that pedestrian and bicycle trails be utilized.

Shifting the entry road off of RFTA property and on to Town of Carbondale property creates better assurances that the road will be preserved for future use. As the entry drive descends down to the lower bench and boat launch zone, the road geometry becomes curvilinear in form so as to aid in traffic calming and speed reduction.

Vehicular access to boat staging is located immediately west of the boat launch, beside a fixed air pump. The boat launch is comprised of four slips, which is one more than existing boat launch capacity. During the community outreach and stakeholder interview process it was reported that there is conflict between commercial anglers and private boaters, so a fourth slip, in complement with new secondary pedestrian portals, will help to alleviate some of the demand for water access and reduce conflict.



Direct and efficient emergency access to the Park and boat ramp has always presented a concern. Existing emergency access (A) is preserved and improved through the road realignment and resurfacing. In the site planning effort, three additional potential emergency vehicular access routes were contemplated, each with a variety of challenges requiring further discussion. The first potential emergency access route enters the Park from the north via a break in the Highway 82 median. This point (B) of access requires extensive coordination with CDOT due to the location of the drive within CDOT right-of-way, highway speeds and visibility concerns. Future vehicular emergency access route (C) is contemplated via an easement and pedestrian trail under the Highway 133 bridge onto Gateway River Park property. This emergency access route requires coordination with private land owners as well as with the Town of Carbondale to ensure feasibility. Both options (B) and (C) present concerns with conflict between pedestrian use and emergency vehicle use. Emergency vehicle access point (D) contemplates the use of the Rio Grande Trail in coordination with the Roaring Fork Transportation Authority via a new elevated river crossing connection to the Park. These potential emergency access points were preliminarily vetted by the Town Police Department. Option (B) is preferred by the Police Department from an access standpoint, however, Option (D) might be the most feasible, as coordination with RFTA regarding bike trail access may be less cumbersome than the CDOT coordinations required for access from Highway 82. All options are illustrated on the Site Plan and require vetting with the various stakeholders.

Parking
Parking capacity is increased for a total of 300 proposed linear feet. The clear designation of parking with signage and other methods helps to separate use and maximize capacity. Overflow parking is located on the north side of the boat launch parking area and is proposed to be surfaced with grasscrete, or other vegetative material so as to blend into the surrounding landscape when not in use. Curbless planting islands adjacent to the boat launch help to break up the parking extents, provide shade, and water treatment for parking lot runoff. Commercial rafting outfitters encourage guests to utilize the company shuttle service instead of parking on-site.

Parking Comparision

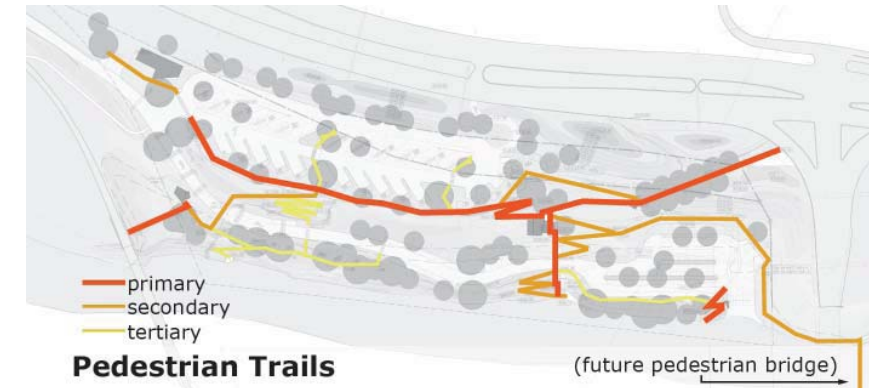
Existing 1200 LF	Proposed 1500 LF
70 cars	88 cars
60 trucks	75 trucks
29 trucks with boat trailers	36 trucks with boat trailers



Pedestrian Connectivity

Pedestrian connectivity to Red Hill and existing trail infrastructure was critical to this site planning effort. One such connection includes a path on the east side of Gateway River Park that is proposed to pass under Highway 133, and connect to a future pedestrian bridge. After crossing the river, the path connects to an existing Town easement and to the larger Town trail systems path. The proposed path and pedestrian bridge described above are a great way to connect to existing trail infrastructure while providing opportunity for connection to Red Hill. Pedestrian connectivity initiatives included in this master planning effort also embrace potential Highway 82/133 crossing modifications by proposing an entry plaza on the east side of the Park, adjacent to Highway 133. The entry plaza is visible from the Highway 82/133 intersection, thus demarcating a pedestrian point of entry and connection to Red Hill. This plaza area connects to sidewalk access on the Hwy 133 bridge as well as future trail connections to the Town. All potential connections that involve Highway crossings will be coordinated and reviewed by CDOT and their respective design teams to ensure optimal pedestrian and vehicular safety.

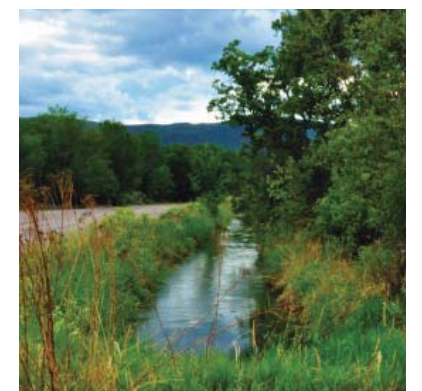
Another important point of pedestrian connection is a newly proposed (less steep and more visible) connection to the Rio Grande Trail. While an existing pedestrian connection to the Rio Grande Trail exists, further study reveals a new path condition free of switchbacks. The Rio Grande Trail connects to the newly constructed RFTA Carbondale Park and Ride, which is within a quarter mile radius, or ten minute walking distance from the Park.



Pedestrian connectivity within the Gateway River Park is designed to be ADA accessible, with ramped walkways conceptually aligned to not exceed 5% grade. These trails circulate Park users to the Roaring Fork River's edge, campground, centralized Park facilities, and Living Systems Learning Center. Non-vehicular boat paths and put-ins are also created to enhance pedestrian connectivity to the river while minimizing disturbance to nature. Bicycle racks are provided at the Welcome Center and the Living Systems Learning Center, to allow pedestrians to travel to Gateway River Park quickly by foot. Similar in concept to the eco walk, the form and layout of the Park's trails were inspired by a naturally occurring log jam concept. Just as logs collide in nature and collect debris within water systems, the proposed paths converge and create nodes that collect people and create pedestrian spaces.

Planting

Shade is an important site element that is currently lacking at Gateway River Park. Master planning efforts strategically locate trees to provide shade and create spaces for Park visitors to lounge and escape the hot sun. Trees and vegetation are also utilized for place-making. A picnic area, for example, is proposed to be located under large growth deciduous trees that will create an overhead canopy, or outdoor room. Vegetation is proposed to be native, or hardy species in compliance with the Town of Carbondale Tree List. Existing site conditions are very dry and while it is possible and desirable to re-introduce irrigation to the Park, xeric vegetation that does not require large amounts of water is preferred for water conservation purposes. Planting improvements also include the removal of invasive species such as Siberian Elm and successional species such as Coyote Willow adjacent to the Roaring Fork River's edge.



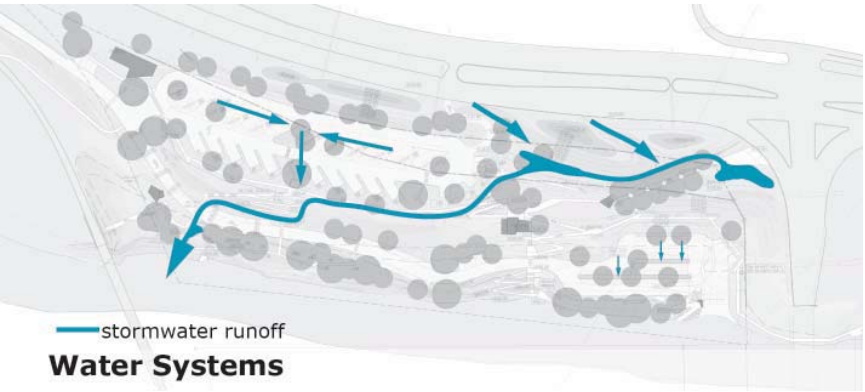
Existing planting



The Roaring Fork River

Park and Riverbank Restoration

The approximately 1,100 lineal feet of Roaring Fork riverfront is envisioned as a thriving riparian environment that supports a gold medal-quality fishing environment. During the community outreach and stakeholder process it was learned that the lower bench, immediately adjacent to the river, was man-made with excavated fill material. Further investigation revealed an early-succession plant community of predominantly Coyote Willow and invasive species such as Siberian Elm. Prior to the creation of the lower bench the river ran within close proximity to the existing Crane and Peebles Ditch. The Gateway River Park Site Plan proposes to restore some of the overlot grading and much of the river’s edge. All design features are to maintain or improve aquatic habitat through the creation of eddies, pools, and velocity shelters. Spawning areas should be maintained or improved. All riparian and in-stream improvements will require detailed coordination of experts and agencies that will vet the best restoration practices for this important resource.



High Performance Infrastructure

The stormwater runoff from Highway 82 and throughout the overall Park is channeled and naturally filtered on the surface within the Park. Rather than concealing runoff in subgrade pipes, treating stormwater provides the opportunity to utilize vegetation to cleanse water of toxins and create a visual amenity that can be appreciated.

It is proposed that the Park be irrigated to establish and maintain vegetation as needed. In the site planning effort various options for irrigation were discussed, such as extracting water from the Roaring Fork River. It is anticipated that an augmentation plan be prepared by the Town in coordination with Ruedi Reservoir. This option requires further vetting to

determine the best irrigation practice.

Additional sustainable water management might occur in conjunction with the Town of Carbondale wastewater treatment plant located across the Roaring Fork River from Gateway River Park. Currently, the effluent from the treatment plant is cleaned on site, and then released directing into the Roaring Fork River. This effluent could be piped across the Roaring Fork River, adjacent to the Highway 133 bridge, and released into a tertiary treatment system within the Park, providing additional cleansing opportunities and serving as a visual amenity.

In this concept, the tertiary treatment will flow through the Park along with stormwater runoff, ultimately being released into a small pond at the Living Systems Learning Center. The physical ponding of the tertiary treatment/stormwater at the Learning Center will allow Park users to observe and learn about the journey of the system that they are witnessing before it is released into the Roaring Fork River. The tertiary treatment system adds functional depth, aesthetic enhancement, and programmatic potential that is a living example of the Town of Carbondale’s commitment to sustainability. This system requires further feasibility study and is presented in this report on a conceptual level, with the hope that future efforts may demonstrate similar sustainable water management practices.

Utilities

Electric

The Park is and will continue to be served by Holy Cross Energy utilizing the existing service sourced from the overhead power line located on the east end of the property. New underground electric infrastructure throughout the Park will serve not only the RV sites but also each building or improvement requiring an electric service. Each of the RV sites will be served with a minimum 50 Amp service. Additional coordination with Holy Cross will be needed to determine if there are issues and/or benefits associated with burying the overhead electric line which bisects the Park.

Telephone/Internet

The Park will be served by CenturyLink. An existing 25 pair cable running from an existing pedestal on the northeast end of the Park serves the existing manager’s unit. The site is fed directly from the central office in Carbondale. Preliminary discussions with Jason Sharpe at CenturyLink indicate that high speed internet service at this location may be possible. Because the site is located at the far end of the extents of high speed internet infrastructure, further analysis will be needed to determine the feasibility of serving the site. If CenturyLink is unable to provide high speed internet, satellite service may be investigated.

Cable

There are no existing underground cable facilities in this area. The nearest Comcast cable facilities are located near the Red Rock Diner on the south side of the Roaring Fork River. Although future extension of underground service is feasible, satellite service is currently proposed for the project site.

Irrigation

There are currently three options to provide irrigation water to the Park:

- Option 1: Apply for Junior Water Rights to pump directly from the Roaring Fork River. This would require that the Town utilize Ruedi Reservoir water for augmentation, install an electric service to an intake from the Roaring Fork River and pump to a system to deliver the irrigation water to the Park.
- Option 2: Utilize water from the Weaver Ditch which is located on the south bank of the Roaring Fork River. This ditch is owned by the Town. This option would require that an irrigation pump station be installed in the irrigation box on the south side of the Roaring Fork River to pump water through the carrier pipe which was installed under the Highway 133 bridge when CDOT recently reconstructed the bridge. It would also require the installation of irrigation pipe along both the north and south banks of the Roaring Fork River.
- Option 3: Utilize the onsite well for irrigation water. This would require that a drawdown test be done on the well to determine if it produces enough water to provide both potable and irrigation water. If this option is utilized, irrigation water would be pulled from the well prior to chlorination. The legal aspect of this option will need to be further investigated to determine if it is a viable option.

Water

The potable water system serving the Park facilities is classified as a Transient Non-Community public water system referred to as the “Sopris RV Park” system. The water system includes applicable components required for treatment, maintenance and monitoring of potable water under State Permit PWSID# CO0223717. The potable water source is groundwater from the Roaring Fork alluvium delivered to the treatment works from the Sopris RV Park well (permit number: 033706-F). The well, pump and treatment systems have been installed and are in operation pursuant to applicable State Regulations and permit requirements. In regard to the proposed site redevelopment, it is assumed that the water distribution infrastructure from the existing water treatment facility to the various facility connections and RV space taps will be evaluated for continued use and replacement as needed to accommodate the new site layout. The new potable water distribution pipes, extensions, taps and hydrants must be designed to provide for effective distribution with frost protection in

accordance with standard material and installation specifications.

Fire Protection

Once the proposed structures have been preliminarily designed and their classification has been determined, further coordination with the local fire protection district will be needed to determine requirements. There are several options for fire protection, two of which are outlined below:

- Option 1: Install a dry hydrant in a location onsite which the fire department can access and connect to pumping directly from the Roaring Fork River.
- Option 2: Bury a storage tank which will be filled from the onsite well. The tank will be required to have connections/fittings for the fire department to tie onto. This tank could also be used as a storage source for sprinkler protection if any buildings require sprinkler protection.

Sewer

A cursory review of the limited documentation associated with the existing Onsite Wastewater Treatment Systems (OWTS) currently in use has been performed. Two permitted systems are utilized for the existing RV Park usage and amenities, including 27 spaces, a two-bedroom manager unit and guest laundry facility. The systems are separated and receive proportional flows from the facilities. Based on the documentation reviewed, the existing systems A and B were designed to treat the sewage generated from the Park based on State ISDS guidelines and site conditions with a total average design flow of 2825 gpd and a peak design flow capacity of 4238 gpd. The total metered average water usage was reported to be 2132 gpd. System A is reported to have a peak design flow of 2213 gpd and utilizes a 2304 SF conventional field. System B is reported to have a peak design flow of 2025 gpd and utilizes a 2400 SF conventional field (Refer to attached Exhibit B-Existing Fields A and B)

The projected Park improvements will include 20 RV spaces, 4 individual tent sites and a group tent site, centralized restrooms with showers for camping guest and Park visitors, a manager unit/general store and other amenities. The two existing systems may be adequate for continued use as long as future average day metered flows are generally less than the existing combined systems’ design capacity flow. (This is assuming that the existing fields are not in conflict with the proposed Park improvements.) The projected onsite RV Park usage flows indicate that the existing onsite systems theoretically have adequate capacity in terms of flow comparison based on current usage criteria.

The existing combined system capacity may be adequate to accommodate the proposed additional usage by transient Park visitors, assuming near equivalent projected flows based on the current State usage criteria and reasonable projection of transient Park visitors per population. However,

the projected design flows greatly exceed the existing capacity based on the new State usage criteria for Park fixture amenities. Table 5.2 in the State Regulations to be adopted uses a per fixture per hour per day unit flow rate that would be applicable regardless of the total average or peak population. Sopris Engineering estimates that the overage in peak sewage flows (beyond the existing system’s design capacity) at build out could range from 500 gallons per day under current usage criteria with limited Park visitor populations to 3000 gallons per day under the new usage criteria. To some extent, these additional flows could be mitigated by the addition of select treatment components, assuming the fields are functioning as designed or alternative field expansion areas are developed. These findings are based on a comparison of flows only. The actual limits of the existing OWTS envelopes have not been located or evaluated with respect to the proposed site improvements. Therefore potential conflicts and relocation alternatives have not been established. Sopris Engineering believes that System B will be in conflict with and adversely impacted by the proposed site improvements.

Because the site has adequate area to maintain regulatory setback distances from separate OWTS infrastructure, Sopris Engineering recommends that during initial improvement phases the two County permitted systems be maintained, upgraded and modified as needed for phased development use. Any proposed sewage infrastructure improvements should be considered with respect to future extension of the Town of Carbondale’s sewer infrastructure and sewer treatment plant as feasible based on full build out usage. The replacement/modification of one or both of the systems with a full secondary treatment design package is feasible to effectively handle the projected flows of the RV Park usage and limited phased improvements for public Park usage. However, with respect to full build out projections of public Park and RV Camp usage, it will most likely be more feasible to phase out individual County systems and modify infrastructure to establish consolidation with the district or conversion to a State permitted Domestic Wastewater Treatment Works under the State Site Application process. This is especially applicable in consideration of the Centralized Amenities facility with full projected build out populations under future usage criteria.

Initial OWTS improvements for the site specific usage will most likely involve the design and installation of an advanced secondary treatment unit utilizing existing system components as feasible. The addition of active secondary treatment will provide the flexibility to discharge treated effluent either to newly established landscaped areas or to existing subsurface infrastructure. Effective dispersal systems may include geoflow drip tubing installed in shallow trenches. Sopris Engineering recommends that a full inspection and location of existing system be performed to assess function and capacity of the existing systems. A feasibility study should also be performed to evaluate design improvements including consideration of installing and/or retrofitting secondary treatment components to insure

long term function. Alternative field envelopes should be identified to mitigate potential conflicts with existing infrastructure in respect to proposed site improvements. Feasibility of a consolidation connection to the Town’s municipal system should also be explored with future assessments. Alternatives can be developed to address the immediate, short-term and long-term needs of the proposed phased redevelopment.

Regarding the continued RV Park operations, a dump station with a minimum 3,000 gallon holding tank needs to be installed. The Park must require that all RVs with holding tanks dump their load at check-in prior to connection to a Park water and sewer hookup. A reasonable fee should be established to maintain the system and to pay for pumping/transport service and dumping fees at a district plant. Under no circumstances should an RV be allowed to dump into the Park’s onsite sewer system.

The sewage collection infrastructure including RV space hookup taps, conveyance lines, and septic tank inlets should be evaluated for continued use or replacement to accommodate the proposed site layout. The sewage collection pipes will need to be designed to provide for proportional flows to the individual OWTS components.

Earthwork

The goal of the site grading at a macroscale is to create landforms consistent with the site’s original state, to naturalize the property’s appearance and to connect upper and lower benches. At a microscale, these landforms are designed to create a sense of place and arrival while protecting users from elements such as harsh sun or vehicular traffic. Earthwork is manipulated to reduce and soften the severity of abrupt grade change where possible, as well as to create improved pedestrian and vehicular circulation. Berming is also utilized to provide screening along Highway 82 as well as to create a monumental landform at the Town of Carbondale’s Highway 82/133 gateway intersection. The proposed grading strives to balance cut and fill on the site, reduce environmental damage and minimize costly earth-moving activities.

Energy and Sustainability

Methods for energy conservation and environmental sustainability are encouraged throughout the site. Informational signage shares important information concerning stormwater treatment systems. Irrigation is provided to establish a predominantly xeric, native/hardy landscape that requires less irrigation and resources in the long term to maintain. Locally available materials that do not consume a large carbon footprint are envisioned. It is also proposed that solar panels be integrated into structures, such as the restrooms, for lighting and other power needs. Checklists for the SSI and LEED are included as appendices in this document and are excellent tools for ensuring sustainable practices are integrated into future detailed design phases.

Domestic and Wild Animals

Riverbank restoration combined with trail designation promotes controlled pedestrian river activity, thus enhancing fish, bird, and insect habitat. Domestic animals, such as dogs and horses, although not excluded from the Park, are not specifically acknowledged. Special accommodation for animals may be considered as part of future detailed design.

Lighting

Minimal exterior lighting, such as path lighting adjacent to the centralized restroom facility, and lighting at the Welcome Center, will be necessary for safety purposes. All proposed lighting shall be implemented to preserve dark skies and comply with Town of Carbondale regulations.

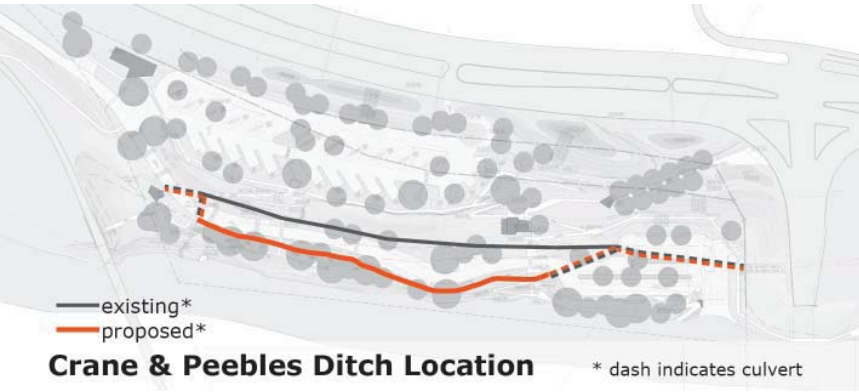


Educational signage at Santa Fe Audobon Center

Education and Art

Education is an important part of Carbondale’s culture and is integrated into the Park’s master plan. A Living Systems Learning Center is proposed to be constructed on the west side of the Park for classroom and exhibit purposes. The Living Systems is envisioned to be a facility for school field trips and general education that allows people to learn about riparian restorations and protections, habitat enhancements, stormwater filtering, propagation of habitat and bugs, fly fishing workshops, proper catch and release methods, a naturalized approach to art and landform, and amenities as art. Adjacent to the Living System, it is proposed that there be ponding of site stormwater that will serve as children’s fishing derby prior to the water being released into the Roaring Fork River.

Art is also an integral component of culture. Well-designed and artful buildings, landforms, signage and furnishings are important as their composition creates beautiful places and a desirable experience. High quality art and design is a qualitative measure of this Park.



Crane and Peebles Ditch

The Crane & Peebles Ditch, which is owned and used by the Aspen Glen Club, Homeowners Association at Aspen Glen, and the Roaring Fork Water and Sanitation District, is both open channel and culverted across Gateway River Park. It is generally located on the north side of the lower bench and parallel to the access road. In order to maximize parking and create a buffer zone along the river for vegetation restoration, the access drive on the lower bench is proposed to shift north, and the Crane and Peebles ditch is proposed to be re-located on the south side of the drive. Moving the ditch will not alter ditch water levels or flow rates, and will require further study and approvals.

Offsite Improvements

RFTA trail connection to Rio Grande

The proposed site plan includes a newly proposed connection to the Rio Grande Trail, which is illustrated in the site plan included as part of this report. The new path connection is free of switchbacks and will be easier for users of all ages, including the elderly, to utilize. Coordination and licensing with the Roaring Fork Transportation Authority (RFTA) is required to pursue this proposed improvement. This proposed improvement is listed as an alternate upgrade as part of this report.

Bridge crossing to fishing easement

As noted in the Pedestrian Connectivity section of this report, it is proposed that a pedestrian bridge be constructed on the east side of Highway 133. The addition of a pedestrian bridge in this location is an excellent way to provide amenities on the south side of the Roaring Fork River across and directly accessible to the Park.

Campground improvements on CDOT ROW

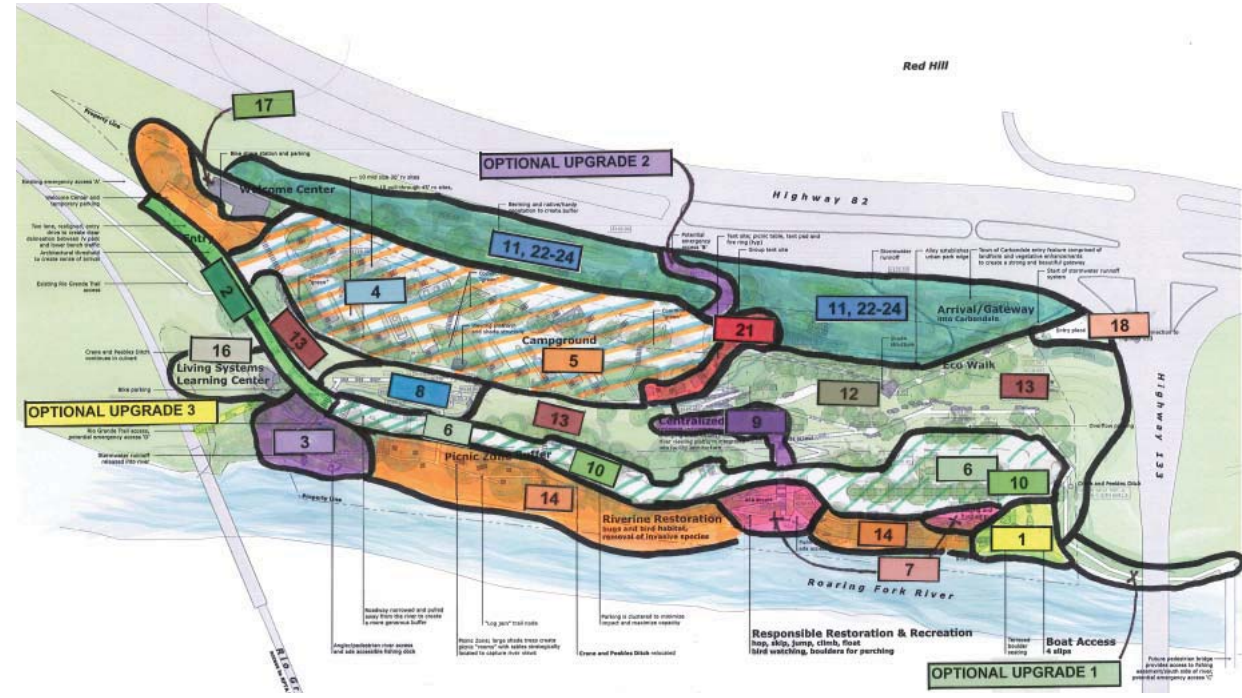
It is proposed that berming, planting, portions of five RV sites, and a potential emergency access drive, be located within the CDOT Right of Way. In order to conceal traffic noise and the undesirable view of Highway 82 the height of berming adjacent to Highway 82 is proposed to be constructed approximately five feet higher than the elevation of Highway 82. Planting is proposed adjacent to the berming for screening and to enhance/soften the north side of the campground. Circulation studies revealed that it is advantageous to shift the RV sites closer to the north side of the Park in order to create one primary access point into the Park as well as additional space for circulation and planting on the east side of the upper bench. The five RV sites that encroach upon CDOT Right of Way will require utility hook-ups, potentially within the right of way. Improvements such as grading and planting require coordination with CDOT to determine feasibility of improvements in the right of way as well as necessary permitting procedures.

Satank Road (CR 103)

The Park is currently accessed by the Satank Road from Highway 82 just west of the Park (Refer to Exhibit C-Gateway Park Access Road). The existing road is beyond its design life and either needs to be replaced or have an extensive maintenance plan implemented. Redevelopment of the Park will require that the existing asphalt on the access road be removed and replaced to increase the life of the road. Coordination with CDOT will be required to determine what, if any, improvements will be required at the Highway 82 intersection. This proposed improvement is listed as an alternate upgrade as part of this report.

Offsite Irrigation System

If the Weaver Ditch is utilized to serve the project site with irrigation water, a pump station will be installed within the existing irrigation box on the south bank of the Roaring Fork River adjacent to the Highway 133 bridge to pump water through the carrier pipe which was installed under the Highway 133 bridge when CDOT recently reconstructed the bridge. It would also require the installation of irrigation pipe along both the north and south banks of the Roaring Fork River.

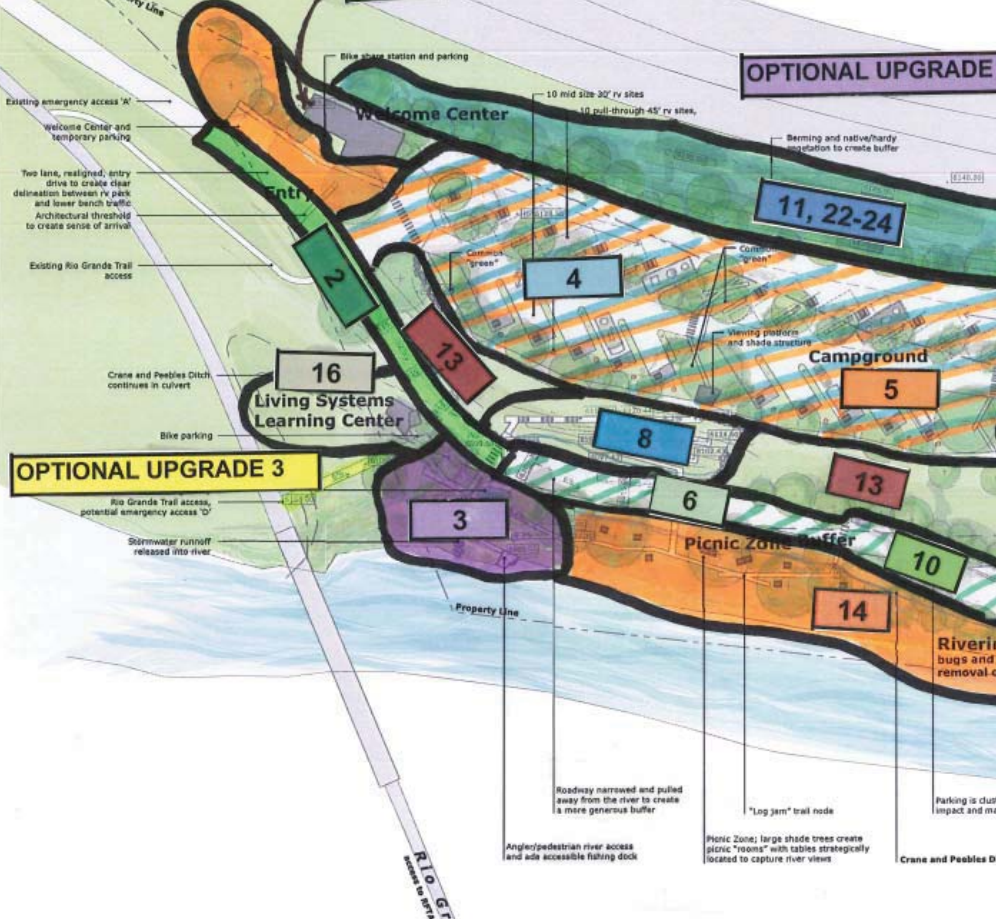


Gateway River Park Phasing Plan

Development Strategy

The Gateway Park is proposed to be developed in several phases which are referred to as “Park Components”. There are 24 required Park Components and 7 optional upgrade Park Components, all of which are detailed in this chapter.

There is no specific order of the development of the Park Components. Each component can be developed alone, possibly with minor additional improvements, to facilitate future phases of Park development.

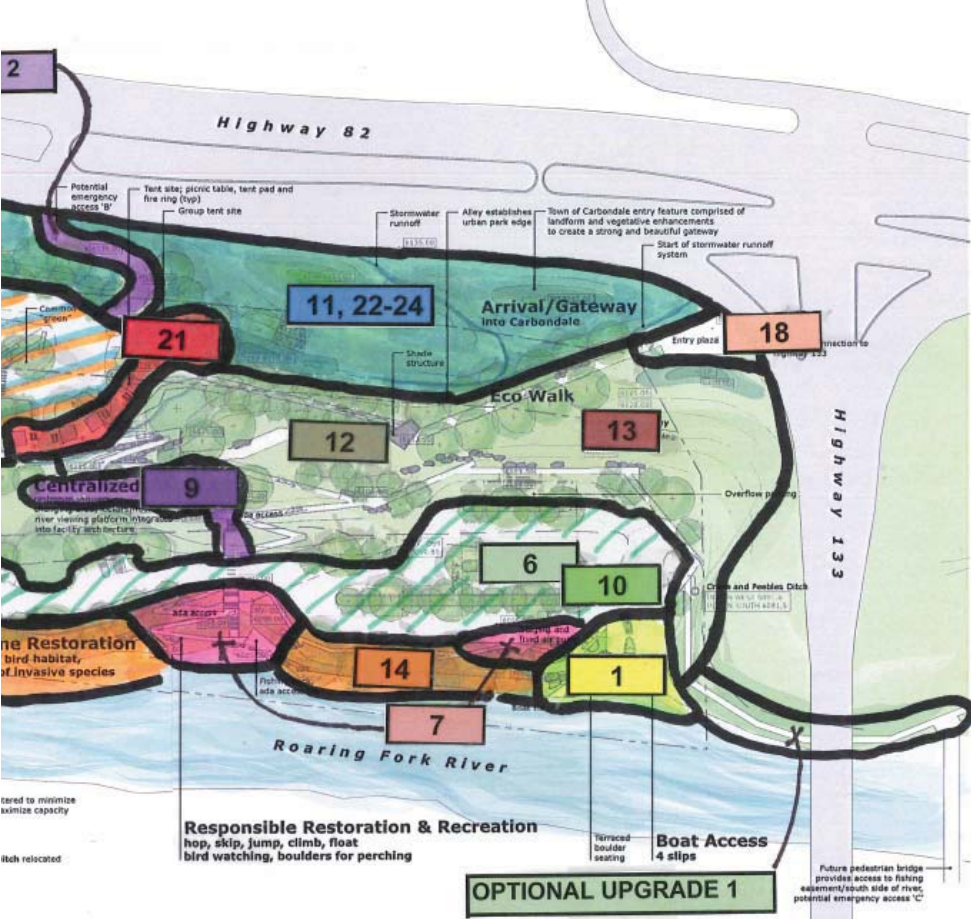


Schematic Component Phasing Plan

1-River Boat Ramp
2-Access Road Section 1
3-Angler/Pedestrian ADA River Access
4-RV Park 'A'
5-RV Park 'B'
6-Access Road Section 2-Phase 1
7-Raft Amenities
8-Central Trails-Phase 1
9-Centralized Amenities
10-Access Road Section 2-Phase 2 (Landscaping)
11-Partial Hwy 82 Berm and Grading
12-Central Trails-Phase 2
13-Central Landscaping
14-Ditch Realignment and River Restoration
15-Offsite Irrigation System *Not labeled on plan
16-Learning Center
17-Main House Addition
18-Entrance Structure and Plaza
19-Pavilions *Refer to Site Plan
20-Signage *Refer to Signage Plan
21-Upper Bench-Tent Sites
22-Partial Hwy 82 Berm and Grading
23-Partial Hwy 82 Berm and Grading
24-Remaining Upper Bench Work in Hwy 82 ROW

OPTIONAL UPGRADE 1:Trail from Park Under Hwy 133 Bridge
OPTIONAL UPGRADE 2:Hwy 82 Emergency Access
OPTIONAL UPGRADE 3:Trail Connection to Rio Grande
OPTIONAL UPGRADE 4:Paving Access Road Section 1*
OPTIONAL UPGRADE 5:Paving of Access Road Section 2 and Lower Bench Parking *
OPTIONAL UPGRADE 6:Paving of RV Park Road, Parking and Sites *
OPTIONAL UPGRADE 7:Satan Road improvements *

*Option not detailed on plan.



Projected Construction Cost Estimates and Assumptions

The following spreadsheets outline Sopris Engineering’s opinion of probable construction cost for the site work associated with the Town of Carbondale’s Gateway Park Project. The estimate is based on the November 15, 2012 site plan and the associated program elements. The total cost estimate for the buildout of the Gateway Park Project is \$3,586,010.50, which includes a 15% contingency.

The associated cost and any assumptions for each phase are outlined below:

- Park Component 1: River Boat Ramp \$218,741.50**
- This estimate generally includes a concrete boat ramp, concrete pedestrian trail adjacent to the boat ramp, erosion wall at end of the ramp and the various permitting processes.
 - This estimate includes design, permits, army corps permits, construction staking and testing.
- Park Component 2: Access Road Section 1 \$232,369.00**
- This estimate includes the westernmost 350’ of the access road to the lower bench and removal of that portion of the existing road.

- This estimate assumes a gravel road. Paving of the access road is included as Optional Upgrade 4.
- This estimate includes design, construction staking and testing.

Park Component 3: Angler/Pedestrian ADA River Access \$206,425.00

- This estimate includes a concrete trail with handrails at the western portion of the lower bench for ADA access to the river.
- This estimate includes associated landscaping and riparian work.
- This estimate includes design, permits, army corps permits, construction staking and testing.

Park Component 4: RV Park ‘A’ \$281,750.00

- This estimate includes utility abandonments.
- This estimate includes design and coordination with all utility companies.
- This estimate includes mass excavation of the RV Park.
- This estimate includes the installation of a new water main and services, sewer main and services, transformer and primary electric extension and 50 AMP electric services.
- This estimate includes design, construction staking and testing.

Park Component 5: RV Park ‘B’ \$148,608.75

- This estimate includes the demolition of the existing building.
- This estimate includes 6” thick concrete trails within the RV Park and along the southern border of the RV Park.
- This estimate includes 6” thick concrete pads for each RV site.
- This estimate includes picnic tables, for each of the 20 RV sites.
- This estimate includes 10-fire pits for the 30’ sites.
- This estimate includes (10)-65 square foot planting areas for the 45’ sites.
- This estimate includes the landscaping and irrigation for the RV Park.
- This estimate includes design, construction staking and testing.

Park Component 6: Access Road Section 2/Phase 1 \$163,472.50

- This estimate includes the remainder of the access road to the lower bench and the lower bench parking.
- This estimate assumes a gravel road and parking area. Paving of the access road and parking area is included as Optional Upgrades 5.
- This estimate does not include landscaping. Landscaping associated with Access Road Section 2 is included in Park Component 10.
- This estimate includes design, construction staking and testing.

Park Component 7: Raft Amenities \$199,525.00

- This estimate includes the trails, concrete slabs, stairs and electric service for the raft staging area, air station and stairway to the river.
- This estimate includes the landscaping and irrigation associated with the Raft Amenities.

- This estimate includes the design, permits, construction staking and testing.

Park Component 8: Central Trails/Phase 1 \$133,831.25

- This estimate includes the design and construction of half all of the trails and amenities located south of the trail bordering the southern edge of the RV Park, south to the river access road and parking.
- This estimate includes 6” concrete trails.
- This estimate does not include any of the central landscaping. Central landscaping is included in Component 13.
- This estimate includes design, construction staking and testing.

Park Component 9: Centralized Amenities \$448,500.00

- This estimate the centralized amenities including excavation, water service, sewer lift station, HDPE force main across the Roaring Fork River, electric service, building including restrooms and showers, concrete slab and stairs.
- This estimate includes a fee for pumping sewage from the site across Hwy 133 to the Town’s wastewater treatment facility on the south side of the Roaring Fork River. This fee is the most expensive of the potential design solutions for sewer service to the park and is therefore included in the event that the other design solutions are not feasible.
- This estimate includes design, permits, construction staking and testing.

Park Component 10: Access Road Section 2/Phase 2 \$22,338.75

- This estimate includes landscaping, irrigation and (9)-picnic tables associated with the Access Road Section 2.
- This estimate includes design, construction staking and testing.

Park Component 11: Partial Hwy 82 Berming and Grading \$32,187.50

- This estimate includes a portion of the berming, screening, landscaping, irrigation and required CDOT permitting for the work within the Hwy 82 ROW.

Park Component 12: Central Trails/Phase 2 \$133,831.25

- This estimate includes the design and construction of half all of the trails and amenities located south of the trail bordering the southern edge of the RV Park, south to the river access road and parking.
- This estimate includes 6” concrete trails.
- This estimate does not include any of the central landscaping. Central landscaping is included in Component 13.
- This estimate includes design, construction staking and testing.

Park Component 13: Central Landscaping \$387,435.00

- This estimate includes all of the central area landscaping and lighting.
- This estimate includes bioretention cells for the project site’s

- stormwater treatment.
- This estimate includes design, construction staking and testing.

Park Component 14: Ditch Realignment/ River Restoration \$315,675.00

- This estimate includes realignment of approximately 800 LF of the ditch and restoration of the north bank of the Roaring Fork River adjacent to the park.
- This estimate includes design, permitting, army corps, construction staking and testing.

Park Component 15: Offsite Irrigation System \$93,725.00

- This estimate assumes the Weaver Ditch will be utilized to serve the project site with irrigation water.
- This estimate includes at 35 GPM pump station to be installed within the existing irrigation box on the south bank of the Roaring Fork River.
- This estimate includes an irrigation line to be installed in the carrier pipe under the Hwy 133.
- This estimate includes the installation of irrigation pipe along both the north and south banks of the Roaring Fork River
- This estimate includes an electric service.
- This estimate includes restoration of all disturbed areas.
- This estimate includes design, permitting, construction staking and testing.

Park Component 16: Living Systems Learning Center \$51,750.00

- This estimate includes the design, permitting and construction of a 375'X100' Living Systems Learning Center.
- This estimate also includes construction staking.

Park Component 17: Main House Addition \$102,925.00

- This estimate includes the design, permitting and construction of a 375'X200' Main House Addition.
- This estimate also includes construction staking.

Park Component 18: Entrance Structure and Plaza \$69,345.00

- This estimate includes the design, permitting and construction of an Entrance Structure and Plaza.
- This estimate also includes construction staking.

Park Component 19: Pavilions \$30,475.00

- This estimate includes the design, permitting and construction of a 350'X40' Pavilion and a 200'x40' RV Pavilion.
- This estimate also includes construction staking.

Park Component 20: Signage \$35,075.00

- This estimate includes the design, permitting and construction staking of all signage within the park for directional information.

Park Component 21: Upper Bench/Tent Sites \$46,287.50

- This estimate includes the design, and construction of four individual tent sites and one group tent site.
- This estimate includes 6 tables and 5 fire pits.
- This estimate includes the landscaping and irrigation associated with the tent sites.

Park Component 22: Partial Hwy 82 Berming and Grading \$33,250.50

- This estimate includes a portion of the berming, screening, landscaping, irrigation and required CDOT permitting for the work within the Hwy 82 ROW.

Park Component 23: Partial Hwy 82 Berming and Grading \$14,893.75

- This estimate includes a portion of the berming, screening, landscaping, irrigation and required CDOT permitting for the work within the Hwy 82 ROW.

Park Component 24: Remaining Hwy 82 Berming and Grading \$183,593.75

- This estimate includes a portion of the berming, screening, landscaping, irrigation and required CDOT permitting for the work within the Hwy 82 ROW.

If additional funding is received after all of the required park components are complete, there are 7 optional upgrades which can be implemented if the Town so desires as outlined below:

Optional Upgrade 1: Trail from Park Under Hwy 133 Bridge \$151,915.00

- This estimate includes a 6" thick concrete trail from the park to the east side of the Hwy 133 bridge.
- This estimate includes restoration, landscaping and riparian plants.
- This estimate includes trail lighting.
- This estimate includes design, permits, army corps, construction staking and testing.

Optional Upgrade 2: Hwy 82 Emergency Access \$41,078.00

- This estimate includes an gravel emergency access to HWY 82 on the north end of the Park.
- This estimate includes the design, permitting, construction staking and testing and A-Line break process.

Optional Upgrade 3: Trail Connection to Rio Grande \$184,575.00

This estimate includes the design, permitting and construction of a 6" thick concrete trail and 70'x12' bridge connection to the Rio Grande Trail.

Optional Upgrade 4: Paving Access Road Section 1 \$22,264.00

- This estimate includes to cost to upgrade the access road to an asphalt surface.

**Optional Upgrade 5: Paving of Access Road Section 2 and Lower Bench
Parking \$150,346.40**

- This estimate includes to cost to upgrade the access road and parking lot to an asphalt surface.

**Optional Upgrade 6: Paving of RV Park Road, Parking and Sites
\$190,325.00**

- This estimate includes to cost to upgrade the RV Park Road, parking and sites to an asphalt surface.

Optional Upgrade 7: Satank Road Improvements \$328,704.50

- This estimate includes the cost to replace the easternmost 2,300 LF of the Satank Road.

Project Components

COMPONENT 1	RIVER BOAT RAMP					
	River Boat Ramp:					
	Item No.	Description of Work	Unit	Quantity	Unit Price	Cost
	1	MOBILIZATION	JOB	LS	\$ 7,500.00	\$ 7,500.00
	2	EXCAVATION	JOB	LS	\$ 37,000.00	\$ 37,000.00
	3	6" CONCRETE BOAT RAMP	SF	3000	\$ 15.00	\$ 45,000.00
	4	6" CONCRETE PEDESTRAIN TRAIL ADJACENT TO BOAT RAMP	SF	1040	\$ 15.00	\$ 15,600.00
	5	CONCRETE EROSION WALL AT END OF RAMP	JOB	LS	\$ 6,500.00	\$ 6,500.00
	6	6" CLASS 6 BOAT RAMP	CY	37	\$ 30.00	\$ 1,110.00
	7	BOULDER PLACEMENT IN R IVER	JOB	LS	\$ 10,000.00	\$ 10,000.00
	8	RESTORATION, RIPARIAN PLANTS AND LANDSCAPE	JOB	LS	\$ 20,500.00	\$ 20,500.00
	9	DESIGN, PERMITS, ARMY CORP, CONSTRUCTION STAKING AND TESTING	JOB	LS	\$ 47,000.00	\$ 47,000.00
	SUBTOTAL \$					190,210.00
COMPONENT 2	ACCESS ROAD SECTION 1					
	Access Road to Lower Bench (350' of the road):					
	Item No.	Description of Work	Unit	Quantity	Unit Price	Cost
	1	MOBILIZATION	JOB	LS	\$ 10,000.00	\$ 10,000.00
	2	EXCAVATION	JOB	LS	\$ 21,500.00	\$ 21,500.00
	3	CLEAR AND GRUBBING	JOB	LS	\$ 5,000.00	\$ 5,000.00
	4	CULVERT EXTENSION/ REPLACEMENT	LF	200	\$ 200.00	\$ 40,000.00
	5	18" CLASS 2	CY	470	\$ 28.00	\$ 13,160.00
	6	6" CLASS 6	CY	130	\$ 30.00	\$ 3,900.00
	7	REMOVAL OF EXISTING ACCESS ROAD AND RECLAIM	JOB	LS	\$ 10,000.00	\$ 10,000.00
	8	LANDSCAPING, IRRIGATION AND TOPSOIL	JOB	LS	\$ 86,000.00	\$ 86,000.00
	9	DESIGN, CONSTRUCTION STAKING AND TESTING	JOB	LS	\$ 12,500.00	\$ 12,500.00
	SUBTOTAL \$					202,060.00
COMPONENT 3	ANGLER/PEDESTRIAN ADA RIVER ACCESS					
	ADA Fishing Access to Roaring Fork River:					
	Item No.	Description of Work	Unit	Quantity	Unit Price	Cost
	1	MOBILIZATION	JOB	LS	\$ 8,500.00	\$ 8,500.00
	2	EXCAVATION	JOB	LS	\$ 45,000.00	\$ 45,000.00
	3	6" CONCRETE TRAIL	SF	1200	\$ 15.00	\$ 18,000.00
	4	6" CONCRETE PLATFORM WITH HANDRAIL	JOB	LS	\$ 50,000.00	\$ 50,000.00
	5	RESTORATION, LANDSCAPING AND RIPARIAN PLATS	JOB	LS	\$ 18,000.00	\$ 18,000.00
	6	DESIGN, PERMITS, ARMY CORP, CONSTRUCTION STAKING AND TESTING	JOB	LS	\$ 40,000.00	\$ 40,000.00
	SUBTOTAL \$					179,500.00
	15% CONTINGENCY \$					26,925.00
	TOTAL \$					206,425.00
COMPONENT 4	RV PARK A:					
	Phase 1 Demolition and Construction of RV Park:					
	Item No.	Description of Work	Unit	Quantity	Unit Price	Cost
	1	MOBILIZATION	JOB	LS	\$ 11,000.00	\$ 11,000.00
	3	UTILITY ABANDONMENTS	JOB	LS	\$ 5,500.00	\$ 5,500.00
	4	DESIGN AND COORDIATION WITH UTILITY COMPANIES	JOB	LS	\$ 2,500.00	\$ 2,500.00
	5	EXCAVATION	CY	2750	\$ 10.00	\$ 27,500.00
	6	4" CLASS 6 ABC	CY	1125	\$ 30.00	\$ 33,750.00
	7	4" DIP WATER MAIN	LF	975	\$ 55.00	\$ 53,625.00
	8	3/4" WATER SERVICE	EA	20	\$ 1,000.00	\$ 20,000.00
	9	6" SEWER MAIN	LF	975	\$ 35.00	\$ 34,125.00
	10	4" SEWER SERVICES	EA	20	\$ 500.00	\$ 10,000.00
	11	NEW TRANSFORMER AND ELECTRIC PRIMARY EXTENSION	JOB	LS	\$ 15,000.00	\$ 15,000.00
COMPONENT 5	RV PARK B:					
	Phase 2 Demolition and Construction of RV Park:					
	Item No.	Description of Work	Unit	Quantity	Unit Price	Cost
	1	MOBILIZATION	JOB	LS	\$ 6,000.00	\$ 6,000.00
	2	BUILDING REMOVAL	JOB	LS	\$ 12,000.00	\$ 12,000.00
	3	6" CONCRETE TRAIL	SF	3200	\$ 15.00	\$ 48,000.00
	4	6" CONCRETE PADS (70 SF/SITE)	SF	1400	\$ 15.00	\$ 21,000.00
	5	PICNIC TABLES	EA	20	\$ 900.00	\$ 18,000.00
	6	LATTICE AND PLANTING AREAS (65 SF) FOR 45' SITES	SF	650	\$ 6.50	\$ 4,225.00
	7	LANDSCAPING AND IRRIGATION	JOB	LS	\$ 4,500.00	\$ 4,500.00
	8	FIRE PITS FOR 30' SITES	EA	10	\$ 350.00	\$ 3,500.00
	9	DESIGN, CONSTRUCTION STAKING AND TESTING	JOB	LS	\$ 12,000.00	\$ 12,000.00
	SUBTOTAL \$					129,225.00
COMPONENT 6	ACCESS ROAD SECTION 2-Phase 1					
	Remaining Access Road and Lower Bench Parking (landscaping is included in component 10)					
	Item No.	Description of Work	Unit	Quantity	Unit Price	Cost
	1	MOBILIZATION	JOB	LS	\$ 6,000.00	\$ 6,000.00
	2	EXCAVATION	CY	1665	\$ 10.00	\$ 16,650.00
	3	CLEAR AND GRUBBING	JOB	LS	\$ 2,000.00	\$ 2,000.00
	4	18" CLASS 2	CY	2700	\$ 28.00	\$ 75,600.00
	5	6" CLASS 6	CY	830	\$ 30.00	\$ 24,900.00
	6	DESIGN, CONSTRUCTION STAKING AND TESTING	JOB	LS	\$ 17,000.00	\$ 17,000.00
	SUBTOTAL \$					142,150.00
	15% CONTINGENCY \$					21,322.50
	TOTAL \$					163,472.50

COMPONENT 7	RAFT AMENITIES					
	Raft Staging, Air Station and Stairway to River:					
	Item No.	Description of Work	Unit	Quantity	Unit Price	Cost
	1	MOBILIZATION	JOB	LS	\$ 2,500.00	\$ 2,500.00
	2	EXCAVATION	JOB	LS	\$ 55,000.00	\$ 55,000.00
	3	CLEAR AND GRUBBING	JOB	LS	\$ 2,800.00	\$ 2,800.00
	4	ELECTRIC SERVICE	JOB	LS	\$ 3,200.00	\$ 3,200.00
	5	TRAILS, CONCRETE SLABS AND STAIRS	JOB	LS	\$ 35,000.00	\$ 35,000.00
	6	LANDSCAPING	JOB	LS	\$ 35,000.00	\$ 35,000.00
	7	DESIGN, PERMITS, CONSTRUCTION STAKING AND TESTING	JOB	LS	\$ 40,000.00	\$ 40,000.00
	SUBTOTAL \$					173,500.00
	15% CONTINGENCY \$					26,025.00
	TOTAL \$					199,525.00
COMPONENT 8	Central Trails-Phase 1 of Trail Construction					
	Central Trails:					
	Item No.	Description of Work	Unit	Quantity	Unit Price	Cost
	1	MOBILIZATION	JOB	LS	\$ 8,000.00	\$ 8,000.00
	2	EXCAVATION	CY	3000	\$ 12.00	\$ 36,000.00
	3	6" CONCRETE TRAILS	SF	4025	\$ 15.00	\$ 60,375.00
	4	DESIGN, CONSTRUCTION STAKING AND TESTING	JOB	LS	\$ 12,000.00	\$ 12,000.00
	SUBTOTAL \$					116,375.00
	15% CONTINGENCY \$					17,456.25
	TOTAL \$					133,831.25
COMPONENT 9	CENTRALIZED AMENITIES					
	Centralized Amenities:					
	Item No.	Description of Work	Unit	Quantity	Unit Price	Cost
	1	MOBILIZATION	JOB	LS	\$ 12,500.00	\$ 12,500.00
	2	EXCAVATION	JOB	LS	\$ 15,000.00	\$ 15,000.00
	3	WATER SERVICE	EA	1	\$ 15,000.00	\$ 15,000.00
	4	SEWER LIFT STATION	JOB	LS	\$ 35,000.00	\$ 35,000.00
	5	HDPE FORCE MAIN IN TRENCH	LF	1000	\$ 65.00	\$ 65,000.00
	6	HDPE FORCE MAIN ON BRIDGE	LF	250	\$ 100.00	\$ 25,000.00
	7	BUILDING (TEMPERED SPACE)	JOB	LS	\$ 162,000.00	\$ 162,000.00
	8	ELECTRICAL SERVICE	EA	1	\$ 6,500.00	\$ 6,500.00
	9	CONCRETE SLAB AND STAIRS	JOB	LS	\$ 25,000.00	\$ 25,000.00
	10	DESIGN, PERMITS, CONSTRUCTION STAKING AND TESTING	JOB	LS	\$ 29,000.00	\$ 29,000.00
COMPONENT 10	ACCESS ROAD SECTION 2-Phase 2 (LANDSCAPING)					
	Remaining Access Road and Lower Bench Parking- LANDSCAPING					
	Item No.	Description of Work	Unit	Quantity	Unit Price	Cost
	1	MOBILIZATION	JOB	LS	\$ 1,000.00	\$ 1,000.00
	2	LANDSCAPING AND IRRIGATION	SF	3210	\$ 2.50	\$ 8,025.00
	3	PICNIC TABLES	EA	9	\$ 900.00	\$ 8,100.00
	4	DESIGN, CONSTRUCTION STAKING AND TESTING	JOB	LS	\$ 2,300.00	\$ 2,300.00
	SUBTOTAL \$					19,425.00
	15% CONTINGENCY \$					2,913.75
	TOTAL \$					22,338.75
COMPONENT 11	PARTIAL HWY 82 BERM AND GRADING					
	TOTAL \$					32,187.50
COMPONENT 12	CENTRAL TRAILS-Phase 2 OF TRAIL CONSTRUCTION					
	Central Trails:					
	Item No.	Description of Work	Unit	Quantity	Unit Price	Cost
	1	MOBILIZATION	JOB	LS	\$ 8,000.00	\$ 8,000.00
	2	EXCAVATION	CY	3000	\$ 12.00	\$ 36,000.00
	3	6" CONCRETE TRAILS	SF	4025	\$ 15.00	\$ 60,375.00
	4	DESIGN, CONSTRUCTION STAKING AND TESTING	JOB	LS	\$ 12,000.00	\$ 12,000.00
	SUBTOTAL \$					116,375.00
	15% CONTINGENCY \$					17,456.25
	TOTAL \$					133,831.25
COMPONENT 13	CENTRAL LANDSCAPING					
	Central Landscaping:					
	Item No.	Description of Work	Unit	Quantity	Unit Price	Cost
	1	MOBILIZATION	JOB	LS	\$ 9,000.00	\$ 9,000.00
	4	6" TOPSOIL	CY	1000	\$ 30.00	\$ 30,000.00
	5	LIGHTING	JOB	LS	\$ 37,500.00	\$ 37,500.00
	6	LANDSCAPING/IRRIGATION	SF	46000	\$ 3.50	\$ 161,000.00
	7	BIORETENTION CELLS (STORMWATER TREATMENT FOR PROJECT SITE)	JOB	LS	\$ 87,400.00	\$ 87,400.00
	8	DESIGN, CONSTRUCTION STAKING AND TESTING	JOB	LS	\$ 12,000.00	\$ 12,000.00
	SUBTOTAL \$					336,900.00
	15% CONTINGENCY \$					50,535.00
	TOTAL \$					387,435.00
COMPONENT 14	DITCH REALIGNMENT/RIVER RESTORATION					
	Ditch Realignment/River Restoration:					
	Item No.	Description of Work	Unit	Quantity	Unit Price	Cost
	1	MOBILIZATION	JOB	LS	\$ 11,500.00	\$ 11,500.00
	2	REALIGNMENT OF DITCH	LF	800	\$ 100.00	\$ 80,000.00
	3	RIVER RESTORATION	JOB	LS	\$ 150,000.00	\$ 150,000.00
	4	DESIGN, PERMITS, ARMY CORPS, CONSTRUCTION STAKING AND TESTING	JOB	LS	\$ 33,000.00	\$ 33,000.00
	SUBTOTAL \$					274,500.00
	15% CONTINGENCY \$					41,175.00
	TOTAL \$					315,675.00

COMPONENT 15	OFFSITE IRRIGATION SYSTEM					
	Offsite Irrigation System:					
	Item No.	Description of Work	Unit	Quantity	Unit Price	Cost
	1	MOBILIZATION	JOB	LS	\$ 5,000.00	\$ 5,000.00
	2	PUMP STATION (35 gpm) IN EXISTING IRRIGATION BOX	JOB	LS	\$ 18,000.00	\$ 18,000.00
	3	IRRIGAITON LINE ON HWY 133 BRIDGE	JOB	LS	\$ 10,000.00	\$ 10,000.00
	4	IRRIGATION PIPE ON SOUTH SIDE & NORTH SIDES OF BRIDGE	JOB	LS	\$ 8,500.00	\$ 8,500.00
	5	ELECTRIC SERVICE	JOB	LS	\$ 18,000.00	\$ 18,000.00
	6	RESTORATION	JOB	LS	\$ 10,000.00	\$ 10,000.00
	8	DESIGN, PERMITTING, CONSTRUCTION STAKING AND TESTING	JOB	LS	\$ 12,000.00	\$ 12,000.00
COMPONENT 16	SUBTOTAL					\$ 81,500.00
	15% CONTINGENCY					\$ 12,225.00
	TOTAL					\$ 93,725.00
	LIVING SYSTEMS LEARNING CENTER					
	1	MOBILIZATION	JOB	LS	\$ 2,000.00	\$ 2,000.00
	2	LIVING SYSTEMS LEARNING CENTER(375X100)	JOB	LS	\$ 37,500.00	\$ 37,500.00
	3	DESIGN PERMITTING AND CONSTRUCTION STAKING	JOB	LS	\$ 5,500.00	\$ 5,500.00
	SUBTOTAL					\$ 45,000.00
	15% CONTINGENCY					\$ 6,750.00
	TOTAL					\$ 51,750.00
COMPONENT 17	MAIN HOUSE ADDITION					
	1	MOBILIZATION	JOB	LS	\$ 4,000.00	\$ 4,000.00
	2	MAIN HOUSE ADDITION (375X200)	JOB	LS	\$ 75,000.00	\$ 75,000.00
	3	DESIGN PERMITTING AND CONSTRUCTION STAKING	JOB	LS	\$ 10,500.00	\$ 10,500.00
	SUBTOTAL					\$ 89,500.00
	15% CONTINGENCY					\$ 13,425.00
	TOTAL					\$ 102,925.00
	ENTRANCE STRUCTURE AND PLAZA					
	1	MOBILIZATION	JOB	LS	\$ 2,500.00	\$ 2,500.00
	2	ENTRANCE STRUCTURE	JOB	LS	\$ 12,500.00	\$ 12,500.00
COMPONENT 18	3	ENTRANCE PLAZA	SF	1800	\$ 21.00	\$ 37,800.00
	4	DESIGN PERMITTING AND CONSTRUCTION STAKING	JOB	LS	\$ 7,500.00	\$ 7,500.00
	SUBTOTAL					\$ 60,300.00
	15% CONTINGENCY					\$ 9,045.00
	TOTAL					\$ 69,345.00
	PAVILIONS					
	1	MOBILIZATION	JOB	LS	\$ 1,000.00	\$ 1,000.00
	2	PAVILION (350X40)	JOB	LS	\$ 14,000.00	\$ 14,000.00
	3	RV PAVILION (200X40)	JOB	LS	\$ 8,000.00	\$ 8,000.00
	4	DESIGN PERMITTING AND CONSTRUCTION STAKING	JOB	LS	\$ 3,500.00	\$ 3,500.00
COMPONENT 19	SUBTOTAL					\$ 26,500.00
	15% CONTINGENCY					\$ 3,975.00
	TOTAL					\$ 30,475.00
	SIGNAGE					
	1	MOBILIZATION	JOB	LS	\$ 1,500.00	\$ 1,500.00
	2	SIGNAGE FOR DIRECTIONAL INFORMATION	JOB	LS	\$ 25,000.00	\$ 25,000.00
	3	DESIGN, PERMITTING AND CONSTRUCTION STAKING	JOB	LS	\$ 4,000.00	\$ 4,000.00
	SUBTOTAL					\$ 30,500.00
	15% CONTINGENCY					\$ 4,575.00
	TOTAL					\$ 35,075.00
COMPONENT 20	UPPER BENCH-TENT SITES					
	Tent Sites:					
	Item No.	Description of Work	Unit	Quantity	Unit Price	Cost
	1	MOBILIZATION	JOB	LS	\$ 1,000.00	\$ 1,000.00
	2	EXCAVATION	JOB	LS	\$ 12,000.00	\$ 12,000.00
	3	TABLES	EA	6	\$ 900.00	\$ 5,400.00
	4	FIRE PITTS	EA	5	\$ 350.00	\$ 1,750.00
	5	3/4" WATER SERVICE (ASSUMED CENTRAL AMMENITIES BUILT)	EA	1	\$ 5,500.00	\$ 5,500.00
	6	LANDSCAPING AND IRRIGATION	JOB	LS	\$ 9,600.00	\$ 9,600.00
	7	DESIGN, CONSTRUCTION STAKING AND TESTING	JOB	LS	\$ 5,000.00	\$ 5,000.00
COMPONENT 21	SUBTOTAL					\$ 40,250.00
	15% CONTINGENCY					\$ 6,037.50
	TOTAL					\$ 46,287.50
	PARTIAL HWY 82 BERM AND GRADING					
	TOTAL					\$ 33,250.00
	PARTIAL HWY 82 BERM AND GRADING					
	TOTAL					\$ 14,893.75
	REMAINING UPPER BENCH WORK IN HWY 82 ROW					
	Berm and Landscaping:					
	Item No.	Description of Work	Unit	Quantity	Unit Price	Cost
COMPONENT 22	1	MOBILIZATION	JOB	LS	\$ 10,000.00	\$ 10,000.00
	2	EXCAVATION	CY	1000	\$ 10.00	\$ 10,000.00
	3	CLEAR AND GRUB	JOB	LS	\$ 8,500.00	\$ 8,500.00
	4	6" TOPSOIL	CY	1100	\$ 30.00	\$ 33,000.00
	5	LANDSCAPING AND IRRIGATION	SF	58000	\$ 2.50	\$ 145,000.00
	6	DESIGN , PERMITTING, CONSTRUCTION STAKING AND TESTING	JOB	LS	\$ 23,000.00	\$ 23,000.00
	SUBTOTAL					\$ 229,500.00
	15% CONTINGENCY					\$ 34,425.00
	-WORK DONE IN COMPONENT 11					\$ (32,187.50)
	-WORK DONE IN COMPONENT 22					\$ (33,250.00)
COMPONENT 23	-WORK DONE IN COMPONENT 23					\$ (14,893.75)
	TOTAL					\$ 183,593.75
	TOTAL					\$ 3,586,010.50

REQUIRED IMPROVEM
COMPLETE ITS

OPTIONAL UPGRADE 1	GATEWAY PARK-OPTIONAL UPGRADES					
	OPTIONAL UPGRADE 1					
	Trail from Park Under Hwy 133 Bridge:					
	Item No.	Description of Work	Unit	Quantity	Unit Price	Cost
	1	MOBILIZATION	JOB	LS	\$ 5,000.00	\$ 5,000.00
	2	EXCAVATION	JOB	LS	\$ 38,000.00	\$ 38,000.00
	3	6" CONCRETE TRAIL	SF	2160	\$ 15.00	\$ 32,400.00
	4	RESTORATION, LANDSCAPING AND RIPARIAN PLANTS	JOB	LS	\$ 12,500.00	\$ 12,500.00
	5	LIGHTING	JOB	LS	\$ 9,200.00	\$ 9,200.00
	6	DESIGN, PERMITS, ARMY CORP, CONSTRUCTION STAKING AND TESTING	JOB	LS	\$ 35,000.00	\$ 35,000.00
OPTIONAL UPGRADE 2	SUBTOTAL					\$ 132,100.00
	15% CONTINGENCY					\$ 19,815.00
	TOTAL					\$ 151,915.00
	OPTIONAL UPGRADE 2					
	Hwy 82 Emergency Access:					
	Item No.	Description of Work	Unit	Quantity	Unit Price	Cost
	1	MOBILIZATION	JOB	LS	\$ 1,000.00	\$ 1,000.00
	2	EXCAVATION	CY	200	\$ 18.00	\$ 3,600.00
	3	18" CLASS 2	CY	140	\$ 28.00	\$ 3,920.00
	4	6" CLASS 6	CY	40	\$ 30.00	\$ 1,200.00
OPTIONAL UPGRADE 3	5	GATE/SIGNAGE	JOB	LS	\$ 1,000.00	\$ 1,000.00
	6	DESIGN, PERMIT, CONSTRUCTION STAKING AND TESTING, A-LINE BREAK PROCESS	JOB	LS	\$ 25,000.00	\$ 25,000.00
	SUBTOTAL					\$ 35,720.00
	15% CONTINGENCY					\$ 5,358.00
	TOTAL					\$ 41,078.00
	OPTIONAL UPGRADE 3					
	Trail Connection to Rio Grande :					
	Item No.	Description of Work	Unit	Quantity	Unit Price	Cost
	1	MOBILIZATION	JOB	LS	\$ 7,500.00	\$ 7,500.00
	2	6" CONCRETE TRAIL	SF	600	\$ 15.00	\$ 9,000.00
OPTIONAL UPGRADE 4	3	70'X12' BRIDGE	SF	840	\$ 150.00	\$ 126,000.00
	4	DESIGN, PERMITTING, CONSTRUCTION STAKING AND TESTING	JOB	LS	\$ 18,000.00	\$ 18,000.00
	SUBTOTAL					\$ 160,500.00
	15% CONTINGENCY					\$ 24,075.00
	TOTAL					\$ 184,575.00
	OPTIONAL UPGRADE 4					
	Paving Access Road Section 1					
	Item No.	Description of Work	Unit	Quantity	Unit Price	Cost
	1	MOBILIZATION	JOB	LS	\$ 1,000.00	\$ 1,000.00
	2	3" ASPHALT	SY	780	\$ 22.00	\$ 17,160.00
OPTIONAL UPGRADE 5	3	CONSTRUCTION STAKING AND TESTING	JOB	LS	\$ 1,200.00	\$ 1,200.00
	SUBTOTAL					\$ 19,360.00
	15% CONTINGENCY					\$ 2,904.00
	TOTAL					\$ 22,264.00
	OPTIONAL UPGRADE 5					
	Paving of Access Road Section 2 and Lower Bench Parking					
	Item No.	Description of Work	Unit	Quantity	Unit Price	Cost
	1	MOBILIZATION	JOB	LS	\$ 5,500.00	\$ 5,500.00
	2	3" ASPHALT	SY	4988	\$ 22.00	\$ 109,736.00
	3	CONSTRUCTION STAKING AND TESTING	JOB	LS	\$ 15,500.00	\$ 15,500.00
OPTIONAL UPGRADE 6	SUBTOTAL					\$ 130,736.00
	15% CONTINGENCY					\$ 19,610.40
	TOTAL					\$ 150,346.40
	OPTIONAL UPGRADE 6					
	Paving of RV Park Road, Parking and Sites:					
	Item No.	Description of Work	Unit	Quantity	Unit Price	Cost
	1	MOBILIZATION	JOB	LS	\$ 7,500.00	\$ 7,500.00
	2	3" ASPHALT DRIVE AND RV SITES (INCLUDING TENT PARKING)	SY	6750	\$ 22.00	\$ 148,500.00
	3	CONSTRUCTION STAKING AND TESTING	JOB	LS	\$ 9,500.00	\$ 9,500.00
	SUBTOTAL					\$ 165,500.00
	15% CONTINGENCY					\$ 24,825.00
OPTIONAL UPGRADE 7	TOTAL					\$ 190,325.00
	OPTIONAL UPGRADE 7					
	Satank Road improvements:					
	Item No.	Description of Work	Unit	Quantity	Unit Price	Cost
	1	MOBILIZATION	JOB	LS	\$ 13,000.00	\$ 13,000.00
	2	REMOVAL, PULVERIZATION OF ASPHALT	CY	500	\$ 15.00	\$ 7,500.00
	3	SCARIFY AND COMPACT EXISTING SUBGRADE	SY	6550	\$ 1.00	\$ 6,550.00
	4	8" CLASS 6 ABC	CY	1450	\$ 30.00	\$ 43,500.00
	5	4" ASPHALT	SY	6040	\$ 32.00	\$ 193,280.00
	6	STRIPING	JOB	LS	\$ 1,000.00	\$ 1,000.00
OPTIONAL UPGRADE7	7	TRAFFIC CONTROL	JOB	LS	\$ 6,000.00	\$ 6,000.00
	8	DESIGN, CONSTRUCTION STAKING AND TESTING	JOB	LS	\$ 15,000.00	\$ 15,000.00
	SUBTOTAL					\$ 285,830.00
	15% CONTINGENCY					\$ 42,874.50
	TOTAL					\$ 328,704.50

Suggested Funding Scenario: 7 Year Buildout

Application, design + permitting	Construction	Grant	Cycle	Grant Value	Match Value	Total Value	Phases to be Funded	
2014	2015							
		GOCO "Local Government Parks & Outdoor Recreation Large Scale Grants" #1	one/4-7 years	\$750,000.00	\$225,000.00	\$975,000.00	2,3,4,6,8	
		Pitkin County Healthy Rivers and Streams #1	one/year	info requested	info requested	\$50,000.00		
		Sub-total		\$750,000.00	\$225,000.00	\$1,025,000.00		\$1,017,847.75
2016	2017							
		Colorado Parks & Wildlife "Fishing is Fun Grants" #1	one/year	\$84,000.00	\$56,000.00	\$140,000.00	1,5,7,9,11,16	
		El Pomar Foundation	varies	\$25,000.00	\$0.00	\$25,000.00		
		Garfield County "Federal Mineral Lease District Grants" #1	two/year	\$350,000.00	\$105,000.00	\$455,000.00		
		GOCO "Local Government Parks & Outdoor Recreation Grants" #1	two/year	\$350,000.00	\$105,000.00	\$455,000.00		
		Pitkin County Healthy Rivers and Streams #2	one/year	info requested	info requested	\$25,000.00		
		Sub-total		\$809,000.00	\$266,000.00	\$1,100,000.00	\$1,099,724.00	
2018	2019							
		Gates Family Foundation Capital Common Grant	four/year	\$100,000.00	\$0.00	\$100,000.00	10,12-15,18	
		Garfield County "Federal Mineral Lease District Grants" #2	two/year	\$350,000.00	\$105,000.00	\$455,000.00		
		GOCO "Local Government Parks & Outdoor Recreation Grants" #2	two/year	\$350,000.00	\$105,000.00	\$455,000.00		
		Pitkin County Healthy Rivers and Streams #3	one/year	info requested	info requested	\$15,000.00		
		Sub-total		\$800,000.00	\$210,000.00	\$1,025,000.00	\$1,022,350.00	
2020	2021							
		Garfield County "Federal Mineral Lease District Grants" #3	two/year	\$350,000.00	\$105,000.00	\$455,000.00	17,19-23	
		Sub-total		\$350,000.00	\$105,000.00	\$455,000.00	\$446,088.75	
7 years to buildout				TOTAL	\$2,709,000.00	\$806,000.00	\$3,605,000.00	\$3,586,010.50

Suggested Funding Scenario: 15 Year Buildout

Application, design + permitting	Construction	Grant	Cycle	Grant Value	Match Value	Total Value	Components to be Funded
2014	2015						
		GOCO "Local Government Parks & Outdoor Recreation Large Scale Grants" #1	one/4-7 years	\$ 460,000.00	\$ 140,000.00	\$ 600,000.00	3,8,11,12 &15
		Pitkin County Healthy Rivers and Streams #1	one/year	\$ 50,000.00	Used for above Match Funds		
		Sub-total		\$510,000.00	\$90,000.00	\$600,000.00	
2016	2017						
		Garfield County "Federal Mineral Lease District Grants" #1	two/year	\$ 350,000.00	\$ 105,000.00	\$ 455,000.00	1 and 2
		El Pomar Foundation	varies	\$ 25,000.00	Used for above Match Funds	\$ -	
		Sub-total		\$375,000.00	\$80,000.00	\$455,000.00	
2018	2019						
		Applied for Grants-None Received		\$0.00	\$0.00	\$0.00	None Funded
		Sub-total		\$0.00	\$0.00	\$0.00	\$0.00
2019	2020						
		Colorado Parks & Wildlife "Fishing is Fun Grants"	one/year	\$ 84,000.00	\$ 56,000.00	\$ 140,000.00	4 & 22
		Pitkin County Healthy Rivers and Streams	one/year	\$ 25,000.00	\$ -	\$ 25,000.00	
		Garfield County "Federal Mineral Lease District Grants"	two/year	\$ 35,000.00	\$ 15,000.00	\$ 50,000.00	
		Gates Family Foundation Capital Common Grant	four/year	\$ 100,000.00	\$ -	\$ 100,000.00	
		Sub-total		\$244,000.00	\$71,000.00	\$315,000.00	\$315,000.00
2021	2022						
		GOCO "Local Government Parks & Outdoor Recreation Large Scale Grants" #2	one/4-7 years	\$750,000.00	\$225,000.00	\$975,000.00	5,6,7,9, and 23
		Sub-total		\$750,000.00	\$225,000.00	\$975,000.00	\$975,000.00
2023	2024						
		Applied for Grants-None Received		\$0.00	\$0.00	\$0.00	None Funded
		Sub-total		\$0.00	\$0.00	\$0.00	\$0.00
2024	2025						
		Garfield County "Federal Mineral Lease District Grants" #3	two/year	\$ 300,000.00	\$ 90,000.00	\$ 390,000.00	13,10
		Pitkin County Healthy Rivers and Streams	one/year	info requested	info requested	\$20,000.00	
		Sub-total		\$300,000.00	\$90,000.00	\$410,000.00	
2026	2027						
		GOCO "Local Government Parks & Outdoor Recreation Grants"	one/4-7 years	\$ 200,000.00	\$ 60,000.00	\$ 260,000.00	14,17,19
		Colorado Parks & Wildlife "Fishing is Fun Grants"	one/year	\$ 84,000.00	\$ 56,000.00	\$ 140,000.00	
		Pitkin County Healthy Rivers and Streams	one/year	\$ 50,000.00	\$ -	\$ 50,000.00	
		Sub-total		\$334,000.00	\$116,000.00	\$450,000.00	\$449,075.00
2028	2029						
		Garfield County "Federal Mineral Lease District Grants"	two/year	\$ 200,000.00	\$ 60,000.00	\$ 260,000.00	16,18,20,21,24
		GOCO "Local Government Parks & Outdoor Recreation Grants "	one/4-7 years	\$ 100,000.00	\$ 30,000.00	\$ 130,000.00	
		Sub-total		\$300,000.00	\$90,000.00	\$390,000.00	
15	Years to Buildout	TOTAL		\$2,813,000.00	\$762,000.00	\$3,595,000.00	\$3,586,010.50



Roaring Fork River

Overview

The importance of the Site Plan and Report is to capture the Town of Carbondale’s vision and to not eliminate any desired concepts as a result of budgetary constraints. The team anticipates and is optimistic that the new program and amenities at Gateway Park will increase use of the Park, yet we are also keenly aware that increased use may, in some instances, also result in increased maintenance, operational costs and responsibility. New amenities and program elements were considered carefully and reflect only those that reflect the broad interest of the community and environment. All concepts were envisioned within the overarching goal to limit maintenance needs and operational costs, while providing a more positive park experience. All schematic concepts will be vetted more fully during detailed design to complement currently proposed funding and phasing.

It is recommended that the Gateway River Park, in addition to Carbondale Parks and Recreation Commission, Public Works and Recreation directors and Town Staff oversight, have an on-going task force responsible for coordination of volunteer efforts to maintain and manage the park, similar to the Red Hill Recreation Area. Volunteer opportunities provide the community with an added sense of ownership and can help support operational needs that might otherwise be underserved due to budgetary limitations.



Town of Carbondale staff will provide quality control review in monitoring and evaluating the planning process and efforts outlined in this report to assure project results are not only accomplished but also can be defined and measured. The success of the planning effort will ultimately be determined by the reflected support and “buy-in” from project stakeholders and citizens involved in the public scoping of the proposed Park plans.

Management Strategy

The management plan envisions a full-time Park Ranger/Manager who would reside within the caretaker resident home at the entrance to the Campground. This Park Ranger/Manager resident home would also serve as the Park and Campground administrative headquarters, and where overnight campers could purchase modest campground supplies. Overnight reservations for camping, via phone or internet, would be made through this office and the Park Ranger/Manager. Non-reservation drop-in campers seeking a campsite, if available, would also check-in through this Park Headquarters. The garage of this resident home was intended to serve as a Park Maintenance facility to house and store tools, equipment and supplies needed to maintain the entire Park property and grounds, including both the upper and lower bench.

This full-time Park Ranger/Manager would be responsible for the custodial maintenance of all Park building facilities, and also for all Park grounds keeping care and maintenance needs. The Park would still retain and employ the services of at least one and possibly two volunteer Campground Hosts that currently exist. They would receive supervision from the Park Ranger/Manager, and assist this individual in responsibilities related to managing, maintaining, and policing the Park. This would also include overseeing the collection of a \$2.00 per person user fee related to commercial and public access and use of the boat ramp and adjacent lower bench parking area.

This full-time Park Ranger/Manager would report and receive supervision from both the Public Works (Parks) Director, and also from the Recreation Director.

The Town may charge fees for commercial or public access to the boat ramp and use of the parking area, provided however, that fisherman engaged in fishing, who possess a current fishing license issued by CPWD, are exempt from such fees, and further provided that such fees shall not exceed \$2.00 per person. The Town may charge whatever fees it deems appropriate to the general public for access to and use of the upper bench and campground facilities located thereon.

Provided that the Town provides reasonable accurate use data, CPWD

will pay the Town annually, by July 31st of each year, a share of costs the Town incurs in maintaining access to the lower bench. CPWD’s share of such costs shall be half of Town’s maintenance costs after deduction from such costs of any per-user fees collected by the Town for use of the lower bench. CPWD is not be liable for more than \$6,000 per year without prior written approval. The Town may request review of the yearly cap after July 31 of each year beginning on July 31, 2014.

Alliances and Stewardship

The Colorado Parks & Wildlife Department (CPWD) provided \$950,000 and Garfield County provided \$100,000 for the acquisition of the property, which closed on December 23, 2010. As part of the purchase and sale contract for the Town’s acquisition of the property, Conservation and Access Easements were granted in perpetuity to CPWD for their contribution. It is the Town’s intent that the conservation values of the Gateway River Park be preserved and protected in perpetuity, and that they will not permit any uses or activities that would diminish or impair the conservation values or that otherwise would be inconsistent with the purposes of this Conservation Easement.

For Garfield County’s contribution, an Intergovernmental Agreement (IGA) is in place that stipulates the Park “will provide river access, a boat ramp, open space, and other recreational amenities for citizens of Carbondale, Garfield County, and the region”. A required “Location and Extent Review” of the property was conducted through the Garfield County Planning & Zoning Department, with stipulations that the Town process and obtain any needed land use permits for future development. The Town has since incorporated and annexed the property within their limits.

The Town of Carbondale will maintain the Park in a good condition and in a manner consistent with the conservation values. The Town will accept all costs and liabilities of any kind related to the ownership, restoration, operation, upkeep, and maintenance of the Park, including weed control and eradication. Any uses or activities on the property that would materially diminish or impair the conservation values are prohibited or restricted, absent prior written approval by CPWD.

The Town also maintains adequate comprehensive general liability insurance coverage on the Park, and keeps the property free of any liens arising out of any work performed for, materials furnished to, or obligations incurred by the Town.

Permitted Uses and Activities

Permitted uses of the Park include maintaining and operating the public boat launch and associated parking on the lower bench of the property. Also allowed are building, renovating, or remodeling accessory structures on the site that are appropriate for recreational, park and campground uses. The Town may create, operate, remodel, repair, and renovate facilities on the upper bench for camping, outdoor recreation, open space, environmental education, and public outdoor park purposes, and to charge reasonable fees for the use of such facilities. The Town’s operation of such facilities may be subcontracted to a third party acceptable to CPWD.

The Park may not be used for residential, commercial, or industrial activities. Indoor sports facilities, recreation centers, and off-road vehicle courses or bike parks are not allowed. Mining and mineral development is prohibited, as is the use of the property for storage or trash collection.

The Town may construct, repair, maintain, and use parking lots as necessary to facilitate access to the Park, and they may construct, repair, maintain, and use trails, trailheads, and associated benches and signage as needed.

The existing residence on the upper bench may be used, remodeled, repaired and renovated, but not expanded without CPWD permission. This residence may be used as an office for the operation and maintenance of the property, and/or for a caretaker residence.

The Town retains their right to have the Park property annexed into the municipal boundaries of the Town which was done in 2011. The Town may also, if they so choose, extend municipal water and sewer service to the Park to serve utility needs for campsites, RV hook-ups, and other similar facilities attendant to a public recreational park and campground.



Satank Road, eastbound

Overview

Implementation of the site plan will occur in phased development of the Park. The future construction of the Park will be fund-driven over a 10 to 15 year time frame, contingent upon successful acquisition of state, federal and/or private grants, which usually require a local match. The Town of Carbondale has a half cent sales/use tax dedicated for recreation department operations & maintenance and capital construction projects. This special Recreation & Sales Use Tax Fund generates approximately \$500,000 annually. The Town also has a developer-funded Park Land Dedication Fund that can be utilized for park land development. These two local funding sources, combined with anticipated grant funding from Great Outdoors Colorado (GOCO) and from the “Fishing is Fun” grant program of the Colorado Parks & Wildlife Department (CPWD), a project sponsor/partner, will be utilized to assist with implementation and development of this plan. In addition, Pikin County Healthy Rivers and Streams also provides grants throughout the valley watershed, and should be considered a viable option for additional Gateway River Park funding.



The Town of Carbondale will be working very closely in collaboration and partnership with both CPWD and Garfield County in seeking GOCO grant funding for the future development of the Gateway River Park.

Listed below are the major grant funding sources for completing the Gateway River Park built-out scenario:

- **GOCO “Local Government Parks & Outdoor Recreation Grants”**
- **GOCO “Local Government Parks & Outdoor Recreation Large Scale Grants”**
- **Colorado Parks & Wildlife “Fishing is Fun Grants”**
- **Garfield County “Federal Mineral Lease District Grants”**
- **Gates Family Foundation**
- **El Pomar Foundation**
- **Pitkin County Healthy Rivers and Streams**